

# City of New Orleans

## American with Disabilities Act Transition Plan for Public Rights-of-Way



**February 2023**

*This is a living document and will be subject to regular updates.*

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## Executive Summary

The City of New Orleans, Department of Public Works (DPW), prepared an Americans with Disabilities Act (ADA) Transition Plan for Public Rights-of-Way (ROW) Transition Plan in 2013 to address accessibility needs for persons with disabilities. Various updates to the original Transition Plan have occurred since 2013. These updates include the following:

- 2018 update documented policy and accessible parking accommodations;
- 2022 update addressed 1) policy and procedures self-evaluation, 2) reports on progress made in the physical environment, 3) recommendations on how to improve compliance with the US Access Board’s Proposed Right of Way Accessibility Guidelines, 4) introduction of Accessibility Dashboard for tracking and projecting accessibility compliance; and
- 2023 update addressed transit stop accessibility needs including policies, procedures, compliance status, and projection of accessibility compliance for bus stops.

The Transition Plan is intended to be a living document that identifies deficiencies, tracks progress, and incorporates public feedback. The Plan also informs street construction projects throughout the City of New Orleans.

### Transition Plan Overview

The following sections address the efforts by City of New Orleans to document, prioritize, and implement ADA compliance efforts in City-owned rights of way.

**Section 1: Introduction** – *This section describes the purpose of the Transition Plan and the overview of City of New Orleans roles and responsibilities for complying with the ADA.*

**Section 2: DPW ADA Public Engagement** – *This section describes the initial efforts in 2011-2012 and more recent re-engagement that was conducted by DPW for the ADA Transition Plans. Key takeaways from the engagement efforts are noted and recommendations reflect the findings from these efforts.*

**Section 3: Self-Evaluation** – *This section includes the status of recommendations from the 2013 Transition Plan, current asset management efforts, and DPW procedural recommendations. The self-evaluation will be updated periodically as data collections and improvements are completed.*

**Section 4: Accessibility Prioritization Methodology** – *This section describes the framework for how infrastructure will be prioritized for accessibility improvements. With the Federal guidance on prioritization coupled with stakeholder input, DPW determined priority levels for every intersection in New Orleans to address accessibility needs.*

**Section 5: Implementation of Accessibility Improvements** – *This section describes the current and planned implementation efforts to remove barriers to access in the ROW across the City of New Orleans.*

### Plan Recommendations

Recommendations for improving access in the ROW are documented in each section. These recommendations seek to increase the effectiveness of DPW in addressing barriers to access while also ensuring that compliance to the ADA is met. Specific details that support these recommendations are provided in the appendices.

## 1.0 Introduction

### 1.1 Purpose of the Americans with Disabilities Act Transition Plan for Public Rights-of-Way Update

The federal statute known as the Americans with Disabilities Act (ADA), enacted on July 26, 1990, provides comprehensive civil rights protections to persons with disabilities in the areas of employment, state and local government services, and access to public accommodations, transportation, and telecommunications.

The public right-of-way (ROW) refers to:

- Sidewalks
- Neutral ground areas
- Walking paths
- Streets
- Transit stops

The purpose of the Transition Plan and subsequent Plan Updates is to ensure that facilities for pedestrian circulation and use, located in the public ROW, are periodically evaluated such that facilities are readily accessible to and usable by pedestrians with disabilities.

### 1.2 Overview of the ADA and City responsibilities under Title II

As the entity responsible for authorizing the planning, design, construction, operation, and maintenance of the public ROW and related activities, the Department of Public Works (DPW) is required to identify and remove physical as well as programmatic barriers for equal access in the ROW according to Title II of the Americans with Disabilities Act (ADA). Title II of the ADA specifically refers to state and local government programs, services and activities.

