



Transit Plan for the Greater New Orleans Region

Orleans • Jefferson • St. Bernard Parishes, LA
RPC Project No. PK-X287



Prepared for:



Regional Planning Commission

*Jefferson—Orleans-Plaquemines-St. Bernard and
St. Tammany Parishes*

Prepared by:



swLEADER, Inc.

In association with



July 2007

Executive Summary



The purpose of this project is to present a financially constrained plan for the re-establishment of a broader level of transit services in the Greater New Orleans Area.

Since Hurricane Katrina, each of the region's principal urban transit providers has been in the process of restoring transit services. The process has been made easier for the region as the result of two actions. The first came in the form of vehicles offered to the region. This helped both the Regional Transit Authority (RTA) and St Bernard Parish Urban Rapid Transit (SBURT) resume service. The second has been the allowance by the Federal Transit Administration (FTA) for local transit agencies to use available capital funds, without a local match, to fund operations. This aid will be ended in FY 2008. After this point, FTA funds will only be available to support preventative maintenance and other capital programming and locals will be required to finance a greater share of transit costs.

Changes in funding sources will require a choice to be made by the local transit officials concerning the future of services currently offered to the general public. Funding from local governments, riders and contract services will need to play a more prominent role in funding future operations. This comes at a time when transit ridership volumes have steadily increased, but remain a fraction of those found in the local population in 2005.

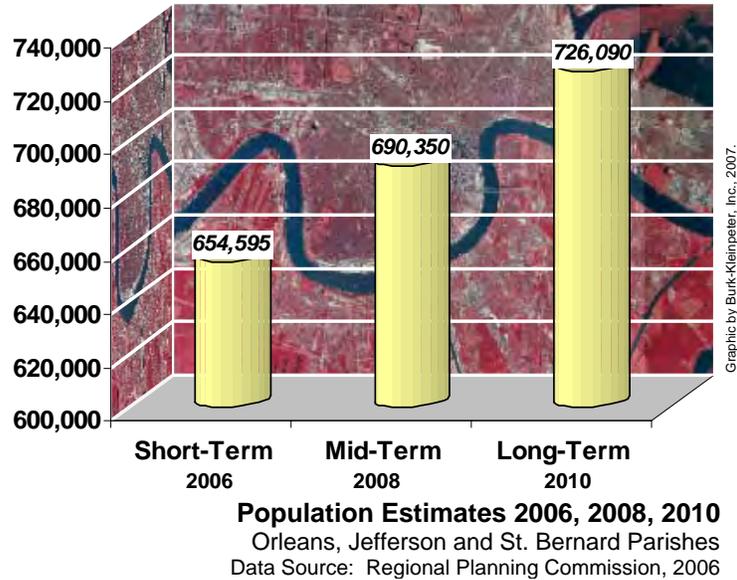
Operations have been restarted and continue in the wake of significant capital losses. While Jefferson Parish (JeT) transit facilities (operations and maintenance) and passenger vehicles passed through the storm with little damage, comparable facilities in New Orleans outside of Uptown and in St. Bernard received a varied combination of flood and storm damage. Only those facilities critically needed to sustain operations and maintenance have been returned to service. The RTA facility in New Orleans East, for example, remains shuttered and has become a storage location for flood damaged vehicles which have been made available for disposal.

Finally, it should be noted that through the course of this project, several factors, beyond the control of the project team, have been identified which will have an equivalent



influence on the acceptance of and utilization of transit resources. These include:

- Lack of growth in the regional population, and in particular, in those segments of the population containing the traditional transit users and the transit dependent.
- Areas which held concentrations of the elderly, economically disadvantaged and working poor have been slowest to recover to their pre-storm condition.
- Ongoing shortage of available market-rate and below market-rate rental housing continues to present a barrier to some repopulation efforts.
- Plans announced for local public housing will, for a number of reasons, reduce the number of public units available to aid the elderly, economically disadvantaged and working poor.
- Lack of supporting infrastructure (medical services, education, police, fire, public utilities) in place will make it harder for existing residents to remain and new residents to enter the region.



Summary

Offered within are a series of recommendations for changes over a defined short-, mid- and long-term period which follow existing trends in ridership and travel demand established within the local population since Hurricane Katrina. As of the writing of this report, the short-term period is generally thought to correspond to a point sometime in the next 12 to 18 months, mid-term to a point sometime in the next 18 to 36 months, and the long-term to a point sometime in the next 36 to 48 months.

Given the complexity of the environment inside of which this planning project took place, and the potential for changes, the recommendations are offered for planning purposes only, with the realization that changes in ridership, funding and local revenues will have a corresponding impact on the implementation of this program.

Short-Term Operations Plan

During the short-term, the level of federal and state funds is projected to remain stable. Given what is known about the local population, ridership has the potential to remain stable, and possibly show some limited growth as a result of continued population changes following Hurricane Katrina. However, during this period, more will be known about reallocation of federal funds and resulting need for increased local funding.

To accomplish the objectives of the short-term plan, the transit route system would concentrate on those areas of Orleans and Jefferson Parishes where demand for services is apparent. In addition, the focus for St. Bernard Parish would be to continue working with local resources to maintain the demand-response system. This appears best suited to the dispersed population centers located throughout the urban portion of the Parish.

Figure ES-1 provides an overview of the potential coverage of the recommended route network, given two standard planning rules of thumb. The first is an overlay for complementary paratransit services, offered within $\frac{3}{4}$ mile of the fixed-route network. Historically, these services have been offered over a much broader area, and there are no constraints, other than funding and demand, which would keep this from happening in the future. The second is an overlay to estimate the average walking distance for transit riders, which is approximately $\frac{1}{4}$ mile in traditional transit planning practice. It is within this area which the transit services could anticipate attracting the highest potential of riders. However, it is conceivable that in practice, this area may vary in depth in some parts of the region in response to the need for service, as well as availability of facilities (route structure, supporting infrastructure, including sidewalks and crosswalks) and weather.

The focus of the short-term plan will be to *continue* the post-Katrina transit restoration efforts, as well as re-establishing some efforts begun prior to the Hurricane:

- Incorporate the suggested planning model (See Transit Service Standards) so that all changes in transit services correspond to actual rider demand.
- Involve the Regional Planning Commission in the review of transit demands.
- Maintain a level of capital investment (fleet, maintenance and operations facilities) commensurate with the level of service offered in the region.
- Invest in a unified map of transit routes in the region.
- Work with local governments to assure that transit stops remain well-marked, with supporting facilities (shelters, benches, trashcans, lights, etc.) returned as demand requires.
- Remain vigilant to changes in streetcar utilization and demands as changes in ridership and demand may signal a need to reexamine options for restoration of streetcar service in the Canal Street corridor.



- Begin designing terminals at several key locations to aid transfers between routes and individual transit systems (S. Claiborne at S. Carrollton; Canal Boulevard near City Park Avenue). Maintain existing JeT terminals on Westbank.
- Maintain a demand-response service area with St. Bernard Parish and establish opportunity for timed transfer to fixed-route services in City of New Orleans.

Table ES-1
Summary- Transit Operation Plan, Short-Term
 Orleans, Jefferson and St. Bernard Parishes, LA

Transit Provider	Service Characteristics									
	Fixed-Route ⁽¹⁾					Demand Response ⁽²⁾			New Terminals ⁽³⁾	
	Number of Routes	Weekly Hours	Peak Vehicles	Paratransit Hours	Operating Cost (Est)	Weekly Hours	Peak Vehicles	Operating Cost (Est)	Interline Terminals	Transfer locations
New Orleans Regional Transit Authority, (RTA), FTA ID #6032	21 <i>routes</i>	4,000 <i>hrs per wk</i>	56 <i>vehicles</i>	1,200 <i>hrs per wk</i>	\$29.250 <i>million</i>	Not Applicable			Canal Blvd	Claiborne at Carrollton
Jefferson Parish Dept. of Transit Admin, (JeT), FTA ID #6088	12 <i>routes</i>	1,810 <i>hrs per wk</i>	29 <i>vehicles</i>	550 <i>hrs per wk</i>	\$12.136 <i>million</i>	Not Applicable			Not Applicable	
St. Bernard Parish Urban Rapid Transit (SBURT), FTA ID #6058	Not Applicable					2,600 <i>hrs per yr</i>	6 <i>vehicles</i>	\$398.6 <i>thousand</i>	Not Applicable	

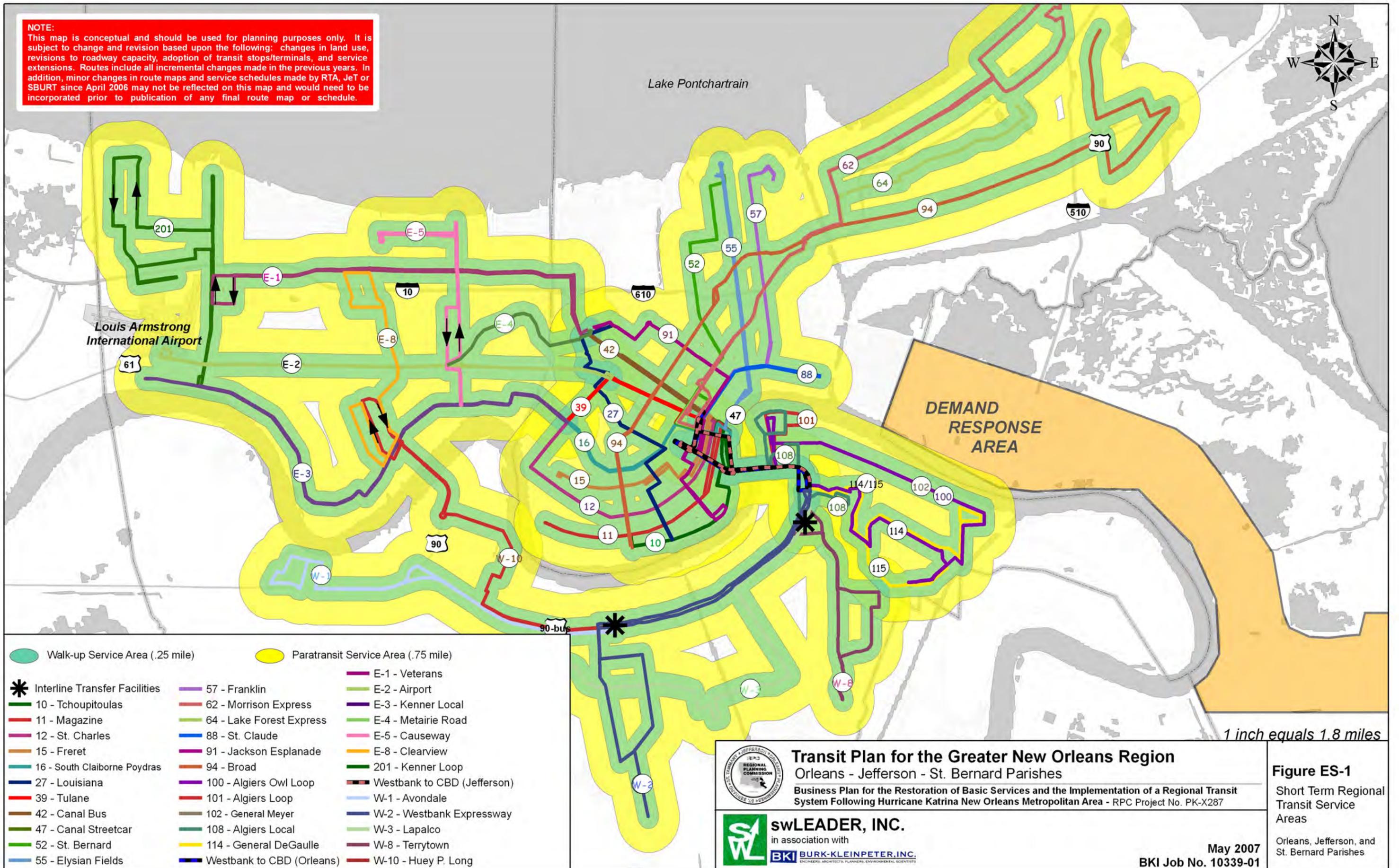
Transit Provider	Policy Changes and Updates									
	Transit Service Standards ⁽⁶⁾								Vehicle Needs ⁽⁷⁾	
	Core Transit Values	Fixed-Route Service Standards	Demand-Response Service Standards	Audit and Evaluation	Passenger Facility Standards	Electronic Fare Collection	Transit Signal Priority	Bike-on-Bus Program	Total	Spares (20%)
New Orleans Regional Transit Authority, (RTA), FTA ID #6032	X	X	X	X	X	X	X	X	67 <i>vehicles</i>	11 <i>vehicles</i>
Jefferson Parish Dept. of Transit Admin, (JeT), FTA ID #6088	X	X	X	X	X	X	X	X	35 <i>vehicles</i>	6 <i>vehicles</i>
St. Bernard Parish Urban Rapid Transit (SBURT), FTA ID #6058	X	---	X	X	X	---	---	---	7 <i>vehicles</i>	1 <i>vehicles</i>

Notes:

- (1) - Fixed-route defined as transit services offered on a fixed schedule to a fixed series of loading and unloading points along a road or series of roads.
- (2) - Demand-response defined as transit services offered on an as-needed, advanced appointment basis.
- (3) - Terminals defined as locations where passengers can transfer between transit routes and services offered by a single or multiple providers. These facilities typically could have a series of amenities including restrooms, sheltered passenger transfer areas, information stations and ticket or pass sales. The level of amenities offered would be based on projected passenger volumes and the number of routes serving the facility.
- (4) - Cost estimates are an initial order of magnitude based upon costs recorded prior to Hurricane Katrina, with some adjustments made to account for inflation. Baseline cost information and assumptions are documented in the "Transit Operation Plan" section of the report.
- (5) - Please see the "Transit Operation Plan" for more information on the projected fixed-route network schedule.
- (6) - Please see "Transit Service Standards" for more information.
- (7) - Vehicle needs based on information on existing fleet condition, plans for replacement of damaged vehicles and awards announced to refurbish flood damaged vehicles.
- (8) - For the purposes of planning, short-term is defined as a point within the next 12-18 months.

Compiled by swLEADER, INC. and Burk-Kleinpeter, Inc., 2007.

NOTE:
 This map is conceptual and should be used for planning purposes only. It is subject to change and revision based upon the following: changes in land use, revisions to roadway capacity, adoption of transit stops/terminals, and service extensions. Routes include all incremental changes made in the previous years. In addition, minor changes in route maps and service schedules made by RTA, JeT or SBURT since April 2006 may not be reflected on this map and would need to be incorporated prior to publication of any final route map or schedule.



- | | | |
|---------------------------------|-------------------------------------|-----------------------------|
| Walk-up Service Area (.25 mile) | Paratransit Service Area (.75 mile) | E-1 - Veterans |
| Interline Transfer Facilities | 57 - Franklin | E-2 - Airport |
| 10 - Tchoupitoulas | 62 - Morrison Express | E-3 - Kenner Local |
| 11 - Magazine | 64 - Lake Forest Express | E-4 - Metairie Road |
| 12 - St. Charles | 88 - St. Claude | E-5 - Causeway |
| 15 - Freret | 91 - Jackson Esplanade | E-8 - Clearview |
| 16 - South Claiborne Poydras | 94 - Broad | 201 - Kenner Loop |
| 27 - Louisiana | 100 - Algiers Owl Loop | Westbank to CBD (Jefferson) |
| 39 - Tulane | 101 - Algiers Loop | W-1 - Avondale |
| 42 - Canal Bus | 102 - General Meyer | W-2 - Westbank Expressway |
| 47 - Canal Streetcar | 108 - Algiers Local | W-3 - Lapalco |
| 52 - St. Bernard | 114 - General DeGaulle | W-8 - Terrytown |
| 55 - Elysian Fields | Westbank to CBD (Orleans) | W-10 - Huey P. Long |

1 inch equals 1.8 miles

	Transit Plan for the Greater New Orleans Region Orleans - Jefferson - St. Bernard Parishes Business Plan for the Restoration of Basic Services and the Implementation of a Regional Transit System Following Hurricane Katrina New Orleans Metropolitan Area - RPC Project No. PK-X287	Figure ES-1 Short Term Regional Transit Service Areas Orleans, Jefferson, and St. Bernard Parishes
	swLEADER, INC. in association with BKI BURK-KLEINPETER, INC. <small>ENGINEERS ARCHITECTS PLANNERS ENVIRONMENTAL SCIENTISTS</small>	

Mid-Term Operations Plan

The transition to the identified *mid-term* operations plan includes an anticipated reduction in federal funding to support transit operations. As emergency operations authorizations for the region expire during FY 2008, federal funds will return to their pre-Hurricane uses (preventative maintenance). The loss of federal funding will require an increase in local funding commitment.

To accomplish the objectives of the mid-term plan, the following broad policy steps should accompany the implementation of the transit operations plan identified for the three parishes as shown on Figure ES-2 given the $\frac{3}{4}$ mile paratransit and $\frac{1}{4}$ mile transit rider areas.

The focus of the mid-term plan will be a *slight* expansion of service:

- Improve connectivity of existing route network to developed areas, employment centers and public facilities. This should be accomplished through strategic increases in operating hours, reduction in headway (time between buses) during peak.
- Remain vigilant to changes in streetcar utilization and demands. Changes in ridership and demand may signal a need to revisit the options identified for restoration of streetcar service in the Canal Street corridor.
- Examine the need for possible demand-response services in certain areas of the City of New Orleans and Jefferson Parish. These would be focused on transport from a defined zone to the closest transit route or terminal. Input from neighborhood groups and stakeholders would be required in order to define the demand for and extent of service.
- Work with local governments to assure that transit stops remain well-marked, with supporting facilities (shelters, benches, trashcans, lights, etc.) returned as demand requires.
- Continue the process of adding terminals at several key locations to aid transfers between routes and individual transit systems (Orleans Avenue at Marconi – Delgado Community College; Desire Street at Chef Menteur Highway).
- Allow for a slight increase in operating hours as some peak-hour only services in Jefferson Parish (Clearview Parkway route and Metairie Road route) transition to full-day service.
- Maintain the demand-response service area with transfers to fixed-route service in the City of New Orleans for St. Bernard Parish.



Table ES-2
Summary- Transit Operation Plan, Mid-Term
 Orleans, Jefferson and St. Bernard Parishes, LA

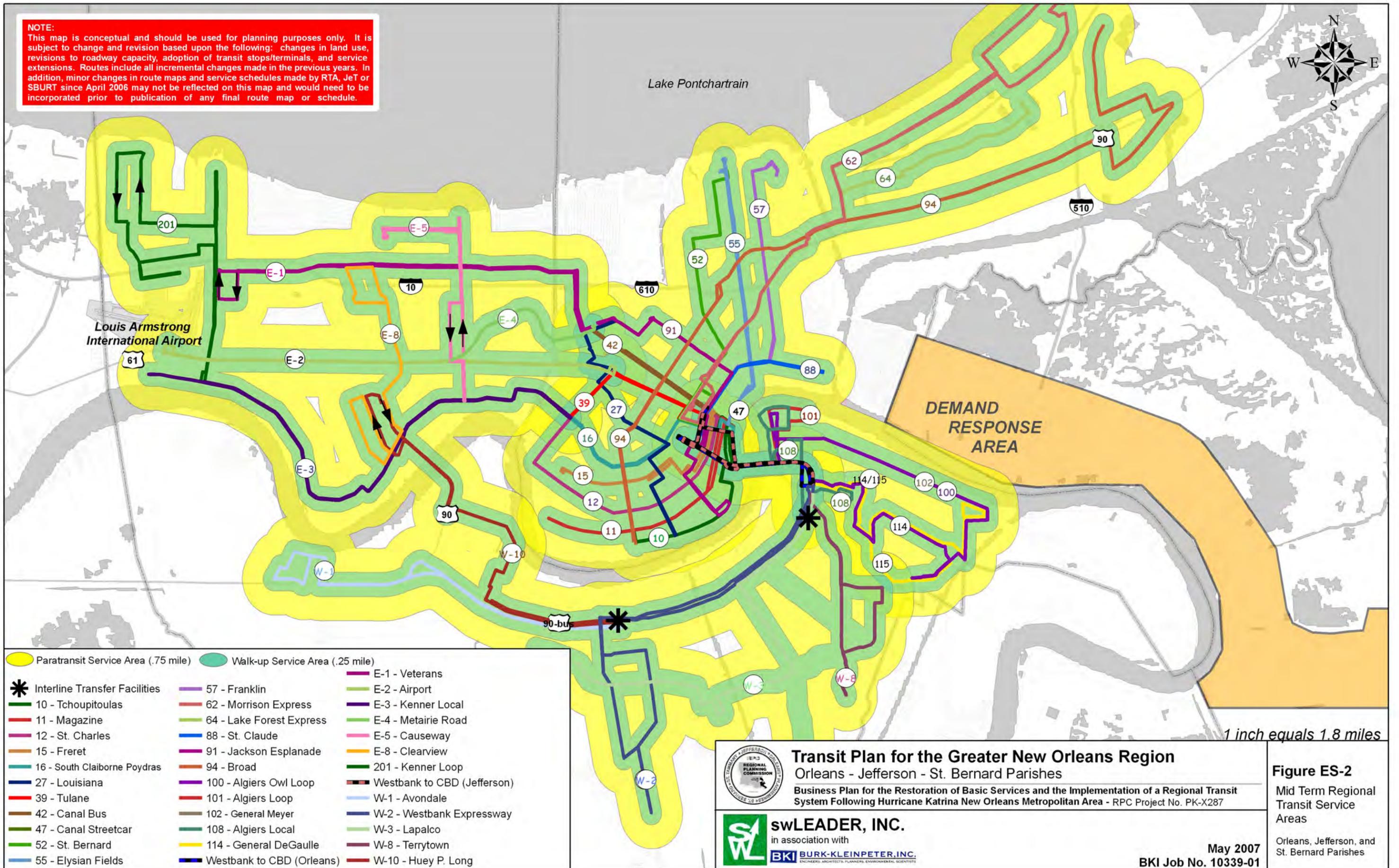
Transit Provider	Service Characteristics									
	Fixed-Route ⁽¹⁾					Demand Response ⁽²⁾			New Terminals ⁽³⁾	
	Number of Routes	Weekly Hours	Peak Vehicles	Paratransit Hours	Operating Cost (Est)	Weekly Hours	Peak Vehicles	Operating Cost (Est)	Interline Terminals	Transfer locations
New Orleans Regional Transit Authority, (RTA), FTA ID #6032	21 <i>routes</i>	4,000 <i>hrs per wk</i>	56 <i>vehicles</i>	1,200 <i>hrs per wk</i>	\$30.892 <i>million</i>	Possible, west of IHNC, north of St. Claude Ave			---	Orleans at Marconi, Desire at Chef Hwy
Jefferson Parish Dept. of Transit Admin, (JeT), FTA ID #6088	12 <i>routes</i>	1,880 <i>hrs per wk</i>	30 <i>vehicles</i>	570 <i>hrs per wk</i>	\$13.307 <i>million</i>	Possible, west of Harvey Canal, East of Barataria Blvd			Not Applicable	
St. Bernard Parish Urban Rapid Transit (SBURT), FTA ID #6058	Not Applicable					2,600 <i>hrs per yr</i>	6 <i>vehicles</i>	\$248.7 <i>thousand</i>	Not Applicable	

Transit Provider	Policy Changes and Updates									
	Transit Service Standards ⁽⁶⁾								Vehicle Needs ⁽⁷⁾	
	Core Transit Values	Fixed-Route Service Standards	Demand-Response Service Standards	Audit and Evaluation	Passenger Facility Standards	Electronic Fare Collection	Transit Signal Priority	Bike-on-Bus Program	Total	Spares (20%)
New Orleans Regional Transit Authority, (RTA), FTA ID #6032	X	X	X	X	X	X	X	X	68 <i>vehicles</i>	12 <i>vehicles</i>
Jefferson Parish Dept. of Transit Admin, (JeT), FTA ID #6088	X	X	X	X	X	X	X	X	36 <i>vehicles</i>	6 <i>vehicles</i>
St. Bernard Parish Urban Rapid Transit (SBURT), FTA ID #6058	X	---	X	X	X	---	---	---	7 <i>vehicles</i>	1 <i>vehicles</i>

Notes:

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 - (3) - Terminals defined as locations where passengers can transfer between transit routes and services offered by a single or multiple providers. These facilities typically could have a series of amenities including restrooms, sheltered passenger transfer areas, information stations and ticket or pass sales. The level of amenities offered would be based on projected passenger volumes and the number of routes serving the facility.
 - (4) - Cost estimates are an initial order of magnitude based upon costs recorded prior to Hurricane Katrina, with some adjustments made to account for inflation. Baseline cost information and assumptions are documented in the "Transit Operation Plan" section of the report.
 - (5) - Please see the "Transit Operation Plan" for more information on the projected fixed-route network schedule.
 - (6) - Please see "Transit Service Standards" for more information.
 - (7) - Vehicle needs based on information on existing fleet condition, plans for replacement of damaged vehicles and awards announced to refurbish flood damaged vehicles.
 - (8) -For the purposes of planning, mid-term is defined as a point within the next 18-36 months.
- Compiled by swLEADER, INC. and Burk-Kleinpeter, Inc., 2007.

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- | | | |
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| Paratransit Service Area (.75 mile) | Walk-up Service Area (.25 mile) | |
| Interline Transfer Facilities | 57 - Franklin | E-1 - Veterans |
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Transit Plan for the Greater New Orleans Region

Orleans - Jefferson - St. Bernard Parishes

Business Plan for the Restoration of Basic Services and the Implementation of a Regional Transit System Following Hurricane Katrina New Orleans Metropolitan Area - RPC Project No. PK-X287



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1 inch equals 1.8 miles

Figure ES-2

Mid Term Regional Transit Service Areas

Orleans, Jefferson, and St. Bernard Parishes

May 2007
 BKI Job No. 10339-01

Long-Term Operations Plan

The transition to the identified *long-term* operations plan starts with providing better transit route connectivity between parishes. These steps build upon measures taken in the short- and mid-term programs. The result will be an increase in travel opportunities between the parishes, and a continued expansion of passenger traffic over the period.

To accomplish the objectives of the long-term plan, the following broad policy steps should accompany the implementation of the transit operations plan identified for the three parishes as shown on Figure ES-3 given the $\frac{3}{4}$ mile paratransit and $\frac{1}{4}$ mile transit rider areas.

The long-term focus will be a *slight* expansion of service, with a movement toward a more regional system which will have objective service standards and support transit travel between parishes:

- Implement elements which promise to continue toward a transit network which appears seamless to the user. This would include a unified fare structure as a prerequisite to more inter-parish fixed-route opportunities.
- Incorporate several regional routes that cross parish lines and interconnect terminals in the City of New Orleans and Jefferson Parish. This would include modifications to the S. Claiborne, Causeway, Jefferson Highway and Airport routes on the Eastbank. This will help passengers needing to travel between points in both parishes.
- Work with local governments to assure that transit stops remain well-marked, with supporting facilities (shelters, benches, trashcans, lights, etc.) returned as demand requires.
- Participate in planning efforts and activities which continue to promote regional mobility choice and alternatives. It is expected that efforts started previously may be revisited as the region continues to redevelop.
- Work with local governments to assure that funding levels for transit are maintained, especially as federal fund levels decrease.
- Incorporate a regional fare structure to support start of these interparish routes as part of the general transit network.
- Remain vigilant to changes in streetcar utilization and demands. Changes in ridership and demand may signal a need to revisit the options identified for restoration of streetcar service in the Canal Street corridor.
- Continue the process to add terminals at several key locations to aid transfers between routes and individual transit systems (Airline Drive at Severn Avenue).
- Allow for a slight increase in weekly fixed-route and paratransit hours provided in both the City of New Orleans and Jefferson Parish.



Table ES-3
Summary- Transit Operation Plan, Long-Term
 Orleans, Jefferson and St. Bernard Parishes, LA

Transit Provider	Service Characteristics									
	Fixed-Route ⁽¹⁾					Demand Response ⁽²⁾			New Terminals ⁽³⁾	
	Number of Routes	Weekly Hours	Peak Vehicles	Paratransit Hours	Operating Cost (Est)	Weekly Hours	Peak Vehicles	Operating Cost (Est)	Interline Terminals	Transfer locations
New Orleans Regional Transit Authority, (RTA), FTA ID #6032	21 <i>routes</i>	4,230 <i>hrs per wk</i>	58 <i>vehicles</i>	1,270 <i>hrs per wk</i>	\$34.509 <i>million</i>	<i>Not Applicable</i>			<i>Not Applicable</i>	
Jefferson Parish Dept. of Transit Admin, (JeT), FTA ID #6088	11 <i>routes</i>	2,145 <i>hrs per wk</i>	31 <i>vehicles</i>	650 <i>hrs per wk</i>	\$16.034 <i>million</i>	<i>Not Applicable</i>			Airline at Severn	---
St. Bernard Parish Urban Rapid Transit (SBURT), FTA ID #6058	<i>Not Applicable</i>					2,600 <i>hrs per yr</i>	6 <i>vehicles</i>	\$248.7 <i>thousand</i>	<i>Not Applicable</i>	

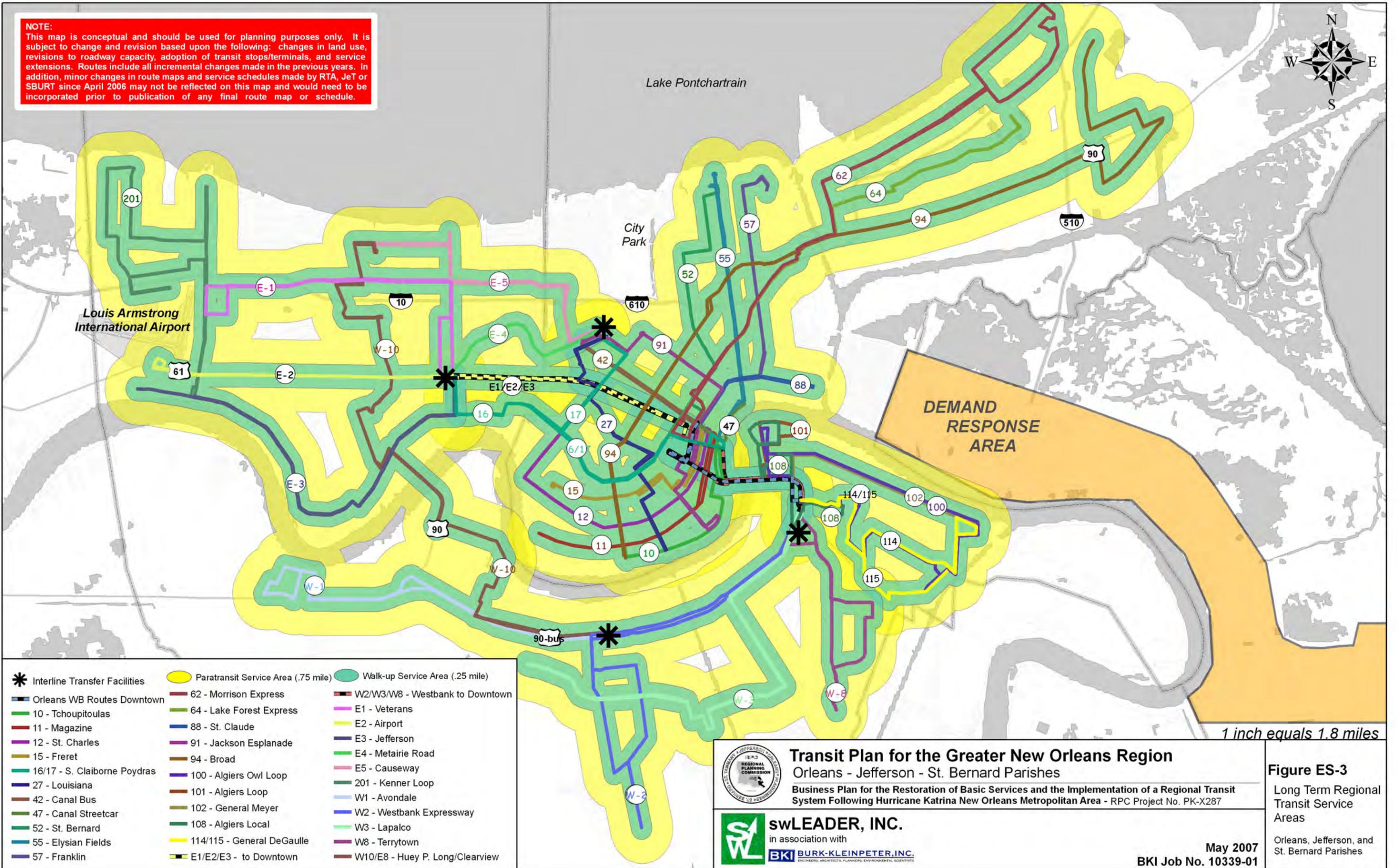
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	Transit Service Standards ⁽⁶⁾								Vehicle Needs ⁽⁷⁾	
	Core Transit Values	Fixed-Route Service Standards	Demand-Response Service Standards	Audit and Evaluation	Passenger Facility Standards	Electronic Fare Collection	Transit Signal Priority	Bike-on-Bus Program	Total	Spares (20%)
New Orleans Regional Transit Authority, (RTA), FTA ID #6032	X	X	X	X	X	X	X	X	70 <i>vehicles</i>	12 <i>vehicles</i>
Jefferson Parish Dept. of Transit Admin, (JeT), FTA ID #6088	X	X	X	X	X	X	X	X	37 <i>vehicles</i>	6 <i>vehicles</i>
St. Bernard Parish Urban Rapid Transit (SBURT), FTA ID #6058	X	---	X	X	X	---	---	---	7 <i>vehicles</i>	1 <i>vehicles</i>

Notes:

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- (4) - Cost estimates are an initial order of magnitude based upon costs recorded prior to Hurricane Katrina, with some adjustments made to account for inflation. Baseline cost information and assumptions are documented in the "Transit Operation Plan" section of the report.
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Orleans - Jefferson - St. Bernard Parishes
 Business Plan for the Restoration of Basic Services and the Implementation of a Regional Transit System Following Hurricane Katrina New Orleans Metropolitan Area - RPC Project No. PK-X287



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May 2007
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Figure ES-3
 Long Term Regional Transit Service Areas
 Orleans, Jefferson, and St. Bernard Parishes

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Introduction

Project Purpose

The purpose of this project is to present a financially constrained plan for the re-establishment of transit in the Greater New Orleans Area. It will provide an overview of projected demand, routing structure, capital needs and opportunities for regional coordination, while incorporating the constraints apparent in the pace of the recovery and available funding from federal, state and local sources. Recovery of transit services will restore a critical link between employers and job seekers, residents and critical services.

Study Area

The area of study for the plan will be the three parishes of Orleans, Jefferson and St. Bernard, as shown in Figure 1. While Hurricane Katrina rendered substantial areas of St. Bernard and Orleans uninhabitable, Jefferson Parish passed through the storm with most of its housing stock and commercial infrastructure relatively unscathed. Flood damages throughout East Jefferson from a combination of rain and drainage system failures have been addressed, with most structures returning to occupancy. Only those areas which experienced the combination of wind, rain and flood damage have been slower to recover.

Complicating the delivery of transit is the pace and pattern of return and rebuilding. Lack of housing which is affordable and habitable remains a primary barrier to the return of the majority of the pre-Hurricane population in Orleans Parish. The observed pattern is that areas of higher ground (along the Mississippi River and natural ridges) as well as the unaffected areas of Algiers on the westbank in Orleans Parish have been quickest to repopulate. Patterns in St. Bernard Parish have consisted of repopulated areas of higher ground as well as some scattered sites. The greatest share of the Parish's population has chosen to resettle elsewhere, primarily in St. Tammany and Tangipahoa parishes. Those choosing to stay have rebuilt in place, in scattered sites across the Parish. Jefferson Parish has all the appearances of a "business-as-usual" pattern. Population levels have rebounded, with a slight loss overall, though in some areas the growth of transient population groups has been noted. The result has been a reduction in overall population densities, along with a redistribution or loss of the majority of the region's traditional transit-dependent population groups.

Transit Service Description (2005)

A combination of providers offered general public transportation services to the region, as outlined in Table 1. These providers include:

- **Regional Transit Authority (RTA)** – offering general public transit service via fixed-route, paratransit and light-rail within Orleans Parish and fixed-route service the City of Kenner, LA in Jefferson Parish;
- **Jefferson Parish Department of Transit Administration (JeT)** – offering general public transit service via fixed-route and paratransit within Jefferson Parish and has routes passing through several incorporated communities in the Parish (Harahan, Kenner, Gretna, Westwego);
- **St. Bernard Urban Rapid Transit (SBURT)** – offering general public transit services via



fixed-route within St. Bernard Parish;

- **Crescent City Connection Division, Louisiana Department of Transportation and Development** – offering regular passenger and auto ferry service at 3 landing/terminals between Orleans Parish and St. Bernard Parish, Orleans Parish Eastbank and Westbank, and Orleans Parish and Jefferson Parish.

Not shown in this list are the various privately operated and organized carpool/vanpool networks which shuttle workers between Orleans Parish and the growing suburban areas within St. Tammany Parish, Tangipahoa Parish, and the Mississippi Gulf Coast.

Table 1

Pre-Hurricane Katrina Public Transportation Service Providers (2004)
 Summary of All Modes of Service Offered in Orleans – Jefferson - St. Bernard Parishes, LA

Provider	Summary of All Operated and Reported Modes of Service					
	Service Area Statistics	Annual Passenger Miles	Annual Unlinked Trips	Operating Funds (Total)	Passenger Fares (Total)	Total Fleet
New Orleans Regional Transit Authority (NORTA)	75 square miles 484,674 persons	112,774,759 miles*	47,496,471 trips*	\$108,435,988 <i>Federal, State, Local Fares, Other</i>	\$34,720,356 <i>32% of Total Budget</i>	548 Vehicles 483 operated in maximum service
Jefferson Parish Dept of Transit Administration (JeT)	94 square miles 438,765 persons	20,316,691 miles*	4,281,819 trips*	\$15,910,930 <i>Federal, State, Local Fares, Other</i>	\$5,096,504 <i>32% of Total Budget</i>	82 Vehicles 69 operated in maximum service
St. Bernard Parish Urban Rapid Transit (SBURT)	Reporting waiver granted by Federal Transit Administration (FTA) in 2004 Transit property operates 4 vehicles.					
Crescent City Connection Division – LADOTD (CCCD)	95 square miles 1,007,369 persons	1,583,700 miles*	3,167,034 trips*	\$7,712,565 <i>Federal, State, Local Fares, Other</i>	\$0 <i>0% of Total Budget</i>	6 Vehicles 5 operated in maximum service

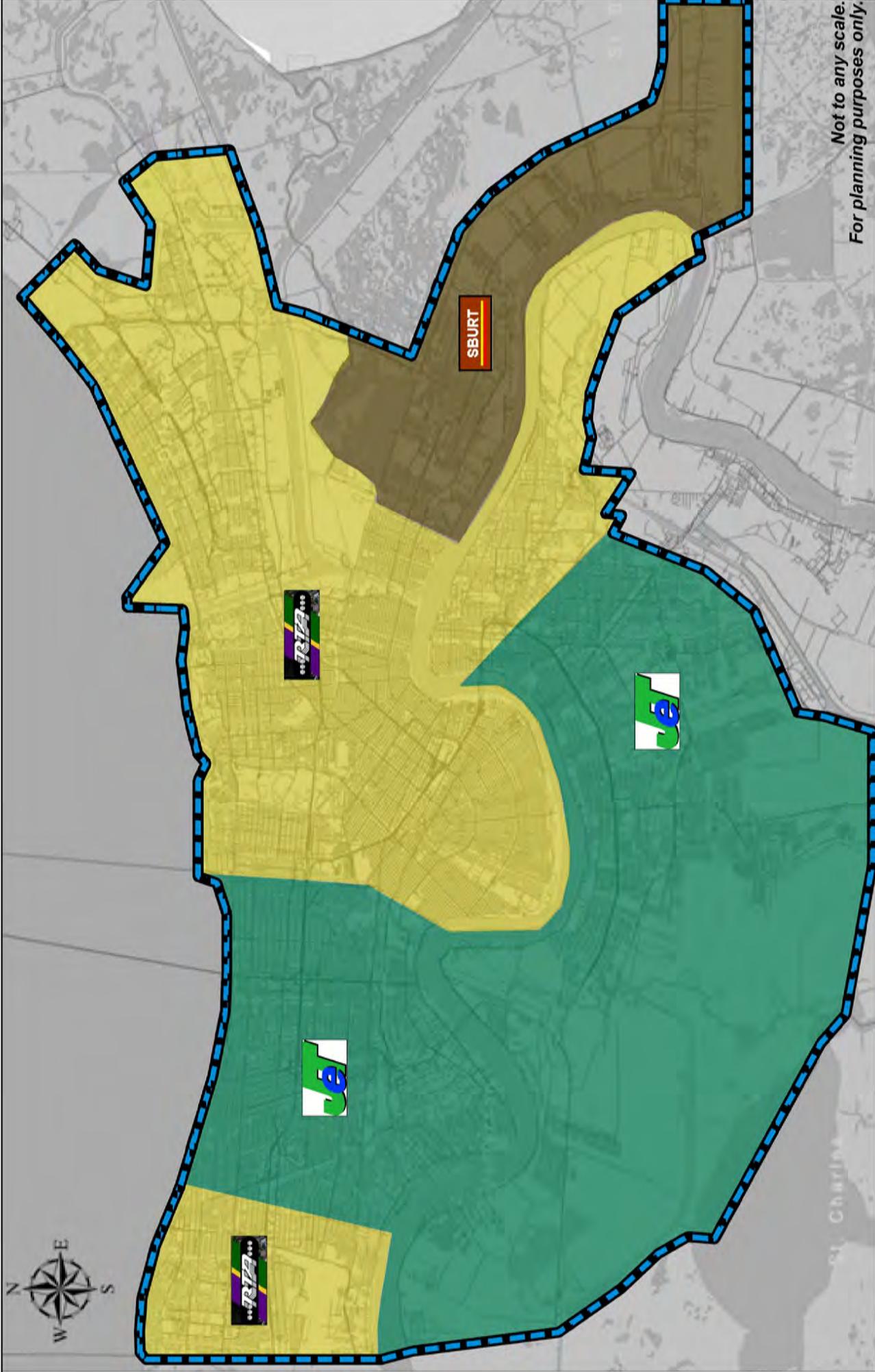
Notes:

(1) - Transit provider contact information (2004):

- **NORTA** – 6700 Plaza Drive, New Orleans, LA 70127, www.norta.com; FTA ID# 6032, Modes offered: Bus, Light Rail, Demand-Response
- **JeT** – 21 Westbank Expressway, Gretna, LA 70053, www.jeffersontransit.org; FTA ID# 6088, Modes offered: Bus, Demand-Response
- **SBURT** – 8201 W. Judge Perez Drive, Chalmette, LA 70043, FTA ID# 6058, Modes offered: Bus
- **CCCD** – 2001 Mardi Gras Boulevard, 6297, New Orleans, LA 70174, www.dotd.state.la.us/operation/cccd/home.asp; FTA ID# 6020, Modes offered: Ferryboat

(2) – Items marked with asterisk (*) questioned by the Federal Transit Administration.

Compiled by Burk-Kleinpeter, Inc., 2006.



Legend

- Study Area
- Transit Service & Planning Area (approximate boundary)

Transit Plan for the Greater New Orleans Region
Orleans-Jefferson-St. Bernard Parishes

Business Plan for the Restoration of Basic Services and the Implementation of a Regional Transit System Following Hurricane Katrina New Orleans Metropolitan Area - RPC Project No. PK-X287

swLEADER, INC.
In association with
BKI BURK-KLEINPETER, INC.

May 2007
BKI Job 10339-01

Figure 1
Study Area
Jefferson, Orleans
and St. Bernard Parishes

Impact of Hurricane Katrina

On August 29, 2005, the Gulf Coast region was forever changed. Hurricane Katrina, a category 3 hurricane, made landfall in Buras, Louisiana. With top winds estimated at 125 miles per hour, the storm crashed across Plaquemines and St. Bernard parishes, LA and then turned toward and made a second landfall in Hancock County, MS. Levees designed to hold back water crumbled under a combination of factors. Flooding persisted throughout much of Orleans Parish. When the storm passed, the result was one of the deadliest and costliest storms in US history.ⁱ

The impact of the storm on regional transit operations was significant, as shown in the following overview and status as of the start of this project in the Fall of 2006:



Regional Transit Authorityⁱⁱ
New Orleans, LA

- **Staff** – Prior to the Hurricane, TMSEL employed just fewer than 1,360 employees. At the start of this project, the staff numbered 724 persons and was expected to be decreased to 479 persons by December 1, 2006.
- **Operations Facilities** – Prior to the Hurricane, RTA maintained its administrative offices on Plaza Drive in New Orleans East and the A Philip Randolph facility in Mid City, along with a maintenance yard on Desire Parkway near the Industrial Canal. All of these facilities sustained major flood damage. At the start of this project, repairs were ongoing at the Randolph and Desire Parkway facilities. The future of the Plaza drive facility was unknown. Facilities in Uptown (Carrollton Streetcar Barn, Napoleon Facility) sustained wind damage, were repaired and returned to operation. The park-and-ride facility in Algiers has been converted to a FEMA trailer park.
- **Vehicles** – Prior to the Hurricane, RTA maintained a total fleet of 772 revenue vehicles (buses and streetcars), paratransit vehicles and non-revenue support vehicles. At the start of this project, the system had a fleet of 500 vehicles, which included 82 donated buses. All donated buses were expected to be removed from service on December 1, 2006.
- **Schedule** – Prior to the Hurricane, RTA maintained an extensive system of 66 fixed-routes and 4 streetcar lines within Orleans Parish and City of Kenner. At the start of this project, RTA was offering 6,556 hours of revenue service per week in Orleans Parish and Kenner, as well as 2,535 hours of revenue service per week in East Baton Rouge Parish/City of Baton Rouge. Services in East Baton Rouge Parish were expected to end by December 2006. RTA was also expected to assume operation of the LA Swift commuter bus service connecting Baton Rouge and New Orleans in December 2006. It was expected to remain operational through March 31, 2007.



Jefferson Parish Department of Transit Administrationⁱⁱⁱ
d/b/a Jefferson Transit
Jefferson Parish, LA

- **Staff** – Prior to the Hurricane, 184 persons worked with Jefferson Transit (JeT). At the start of this project, the staff numbered 102 persons.
- **Operations Facilities** – Prior to the Hurricane, JeT operated two maintenance facilities (118 David Drive, Metairie; 90 1st Street, Gretna), a transit office and two passenger terminals on the Westbank Expressway. All sustained minor damage as a result of the hurricane and returned to operation shortly before the start of this project.
- **Vehicles** – Prior to the Hurricane, JeT maintained a total fleet of 82 revenue vehicles (buses) and paratransit vehicles. At the start of this project, the system returned 44 of these vehicles to revenue service.
- **Schedule** – Prior to the Hurricane, JeT maintained approximately 4,306 hours of revenue service (fixed-route and paratransit) per week in Jefferson Parish. At the start of this project, JeT offered 2,113 hours of revenue service (fixed-route and paratransit) per week in the Parish and had plans to increase this numbers in response to demand.



St. Bernard Parish Government
d/b/a St. Bernard Urban Rapid Transit
St. Bernard Parish, LA

- **Staff** – Prior to the Hurricane, SBURT employed a small number of persons to maintain and operate their vehicles. Attempts to update this information at the start of this project with the Parish proved unsuccessful.
- **Operations Facilities** – Prior to the Hurricane, SBURT maintained its administrative offices and garage operations on Palmisano Street in Chalmette. At that start of this project, the facility remained closed to all but parish staff since it received significant wind and water damage from the Hurricane.
- **Vehicles** – Prior to the Hurricane, SBURT maintained an operational fleet of four vehicles. At the start of this project, it was reported that the Parish had no operational vehicles, and was providing very basic service using all donated vehicles. However, this has not been verified.
- **Schedule** – Prior to the Hurricane, SBURT maintained a regular schedule for services between the parish and Downtown New Orleans. At the start of this report, no official schedule or service plan for transportation between the parishes had been announced.