Furthermore, Title II of the ADA (28 CFR Part 35.150(d))<sup>1</sup> requires that state and local entities develop a Transition Plan specific to the entities' facilities:

*(d) Transition plan.*

*(1) In the event that structural changes to facilities will be undertaken to achieve program accessibility, a public entity that employs 50 or more persons shall develop, within six months of January 26, 1992, a transition plan setting forth the steps necessary to complete such changes. A public entity shall provide an opportunity to interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the development of the transition plan by submitting comments. A copy of the transition plan shall be made available for public inspection.*

*(2) If a public entity has responsibility or authority over streets, roads, or walkways, its transition plan shall include a schedule for providing curb ramps or other sloped areas where pedestrian walks cross curbs, giving priority to walkways serving entities covered by*

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<sup>1</sup> Title II, 28 CFR Part 35 (2010) – Nondiscrimination on the Basis of Disability in State and Local Government Services.

*the Act, including State and local government offices and facilities, transportation, places of public accommodation, and employers, followed by walkways serving other areas.*

*(3) The plan shall, at a minimum*

*(i) Identify physical obstacles in the public entity's facilities that limit the accessibility of its programs or activities to individuals with disabilities*

*(ii) Describe in detail the methods that will be used to make the facilities accessible*

*(iii) Specify the schedule for taking the steps necessary to achieve compliance with this section and, if the time period of the transition plan is longer than one year, identify steps that will be taken during each year of the transition period*

*(iv) Indicate the official responsible for implementation of the plan*

*(4) If a public entity has already complied with the transition plan requirement of a Federal agency regulation implementing section 504 of the Rehabilitation Act of 1973, then the requirements of this paragraph (d) shall apply only to those policies and practices that were not included in the previous transition plan.*

### 1.3 Proposed Guidelines for Pedestrian Facilities in the Public ROW (PROWAG)

The U.S. Access Board released proposed guidelines in 2011 for identifying, assessing, and addressing accessibility deficiencies in the public ROW. The Proposed Guidelines for Pedestrian Facilities in the Public ROW (PROWAG) aims to provide standards for newly built or altered pedestrian facilities that ensure access for people with disabilities. The PROWAG does not apply to existing pedestrian facilities unless the facilities are included within the scope of an alteration undertaken at the discretion of DPW or other covered entities. The PROWAG further defines alteration as:

*“a change to a facility in the public right-of-way that affects or could affect pedestrian access, circulation, or use. Alterations include, but are not limited to, resurfacing, rehabilitation, reconstruction, historic restoration, or changes or rearrangement of structural parts or elements of a facility.”<sup>2</sup>*

Although the PROWAG is not finalized as of the update to this Transition Plan, the accessibility standards contained in the PROWAG will become mandatory when the guidelines are adopted, with or without additions and modifications, as accessibility standards in regulations issued by other federal agencies implementing the Americans with Disabilities Act, Section 504 of the Rehabilitation Act, and the Architectural Barriers Act.

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<sup>2</sup> US Access Board, (Proposed) Public Rights-of-Way Accessibility Guidelines. (2011). R105 - Definitions.

## 1.4 DPW Transition Plans<sup>3</sup> and Update Process

The City of New Orleans' Department of Public Works (DPW) prepared an ADA Public ROW Transition Plan in 2013 to address accessibility needs for persons with disabilities in the City in accordance with the ADA and the U.S. Access Board's PROWAG. Development of the Transition Plan was overseen by DPW and the Mayor's Advisory Council for Citizens with Disabilities to ensure consultation and involvement of key stakeholders in the planning process. The Transition Plan was organized to address the PROWAG scoping and technical requirements where appropriate and set priorities to update pedestrian access routes along City-owned streets with improvements such as:

- Curb ramps
- Accessible pedestrian signals
- Accessible parking zones
- Bus stops

A brief history of the City's efforts to address accessibility deficiencies in City-maintained public rights-of-way is provided in Table 1.