Planning Assumptions

In the weeks and months that have followed, local officials, residents, federal and state government officials have been left with the daunting task of rebuilding and renewal. The return to the pre-Katrina environment will require a healing period of many years. Already, as the region rebuilds, it faces many issues, some of which form the assumptions for the planning process:

- **Degree of devastation** – Most of housing and commercial stock remained standing, though the degree of damage from wind and flooding varied between individual parishes and neighborhoods. Some structures have been demolished in the hardest hit areas, while others remain standing awaiting the start of renovation or reconstruction.
- **FEMA flood elevations** – The region is contemplating adoption of the advisory base flood elevations promulgated by Federal Emergency Management Administration (FEMA) following Hurricane Katrina. These requirements will apply to all future new construction, as well as reconstruction of properties deemed substantially damaged by FEMA or the parish. This will help increase cost of reconstruction or discourage some owners from rebuilding. It may also encourage an influx of population and housing demand into areas where transit services may be needed but have not been traditionally active.
- **Temporary housing market** – All parishes have seen a high demand for temporary housing, for displaced residents as well as workers. Most neighborhoods contain FEMA travel trailers in front yards, driveways and side yards. Organized trailer parks have been erected in some parks and public lands. While these appear to be addressing the needs of homeowners, there appears to be no progress on addressing the needs of renters in the area. The lack of available, affordable rental housing is seen by some as a barrier keeping some population groups from returning to the area.
- **Recovery efforts** – Federal funds aimed at providing relief and recovery to local homeowners will soon be distributed under “The Road Home” through the Louisiana Recovery Authority. This will have an impact on the pace of housing rehabilitation and reconstruction within those parishes contained in the area of storm impact. Prior to the release of these funds, an assortment of emergency appropriations has been processed through FEMA to address a variety of needs including short-term housing assistance, debris removal, recovery of public facilities and services. Small Business Administration (SBA) disaster assistance loans have also been made available to businesses, homeowners and renters.
- **Population Loss** – Prior to the Hurricane, the population of Orleans, Jefferson and St. Bernard Parishes was approximately 973,051 persons.^{iv} Area residents evacuated in large numbers, returning several weeks following the storm to commence with recovery efforts. As a result of storm damages or interruption, several local employers have closed permanently, relocated to other cities and states or experienced significant delays in re-opening. In response, the population continues to shift, and estimates vary. One third party demographer has estimated

the population of the three parish area to be 640,972 residents or a loss of 332,079 persons or 34% of the total population since July 2005.^v

- **Recovery Funding** – In response to the disaster brought forth by Katrina, FEMA has offered a variety of funding programs for restoring local infrastructure. This includes subsidy for operating transportation services in Orleans and Jefferson Parishes, as well as to a Baton Rouge to New Orleans shuttle (LA Swift). This funding source ended in November 2006. In addition, FEMA has provided funding for the restoration of all transit vehicles, both urban coaches and streetcars, damaged by the storm in Orleans Parish. Finally, the Federal Transit Administration (FTA) has allowed local transit systems to use unspent capital funds to help support operations. Amendments to the Transportation Improvement Program in November 2006 allowed transfer to take place for RTA, JeT and SBURT.
- **Financial Constraints** – One of the primary objectives of this plan is to present a strategy for transit services which based upon known and available resources. Local revenues continue to fluctuate as property and sales tax collections recover following the Hurricane. Therefore, the project will rely on information from individual localities (City and Parish) to help identify a reliable level of funds to support transit services. Added to this will be all required assumptions relative to federal funding availability and matching requirements as provided through the Federal Transit Administration.
- **Standards of service** – Each of the transit providers in the region maintains a certain standard of service for their patrons. One of the purposes of this document is to suggest common practices and standards of service as a means of achieving a service which while comprised of individually functioning parts, will be as seamless as possible to the transit user.
- **Facility Repairs and Expansion** – Each of the local transit properties has completed its individual damage assessments following the Hurricane. Facilities with minor damages have been, for the most part, reopen to service. Those with major damage may be partially open or slowly reopening following rehabilitation. Facilities with significant damage remain closed as decisions remain to be made on their use in the future. Where this information is available it has been included into the general planning process. In the absence of information, discussions with individual transit providers have been held to determine their short-term plans for facility restoration.
- **Streetcar Service** – One of the signature elements of the Regional Transit Authority and New Orleans area is the streetcar services provided on St. Charles Avenue, Riverfront, Canal Street and Carrollton Avenue. A combination of flooded vehicles and facilities, damaged tracks and damaged electrical systems has limited the ability to provide these services following the Hurricane. However, work is ongoing to restore the St. Charles and Canal Street lines to their pre-storm limits. Currently, St. Charles Streetcars, left undamaged by the storm, are running the Canal Street and Riverfront routes. Service on St. Charles Avenue is being restored in phases. The first opened in December 2006 and extended service uptown from Canal Street to Lee Circle. The individual operation plan elements in Orleans Parish do take into account the limits in services on streetcar routes which are foreseeable for the short-term due to a lack of vehicles and facilities.



- **Reductions in Management and Professional Staff** – Each of the transit operators in the region will see changes in their personnel requirements required to provide an accepted service level to the local population. This document will not provide a recommendation on internal staffing levels and organization.

ⁱ According to www.weather.com, Katrina is the costliest and one of the deadliest hurricanes in U.S. history with damage costs exceeding \$50 billion and fatalities, directly and indirectly, topping 1,300. Katrina came ashore at Buras, La., as a Cat. 3 hurricane on Aug. 29, 2005, with top winds estimated at 125 mph. Additionally, Katrina was a Cat. 1 hurricane when it first struck the U.S. near the Broward/Miami-Dade County line in Fla. on Aug. 24, 2005, after bringing tropical storm conditions to the northern Bahamas.

ⁱⁱ From the report, *Restructuring the RTA*, TMSEL, July 2006.

ⁱⁱⁱ As provided by GCR & Associates, Inc., September 15, 2006.

^{iv} Table 1: Annual Estimates of the Population for Counties of Louisiana: April 1, 2000 to July 1, 2005, US Bureau of the Census, www.census.gov.

^v “CLARITAS ANNOUNCES UPDATE OF HURRICANE KATRINA-ADJUSTED POPULATION ESTIMATES”, Claritas is delighted to announce the second release of Hurricane Katrina-adjusted population estimates. This update, which covers the period October 1, 2005 thru July 1, 2006 comes five months after the initial release, and is a set of estimates for 140 affected counties. Source: www.claritas.com.

Demographics

Population Overview (2005)

According to the US Bureau of the Census, the total population for the three parish area was approximately 1.007 million persons at the time of the 2000 Census. This number represents a slight loss in population as compared to the same area at the time of the 1990 Census. (See Table 2)

However, since the 2000 Census, estimates indicate the area has lost about 3% of its total population. The greatest loss in total population and % of total population between 2000 and 2005 was recorded in Orleans Parish. A total of 29,811 persons or 6% of the total 2000 population left the Parish during the period. The other parishes recorded only minor fluctuations in population.

Table 2

US Census Bureau Population Levels and Estimates (2000-2005)
By Parish and Incorporated Municipality

Location	2000	2001	2002	2003	2004	2005
City of New Orleans Orleans Parish	484,674	477,632	472,409	467,592	461,115	454,863
Jefferson Parish	455,466	452,207	451,729	452,039	453,089	452,824
City of Gretna	17,423	17,244	17,134	17,170	17,162	17,161
City of Harahan	9,885	9,800	9,761	9,747	9,765	9,716
City of Kenner	70,517	69,935	70,351	70,160	70,183	69,911
City of Westwego	10,763	10,646	10,571	10,534	10,526	10,489
Town of Grand Isle	1,541	1,558	1,569	1,583	1,603	1,594
Town of Jean Lafitte	2,137	2,180	2,228	2,266	2,284	2,303
Unincorporated	343,200	341,144	340,115	340,579	341,566	341,650
St. Bernard Parish	67,229	66,555	66,362	65,866	65,636	65,634
TOTAL 3-Parish Population	1,007,369	996,394	990,500	985,497	979,840	973,321

Data Source: US Bureau of the Census, 2006 (Population Projections by County and Municipality)
Compiled by: Burk-Kleinpeter, Inc., 2006.

Race, Gender and Age (2000)

According to the US Bureau of the Census, 51% of the three parish population identified themselves as White at the time of the 2000 Census. The remaining 49% of the population was primarily divided amongst the categories of Black or African American (43%), Asian (3%), while all other categories comprised the smallest amount (3%). The majority of the population in 2000 was female (53%) as opposed to male (47%).



The highest percentage of the population for the three parish area was between the ages of 40 and 64 at the time of the 2000 Census. A total of 301,875 persons or 30% of the population was in this group of age cohorts. This was followed by the age cohorts between 22 and 39 years of age (263,716 or 26%) and age cohorts between 5 and 21 years (253,584 or 25%). Those persons within the age cohort over 85 years of age totaled just 1% of the combined three parish population, with the greatest numbers of these individuals found in Orleans Parish. Persons under 5 years of age totaled just 7% of the three parish population, with Orleans and Jefferson Parishes having near equivalent numbers of individuals in these age cohorts. (See Table 3 and Figure 2)

Table 3

US Census Bureau Population Levels by Age Cohort and Gender (2000)
 By Parish and Incorporated Municipality

Population Characteristic	Orleans Parish	Jefferson Parish	St. Bernard Parish
Population by Age Cohort			
Under 5 years of age	33,496	30,226	4,242
5 to 21 years of age	128,469	108,702	16,413
22 to 39 years of age	128,196	118,913	16,607
40 to 64 years of age	137,860	143,310	20,705
65 to 84 years of age	49,245	48,940	8,482
Over 85 years of age	7,408	5,375	780
Total Population	484,674	455,466	67,229
Population by Gender			
Female Population	257,580 <u>or</u> 53%	236,764 <u>or</u> 52%	32,495 <u>or</u> 52%
Male Population	227,094 <u>or</u> 47%	218,702 <u>or</u> 48%	34,734 <u>or</u> 48%

Data Source: US Bureau of the Census 2000 STF 1 Data for Population, Table P12. Sex by Age.
 Compiled by: Burk-Kleinpeter, Inc., 2006.

Figure 2

US Census Bureau Population Distribution by Race (2000)

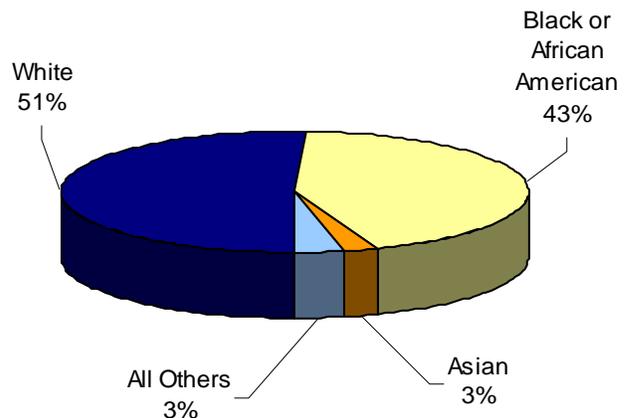
Three Parish Total Divided into Percentages

Jefferson Parish: 70% White; 23% Black or African American; 3% Asian; 6% All Others

Orleans Parish: 28% White; 67% Black or African American; 2% Asian; 3% All Others

St. Bernard Parish: 88% White; 8% Black or African American; 1% Asian; 3% All Others

Term "All Others:" applies to American Indian and Alaska Native, Native Hawaiian and Other Pacific Islander, Some other race, Two or more races



Data Source: US Bureau of the Census 2000 STF 1 Data for Population, Table P3. Race
 Graphic by Burk-Kleinpeter, Inc., 2006.

Housing Units and Density (2005)

According to the US Bureau of the Census, the total housing units within the three parish area was approximately 430,000 at the time of the 2000 Census. (See Table 4)

However, since the 2000 Census, estimates indicate the area had gained about 3,000 housing units. Numbers for the individual parishes indicate that losses in Orleans Parish had been offset by gains in Jefferson and St. Bernard Parishes.

Table 4

US Census Bureau Housing Unit Levels and Estimates (2000-2005)
By Parish

Location	2000	2001	2002	2003	2004	2005
City of New Orleans	215,091	213,864	213,134	212,394	212,781	213,137
Jefferson Parish	187,907	188,538	189,518	190,548	191,452	192,373
St. Bernard Parish	26,790	26,924	27,068	27,153	27,229	27,292
TOTAL 3-Parish Housing Units	429,788	429,326	429,720	430,095	431,462	432,802

Data Source: US Bureau of the Census, 2006 (Annual Estimates of Housing Units for Counties in Louisiana: April 1, 2000 to July 1, 2005)
Compiled by: Burk-Kleinpeter, Inc., 2006.

Similar to changes in housing units and population are changes in population density. At the time of the 2000 Census, Orleans Parish had the highest density per square mile of all other parishes in the State of Louisiana. (See Table 5)

Table 5

US Census Bureau Population Density and Estimates (2000 vs. 2005)
By Parish

Location	Land Area	2000 Census	2005 Estimate
City of New Orleans	181 square miles	2,684.3 <i>Persons per Sq Mile</i>	2,513.1 <i>Persons per Sq Mile</i>
Jefferson Parish	307 square miles	1,485.9 <i>Persons per Sq Mile</i>	1,474.9 <i>Persons per Sq Mile</i>
St. Bernard Parish	465 square miles	144.6 <i>Persons per Sq Mile</i>	141.1 <i>Persons per Sq Mile</i>
3-Parish Summary	953 Total Square Miles	1,057.1 <i>Persons per Sq Mile (average)</i>	1,021.3 <i>Persons per Sq Mile (average)</i>

Data Source: US Bureau of the Census, 2006 (Density of Persons per Square Mile, 2000 Census)
Compiled by: Burk-Kleinpeter, Inc., 2006.



Recovery Period Population Changes (2006)

Since the passing of Hurricane Katrina, one of the most difficult tasks has been to assess the impact on the storm on local population. Following the evacuation and post-storm rescue period, residents were unable to return to the region. The pace of return was influenced by storm damages, housing condition and the availability of working community services including water, sewer, police, power and gas.

One of the results of the gradual return and evaluation of post-Katrina conditions has been a change in regional population distribution. Areas with little or no damage have been quicker to recover and accept new population. Areas where a combination of flooding and infrastructure failure has worked to undermine available shelter and jobs have seen a corresponding decrease in population. Whether this is a temporary condition or permanent trend remains to be seen, as it is the subject of ongoing study and review through the Louisiana Recovery Authority.ⁱ

In February 2006, the Louisiana Department of Health and Hospitals and the Louisiana Recovery Authority requested assistance from the Centers for Disease Control and Prevention/Agency for Toxic Substances and Disease Registry and the US Census Bureau to estimate the population in 18 hurricane affected parishes. When estimating population, this group used their survey work to collect health and economic information, compare survey-based population estimates with modeled estimates and develop a sustainable survey program to provide continuous population estimates.ⁱⁱ In January 2007, the Louisiana Recovery Authority released its preliminary report on the state of the population in Jefferson, Orleans and St. Bernard Parishes post Hurricane Katrina. The results of this survey for selected population categories are as follows:

Jefferson Parish

	<u>2000 Census</u>	<u>2006 Estimate</u>	<u>Change</u>
Total Population	455,466	434,666	-20,800
Male	218,702	223,048	+4,346
Female	236,764	208,970	-27,794
White	318,002	266,168	-51,834
African American	104,121	112,401	+8,280
Asian	14,065	15,270	-1,205
All Other	19,278	40,827	+21,549

Orleans Parish

	<u>2000 Census</u>	<u>2006 Estimate</u>	<u>Change</u>
Total Population	484,674	191,139	-293,535
Male	227,094	94,227	-132,867
Female	257,580	92,900	-164,680
White	135,956	81,557	-54,399
African American	325,947	89,891	-236,056
Asian	10,972	6,607	-4,365
All Other	11,799	13,084	+1,285

St. Bernard Parish

	<u>2000 Census</u>	<u>2006 Estimate</u>	<u>Change</u>
Total Population	67,229	25,296	-41,933
Male	32,495	12,473	-20,022
Female	34,734	12,418	-22,316
White	59,359	22,148	-37,211
African American	5,122	1,857	-3,265
Asian	0	0	no change
All Other	1,862	1,291	-571

According to the Louisiana Recovery Authority, the information as presented is provisional. Future reports are expected to confirm the trends identified, include other variables and cross tabulations of data. This information should be used for planning purposes only.ⁱⁱⁱ

Change in Population by Traffic Zone and Parish

The Regional Planning Commission, as a part of its metropolitan planning functions, produces regular projections of regional population for use in transportation planning projects. These projections, based on known and accepted trend line analysis, are linked to geographic units known as Traffic Analysis Zones (TAZ). A TAZ has its basic structure within the Census Tract system, but will not cross parish boundaries.

Figure 3 illustrates how the parish-wide population changes between 2000 and 2006 could look based upon TAZ geography. These changes should be viewed in the context of the region’s post-Katrina recovery.

This figure shows those areas with the greatest loss of population are within the 80% of the area which experienced storm damage as a result of:

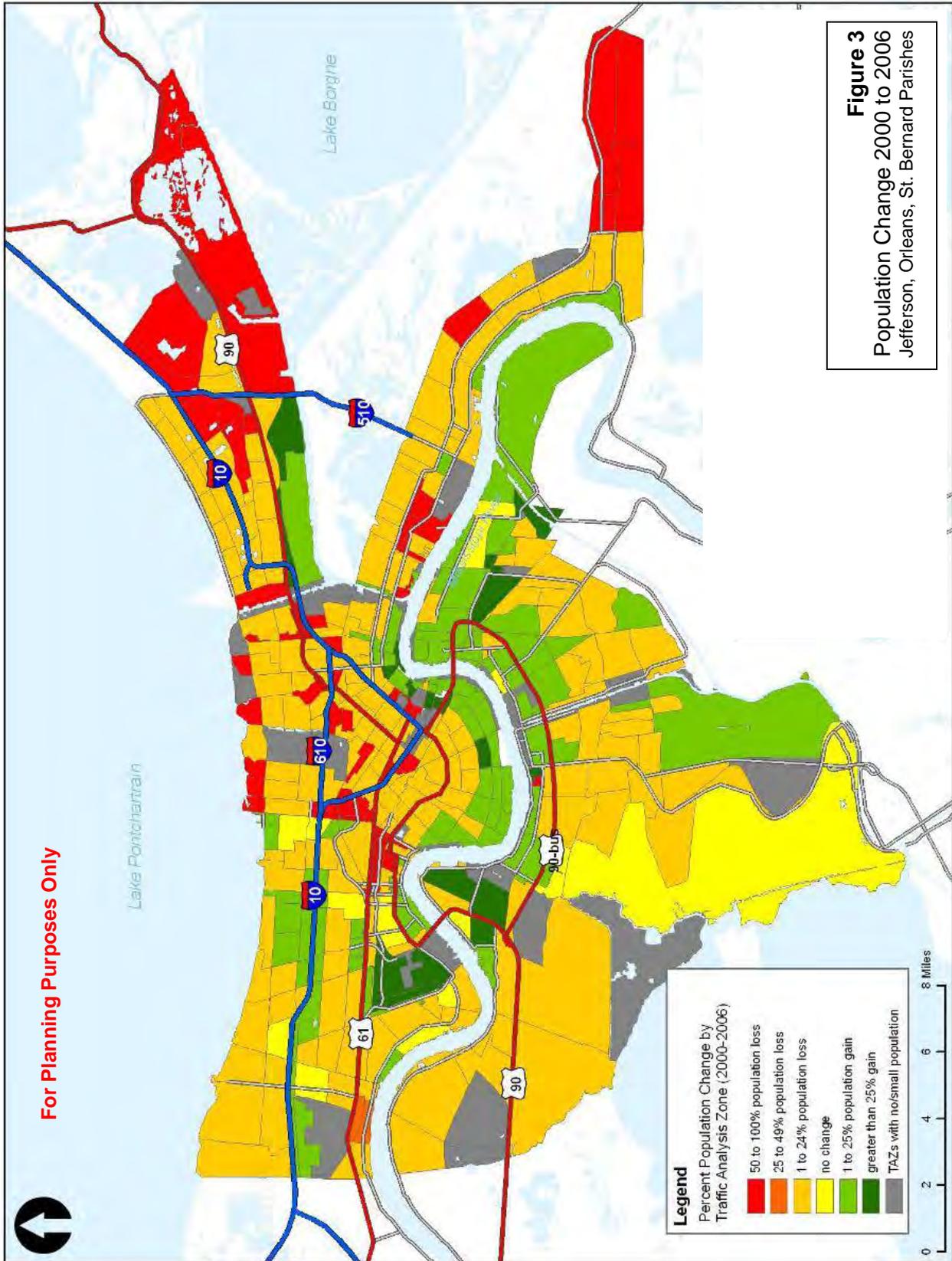
- Breaks in the storm protection and drainage levee system;
- Overtopping of hurricane protection systems;
- Shut-down of pumping stations and storm drainage systems;
- Presence of floodwaters which were allowed to inundate properties for several days or up to many weeks;
- Loss and slow recovery of telecommunications, power, water, sewerage services, along with reductions in other services (fire, police, EMS)

Areas outside of this zone, including the Westbank of Jefferson and Orleans Parish, natural ridges along the Mississippi River in Orleans Parish and parts of Metairie/Harahan/River Ridge and Kenner have either seen no changes in population or seen the highest relative increases in population.

Recovery Period Population Density (2006)

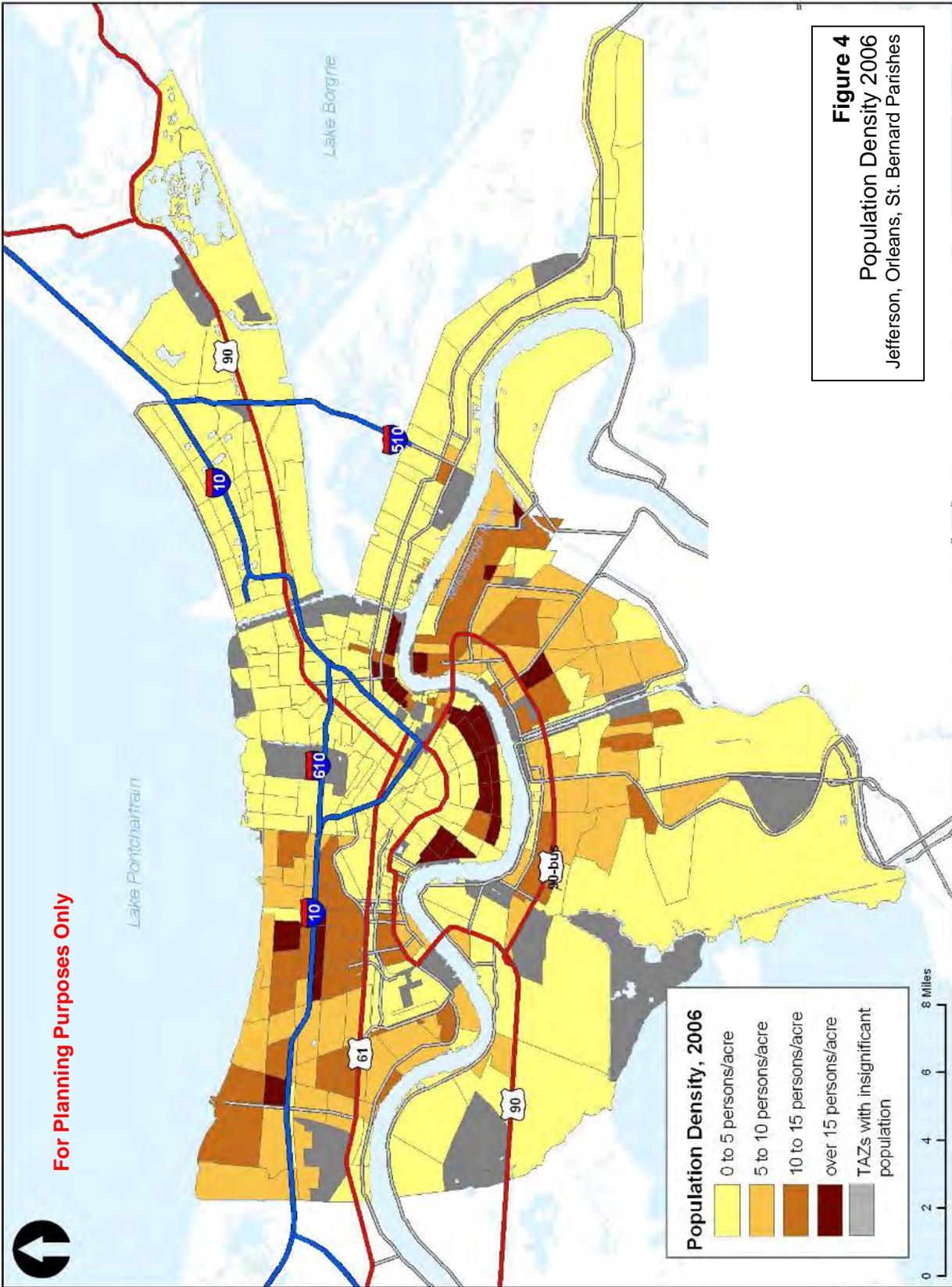
Building upon the assumptions identified in the discussion about population recovery and return, it is possible to draw similar conclusions about population density. Figure 4 provides a depiction of density, which follow that the areas outside the immediate zones of storm impact have retained and attracted a higher density of population.





Graphic created by Burk-Kleinpeter, Inc., 2006.





Graphic created by Burk-Klempeter, Inc., 2006.



In Orleans Parish, population densities remain highest for the areas along the Mississippi River (Uptown, Garden District, Irish Channel, Warehouse District, Downtown, Bywater, Marigny) as well as in Algiers on the Westbank. Exceptions to this are the areas of greatest storm surge and flooding impact in the Holy Cross/Ninth Ward areas, which still suffer from reduced availability of services and livable housing.

By comparison, the population within Jefferson Parish remained stable, with population ranging primarily from 5-10 persons per acre to 10- to 15 persons per acre, with the highest densities found in areas of concentrated two- and multi-family housing stock.

Population densities in St. Bernard Parish remain lowest of the three parishes, again testimony to the difficulty with recovery and possible uncertainty about storm protection and availability of public services. Only two areas of higher density (5-10 and 10-15 persons per acre) have been identified in Chalmette along the Paris Road corridor.

Generalized Land Use (2000)

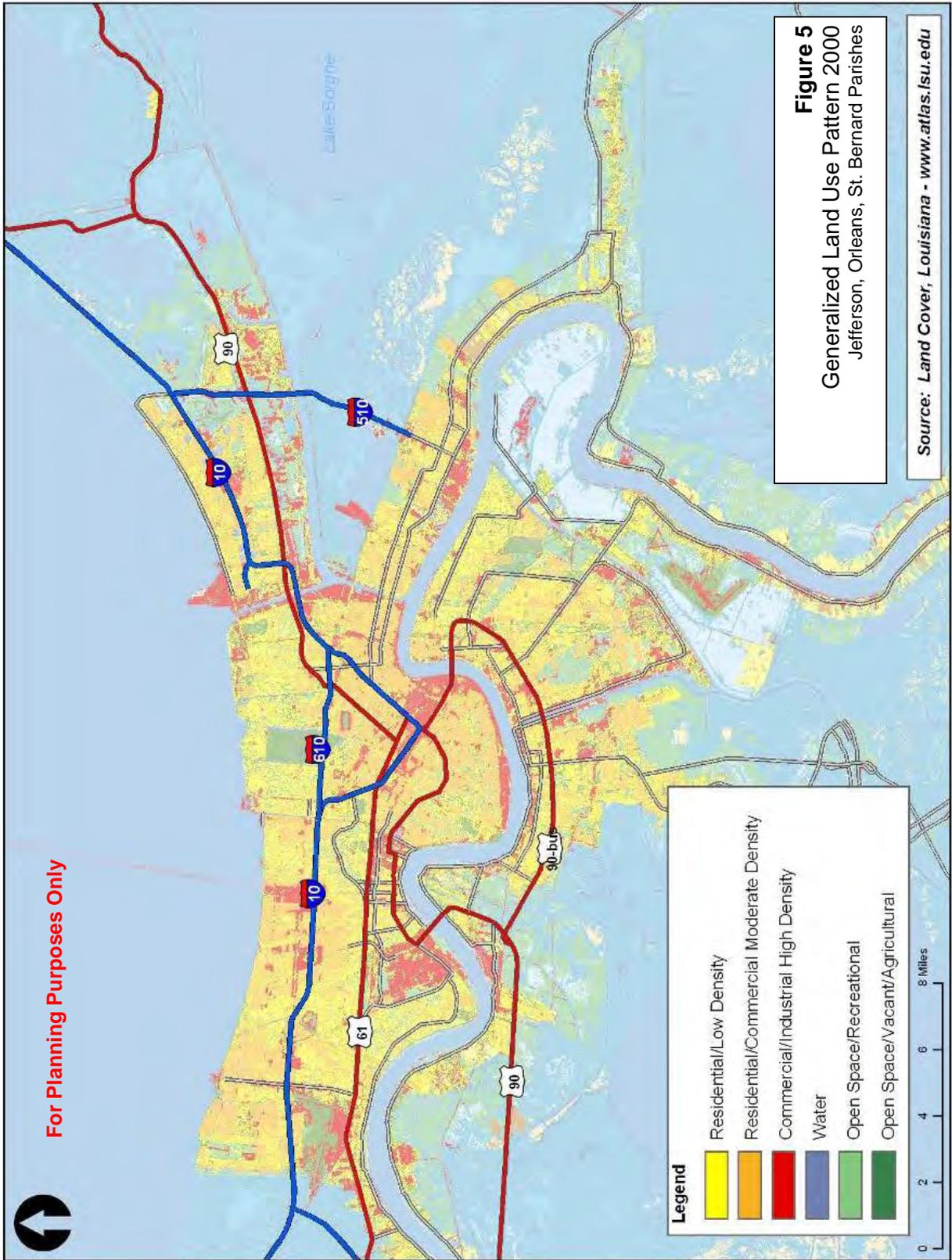
Orleans, Jefferson and St. Bernard Parishes have vastly different approaches to land use. New Orleans, as the historic center of population, formed around the former grid settlement in the area known as the French Quarter. Street networks continue this grid into portions of the adjacent parishes, where some historic settlement occurred as development dictated. Limits on dry, developable land, kept population concentrated along the River and natural ridges which followed the various bayous connecting to Lake Pontchartrain. With improvements in drainage technology, highway construction, cheaper land availability and simple economics, a wave of suburban development spread from the core of the City. This has created an area which for most practical purposes is between 80 and 85% developed. Figure 5 provides a depiction of generalized land uses in the three parishes, described in more details below.

Orleans Parish

New Orleans, which is more urban in nature than either St. Bernard or Jefferson Parish, had a very dense commercial downtown, industries located adjacent to the Mississippi River and Industrial Canals, and commercial spines along major arterials such as Canal Street, Claiborne Avenue, St. Claude Avenue, US Highway 90 and Read Boulevard. In older settlement areas, two-, multi-family and higher density residential tended to be mixed with single-family structures. Most of these areas are located closest to the urban core or Central Business District. Away from this area, single family and lower-density residential are more common. This pattern prevails along the shore of Lake Pontchartrain, in New Orleans East, and on the Westbank, east of the core of Algiers. Two- and multi-family housing can be found in these areas concentrated along major arterials or interstate corridors as well as around commercial developments.

Jefferson Parish

Jefferson Parish, more suburban in nature with a mix of residential, commercial and other land uses, continues to work towards the goals set forth in the Envision 2020 Comprehensive Plan.^{iv} Commercial uses are concentrated along major roads and



Graphic created by Burk-Kleinpeter, Inc., 2006.



transportation nodes, such as at Clearview Parkway, Veterans Memorial Boulevard, Westbank Expressway, Lapalco Boulevard and Manhattan Boulevard. Residential uses of various densities can be found throughout the Parish, with most two- and multi-family development found on the edge of single-family development areas. Large blocks of apartments and rental housing can be found in the primary business areas as well as other community areas. This pattern is anticipated to continue into the future, with an emphasis on re-investing in this existing pattern through sub-area planning, allowing higher intensity uses where appropriate and lower density residential development in the remaining undeveloped areas of the Westbank.

St. Bernard Parish

St. Bernard Parish, like Orleans, has a pattern of dense development oriented to the Mississippi River. The core of this development, found in Arabi and Chalmette, consist of a combination of single-family residential and commercial development along major roadways. Most of the Parish's riverfront contains heavy industries including those for the shipping of goods and refining of oil. Intermixed into these areas are a combination of residential development, some single-family, some multi-family. South and east of Paris Road, development patterns resemble a more typical suburban development pattern with residential areas cloistered around cul-de-sac roads, and commercial developments limited to major intersections. Several large tracts stretching from St. Bernard Highway to the Forty Arpent Canal in Chalmette and Meraux remain underdeveloped. However, efforts to bring a combination of residential and commercial development to these areas commenced prior to the Hurricane.

Status of Recovery/Land Use Planning (2005-)

Of the three parishes, only Jefferson Parish maintains an adopted Comprehensive Plan for land use. This plan is used to help guide decisions on new development and redevelopment of existing areas. Orleans Parish is in the process of a multi-dimensional planning effort which is organizing plans at a neighborhood and district level into a city-wide plan for recovery. Work on this document was completed in January 2007. Teams of architects, planners and engineers worked throughout the area to help craft long-range visions of the future with existing residents and evacuees. St. Bernard Parish has also participated in a planning effort sponsored by the Federal Emergency Management Administration (FEMA) which identified the collective parish goals and vision for redevelopment. This document is being refined through a collaborative effort with Plaquemines Parish through the Regional Planning Commission.

Throughout all of these efforts, it is expected that transit service expansion and new technologies (light-rail, streetcars, etc.) may be part of the long-term solution for addressing historical mobility challenges in the region. However, the degree of community support and will to accept these and their costs is currently unknown.

ⁱ 2006 Louisiana Health and Population Survey, conducted by the Louisiana Public Health Institute on behalf of the Louisiana Department of Health and Hospitals and the Louisiana Recovery Authority, with technical assistance from the US Centers for Disease Control and Prevention and the US Census Bureau.

ⁱⁱ From the introduction to the 2006 Louisiana Health and Population Survey Expanded Preliminary Results, January 17 and 18, 2007, as provided through the Louisiana Recovery Authority.

ⁱⁱⁱ From the conclusion to the 2006 Louisiana Health and Population Survey Expanded Preliminary Results, January 17 and 18, 2007, as provided through the Louisiana Recovery Authority.

^{iv} Ordinance No. 21939 making the Comprehensive Plan part of the Jefferson Parish Code of Ordinances. Effective March 27, 2004, Envision Jefferson 2020 became [Article 6 of Chapter 25, Planning and Development](#)

Transit Service Demand (2006-)

Anticipated Regional Transit Demand (2000-2006)

Orleans Parish has been a primary origin and destination for transit users within the region. Transit services in Jefferson Parish have seen some minor growth in demand, some as a result of intra-parish travel, as well as internal circulation. Services in St. Bernard Parish helped improve inter-parish transit by connecting suburban development with employment centers in Downtown New Orleans.

New or improved transit services may assist the region as it recovers and re-builds following Hurricane Katrina. Where to stage and offer services remains a question as the diaspora following the hurricane has made many changes in population distribution, density and trip patterns.

To determine the extent of change in the local population, a review of the three parish area was conducted using a combination of Census and Regional Planning Commission data. The purpose of this analysis has been to define the historic transit market, given the characteristics of the population in 2000, and new market, based upon characteristics of the population in 2005-2006. Data for this review came from the US Bureau of the Census, Regional Planning Commission, Louisiana State Population Data Center or other identified third party source.

Analysis Baseline (2000)

Data from the 2000 Census has been tabulated at a tract level for specific population characteristics in Orleans, Jefferson and St. Bernard Parish to identify the potential locations of the transit dependent population. This analysis utilized a modified methodology presented in the Transit Cooperative Research Program's (TCRP) Report 28.ⁱ The premise of this report is that the presence of certain groups within the population can serve as an indicator of areas where transit services are more readily utilized.

The review of 2000 data helps define the historic core of transit demand in the three parish area. This information will be used as a basis for drawing conclusions on potential changes and shifts in transit demands and services based upon changes in the Post-Katrina population levels, distribution and densities.

Values for each variable have been developed using a combination of natural breaks in local data as well as indicators identified in the methodology contained in the TCRP Report 28.ⁱⁱ Values of the presence of these variables have been defined on a scale ranging from Very High to Very Low.

Data variables from the Census, as well as the values used for this analysis include:

Automobile Access – the total number of households without access to an automobile has been calculated for each census tract in the three parish area. A comparison between this number and the total number of households within the same tract was used to grade each tract as follows:



<u>Scale</u>	<u>Indicator of Transit Demand</u>
Over 40% with No Auto Access	Very High
30-40% with No Auto Access	High
20-30% with No Auto Access	Moderate
10-20% with No Auto Access	Low
<10% with No Auto Access	Very Low

Median Household Income – the levels of household income as reported at the time of the Census at the tract level in the three parish area. It is held that lower income populations are more likely to utilize available transit services.

<u>Scale</u>	<u>Indicator of Transit Demand</u>
Median HH Income <\$25,000	Very High
Median HH Income \$25-35,000	High
Median HH Income \$35-45,000	Moderate
Median HH Income \$45-55,000	Low
Median HH Income >\$55,000	Very Low

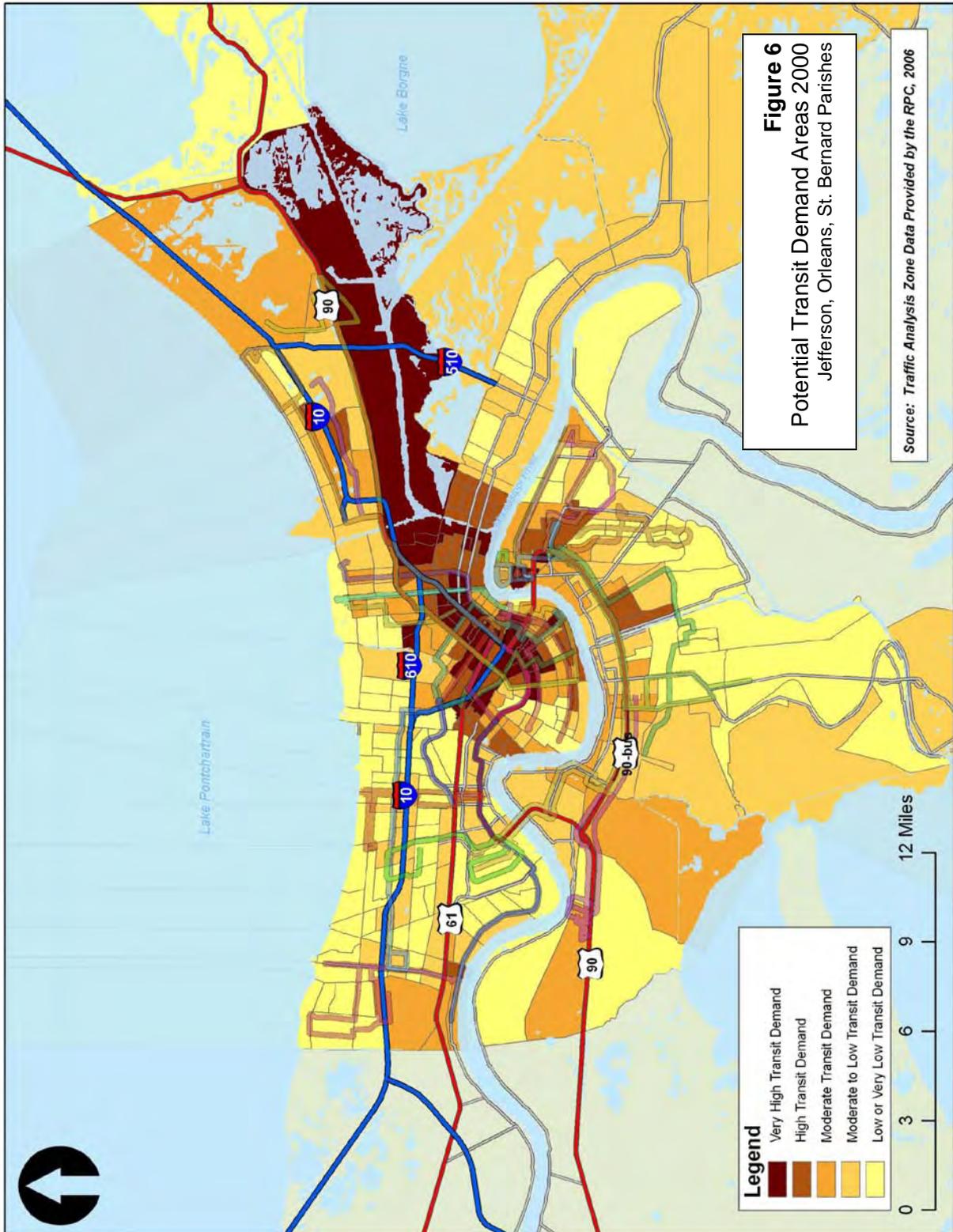
Public Transportation Use – the percentage of the population using public transportation for work transportation has been identified at the tract level in the three parish area.

<u>Scale</u>	<u>Indicator of Transit Demand</u>
>20% of the population	Very High
15-20% of the population	High
10-15% of the population	Moderate
5-10% of the population	Low
<5% of the population	Very Low

Figure 6 presents the results of the analysis. As shown at the time of the 2000 Census, the areas of higher transit demand in Orleans Parish are found within Central City, Mid-City, Gentilly, Hollygrove, Uptown, Desire/Florida, Ninth Ward and Algiers. Pockets in New Orleans East appear isolated to the Chef Menteur Highway corridor and within the vicinity of the Lake Forest Plaza.

Pockets of higher transit demand appeared at the time of the 2000 Census in Jefferson Parish within Old Jefferson, Kenner, Harvey, Marrero and Gretna.

Within St. Bernard Parish, there appear to be no clusters of the type and density found in the other parishes.



Graphic prepared by Burk-Kleinpeter, Inc., 2007



Environmental Justice (2000)

The Census data identifies those population groups which would be covered by the Executive Order 12898- Environmental Justice of Federal Actions and the accompanying Department of Transportation Environmental Justice Strategy.ⁱⁱⁱ

Using Census supplied household income to determine locations for concentration of low income population, defined as household income at or below the Department of Health and Human Services poverty guidelines (\$17,603 for a family of 4 persons at time of 2000 Census):

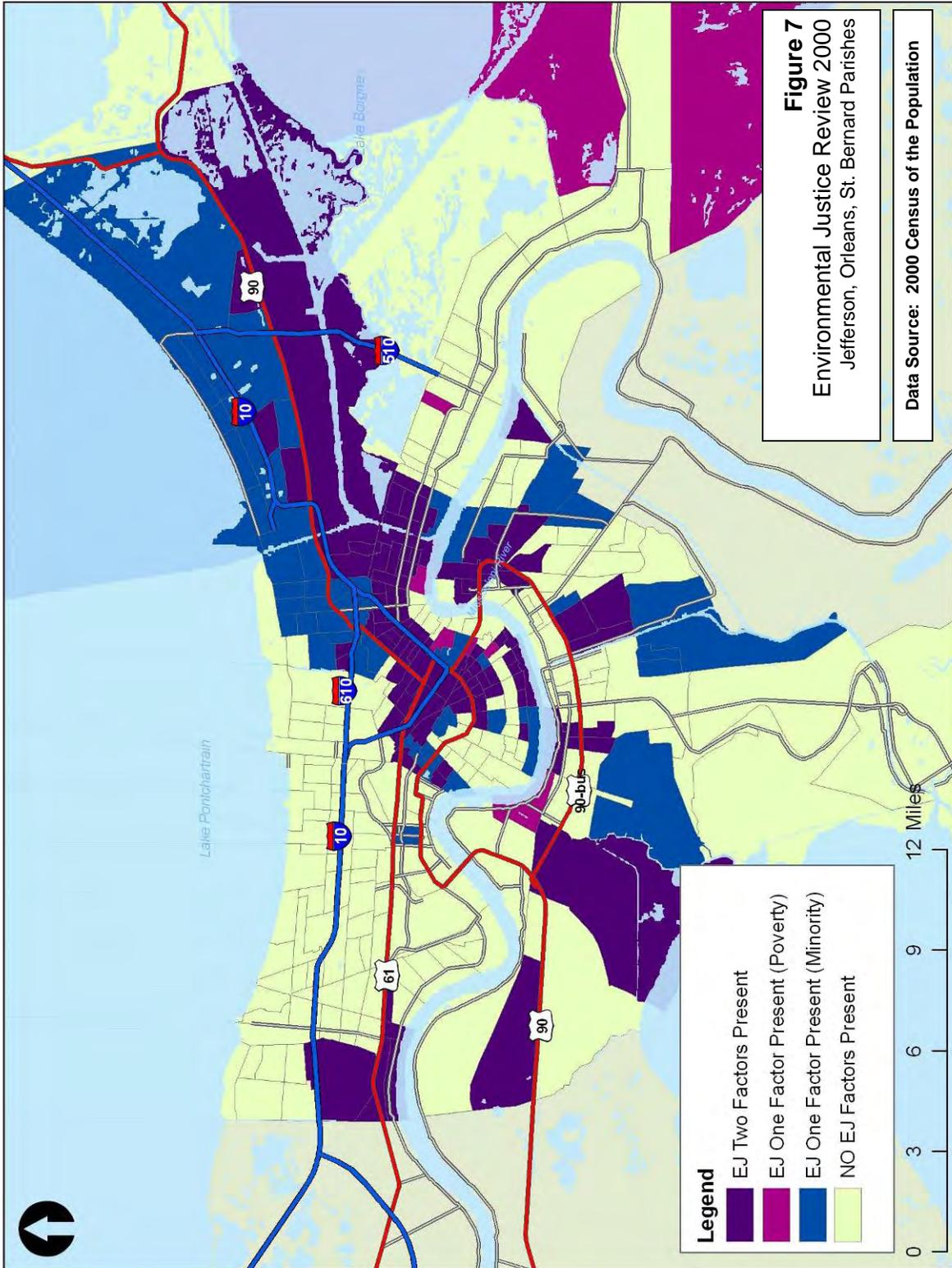
1. Orleans Parish – In 2000, 48,130 households (26% of total households) with income below poverty level;
2. Jefferson Parish – In 2000, 22,268 households (13% of total households) with income below poverty level;
3. St. Bernard Parish – In 2000, 3,430 households (14% of total households) with income below poverty level.

Using Census supplied population racial composition helps to determine areas of concentrated minority population, at the time of the 2000 Census. The population trends in the Parishes in 2005 (as shown below), reflect the trends identified in 2000:

- Orleans Parish – According to the Census Bureau, the total population in 2005 was estimated as 454,863, of which 28.6% was white, and 71.4% was minority (Black, American Indian, Asian, Alaskan Native, Native Hawaiian or Pacific Islander);
- Jefferson Parish – According to the Census Bureau, the total population in 2005 was estimated as 452,824, of which 68.9% was white and 31.1% was minority (Black, American Indian, Asian, Alaskan Native, Native Hawaiian or Pacific Islander);
- St. Bernard Parish – According to the Census Bureau, the total population in 2005 was estimated as 65,364, of which 87.1% was white, and 12.9% was minority (Black, American Indian, Asian, Alaskan Native, Native Hawaiian or Pacific Islander).

This information has been examined at a tract level to determine areas where one or both of the following conditions have been identified in the 2000 Census data. Figure 7 presents only those tracts where the majority of the population is minority and low-income families. Again, this overlaps with the previous analysis, as it identifies areas of Orleans Parish clustered around Central City, Gentilly, Hollygrove, Uptown, Desire/Florida, Ninth Ward and Algiers. Some differences in Jefferson Parish are found as pockets of population groups appear in Metairie, Avondale, Marrero, Harvey and Gretna.

For transit planning, these areas would need to have access to equitable services. Additionally, evaluations for expansion or new facilities in these areas would possibly need to address these population groups' impacts during any required environmental review.



Graphic prepared by Burk-Kleinpeter, Inc., 2007



Trip Generators Served by Transit (2000)

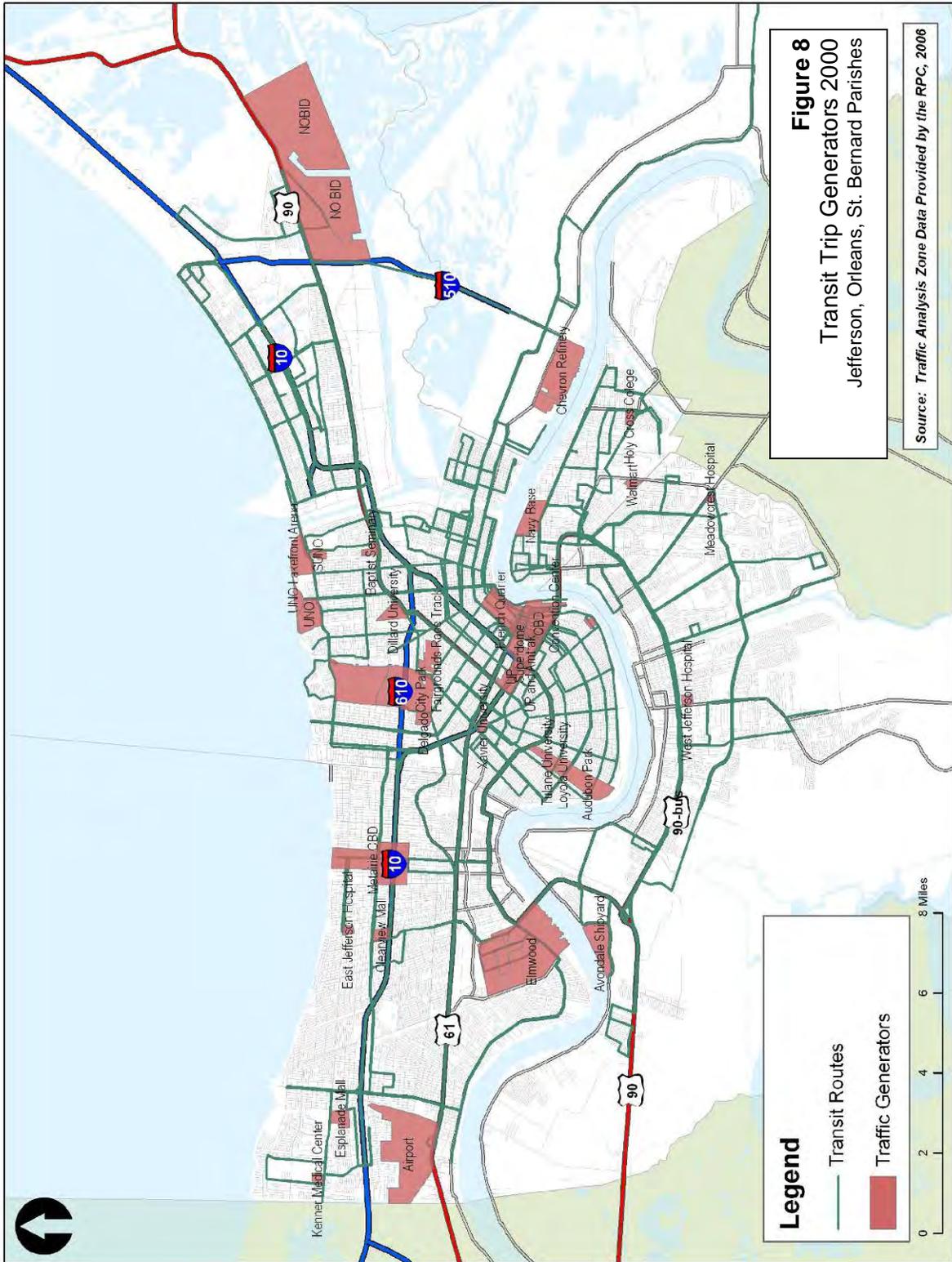
In addition to locations where transit users may be living, another consideration in evaluating transit demand is likely transit user destinations. These trip destinations include those areas where persons may be employed or educated as well as seeking services (medical, legal, government) or conducting commerce.

Using available land use data for the three parish area, likely areas of concentrated trip destinations have been identified. These areas, as shown in Figure 8 and in Table 6 include most of the major retail centers (regional shopping centers, community shopping centers), hospitals and health clinics, factories, business parks, central business districts, colleges/universities and other schools. This analysis identifies most of the primary trip destinations to be spread between Jefferson Parish and the City of New Orleans.

Table 6
 Major Trip Origin/Destination Centers Served by Transit (2000)
 Orleans, Jefferson, St. Bernard Parishes, LA

Orleans Parish	Jefferson Parish	St. Bernard Parish
Central Business District	Central Business District (Metairie and Gretna)	St. Bernard Parish Government Complex
New Orleans Regional Medical Center (LSU Medical, University Hospital, Tulane Hospital, VA Hospital)	Elmwood Business District	Nunez Community College
New Orleans Regional Business Park	Eastbank Retail and Commercial Corridors (Veterans Memorial Blvd, Causeway Boulevard, Clearview Parkway)	Port of St. Bernard (Arabi Slip and Chalmette Terminal)
Port of New Orleans (Wharves, Docks, Support Facilities)	Westbank Retail and Commercial Corridors (Westbank Expressway, Lapalco Boulevard, Manhattan Boulevard)	Domino Sugar Refinery
Naval Support Activity	Louis Armstrong New Orleans International Airport	Chalmette Medical Center
Local Colleges/Universities (Delgado Community College, Dillard University, Loyola University, Our Lady of Holy Cross College, University of New Orleans, Southern University at NO, Tulane University, Xavier University)	Regional Malls (Clearview Shopping Center, The Esplanade Mall, Lakeside Shopping Center, Oakwood Center)	Judge Perez Drive Retail and Commercial Corridor
Regional Malls (Canal Place, The Shoppes at New Orleans Centre, Lake Forest)	Major Hospitals (Ochsner Clinic Foundation, East Jefferson General Hospital, Meadowcrest Hospital, West Jefferson Medical Center)	
Major Hospitals (Lindy Boggs Memorial, Lakeland Medical Center, Memorial Medical Center, Pendleton Methodist, St. Charles General, Touro Infirmary)	Alario Center	
Public Housing (Housing Authority of New Orleans complexes and developments)		

Compiled by Burk-Kleinpeter, Inc., 2006.



Graphic prepared by Burk-Klempeter, Inc., 2007



Public Housing (2005)

Prior to Hurricane Katrina, a primary source of transit ridership was the various public and publicly-financed residential housing complexes provided to the City’s low and moderate income population. These developments were generally found throughout most of the City, with the greatest concentrations of units identified in developments near Downtown. None of the other parishes in this study (St. Bernard and Jefferson) had the levels of density and concentrated development like those found in the City.

Housing Authority of New Orleans (HANO)

Prior to Katrina, HANO provided housing to approximately 14,000 families (49,000 individuals). Between the ten large public housing communities and more than 700 scattered sites, there were a total of 7,379 (5,146 occupied) rental public housing units at an occupancy rate of 69%.^{iv} It should be noted that this occupancy rate is lower than that posted for market-rate housing in Orleans Parish, pre-Katrina, which was 94.1%.^v Table 7 provides an overview of the location of all organized HANO complexes, including their access to transit routes provided by RTA.

Table 7

Orleans Parish Public Housing Complexes (2005, Pre-Katrina)
 Housing Authority of New Orleans

Complex	Location	Transit Access
CJ Peete Housing Development	2514 Washington Avenue	RTA routes 15, 16, 27
Iberville Housing Development	401 Treme Street	RTA routes 40, 42, 44, 45, 46, 50, 51, 52, 62, 81, 82
Lafitte Housing Development	2101 Lafitte Street	RTA routes 22, 46, 96, 99
BW Cooper Housing Development	3402 Earhart Boulevard	RTA routes 16, 19, 28,34
St. Bernard Housing Development	3801 St. Bernard Avenue	RTA routes 50, 51, 52
Guste Housing Development	1301 Simon Bolivar Avenue	RTA routes 19, 28, 34
Complexes undergoing redevelopment in 2005		
St. Thomas Housing Development	St. Thomas, btw. Felicity and Josephine Streets	RTA routes 10, 11, 91
Desire Housing Development	3367 Desire Parkway	RTA routes 80, 81, 82
Florida Housing Development	2601 Alvar Street	RTA routes 80, 81, 82
Fischer Housing Development	2030 Whitney Avenue	RTA routes 102, 108

Information obtained from Housing Authority of New Orleans. Transit route information from pre-Katrina RTA schedule, October, 2005.
 Compiled by Burk-Kleinpeter, Inc., 2007

According to their website, in the three years prior to Hurricane Katrina, HANO completed redevelopment of 1,015 housing units for a total investment of \$186 million; another 691 units were under construction when Katrina hit, representing \$155 million in investment. HANO was also planning to develop another 1,457 mixed financed, mixed income units at key sites.^{vi}

Public Housing Present

Post-Katrina, HANO's complexes remain, for the most part, closed. Of the ten large public housing communities operated by HANO, four are currently housing residents. "Approximately 1,000 public housing families have returned to their units at Iberville, Guste, Fischer, St. Thomas and some scattered sites."^{vii} A small quadrant of 300 units at BW Cooper sustained little damage, and HANO staff is working to repair them. The list of damages found at all HANO properties varied, as those in areas with extensive flooding in Central City, Gentilly, Ninth Ward and Mid City, having suffered the most severe damages.^{viii}

- C.J. Peete – moderate wind damage and minor flooding
- Lafitte – flood damage 1 ft. standing water; mold hazard
- B.W. Cooper – flood damage 2ft. standing water
- St. Bernard – significant flooding, severe damage
- Florida – complete devastation; may require complete demolition
- Desire – complete devastation; may require complete demolition

HANO states that "approximately 60% of HANO's public housing families plan to return."^{ix} The exact timetable for this return remains unknown. Also, as of the beginning of February 2007, HANO has started seeking public comments on the redevelopment of the B.W. Cooper, C.J. Peete, Lafitte, and St. Bernard sites through a Section 106 review process.^x According to these documents, a total of 4,529 housing units will be demolished and replaced with 3,244 housing units at a lower density than the current public housing developments.^{xi}

Private/Semi-Public Agency Housing – Greater New Orleans

The exact state of properties managed by other entities remains unknown. This is based upon a review of website information for the Volunteers of America and Catholic Charities. Only the Volunteers of America announced the reopening of their first residential development, the Duvernay Residence located on Canal Street near S. Claiborne Avenue, August 2006.^{xii} This residence is open to working people who were once homeless.

Louisiana Recovery Authority Rental Housing Assistance

The Louisiana Recovery Authority^{xiii} has announced the start of its program for funding the renovation and restoration of small-scale owner-occupied and rental properties. This program will be open to single-family, duplex, triplex, four-plex rental buildings that are located in the 13 designated parishes which have suffered damage from Hurricane Katrina and Rita. A total of \$750 million has been set aside for addressing needs in Orleans, Jefferson and St. Bernard Parishes, with the majority of these funds (\$577.7 million) identified for Orleans Parish. This program just started accepting applications in January 2007 and is expected to continue working for at-least 2 years.



Public Housing Plans Post-Katrina

At the present, it is unknown how many units are presently available, or will be made available over time as a result of redevelopment. Looking to published plans from the City of New Orleans and others provides little guidance, as all look to change the current model of public housing, as it was the collective opinion of housing advocates and the community that it did not work. To address problems, there are several proposals being tossed about, including:

- The federal Department of Housing and Urban Development (HUD) aims for a “sufficient number of low-income housing units to accommodate all displaced former public housing tenants,” but as of January 2007 its timeframe was still unknown.^{xiv}
- The Unified New Orleans Plan proposes projects to rehabilitate and rebuild low-income housing. The approach suggested will be to move away from traditional developments and to more scattered-site, lower density developments that increase opportunities for mixed-use and home ownership. Objectives such as “Redevelop public housing sites together with vacant and underutilized land to transform Desire-Florida into a model mixed-income community that welcomes back all residents that seek to return as well as newcomers” can be found in the current document.^{xv} Targets for replacement include HANO properties, as well the Christopher Park Homes and Woodland Apartments. The timeline for implementation of these changes is not known.
- HANO, as part of their long-term housing renewal program, had already targeted four developments for rehab or replacement: St. Bernard, BW Cooper, Lafitte, C.J. Peete. The proposal would be to reopen these areas using a redefined street grid to create a stronger neighborhood characteristic inside of new developments. These would join the longer list of developments undergoing replacement. Again, the focus is on removing the concentrated blocks of tenement style housing, replacing these with lower density units built around a traditional neighborhood model. The timeline for implementation of these changes is not known.
- Two private interests promise to offer a large local stock of quality, affordable housing for the groups including the elderly, lower income, and persons with disabilities sometime in the next five years. Volunteers of America want to add 1,000 units initially, and increase this stock over a five year timeline to address local needs.^{xvi} Catholic Charities has suggested that it plans to repair, rebuild and construct 7,000 units of affordable housing (houses and apartments) in the next five years.^{xvii}

Public Housing Summary

The end result of all plans and proposals has been, at best, a public housing scene in New Orleans which continues to be in flux. Plans for recovery and restoration at a city-wide level appear to focus on replacing the current dense blocks of housing with lower density, neighborhood style developments. Lack of available housing has pushed many choosing to return into market-rate units scattered throughout the three parish area. This dispersal of population makes it more difficult to identify areas or clusters where a need for transit service exists.

Private entities that provide affordable housing remain in the market, but on a recovery timeline that extends their beyond the scope of this study. The lack of direction and knowledge about affordable housing has created a barrier to the repopulation of persons who have been former tenants of public housing. This has resulted in a corresponding decrease in transit ridership on those routes which serve these areas.

Population Changes (2006-)

As shown in Figure 9 below, (also found on page 15), the depth of changes in the local population based upon impacts to the environment as a result of flooding, depopulation and abandonment, remain unknown. However, many local, regional and national groups have been tracking the population changes to determine where people are now residing either permanently or on a temporary basis.

To attempt to track these changes, the Regional Planning Commission’s population estimate model from the region’s transportation planning program has been adjusted to account for loss and gradual return of population due to flooding or storm damage. This model assigns persons to various geographic units within the three parish region, known as traffic zones, along with their characteristics (employment, household income, school enrollment).

These estimates, incorporated into the service planning for this project, indicate that the densest areas of population are in Orleans Parish along the Mississippi River (Hollygrove, Uptown, Lower Garden District, French Quarter, Bywater, Marigny, Holy Cross, Ninth Ward); in Algiers (Algiers Point, Aurora) and within Jefferson Parish (Central Metairie, Wilshire, North Kenner, Old Jefferson, Shrewsbury, Terrytown, Harvey, Westwego, Marrero and Woodmere). Population levels and density within St. Bernard Parish remain marginal.

After 2006, it is expected that the local population will continue to grow, as more families and individuals return or come to the area seeking new opportunities. Generally, population levels are expected to grow in Orleans and St. Bernard, slowly repopulating those areas surrounding the densely populated centers in 2006. Population levels are expected to remain stable in Jefferson Parish, with some

losses attributed to the movement of persons between temporary and permanent housing inside the parish and between Jefferson and Orleans Parishes. Figures 10 and 11 provide an overview of the anticipated change in population in 2008 and 2010, based upon the Regional Planning Commission’s data.

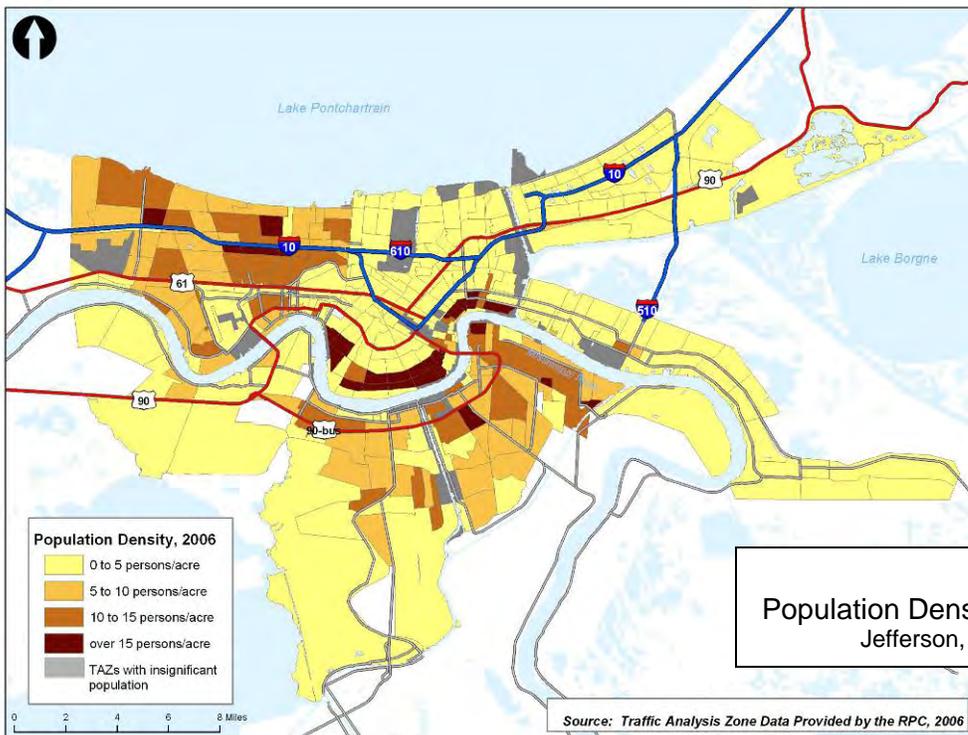
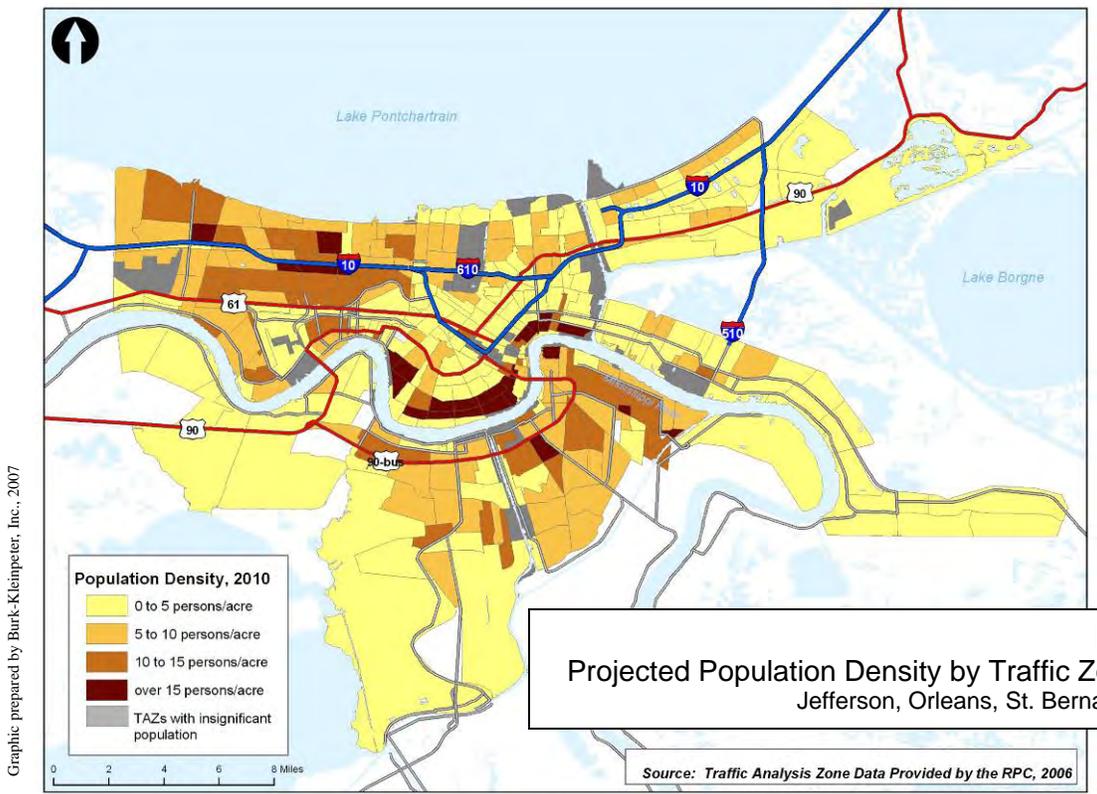
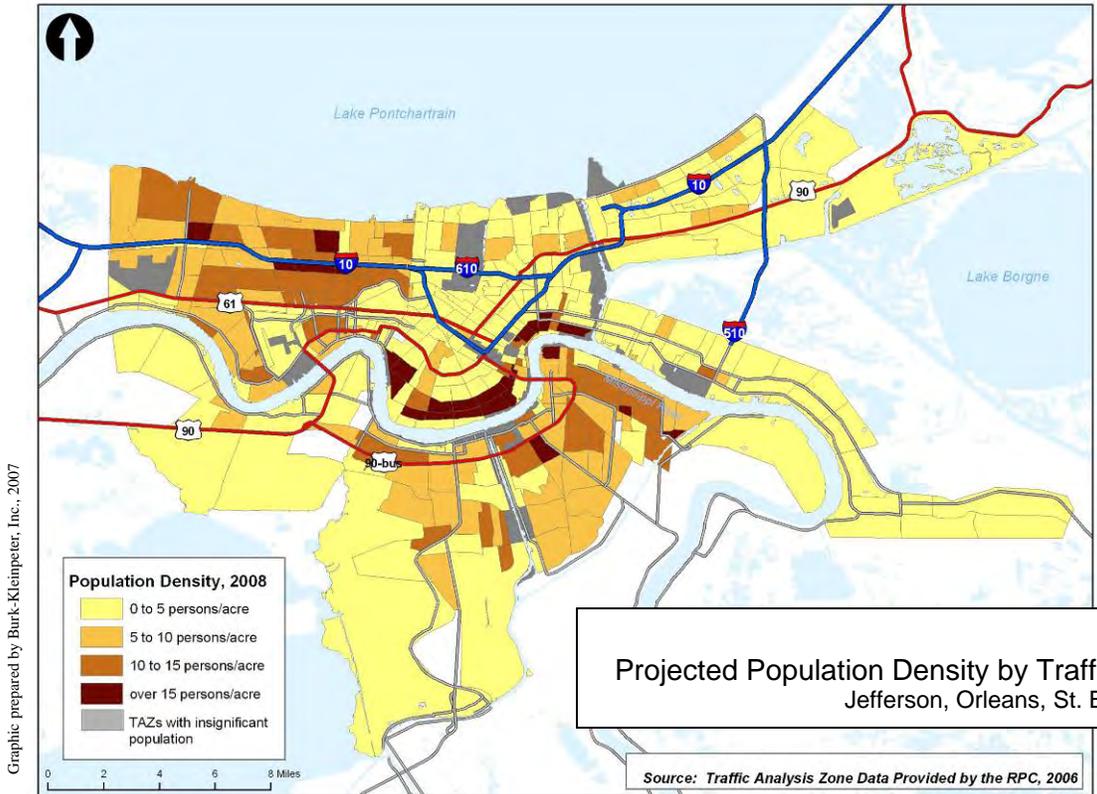


Figure 9
 Population Density by Traffic Zone, 2006
 Jefferson, Orleans, St. Bernard Parishes

Graphic prepared by Burk-Klempeter, Inc., 2007





Areas of Potential Transit Demand

Taking into account the changes in population, information on land use and activity centers and those general characteristics of the population at the time of the census, it is possible to identify some areas in the three parishes which may be potential markets for transit services. These market areas remain subject to changes as the population continues to retain a high level of mobility, signaling the transition between temporary and permanent housing or to areas outside of the three parish area.

Figure 12 presents the results of a review of all variables pre- and post-hurricane event, including information on population densities (2006), automobile access, median household income, public transportation use (2000), and land use/trip generators (origins and destinations).

Based on this review, the following areas appear to have retained many of the characteristics which would indicate a demand for some form of transit services. This would include an indication based upon population and/or upon land use as translated in concentrations of existing employment and services:

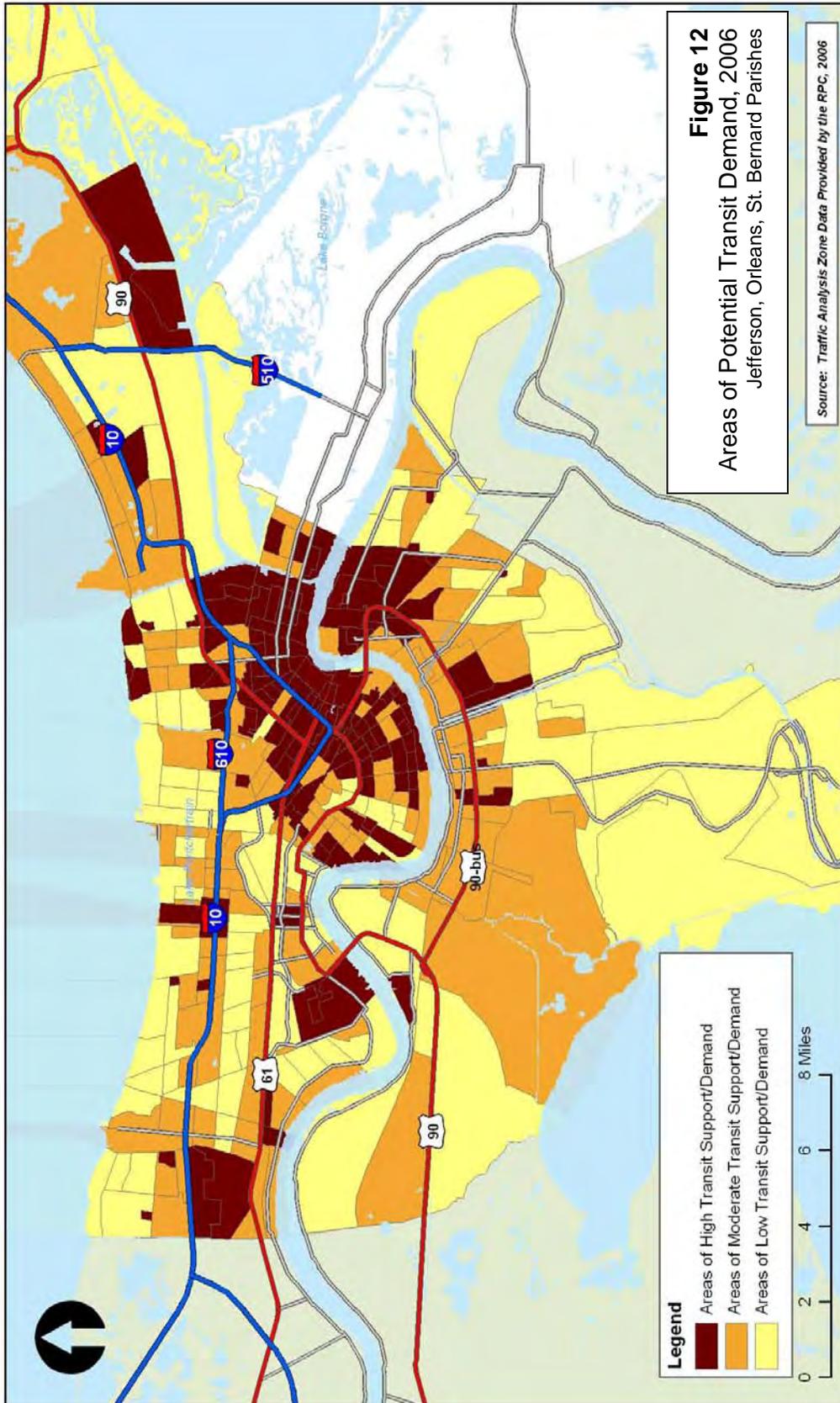
Areas of Potentially High Transit Support/Demand

- **Trip generators** – areas of concentrated employment, with few if any residents, appear within this category as areas of high demand. This demand is for persons from throughout the region to come to these areas to work or partake in services (commercial, medical, education, etc.). Included in this category would be places like the Louis Armstrong International Airport, local colleges and universities (UNO, SUNO, Dillard, Tulane, Loyola, Delgado), NOBID, Elmwood and the Central Business Districts in Metairie and New Orleans.
- **Orleans Parish** – areas with a potentially high transit support/demand indicator include parts of the Uptown, Broadmoor, Downtown, Central City, Gentilly, French Quarter, Bywater, Desire/Florida and Algiers.
- **Jefferson Parish** – areas with a potentially high transit support/demand indicator include parts of East Jefferson (Kenner, Metairie, River Ridge, Harahan, Jefferson/Shrewsbury) and West Jefferson (Marrero, Harvey, Terrytown, Waggaman).

Areas of Potentially Moderate Transit Support/Demand

- **Orleans Parish** – areas with a potentially moderate transit support/demand indicator include parts of New Orleans East, Uptown, Algiers, Mid-City, Pontchartrain Park and Gentilly.
- **Jefferson Parish** – areas with a potentially moderate transit support/demand indicator include parts of East Jefferson (Kenner, Metairie, River Ridge, Harahan) and West Jefferson (Gretna, McDonoughville, Avondale)





Recovery Period Transit Ridership

Passenger volume information obtained from the RTA and JeT indicate that overall, transit ridership since Hurricane Katrina has followed several noticeable trends. These include:

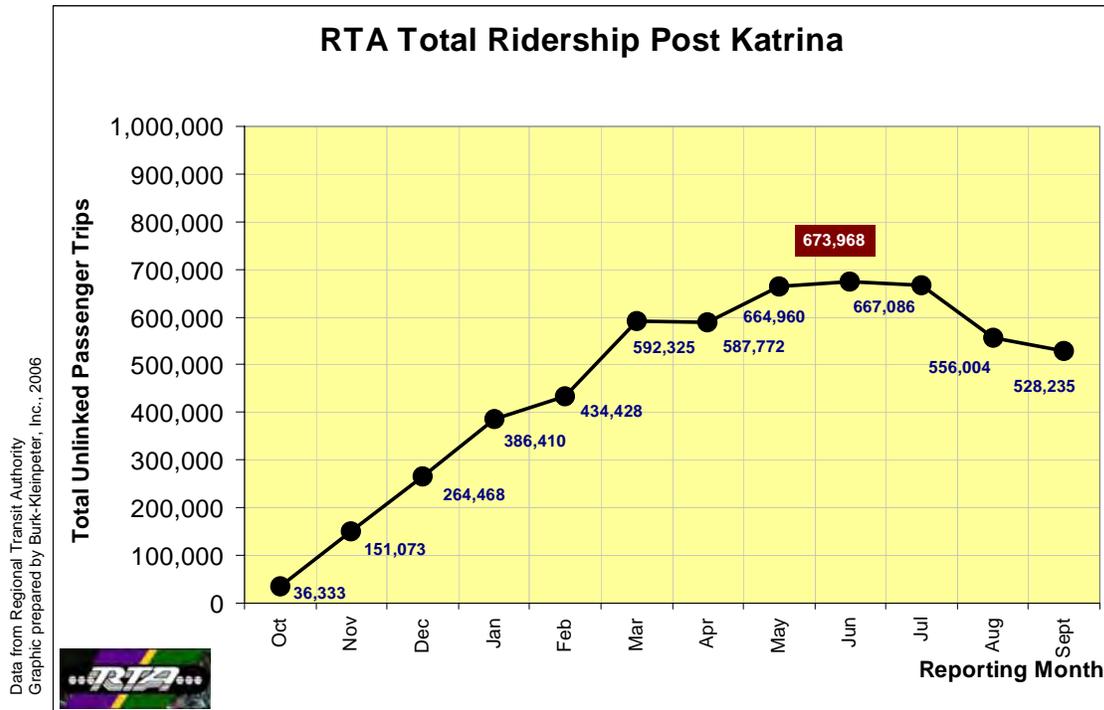
- Total route miles have decreased – All area transit systems have had to make changes in their route networks, service hours and days in response to damages to facilities and equipment caused by the Hurricane. Both RTA and JeT have been adding and subtracting services throughout the past year in response to market demands and conditions.
- Ridership increased with reduced or free fares – All area transit systems have received varying degrees of operational subsidy from the Federal Government following Hurricane Katrina. This has translated into free services for all transit users in the region. RTA started fare free service in October 2005, while JeT started fare free service during the 1st quarter of 2006.
- Ridership decreases occurred initially, as fares have been reinstated – RTA reinstated fare collection on its routes during the 3rd quarter of 2006. This resulted in loss of ridership of about 25% as compared to the free fare period. JeT has only recently reinstated fare collection (December 1, 2006), but it is anticipated that a similar drop in ridership will occur.
- Transit routes in populated and recovering areas maintain ridership – Review of the RTA data show that routes passing through Uptown, Downtown, and Algiers have the highest rider numbers. These routes have also shown the greatest growth, since the resumption of services in October 2005. Data for Jet indicate similar trends, with routes operating along Jefferson Highway, Veterans Memorial Boulevard, Lapalco Boulevard showing the highest growth in ridership since January 2006.
- Total transit ridership remains well below the pre-storm demand – Review of data from the 2004 National Transit Database^{xviii} indicate that RTA passengers consumed an average of 154,050 trips per average weekday. Currently, the amount of weekday trips consumed averages approximately 16% of this amount. Passengers using JeT transit consumed an average of 13,999 trips per average weekday. Currently, the amount of trips consumed averages approximately 70% of this amount.

Figures 13 and 14 provide an overview of the data trends for each of these systems since the hurricane. Data for both RTA and JeT are available since operations restarted in October, 2005.

Similar data from St. Bernard Parish/SBURT is not available as they are exempt from reporting to the National Transit Database. However, St. Bernard is currently operating a demand-response service using 6 school buses, donated by Operation Blessing. This service is currently operating using a FEMA subsidy and carries a reported passenger volume of 4,500 trips per month, about 1/2 of the pre-Katrina volume of trips offered on the former SBURT fixed-route. Service is only offered west of the Violet Canal.^{xix}



Figure 13
Summary of RTA Ridership
 October 2005 - September 2006

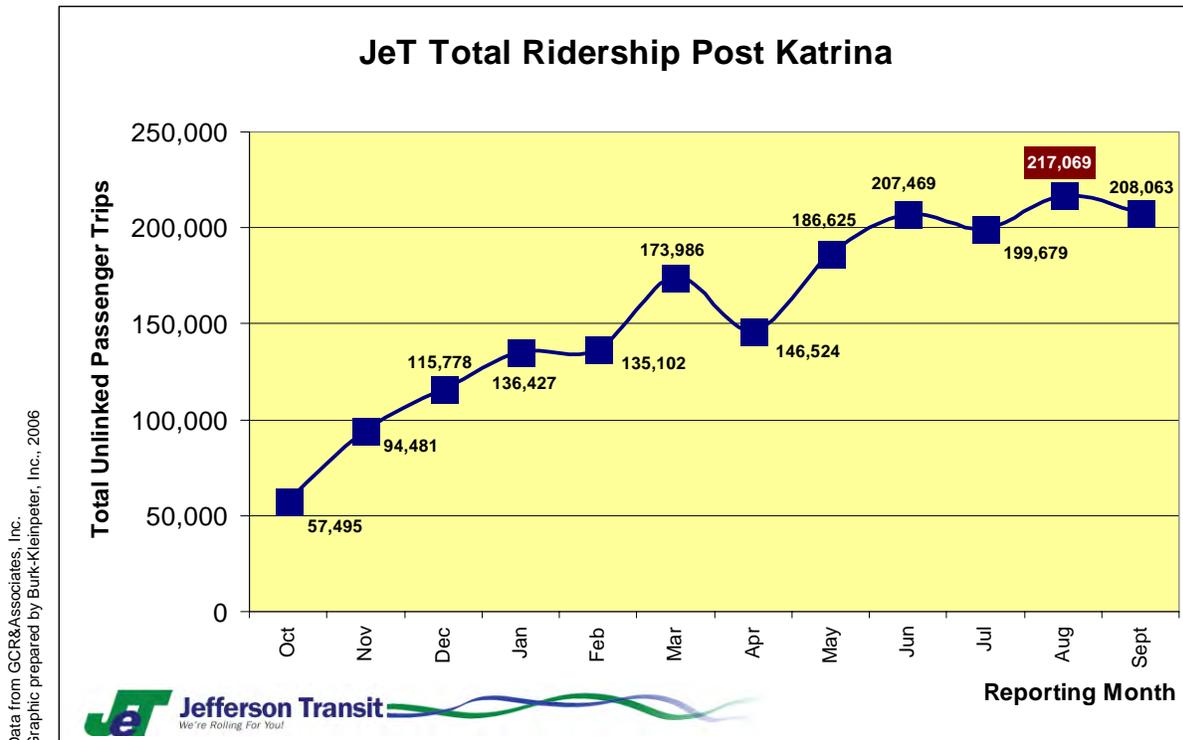


Summary of Regional Transit Authority Ridership by Transit Route

Ridership by Month since October 2005	Oct 2005	Nov 2005	Dec 2005	Jan 2006	Feb 2006	Mar 2006	Apr 2006	May 2006	Jun 2006	Jul 2006	Aug 2006	Sept 2006	Began service
2-Riverfront Streetcar	0	0	1,489	1,628	3,567	4,065	9,783	8,146	11,482	13,871	7,659	4,739	18-Dec-05
5-Marigny-Bywater	755	1,924	3,129	3,803	3,723	5,175	4,154	4,403	5,037	5,008	3,523	3,372	09-Oct-05
10-Tchoupitoulas	1,499	5,876	7,920	9,562	10,366	13,474	9,717	12,376	12,012	11,376	10,195	9,039	05-Oct-05
11-Magazine	3,846	16,240	24,845	35,439	39,821	47,807	53,114	54,638	51,377	52,435	42,639	44,121	05-Oct-05
12-St. Charles	12,316	51,099	72,732	96,088	99,968	127,195	125,261	136,644	137,307	127,465	103,893	97,520	02-Oct-05
14-Jackson/91-Jackson-Esplanade	857	3,909	7,008	13,829	19,753	28,260	28,337	33,321	30,971	28,176	24,040	25,996	05-Oct-05
15-Freret	0	0	3,558	7,223	8,481	10,882	8,892	10,807	8,165	6,672	7,239	6,849	28-Nov-05
16-South Claiborne	0	0	5,513	13,000	15,494	22,600	17,236	18,228	17,081	15,894	14,614	13,410	27-Nov-05
20-Nashville	0	0	0	0	0	0	1,151	1,654	1,168	838	1,024	822	02-Apr-06
27-Louisiana	1,764	5,598	8,387	10,889	11,790	15,188	12,612	15,424	15,968	13,445	11,882	11,424	09-Oct-05
28-Martin Luther King (MLK)	0	2,118	3,541	5,137	4,779	6,234	8,711	10,355	9,998	10,720	8,351	7,183	30-Oct-05
32-Leonidas	325	1,234	1,477	2,149	2,298	2,943	2,084	2,840	2,682	2,287	2,065	2,028	09-Oct-05
39-Tulane	0	0	13,484	23,648	27,225	36,793	37,543	48,788	49,466	52,066	41,200	40,305	13-Nov-05
42-Canal Cemeteries	0	10,987	9,392	27,454	25,493	38,362	36,974	42,382	49,820	50,753	43,170	41,283	30-Oct-05
45-Canal Streetcar	0	0	20,129	16,381	16,128	37,543	45,664	56,329	61,925	65,429	40,469	37,323	18-Dec-05
52-St. Bernard/LC	0	0	1,293	5,068	7,629	10,871	10,703	13,268	12,543	12,181	11,976	11,962	11-Dec-05
55-Elysian Fields	0	0	4,028	5,556	10,163	12,498	14,500	14,368	18,104	16,438	17,591	18,500	28-Nov-05
57-Franklin	0	0	4,342	7,732	11,401	16,663	16,759	19,084	19,165	17,918	16,144	15,352	04-Dec-05
60-Hayne	0	0	0	0	564	970	838	1,413	1,576	1,512	1,694	1,995	08-Jan-06
64-Lake Forest	0	0	0	0	0	0	864	1,920	2,281	2,678	2,945	2,763	02-Apr-06
84-Galvez	0	0	0	1,804	2,992	5,606	3,876	3,969	3,809	3,622	3,257	3,236	11-Dec-05
88-St. Claude	0	7,835	13,450	21,582	27,955	36,601	38,176	42,999	42,344	46,579	39,162	38,126	30-Oct-05
94-Broad	0	0	4,745	11,023	13,513	21,015	19,750	22,126	20,458	22,707	21,926	22,581	04-Dec-05
100-101-Algiers Loop	517	1,914	4,072	6,379	6,973	9,935	8,386	9,707	10,066	10,179	9,066	7,798	09-Oct-05
102-General Meyer	2,142	6,731	9,341	13,539	15,148	18,541	18,157	21,040	20,034	19,778	17,444	15,766	05-Oct-05
103-Pace Boulevard	538	1,457	2,385	2,811	2,595	3,739	0	0	0	0	0	0	09-Oct-05
106-Aurora Express	138	465	619	710	909	1,683	0	0	0	0	0	0	09-Oct-05
108-Algiers Local	2,518	604	7,294	9,150	11,213	13,173	13,275	13,218	10,934	10,156	8,880	6,477	02-Oct-05
114-115-General de Gaulle	3,419	12,962	19,998	24,095	25,212	32,502	29,211	33,225	34,816	34,260	30,094	24,702	02-Oct-05
Orleans Parish subtotal	31,059	142,708	255,038	376,085	425,153	580,318	575,728	652,672	660,589	654,443	542,142	514,672	
201-Kenner Loop	5,274	8,365	9,430	10,325	9,275	12,007	12,044	12,288	13,379	12,643	13,862	13,563	02-Oct-05
Total	36,333	151,073	264,468	386,410	434,428	592,325	587,772	664,960	673,968	667,086	556,004	528,235	

Data Source: Regional Transit Authority, 2006.

Figure 14
Summary of JeT Ridership
October 2005 - September 2006



Data from GCR&Associates, Inc.
Graphic prepared by Burk-Kleinpeier, Inc., 2006

Summary of Jefferson Transit Ridership by Route

Ridership by Month since October 2005	Oct 2005	Nov 2005	Dec 2005	Jan 2006	Feb 2006	Mar 2006	Apr 2006	May 2006	Jun 2006	Jul 2006	Aug 2006	Sept 2006	Jan - Sept Change	
													Riders	Percent
E1- Veterans				28,570	29,062	37,866	35,803	44,551	50,673	48,271	50,035	47,738	19,168	67.1%
E2- Airline				18,334	17,091	21,591	20,082	24,054	24,242	23,364	26,123	25,166	6,832	37.3%
E3 - Kenner Local				27,112	26,921	34,085	30,026	38,410	41,876	43,909	44,196	42,317	15,205	56.1%
E5- Causeway				6,595	6,654	8,366	6,736	8,946	10,192	9,018	9,764	10,123	3,528	53.5%
Eastbank Service Total	34,977	55,677	69,154	80,611	79,728	101,908	92,647	115,961	126,983	124,562	130,118	125,344	44,733	53%
W1 Avondale				3,607	3,721	4,586	2,866	4,335	6,839	2,928	4,051	4,353	746	20.7%
W2 Westbank & Marrero				24,679	25,157	31,822	22,433	31,224	35,709	32,764	38,516	36,163	11,484	46.5%
W3 Lapalco				17,176	18,641	23,833	20,542	25,696	27,942	26,844	29,572	29,214	12,038	70.1%
W8 Terrytown & Oakdale				3,447	3,519	5,114	5,131	5,985	6,394	9,052	10,604	9,615	6,168	178.9%
W9 Belle Chasse				2,893	2,709	3,361	842	0	0	0	0	0	-2,893	-100.0%
W10 Huey P. Long				2,689	2,952	3,362	2,063	3,424	3,602	3,529	4,208	3,374	685	25.5%
Westbank Service Total	22,518	38,804	46,624	54,491	56,699	72,078	53,877	70,664	80,486	75,117	86,951	82,719	28,228	44%
SYSTEM TOTAL	57,495	94,481	115,778	135,102	136,427	173,986	146,524	186,625	207,469	199,679	217,069	208,063	72,961	49%

Data source: GCR & Associates, Inc., 2006.



- ⁱ *Transit Markets of the Future, The Challenge of Change*, Transit Cooperative Research Program, sponsored by the Federal Transit Administration, 1998.
- ⁱⁱ *Transit Markets of the Future, The Challenge of Change*, Transit Cooperative Research Program, sponsored by the Federal Transit Administration, 1998.
- ⁱⁱⁱ Executive Order on Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations, February 11, 1994, Executive Order 12898.
- ^{iv} Housing Authority of New Orleans. Frequently Asked Questions. <http://www.hano.org>, Researched 2.14.2007
- ^v University of New Orleans Real Estate Market Data Center & Center for Economic Development. Ivan Meistovich, Director, Metropolitan New Orleans Real Estate Market Analysis. May 2006, Volume 38.
- ^{vi} Housing Authority of New Orleans. Frequently Asked Questions. <http://www.hano.org>, Researched 2.14.2007
- ^{vii} Ibid.
- ^{viii} Housing Authority of New Orleans. Frequently Asked Questions. <http://www.hano.org>, Researched 2.14.2007
- ^{ix} Ibid.
- ^x Housing Authority of New Orleans. Residents. <http://www.hano.org/Residents.htm>, Researched 2.14.2007
- ^{xi} All complexes identified remain in varied states of closure/occupancy since Hurricane Katrina. The proposal for the individual public housing complexes are as follows: BW Cooper: 1,474 housing units currently, 660 housing units proposed; CJ Peete: 723 housing units currently, 460 housing units proposed; Lafitte: 896 housing units currently, 1,500 housing units proposed, which includes construction of units in the surrounding neighborhood areas; St. Bernard: 1,436 housing units currently, 624 units proposed. It was noted that demolition of units at CJ Peete had started prior to Hurricane Katrina. Information obtained from the Section 106 reports for each housing complex, completed by United States Risk Management, LLC, as obtained from the HANO Website, www.hano.org.
- ^{xii} Volunteers of America, Greater New Orleans, website, www.vagno.org, February 21, 2007.
- ^{xiii} Information taken from the Louisiana Recovery Authority website, www.road2la.org, February 21, 2007.
- ^{xiv} The Unified New Orleans Plan 2007. Citywide Strategic Recovery and Rebuilding Plan. Section 3: Summary of Recovery Projects.
- ^{xv} Ibid.
- ^{xvi} Summarized from information obtained from the Volunteers of America of Greater New Orleans website, www.vaogno.org, February 21, 2007.
- ^{xvii} From the Catholic Charities, Archdiocese of New Orleans website, www.catholiccharities-no.org, February 21, 2007.
- ^{xviii} National Transit Database reports for Regional Transit Authority and Jefferson Parish Department of Transit Administration (JeT) are available on-line at www.fta.dot.gov.
- ^{xix} Report of the Regional Planning Commission at the project group meeting, Wednesday, October 25, 2006.

Transit Service Standards

In general, transit services are in restoration mode. Prior to the Hurricane, the region's cooperation in transit service delivery was limited. Efforts were being made to change practices and find opportunities for cooperation. As part of any restoration effort, these elements should be incorporated, along with others into a series of service standards. These standards would build upon existing efforts to make services more efficient and seamless to the user.

Input to the development of service standards came as a result of a peer review of similarly sized or slightly larger transit systems/agencies in the following metropolitan areas:

Transit Provider/Property.....	City or Metro Area
Capital District Transportation Committee	Albany, NY
Georgia Regional Transportation Authority	Atlanta, GA
Chicago Transit Authority.....	Chicago, IL
Central Ohio Transit Authority.....	Columbus, OH
Dallas Area Rapid Transit	Dallas, TX
Transit Authority of River City	Louisville Metropolitan Area (KY and IN)
Alameda-Contra Costa Transit District.....	Oakland, CA
Central Florida Regional Transit Authority	Orlando, FL
Antelope Valley Transit Authority	Palmdale/Lancaster, CA (Los Angeles County)
Triangle Transit Authority.....	Raleigh-Durham-Chapel Hill, NC
Calgary Transit Division.....	Calgary, Alberta, CA
York Transit Authority	York, Ontario, CA

Core Transit Values

For its part, transit operations will need to be an efficient and effective alternative for commuting trips, as well as for non-work related trips. One of the methods for communicating this to both transit users and the general public is the adoption of clear, concise statement of how transit will be a part of the community. Based on the peer review, the following are a series of values suggested for consideration and eventual adoption.