7/26/1990	ADA becomes law
7/17/2002	Access Board issued draft guidelines for public ROW (2002)
11/23/2005	Access Board issued final draft guidelines for public ROW (2005)
7/26/2007	Amended settlement agreement (DOJ & CNO; 2007)
8/19/2010	DPW updates standard details for curb ramps (2010)
7/26/2011	Access Board issued proposed guidelines for public ROW (2011)
6/15/2013	DPW issued ADA Transition Plan for Public Rights of Way (2013)
2/3/2015	DPW updates standard details for curb ramps (2015)
11/5/2015	City updated municipal code for corner sidewalk cuts or restoration (2015)
3/7/2018	DPW updated Transition Plan to include accessible parking accommodations
August 2022	DPW released a comprehensive update to the Transition Plan including an online Accessibility Dashboard to track progress
February 2023	DPW released update to the Transition Plan that incorporates bus stop accessibility needs, status, and progress

*Table 1 – Key Milestones*

The City of New Orleans' DPW began constructing pedestrian curb ramps before the 2011 PROWAG and they were built to be consistent with the design criteria of that time. However, ongoing modifications to

<sup>3</sup> City of New Orleans (2018), <https://www.nola.gov/dpw/documents/ada-transition-plan-3-7-18-update/>

the national guidance has resulted in pedestrian curb ramps that no longer comply or meet best practices for curb ramp design as established in the 2011 PROWAG. Due to existing site and scope constraints, it may not be feasible to meet the PROWAG at some locations. The 2011 PROWAG is currently the standard by which the City of New Orleans assesses compliance with the ADA for pedestrian facilities within public rights-of-way.

This document is the third update to the original 2013 Transition Plan. This updated plan is intended to be a living document in which regular updates on deficiencies are further identified, reporting on barriers to access that are removed in the public ROW, and public feedback is regularly incorporated. Moreover, this plan is to serve as a basis for planning efforts for ROW projects in the City of New Orleans. DPW intends to update progress on a biannual basis.

### 1.5 Responsible Public Official

The official responsible for implementation of the Transition Plan is:

Director of Public Works  
 City of New Orleans  
 1300 Perdido St., Rm 6W03  
 New Orleans, LA 70112  
 (504) 658-8000

### RECOMMENDATIONS

No.	Category	Description	Milestone/ Timeline
1.1	DPW Policies & Procedures	Create staff level position in DPW to coordinate all ADA-related construction, public requests, staff trainings, and accommodations in the public ROW	Evaluate need for additional resources – 2022
1.2	DPW Policies & Procedures	Expand departmental knowledge and expertise of ADA topics by providing access to trainings & classes	On-going

## 2.0 DPW ADA Public Engagement

### 2.1 Role of the DPW ADA Advisory Committee

In 2010, DPW worked with the Office of the Mayor’s ADA Administrator to establish a DPW ADA Advisory Committee to ensure that key stakeholders were directly informing the planning process. The Committee met regularly from August 2010 to October 2011 to advise and review the planning process for the DPW Transition Plan including the development of priority areas for removing barriers throughout the City of New Orleans. The feedback provided by this committee is still relevant and serves



as a basis for the current Plan Update. See **Appendix A** for Summary of Recommendations from 2013 Transition Plan with current status.

As part of the 2022 Transition Plan update, DPW reinitiated efforts with the Mayor’s ADA Office (ADA Coordinator) to convene a focus group to provide input on efforts to update the 2018 ADA Transition Plan for Public Rights-of-Way. A request for participation in a virtual meeting was sent to the Mayor’s Advisory Council for Citizens with Disabilities (MAC). During the November 2021 virtual meeting, feedback was requested from the six (6) participants about specific mobility challenges in the built environment, DPW communications – including website content, data sources, and regular updates – as well as the development of an ADA Dashboard to map accessibility features throughout the City of New Orleans. See **Appendix B** for meeting attendees and minutes.

Prior to the 2023 Transition Plan update, DPW re-engaged the New Orleans Regional Transit Authority (RTA) to incorporate available information on transit stop accessibility. Because the majority of transit stops in the City of New Orleans are bus stops followed by streetcar and ferry stops, bus stop accessibility was the primary focus of the February 2023 update.

## 2.2 Stakeholder Representation

Stakeholders have been crucial in guiding the development of the original Transition Plan and subsequent Plan Updates. With the advisement of the ADA Coordinator, key groups and individuals were identified to solicit feedback and participate in the development of the Transition Plan. Partner agencies were also a consulted for feedback and improve coordination for ADA improvements in the ROW.

<b>Groups &amp; Individuals</b>	<b>Partner Agencies</b>
<p data-bbox="318 1150 756 1247"><i>New Orleans residents and advocacy organizations were invited to participate in the Transition Plan development</i></p> <ul data-bbox="318 1276 732 1734" style="list-style-type: none"><li data-bbox="318 1276 643 1308">• Lighthouse of Louisiana</li><li data-bbox="318 1339 672 1371">• ARC Greater New Orleans</li><li data-bbox="318 1402 615 1434">• The Advocacy Center</li><li data-bbox="318 1465 724 1497">• LSUHSC Occupational Therapy</li><li data-bbox="318 1528 732 1560">• American Diabetes Association</li><li data-bbox="318 1591 646 1623">• Alzheimer’s Association</li><li data-bbox="318 1654 586 1686">• Children’s Hospital</li><li data-bbox="318 1717 578 1749">• RIDE New Orleans</li></ul>	<p data-bbox="863 1150 1248 1247"><i>Staff from public agencies provided input in the Transition Plan development</i></p> <ul data-bbox="863 1276 1219 1472" style="list-style-type: none"><li data-bbox="863 1276 1211 1308">• New Orleans Health Dept</li><li data-bbox="863 1339 1122 1409">• New Orleans ADA Coordinator</li><li data-bbox="863 1440 1219 1472">• Regional Transit Authority</li></ul>

Additionally, DPW sought counsel from the Southwest ADA Center for the 2022 Plan Update. The Center's mission is to “promote voluntary compliance with the Americans with Disabilities Act (ADA) by providing three core services — technical assistance, training and materials dissemination.”<sup>4</sup> The Southwest ADA Center is a resource to municipalities in Louisiana for ADA related guidance. DPW consulted with the Center specifically on improving the internal documentation processes for tracking ADA improvements in the ROW.

### 2.3 Engagement Opportunities

Due to the lack of substantive engagement and lag in reporting on the 2013 Transition Plan recommendations, public input was not solicited until the recent efforts in 2021. With the intent to reinvigorate the DPW commitment to periodic updates to the Plan, the City’s ADA Coordinator assisted with direct outreach to stakeholders and a virtual public meeting was held. The public meeting was held in February 2022 and promoted by the Mayor’s Neighborhood Engagement Office (NEO), City of New Orleans communications, and the DPW Mobility & Safety social media channels. This meeting also marked the public launch of the Accessibility Dashboard and interactive map for use and review. This map was created to show pedestrian accessibility infrastructure throughout the city.

#### February 2022 Meeting - Key Details

- Approximately 50 participants on the Zoom meeting hosted by NEO
- DPW’s Mobility & Safety Division presented on the efforts to remove barriers in the public ROW across New Orleans highlighting the FEMA-funded Joint Infrastructure Road Recovery program that is addressing approximately 40% of non-compliant curb ramps throughout the City
- Public launch of the DPW ADA Interactive Map - a mapping tool that demonstrates current status of all curb ramps throughout the City of New Orleans as well as other pertinent accessibility features. See *Section 3.1 Asset Management – Mapping Inventory Data*
- A recording of the meeting and a copy of the presentation are available on the DPW website

### 2.4 Public Review and Comments

Prior to releasing the original Transition Plan document in June 2013, the draft Plan was available for public review on the DPW website. No comments were received at that time.

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<sup>4</sup> Southwest ADA Center (2022). <https://www.southwestada.org>

In re-engaging with key stakeholders in November 2021 and hosting a public meeting in February 2022, common themes were expressed by participants. The expectation is for DPW to be more accountable with regular updates to residents and improving access to publicly available information.