Transit Will Be Accessible

- Encourage restoration of clearly marked and obstacle-free sidewalks and paths, making transit accessible to all people.
- Incorporate the means for transit to support trips made by automobile, pedestrians or bicycles.
- Maintain the current inter-system multi-ride pass program.
- Create schedules and documents in the multiple languages (English, French, Spanish, Vietnamese, etc.) and formats required to communicate with the population.

Transit Will Be Connected

- Provide sidewalks and paths which facilitate direct and easy access between transit stops and surrounding development.
- Congregate higher density residential and commercial development around established transit routes and stops.
- Incorporate building design features (overhangs, vestibules, etc.) which better serve and support transit.



- Provide facilities which support use of bicycles as a means of access to transit stops and stations.

Transit Will Be Attractive

- Define standards for bus stop area design which are context and user-group sensitive.
- Support a regular schedule for routine maintenance, cleaning and garbage pick-up at all transit stop areas.

Transit Will Be Technologically Advanced

- Incorporate technologically-sound vehicles into the regional transit vehicle fleet.
- Embrace the internet for provision of information on available services to the general public and purchase of transit passes on-line by the general public.
- Incorporate the latest technology for the counting of fares, passenger loading and unloading, presenting vehicle location and assuring passenger safety and comfort.
- Develop usable transit route maps, schedules and information for download by the public via several electronic formats including for view on computers, cellular phones and iPods.
- Establish an on-line trip planner service that interconnects all transit systems, routes and services.

Service Hierarchy

Expansion of available transit services should be based upon the ability of that service to comply with identified criteria. These criteria should be used with starting new services or when considering expansion of existing offerings. Specific geographic areas may be identified as most appropriate for either fixed-route or demand-response service, or no service, as shown in Figure 15, based upon their population, land use characteristics and local planning.

In reviewing adjustments to services, it is important to include the following general underlying assumptions, which will identify thresholds for any performance evaluation:

- All service schedules must meet with identified budgetary constraints, including limits in federal, state and local revenues.
- Routes and schedule changes should be timed to take effect in accordance with labor rules for setting driver schedules.
- Changes which create new routes, or result in perceptible changes in route structure and hours must incorporate the level of review and comment appropriate to the individual system's requirements for public participation.¹
- All new routes and route changes would be subject to a trial period during which time the route has to meet a system-specific standard for passenger volume and fare box recovery.

Fixed-Route Service Standards

Table 8 provides a scale for evaluating the potential for new service in an area which is not served or identified as possibly underserved in the future:

- **Category #1 – Trip Generators** - A determination will be made of the potential user population within ¼ mile of the proposed route using available data. The data elements established for review include apparent density of residential population, employment and census-based indicators on household income and household access to automobiles.

- **Category #2 – Trip Attractors** - A determination will be made of the viability of supporting land uses within a ¼ mile of the proposed route using available data on land use and/or zoning, apparent facility occupancy and availability of parking.
- **Category #3 – Existing Planning** - A determination will be made of the consistency of any service requests to the body of adopted local planning related to transit (human services, job access reverse commute), and community planning at the Parish, City, District or Neighborhood level.

Each of these categories has been assigned a weight and scale within the evaluation based upon their relative importance as a transit indicator. Given the changes in the local environment following Hurricane Katrina, more weight has been provided to the Trip Generators and Trip Attractors categories. Both of these categories are responsive to local repopulation and re-employment efforts organized through the City and individual Parishes. Evaluations which result in a scaled score of 60 to 100 points indicate areas where transit services are likely to be viable.

Evaluations resulting in a scaled score of 20 to 59 probable points would represent areas where some form of transit service may be viable, but the type of service may not be traditional fixed-route. Additional review would be required to determine the type and coverage of services offered to this area, given the results of the evaluation.

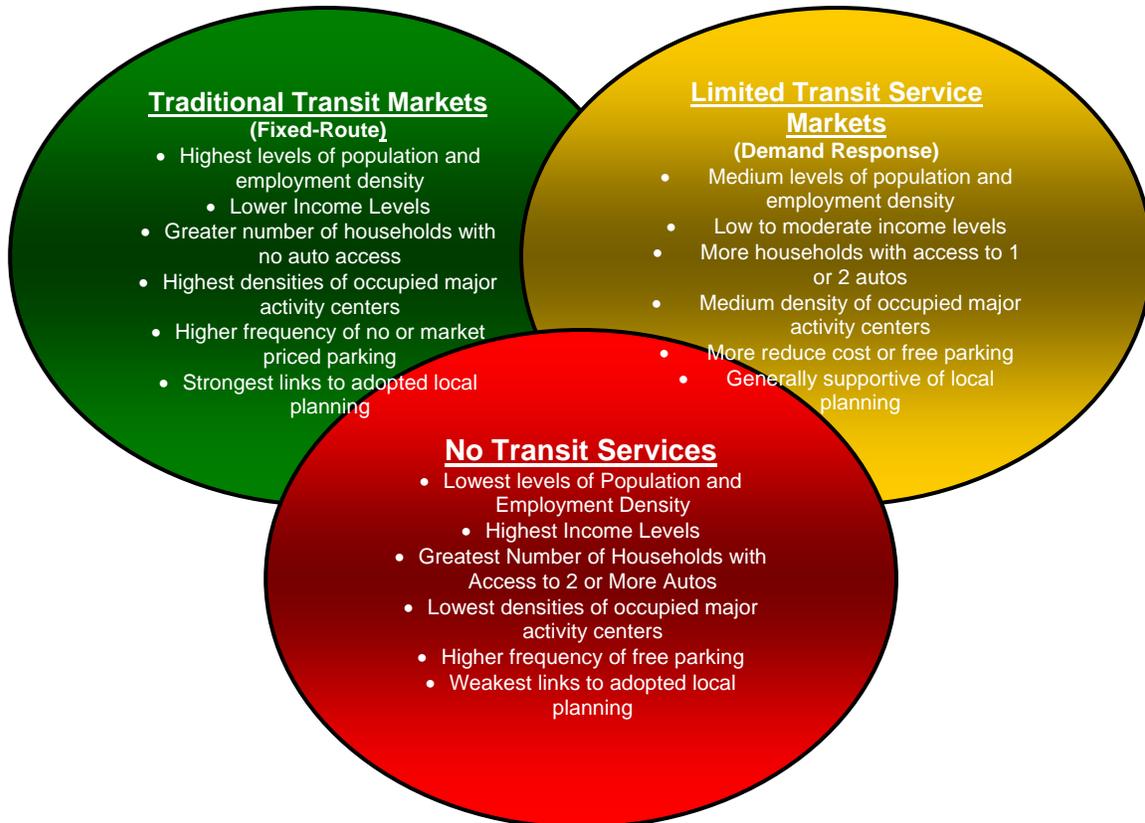


Figure 15
 Proposed Model for Transit Service Evaluation
 For New and Expanded Transit Services – Jefferson, Orleans, St. Bernard Parishes

Table 8
Proposed Fixed-Route Service Standards
 For New and Expanded Transit Services – Jefferson, Orleans, St. Bernard Parishes

Group	Criteria	Evaluation Scale						
Trip Generators	Apparent Density of Resident Population within 1/2 mile of the proposed route (per acre)	<i>Scale</i>	20 or more persons per acre	15-19 persons per acre	10-14 persons per acre	5-9 persons per acre	1-4 persons per acre	<1 persons per acre
		<i>Value</i>	30	25	20	15	10	0
	Average Household Income at Census Tract Level within 1/2 mile of proposed route	<i>Scale</i>	0-75% of Parish Average		76-120% of Parish Average		Over 121% of Parish Average	
		<i>Value</i>	10		5		0	
	Average Autos per Household at Census Tract Level within 1/2 mile of proposed route	<i>Scale</i>	0-.99 Vehicles Available		1-1.99 Vehicles Available		1.99 or more Vehicles Available	
		<i>Value</i>	10		5		0	
Trip Attractors	Presence of Major Activity Centers within 1/4 mile radius of the proposed route	<i>Scale</i>	>40% of Total Acres	30-39% of Total Acres	20-29% of Total Acres	10-19% of Total Acres	5-9% of Total Acres	<5% of Total Acres
		<i>Value</i>	20	16	12	8	4	0
	Major Activity Center Characteristics - Apparent Facility Occupancy within 1/4 mile of proposed route	<i>Scale</i>	75-100% facility occupancy	50-74% facility occupancy	25-49% facility occupancy	0-24% facility occupancy	None occupied	
		<i>Value</i>	10	7.5	5	2.5	0	
	Major Activity Center Characteristics - Availability of Parking within 1/4 mile of proposed route	<i>Scale</i>	Hourly Parking Available Only (Lots and Meters)		Combination of Free Parking and Hourly Parking (Lots and/or Meters)		Free Lot Parking Provided	
		<i>Value</i>	10		5		0	
Existing Planning	Address Goals for Consolidated Human Services Transportation Plan	<i>Scale</i>	Identified in Plan			Not Identified, but supports plan objectives		
		<i>Value</i>	3			1.5		

Table 8 (Continued)
Proposed Fixed-Route Service Standards
For New and Expanded Transit Services – Jefferson, Orleans, St. Bernard Parishes

Group	Criteria	Evaluation Scale		
Existing Planning	Address Job-Access-Reverse-Commute Transportation Plan	<i>Scale</i>	Identified in Plan	Not Identified, but supports plan objectives
		<i>Value</i>	3	1.5
	Request for Service Result of Community Consultation or Parish, City, Neighborhood, District Planning Efforts	<i>Scale</i>	Requested from Community (Neighborhood, District, City, Parish)	Not Identified, but supports plan objectives
		<i>Value</i>	4	2

<i>Scaled Score Range</i>	60-100 Points	20-59 Points	<20 Points
<i>Potential Viability of Transit Services</i>	Transit services are likely to be viable within area, most probably as a traditional fixed-route through new service or expansion of existing routes.	Some form of transit service may be viable in area, but the type of service may not be traditional fixed-route. Additional review is required to determine coverage of existing services in area.	Expansion of existing or start of new transit services do not appear initially viable within area

Notes:

- (1) Apparent density of residential population based upon either of the following. First, a comparison of population data by traffic zone from the Regional Planning Commission could be used to determine density within the defined radius. If this is not available, the following formula can be applied to determine an estimate: (# of Dwelling Units pre Hurricane Katrina * Relative Occupancy) * (Average # of Persons per Dwelling Unit in Parish according to the US Census). Relative occupancy will be based upon a field review/inspection of the identified ¼ mile service area (to the extent practicable) or as the result of a reasonable sample of the same using occupancy permit or building permit information, as provided by an appropriate Parish/City agency (Planning, Community Development, Code Enforcement or equivalent).
- (2) Information on Household Income and Household Auto Access to be identified from the appropriate US Census Bureau information for Orleans, Jefferson and St. Bernard Parishes. For the purposes of these calculations, only those tracts through which the route passes, or bordering the route or with 50% or more of their geography within the defined route area will be evaluated.
- (3) Major Activity Center locations defined upon buffer analysis of available land use and zoning data along the proposed route corridors to identify areas with a high concentration of retail/commercial development (freestanding or in organized shopping centers); professional offices (medical, services, etc.); hotels/tourism venues (Zoo, Convention Center, Superdome); education facilities (high schools, colleges, universities) and governmental installations (general offices, human services, judicial, enforcement). Analysis will calculate the total acreage of land used for these activities in comparison to the total ¼ mile service area, less a 7% allowance for infrastructure (roads, utilities, drainage).
- (4) Major Activity Center occupancy and parking information based upon a field review of the sites, or as a result of a reasonable sample of the same using occupancy permit or building permit information, as provided by an appropriate Parish/City agency (Planning, Community Development, Code Enforcement or equivalent).
- (5) Local plans defined as those transit-planning initiatives which have been adopted by the appropriate local entity, agency or authority within the individual parishes and City at the time of survey.

Compiled by Burk-Kleinpeter, Inc., 2006.



Evaluations resulting in a scaled score of less than 20 points would represent areas where expansion of existing or start of new transit services does not appear initially viable. However, ongoing monitoring of conditions would be suggested to determine if changes in the identified variables would result in a change in demand for service.

Fixed-Route Deviations

From time to time, slight changes in the fixed-route network may be identified as necessary to enhance service to specific trip generators or within certain areas (downtown, neighborhoods, etc.). Deviations from the fixed-route must only be made when one or more of the following conditions are present:

- Changes have the potential to increase the total number of passengers using a route;
- Changes can be made within the existing schedule (typically a 1 to 2 minute change in running time) and vehicle allocation for the route;
- Changes made result in no loss of service to those passengers currently using the route or transferring to this route at terminals or intermediate points.

Fixed-Route Ridership Evaluation

As part of the ongoing review and evaluation of services, it will be necessary to examine passenger volumes to determine if the current demand meet or exceed the capacity of the vehicles available for service. This will be accomplished using an acceptable daily survey strategy to determine the presence of one or more of the following characteristics:

- Passenger volumes exceed vehicle capacity (125% or more occupied during defined peak-periods, or 100% during non-peak periods);
- Passenger volume increases are at a rate that appears to be or will soon approaching the maximum capacity of the vehicles in service.

In some cases, the daily survey may reveal that passenger volume numbers are less than the available vehicle capacity on the route. In those instances, it should be determined if this passenger volume can be still accommodated through a reduction in bus capacity assigned to the route. If the route has only one bus assigned to provide service, then options include increasing headway or eliminating service.

Prior to eliminating service, the evaluation process should include a community outreach meeting in the area of the transit route under study. It will allow transit officials, riders and community groups to meet and discuss the route under review. It may also identify reasons for lower than expected ridership. Recommendations for change developed as a result of this effort would need to be into a final recommendation.

Demand-Response Service Standards

When it is apparent through the review of existing conditions that transit services are warranted, but current demands cannot meet with the tests established for traditional fixed-routes, it is possible there may be sufficient support for a demand-response service.

Demand-response service is designed to offer a feeder route between specific areas and the closest transit terminal, transfer point, stop or facility. The service will be available to areas inside and adjacent to the fixed-route service area where densities of population are growing, but are not sufficiently sized to support a standard fixed-route service. These areas would be of such a size that a vehicle could circumnavigate the area, picking-up and discharging passengers as well as interacting with an established fixed route at a main station or stop.

Demand-Response Service Area Definition

Demand-response service would be offered within individual zones. The location of these zones would be determined when one of the following characteristics is present:

- The area is identified as having a potential transit demand and it is determined that traditional fixed-routes would not be as effective in the delivery of service based upon the outcome of the general fixed-route evaluation;
- The general evaluation of an existing fixed-route determined that this service does not meet the established performance thresholds for passengers per hour and fare box return.

Ideally, these areas would be no larger than seven (7) square miles, but could be adjusted as needed to become larger or smaller based upon those limits imposed on the area as a result of the existing transportation grid or in response to the locations of adopted transfer points between demand-response services and fixed-route services.

Demand-Response Trip Policy

Trips will be available at a subscription or on-demand. Subscription service would be a standing reservation for regular service to the same place, at the same times on at least three days per week. Subscription trips would be booked in advance (up to one week) of the first day of the trip. Subscriptions would be limited to one week blocks. Demand trips could be reserved up to one-hour in advance, though reservations could be made up to a week in advance. All trip reservations would be accepted on a space available basis. Any walk-on trips would be accommodated on a space-available basis.

Persons reserving trips on the demand-response service could be picked up to five minutes before a scheduled pick-up time. Vehicles would wait no longer than two minutes following the scheduled pick-up time for the rider. Riders who fail to meet the vehicle at the scheduled time for pick-up would be considered a no-show.

Service would be offered during the daily operation period. Services would be offered initially on weekdays only, with weekends added based upon demand. Services would be reduced during specific system holiday periods. During identified peak periods (AM, Midday and PM), services would only be available between points within the identified transit zone to the closest identified terminal. During non-peak periods, trip reservations may be accepted for travel within individual zones including point-to-point as well as between individual points and the closest transit terminal. The chaining or grouping of individual trips by a rider would not be permitted, unless



scheduled in advance with the operator and when shown not to reduce service to another passenger.

Audit and Evaluation

The Regional Planning Commission, as the responsible agent for regional transit planning, will have the primary responsibility for regular review of route performance and evaluation of services using the identified standards. The primary reason is that this agency has ready access to most of the data and tools identified in the general evaluation steps.

Passenger Facility Standards

There are a number of items to be considered when designing or designating passenger stop facilities. These include the stop location, facility requirements, projected passenger volumes and connectivity to developed areas. Addressing these requirements during siting will allow the stop to be adequately sized to accommodate anticipated passenger demand.

Stop Hierarchy

Stops should be organized in relation to their function and place within the community context, as shown in Table 9. Stops are typically located on public right-of-way, but will be adjacent to private property. Their appearance and access should be such that it does not impede, block or hinder access to either the street or private property. As required by local conditions (historic areas, tourist areas, design review districts, CBDs, etc.), the character of the stop may be changed to better place it into the local context.

Stop Placement

In establishing stop areas, it is important to consider two characteristics: 1.) how and where a bus will stop on a street; 2.) how and where a bus will stop at an intersection. The primary objective of the site is to allow buses to dwell the length of time required to discharge and load passengers while not impeding normal traffic flow. Table 10 provides an overview of the relative advantages and disadvantages of typical bus loading and unloading zones, while Figure 16 provides the same for bus areas at intersections.

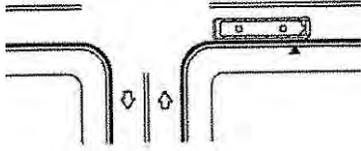
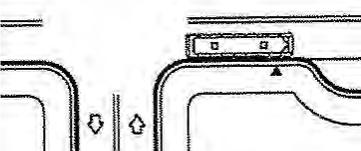
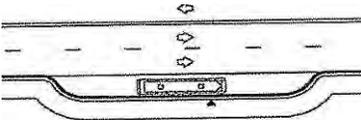
Table 9
 Hierarchy and Context of Transit Passenger Stops
 Based on Projected Passenger Traffic Volume

Stop Name	Definition	Suggested Amenities	Passenger Traffic
Local Stop	Most common access point serving a single transit route, found in all parts of the community	Bus Stop Sign Standing Area	Lower
Neighborhood Stop	Access point serving a single transit route, found in connection with a concentration of residential, commercial or industrial development or key community facilities (parks, schools, libraries)	Bus Stop Sign Standing Area Shelters (as warranted based on demand) Schedule kiosk or map	Low
Interline Stop	Access point serving two transit routes, found in commercial areas or business districts	Bus Stop Sign Standing Area Shelters (as allowed by space constraints) Pedestrian Crosswalks Schedule kiosk or map	High
Transit Center	A base for the regional transit network serving multiple transit routes, including those arriving from or departing to adjacent parishes	Passenger Crosswalks Off-Street Parking Passenger Terminal with Restrooms Sheltered Standing Areas Bicycle Storage Facilities Schedule kiosk, maps and assistance desk	Higher

Compiled by Burk-Kleinpeter, Inc., 2006.



Table 10
 Bus Loading and Unloading Zone by Type
 Relative Advantages and Disadvantages

Zone Type	Advantages	Disadvantages	Common Use
<p>Curbside Stop</p> 	<p>Most common stop type, easy to install or relocate. Does not require physical modification to curb.</p>	<p>Traffic can queue behind a stopped bus, resulting in local congestion.</p> <p>Could result in loss of on-street parking (if permitted in area).</p>	<p>Typically used along all streets, in all areas.</p>
<p>Bus Bulb</p> 	<p>Provides additional area for pedestrians and passenger waiting. Can incorporate additional landscape amenities.</p> <p>Generally does not remove on-street parking.</p>	<p>Requires a construction cost.</p> <p>Traffic can still queue behind stopped buses.</p>	<p>Typically used where right-of-way is available without impacting street capacity.</p> <p>Most commonly used in a CBD.</p> <p>Can be part of general streetscape and pedestrian improvements.</p>
<p>Bus Bay</p> 	<p>Allows buses to pull-off from main street to load and unload passengers.</p> <p>Can be extended to include acceleration or deceleration areas.</p>	<p>Buses may become blocked from re-entry to the adjacent road by passing vehicles.</p> <p>Requires alteration of street, sidewalk, landscaping to install.</p>	<p>Typically used where on-street parking is not permitted.</p> <p>Roadways with higher speeds and high volumes of traffic also likely installation locations.</p>

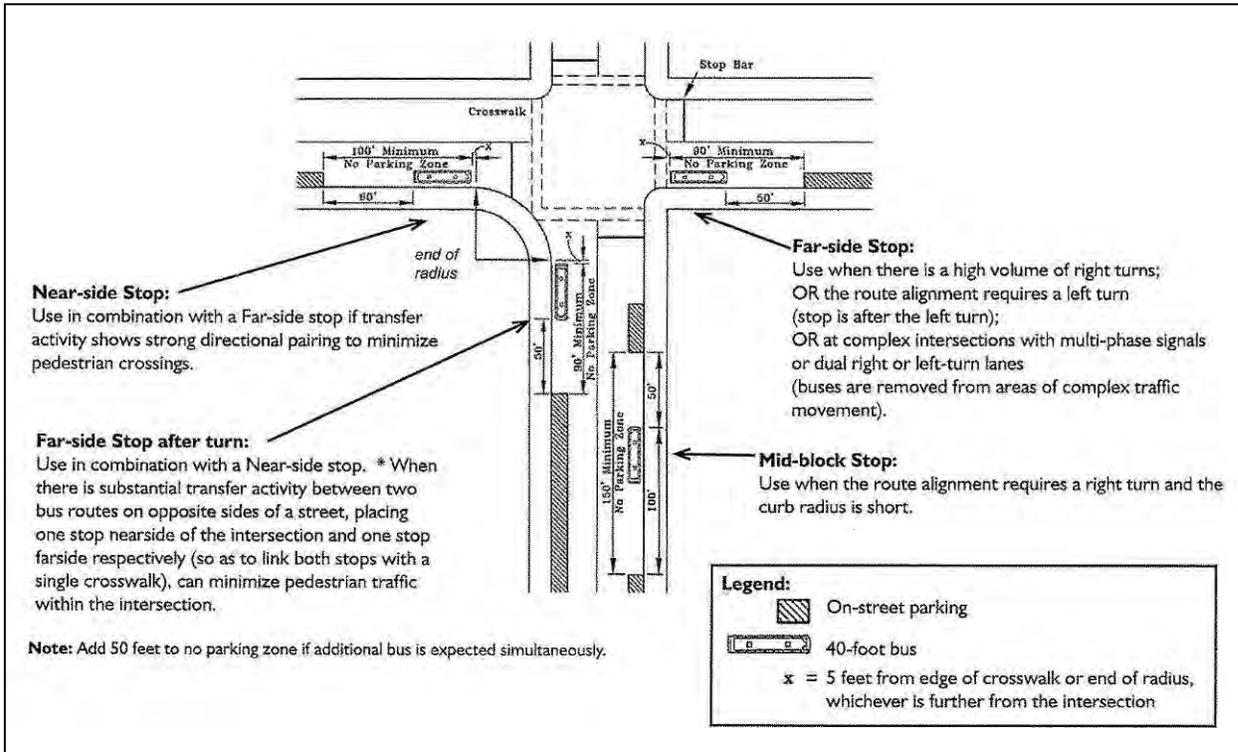
Graphics from: Transit Standards Manual: A Reference Guide, Transit Authority of River City, June 2006.

From Transit Standards Manual: A Reference Guide, Transit Authority of River City (Greater Louisville, KY), June 2006.
 Compiled by Burk-Kleinpeter, Inc., 2006.

Figure 16

Placement of Bus Stop Areas at Intersections

From Transit Standards Manual: A Reference Guide, Transit Authority of River City, June 2006



Stop Spacing

Bus stops should be placed at critical intersections, trip generators, and transfer points subject to the following minimum spacing criteria:

- Ideally, a minimum of 660 feet (1/8 mile) between stops in densely developed areas including portions of Orleans Parish (West of the Industrial Canal, Westbank) and Jefferson Parish (Westbank, east of Harvey Canal);
- Ideally, a minimum of 1,320 feet (1/4 mile) between stops in developing areas including route segments operating in suburban and residential areas or along commercial/retail business corridors including portions of Orleans Parish (East of the Industrial Canal) and Jefferson Parish (Eastbank, and Westbank, west of the Harvey Canal).

Variations in stop density and spacing should be permitted to account for demands of specific facilities such as hospitals, schools, and community facilities and housing developments where higher access to transit services is expected.

Bus stops on express routes should be limited ¾ mile (3,960 feet) spacing or as needed to address intersections with existing major streets, park-and-ride facilities or major generators.



Passenger Areas

Passenger stops should have a boarding area (concrete pad) or landing area which is designated for the stop and clear of obstructions. Figure 17 provides several examples of acceptable and unacceptable stop area design. All stop areas must comply with the requirements of the Americans with Disabilities Act (ADA)ⁱⁱ, defined, generally as follows:

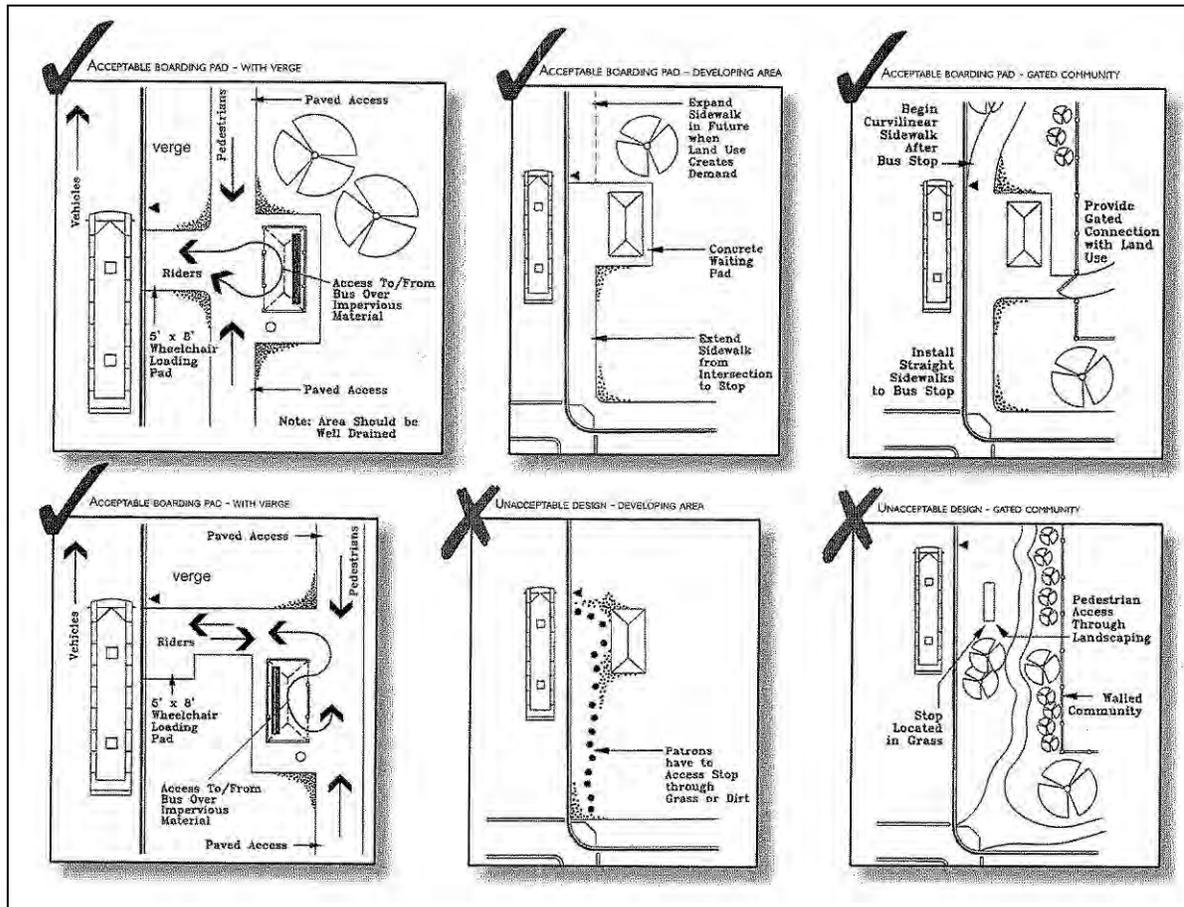
- All stops must have a firm, stable surface;
- All stops must have a minimum clear length of 96 inches (2,440 millimeters), measured from the curb or vehicle roadway edge and a minimum clear width of 60 inches (1,524 millimeters), measured parallel to the vehicle roadway;
- All stops must have a maximum slope of 1:50 (2%) for water drainage;
- Connection to streets, sidewalks or pedestrian paths by an **accessible route**.

In downtown areas, the walking distance between transit stops and adjacent buildings will be shortest, as typical development patterns place structures closest to sidewalks and public streets. In suburban areas, the walking distances between transit stops and adjacent buildings increase as greater street set-backs allow more

Figure 17

Passenger and Stop Area Typical Location Design

From Transit Standards Manual: A Reference Guide, Transit Authority of River City, June 2006



of a building's front yard to be used for parking areas. It is in these applications that the clearly marked, safe path between stop and adjacent structures is most critically needed.

Transit Furniture

Bus Stop signs, shelters, benches, lighting, trash cans, and kiosks can be provided in varying degrees throughout each of the various transit stop types. The provision of furniture will be more intense at stops which have the highest passenger demands. Shelters, while more frequent along major arteries, will be less frequent in neighborhood areas, unless passenger volumes demand. General rules-of-thumb suggested for stop areas include the following:

Transit Shelters

- Adoption of a routine cleaning and maintenance schedule for all shelters should be adopted. More frequent cleaning may be required in areas with the heaviest passenger volumes.
- All transit shelters should not be placed in the passenger boarding/landing pad. This may impede operation of lift-equipped buses.
- A minimum distance should be used to separate the shelter from the back of the curb. This distance should be no less than 2 feet, unless the volume and speed of passing traffic dictate otherwise.
- Shelters should not block business entrances or windows.
- When shelters are placed adjacent to buildings, a clear space should be maintained between the two to allow for cleaning and trash removal.
- Shelters should be raised and have openings to allow for cross ventilation.
- Lighting should be provided in areas where street lighting is not available or deemed inadequate to maintain safety and security.
- Shelter areas should include provisions for benches or leaning bars which do not impede access by those in wheelchairs.

Trash Receptacles

- Trash cans should be anchored firmly, to prevent their removal from the area.
- All trash cans need to be located away from the edge of the roadway or adjacent roadway/driveway in such a manner as to not be a visual obstruction for traffic.
- Placing trash cans away from direct sunlight may prevent the build-up of odors, flies and other pests.
- All trash cans should be emptied at a regular schedule, unless passenger traffic and/or adjacent land uses may require more frequent emptying.
- All neighborhood and interline stops, as well as transit centers, should have posted schedules. These schedule boards should be made of a material which resists damage due to weather or graffiti.

Schedule Boards

- Where possible, these boards should contain minimal information to reduce cost of changes as minor adjustments are made in route networks.
- When significant or major route changes are made, these schedules should be updated as required to address changes in service hours, timetables, and route maps.
- Information should be made accessible, including multiple formats and local languages.



- System maps and schedules should be provided in all transit vehicles to supplement information made available at the stop.

Other Amenities

- As required by local standards and passenger demands, amenities including public arts, newspaper machines, bicycle racks, landscaping (shade trees and shrubs) should be included to improve the function of the stop area.

Electronic Fare Collection

Prior to the Hurricane, RTA and JeT had been working cooperatively on the issue of electronic fare box systems. Work on this effort needs to be continued. The implementation of this technology would allow for all transit vehicles to accept a “Smart Card” or Electronic Payment System (EPS) fob in addition to cash and coins.

Such a system could have two benefits. The first would be collection of accurate boarding and transfer data between lines and systems. The second would be quicker passenger boarding. Passengers would purchase fare cards prior to boarding which could be debited as rides and transfers occur. Fare card dispensing machines would need to be installed to facilitate “Smart Card” purchases.

Locations for installation of ticketing machines could include high passenger volume locations or stops, terminals, local merchants along transit routes, transit offices, other municipal/public facilities, or post offices. A list of such places had been identified by RTA and JeT for implementation but would need to be reconsidered due to the number of closed commercial and government structures in the area since Hurricane Katrina.

Transit Signal Priority

Implementation of new traffic control technology in the region will increase the number of signals which are interconnected and controlled with cameras or other traffic detectors. As these upgrades occur, provisions should be made to allow for transit vehicle priority along major arterial roadways and at critical intersections when buses are running behind schedule. This would require the cooperation of the various entities entrusted with traffic signal maintenance and operation, including the City of New Orleans, Jefferson Parish and LADOTD District 02.

Bikes-on-Bus Program

Prior to the Hurricane, both RTA and Jefferson Transit participated in a bikes-on-bus program. Each had invested capital funds to install racks capable of up to two bicycles which would be loaded by the user on the front of the transit vehicle. Reinstatement and maintenance of this program should be a critical component of the service recovery plan. Expansion into underserved areas should be a goal, along with implementation of improvements aimed at providing secure storage areas for cyclists to use at their destinations or within future transit terminals.

ⁱ A typical rule of thumb is that any changes which result in a gain/loss of 25% in route miles and hours would require input from the general public.

ⁱⁱ Section 10, Transportation Facilities, Americans with Disabilities Act (ADA) Guidelines, www.access-board.gov/bfdg/adaag.htm

Transit Operation Plan

Changes will continue to dot the regional landscape. So that transit services may be responsive to these changes, a plan has been developed to guide service delivery. Throughout the period of implementation, monitoring and reporting of passengers receiving and requesting services will need to be tracked and evaluated to determine the need for changes and updates.

Short- & Mid-term Service Plan

The purpose of the short- and mid-term service plan is to build upon existing ridership areas, stabilize existing fixed-route services, offer expanded service to areas where growth is projected and maintain fiscal restraint on growth of new services. It is proposed that the system of transit for the three parish area would be developed as follows:

	Short-term	Mid-term
Projected Service Area Population New Orleans + Jefferson Parish + St. Bernard Parish (RPC Estimate)	654,595	690,350
Fixed-Route Service Hours New Orleans and Jefferson Parish (Fixed-Route)	5,810 hours per week	5,880 hours per week
Peak Vehicle Demand New Orleans and Jefferson Parish	85 vehicles in peak service	86 vehicles in peak service
Total Fixed-Route Fleet Required New Orleans and Jefferson Parish (Peak + Spares)	102 Vehicles (with 20% Spares)	103 Vehicles (with 20% Spares)
Demand-Response Service Hours St. Bernard Parish	2,600 annual hours (5 days per wk, 10 hrs per day, 52 wks per year)	2,600 annual hours (5 days per wk, 10 hrs per day, 52 wks per year)
Peak Vehicle Demand St. Bernard Parish	6 vehicles	6 vehicles
Total Demand-Response Fleet Required St. Bernard Parish, (Peak + Spares)	7 Vehicles (with 20% spares)	7 Vehicles (with 20% spares)

Fixed-Route Service

In the City of New Orleans (see Table 11), a total of 4,000 hours per week in both the short- and mid-term (208,000 annually) would appear to meet the needs of the population. This represents a 23% *reduction* in the number of 2006 hours offered by RTA. Peak-period service intervals would be commensurate with demands



indicated within route ridership. The objective would be to offer reduced headway, i.e. more frequent service, on routes with the greatest demand.

A total of 21 fixed-routes would be offered in the short- and mid-term, including return of streetcar services to Canal Street and St. Charles Avenue. Service on the St. Charles Avenue Streetcar line would be as originally offered prior to the Hurricane, downtown through uptown to S. Carrollton at S. Claiborne Avenue. Service on the Canal Streetcar would extend along the Riverfront from the Governor Nichols to Crozat Street only.ⁱ Services in the City of Kenner would be ended, with these hours and vehicles assigned to cover additional demands in Orleans Parish. Additional minor changes would be made through this period to realign bus routes to serve new interline facilities.

In Jefferson Parish (see Table 11), a total of 1,810 hours per week (94,120 annually) would be required to meet the needs of the population. This is approximately 48% of the 2004 hours offered by Jefferson Transit. Peak-period service intervals would be commensurate with demand indicated within route ridership. The objective would be to offer reduced headway, i.e. more frequent service, on routes with the greatest demand.

A total of twelve fixed-routes would be offered in the short- and mid-term including a transition of operators within the City of Kenner. In the short-term, with the concurrence of all parties (RTA, City of Kenner, JeT/Jefferson Parish), fixed-route bus services currently operated by RTA, would start being operated by JeT. Peak-only services started in short-term on the Eastbank (Metairie Road and Clearview Parkway) would become daily service by mid-term. More frequent services from the Westbank would be accommodated by an extension of the Terrytown Route (W-8) to the New Orleans CBD in peak.ⁱⁱ

Paratransit Service

The fixed-route network assumes provision of complementary paratransit services within the required $\frac{3}{4}$ mile radius of the fixed-route network. This amount of service provided would be based upon the demand of the local population. According to the Advocacy Center, the amount of service projected to meet the needs of the local population in Orleans Parish would be based upon a pool of 1,300 to 1,500 paratransit riders, though this pool may change as the population levels are re-established.ⁱⁱⁱ In Jefferson Parish, the average demand for paratransit in 2005 was 5,667 trips per month. For planning purposes, a total of 1,200 operating hours per week have been provided to Orleans Parish, and 550 operating hours per week have been provided to Jefferson Parish.

Demand-Response Service

As population and employment levels continue to recover, there may be demands generated for transit services. Where the evaluation of service identifies a need that requires transportation, but cannot support fixed-route, public demand-response service would be offered. The service would connect a defined service area to the closest fixed-route transit facility (route, stop or terminal).

Areas identified initially for implementation of demand-response service include the following:

Short-term Implementation

- *St. Bernard Parish* – General public demand-response service offered to points within the Parish, as well as to a central terminal location in Orleans Parish for transfer to RTA;
- *City of New Orleans and Jefferson Parishes* – No general public demand-response service to be offered.

Mid-term Implementation

- *City of New Orleans* – Potential demand located in the area east of Franklin Avenue, south of the Florida Avenue corridor (Upper 9th Ward, Lower 9th Ward, Desire/Florida, Marigny) and within New Orleans East, east of the Read Boulevard corridor;
- *Jefferson Parish* – Potential demand located on the Westbank, in the area bounded by Lapalco Boulevard, Barataria Boulevard, Harvey Canal and Bayou Barataria.;
- *St. Bernard Parish* – No changes from short-term program.

Before the start of service, a review of demand will need to take place. This will assure that any services offered are responsive to the needs of the local population.

Route Maps and Proposed Schedules

The projected route network is documented on the following figures, while Tables 11 and 12 provide an overview of the conceptual operation schedule:

- Figure 19 Short Term Regional Transit Service Structure
Orleans, Jefferson and St. Bernard Parishes, LA
- Figure 20 Short Term Regional Transit Service Structure
New Orleans CBD
- Figure 21 Mid Term Regional Transit Service Structure
Orleans, Jefferson and St. Bernard Parishes, LA
- Figure 22 Mid Term Regional Transit Service Structure
New Orleans CBD

Interline Facilities (See Figure 18)

Development of the service plan assumes that several interline facilities will need to be added to aid in passenger transfers between individual routes and parishes. All facilities would need to be of a sufficient size to offer passenger waiting facilities, transit information locations as well as sheltered areas for bus pull-offs where applicable. Design and remaining conceptual planning would need to occur on these facilities during the terms indicated below. Construction on facilities would most likely start during the mid-term and be completed during the long-term program.

Short-term

- *S. Claiborne Avenue at S. Carrollton Avenue* – The existing transfer location between RTA and JeT bus routes and the St. Charles Streetcar should be improved to accommodate increasing passenger traffic. A terminal in this vicinity



(S. Claiborne Avenue median, across from Palmer Park) was in the initial planning and evaluation stages prior to Hurricane Katrina. It could also develop as a location to host a retail operation and support the areas ongoing redevelopment and renewal.

- Canal Boulevard Station – A new regional interline transfer facility which would replace current facilities located along City Park Avenue near Canal Street and in the median at Canal Boulevard. Transfers between RTA, JeT, MITS and the Canal Streetcar would occur at this site.
- Wilty Terminal, Westbank and Walkertown Terminal, Marrero – The existing JeT facilities located on Westbank Expressway would be maintained.

Mid-term

- Orleans Avenue at Marconi Boulevard – A new interline transfer facility would be developed near Delgado Community College to interconnect RTA and JeT fixed-routes as well as MITS to Lift Line transfers between the City and Jefferson Parish.
- Desire Street at Chef Menteur Highway – A new interline transfer facility would be developed on Chef Menteur Highway to serve existing transfers between RTA fixed-route services as well as future transfers from demand-response services.

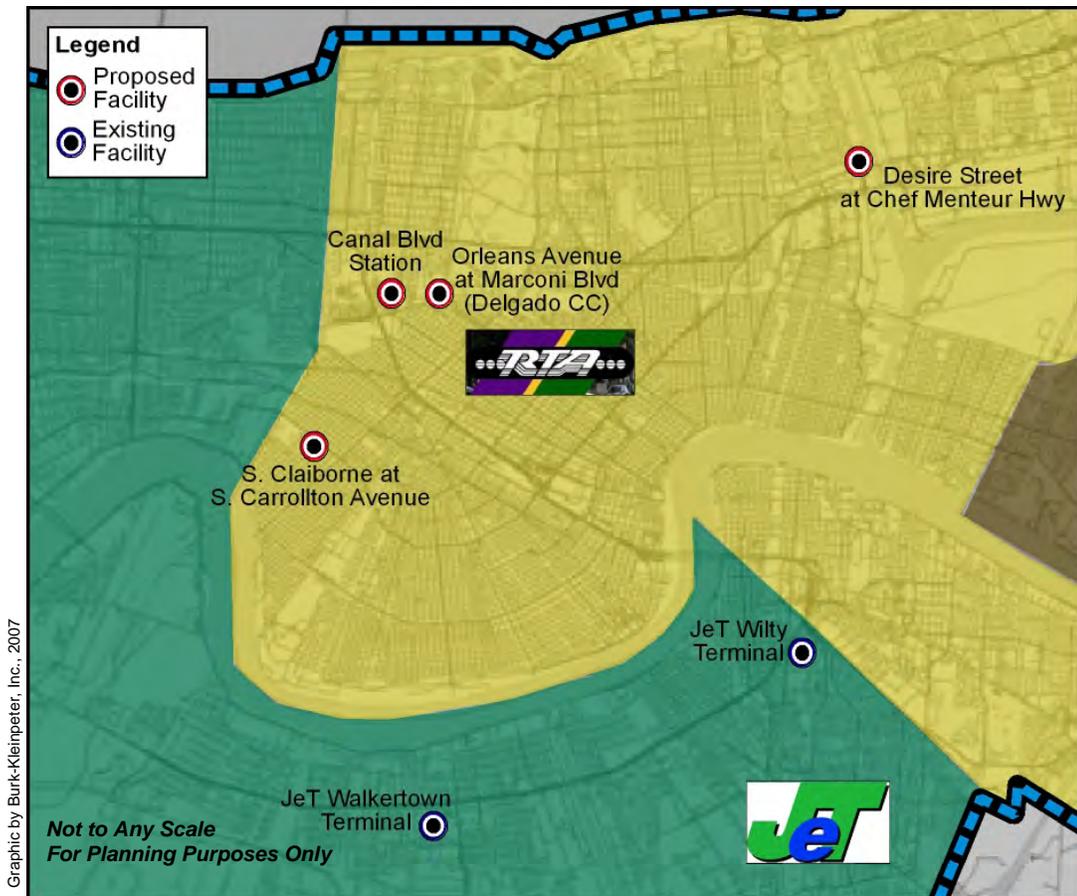
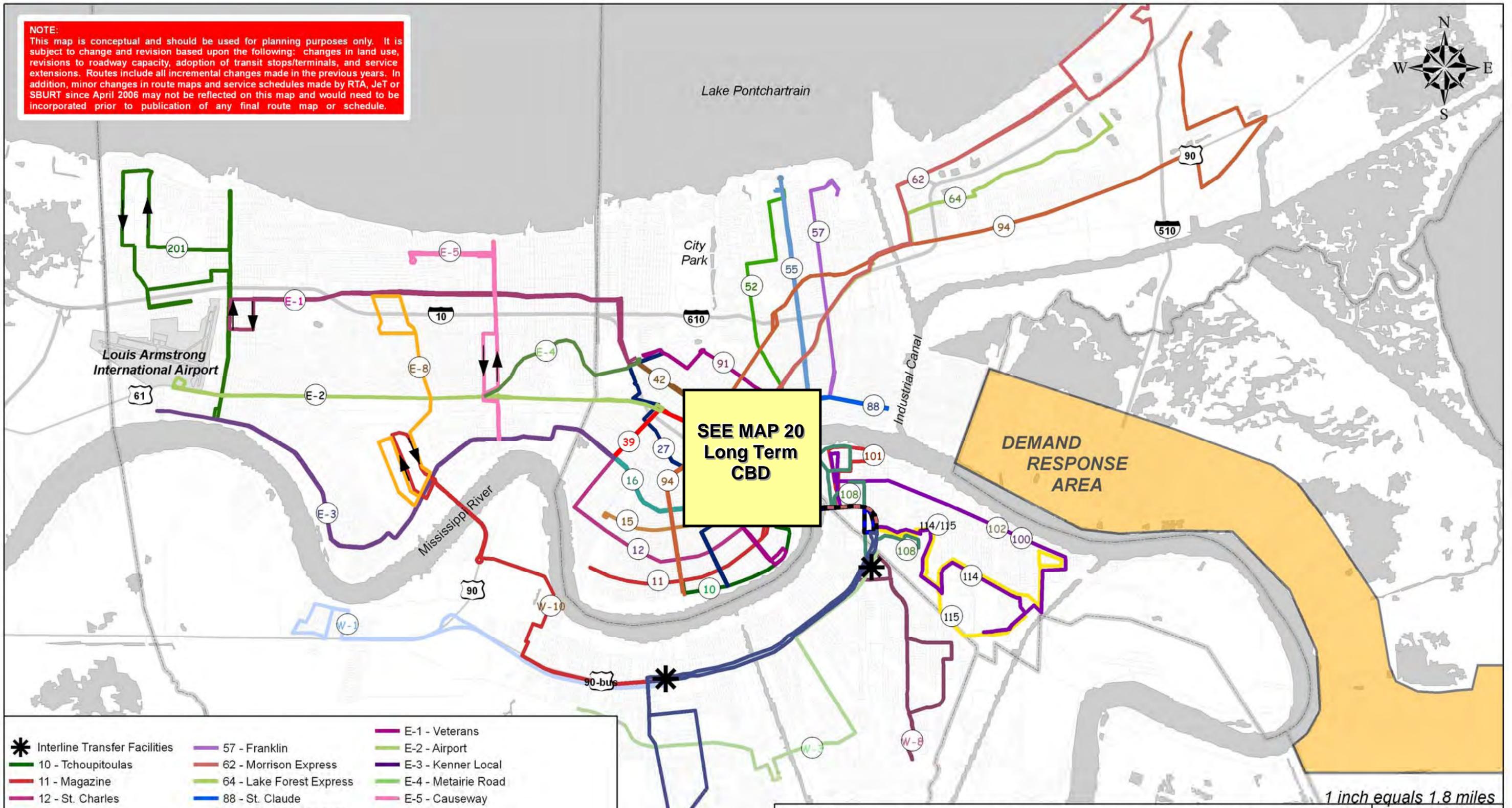


Figure 18
Proposed Interline Facility Locations – Short- & Mid-term
Orleans and Jefferson Parishes, LA

NOTE:
 This map is conceptual and should be used for planning purposes only. It is subject to change and revision based upon the following: changes in land use, revisions to roadway capacity, adoption of transit stops/terminals, and service extensions. Routes include all incremental changes made in the previous years. In addition, minor changes in route maps and service schedules made by RTA, JeT or SBURT since April 2006 may not be reflected on this map and would need to be incorporated prior to publication of any final route map or schedule.