- 2021/2022 Outreach Efforts - Key Takeaways**
- Clarify how to make accessibility requests on the DPW website (e.g. parking accommodations)
  - Report DPW progress on compliance with biannual updates to the ADA Dashboard
  - Improve DPW grievance procedure for ADA accommodation requests
  - Enforce compliant curb ramp construction for all alteration and new construction projects

**RECOMMENDATIONS**

No.	Category	Description	Milestone/Timeline
2.1	DPW Policies & Procedures	Provide updates to the MAC by establishing ADA in the ROW as a regular agenda item	Quarterly updates – On-going
2.2	DPW Policies & Procedures	Revise DPW (2015) standard detail drawings for curb ramp construction	2022
2.3	DPW Policies & Procedures	In coordination with 311, evaluate adding an option to indicate whether the request concerns an accessibility accommodation	Evaluate adding option to indicate access issue - 2022
2.4	DPW Policies & Procedures	Reorganize DPW website to include ADA Frequently Asked Questions (FAQ)	Clarify all accommodation request processes - 2022
2.5	All infrastructure	Bi-annual progress tracking updates for curb ramp construction, APS installations, accessible parking zone additions, and bus stop accessibility improvements	Dashboard updates - On-going

**3.0 Self-Evaluation**

As stated in Section 1.2, DPW is to periodically conduct self-evaluations to document progress and identify deficiencies found in the ROW. This section includes the status of recommendations from the 2013 Transition Plan, current asset management efforts, and DPW procedural recommendations (more information on infrastructure improvements is included in Section 5.0). This self-evaluation will be updated periodically as data collections and improvements are completed.

### 3.1 Asset Management – Mapping Inventory Data

Every street intersection within Orleans Parish is included in 2018 source data developed by the DPW Project Controls group to identify and catalog intersection locations within CNO Public ROW. Mapping each intersection, instead of each ramp, prevents map overplotting (i.e., when map features are so crowded that they overlap). This intersection data will continue to be included in all new mapping tools.

**Survey Methodology:** Every street intersection in Orleans Parish was visually inspected in 2018 as part of a baseline data collection effort to determine if curb ramps with detectable warning panels were present. Because detectable warning panels with PROWAG-compliant truncated domes are the most recent guidance under PROWAG, the Presence of this feature is an indication of compliance with the 2011 PROWAG. Each intersection in the database contains information about its individual curb ramps to define the intersection status as either “Compliant,” “Partially Compliant,” or “Non-compliant.” The compliance metric is directly correlated to the presence of curb ramps with detectable warning panels. The “Partially Compliant” status indicates that some but not all ramps at that intersection are compliant.

The ADA compliance mapping is progressing in two major stages:

1. Providing publicly accessible maps to show the 2018 curb ramp upgrade priorities and the accessibility of the network as of 2018, and as of the end of 2021, the planned point-in-time for mapping in the first biannual compliance report. **Completed - January 2022**
2. The Department of Public Works (DPW) Project Controls Division conducted a review of the as-built curb ramp infrastructure in June 2022, as an update to the 2018 data. Building off the 2018 and 2022 maps, establishing automated data update and quality assurance procedures so that the data remain timely and accurate. Establishing sustainable data collection and mapping methodologies to automate the process of incorporating changes into the online mapping tools. **Timeframe - 2023**

DPW is collaborating with the New Orleans Regional Transit Authority (RTA) to more deliberately incorporate transit stop accessibility into the Transition Plan. This effort relies on transit stop physical condition data that RTA compiled in 2015 (also known as the Manning Report. The “Accessibility Study Final Report” was completed and finalized on September 18, 2015, by Manning Architects and GCR. At that time, a total of 2,368 transit stops existed and were surveyed as part of the survey. Of this total 2,218 stops serviced bus lines. The area surveyed as part of the study included the transit stop area inclusive of the front door boarding area and a clear path from the boarding area to the adjacent sidewalk. It also included a survey of the sidewalk serving the bus stop area and the curb ramp at the nearest intersection. The Study concluded that of the 2,218 bus stops assessed, 126 bus stops were found to be compliant, leaving 2,092 bus stops in need of various compliance improvements. Transit stop physical conditions that correspond with bus stop locations that were in use as of Fall 2022 were integrated into the DPW’s Accessibility Dashboard, which provides a map of all stop locations and compliance status.