1 inch equals 1.8 miles

- | | | |
|-------------------------------|---------------------------|-----------------------------|
| Interline Transfer Facilities | 57 - Franklin | E-1 - Veterans |
| 10 - Tchoupitoulas | 62 - Morrison Express | E-2 - Airport |
| 11 - Magazine | 64 - Lake Forest Express | E-3 - Kenner Local |
| 12 - St. Charles | 88 - St. Claude | E-4 - Metairie Road |
| 15 - Freret | 91 - Jackson Esplanade | E-5 - Causeway |
| 16 - South Claiborne Poydras | 94 - Broad | 201 - Kenner Loop |
| 27 - Louisiana | 100 - Algiers Owl Loop | Westbank to CBD (Jefferson) |
| 39 - Tulane | 101 - Algiers Loop | W-1 - Avondale |
| 42 - Canal Bus | 102 - General Meyer | W-2 - Westbank Expressway |
| 47 - Canal Streetcar | 108 - Algiers Local | W-3 - Lapalco |
| 52 - St. Bernard | 114 - General DeGaulle | W-8 - Terrytown |
| 55 - Elysian Fields | Westbank to CBD (Orleans) | W-10 - Huey P. Long |

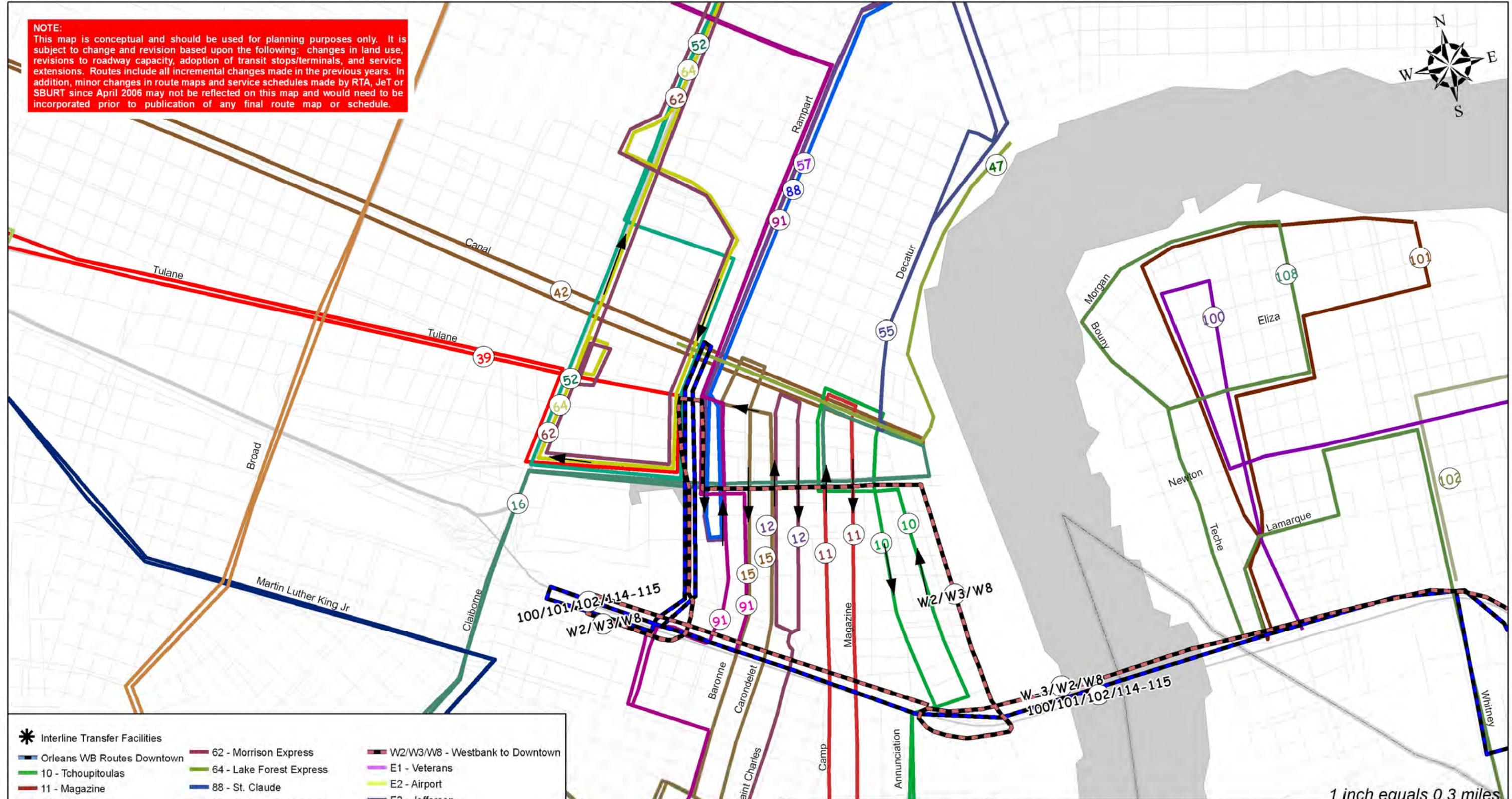
Transit Plan for the Greater New Orleans Region
 Orleans - Jefferson - St. Bernard Parishes
 Business Plan for the Restoration of Basic Services and the Implementation of a Regional Transit System Following Hurricane Katrina New Orleans Metropolitan Area - RPC Project No. PK-X287

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May 2007
 BKI Job No. 10339-01

Figure 19
 Short Term Regional Transit Service Structure
 Orleans, Jefferson, and St. Bernard Parishes

NOTE:
 This map is conceptual and should be used for planning purposes only. It is subject to change and revision based upon the following: changes in land use, revisions to roadway capacity, adoption of transit stops/terminals, and service extensions. Routes include all incremental changes made in the previous years. In addition, minor changes in route maps and service schedules made by RTA, JeT or SBURT since April 2006 may not be reflected on this map and would need to be incorporated prior to publication of any final route map or schedule.



1 inch equals 0.3 miles

- | | | |
|--|----------------------------|---------------------------------|
| * Interline Transfer Facilities | 62 - Morrison Express | W2/W3/W8 - Westbank to Downtown |
| Orleans WB Routes Downtown | 64 - Lake Forest Express | E1 - Veterans |
| 10 - Tchoupitoulas | 88 - St. Claude | E2 - Airport |
| 11 - Magazine | 91 - Jackson Esplanade | E3 - Jefferson |
| 12 - St. Charles | 94 - Broad | E4 - Metairie Road |
| 15 - Freret | 100 - Algiers Owl Loop | E5 - Causeway |
| 16/17 - S. Claiborne Poydras | 101 - Algiers Loop | W1 - Avondale |
| 27 - Louisiana | 102 - General Meyer | W2 - Westbank Expressway |
| 42 - Canal Bus | 108 - Algiers Local | W3 - Lapalco |
| 47 - Canal Streetcar | 114/115 - General DeGaulle | W8 - Terrytown |
| 52 - St. Bernard | E1/E2/E3 - to Downtown | W10/E8 - Huey P. Long/Clearview |
| 55 - Elysian Fields | | |
| 57 - Franklin | | |



Transit Plan for the Greater New Orleans Region
 Orleans - Jefferson - St. Bernard Parishes
 Business Plan for the Restoration of Basic Services and the Implementation of a Regional Transit System Following Hurricane Katrina New Orleans Metropolitan Area - RPC Project No. PK-X287



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Figure 20
 Short Term Regional Transit Service Structure, New Orleans CBD
 Orleans, Jefferson, and St. Bernard Parishes

May 2007
 BKI Job No. 10339-01

Table 11
Proposed Short-term Service Plan – Fixed-Route Service Schedule
City of New Orleans and Jefferson Parish

Location/Route		Weekday					Saturday				Sunday				Wkly	
#	Route	Span of svc			Headway			Span of svc		Headway		Span of svc		Headway		Veh- hrs
		Start	End	Peak	Base	Night	Start	End	Day	Night	Start	End	Day	Night		
ORLEANS PARISH (RTA)																
10	Tchoupitoulas	Peaks only			45											45
11	Magazine	5A	10P	21	30	60	6A	10P	30	60	7A	10P	60	60	246	
12	St. Charles	5A	10P	13	19	30	6A	10P	19	30	7A	10P	23	30	599	
15	Freret	6A	7P	60	60										70	
16	South Claiborne	6A	8P	21	30										175	
27	Louisiana	6A	7P	42	42										135	
39	Tulane	5A	10P	20	30	60	6A	10P	30	60	7A	10P	60	60	245	
42	Canal Bus	5A	10P	14	23	60	6A	10P	23	60	7A	10P	34	60	391	
47	Canal Streetcar	10A	6P	30	30										85	
52	St. Bernard	6A	7P	35	70										110	
55	Elysian Fields	6A	9P	34	34	90									150	
57	Franklin	6A	9P	45	45	90									145	
62	Morrison Express	6A	7P	50	100										105	
64	Lake Forest Express	6A	7P	40	80										105	
88	St. Claude	5A	10P	20	30	60	6A	10P	30	60	7A	10P	60	60	234	
91	Jackson-Esplanade	6A	9P	30	60	120	7A	6P	120		7A	6P	120		264	
94	Broad	6A	7P	34	56		7A	7P	84		7A	7P	84		352	
100-101	Algiers Loop/Owl	6A	10P	60	60	90									85	
102	General Meyer	5A	7P	36	72		7A	10P	86	90	7A	10P	86	90	147	
108	Algiers Local	6A	7P	60	60										75	
114-115	Gen. de Gaulle	5A	7P	30	40		7A	7P	40		7A	7P	40		237	
RTA Summary															4000	

Location/Route		Weekday					Saturday				Sunday				Wkly	
#	Route	Span of svc			Headway			Span of svc		Headway		Span of svc		Headway		Veh- hrs
		Start	End	Peak	Base	Night	Start	End	Day	Night	Start	End	Day	Night		
JEFFERSON PARISH (JeT)																
E1	Veterans	6A	10P	24	47		6A	10P	47		7A	10P	75		275	
E2	Airport	5A	10P	26	37		6A	10P	64		7A	10P	64		216	
E3	Kenner Local	5A	10P	22	41		6A	10P	41		8A	10P	70		262	
E4	Metairie Road	Peaks only			40	40									40	
E5	Causeway	7A	7P	50	50		7A	7P	50						83	
E8	Clearview	Peaks only			60	60									40	
201	Kenner Loop	6A	8P	48	48		6A	8P	48		7A	8P	81		197	
W1	Avondale	6A	8P	64	114										60	
W2	Westbank Expressway	6A	10P	30	64		7A	8P	64						230	
W3	Lapalco	6A	10P	30	64		7A	8P	64						217	
W8	Terrytown	6A	10P	30	48										130	
W10	Huey P. Long	6A	7P	64	114										60	
JeT Summary															1810	

Notes:

(1) - Short-term operational notes relative to fixed-route in City of New Orleans (RTA):

10-Tchoupitoulas: End at Napoleon/Magazine; **27-Louisiana:** Via M. L. King between South Claiborne and Washington; **39-Tulane:** Eliminate Palmer Park spur. Route in CBD as follows: Tulane-Loyola-Poydras-South Claiborne-Tulane; **47-Canal Streetcar:** French Market to Crozat only; **52-St. Bernard:** Route in CBD as follows: St. Louis-Basin-Elk Place-Loyola-Poydras-South Claiborne; **57-Franklin and 88-St. Claude:** Route in CBD as follows: Rampart-Girod-O'Keefe-Common-Rampart; **62-Morrison Express and 64-Lake Forest Express:** Extend in CBD: Elk Place-Loyola-Poydras-S.Claib.-Cleveland-South Robertson-Tulane-I-10; **62-Morrison Express:** Via Desire Drive in and out. Use Morrison between Downman and Bullard; use pre-Katrina route of 72 east of Bullard (route of 60 in Little Woods); **64-Lake Forest Express:** Extend to Bullard. East of Read, use Lake Forest in both directions. Via Desire Drive in and out; **88-St. Claude:** End at Poland; **100-Algiers Owl Loop:** In CBD, use same route as daytime Algiers lines. On weekends, owl is shown with 102, not 101;

102-General Meyer: On weekends, add Algiers Point spur in and out (same as outbound spur on 100); **114-115-Gen. de Gaulle:** During peaks, buses will alternate legs, so that every other trip is on each leg; **108-Algiers Local:** End at Sandra Drive. Out regular route, left on Sandra, around loop, right on General de Gaulle to inbound route. RTA service in Kenner ended.

(2) - Short-term operational notes relative to fixed-route in Jefferson Parish (JeT):

E3 Kenner Local: End at Coleman Place; **W-8 Terrytown:** Extend to CBD during peaks only; **Add service to Kenner** - replace RTA as operator of Kenner Loop, with hours adjusted to account for base of operations at JeT facilities.

Data provided by Schedule me!, through swLEADER, Inc., 2006



Transit Plan for the Greater New Orleans Region
 Orleans • Jefferson • St. Bernard Parishes

Table 12
 Proposed Mid-term Service Plan – Fixed-Route Service Schedule
 City of New Orleans and Jefferson Parish

Location/Route		Weekday					Saturday				Sunday				Wkly
#	Route	Span of svc		Headway			Span of svc		Headway		Span of svc		Headway		Veh- hrs
		Start	End	Peak	Base	Night	Start	End	Day	Night	Start	End	Day	Night	
ORLEANS PARISH (RTA)															
10	Tchoupitoulas	Peaks only			45										45
11	Magazine	5A	10P	21	30	60	6A	10P	30	60	7A	10P	60	60	246
12	St. Charles	5A	10P	13	19	30	6A	10P	19	30	7A	10P	23	30	599
15	Freret	6A	7P	60	60										70
16	South Claiborne	6A	8P	21	30										175
27	Louisiana	6A	7P	42	42										135
39	Tulane	5A	10P	20	30	60	6A	10P	30	60	7A	10P	60	60	245
42	Canal Bus	5A	10P	14	23	60	6A	10P	23	60	7A	10P	34	60	391
47	Canal Streetcar	10A	6P	30	30										85
52	St. Bernard	6A	7P	35	70										110
55	Elysian Fields	6A	9P	34	34	90									150
57	Franklin	6A	9P	45	45	90									145
62	Morrison Express	6A	7P	50	100										105
64	Lake Forest Express	6A	7P	40	80										105
88	St. Claude	5A	10P	20	30	60	6A	10P	30	60	7A	10P	60	60	234
91	Jackson-Esplanade	6A	9P	30	60	120	7A	6P	120		7A	6P	120		264
94	Broad	6A	7P	34	56		7A	7P	84		7A	7P	84		352
100-101	Algiers Loop/Owl	6A	10P	60	60	90									85
102	General Meyer	5A	7P	36	72		7A	10P	86	90	7A	10P	86	90	147
108	Algiers Local	6A	7P	60	60										75
114-115	Gen. de Gaulle	5A	7P	30	40		7A	7P	40		7A	7P	40		237
RTA Summary															4000

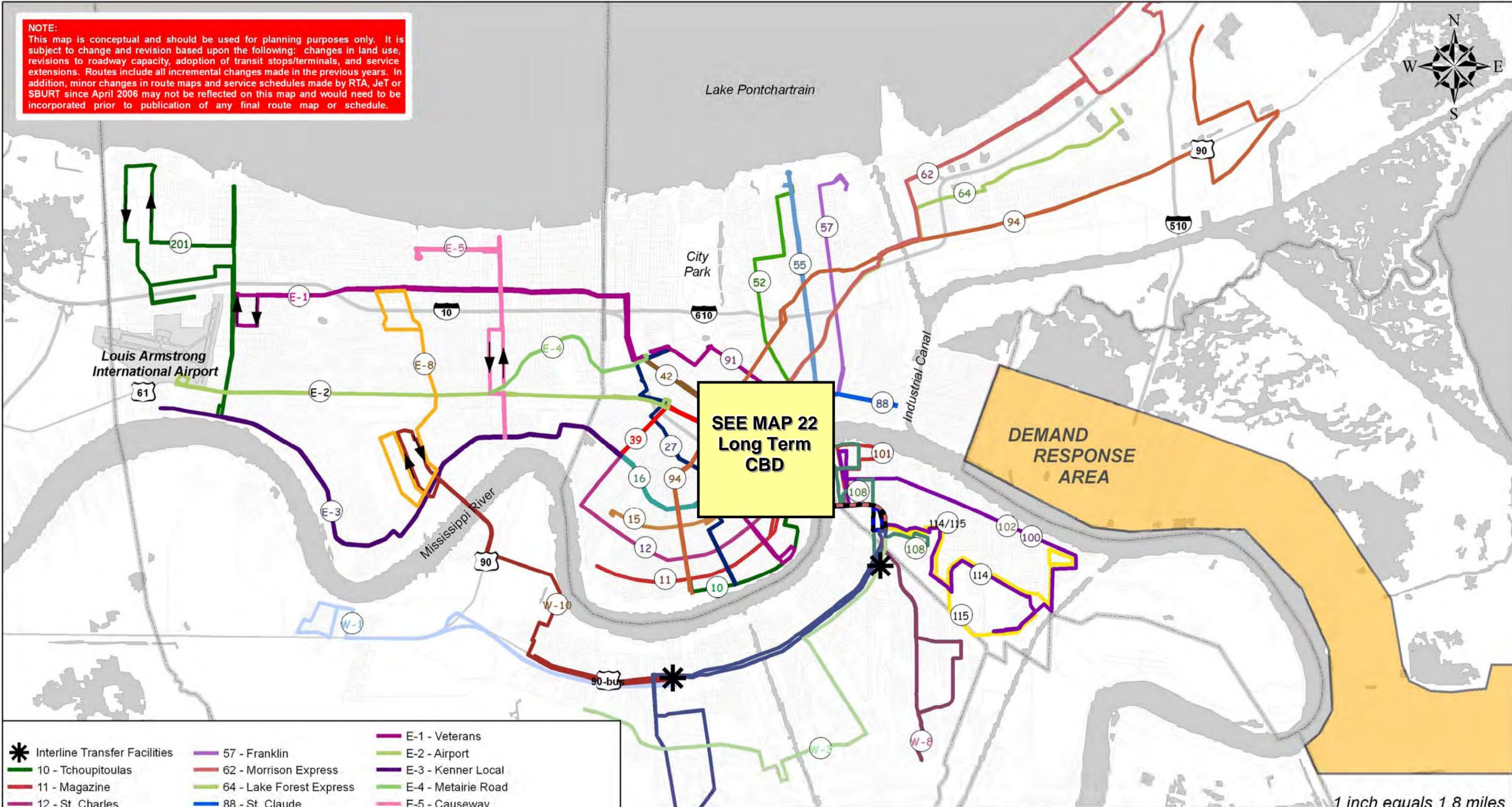
Location/Route		Weekday					Saturday				Sunday				Wkly
#	Route	Span of svc		Headway			Span of svc		Headway		Span of svc		Headway		Veh- hrs
		Start	End	Peak	Base	Night	Start	End	Day	Night	Start	End	Day	Night	
JEFFERSON PARISH (JeT)															
E1	Veterans	6A	10P	24	47		6A	10P	47		7A	10P	75	16	275
E2	Airport	5A	10P	26	37		6A	10P	64		7A	10P	64	15	216
E3	Kenner Local	5A	10P	22	41		6A	10P	41		8A	10P	70	14	262
E4	Metairie Road	6A	7P	40	40										70
E5	Causeway	7A	7P	50	50		7A	7P	50						83
E8	Clearview	6A	7P	30	60										80
201	Kenner Loop	6A	8P	48	48		6A	8P	48		7A	8P	81	14	197
W1	Avondale	6A	8P	64	114										60
W2	Westbank Expressway	6A	10P	30	64		7A	8P	64						230
W3	Lapalco	6A	10P	30	64		7A	8P	64						217
W8	Terrytown	6A	10P	30	48										130
W10	Huey P. Long	6A	7P	64	114										60
JeT Summary															1880

Notes:

(1) - Mid-term operational notes relative to fixed-route in Jefferson Parish (JeT): **E4 Metairie Road and E8 Clearview:** Operate full day schedule

Data provided by Schedule me!, through swLEADER, Inc., 2006

NOTE:
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1 inch equals 1.8 miles

- | | | |
|---------------------------------|---------------------------|-----------------------------|
| * Interline Transfer Facilities | 57 - Franklin | E-1 - Veterans |
| 10 - Tchoupitoulas | 62 - Morrison Express | E-2 - Airport |
| 11 - Magazine | 64 - Lake Forest Express | E-3 - Kenner Local |
| 12 - St. Charles | 88 - St. Claude | E-4 - Metairie Road |
| 15 - Freret | 91 - Jackson Esplanade | E-5 - Causeway |
| 16 - South Claiborne Poydras | 94 - Broad | E-8 - Clearview |
| 27 - Louisiana | 100 - Algiers Owl Loop | 201 - Kenner Loop |
| 39 - Tulane | 101 - Algiers Loop | Westbank to CBD (Jefferson) |
| 42 - Canal Bus | 102 - General Meyer | W-1 - Avondale |
| 47 - Canal Streetcar | 108 - Algiers Local | W-2 - Westbank Expressway |
| 52 - St. Bernard | 114 - General DeGaulle | W-3 - Lapalco |
| 55 - Elysian Fields | Westbank to CBD (Orleans) | W-8 - Terrytown |
| | | W-10 - Huey P. Long |



Transit Plan for the Greater New Orleans Region
 Orleans - Jefferson - St. Bernard Parishes
 Business Plan for the Restoration of Basic Services and the Implementation of a Regional Transit System Following Hurricane Katrina New Orleans Metropolitan Area - RPC Project No. PK-X287



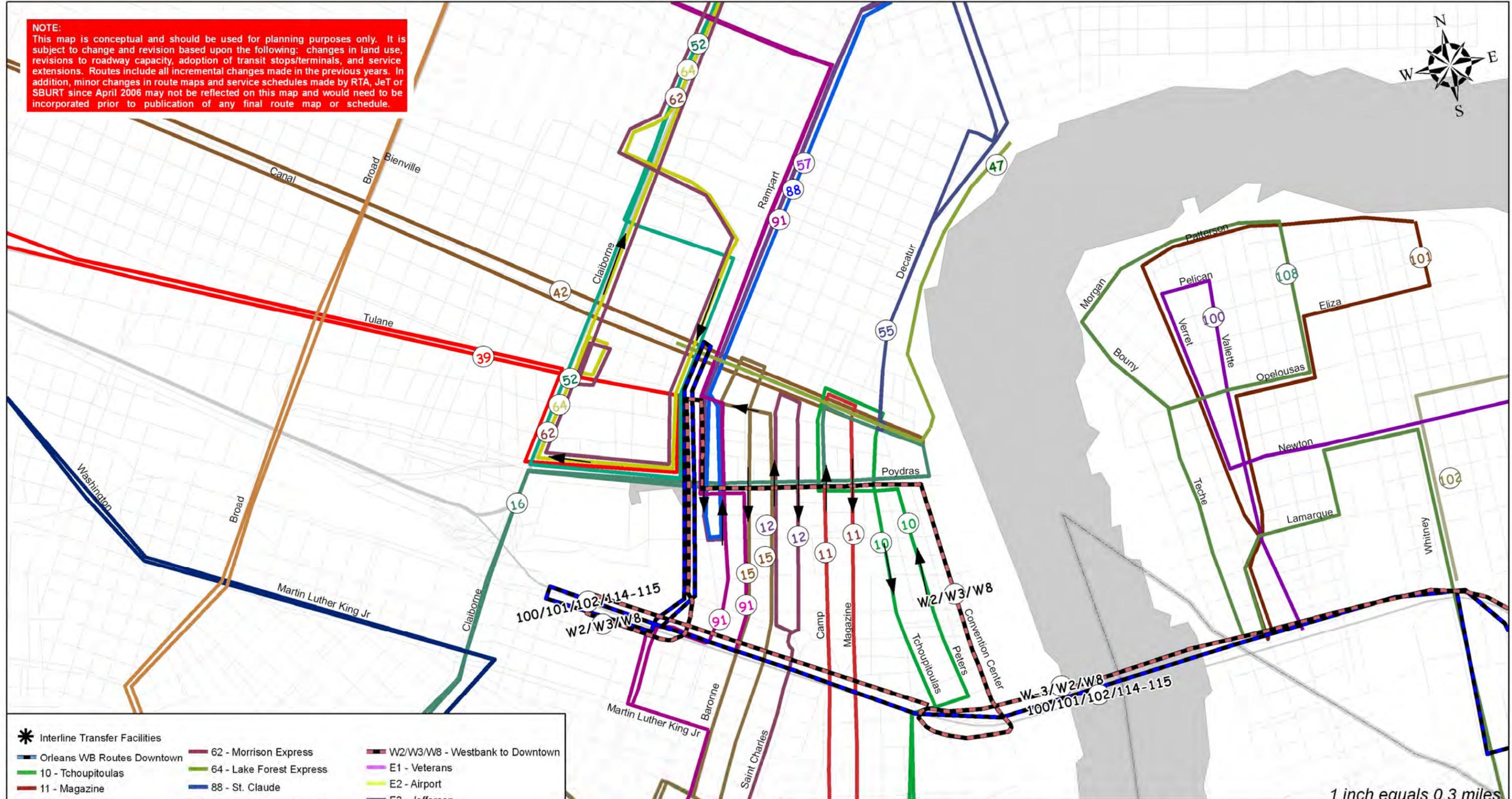
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Figure 21
 Mid Term Regional Transit Service Structure

Orleans, Jefferson, and St. Bernard Parishes

May 2007
 BKI Job No. 10339-01

NOTE:
 This map is conceptual and should be used for planning purposes only. It is subject to change and revision based upon the following: changes in land use, revisions to roadway capacity, adoption of transit stops/terminals, and service extensions. Routes include all incremental changes made in the previous years. In addition, minor changes in route maps and service schedules made by RTA, JeT or SBURT since April 2006 may not be reflected on this map and would need to be incorporated prior to publication of any final route map or schedule.



1 inch equals 0.3 miles

- | | | |
|---------------------------------|----------------------------|---------------------------------|
| * Interline Transfer Facilities | 62 - Morrison Express | W2/W3/W8 - Westbank to Downtown |
| Orleans WB Routes Downtown | 64 - Lake Forest Express | E1 - Veterans |
| 10 - Tchoupitoulas | 88 - St. Claude | E2 - Airport |
| 11 - Magazine | 91 - Jackson Esplanade | E3 - Jefferson |
| 12 - St. Charles | 94 - Broad | E4 - Metairie Road |
| 15 - Freret | 100 - Algiers Owl Loop | E5 - Causeway |
| 16/17 - S. Claiborne Poydras | 101 - Algiers Loop | 201 - Kenner Loop |
| 27 - Louisiana | 102 - General Meyer | W1 - Avondale |
| 42 - Canal Bus | 108 - Algiers Local | W2 - Westbank Expressway |
| 47 - Canal Streetcar | 114/115 - General DeGaulle | W3 - Lapalco |
| 52 - St. Bernard | E1/E2/E3 - to Downtown | W8 - Terrytown |
| 55 - Elysian Fields | | W10/E8 - Huey P. Long/Clearview |
| 57 - Franklin | | |



Transit Plan for the Greater New Orleans Region
 Orleans - Jefferson - St. Bernard Parishes
 Business Plan for the Restoration of Basic Services and the Implementation of a Regional Transit System Following Hurricane Katrina New Orleans Metropolitan Area - RPC Project No. PK-X287



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Figure 22
 Mid Term Regional Transit Service Structure, New Orleans CBD
 Orleans, Jefferson, and St. Bernard Parishes

May 2007
 BKI Job No. 10339-01

Long-term Service Plan

The purpose of the long-term service plan is to expand and better coordinate existing fixed-route services, while maintaining fiscal restraint on growth of new services.

This period also represents the time during which regional routes will be introduced to better connect services to transit riders. These routes represent logical changes which should occur given current and historical travel demand, as well as changes in land use, population and employment. Any evidence identified during the short- or mid-term that suggests the long-term may not occur as currently envisioned, would require an appropriate adjustment in routes and service hours. Given what is known or what may potentially occur, it is proposed that the system of transit for the three parish area could be developed as follows:

	Long-term
Projected Service Area Population New Orleans + Jefferson + St. Bernard Parish (RPC Estimate)	726,090
Fixed-Route Service Hours New Orleans and Jefferson Parish (Fixed-Route)	6,375 hours per week
Peak Vehicle Demand New Orleans and Jefferson Parish	89 vehicles in peak service
Total Fixed-Route Fleet Required New Orleans and Jefferson Parish (Peak + Spares)	107 Vehicles (with 20% Spares)
Demand-Response Service Hours St. Bernard Parish	2,600 annual hours (5 days per wk, 10 hrs per day, 52 wks per year)
Peak Vehicle Demand St. Bernard Parish	6 vehicles
Total Demand-Response Fleet Required St. Bernard Parish, (Peak + Spares)	7 Vehicles (with 20% spares)

Fixed-Route Service

In New Orleans, a total of 4,230 hours per week (219,960 annually) could be required to meet the needs of the population. This represents a 6% increase in weekly service hours from the short- and mid-term periods. This schedule includes minor modifications to realign several existing routes to new facilities designated to provide more interparish connectivity:

- **South Claiborne/Poydras** (Route 16) is extended to Oschner Clinic Hospital in Jefferson Parish and to a new regional transit transfer facility constructed near the intersection of Airline Drive and Severn Avenue;
- **South Claiborne/Carrollton Avenue** (Route 17) is created by extending every other trip of the South Claiborne/Poydras bus to the new regional transit transfer facility near Delgado Community College developed as part of the mid-term program;



- **Tulane** (Route 39) will be ended as it overlaps with service provided by Jefferson Transit Routes E-1, E-2 and E-3;
- **Canal Streetcar** (Route 47) will continue to be evaluated to determine if changes in rider demands and vehicle speeds (as compared to bus service) warrant extension of regular service from Crozat Street to the intersection of Canal Street and City Park Avenue and along N. Carrollton Avenue to City Park;
- **Causeway** (Route E-5) is realigned to the RTA service network and runs from East Jefferson General Hospital on West Esplanade Avenue to the new regional transit transfer facility near Delgado Community College via Veterans Memorial Boulevard east of Causeway Boulevard.

In Jefferson Parish, a total of 2,145 hours per week (111,540 annually) could be required to meet the needs of the population. Like services in the City, this schedule includes minor modifications to realign several existing routes to new facilities designated to provide more interparish connectivity:

- **Veterans Memorial Boulevard** (Route E-1) is realigned to run through a new regional transit terminal in Jefferson Parish near the intersection of Airline Drive and Severn Avenue, then east on Airline Drive into the New Orleans CBD;
- **Airport** (Route E-2) is realigned to run through a new regional transit terminal in Jefferson Parish near the intersection of Airline Drive and Severn Avenue, then east on Airline Drive into the New Orleans CBD;
- **Jefferson Highway** (Route E-3) is realigned to run from Coleman Place in Kenner to the new regional transit transfer facility near the intersection of Airline Drive and Severn Avenue, then east on Airline Drive into the New Orleans CBD;
- **Clearview Parkway** (Route E-8) and **Huey P. Long** (Route W-10) will be realigned to offer a continuous transit route from the Walkertown terminal in Marrero to East Jefferson General Hospital in Metairie. Intermediate stops would be provided in the Elmwood Business Center and Yenni Building.

Paratransit Service

The fixed-route network assumes provision of complementary paratransit service within the required ¾ mile radius of the fixed-route network. This amount of service provided would be based upon the demand of the local population. Assumptions for the mid-term plan are a total of 1,720 operating hours per week in Orleans Parish and 660 operating hours per week in Jefferson Parish.

Demand-Response Service

All areas identified for implementation in the short- and mid-term would be maintained. There would still be no change in the services offered in St. Bernard Parish. However, evaluation of passenger volumes and demand would be used to determine if areas served by demand-response require fixed-route service.

Route Maps and Proposed Schedules

The projected route network is documented on the following figures, while Table 13 provides an overview of the conceptual operation schedule:

- Figure 24 Long Term Regional Transit Service Structure
 Orleans, Jefferson and St. Bernard Parishes, LA
- Figure 25 Long Term Regional Transit Service Structure
 New Orleans CBD

Interline Facilities (See Figure 23)

Development of the service plan assumes that construction work on the interline facilities has started. Facilities identified in the short- and mid-term term programs should be proceeding through design and entering construction. In addition, there will be a need to construct a facility by the long-term within Jefferson Parish, at a location previously identified and evaluated:

- *Airline Drive at Severn Avenue* – A new interline transfer facility would be developed at this location to serve as a point of transfer between RTA and JeT fixed-route services operating east and west of Causeway Boulevard in both Jefferson and Orleans Parishes.

Over the long-term, a new regional interline transfer facility designed to serve multiple RTA and JeT routes in the New Orleans CBD also needs to be developed. This facility would have sheltered areas, bus pull-offs, information station and other

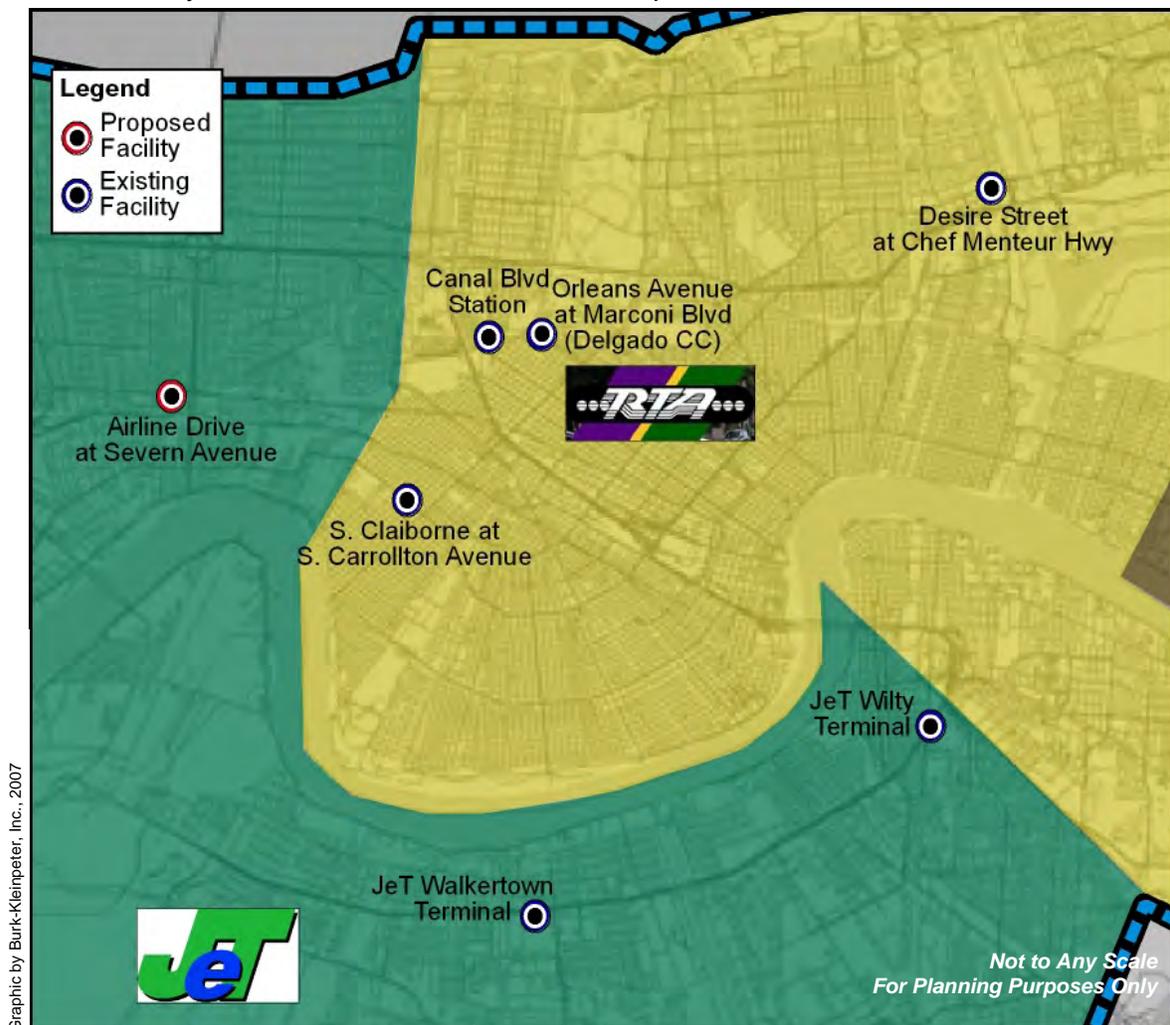


Figure 23
Proposed Interline Facility Locations - Long-term
Orleans and Jefferson Parishes, LA

facilities necessary for passenger comfort and convenience. Coordination with the Downtown Development District would be required to address their streetscape plan and maintain compatibility with general landscaping, signage and façade architecture in the area of the terminal.

Table 13
 Proposed Long-term Service Plan – Fixed-Route Service Schedule
 City of New Orleans and Jefferson Parish

Location/Route	Weekday					Saturday				Sunday				Wkly
# Route	Span of svc		Headway			Span of svc		Headway		Span of svc		Headway		Veh- hrs
	Start	End	Peak	Base	Night	Start	End	Day	Night	Start	End	Day	Night	
ORLEANS PARISH (RTA)														
10 Tchoupitoulas	Peaks only		45											45
11 Magazine	5A	10P	21	30	60	6A	10P	30	60	7A	10P	60	60	246
12 St. Charles	5A	10P	13	19	30	6A	10P	19	30	7A	10P	23	30	599
15 Freret	6A	7P	60	60										70
16/17 South Claiborne	5A	10P	16	30	30	6A	10P	30	30	7A	10P	30	30	487
27 Louisiana	6A	7P	42	42										135
42 Canal Bus	5A	10P	14	23	60	6A	10P	23	60	7A	10P	34	60	391
47 Canal Streetcar	10A	6P	30	30										85
52 St. Bernard	6A	7P	35	70										110
55 Elysian Fields	6A	9P	34	34	90									150
57 Franklin	6A	9P	45	45	90									145
62 Morrison Express	6A	7P	50	100										105
64 Lake Forest Express	6A	7P	40	80										105
88 St. Claude	5A	10P	20	30	60	6A	10P	30	60	7A	10P	60	60	234
91 Jackson-Esplanade	6A	9P	30	60	120	7A	6P	120		7A	6P	120		264
94 Broad	6A	7P	34	56		7A	7P	84		7A	7P	84		352
100-101 Algiers Loop/Owl	6A	10P	60	60	90									85
102 General Meyer	5A	7P	36	72		7A	10P	86	90	7A	10P	86	90	147
108 Algiers Local	6A	7P	60	60										75
114-115 Gen. de Gaulle	5A	7P	30	40		7A	7P	40		7A	7P	40		237
49 Causeway	6A	10P	30	60		6A	10P	60		7A	10P	60		163
RTA Summary														4230

Location/Route	Weekday					Saturday				Sunday				Wkly
# Route	Span of svc		Headway			Span of svc		Headway		Span of svc		Headway		Veh- hrs
	Start	End	Peak	Base	Night	Start	End	Day	Night	Start	End	Day	Night	
JEFFERSON PARISH (JeT)														
E1 Veterans	5A	10P	22	42	60	6A	10P	42	60	7A	10P	60	60	468
E2 Airport	5A	10P	27	33	90	6A	10P	46	90	7A	10P	46	90	322
E3 Jefferson Highway	5A	10P	40	60	60	6A	10P	60	60	7A	10P	60	60	286
E4 Metairie Road	6A	7P	45	45										70
E8 Clearview	6A	7P	30	60										110
201 Kenner Loop	6A	8P	48	48		6A	8P	48		7A	8P	81		197
W1 Avondale	6A	7P	64	114										60
W2 Westbank Expressway	6A	10P	30	64	90	7A	10P	64	90					230
W3 Lapalco	6A	10P	30	64	120	7A	10P	64	120					217
W8 Terrytown	6A	8P	30	48										125
W10 Huey P. Long	6A	7P	64	114										60
JeT Summary														2145

Notes:

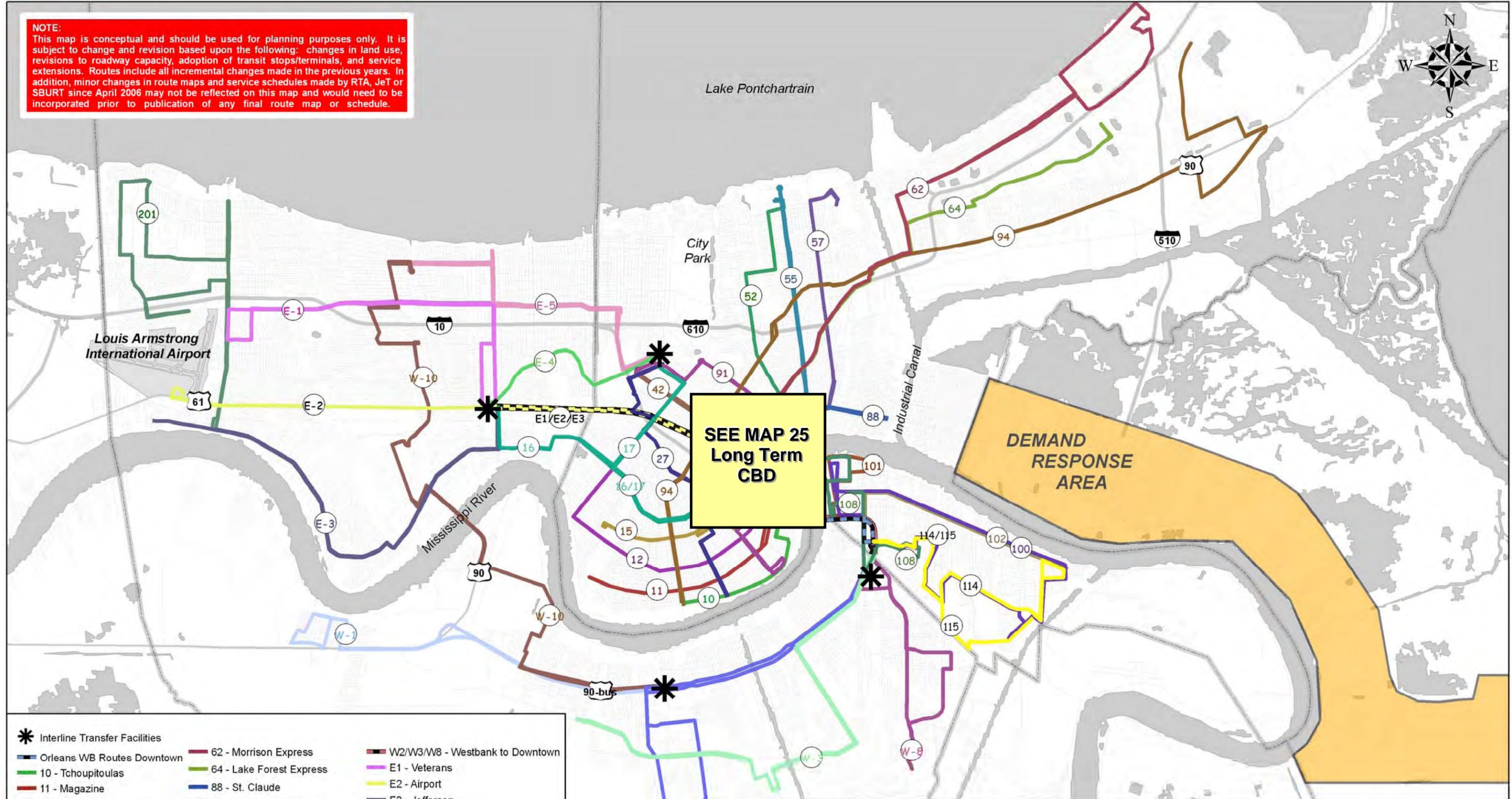
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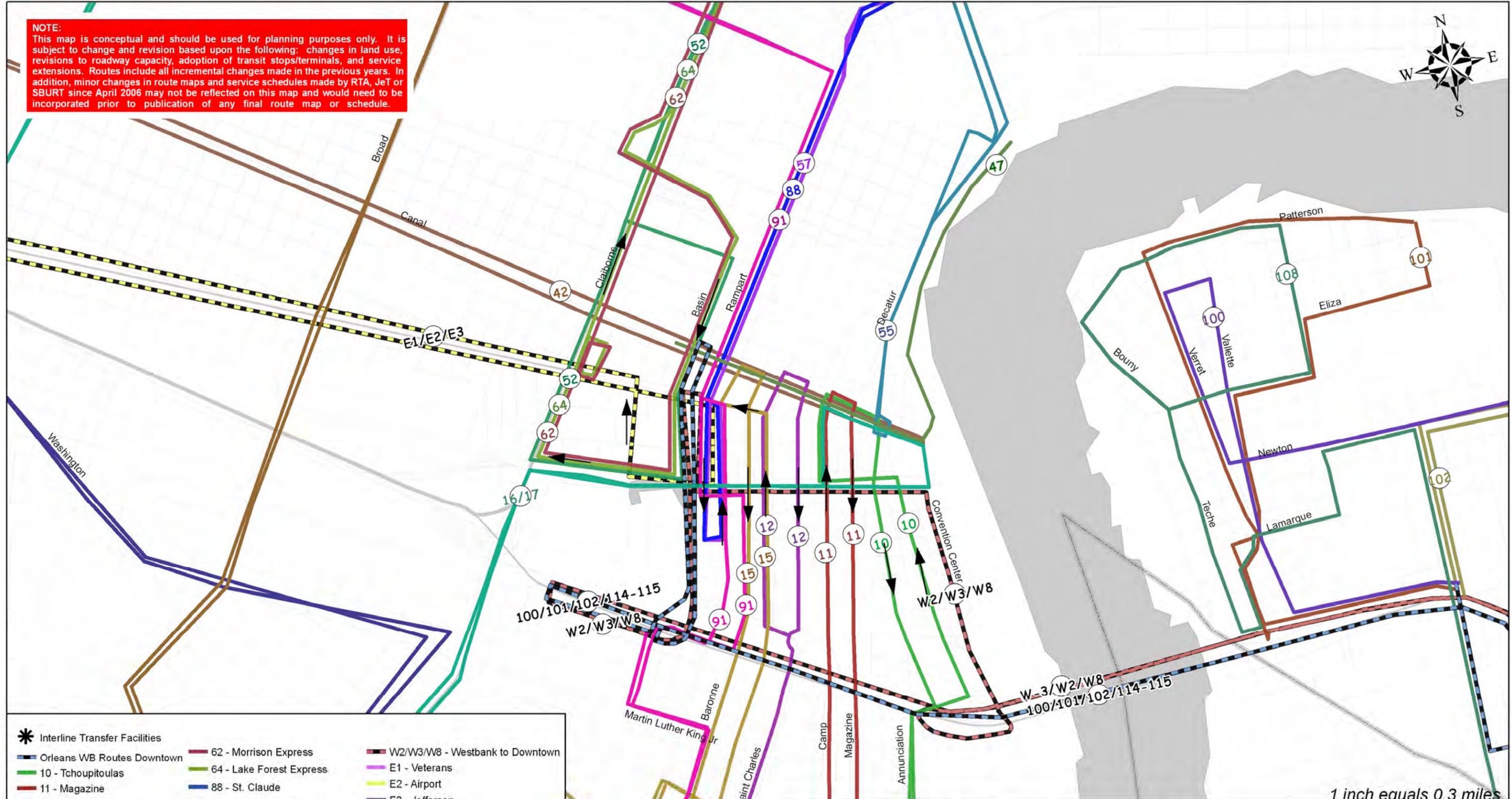
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|--|----------------------------|---------------------------------|
| * Interline Transfer Facilities | 62 - Morrison Express | W2/W3/W8 - Westbank to Downtown |
| Orleans WB Routes Downtown | 64 - Lake Forest Express | E1 - Veterans |
| 10 - Tchoupitoulas | 88 - St. Claude | E2 - Airport |
| 11 - Magazine | 91 - Jackson Esplanade | E3 - Jefferson |
| 12 - St. Charles | 94 - Broad | E4 - Metairie Road |
| 15 - Freret | 100 - Algiers Owl Loop | E5 - Causeway |
| 16/17 - S. Claiborne Poydras | 101 - Algiers Loop | 201 - Kenner Loop |
| 27 - Louisiana | 102 - General Meyer | W1 - Avondale |
| 42 - Canal Bus | 108 - Algiers Local | W2 - Westbank Expressway |
| 47 - Canal Streetcar | 114/115 - General DeGaulle | W3 - Lapalco |
| 52 - St. Bernard | E1/E2/E3 - to Downtown | W8 - Terrytown |
| 55 - Elysian Fields | | W10/E8 - Huey P. Long/Clearview |
| 57 - Franklin | | |

	Transit Plan for the Greater New Orleans Region Orleans - Jefferson - St. Bernard Parishes Business Plan for the Restoration of Basic Services and the Implementation of a Regional Transit System Following Hurricane Katrina New Orleans Metropolitan Area - RPC Project No. PK-X287	Figure 24 Long Term Regional Transit Service Structure Orleans, Jefferson, and St. Bernard Parishes
	 swLEADER, INC. in association with  BKI BURK-KLEINPETER, INC. <small>ENGINEERS ARCHITECTS PLANNERS ENVIRONMENTAL SCIENTISTS</small>	

NOTE:
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- | | | |
|-------------------------------|----------------------------|---------------------------------|
| Interline Transfer Facilities | 62 - Morrison Express | W2/W3/W8 - Westbank to Downtown |
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| 55 - Elysian Fields | | W10/E8 - Huey P. Long/Clearview |
| 57 - Franklin | | |



Transit Plan for the Greater New Orleans Region
 Orleans - Jefferson - St. Bernard Parishes

Business Plan for the Restoration of Basic Services and the Implementation of a Regional Transit System Following Hurricane Katrina New Orleans Metropolitan Area - RPC Project No. PK-X287

Figure 25
 Long Term Regional Transit Service Structure, New Orleans CBD
 Orleans, Jefferson, and St. Bernard Parishes



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May 2007
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Financial Plan

One of the critical components of this plan will be the availability of resources, both financial and capital, to make maintain timely services.

Funding needs have been addressed by individual systems through a combination of existing unobligated capital revenues from the Federal Transit Administration, local funds collected through a combination of sales or property taxes and fares collected from riders.

Local Funding

At the time of this report's preparation, the following assumptions about locally-generated funds have been identified based upon review of historical information, as well as discussions with and press accounts of local revenue collections following Hurricane Katrina:

- *The primary source of transit funding from the City of New Orleans is a 1¢ sales tax.* The amount of sales tax collected by the City continues to change on a monthly basis as more businesses open within the City. The pace of storm recovery and purchasing associated with building supplies, home furnishings, automobiles, etc. has been rapid. Tourism continues to slowly rebuild as well, with conventions, meetings and vacationers choosing to come to New Orleans.

The result has been the public admission of a better than anticipated levels of tax collection, with levels currently reaching about 80% of the pre-Katrina pattern.^{iv} However, as all of the elements which contribute to sales tax remain fluid, this project suggests a more conservative 60% rate, which would translate into a total amount of \$33 million per year for support of transit, including operations, debt service, ongoing recurring expenses, and capital matching funds, legal fees and contracts not covered by grants.

- *The primary source of transit funding from Jefferson Parish is a dedicated property tax millage for the support of transit.* A total of 3 mils of tax have been authorized for fixed-route and paratransit services. However, only 2.38 mils have been levied and collected on all properties in the parish for the support of fixed-route (1.59 mils) and paratransit services (.79 mils). If fully collected, the additional revenue could be a source of matching funds for capital projects as well as finance system operation.

Following Hurricane Katrina, the parish's tax assessor reported that damaged properties were reassessed throughout the parish, reducing the amount of property taxes owed.^v In 2006, tax bills included a notice that most properties would be restored to their pre-Katrina property tax levels.

Over the long-term, there are indications that the Parish may see some increases in commercial property development and residential construction, which could broaden the tax base and increase the amount of total property taxes. The exact pace and type of development is generally unknown.^{vi} Therefore, this project will assume maintenance of the current revenue level, with no significant increases projected at least through the *short-term*. This would result in approximately \$6 million annually from local taxes for the support of transit services, including



operations, debt service, ongoing recurring expenses, and capital matching funds, legal fees and contracts not covered by grants.

This millage will be put before the voters of Jefferson Parish for renewal in 2009. For the purposes of planning, it is expected that this renewal will pass, as have others in the parish. This will likely occur in the transition from short- to mid- and long-term programs.

- *The primary source of funding for transit in St. Bernard Parish is direct appropriation from general fund sources.* At the time of this report, little is known about the Parish's finances, current operating budget and future funding opportunities. Therefore, it is assumed that the parish will continue to provide only a modest amount of funding for services.

State Revenues

Currently, the State of Louisiana dedicates a portion of the motor fuel tax to fund local transit operations in the major urban centers through the Parish Transportation Fund, Part B (see Appendix D).^{vii} Under the 2006-2007 State Budget, Orleans Parish will receive \$1.69 million, Jefferson Parish will receive \$838,205, City of Kenner will receive \$189,042 and St. Bernard Parish will receive \$98,502.^{viii} It is expected that this fund will still be available to provide revenue to the individual operators. The amount of funding allocated, however, will *decrease* over time. The amount of change will be based on the current formula for allocation which is based upon performance measures provided by the individual transit providers (see Appendix D). The exact time period for changes in the allocation is not known. However, for the purposes of planning, it has been shown in the mid term program.

Federal Funds

Two types of federal funding have been made available to the region's transit operations. The first is the ongoing allowance for preventative maintenance. Preventative maintenance is defined by the Federal Transit Administration as all maintenance costs, including supplies, materials, labor, services and associated costs required to preserve and extend the functionality and serviceability of an asset.^{ix}

It is expected that this funding source will be available in the future, though the levels will be set by the amount of reimbursable expenses. It is anticipated that the amount of FTA funding within this category will change at some point in the future as a result of the population losses incurred by the region. This change is likely to result in *less* funding for the three parish area to support preventative maintenance activities. For the purposes of planning, the decrease is shown in the mid term program.

The second is *emergency funding* for operations provided through a series of short-term appropriations. These are one-time or limited time funding sources which cannot be counted on for future funding of transit operations include:

- *Federal Emergency Management Administration (FEMA)* - An initial series of appropriations provided direct trip reimbursement funding to each of the local transit systems. FEMA funding for transit operations have ended in all area parishes as of December 1, 2006.^x Prior to the ending of the FEMA funding,

RTA re-introduced fares on August 6, 2006. JeT reinstated fares on December 1, 2006 as the FEMA funding program ended.

- *Federal Transit Administration Capital Funds* – Under emergency authorization, transit properties along the Gulf Coast have been allowed the option of using available capital funds without the presence of a local match. These funds can be used to support operational expenses. These funds have been accessed by all three transit properties (RTA, JeT and SBURT) for use in funding current operations. According to the terms of the emergency order, the ability to use these revenues will end in FY 2008.^{xi}

Farebox Revenues

Each transit system operating in the three parish area collects a fare from users in return for services. Fare rates set by each individual system base fees on the type of service: local, express, premium, paratransit or transfer. The percentage of operating revenues attributed to fare collection typically varies between systems. Based on the latest National Transit Database reports for RTA and JeT, passenger fares accounted for about 32-33% of total revenues. However, a review of historical fare revenue information indicates that while the total amount collected has fluctuated, it was generally increasing about 1% per year between 1996 and 2004.

Initial Order of Magnitude Cost Estimate

Given what is known and anticipated concerning operating hours and revenue sources through the long-term period, Table 14 provides a best order of magnitude cost estimate associated with the transit service options outlined previously. Included within the table is a projected revenue amount, based upon trends in the various sources identified for transit funding. Explanations of these assumptions are included in the notes section.

Baseline values for operating cost, per hour, have been developed using input from the National Transit Database the RTA and Jefferson Transit. The baseline values for unit cost per hour of operation assumed for the analysis include: ^{xii}

- New Orleans RTA: \$102.76 per hour, fixed-route; \$59.58 per hour paratransit;
- Jefferson Transit: \$94.71 per hour, fixed-route; \$57.60 per hour paratransit.^{xiii}

Unless otherwise noted, these base rates have been inflated at a rate of 2.8% annually to account for economically-driven changes in costs for labor, materials and services. The rate of inflation is an average of the historic rates of inflation between 2000 and 2006.^{xiv}

Assumptions for the St. Bernard Urban Rapid Transit system have been based upon their pre- and post-Katrina requests for funding assistance through the Transportation Improvement Program (TIP) for the Greater New Orleans region.^{xv}

For the purposes of planning, the short-term period is generally thought to correspond to a point sometime in the next 12 to 18 months, mid-term to a point sometime in the next 18 to 36 months, and the long-term to a point sometime in the next 36 to 48 months.



Table 14

Order of Magnitude Cost Estimate for Short-, Mid-, and Long-term Plans
 By Transit Agency and Funding Source (Potential), *For Planning Purposes Only*

Transit Agency		Cost Estimate		
		Short-Term	Mid-Term	Long-Term
New Orleans Regional Transit Authority				
	Operations Cost Estimate	\$29,250,400	\$30,892,400	\$34,508,900
Funding Sources (projected)	Federal	\$10,000,000	\$6,500,000	\$6,500,000
	State	\$1,690,205	\$1,014,100	\$1,014,100
	Other	\$292,600	\$309,000	\$345,090
	Farebox	\$9,656,400	\$10,198,500	\$11,392,400
	<i>Subtotal, Non-Local Revenues</i>	<i>\$21,639,205</i>	<i>\$18,021,600</i>	<i>\$19,251,590</i>
	<i>Local Revenues Required</i>	<i>\$7,611,195</i>	<i>\$12,870,800</i>	<i>\$15,257,310</i>
Jefferson Transit				
	Operations Cost Estimate	\$10,578,900	\$11,633,900	\$13,936,200
Funding Sources (projected)	Federal	\$3,000,000	\$1,600,000	\$1,600,000
	State	\$1,027,247	\$616,300	\$616,300
	Other	\$877,600	\$926,800	\$1,035,300
	Farebox	\$3,492,400	\$3,840,700	\$4,600,800
	<i>Subtotal, Non-Local Revenues</i>	<i>\$8,397,247</i>	<i>\$6,983,800</i>	<i>\$7,852,400</i>
	<i>Local Revenues Required</i>	<i>\$2,181,653</i>	<i>\$4,650,100</i>	<i>\$6,083,800</i>
SBURT				
	Operations Cost Estimate	\$398,600	\$248,700	\$248,700
Funding Sources (projected)	Federal	\$300,000	\$150,000	\$150,000
	State	\$98,502	\$59,100	\$59,100
	Other	\$0	\$2,100	\$2,100
	<i>Subtotal, Non-Local Revenues</i>	<i>\$398,502</i>	<i>\$211,200</i>	<i>\$211,200</i>
	<i>Local Revenues Required</i>	<i>\$0</i>	<i>\$37,500</i>	<i>\$37,500</i>

Notes:

- (1) All costs and revenues are rounded to the closest \$100, unless otherwise noted.
- (2) Operations cost estimate based upon schedule assumptions, with adjustment for possible inflation over time.
- (3) Federal funding levels in short-term based upon FY08 FTA Section 5307 preventative maintenance funds as reported in the Transportation Improvement Program (TIP). Levels for mid-term from the TIP for FY10. Values for long-term assumed to remain constant with mid-term.
- (4) State funding levels in short-term from Parish Transportation Fund legislation.
- (5) Fare box return for New Orleans RTA and Jefferson Transit based upon a trendline analysis of historical returns as reported through the National Transit Database (Section 15) from 1996 to 2004.
- (6) Other revenues held at a constant rate, based upon the 2004 National Transit Database report.
- (7) Local revenues will cover all required matches for FTA funds, and projected short-fall in operations budgets.
- (8) As per the Regional Planning Commission, expect a significant decrease in FTA Section 5307 funds due to expiration of the National Transit Database hold harmless and reporting waiver determination.

Compiled by Burk-Kleinpeter, Inc. and swLEADER, Inc., 2007.

It should be noted that these costs are, at best, *for planning purposes only*. These do not take into account the following conditions:

- *Unit cost changes* – Cost variables do not take into account sharp increases in fuel costs or insurance costs as a result of market conditions or significant changes in labor costs as a result of collective bargaining or contract renewals.
- *Fleet standardization* – Cost variables for fleet maintenance may change as each system moves away from donated and salvaged vehicles to a new rolling stock as a result of FEMA settlements and insurance proceeds. In addition, this transition may offer an opportunity to introduce alternative fuel technologies which can help soften any increased costs in fuel.
- *Grants and Other Aid* – All revenue sources are projected to remain as found in the 2004-2006 operating period. No new revenue sources are forecast. In general, all non-federal revenues remain stable while federal funds decrease as emergency funding ends, and preventative maintenance funding is the only federal funds available. The result is a need for a gradual increase, over time, of local funding levels to balance the anticipated operation expense.

Vehicle Needs

Under the identified operations plan, the total fleet of vehicles required for offering fixed-route transit services (transit buses and light-rail vehicles) will total no more than 107 vehicles by the long-term. Given what is known about the local transit fleet, it appears, *at this point*, that more than a sufficient number of vehicles should be available locally to support the plan's implementation.

- RTA – The current operational includes vehicles which were not damaged during the hurricane, as well as vehicles which have been repaired or borrowed from other systems. All of the Canal Streetcars received flood damage while the St. Charles Streetcars remained undamaged. To address its vehicle needs, RTA has commenced with a process of disposing of damaged vehicles and acquiring new vehicles.^{xvi} Helping to finance these purchases, as well as a refurbishing of the Canal Streetcars is a grant \$43 million grant from FEMA.^{xvii}
- Jefferson Transit – Jefferson Transit undertook a replacement of its fleet between 1997 and 1999. At the time of the 2005 National Transit Database Report, Jefferson Transit operated 53 buses in maximum service. None of its vehicles were damaged by the hurricane. To help reduce the number of spare vehicles, the system undertook a sale of 16 surplus vehicles in April 2007.^{xviii} Its remaining vehicles should be scheduled for replacement on a normal 12-year use cycle, which would suggest replacements would start being purchased in 2009.
- SBURT – Very little is known about the transit fleet used in St. Bernard Parish, since the Hurricane. It has been reported that the Parish has relied on donated vehicles for provision of service. It is expected that over time, the Parish will be purchasing replacement vehicles using a combination of FTA Capital funds and local match. The Transportation Improvement Program has scheduled vehicle procurement for the Parish during Fiscal Year 2007.^{xix}



ⁱ Ongoing evaluation and review of demand will continue to determine if passenger volumes warrant extension of the streetcar service as a complement to existing transit bus operations on Canal Street, N. Carrollton Avenue and the Riverfront, west of Canal Street.

ⁱⁱ As of March 4, 2007, JeT started offering Metairie Road service as an all-day route, and the connection of the Terrytown route to the New Orleans CBD.

ⁱⁱⁱ Correspondence from the Advocacy Center to Sharon Leader, October 23, 2006, on the subject of advisement of anticipated need for paratransit services in New Orleans to be provided by the Regional Transit Authority for the coming year, 2006-2007.

^{iv} A total of \$122.7 million in sales tax revenue are projected in 2007, which is approximately 81% of the pre-Katrina (2004) level of \$150.7 million. City of New Orleans Budget Overview Presentation, made by the C. Ray Nagin, Mayor of New Orleans, November 2006.

^v Paraphrased from a general letter to all Jefferson Parish homeowners, dated April 10, 2006 from Lawrence E. Chehardy, CLA, Assessor, Jefferson Parish.

^{vi} Already during the course of this project, one major residential development has been announced and withdrawn its development application. KB Homes, along with Shaw Group, announced a proposed housing development for the Avondale area of Jefferson Parish. The Parish granted approval for the initial plan to construct homes and commercial structures near the intersection of Nicolle Boulevard and Lapalco Boulevard, as per press accounts in June 2006 (*"Construction of massive development expected to begin this winter"*, Times-Picayune, June 7, 2006). However, by December 2006, plans for this development had been withdrawn (*"Jefferson officials unfazed by collapse of massive home building plan"*, Times-Picayune, December 29, 2006.)

^{vii} Parish Transportation Fund, RS 48:751-762, as amended, www.legis.state.la.us

^{viii} July 2006 Report from Louisiana Public Transit Association to its membership on the levels of funding from the Parish Transportation Fund provided to local governments in the 2006-2007 budget (HB1 – Act 17).

^{ix} National Transit Database Glossary and Large Urban Cities (5307) program guidance, provided through the Federal Transit Administration website, 2/12/2007.

^x Emergency Supplemental Appropriations Act to Meet Immediate Needs Arising From the Consequences of Hurricane Katrina, 2005 (Enrolled as Agreed to or Passed by Both House and Senate)

^{xi} Section 5309, Capital Investment Program Funds as unexpended, authorized through Federal Transit Administration, www.fta.dot.gov.

^{xii} Rates do not account for cost savings which may have occurred as a result of post-Katrina service reductions.

^{xiii} Rates as provided by Karleene Smith, gcr & associates, June 1, 2007. For planning purposes, it is assumed that hourly operating rates for Jefferson Transit will be as follows: Fixed-route services: \$94.71 per hour for 2006, \$93.67 (2007); \$99.01 (2008) and annual increase of 5% beyond 2008; Paratransit (MITS): \$57.60 for 2006, 7% annual increase for 2007/2008 and 5% annual increase beyond 2008.

^{xiv} Monthly rate of inflation from January 2000 to March 2007, as obtained from InflationData.com.

^{xv} *Transportation Improvement Program, New Orleans Urbanized Area, Fiscal Year 2007-2010*, Regional Planning Commission, February 13, 2007, and *Transportation Improvement Program, New Orleans Urbanized Area, Fiscal Years 2005-2007*, Regional Planning Commission, October 12, 2004. These values were used as the transit system in St. Bernard Parish has a reporting waiver for the National Transit Database (NTD) as their fleet size is less than nine vehicles.

^{xvi} As per the RTA website (www.norta.com), three Requests for Proposals have been released. The first, No. 2006-002, is for the provision and delivery of twelve (12) paratransit vans. The second, No. 2007-002, allows for bus procurement for 202 low floor diesel (with optional hybrid electric propulsion system), 30/35/40 foot heavy duty diesel powered transit. The third, No. 2007-005, is for the disposal of flooded and damaged vehicles, particularly RTA transit buses flooded and otherwise damaged by Hurricane Katrina and Hurricane Rita.

^{xvii} As per local press, "City received money to fix Katrina-damaged streetcar, buses" Tuesday, October 31, 2006, www.wvlv.com.

^{xviii} As per email correspondence from David Grant to Sharon Leader, April 12, 2007.

^{xix} Transportation Improvement Program, Transit Element – Financially Constrained, Fiscal Year 2007, New Vehicle Procurement for \$240,000, FTA Section 5307 funds, LA-03-0105, Regional Planning Commission.

Recovery Period Coordination

Prior to the Hurricane, the region was actively participating in several efforts to address long-term transit capacity and transit-oriented redevelopment. Where possible, these efforts have been examined and incorporated into the general route planning process and recommendations contained in the previous chapter. However, most of these efforts have a longer-term focus, which should be remembered and incorporated into the body of planning which is ongoing in all three parishes as part of the Hurricane recovery effort.

Coordination with the Long Range Recovery Effort

Ongoing planning efforts at the planning district level in New Orleans have identified a need for transit to help support general city-wide recovery. Recommendations range from restoration of shelters and services to the restoration or introduction of new streetcar service within several neighborhood areas. A complete summary of the recommendations for transit within existing planning district plans can be found in Appendix A.

Within Jefferson Parish, transit service restoration remains a priority, as revenues and vehicle availability permit. However, the focus has been to provide additional hours and services to areas where needs have changed as a result of the resettlement of the regional population.

Within St. Bernard Parish, transit service provides a linkage for the local population to get to critical services and facilities. Over the longer-term, additional service within the Parish may develop as population levels increase and commercial development returns.

All transit properties have been participants in the FEMA damage assessment and recovery process which examined damages and documented short-term recovery needs required to make operations whole. These reports have been collected and processed through the individual parishes to the appropriate state and federal departments.

Opportunities for Regionalization

Prior to the Hurricane, the focus for local transit operators was to work through the Regional Planning Commission to break down barriers to intra-parish travel. Some successes from this effort include:

- **Day Ride Pass** – a single fee ticket that allowed holders unlimited daily travel and transfer between the RTA and JeT systems, thus aiding intra-parish transfer of passengers;
- **Transfer points** – a series of designated transfer points were established in New Orleans and Jefferson Parish to allow fixed-route and paratransit transit riders on RTA and JeT and opportunity to connect through to destinations in the adjacent parish;
- **Service to Downtown New Orleans** – all local transit operators (RTA, JeT, SBURT) offered services to the New Orleans Central Business District from existing mainline



routes, park-and-ride terminals or transfer terminals. This allowed for a convergence of vehicles during peak periods on the Poydras and Canal Street corridors for the purpose of drop-off and pick-up of passengers.

- **System Map** – RTA, JeT and SBURT participated in the preparation of a unified transit system brochure and map. This document included information on fares, service schedules and special services.
- **Linked Websites** – RTA and JeT maintain links to each other's websites on their individual home pages.
- **Bike Racks on Buses** – RTA and JeT maintained an active bike rack program on all transit vehicles. JeT was the first transit property in the region to offer this service, which was added by RTA to its buses in the last 4 years.

Work to re-establish these services needs to continue. While the terminals and transfer points have been quickly restored along with services to Downtown, the re-institution of the regional consolidated map and the day ride pass has yet to occur. This should be a priority for local systems as it provided a benefit to local riders and helped maintained a seamless connection between Jefferson and Orleans Parishes.

Additional opportunities which should be considered during this period to aid in the appearance of or development of a seamless transit network in the region include:

- *Consolidated Information Point* – a regional telephone information service operated by a third party for the purpose of providing information on transit services including schedules, hours of operation, terminal locations, fares and trip routing assistance;
- *Shared Terminal Space* – as shown in the regional routing plan for the long-term, every effort should be made to provide for interconnectivity between transit systems at convenient terminal locations throughout the region. This would include locations in all three parishes where facilities can be developed to contain the following minimum elements: sheltered areas for passenger waiting, information kiosks or offices with schedule, ride ticket and other general information, security, and passenger comfort facilities.
- *Unified public graphics program* – a single set of paint schemes and sign standards which can be used to define transit locations, as well as the individual providers.
- *Consolidated management* – establishment of a regional transit operator, where opportunities exist and benefits can be determined as a result of additional review and study. Similar efforts in other regions of the country should be examined to determine how such a system could work locally, with multiple governments, levels of service and modes (directly operated fixed-route, light-rail/streetcar, contract demand-response paratransit).
- *Unified fare structure* – establishment of a regional transit fare zone structure designed to encourage intra-parish travel, as proposed in Appendix D.

Opportunities within Redevelopment Corridors

A body of previous work identified several critical expansions of the local transit network as a means of aiding general mobility and serving areas of high demand. Figure 26 and Table 15 provide an overview of these individual projects and their location in reference to the City of New Orleans and Jefferson Parish. The focus of this work was adding capacity and services within the following general corridor areas of the City and Jefferson Parish:

- *Downtown New Orleans* – adding additional streetcar service to connect the Canal Street line and Riverfront lines through the Warehouse District and Central Business District (CBD) with the New Orleans Union Passenger Terminal, Superdome and New Orleans Arena;
- *Airport to Downtown (Tulane Avenue/Airline Drive)* – adding an inter-parish light-rail or bus rapid transit service between Louis Armstrong International Airport and Downtown New Orleans, with connections to existing transit services in Jefferson Parish and Orleans Parish at designed terminal stops;

The most extensive amount of work (planning and environmental study) has occurred in the Airport to Downtown corridor. This has included the preparation of an initial Major Investment Strategy, Draft Environmental Impact Statement and detailed study on land use options and individual station profiles at the various transit terminal locations suggested for implementation. Currently (2007), the project is in the public review and document preparation stages. The project website provides information on the identified highway and transit concepts, as well as a photo simulation of how both could interact west of Hickory/Dickory Avenue to the Airport.

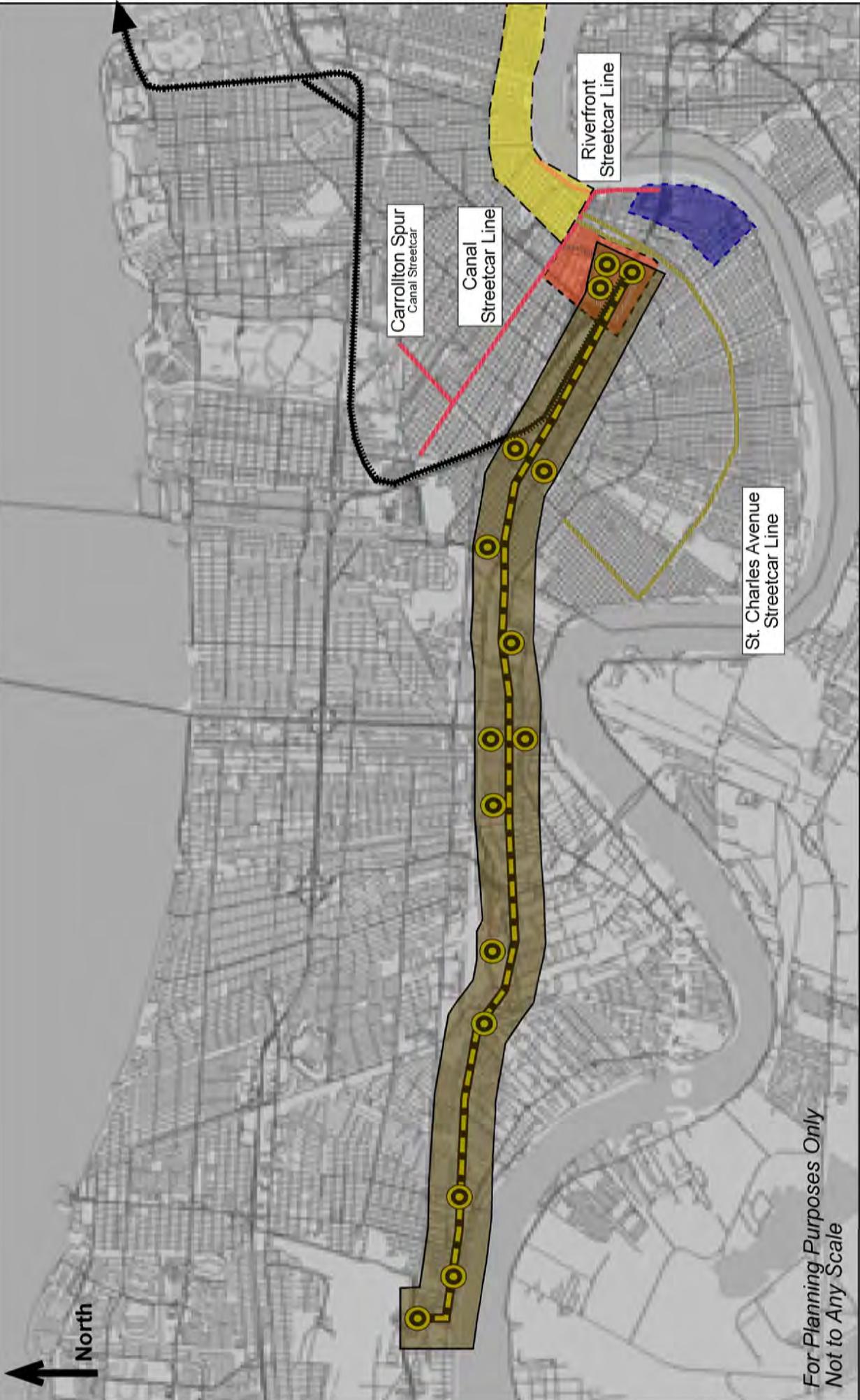
- *Riverfront* – extending existing streetcar services from Canal Street and the Riverfront line “upriver” to Jackson Avenue and “downriver” along St. Claude Avenue and possibly back along the river through the port of embarkation facility on Poland Avenue.

An initial feasibility study identified two operable segments for the upriver streetcar extension. The first would bring the streetcar past its current terminal at John Churchill Chase Street past the Erato Street Cruise Terminal through the existing Mississippi River floodwall at Thalia Street to a terminus behind the Phase IV Convention Center at Celeste Streets. From this location, one of two potential loops could be employed to connect the streetcar within the adjacent neighborhood through the River Garden development to Jackson Avenue. The exact location would require additional study and review.

The draft environmental impact statement for the Desire Streetcar Extension identified several options for building a new streetcar line downriver from Canal Street into the Ninth Ward and Faubourg Marigny. One option is to create a loop for the route back through these areas and to St. Claude Avenue. At the time of this report’s development, the exact status of this document and proposal remains unknown.

- *Commuter Rail* – offering a rail service from New Orleans to Slidell, with future extension to Picayune, MS. This concept was examined as an alternate to improving the I-10 corridor east of New Orleans. The report identified two route options, including required track upgrades, supporting facilities, passenger stations and terminals. Initial costs of implementation have been calculated using known unit cost information and facility review data collected prior to Hurricane Katrina. The report did not include estimates of passenger traffic or station-based transfer traffic to and from existing transit operations.





For Planning Purposes Only
Not to Any Scale

- Legend (Proposed Projects)**
- East-West Multimodal Corridor Study Area
 - Loyola Avenue Streetcar Study Area
 - Upriver Streetcar Extension Feasibility Study Area
 - Desire Streetcar DEIS Study Area
 - I-10 East Corridor & Commuter Rail Feasibility Study (Rail Corridor)



Transit Plan for the Greater New Orleans Region
Orleans-Jefferson-St. Bernard Parishes

Business Plan for the Restoration of Basic Services and the Implementation of a Regional Transit System Following Hurricane Katrina New Orleans Metropolitan Area - RPC Project No. PK-X287

swLEADER, INC.
In association with
BKI BURK-KLEINPETER, INC.
PLANNING ENGINEERS ARCHITECTS ENVIRONMENTAL SCIENTISTS

May 2007
BKI Job 10339-01

Figure 26

Locator Map
Previously Studied
Major Transit Investments
Orleans & Jefferson Parishes

Table 15
Summary of Previously Proposed Major Transit Expansions
 Jefferson Parish and City of New Orleans

Project Concept	Plan/Source	Location(s)	Objectives
<p>Loyola Avenue Streetcar Spur</p> <p style="text-align: right;">Downtown New Orleans</p>	<p><i>Downtown Canal Street Streetcar Extension Study</i></p> <p>BURK-KLEINFETER, INC. <i>Comprehensive Development Services, Inc. and Gerald S. Williams, Sr and Associates</i></p> <p>May 1991</p>	<p>Elks Place and Loyola Avenue, uptown side Canal Street, to Union Passenger Terminal and Superdome/Arena Site</p> <p>City of New Orleans</p>	<p>As outlined in the executive summary, the objectives of this project were identified as:</p> <ul style="list-style-type: none"> Provide for improved Intra-Downtown circulation Match the operating hours of the Riverfront line Directly connect Armstrong Park and Canal Street with the Superdome and UPT, with connecting service to the Riverfront via a Canal transfer Relieve Superdome special events street congestion Reduce the length and complexity of the Easy Rider (CBD shuttle) bus line Provide to direct transit linkage between the proposed Airport Light Rail line and the CBD Encourage redevelopment of the back side of the French Quarter and vacant Loyola Avenue parcels Meet the requirements of the new Americans with Disabilities Act and Clean Air Act Amendments
<p>Tulane Avenue Corridor</p> <p style="text-align: right;">Airport to Downtown</p>	<p><i>East-West Corridor Multi-Modal Environmental Impact Statement</i></p> <p>www.east-westcorridor.com</p> <p>URS Corporation</p> <p><i>Parsons Brinckerhoff Guade and Douglas, N-Y Associates, The Hawthorne Agency, Darrel Saizan & Associates, R. Christopher Goodwin and Associates, and BFM.</i></p> <p>downloaded 01/19/07</p>	<p>Louis Armstrong International Airport to the New Orleans Central Business District</p> <p>Jefferson Parish</p> <p>City of New Orleans</p>	<p>As outlined on the project website, the transit component has the following identified benefits:</p> <ul style="list-style-type: none"> Adds capacity to transportation system to address travel demand and congestion in corridor Efficiently links and improves access to major employment and activity centers in region Promotes economic development and redevelopment within the corridor Promotes sustainable development and retention/expansion of population and employment within urbanized areas of the City of New Orleans and Jefferson Parish Improves mode choice for travelers throughout the New Orleans metropolitan region.



Table 15
 Summary of Previously Proposed Major Transit Expansions
 Jefferson Parish and City of New Orleans

Project Concept	Plan/Source	Location(s)	Objectives
Tulane Avenue Corridor <i>(continued)</i>	<p>East-West Corridor Multi-Modal Environmental Impact Statement www.east-west.corridor.com URS Corporation Parsons Brinckerhoff Quade and Douglas, N.Y. Associates, The Hawthorne Agency, Darrel Saizan & Associates, R. Christopher Goodwin and Associates, and BFM. downloaded 01/19/07</p>	<p>Louis Armstrong International Airport to the New Orleans Central Business District Jefferson Parish City of New Orleans</p>	<p>Details of the transit alternative include the following: 12.9 mile Light Rail Transit (LRT) mainline alignment parallel to Airline Drive east of Causeway Boulevard At Causeway Boulevard, alignment shifts south into a freight rail corridor, then north into the NO UPT rail ROW A Bus Rapid Transit (BRT) alternative has been identified using an elevated transitway from the Airport to the abandoned KCS right-of-way, then to the NO UPT 14 to 16 stations have been proposed, generally between 1/2 and 1 mile apart. Stations are served by Jefferson Transit and Regional Transit Authority Up to four routing alternatives have been identified for the New Orleans Central Business District, three of which pass through the NO UPT</p>
Airport to Downtown (cont'd)			
New Orleans Light Rail Transit Project	<p>Bechtel Infrastructure Corporation Urban Planning & Innovations, Co. January 2003</p>	<p>Study to review land use opportunities and options at several potential rail station stops along a proposed rail line parallel to Airline Drive and Tulane Avenue from Louis Armstrong International Airport to the New Orleans Central Business District. Study examined land use, zoning and Transit Oriented Development (TOD) principals</p>	<p>Recommendations for potential land uses at identified transit terminal stops in Jefferson Parish and City of New Orleans. A total of 15 locations have been identified: A1 - Louis Armstrong International Airport Terminal S1 - Duncan Street, east of the Airport S2 - Williams Boulevard at Airline Drive S3 - Dickory Drive at Airline Drive S4 - Zephyr Stadium on Airline Drive S5 - Cleary Avenue (near Earhart Expressway ramps)</p>



Table 15
 Summary of Previously Proposed Major Transit Expansions
 Jefferson Parish and City of New Orleans

Project Concept	Plan/Source	Location(s)	Objectives
Tulane Avenue Corridor <i>(continued)</i>	New Orleans Light Rail Transit Project	to arrive at recommendations for each station's development. The development pattern focused on 1/4 and 1/2 mile radius of the individual sites. It also incorporated input of the local governments (Jefferson Parish and City of New Orleans).	Recommended station list continued: S6 and S7 - Causeway Boulevard at Airline Drive (2 locations identified, 1 north and 1 south of the railroad corridor ROW) S OCH - Ochsner Foundation Hospital, east of Betz Avenue S8 - Parish line, along Airline Drive near Jefferson/Orleans Parish Line S9 - Carrollton North, approximately 1 block east of S. Carrollton and 1 block south of Tulane Avenue S9P - Carrollton South, near the Palmetto Street canal at the intersection of S. Carrollton and Washington Avenues S10 - Union Passenger Terminal, Downtown New Orleans
	Bechtel Infrastructure Corporation <i>Urban Planning & Innovations, Co.</i> January 2003	Jefferson Parish City of New Orleans	S11 - Louisiana Superdome, Poydras Street, Downtown NO S12 - Poydras Street at Loyola Avenue, Downtown NO
Upriver Corridor	Upriver Streetcar Extension Initial Feasibility Study <i>BURK-KLEINPETER, INC.</i> <i>Barovika & Bonura Engineers and Consultants, LLC and Paladin Consulting Services, Inc.</i> August 2005	Project area bounded by Julia Street, Jackson Avenue, Mississippi River and Magazine Street City of New Orleans	Review of four alternatives to determine which appeared most feasible, given the constraints presented by technology and the current environment (both as-built and as proposed): Alternative #1 - St. Thomas Neighborhood Loop Alternative #2 - St. Thomas Connector Alternative #3 - Annunciation/St. Thomas No Build Alternative

Airport to Downtown (cont'd)

Riverfront



Table 15
 Summary of Previously Proposed Major Transit Expansions
 Jefferson Parish and City of New Orleans

Project Concept	Plan/Source	Location(s)	Objectives
Upriver Corridor (continued)	Upriver Streetcar Extension Initial Feasibility Study BURK-KLEINPETER, INC. Barowka & Bonura Engineers and Consultants, LLC and Paladín Consulting Services, Inc. August 2005	Project area bounded by Julia Street, Jackson Avenue, Mississippi River and Magazine Street City of New Orleans	Based on the evaluation, either of the neighborhood circulators proved feasible. However, two operable segments were identified as follows: Segment #1 - John Churchill Chase to Celeste Street Segment #2 - Celeste Street to neighborhood loop Total construction cost (order of magnitude) is \$28.2 to \$36.5 million. Final route will require additional review due and environmental study
Riverfront (cont'd)	Desire Streetcar Draft Environmental Impact Study (DEIS) Parsons Brinckerhoff (and others) 2000-2002 (exact date unknown)	Project area generally defined as downriver of Canal Street and included St. Claude Avenue and Mississippi riverfront	Current status unknown. Original study examined the feasibility and environmental issues related to extending the existing streetcar network downriver through the Faubourg Marigny and the Ninth Ward.
New Orleans to Mississippi New Orleans-Slidel-Plaquemine, MS	I-10 East Corridor and Commuter Rail Feasibility Study BURK-KLEINPETER, INC. Parsons Transportation Group and BBN, Inc. December 2003	Project area consists of Orleans and St. Tammany Parishes, Pearl River and Hancock Counties, MS City of New Orleans St. Tammany Parish	Identification of options for implementation of a commuter rail service between New Orleans and Mississippi, through the City of Slidell. Service would start at the New Orleans Union Passenger Terminal and use existing tracks owned by the New Orleans Union Passenger Terminal, New Orleans Public Belt and Norfolk-Southern Railroad. Initial project cost (in 2003 dollars) was \$30.4 to \$36.4 million for track upgrades and passenger facilities and \$6.7 to \$7.0 million per train set.

Compiled by Burk-Kleinpeter, Inc., 2007.



Findings and Recommendations

The purpose of this project is to present a financially constrained plan for the re-establishment of transit in the Greater New Orleans Area. Changes in routes, facilities and schedules have been identified over a defined short-, mid- and long-term period to follow existing trends in ridership and travel demand established within the local population.

It should be noted that through the course of this project, several factors, beyond the control of the project team, have been identified which will have an equivalent influence on the acceptance of and utilization of transit resources.

- Lack of growth in the regional population, and in particular, in those segments of the population containing the traditional transit users and the transit dependent.
- Areas which held concentrations of the elderly, economically disadvantaged and working poor have been slowest to recover to their pre-storm condition.
- Ongoing shortages of available market-rate rental housing continue to be a barrier to some repopulation efforts.
- Plans announced for local public housing will, for a number of reasons, reduce the number of public units available to aid the elderly, economically disadvantaged and working poor.
- Lack of supporting infrastructure (medical services, education, police, fire, public utilities) in place will make it harder for existing residents to remain and new residents to enter the region.

Existing transit demand in the post-Katrina New Orleans region does continue to demonstrate a need for transit services within those areas relatively unaffected by the storm. The total volume of trips consumed is a fraction of the pre-hurricane level and the number of persons traveling between parishes has dropped. However, all area transit systems continue to report changes in their ridership volume. Based on a review of available data, it appears that growth areas continue to be for travel within Orleans Parish west of the Industrial Canal and Jefferson Parish eastbank.

As local transit providers work to restore services, they are finding that costs are increasing for items such as fuel, insurance and labor. Some of this cost has been absorbed as passenger trips and revenues have increased. In addition, the Federal Transit Administration (FTA) has allowed transit agencies to use unobligated capital funds to supplement locally raised funds (fares and local contributions) to pay for the operation of transit services. This has eased the resumption of services following the Hurricane, but this funding source is scheduled to end at the close of FY 2008. After this point, FTA funds will only be available to support preventative maintenance and locals will be required to finance a greater share of transit costs, regardless of the operational scenario.



Operation Plan, Short-Term

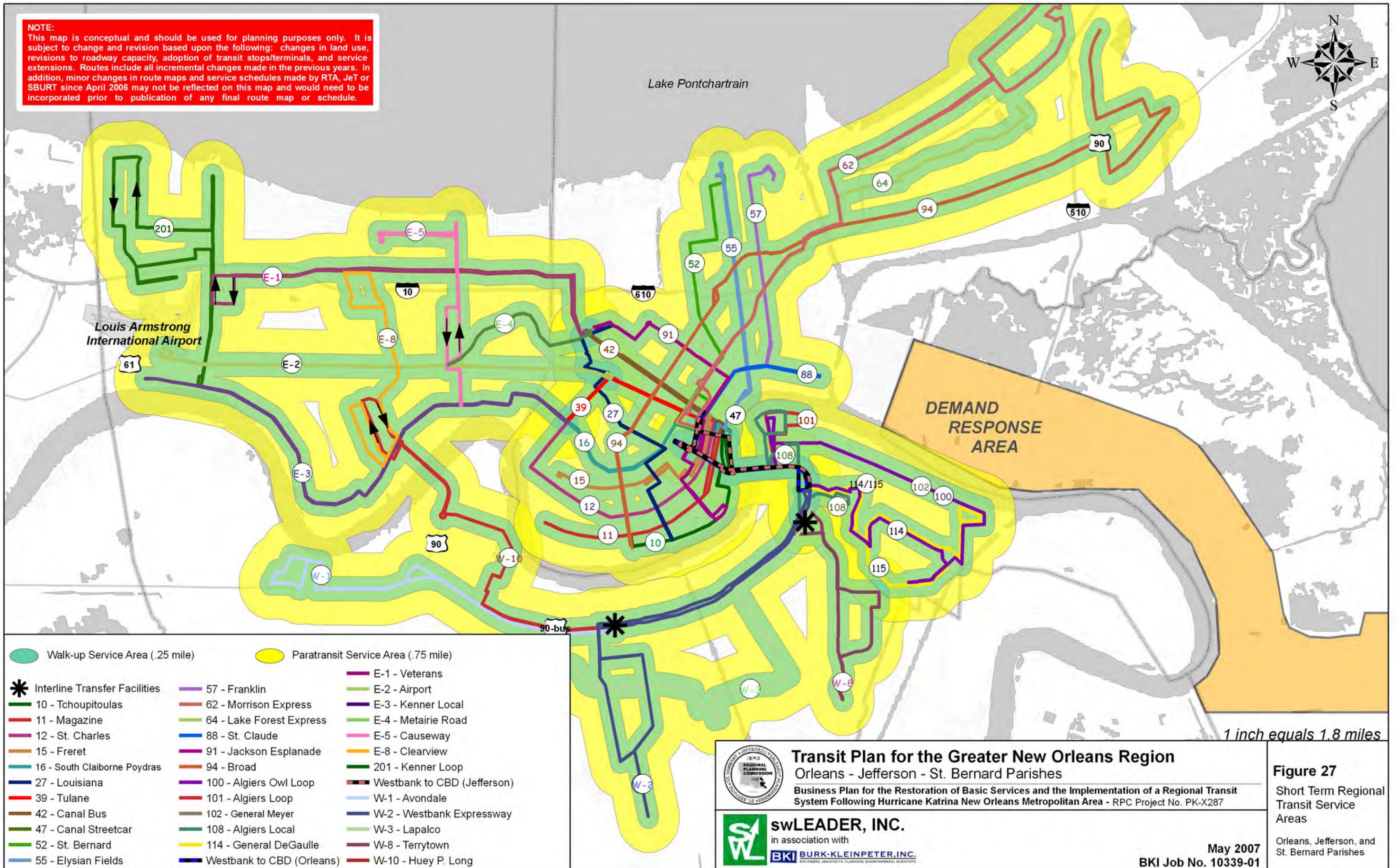
The best approach for transit in the region is to build upon previous success and work toward improving the ridership experience for the user. Ridership is projected to increase slowly, along with the amount of revenues raised locally for transit from passenger fares. During the short-term, the level of federal and state funds is projected to remain stable. However, during this period, more will be known about reallocation of funds as a result of population shifts in the post-Katrina period.

To accomplish the objectives of the short-term plan, the following broad policy steps should accompany the implementation of the transit operations plan identified for the three parishes as shown on Figure 27. It provides an overview of the potential coverage of the recommended route network, given two standard planning rules of thumb. The first is an overlay for complementary paratransit services, offered within $\frac{3}{4}$ mile of the fixed-route network. Historically, these services have been offered over a much broader area, and there are no constraints, other than funding and demand, which would keep this from happening in the future. The second is an overlay to estimate the average walking distance for transit riders, which is approximately $\frac{1}{4}$ mile in traditional transit planning practice. It is within this area which the transit services could anticipate attracting the highest potential of riders. However, it is conceivable that in practice, this area may vary in depth in response to the need for service, as well as availability of facilities (route structure, supporting infrastructure, including sidewalks and crosswalks) and weather.

The focus of the short-term plan will be to *continue* the post-Katrina transit restoration efforts, as well as re-establishing some efforts begun prior to the Hurricane:

- Incorporate the suggested planning model (See Transit Service Standards) so that all changes in transit services correspond to actual rider demand.
- Involve the Regional Planning Commission in the review of transit demands.
- Maintain a level of capital investment (fleet, maintenance and operations facilities) commensurate with the level of service offered in the region.
- Invest in a unified map of transit routes in the region.
- Work with local governments to assure that transit stops remain well-marked, with supporting facilities (shelters, benches, trashcans, lights, etc.) returned as demand requires.
- Remain vigilant to changes in streetcar utilization and demands as changes in ridership and demand may signal a need to reexamine options for restoration of streetcar service in the Canal Street corridor.
- Begin designing terminals at several key locations to aid transfers between routes and individual transit systems (S. Claiborne at S. Carrollton; Canal Boulevard near City Park Avenue). Maintain existing JeT terminals on Westbank.
- Maintain a demand-response service area with St. Bernard Parish and establish opportunity for timed transfer to fixed-route services in City of New Orleans.

NOTE:
 This map is conceptual and should be used for planning purposes only. It is subject to change and revision based upon the following: changes in land use, revisions to roadway capacity, adoption of transit stops/terminals, and service extensions. Routes include all incremental changes made in the previous years. In addition, minor changes in route maps and service schedules made by RTA, JeT or SBURT since April 2006 may not be reflected on this map and would need to be incorporated prior to publication of any final route map or schedule.



- | | | |
|---------------------------------|-------------------------------------|-----------------------------|
| Walk-up Service Area (.25 mile) | Paratransit Service Area (.75 mile) | |
| Interline Transfer Facilities | 57 - Franklin | E-1 - Veterans |
| 10 - Tchoupitoulas | 62 - Morrison Express | E-2 - Airport |
| 11 - Magazine | 64 - Lake Forest Express | E-3 - Kenner Local |
| 12 - St. Charles | 88 - St. Claude | E-4 - Metairie Road |
| 15 - Freret | 91 - Jackson Esplanade | E-5 - Causeway |
| 16 - South Claiborne Poydras | 94 - Broad | E-8 - Clearview |
| 27 - Louisiana | 100 - Algiers Owl Loop | 201 - Kenner Loop |
| 39 - Tulane | 101 - Algiers Loop | Westbank to CBD (Jefferson) |
| 42 - Canal Bus | 102 - General Meyer | W-1 - Avondale |
| 47 - Canal Streetcar | 108 - Algiers Local | W-2 - Westbank Expressway |
| 52 - St. Bernard | 114 - General DeGaulle | W-3 - Lapalco |
| 55 - Elysian Fields | Westbank to CBD (Orleans) | W-8 - Terrytown |
| | | W-10 - Huey P. Long |

1 inch equals 1.8 miles

	Transit Plan for the Greater New Orleans Region Orleans - Jefferson - St. Bernard Parishes Business Plan for the Restoration of Basic Services and the Implementation of a Regional Transit System Following Hurricane Katrina New Orleans Metropolitan Area - RPC Project No. PK-X287	Figure 27 Short Term Regional Transit Service Areas Orleans, Jefferson, and St. Bernard Parishes
	swLEADER, INC. in association with BKI BURK-KLEINPETER, INC. <small>ENGINEERS ARCHITECTS PLANNERS ENVIRONMENTAL SCIENTISTS</small>	

Table 16
Transit Operation Plan, Short-term
Orleans • Jefferson • St. Bernard Parishes

Projected Service Area Population New Orleans + Jefferson Parish + St. Bernard Parish (RPC Estimate)	654,595
Fixed-Route Service Hours New Orleans and Jefferson Parish (Fixed-Route)	5,810 hours per week
Total Fixed-Route Fleet Required New Orleans and Jefferson Parish (85 Peak + 20% Spares)	102 Vehicles
Paratransit Service Hours New Orleans and Jefferson Parish	1,750 hours per week (1,200 in New Orleans; 550 in Jefferson)
Demand-Response Service Hours St. Bernard Parish (5 days per wk, 10 hrs per day, 52 wks per year)	2,600 annual hours
Total Demand-Response Fleet Required St. Bernard Parish, (Peak + 20% Spares)	7 Vehicles
Operating Cost Estimate (Federal, State, Local, Other) (New Orleans + Jefferson + St. Bernard Parish)	\$41.79 million

Compiled by swLEADER and Burk-Kleinpeter, Inc., 2007.

Operation Plan, Mid-term

The transition to the identified *mid-term* operations plan includes an anticipated reduction in federal funding to support transit operations. As emergency operations authorizations for the region expire during FY 2008, federal funds will return to their pre-Hurricane uses (preventative maintenance). The loss of federal funding will require an increase in local funding commitment.

To accomplish the objectives of the mid-term plan, the following broad policy steps should accompany the implementation of the transit operations plan identified for the three parishes as shown on Figure 28, with $\frac{3}{4}$ mile Paratransit Service Area and $\frac{1}{4}$ mile theoretical walk-up service area defined. The focus will be a *slight* expansion of service:

- Improve connectivity of existing route network to developed areas, employment centers and public facilities. This should be accomplished through strategic increases in operating hours, reduction in headway (time between buses) during peak.
- Remain vigilant to changes in streetcar utilization and demands. Changes in ridership and demand may signal a need to revisit the options identified for restoration of streetcar service in the Canal Street corridor.
- Examine the need for possible demand-response services in certain areas of the City of New Orleans and Jefferson Parish. These would be focused on transport from a



defined zone to the closest transit route or terminal. Input from neighborhood groups and stakeholders would be required in order to define the demand for and extent of service.

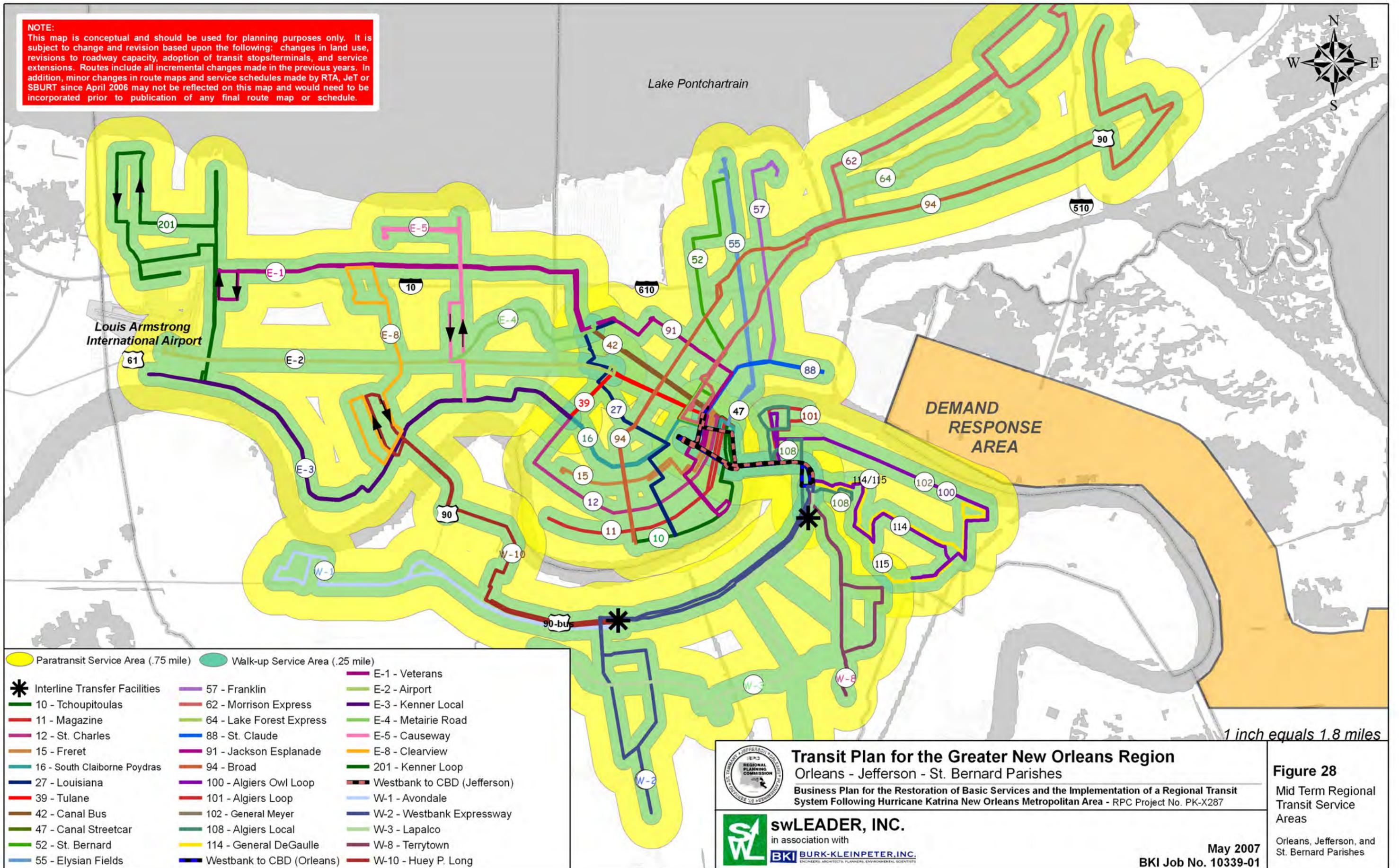
- Work with local governments to assure that transit stops remain well-marked, with supporting facilities (shelters, benches, trashcans, lights, etc.) returned as demand requires.
- Continue the process of adding terminals at several key locations to aid transfers between routes and individual transit systems (Orleans Avenue at Marconi – Delgado Community College; Desire Street at Chef Menteur Highway).
- Allow for a slight increase in operating hours as some peak-hour only services in Jefferson Parish (Clearview Parkway route and Metairie Road route) transition to full-day service.
- Maintain the demand-response service area with transfers to fixed-route service in the City of New Orleans for St. Bernard Parish.

Table 17
 Transit Operation Plan, Mid-term
 Orleans • Jefferson • St. Bernard Parishes

Projected Service Area Population New Orleans + Jefferson Parish + St. Bernard Parish (RPC Estimate)	690,350
Fixed-Route Service Hours New Orleans and Jefferson Parish (Fixed-Route)	5,880 hours per week
Total Fixed-Route Fleet Required New Orleans and Jefferson Parish (86 Peak + 20% Spares)	103 Vehicles
Paratransit Service Hours New Orleans and Jefferson Parish	1,770 hours per week (1,200 in New Orleans; 570 in Jefferson)
Demand-Response Service Hours St. Bernard Parish (5 days per wk, 12 hrs per day, 52 wks per year)	2,600 annual hours
Total Demand-Response Fleet Required St. Bernard Parish, (Peak + 20% Spares)	7 Vehicles
Operating Cost Estimate (Federal, State, Local, Other) (New Orleans + Jefferson + St. Bernard Parish)	\$44.49 million

Compiled by swLEADER and Burk-Kleinpeter, Inc., 2007.

NOTE:
 This map is conceptual and should be used for planning purposes only. It is subject to change and revision based upon the following: changes in land use, revisions to roadway capacity, adoption of transit stops/terminals, and service extensions. Routes include all incremental changes made in the previous years. In addition, minor changes in route maps and service schedules made by RTA, JeT or SBURT since April 2006 may not be reflected on this map and would need to be incorporated prior to publication of any final route map or schedule.



- | | | |
|-------------------------------------|---------------------------------|-----------------------------|
| Paratransit Service Area (.75 mile) | Walk-up Service Area (.25 mile) | |
| Interline Transfer Facilities | 57 - Franklin | E-1 - Veterans |
| 10 - Tchoupitoulas | 62 - Morrison Express | E-2 - Airport |
| 11 - Magazine | 64 - Lake Forest Express | E-3 - Kenner Local |
| 12 - St. Charles | 88 - St. Claude | E-4 - Metairie Road |
| 15 - Freret | 91 - Jackson Esplanade | E-5 - Causeway |
| 16 - South Claiborne Poydras | 94 - Broad | E-8 - Clearview |
| 27 - Louisiana | 100 - Algiers Owl Loop | 201 - Kenner Loop |
| 39 - Tulane | 101 - Algiers Loop | Westbank to CBD (Jefferson) |
| 42 - Canal Bus | 102 - General Meyer | W-1 - Avondale |
| 47 - Canal Streetcar | 108 - Algiers Local | W-2 - Westbank Expressway |
| 52 - St. Bernard | 114 - General DeGaulle | W-3 - Lapalco |
| 55 - Elysian Fields | Westbank to CBD (Orleans) | W-8 - Terrytown |
| | | W-10 - Huey P. Long |

1 inch equals 1.8 miles

	Transit Plan for the Greater New Orleans Region Orleans - Jefferson - St. Bernard Parishes Business Plan for the Restoration of Basic Services and the Implementation of a Regional Transit System Following Hurricane Katrina New Orleans Metropolitan Area - RPC Project No. PK-X287	Figure 28 Mid Term Regional Transit Service Areas Orleans, Jefferson, and St. Bernard Parishes
	swLEADER, INC. in association with BKI BURK-KLEINPETER, INC. <small>ENGINEERS ARCHITECTS PLANNERS ENVIRONMENTAL SCIENTISTS</small>	

Operation Plan, Long-Term

The transition to the identified *long-term* operations plan starts with providing better transit route connectivity between parishes. These steps build upon measures taken in the short- and mid-term programs. The result will be an increase in travel opportunities between the parishes, and a continued expansion of passenger traffic over the period.

To accomplish the objectives of the long-term plan, the following broad policy steps should accompany the implementation of the transit operations plan identified for the three parishes as shown on Figure 29, with $\frac{3}{4}$ mile Paratransit Service Area and $\frac{1}{4}$ mile theoretical walk-up service area defined.

The long-term focus will be a *slight* expansion of service, with a movement toward a more regional system which will have objective service standards and support transit travel between parishes:

- Implement elements which promise to continue toward a transit network which appears seamless to the user. This would include a unified fare structure as a prerequisite to more inter-parish fixed-route opportunities.
- Incorporate several regional routes that cross parish lines and interconnect terminals in the City of New Orleans and Jefferson Parish. This would include modifications to the S. Claiborne, Causeway, Jefferson Highway and Airport routes on the Eastbank. This will help passengers needing to travel between points in both parishes.
- Work with local governments to assure that transit stops remain well-marked, with supporting facilities (shelters, benches, trashcans, lights, etc.) returned as demand requires.
- Participate in planning efforts and activities which continue to promote regional mobility choice and alternatives. It is expected that efforts started previously may be revisited as the region continues to redevelop.
- Work with local governments to assure that funding levels for transit are maintained, especially as federal fund levels decrease.
- Incorporate a regional fare structure to support start of these interparish routes as part of the general transit network.
- Remain vigilant to changes in streetcar utilization and demands. Changes in ridership and demand may signal a need to revisit the options identified for restoration of streetcar service in the Canal Street corridor.
- Continue the process to add terminals at several key locations to aid transfers between routes and individual transit systems (Airline Drive at Severn Avenue).
- Allow for a slight increase in weekly fixed-route and paratransit hours provided in both the City of New Orleans and Jefferson Parish.

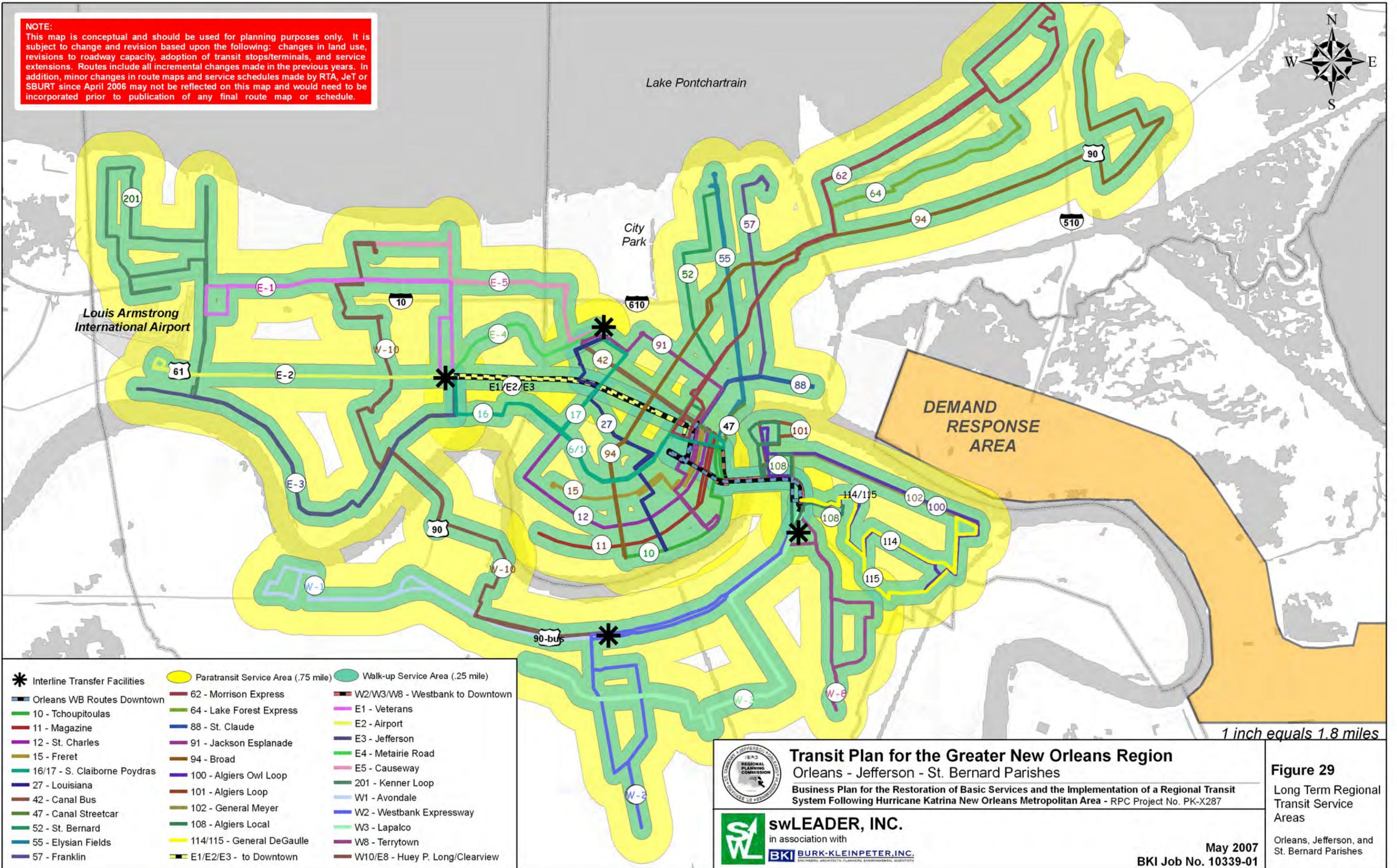


Table 18
 Transit Operation Plan, Long-term
 Orleans • Jefferson • St. Bernard Parishes

Projected Service Area Population New Orleans + Jefferson Parish + St. Bernard Parish (RPC Estimate)	726,090
Fixed-Route Service Hours New Orleans and Jefferson Parish (Fixed-Route)	6,375 hours per week
Total Fixed-Route Fleet Required New Orleans and Jefferson Parish (89 Peak + 20% Spares)	107 Vehicles
Paratransit Service Hours New Orleans and Jefferson Parish	1,920 hours per week (1,270 in New Orleans, 650 in Jefferson)
Demand-Response Service Hours St. Bernard Parish (6 days per wk, 12 hrs per day, 52 wks per year)	2,600 annual hours
Total Demand-Response Fleet Required St. Bernard Parish, (Peak + 20% Spares)	7 Vehicles
Operating Cost Estimate (Federal, State, Local, Other) (New Orleans + Jefferson + St. Bernard Parish)	\$50.83 million

Compiled by swLEADER and Burk-Kleinpeter, Inc., 2007.

NOTE:
 This map is conceptual and should be used for planning purposes only. It is subject to change and revision based upon the following: changes in land use, revisions to roadway capacity, adoption of transit stops/terminals, and service extensions. Routes include all incremental changes made in the previous years. In addition, minor changes in route maps and service schedules made by RTA, JeT or SBURT since April 2006 may not be reflected on this map and would need to be incorporated prior to publication of any final route map or schedule.



- | | | |
|---------------------------------|-------------------------------------|---------------------------------|
| * Interline Transfer Facilities | Paratransit Service Area (.75 mile) | Walk-up Service Area (.25 mile) |
| Orleans WB Routes Downtown | 62 - Morrison Express | W2/W3/W8 - Westbank to Downtown |
| 10 - Tchoupitoulas | 64 - Lake Forest Express | E1 - Veterans |
| 11 - Magazine | 88 - St. Claude | E2 - Airport |
| 12 - St. Charles | 91 - Jackson Esplanade | E3 - Jefferson |
| 15 - Freret | 94 - Broad | E4 - Metairie Road |
| 16/17 - S. Claiborne Poydras | 100 - Algiers Owl Loop | E5 - Causeway |
| 27 - Louisiana | 101 - Algiers Loop | 201 - Kenner Loop |
| 42 - Canal Bus | 102 - General Meyer | W1 - Avondale |
| 47 - Canal Streetcar | 108 - Algiers Local | W2 - Westbank Expressway |
| 52 - St. Bernard | 114/115 - General DeGaulle | W3 - Lapalco |
| 55 - Elysian Fields | E1/E2/E3 - to Downtown | W8 - Terrytown |
| 57 - Franklin | | W10/E8 - Huey P. Long/Clearview |



Transit Plan for the Greater New Orleans Region
 Orleans - Jefferson - St. Bernard Parishes
 Business Plan for the Restoration of Basic Services and the Implementation of a Regional Transit System Following Hurricane Katrina New Orleans Metropolitan Area - RPC Project No. PK-X287



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May 2007
 BKI Job No. 10339-01

Figure 29
 Long Term Regional Transit Service Areas
 Orleans, Jefferson, and St. Bernard Parishes

Appendix A Summary of Existing Plans

The Transit Plan for the Greater New Orleans Region is not the first study of transit and transportation in the New Orleans region, by any means. Prior to Hurricane Katrina, numerous studies by the Regional Planning Commission and Parish and City entities have explored efficiencies in the existing systems, studied concepts for regionalism, and explored the feasibility of innovative new technology and their use in the Region. Likewise, several visions for New Orleans have been commissioned in the period following Hurricane Katrina which revisiting these issues while considering the changing dynamics of the region.

These existing studies were reviewed to determine their relevancy to this document. Generally speaking, the comprehensive transportation strategy plans all recommend some move toward a regional system of transit. The individual project based studies explore more innovative and often times greater capital investments which either promote the New Orleans tourist economy or present project-based solutions to incorporate regionalism.

Comprehensive Transportation Strategies

New Century New Orleans Transportation Element

(City Planning Commission, City of New Orleans, 2004)

Written in 2004, The Transportation Element of the New Century New Orleans Plan serves as a guide for the development and redevelopment of transportation systems for the City. While RTA is a state agency, the Plan has a number of goals for the transit system in order to ensure cohesion with the other elements. A series of objectives to achieve the goals are included in that report. While some aspects of the plan will need to be revisited to consider post-Katrina issues, most of the transit related goals retain their relevancy. They are:

- Goal 1 – Develop a balanced integrated transportation system to support long range development goals of the city and the future mobility needs of residents, workers, visitors, businesses, and industry.
- Goal 4 – Ensure long term viability and safety of the existing transportation system by maintaining facilities at acceptable design and operational standards, including ADA accessibility.
- Goal 6 – Improve environmental quality and promote energy-efficient transportation by providing a range of transportation alternatives to the automobile, including public transit, bicycling and walking.
- Goal 7 – Preserve and enhance the historic and unique qualities of the New Orleans streetscape
- Goal 8 – Provide a plan for the safe, orderly and timely emergency evacuation of the city
- Goal 9 – Ensure that all relevant local, regional, and State agencies participate in transportation planning and promote regional cooperation in growth management, transit and emergency evacuation
- Goal 12 – Ensure the effective and meaningful citizen involvement in all stages of planning and decision making processes for transportation improvement projects.



RPC Regional Comprehensive Plan: Land Use and Transportation Element, Jefferson Parish

(Burk-Kleinpeter, Inc., Urban Planning & Innovations, Co., swLEADER, Inc., January 2003)

Written in 2002-03 and adopted by the Jefferson Parish Council in August, 2003, the Land Use and Transportation Element for Jefferson Parish serves as the document providing the parish with a guide to the future development of its transportation infrastructure in response to changes in land use, population, and housing. The 'vision for transportation', as described in the plan includes the following goals:

- Goal 1 – Resolve transportation network challenges through partnerships between government, business and citizens.
- Goal 2 - Provide an interconnected network of streets, walkways, bicycle paths, public transportation and light rail that provides a variety of options for movement through the parish and metropolitan area
- Goal 3 – Maintain a safe, efficient, cost-effective, environmentally sound, and visually pleasing transportation system.
- Goal 4 – Enhance the competitive position of the Parish and provide for the movement of goods and employees by taking full advantage of the opportunities that support, expand, and improve transportation system components.

Project Based Transportation Plans

2005 New Orleans Metropolitan Bicycle and Pedestrian Plan

(Regional Planning Commission, September 2006)

The purpose of this document is to identify the state of existing conditions for bicyclists and pedestrians. This included a review of safety issues, as well as a statement on the convenience of the current network for pedestrians and cyclists. This plan's relationship to transit included the following elements. A review of pedestrian conditions around transit stops in Orleans and Jefferson Parishes was identified within this document. Analysis indicates that pedestrian safety issues are found around 245 bus stops in both parishes. Most of the problems identified at these locations may be resolved through improvements to pedestrian crossing markings and signal. However, it was suggested that additional interviews with passengers be a next step to determine specific problem areas and experiences useful in developing a series of capital improvements.

Additionally, this document identified the status of the bike-on-bus program, which has been operating in the three parish area starting in 1995 at Jefferson Transit. By 2003, both Jefferson Transit and RTA had invested resources in equipping their vehicles and training the public on how the buses could carry bicycles. Data from Jefferson Transit indicated a growing number of persons using the service. Similar data from RTA was not presented. St. Bernard Parish did not have bike racks on SBURT transit vehicles at the time of this report.

Strategic Recovery Plan for the Regional Transit Authority (RTA)

(TMSEL, July 2006)

The purpose of this strategic recovery plan is to focus the recovery efforts of the RTA and to assist it in planning to be part of the regions recovery. Four operating scenarios were developed in this report for consideration at various levels of service. The Business Plan for the Restoration of Basic Services and the Implementation of a Regional Transit System following Hurricane Katrina is based in part on the Scenario II

of the strategic plan, as it was the most highly rated operating scenario for 2006 implementation. This strategic plan made several brief but important recommendations with regard to staffing and restructuring concerns. To improve user-based efficiencies, this plan advocates a regional transit organization.

Upriver Streetcar Extension: Initial Feasibility Study

(Burk-Kleinpeter, Inc., BBEC, Inc., Paladin Consulting Services, August 2005)

This initial feasibility study considered the extension of the Riverfront Streetcar from its current terminus at Julia Street upriver. The project's purpose was to support new housing, commercial and tourist-based industries along the corridor. Five alternatives were identified, of which, three were determined to be feasible to construct. Order of magnitude cost estimates were prepared for the three alternatives.

Regional Transit System Integration Plan

(Regional Planning Commission, Parsons Brinckerhoff Quade & Douglas, Inc., Urban Systems Associates, Inc., swLEADER, Inc., Landry and Swarr, LLC, May 2005.)

The purpose of this document was to determine and document better ways to cost effectively serve existing transit ridership within a six-parish area including Orleans, Jefferson and St. Bernard Parishes. This work effort was divided into two tasks: Task I – documenting existing conditions and system/service characteristics and Task II – documenting /review of existing transit markets.

I-10 East Corridor Study & Commuter Rail Feasibility Study

(Burk-Kleinpeter, Inc., Parsons Transportation Group, BBN, Inc., December 2003)

The I-10 East Corridor Study & Commuter Rail Feasibility Study identified and evaluated several conceptual improvements to mobility between St. Tammany Parish and downtown New Orleans. This project studied numerous highway improvement options as well as several commuter rail options. Commuter rail concepts using New Orleans Public Belt and Norfolk Southern existing rail lines were considered feasible, with several initial actions such as obtaining railroad concurrence, identifying an operating agent, and establishing funding requirements recommended as first stage implementation items.

New Orleans Light Rail Transit Project

(Bechtel Infrastructure Corporation, Urban Planning & Innovations, Co., January 2003)

This study, written in 2003 for the Regional Planning Commission, investigates potential land use stimuli for a Light Rail Project from Louis Armstrong International Airport (LAIA) to Union Passenger Terminal (UPT). The light rail project would utilize four miles of ROW leading up to and containing the New Orleans Union Passenger Terminal (NOUPT), three miles of Canadian National/Illinois Central (CNIC) ROW and the remaining abandoned Kansas City Southern (KCS) line adjacent to Airline Highway to connect these two destinations. This project builds upon the East-West Corridor Multimodal Environmental Impact Study.

Downtown – Canal Street Streetcar Extension Study

(Burk-Kleinpeter, Inc., Comprehensive Development Services, Inc., Gerald V. Williams, Sr. and Associates, May 1991)

This study, commissioned in 1991 by the Regional Planning Commission, recommended the extension of the Canal streetcar line to the cemeteries at its terminus. This project was constructed in 200X, with an additional spur to City Park down Carrollton Avenue. This study also recommended a second line on Loyola/N. Rampart to connect



Armstrong Park to Union Passenger Terminal (UPT), allowing UPT to serve as the major transfer location for the future light rail service to the airport as well as Greyhound, Amtrak and local bus service.

Desire Streetcar Environmental Impact Statement

(Parsons Brinckerhoff and others, 2000-2002, *Status Unknown*)

This environmental impact statement was prepared by the Federal Transit Administration (FTA) to comply with environmental regulations. The study reached a preferred alternative for the location of the project, which runs from the foot of Canal Street to Poland Avenue on N. Rampart and St. Claude Avenue.

City of New Orleans Neighborhoods Rebuilding Plan

(The City of New Orleans, Lambert Advisory, LLC and SHEDO, LLC)

While the City of New Orleans Neighborhoods Rebuilding Plan varies widely from neighborhood to neighborhood, some neighborhoods did call for transit in their plans. However, most of these recommendations related to restoration of existing services or facilities which were used heavily by neighborhood residents prior to the Hurricane.

Recommendations by planning district include:

- Planning District 3: Hollygrove/Dixon – Item #11 in the identified neighborhood rebuilding plan: Connect St. Charles Streetcar Line with Canal Line (Report prepared by Citizens of Hollygrove/Dixon in association with Billes Architecture)
- Planning District 3: Leonidas & W. Carrollton – Item #12 in the identified neighborhood rebuilding plan: Claiborne Avenue Streetcar Line (Report prepared by Citizens of Leonidas & W. Carrollton in association with Billes Architecture)
- Planning District 3: Marlyville-Fontainebleau – Items #12 and #13 in the identified neighborhood rebuilding plan: Claiborne Avenue Streetcar Line and transit linkage between universities (Report prepared by Citizens of Marlyville-Fontainebleau in association with Billes Architecture)
- Planning District 3: Freret – #10 in the identified neighborhood rebuilding plan: Napoleon Avenue Streetcar Line (Report prepared by Citizens of Freret in association with Billes Architecture)
- Planning District 3: Audubon/University – Items #11 in the identified neighborhood rebuilding plan: Claiborne Avenue Streetcar Line (Report prepared by Citizens of Audubon/University in association with Billes Architecture)
- Planning District 4: Mid City – Mid-Town High Density district (Tulane Avenue at S. Carrollton Avenue) to include train station and mixed land uses including residential and commercial; Provide a light rail system to connect New Orleans Central Business District with the Louis Armstrong International Airport (Citizens of Mid-City in association with C. James & Associates)
- Planning District 4: Gert Town – Extend the Carrollton Streetcar Line from S. Claiborne Avenue to Canal Street line (Citizens of Gert Town in association with C. James & Associates)
- Planning District 6: Dillard, Filmore, Gentilly Terrace, Lake Terrace and Lake Oaks, Milneburg, Pontilly, St. Anthony – Secure funding for EIS process for Streetcar/Light Rail System on Elysian Fields Avenue (Citizens of all neighborhood areas in association with Hewitt-Washington Architects)
- Planning District 7: St. Claude, St. Roch – Extend Streetcar along St. Claude Avenue (Citizens of St. Claude and St. Roch in association with St. Martin Brown & Associates)
- Planning District 8: Holy Cross & Lower Ninth Ward: St. Claude Avenue Commercial Corridor and Trolley Line (Citizens of Holy Cross & Lower Ninth Ward in association with Stull & Lee, Inc.)

Appendix B
Summary of Facility Conditions (December 2006)

The following is a summary of the information on the status of the current transit facilities used in Jefferson, Orleans and St. Bernard Parishes. This information has been summarized from reports provided by each agency or their designated representative.¹

Jefferson Parish

Facility: Eastbank Maintenance Facility
Location: David Drive at Airline Drive, Metairie

Description:

The current facility is the base of operations for the Eastbank transit routes. The location includes a bus storage yard, bus maintenance facility, and operations offices. The site is located in secured yard, adjacent to the Parish Eastbank Transfer facility. It is also a stop for the Airport Express route.

Status:

As of December 2006, the facility was open for use. The facility received minor storm damage created by wind and rain. The facility did not flood and was able to resume operations following the storm.

Functional Use Timeline:

	Pre-Katrina	Post-Katrina	2007-2010
Eastbank Maintenance Facility	Operating facility for all Eastbank routes	No Change	No Change

Facility: Westbank Maintenance Facility
Location: First Street, Gretna, LA

Description:

The current facility is the base of operations for the Westbank transit routes. The location includes a bus storage yard, bus maintenance facility, and operations offices. The site is located in secured yard, along the Mississippi River.

Status:

As of December 2006, the facility was open for use. The facility received minor storm damage created by wind and rain. The facility did not flood and was able to resume operations following the storm.

¹ Information from Jefferson Transit facilities obtained from the Parish's Comprehensive Plan, Transportation Element, along with status information obtained through discussions with gcr&associates. Information about RTA facilities obtained from the TMSEL status of RTA (Restructuring the RTA, TMSEL, July 2005) and from RTA staff. Information about St. Bernard Parish facilities obtained from the Regional Planning Commission, October 2006.



Functional Use Timeline:

	Pre-Katrina	Post-Katrina	2007-2010
Westbank Maintenance Facility	Operating facility for all Westbank routes	No Change	No Change

Facility: Wilty Gretna Terminal
Location: Westbank Expressway, Gretna, LA

Facility: Walkertown Terminal
Location: Westbank Expressway, Marrero, LA

Description:

The current facilities offer passenger terminals, transfer facilities, park-n-ride and bus loading areas for the Westbank transit route network. Both serve as customer outreach and information areas for the JeT system.

Status:

As of December 2006, both facilities were open for use. Both only received minor storm damage created by wind and rain. Neither facility flooded. Both were able to resume operations following the storm.

Functional Use Timeline:

	Pre-Katrina	Post-Katrina	2007-2010
Wilty Gretna Terminal Walkertown Terminal	Transfer and Park-N-Ride facilities	No Change	No Change

City of New Orleans

Facility: A Philip Randolph Operations Facility
 Canal Streetcar Service, Inspection and Storage (SIS) Facility
Location: Canal Street at S. Gayoso Street, New Orleans

Description:

The current facility, constructed in 1996, is a major operating center and garage with capacity for 148 fixed-route buses. This facility is used to house vehicles operating in Downtown and Westbank. The Service, Inspection and Storage (SIS) facility for the Canal Streetcar was constructed in 2004 at this site. It has space for 48 streetcar vehicles. Both facilities can accommodate minor repair and routine maintenance operations. The Randolph facility also includes administrative offices, central dispatch, paratransit administration, ID Center, money handling area, security office, and fueling facilities. Both facilities suffered from flooding as a result of the levee breaches and rain associated with Hurricane Katrina.

Status:

As of December 2006, the facility was open for use. Trailers set up on the site house administrative offices. Renovations and restoration work on the facility continues to address flood damage on the ground floor as well as leaks and roof damage on the upper floors. Site contains 6.5 acres of area, spread over three city blocks.

Functional Use Timeline:

	Pre-Katrina	Post-Katrina	2007-2010
A Philip Randolph Operations Facility	Operating Capacity for 148 buses	Administrative Operations Only	80 bus operating facility, paratransit operations, central administrative offices

Facility: East New Orleans Maintenance Facility

Location: Desire Parkway, New Orleans

Description:

The current facility, constructed in 1991, is a bus operations and transfer facility which can provide limited heavy repair and central maintenance facilities for the entire RTA fleet. The facility has capacity for 300 buses, as well as an extensive maintenance garage, part and storage area. It suffered from flooding as a result of the levee breaches and rain associated with Hurricane Katrina.

Status:

As of December 2006, the facility was open for use. This location will be used to meet short-term needs, and possibly closed with plans for it to make an eventual transition back into an operations and maintenance facility, with that timeline determined in part by system needs and expansion. A new Central Maintenance Facility has been identified as a long-term objective. This would be developed at another site.

Functional Use Timeline:

	Pre-Katrina	Post-Katrina	2007-2010
East New Orleans Maintenance Facility	Operating Capacity for 300 buses and some heavy repair capabilities	80 bus operating facility	Decommission until service demands increase

Facility: Carrollton Barn

Location: Willow Street, New Orleans

Description:

The current facility constructed in the 1890s and refurbished in 2004, is dedicated to the storage, inspection and repair of streetcar vehicles only. The facility has 97,000 square feet. It received minor damages as a result of wind. Repairs have been completed.



Status:

As of December 2006, the facility was operational. It is the home barn for the St. Charles Streetcar.

Functional Use Timeline:

	Pre-Katrina	Post-Katrina	2007-2010
Carrollton Barn	Houses St. Charles Avenue Streetcar, major rail repair and productions	No Changes	No Changes

Facility: East New Orleans Maintenance Facility
Location: Desire Parkway, New Orleans

Description:

The current facility, constructed in 1991, is a bus operations and transfer facility which can provide limited heavy repair and central maintenance facilities for the entire RTA fleet. The facility has capacity for 300 buses, as well as an extensive maintenance garage, part and storage area. It suffered from flooding as a result of the levee breaches and rain associated with Hurricane Katrina.

Status:

As of December 2006, the facility was open for use. This location will be used to meet short-term needs, and possibly closed with plans for it to make an eventual transition back into an operations and maintenance facility, with that timeline determined in part by system needs and expansion. A new Central Maintenance Facility has been identified as a long-term objective. This would be developed at another site.

Functional Use Timeline:

	Pre-Katrina	Post-Katrina	2007-2010
East New Orleans Maintenance Facility	Operating Capacity for 300 buses and some heavy repair capabilities	80 bus operating facility	Decommission until service demands increase

Facility: Napoleon Maintenance Facility
Location: Napoleon Avenue at Tchoupitoulas Street, New Orleans

Description:

The current facility, constructed in the 1890's and expanded again in the 1920's and 1991, is designed to provide streetcar storage. The older buildings on the site have never received any significant renovations or refurbishment. The site is approximately 1.8 acres and has been used for streetcar storage for the Riverfront Streetcar.

Status:

As of December 2006, the facility was open for use and housed the track and building maintenance operation. However, over the long-term, the facility will be closed and sold as it has been deemed too small for expansion or improvement.

Functional Use Timeline:

	Pre-Katrina	Post-Katrina	2007-2010
Napoleon Maintenance Facility	Track and building maintenance office	Track and building maintenance office	Relocate operations and dispose of property

Facility: Plaza Administrative Center
Location: Plaza Drive, New Orleans

Description:

The Administrative Center housed all administrative functions including scheduling, human resources, Board offices, accounting, budget, procurements, marketing, legal, information systems, financial, planning and construction and executive offices. The current site has 2.4 acres and 60,000 square feet of building space.

Status:

As of December 2006, the facility was closed. The building received flood, wind and rain damage. The site is currently being used to store 200 damaged buses. There are no plans to return to this facility.

Functional Use Timeline:

	Pre-Katrina	Post-Katrina	2007-2010
Plaza Administrative Center	Housed administrative functions, board room and public meeting spaces	Closed	Dispose of property, develop office space elsewhere

Facility: Algiers Park-N-Ride Lot
Location: General DeGaulle Boulevard, New Orleans

Description:

The Park-N-Ride site has been marginally used in the past by RTA. The site contains a hard surfaced parking area, security fence and passenger terminal.

Status:

As of December 2006, the facility was closed. The site is home to a FEMA trailer park for displaced RTA workers and City residents. The housing will be on-site through 2009 under contract with FEMA.



Functional Use Timeline:

	Pre-Katrina	Post-Katrina	2007-2010
Algiers Park-N-Ride Lot	Served as Park-N-Ride Facility	Closed for transit use	Closed for transit use

St. Bernard Parish

Facility: St. Bernard Parish Transit Facility
Location: Palmisano Boulevard, Chalmette, LA

Description:

The approximate 1.5 acre facility served as the primary operations, maintenance, storage and park-n-ride lot for the Parish. The transit facility is adjacent to the Parish’s library, sewerage treatment facility and Chalmette High School.

Status:

As of December 2006, the facility’s use is unknown. The site was heavily damaged by storm surge, flooding and wind. All vehicles housed at the facility were a total loss. Administrative offices located on the building’s upper levels received water damage from rain.

Functional Use Timeline:

	Pre-Katrina	Post-Katrina	2007-2010
St. Bernard Parish Transit	General support facility with park-n-ride lot	Unknown	Unknown

Summary Vehicle Inventory (2006)

The following is a summary inventory of transit vehicles used in Jefferson, Orleans and St. Bernard Parishes. This information has been summarized from reports provided by each agency or their designated representative.²

System: Regional Transit Authority

Operational Vehicles Pre-Katrina	Operational Vehicles <i>Post-Katrina</i>	Vehicle Donations
372 Revenue buses 66 Streetcars 92 Paratransit vehicles 242 Non-revenue vehicles	167 Revenue buses 36 Streetcars 55 Paratransit vehicles 160 Non-revenue vehicles	82 donated vehicles to replace damaged buses (Scheduled to be retired December 1, 2006)

System: Jefferson Transit

Operational Vehicles Pre-Katrina	Operational Vehicles <i>Post-Katrina</i>	Vehicle Donations
63 Revenue buses 0 Streetcars 19 Paratransit vehicles 0 Non-revenue vehicles	25 Revenue buses 0 Streetcars 19 Paratransit vehicles 0 Non-revenue vehicles	<i>None – Portion of Revenue buses idled due to decreased ridership on fixed-route service</i>

System: St. Bernard Transit (SBURT)

Operational Vehicles Pre-Katrina	Operational Vehicles <i>Post-Katrina</i>	Vehicle Donations
4 Revenue buses, directly operated (as per National Transit Database, 2005)	Unknown	<i>All vehicles running in parish are said to be provided through donation, as per the Regional Planning Commission</i>

² Information from Jefferson Transit obtained from discussions with gcr&associates. Information about RTA obtained from the TMSEL status of RTA (Restructuring the RTA, TMSEL, July 2005). Information about St. Bernard Parish vehicles obtained through the Regional Planning Commission, October 2006.



Appendix C Paratransit Services

Section 37.121ⁱ of the Federal Transit Administration's guidance on Transportation Services for Individuals with Disabilities sets forth the basic requirement that all public entities that operate a fixed-route system have to provide paratransit service that is both comparable and complementary to the fixed-route service. By definition, complementary means the service acts as a safety net for individuals with disabilities who cannot use the fixed-route system. Services provided by local transit providers must meet with established criteria for eligibility, method of transport and schedule.

Prior to Hurricane Katrina, complementary paratransit services were offered in the region by RTA and Jefferson Transit. Following the hurricane, specific paratransit services have been made available through RTA and Jefferson Transit. Both have an application procedure to document eligibility based upon the applicant's functional mobility and other guidelines established by the Americans with Disabilities Act (ADA).

New Orleans Regional Transit Authority (RTA)

RTA provides service through its LIFT program using a combination of lift equipped vans and sedans, throughout Orleans Parish and to the three designated interparish transfer stations (Delgado, Wilty Terminal in Gretna and Ochsner Hospital in Jefferson) between the hours of 6:00 a.m. and 10:00 p.m., seven days a week. Reservations can be made 24-hours in advance by qualified applicants with the fare established as \$2.00 per one-way trip.ⁱⁱ

As reported by the Advocacy Center, prior to the Hurricane, RTA provided 32,000 to 35,000 paratransit trips per month. From August 2004 to August 2005, the Advocacy Center states that RTA had no trip denials, providing all trips for which service was requested (unless canceled by the client). Since that time, the Advocacy Center follows that the number of trips delivered is down to about 4,500 paratransit trips per month.ⁱⁱⁱ As of December 2006, the Advocacy Center reports a total of 760 weekly service hours of paratransit service was being offered in Orleans Parish to meet demand generated by approximately 6,600 trip requests. The service did experience a denial rate in the month of December 2006 of 13%.^{iv} To address increased demands for paratransit services, RTA moved funds from its fixed-route operations to fund more hours of paratransit service.^v

Jefferson Transit (JeT)

Jefferson Transit provides service through its Mobility Impaired Transportation Service (MITS) between the hours of 6:00 a.m. to 9:00 p.m. seven days a week. Taxi cab and lift-equipped ADA accessible bus service is available before 6:00 a.m. and after 9:00 p.m. for individuals traveling within $\frac{3}{4}$ mile of a fixed-route bus line. The requested trip before and after regular MITS service hours must fall within the time period when fixed-route service is available for each particular bus line.^{vi} Fares on this service area also \$2.00 per one-way trip. Services are provided within urbanized Jefferson Parish and a limited area of Orleans Parish. JeT defines urbanized Jefferson Parish as the Eastbank, all developed areas of the Westbank north of the Hero Cutoff and the Lafitte area. Areas



served in Orleans Parish include Delgado Community College, the New Orleans Central Business District and Medical Center/Tulane medical complex.^{vii}

According to figures provided by JeT on their website, approximately 3,700 persons are certified to ride MITS. In 2004, the number of persons certified to ride MITS increased to 4,178, with a resulting trip demand of 89,375 for the year. In 2005, the number of trips declined due to the Hurricane and displacement of the population.^{viii} Only 68,006 trips were provided in the year, which averages around 5,667 trips per month.

ⁱ *Part 37 – Transportation Services for Individuals with Disabilities*. Federal Transit Administration. Title 49, Volume 1, October 1, 2005, 49CFR37, as made available through www.fta.dot.gov.

ⁱⁱ As provided on the RTA website, www.norta.com, December 22, 2006.

ⁱⁱⁱ All three of the previous statements as outlined in a letter from the Advocacy Center (S. Meyers and C. Tubre) to Sharon Leader (SWL), October 23, 2006.

^{iv} As confirmed via email (February 12, 2007), starting with correspondence from the Advocacy Center, via email, received on January 12, 2007.

^v As per email correspondence from Sharon Leader in reference to a paratransit service status meeting with the Advocacy Center on Friday, April 20, 2007 with representatives of the Regional Planning Commission.

^{vi} Information on Paratransit service schedule and before/after hours program provided by Karleene Smith, gcr & associates, via email to Ed Elam (BKI), January 2, 2007.

^{vii} As provided on the JeT website, www.jeffersontransit.org, December 22, 2006.

^{viii} In 2005, MITS did not provide services during the month of September and only provided 1,288 trips in October, as per Karleene Smith, gcr & associates, via email to Ed Elam (BKI) January 2, 2007.

Appendix D
Regional Fare Concept

Based on work done by RTA and JeT in early 2004, it appeared at that time that both systems could be kept revenue-neutral with relatively small changes to specific fare levels. During the course of the current study, the project team examined what post-Katrina revenue information was available, and concluded that it is still possible to make both systems whole with only minor adjustments to individual fares.

As part of the long-term operations strategy, it has been suggested that a regional fare or unified fare be used to standardize the rates paid by users to travel on public transit. The benefits of this system include ease of operation and understanding by passengers, as well as reducing the number of purchase options to be tracked by accounting and driving personnel.

Under this proposal, the fare classifications could be changed as follows:

Current (2006) Fare Classifications	Regional Fare Classifications
<p><u>Regional Transit Authority</u></p> <p>Local Local, plus transfer Express Express, plus transfer Kenner Loop RTA VisiTour Pass RTA Elderly & Handicapped RTA Elderly & Handicapped, plus transfer</p>	<p>Single- trip fare Elderly & Handicapped single-trip fare Day Ride Elderly & Handicapped Day Ride Monthly Pass</p> <p>No surcharges for express trips, CBD trips, cross-river trips, etc.</p> <p>No transfers. Riders currently using transfers would be encouraged to purchase Day Ride or Monthly Passes to save money.</p> <p>Same rate for each fare class would be charged by all transit systems offering fixed-route.</p>
<p><u>Jefferson Transit</u></p> <p>Local Local, plus transfer CBD/Huey P. Long Monthly Pass Elderly & Handicapped Local Elderly & Handicapped Local, plus transfer Elderly & Handicapped CBD</p>	

The agreement to use such a system would include two provisions. The first would be that transit agencies would keep revenues collected from transit patrons whose trip origin and destinations begin and end in a single parish. The second would be to share the revenues collected on inter-parish trips based upon the costs by each transit system to offer these types of services.

Such a system would require agreement of all parties, as well as a system for calculating costs, sharing revenues and resolving disputes. The outline of such a procedure has been provided in Table D-1 for Fixed-Routes and Table D-2 for Paratransit for information purposes only.

Table D-1

**Initial Concept for Regional Fare Distribution from Fixed-Route Transit
Crossing Parish Lines - Shown for Planning Purposes Only**

<p><u>Revenue Distribution:</u></p> <ul style="list-style-type: none">○ Revenues collected by routes that start and end in one parish will go to that parish's transit operator.○ Routes that have parts in both parishes: Allocate revenue for the route in proportion to passenger-miles in each parish. Determine this annually for each route using the Section 15 alternative sampling method.
<p><u>Cost Distribution:</u></p> <ul style="list-style-type: none">○ Costs for routes that are all in one parish will be borne by that parish's transit operator.○ Routes that have parts in both parishes: The hourly cost of service will be determined from hourly operating cost of the system from the Section 15 report.
<p><u>Reconciliation:</u></p> <ul style="list-style-type: none">○ At the end of each month, a comparison of revenue and costs for routes that have parts in both parishes will be completed.○ This number will be compared against the same value for all interparish routes and revenues.○ The system which has collected less than the average of the interparish routes combined will receive compensation from the other system for the difference.○ As soon as the Section 15 data for the preceding calendar year is finalized, a re-reconciliation for the preceding year will take place.
<p><u>Scheduling for two-parish routes:</u></p> <ul style="list-style-type: none">○ To make this system work, the parties will agree to run only those buses on the route required to address rider demands. This means that at the maximum load point of the route, each trip should be as close as possible to the full (based on the seated capacity of the type of bus usually used on the route), without going over. However, during peaks, standees are permitted in accordance with the policy of the system operating the route.○ If it becomes apparent that there is excess service on a route, the system not operating the route may request that the system operating the route reduce service accordingly. In this case, the system operating the route will have 6 months to market the route if it wishes, and to implement the reduction if any marketing efforts are not successful. If, at the end of 6 months, the system operating the route does not reduce service to a level which supports the reported ridership, then from that point forward, the system operating the route will assume 100% of the cost of the excess service.○ This process applies not only to headways, when there is more than one bus on a route, but also to span of service, when there is only one bus on a route and it is not at least 50% full on each trip at the maximum load point.○ Both systems agree that any disputes under this program would be settled through arbitration.

Compiled by ScheduleMe!, with edits by Burk-Kleinpeter, Inc., 2007.

Table D-2

Initial Concept for Regional Fare Distribution from Paratransit Services
Crossing Parish Lines - Shown for Planning Purposes Only

<p><u>Revenue Distribution:</u></p> <ul style="list-style-type: none">○ Take total paratransit revenue region wide (fares, etc., but not non-farebox revenue such as subsidies or advertising), and allocate it between the two systems, in proportion to each system's percentage of total regional paratransit operating cost.
<p><u>Cost Distribution:</u></p> <ul style="list-style-type: none">○ Calculate total operating cost of paratransit provided by each system, by multiplying the previous month's revenue miles times the system's paratransit operating cost per revenue mile, from the latest Section 15 report.
<p><u>Reconciliation:</u></p> <ul style="list-style-type: none">○ Whichever system collected more paratransit revenue than its allocation must reimburse the other system.○ Each year, as soon as the Section 15 data for the preceding calendar year is finalized, there will be a re-reconciliation for the preceding year, taking into account the final hourly cost for the preceding year, rather than the previously-available cost used as a proxy.○ Each system will cover its own capital costs. Those will not be included in this analysis.○ Both systems agree that any disputes under this program would be settled through arbitration.

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Appendix E
Federal and State Funding Information

This section contains an overview of federal and state funding programs which are available for local transit operators.



Transit Plan for the Greater New Orleans Region
Orleans-Jefferson-St. Bernard Parishes, LA

Table E-1
Amendments to the Transportation Improvement Program
New Orleans Region - Transit Element, Financially Constrained Transportation Plan

Project	Parish	Estimated Cost	Section 5307	Local Match	Comments
Capital Grant to Operating	St. Bernard	\$40,000	\$40,000	-0-	Match waiver per Section 7025
Match waiver for Capital/Planning Grants (FY90-FY06)	Orleans	\$23,715,532	\$23,715,532	-0-	14 Capital and 3 Planning Grants Match waiver per Section 7025
Capital/Planning Grants to Operating (FY90 - FY06)	Orleans	\$834,126	\$834,126	-0-	Match waiver per Section 7025
Capital/Planning Grants to Preventative Maintenance	Orleans	\$140,780	\$140,780	-0-	Match waiver per Section 7025
Transfer capital to operating per Section 7025	St. Bernard	\$126,800	\$126,800	-0-	Carryover FY 05 and 06 funds
Transfer capital to operating per Section 7025	Orleans	\$13,590,900	\$13,590,900	-0-	Carryover FY 05 and 06 funds

February 13, 2007 Amendment to the Transportation Improvement Program

November 14, 2006 Amendment to the Transportation Improvement Program

Source: Regional Planning Commission, 2007.

Transit Plan for Greater New Orleans Region

Orleans-Jefferson-St. Bernard Parishes, LA
 Note: Due to the passage of SAFETEA-LU, many of these documents and references are being revised and updated to reflect changes in legislation. Until such time that revisions are published, these documents provide the most current information or guidance. (www.dot.fta.gov)

Table E-2
 Summary of Current Grant Programs
 Federal Transit Administration (FTA) www.dot.fta.gov

Grant Program	Overview	Funding Availability	Reference
Section 5307 Large Urban Cities	Program makes federal resources available to urbanized areas and to Governors for transit capital and operating assistance in urbanized areas and for transportation related planning.	Funds allocated on a formula grant. Funding for areas between 50 and 200K made to the Governor of the state. Funding for areas over 200K made directly to the transit property.	49 U.S.C. 5307
Section 5309 Bus and Bus Facilities	Capital assistance for new and replacement buses and related equipment and facilities.	Funds allocated on discretionary basis. Funds remain available for obligation for three fiscal years.	49 U.S.C. 5309
Rail and Fixed Guideway Modernization	Provide capital assistance for three primary activities: modernization of existing rail systems; new and replacement buses and facilities; new fixed guideways systems.	Funds allocated on a statutory formula to urbanized areas with rail systems that have been in operation for at least seven years.	
Major Capital Investments (New Starts and Small Starts)	New Starts program provides funds for construction of new fixed guideway systems or extensions to existing fixed guideway systems (light rail, rapid rail, commuter rail, monorail, automated fixed guideway, busway/HOV facility)	Funding allocation made to Congress annually as part of the annual report on new starts.	
Section 5310 Transportation for Elderly Persons and Persons with Disabilities	Funding used to provide transportation services to meet the special needs of the elderly and persons with disabilities.	Funds allocated by a formula that considers the number of elderly individuals and individuals with disabilities in each State. Funds are only available for the year of appropriation.	49 U.S.C. 5310
Section 5311 Rural and Small Urban Areas	Program provides formula funding to states for the purpose of supporting public transportation in areas of less than 50,000 in population. Funds may be used for capital, operating, and administrative assistance.	Funding apportioned by statutory formula that is based on the latest US Census figures of areas with a population of less than 50,000.	49 U.S.C. 5311

Transit Plan for Greater New Orleans Region

Orleans-Jefferson-St. Bernard Parishes, LA
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Table E-2
 Summary of Current Grant Programs
 Federal Transit Administration (FTA) www.dot.ftp.gov

Grant Program	Overview	Funding Availability	Reference
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Section 5316

Job Access and Reverse Commute Program

Funding to develop transportation services designed to transport welfare recipients and low income individuals to and from jobs and to develop transportation services for residents of urban centers and rural suburban areas to suburban employment centers. Emphasis is placed on projects that use mass transportation services.

TEA-21, Section 3037

Funds allocated by the Secretary based upon legislative criteria identified in Section 3037. Not more than \$10 million per year may be made available for reverse commute projects. Funds available during the year appropriated plus two years (total of three years).

Section 5317

New Freedom Program

Funding to encourage services and facility improvements to address transportation need of persons with disabilities that go beyond those required by the Americans with Disabilities Act. Provides a new formula grant program for associated capital and operating costs.

49 U.S.C. 5317

Funds allocated through a formula based upon population of persons with disabilities. States and designated recipients must select grantees competitively. Matching share requirements flexible, to encourage coordination with other federal programs that may provide transportation.

Flexible Funding for Highway and Transit

Transfer of FHWA funds from one of the following programs

Surface Transportation Program (STP) - 23 U.S.C. 133

Funds may be used (as capital funding) for public transportation capital improvements, car and vanpool projects, fringe and corridor parking facilities, bicycle and pedestrian facilities, intercity and intracity bus terminals and bus facilities.

Funds transferred to one of the following transit programs: Urbanized Area Formula Program (5307); Nonurbanized Area Formula Program (5311); Elderly and Persons with Disabilities Program (5310).

Transfer of funds in urbanized areas must be made by the Metropolitan Planning Organization in areas over 200,000. In areas of less than 200,000, the decision would be made by the MPO in cooperation with the State DOT.

Transit Plan for Greater New Orleans Region

Orleans-Jefferson-St. Bernard Parishes, LA

Note: Due to the passage of SAFETEA-LU, many of these documents and references are being revised and updated to reflect changes in legislation. Until such time that revisions are published, these documents provide the most current information or guidance. (www.dot.ftp.gov)

Table E-2
Summary of Current Grant Programs
 Federal Transit Administration (FTA) www.dot.ftp.gov

Grant Program	Overview	Funding Availability	Reference
Congestion Mitigation and Air Quality Improvement Program (CMAQ) - 23 U.S.C. 149	Funds may be used to support mass transit system capital expansion and improvements to increase ridership, travel demand management strategies, shared ride services, pedestrian and bicycle facilities, promotional activities that encourage bicycle commuting.	Funds transferred to one of the following transit programs: Urbanized Area Formula Program (5307); Nonurbanized Area Formula Program (5311); Elderly and Persons with Disabilities Program (5310).	
National Highway System (NHS) 23 U.S.C. 103(b)	Funds may be used for wide range of transportation activities including fringe and corridor parking facilities, bicycle and pedestrian facilities, carpool and vanpool projects and public transportation facilities on NHS corridors, where they would be cost effective and improve level-of-service on a NHS limited access facility.	Transfer of funds in urbanized areas must be made by the Metropolitan Planning Organization in areas over 200,000. In areas of less than 200,000, the decision would be made by the MPO in cooperation with the State DOT.	

Compiled by Burk-Kleinpeter, Inc., 2007.

Louisiana Federal Transit Administration Allocations by Program

Prepared by Carol Cranshaw, LA-DOTD Public Transportation Section

FY 07 FORMULA FUNDS							FY 06 FORMULA
FY-07 Apportionments as of 3/15/07 - Federal Register Not Yet Received							12/20/05, rev 2/3/06 Fed Regls.
Area	FTA Program	Small Transit Intensive Cities (STIC)			5340 Growing States (GS)	Total Appropriated	FY 06 Appropriated (for comparison)
		Regular	-	-			
	TOTAL LARGE URBAN	23,213,694	-	-	23,213,694	22,624,300	
New Orleans *	5307 (Sec. 9)	15,985,953	-	-	15,985,953	15,454,522	
Baton Rouge *	5307 (Sec. 9)	4,313,787	-	-	4,313,787	4,403,130	
Shreveport *	5307 (Sec. 9)	2,913,954	-	-	2,913,954	2,766,648	
Alexandria	5307 (Sec. 9)	769,069	-	-	769,069	738,929	
Houma	5307 (Sec. 9)	1,334,550	-	-	1,334,550	1,281,425	
Lafayette	5307 (Sec. 9)	1,785,249	241,216	-	2,026,465	1,846,955	
Lake Charles	5307 (Sec. 9)	1,341,153	-	-	1,341,153	1,288,281	
Mandeville-Covington	5307 (Sec. 9)	617,428	-	-	617,428	593,218	
Monroe	5307 (Sec. 9)	1,147,923	-	-	1,147,923	1,102,669	
Slidell	5307 (Sec. 9)	799,941	-	-	799,941	768,454	
TOTAL SMALL URBAN		7,795,313	241,216	-	8,036,529	7,619,931	
Rural Program	5311 (Sec. 18) & 5340	8,866,858	-	-	8,866,858	8,570,337	
RTAP	5311(b)(3)	150,853	-	-	150,853	133,781	
E & D	5310 (Sec. 16)	1,868,467	-	-	1,868,467	1,767,902	
MPO's PL	5303 (Sec. 8)	816,375	-	-	816,375	767,172	
State PL	5304 (26/5313)	213,231	-	-	213,231	199,857	
TOTAL DOTD		11,915,784	-	-	11,915,784	11,439,049	
FIXED GUIDEWAY MODERNIZATION (Formula)							
New Orleans	5309 (Sec. 3)	3,344,890			3,344,890	3,207,729	
JOB ACCESS/REVERSE COMMUTE (Formula)						FY06 JARC formula	
Baton Rouge	Sec. 5316	310,627			310,627	294,683	
New Orleans	Sec. 5316	787,518			787,518	747,095	
Shreveport	Sec. 5316	210,674			210,674	199,860	
Small Urbans	Sec. 5316	836,620			836,620	793,743	
Rural	Sec. 5316	899,286			899,286	853,320	
NEW FREEDOM PROGRAM (Formula)		3,044,725			3,044,725	2,888,701	
Baton Rouge	Sec. 5317	140,317			140,317	130,633	
New Orleans	Sec. 5317	346,048			346,048	326,052	
Shreveport	Sec. 5317	89,205			89,205	78,723	
Small Urbans	Sec. 5317	439,286			439,286	403,387	
Rural	Sec. 5317	384,804			384,804	338,627	
TOTAL FEDERAL FORMULA FUNDS		50,714,066	241,216	-	50,955,282	49,057,132	

*Sections 5307 and 5340 combined in SAFETEA-LU; includes 5307, Small Transit Intensive Cities funds, Growing States and High Density States Formula funds, as appropriate

FTA FY2005 Funding Summary for the State of Louisiana

Total Funding 1 :

\$69,084,960

S FTA Program Funding

T	FY 2005 - Rank: 29	Pct of total	0.63%
A	FY 2004 - Rank: 24	Pct of total	1.01%
T	FY 2003 - Rank: 22	Pct of total	1.27%
E	FY 2002 - Rank: 23	Pct of total	1.09%
	FY 2001 - Rank: 29	Pct of total	0.71%

US Population

2000 Census - Population:	4,465,430	Rank: 22	Pct of US population:	1.55%
1990 Census - Population:	4,468,976	Rank: 22	Pct of US population:	1.57%

US Ridership 2

Annual unlinked trips:	76,611,130	Rank:	19	Pct of US ridership:	0.88%
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5307	Urbanized Area Formula Program - 1m and over	\$16,248,394
	New Orleans, LA	16,248,394
5307	Urbanized Area Formula Program - from 200k-1m	\$6,981,330
	Baton Rouge, LA	4,186,516
	Shreveport, LA	2,794,814
5307	Urbanized Area Formula Program - less than 200k	\$7,441,850
	Alexandria, LA	732,915
	Houma, LA	1,277,478
	Lafayette, LA	1,703,609
	Lake Charles, LA	1,280,264
	Mandeville--Covington, LA	588,490
	Monroe, LA	1,095,807
	Slidell, LA	763,287
5309	Capital Investment Program - Fixed Guideway	\$3,055,591
	New Orleans, LA	3,055,591
5309	Capital Investment Program - Bus	\$8,503,059
	Greater Ouachita Port and Intermodal Facility, Louisiana	2,915,334
	Louisiana Statewide buses and bus facilities	4,858,891
	ULM Intermodal Facility, Louisiana	728,834
5309	Capital Investment Program - New Starts	\$16,613,047
	New Orleans, Louisiana, Canal Street Streetcar Project	16,613,047
3037	Job Access and Reverse Commute Program	\$2,477,954
	Louisiana Statewide JARC	2,477,954
5311	Nonurbanized Area Formula Program	\$5,384,375
5311(b)(2)	Rural Transit Assistance Program	\$104,967
5310	Elderly and Persons with Disabilities Program	\$1,517,060

1 - The sum of state program funds may exceed national totals due to dollars being doubly represented in this report for multi-state areas
 2 - The ridership figure is for the state of the reporting agency, and may over/under report actual ridership for agencies that cross state lines

FTA FY2005 Funding Summary for the State of Louisiana

5313	State Planning and Research Grant Program	\$156,464
5303	Metropolitan Planning Program	\$600,869

Parish Transportation Fund

State of Louisiana, as obtained from the Code of Louisiana
(www.legis.state.la.us/lss/newWin.asp?doc=103360)



PART VII. PARISH TRANSPORTATION FUND

RS 48:756 (Code of Louisiana, www.legis.state.la.us/lss/newWin.asp?doc=103360)

§756. Distribution formula

A.(1) The monies in the Parish Transportation Fund shall be distributed to the several parish governing authorities on a per capita basis in population categories, based on the population as determined by the division of business and economic research of Louisiana Tech University under the most recent federal-state cooperative program for local population estimates, as follows:

<u>Parish Class</u>	<u>Per Capita Population</u>	<u>Distribution</u>
1	1 to 16,000	\$13.32
2	16,001 to 45,000	10.82
3	45,001 to 100,000	8.32
4	100,001 to 200,000	7.32
5	200,001 to 400,000	5.57
6	400,001 and over	4.65

(2) Notwithstanding any other provision of this Part or any other law to the contrary, except the provisions contained in R.S. 48:761, no parish shall receive less than it received in the Fiscal Year 1972-1973. The funds provided hereunder shall be distributed to the parishes by the state treasurer in the amount of one-twelfth of their total entitlement in each calendar month of the fiscal year, unless the Legislative Audit Advisory Council notifies the state treasurer, by written resolution, to suspend the distribution of funds to any parish found to be in noncompliance with the statutory provisions comprising the Parish Transportation Fund.

(3) If funds are available for and appropriated to the Parish Transportation Fund in excess of the amount appropriated in Fiscal Year 1994-1995, such additional funds shall be distributed to the parishes on a per mile basis with the total miles of parish roads as determined by the Department of Transportation and Development for the year 1990. Each parish shall receive an amount based on that parish's total miles of road in proportion to total parish roads in the state. Parishes with a population of four hundred seventy-five thousand or greater shall participate in any distribution made under the provisions of this Paragraph based on the number of miles of roads and streets under their jurisdiction along with all other parishes. Funds received under the provisions of this Paragraph shall be distributed within each parish on the same basis, i.e., through a formula based on the number of miles of parish roads located in each district in the parish.

B.(1)(a) Any funds specifically appropriated for transportation purposes other than those provided for in Subsection A of this Section shall be credited to the Parish Transportation Fund, after appropriating two and one-half percent of the amount allocated pursuant to this Section to the public transportation section of the Louisiana Department of Transportation and Development for the sole purpose of capital acquisition for transit providers operating under 49 U.S.C. 5310 and 5311, and after providing a base amount of seventy-five thousand dollars each for mass transit purposes as defined in the Transportation Equity Act for the 21st Century (TEA

21), or its successor, as amended, to the parish or municipal governing authority of Orleans, Jefferson, Kenner, East Baton Rouge, Monroe, Alexandria, Lafayette, Lake Charles, Shreveport, St. Bernard, St. Tammany, and Terrebonne.

(b) In the event the appropriation in a fiscal year for mass transit purposes is at least eight million dollars but not more than ten million dollars, the base amount shall be one hundred thousand dollars. If such appropriation exceeds ten million dollars, the base amount shall be one hundred twenty-five thousand dollars.

(2) The balance credited to the fund after the appropriations and other provisions required by Paragraph B(1) of this Subsection shall be distributed as follows:

(a) Provided that Subparagraphs (b) and (c) of this Paragraph are applicable to them, one dollar per capita for each urbanized area as determined by the most current federal census for the parishes of Orleans, Jefferson, East Baton Rouge, Ouachita, Rapides, Lafayette, Calcasieu, Caddo, St. Bernard, St. Tammany, and Terrebonne.

(b) Plus an amount per passenger determined as follows:

Passengers per year	Amount
0-1,000,000	\$0.50 per passenger
1,000,001-1,250,000	\$500,000
1,250,001-5,000,000	\$0.40 per passenger
5,000,001-6,666,666	\$2,000,000
6,666,667-10,000,000	\$0.30 per passenger
10,000,001-12,000,000	\$3,000,000
12,000,001-25,000,000	\$0.25 per passenger
25,000,001-34,722,223	\$6,250,000
over 34,722,223	\$0.10 per passenger

(c) Multiplied by the ratio of the operating income to the operating expense of the transit system.

(d) Repealed by Acts 2001, No. 780, §2, eff. July 1, 2001.

C. Operating expenses, operating revenues, and number of passengers shall be defined as provided in Part 630 of Chapter 6 of Title 49 of the Code of Federal Regulations as published in Volume 42, Number 13 of the Federal Register dated Wednesday, January 19, 1977.

D. Notwithstanding any other provision of this Part or any other law to the contrary, the distribution of funds provided for in Subsection B of this Section shall be credited to the parish governing authorities and municipal governing authorities herein enumerated as follows:

(1) Of the funds appropriated to the governing authority of Jefferson Parish, under the provisions of Subsection B of this Section, thirteen percent shall be distributed to the municipal governing authority of Kenner.

(2) All of the funds appropriated to the governing authority of Lafayette Parish under the provisions of Subsection B of this Section shall be distributed to the municipal governing authority of the city of Lafayette.

(3) All of the funds appropriated to the governing authority of Calcasieu Parish under the provisions of Subsection B of this Section shall be distributed to the municipal governing authority of the city of Lake Charles.

(4) All of the funds appropriated to the governing authority of Ouachita Parish under the provisions of Subsection B of this Section shall be distributed to the municipal governing authority of the city of Monroe.

(5) All of the funds appropriated to the governing authority of Caddo Parish under the provisions of Subsection B of this Section shall be distributed to the municipal governing authority of the city of Shreveport.

(6) All of the funds appropriated to the governing authority of Rapides Parish under the provisions of Subsection B of this Section shall be distributed to the municipal governing authority of the city of Alexandria.

E. Funds appropriated to the municipal governing authorities enumerated in Subsection D shall be used for purposes consistent with this Part.

F. Funds allocated for maintenance, repair, and construction of railroad crossings and off-system bridges or funds allocated as a match for federal funds to be used to maintain, repair, and construct railroad crossings and off-system bridges shall be allocated to the Department of Transportation and Development for administration and expenditure based on the number and cost of crossings or bridges in need of construction, repair, or maintenance throughout the state. The funds expended under the provisions of this Subsection shall be used exclusively in conjunction with federal match dollars and shall be used exclusively for the maintenance, repair, and construction of railroad crossings and off-system bridges.

Acts 1990, No. 221, §1; Acts 1995, No. 199, §1, eff. July 1, 1995; Acts 1995, No. 1167, §1, eff. July 1, 1995; Acts 1997, No. 1365, §1, eff. July 1, 1997; Acts 2001, No. 780, §§1 and 2, eff. July 1, 2001; Acts 2006, No. 640, §3, eff. June 27, 2006.

1 Payable out of the State General Fund by
 2 Statutory Dedications out of the Washington
 3 Parish Infrastructure and Park Fund to the
 4 entities and in the amounts, as follows:
 5 Washington Parish Fair Association
 6 for the Mile Branch Settlement, \$10,000;
 7 Angie Recreation District, \$5,000;
 8 Varnado Recreation District, \$5,000;
 9 Vernon Community Center, \$5,000;
 10 Thomas Community Center, \$10,000;
 11 Varnado Museum/Franklinton, \$5,000;
 12 Bogalusa Cassidy Park Museum, \$5,000;
 13 Washington Parish Help Center, \$5,000

\$ 50,000

14 Provided, however, that of the monies appropriated in this Schedule out of the Washington
 15 Parish Economic Development and Tourism Fund, the amount of \$10,000 shall be allocated
 16 and distributed to the Washington Parish Economic Development Foundation.

17 Payable out of the State General Fund by
 18 Statutory Dedications out of the Vermilion
 19 Parish Visitor Enterprise Fund in the event
 20 that Senate Bill No. 601 of the 2006
 21 Regular Session of the Legislature is
 22 enacted into law

\$ 50,000

23 **20-903 PARISH TRANSPORTATION**

24 EXPENDITURES:

25 Parish Road Program (per R.S. 48:751-756 A (1)) \$ 34,000,000
 26 Parish Road Program (per R.S. 48:751-756 A (3)) \$ 6,000,000
 27 Mass Transit Program (per R.S. 48:756 B-E) \$ 4,962,500
 28 Off-system Roads and Bridges Match Program \$ 3,000,000

29 *Program Description: Provides funding to all parishes for roads systems*
 30 *maintenance. Funds distributed on population-based formula as well as on*
 31 *mileage-based formula.*

32 TOTAL EXPENDITURES \$ 47,962,500

33 MEANS OF FINANCE:

34 State General Fund by:
 35 Statutory Dedication:
 36 Transportation Trust Fund - Regular \$ 47,962,500

37 TOTAL MEANS OF FINANCING \$ 47,962,500

38 Provided that the Department of Transportation and Development shall administer the Off-
 39 system Roads and Bridges Match Program.

40 Provided, however, that out of the funds allocated herein to Lafourche Parish under the
 41 Parish Transportation Program (R.S. 48:751-756 A (1)), two and one-half percent (2.5%)
 42 shall be distributed to the municipal governing authority of Golden Meadow, three percent
 43 (3%) shall be distributed to the municipal governing authority of Lockport, and sixteen and
 44 thirty-five one-hundredths percent (16.35%) shall be distributed to the municipal governing
 45 authority of Thibodaux.

46 Provided, however, that out of the funds allocated under the Parish Transportation Program
 47 (R.S. 48:751-756 A (1)) to Jefferson Parish, the funds shall be allocated directly to the
 48 following municipalities in the amounts listed:

HB NO. 1

ENROLLED

1	Kenner	\$	260,000
2	Gretna	\$	210,000
3	Westwego	\$	210,000
4	Harahan	\$	210,000
5	Jean Lafitte	\$	60,000
6	Grand Isle	\$	60,000

7 Provided, however, that of the funds allocated herein to Ouachita Parish under the Parish
 8 Transportation Program (R.S. 48:751-756(A)), eight percent shall be allocated to the town
 9 of Richwood.

10 Provided, however, that out of the funds allocated under the Parish Transportation Program
 11 for the Mass Transit Program (R.S. 48:756 B-E), the funds shall be allocated directly to the
 12 following governing authorities in the amounts listed:

13	City of Alexandria	\$	119,905
14	East Baton Rouge Parish	\$	902,814
15	Terrebonne Parish	\$	110,494
16	Lafayette Parish	\$	146,915
17	City of Lake Charles	\$	84,771
18	City of Monroe	\$	163,954
19	Orleans Parish	\$	1,690,205
20	City of Shreveport	\$	418,630
21	St. Bernard Parish	\$	98,502
22	Jefferson Parish	\$	838,205
23	City of Kenner	\$	189,042
24	St. Tammany Parish	\$	75,000
25	Louisiana Department of Transportation and Development	\$	124,063

26 **20-905 INTERIM EMERGENCY BOARD**

27 EXPENDITURES:

28	Administrative	\$	<u>35,451</u>
29	<i>Program Description: Provides funding for emergency events or occurrences not</i>		
30	<i>reasonably anticipated by the legislature by determining whether such an</i>		
31	<i>emergency exists, obtaining the written consent of two-thirds of the elected</i>		
32	<i>members of each house of the legislature and appropriating from the general fund</i>		
33	<i>or borrowing on the full faith and credit of the state to meet the emergency, all</i>		
34	<i>within constitutional and statutory limitation. Further provides for administrative</i>		
35	<i>costs.</i>		

36 TOTAL EXPENDITURES \$ 35,451

37 MEANS OF FINANCE:

38	State General Fund by:		
39	Statutory Dedication:		
40	Interim Emergency Board	\$	<u>35,451</u>

41 TOTAL MEANS OF FINANCING \$ 35,451

42 **20-906 DISTRICT ATTORNEYS AND ASSISTANT DISTRICT ATTORNEYS**

43 EXPENDITURES:

44	District Attorneys and Assistant District Attorneys	\$	<u>21,465,779</u>
45	<i>Program Description: Funding for 41 District Attorneys, 551 Assistant District</i>		
46	<i>Attorneys, and 61 victims assistance coordinators statewide.</i>		

47 **Performance Indicators:**

48	District Attorneys authorized by statute	41
49	Assistant District Attorneys authorized by statute	551
50	Victims Assistance Coordinators authorized by statute	61

51 TOTAL EXPENDITURES \$ 21,465,779

Appendix F
Local Planning

This section contains information obtained through research on current plans in the City of New Orleans and Jefferson Parish.



City of New Orleans – Office of Recovery Management

The City of New Orleans, through its Office of Recovery, announced in March 2007, the first of 17 targeted recovery zones across the City. These zones, which are all approximately ½ mile in diameter, have been identified around public assets in key business corridors in an effort to generate further private investment from developers. As outlined in the Office's press release, the zones follow three classifications:

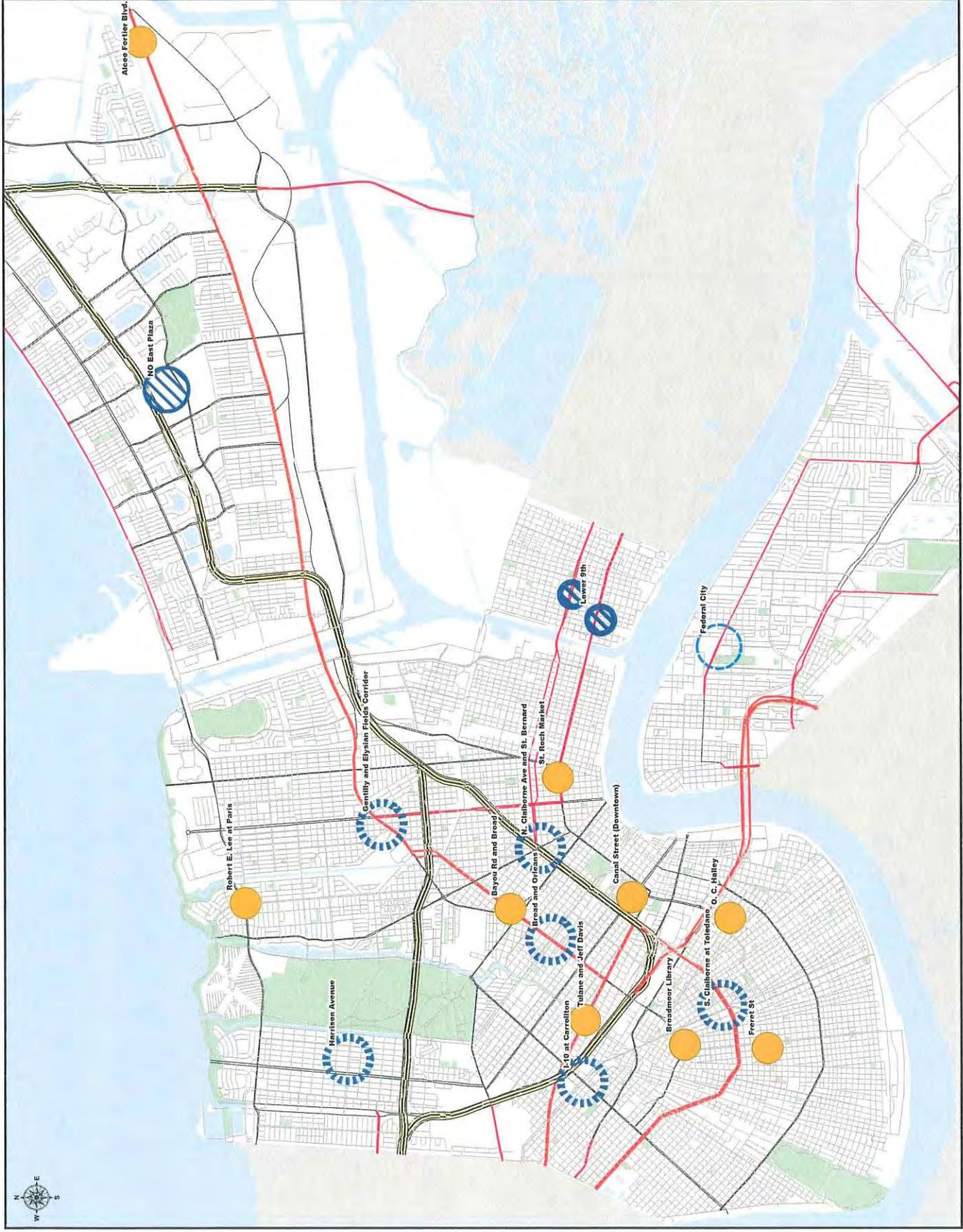
Rebuild areas have experienced severe destruction of physical structures and social networks. These areas will require major rebuilding or significant public and private investment in order to recover. Areas identified within this category in this first group include: New Orleans East Plaza (Read Boulevard at I-10); Lower Ninth Ward.

Redevelop areas are places where some recovery components and resources are present. They have high potential for attracting investment and acting as a catalyst for further redevelopment and recovery of the affected community. Areas identified within this category include: Carrollton Avenue at I-10; Harrison Avenue (Canal Boulevard to City Park); Gentilly Boulevard at Elysian Fields Avenue; St. Bernard/AP Turead at N Claiborne Avenue; Broad Street at Lafitte Greenway/Treme; S Claiborne Avenue at Toledano Street.

Renew areas include specific projects that require relatively modest public intervention in order to supplement work already underway by the private and nonprofit sector. Areas identified within this category include: Canal Street (Downtown); Broadmoor (R Keller Center and Library); Tulane Avenue at Jeff Davis Parkway (Comiskey Park); O.C. Hailey Corridor; Bayou Road/Broad Street Cultural Corridor (Market Building); St Roch Street (Market and neutral ground); Freret Street (Farmers Market); RE Lee at Paris Avenue (Lake Terrace Center improvements); Alcee Fortier Street (Street Beautification).

A map of these areas, in reference to the City, has been included on page E-3.

Office of Recovery Management



0 1 2 Miles

Target Recovery Areas

CITY OF NEW ORLEANS
MAYOR'S OFFICE
OF
TECHNOLOGY
GIS DEPARTMENT
 gis@cityofno.com

Legend

Target Recovery Areas

TYPE

- Re-Build (Blue circle with diagonal lines)
- Re-Develop (Blue circle with horizontal lines)
- Re-New (Yellow circle)

Street Segment

Type

- Interstates (Thick black line)
- US Highways (Red line)
- State Highways (Pink line)
- Major Roads (Black line)
- Local Roads (Grey line)
- Secondary Roads (Thin grey line)
- Parks (Green area)
- Water Areas (Blue area)

Orleans Parish

Jefferson Parish Comprehensive Plan – Transportation Element

The Transportation Element of the Jefferson Parish Comprehensive Plan proposed two levels of transportation nodes found throughout the parish. This review incorporated data on the existing transportation network, transit routes and service area coverage (2002), population density and changes forecast in these as part of the future land use and transportation plans.

Community nodes, responsible for attracting people primarily to work and shop from an area that extends primarily into adjacent neighborhoods;

A total of 35 community nodes within developed and developing areas have been identified. Inside of these nodes, the focus would be to identify site specific traffic issues, including a review of traffic impacts associated with new development; addressing development related transportation needs such as roadway improvements related to site access, addressing alternative transportation including areas for incorporation of bicycles, pedestrian and transit services and developing necessary links in the system to enrage walkability as an alternative to passenger vehicle use.

Regional nodes, responsible for attracting people primarily to work and shop from a broad area that extends through and outside of the Parish.

A total of 20 regional nodes were the future land use plan indicates a potential the densest levels of land use and development over the future of the Land Use plan. In many of these areas, the elements for transit-oriented development had been identified as present, though not connected or encouraged as part of new development or redevelopment proposals.

As these areas had the potential to support most of the new employment and residential development in the Parish, it was suggested that efforts be made to create the critical links between all parts of the transportation system: transit, sidewalks, crosswalks, bike paths, bike routes and roads.

Maps of these areas are on pages E-5 and E-7.

Proposed Community Design Nodes
(1/2 mi diameter from future intersection/
commercial core)

Defined as locations where the community design standards should apply to preserve transportation system capacity, and support alternative means of transportation (walking, cycling, transit) since the future land use plan encourages dense commercial, residential, and institutional (churches, schools, parks, or public facilities) oriented to this existing or future roadway intersection.

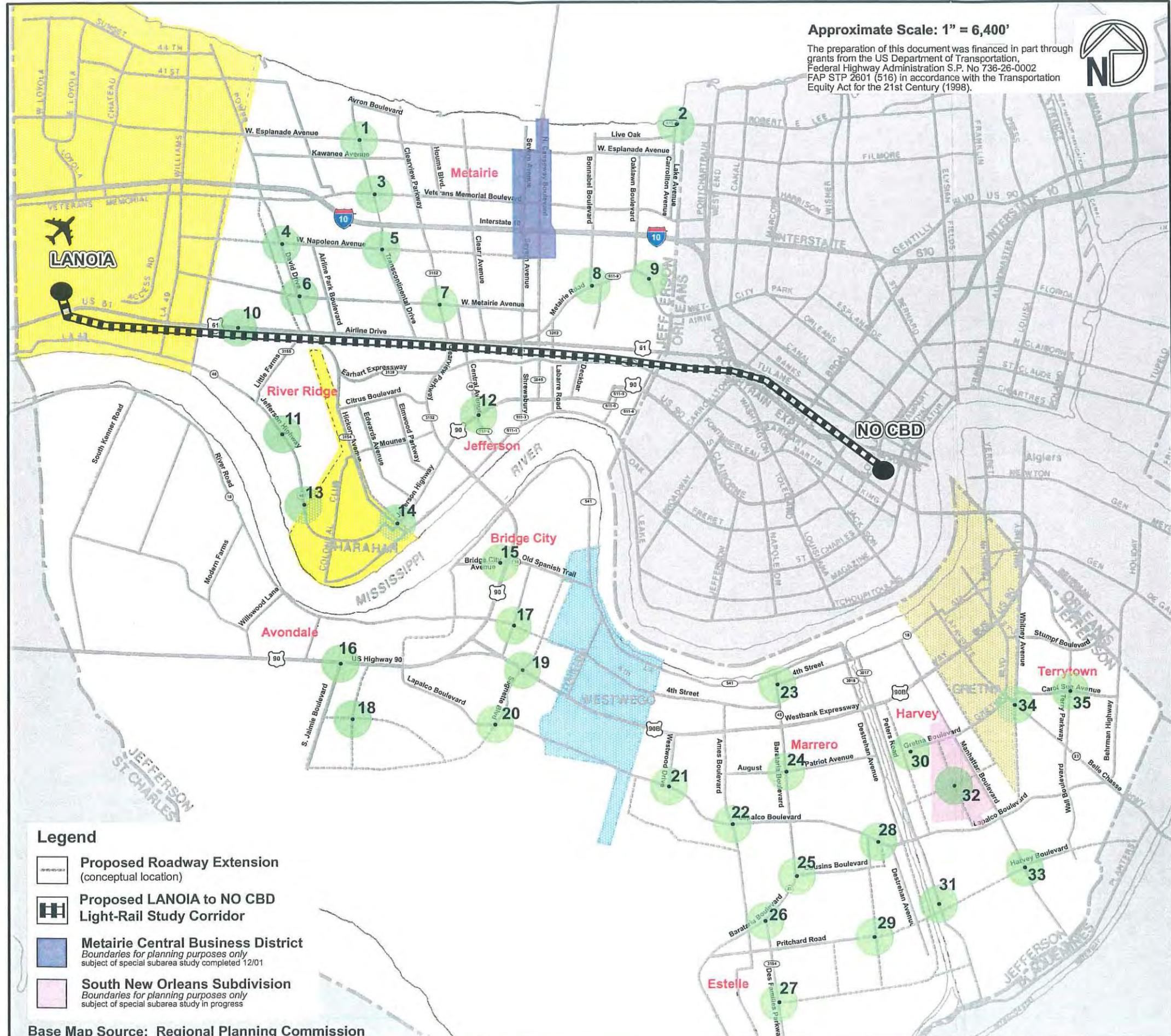
In developed areas, the emphasis would be placed on reinvestment and renewal of the existing resources, while areas of new development would be designed to provide necessary elements as part of initial construction.

East Bank (west to east)

1. W Esplanade Av @ Transcontinental Dr
2. Old Hammond Hwy @ Lake Av
3. Veterans Memorial Blvd @ Transcontinental Dr
4. David Dr @ W Metairie Av
5. W. Napoleon Av @ David Dr
6. Transcontinental Dr @ W. Napoleon Av
7. W Metairie Av @ David Dr
8. Clearview Pkwy @ W Metairie Av
9. Metairie Rd @ Bonnabel Blvd
10. Metairie Rd @ Focis St
11. N. Lester Av @ Airline Dr
12. Jefferson Hwy @ Citrus Rd
13. Jefferson Hwy @ Central Av
14. Jefferson Hwy @ Folse Dr
15. Jefferson Hwy @ Hickory Av

West Bank (west to east)

15. Bridge City Av @ Westwego Av
16. S Jaimie Blvd @ US Hwy 90
17. Nine Mile Pt Rd @ 4th Street Ext W
18. New Road Intersections (W of S Jaimie)
19. Segnette Blvd @ US Hwy 90
20. Segnette Blvd @ Lapalco Blvd
21. Westwood Dr @ Lapalco Blvd
22. Ames Blvd @ Lapalco Blvd
23. 4th Street @ Baratara Blvd
24. August/Patriot @ Baratara Blvd
25. Bartaria Blvd @ Cousins Blvd
26. Baratara Blvd @ Lafitte-Larose Hwy
27. Lafitte-Larose Hwy @ Destrehan Av Ext
28. Pritchard Rd @ Pipeline Canal Rd
29. Woodmere Blvd @ Lapalco Blvd
30. Gretna Blvd @ Brown Av (location tbd)
31. Harvey Blvd @ Peters Rd
32. South NO Tract (location tbd)
33. Harvey Blvd @ Manhattan Blvd
34. Whitney Av @ Belle Chasse Highway
35. Terry Pkwy @ Carol Sue Av



Approximate Scale: 1" = 6,400'
The preparation of this document was financed in part through grants from the US Department of Transportation, Federal Highway Administration S.P. No 736-26-0002 FAP STP 2601 (516) in accordance with the Transportation Equity Act for the 21st Century (1998).



Legend

- Proposed Roadway Extension (conceptual location)
- Proposed LANOIA to NO CBD Light-Rail Study Corridor
- Metairie Central Business District Boundaries for planning purposes only subject of special subarea study completed 12/01
- South New Orleans Subdivision Boundaries for planning purposes only subject of special subarea study in progress

Base Map Source: Regional Planning Commission

Figure A-7

Opportunity Nodes for Community Design Measures
Jefferson Parish, LA

RPC Regional Comprehensive Plan:
Land Use and Transportation Element
Jefferson Parish, LA (SP 736-26-0002)

BKI Job 10033-01
January 2003

BURK-KLEINPETER, INC.
in association with Urban Planning & Innovations, Co.
and swLEADER, Inc.





Existing Regional TOD Design Nodes
(1 mi diameter from existing major intersection/commercial core)

Defined as locations where the TOD Design standard should apply to preserve transportation system capacity, create critical links between all parts of the system (transit, sidewalks, crosswalks, bike paths and routes) since the future land use plan encourages the densest of commercial and residential development oriented to these existing or future hubs for roadways and transit (buses and light rail).

These will be the areas where the bulk of growth in jobs will occur in the future, where the pressures on the transportation system will be the greatest and the room to make major improvements is less likely to be available.

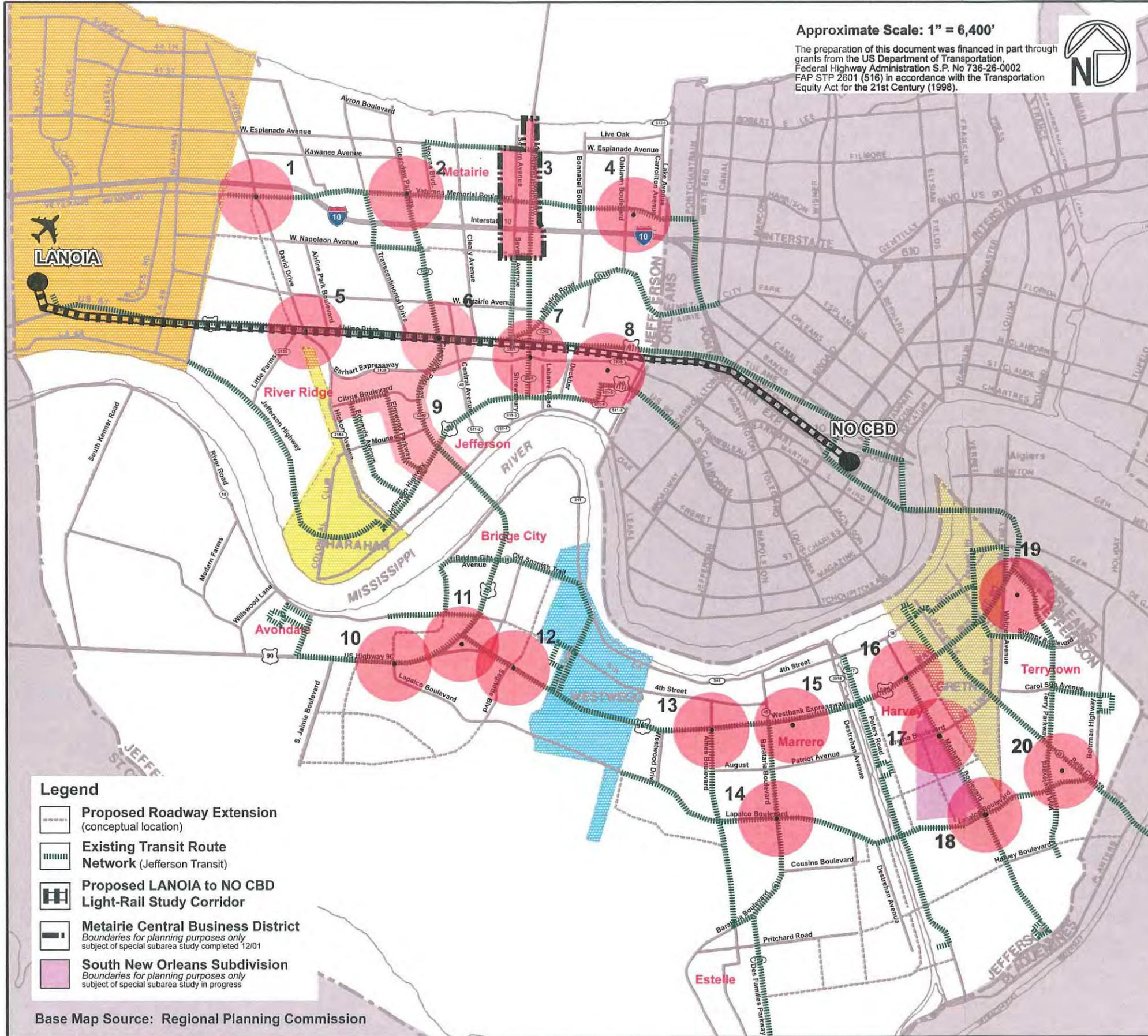
In developed areas, the emphasis would be placed on reinvestment and renewal of the existing resources, while areas of new development would be designed and encouraged to provide necessary elements as part of the initial construction.

East Bank (west to east)

1. David Dr @ Veterans Memorial Blvd
2. Clearview Pkwy @ Veterans Memorial Blvd - East Jefferson General Hospital
3. Metairie Central Business District
4. Veterans Memorial Blvd @ Parish Line
5. David Dr @ Airline Dr
6. Clearview Pkwy @ Airline Dr
7. Causeway Blvd @ Earhart Expwy/ Airline Dr
8. Earhart Expwy @ Parish Line
9. Elmwood Business Center (Citrus Blvd/Elmwood Park Blvd Corridors)

West Bank (west to east)

10. Lapalco Blvd @ US Hwy 90
11. US Hwy 90 @ West Bank Expwy
12. Segnette Blvd @ West Bank Expwy
13. Ames Blvd @ West Bank Expwy
14. Baratara Blvd @ Lapalco Blvd
15. West Jefferson General Hospital Baratara Blvd @ West Bank Expwy
16. Manhattan Blvd @ West Bank Expwy
17. Manhattan Blvd @ Gretna Blvd
18. Manhattan Blvd @ Lapalco Blvd
19. West Bank Expwy @ Terry Pkwy Gretna Terminal (JeT)
20. Lapalco Blvd @ Belle Chasse Hwy



Approximate Scale: 1" = 6,400'
The preparation of this document was financed in part through grants from the US Department of Transportation, Federal Highway Administration S.P. No 736-26-0002 FAP STP 2601 (516) in accordance with the Transportation Equity Act for the 21st Century (1998).



Legend

- Proposed Roadway Extension**
(conceptual location)
- Existing Transit Route Network** (Jefferson Transit)
- Proposed LANTOIA to NO CBD Light-Rail Study Corridor**
- Metairie Central Business District**
Boundaries for planning purposes only subject of special subarea study completed 12/01
- South New Orleans Subdivision**
Boundaries for planning purposes only subject of special subarea study in progress

Base Map Source: Regional Planning Commission

Figure A-11

Opportunity Nodes for Regional/TOD Design Measures
Jefferson Parish, LA

RPC Regional Comprehensive Plan:
Land Use and Transportation Element
Jefferson Parish, LA (SP 736-26-0002)

BKI Job 10033-01
January 2003

BURK-KLEINPETER, INC.
in association with Urban Planning & Innovations, Co.
and sw/LEADER, Inc.





SWLEADER INC.

5216 Atlanta Street
New Orleans, LA 70115
504/895-2303 Fax: 504/895-2443
swl@swleader.com



4176 CANAL STREET, NEW ORLEANS, LA 70119-5994
P.O. Box 19087, NEW ORLEANS, LA 70179-0087
PHONE: (504) 486-5901 FAX: (504) 488-1714
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WWW.BKIUSA.COM