In the long term, continued improvements in DPW’s asset management capabilities will allow information about more types of infrastructure (e.g., sidewalk conditions) to be joined into one single intersection-level map. Additionally, as inventories are collected and deficient infrastructure is addressed, the updates will be documented in future Plan Updates.

### 3.2 Updates to 2013 Self-Evaluation

**Curb Ramps:** The City of New Orleans has jurisdiction over approximately 11,000 intersections and ADA compliance is documented on the publicly available Accessibility Dashboard Interactive Map on the DPW website ([www.nola.gov/dpw](http://www.nola.gov/dpw)). This map was created to show pedestrian accessibility infrastructure throughout the city. Compliance status of every street intersection within Orleans Parish as of the 2018 inventory, as well as for the 2022 inventory, will be the current measures of ADA compliance for the online mapping tool. See **Appendix C** for more information about Accessibility Dashboard features.

This tool serves as the DPW public accountability site for tracking progress and documenting areas in need of improvements. Curb ramps' prioritization for targeted upgrades, as well as ramps' most recently visually self-evaluated compliance with the ADA, are the primary features shown on this map. See **Appendix D** for 2022 intersection compliance status.

**Design & Construction:** The 2013 Transition Plan cited recommended actions for DPW to pursue in the effort to align with PROWAG requirements. Table 2 shows the updated CNO details and specifications for the categories noted and identified in the 2013 Plan:

Category	Standard Detail Update
Design/Construction	CNO revised city code to address curb ramp construction; DPW updated design specifications to require standards aligned with PROWAG tech requirements for ramp & sidewalk installations (2015)
Pedestrian Access Routes	DPW updated ramp / intersection layout / detectable warning strip standard details (Dwg No. ADA1-4, 2015)
Handrails	Pedestrian Facilities General Notes updated (Dwg No. ADA2, 2015)
Signs	DPW General Specifications - signage to conform to DOTD Traffic control requirements and MUTCD (Section C129, 2015)
Protruding Objects/Street Furniture	Pedestrian Facilities General Notes updated (Dwg No. ADA2, 2015)

*Table 1 – DPW Standard Detail Updates*

As recommended in the February 2022 meeting, DPW is updating the CNO standard details for ADA compliance at curb ramps and transitions to clarify the standards and expectations for compliant cross slopes, runs, transition areas, and expansion joint placement (See Recommendation 2.2). Additionally, DPW drafted Standard Operating Procedures (SOP) for APS installations and retrofitting existing pedestrian signals to require all signalized intersections to be upgraded with APS technology. See **Appendix E – Accessible Pedestrian Signals Standard Operating Procedures**.

**Transit Stops:** While transit stops were generally included in the 2013 Transition Plan, the specific condition and accessibility improvement needs of each stop were not addressed. In Fall 2015 the New Orleans RTA commissioned an inventory of bus stops to determine accessibility compliance needs, also known as the Manning Report. In 2017 the New Orleans Regional Transit Authority (RTA) and the City of New Orleans (the City) entered into a settlement agreement with plaintiffs in the case of Francis Falls, Mitchell Miraglia, and Thad Tatum versus Board of Commissioners of the New Orleans Regional Transit Authority, New Orleans City, and Transdev Services, Inc. The case re-established the roles of the RTA and the City in addressing accessibility compliance needs at bus stop citywide. Furthermore, the settlement agreement required further inspections of the bus stops, development of a Transition Plan toward compliance, and completion of the compliance improvements by November 30, 2031. The settlement agreement granted the Defendants discretion over which, if any, bus stops in the Transition Plan are brought into compliance each year and discretion to move the modification of certain bus stops, as long as all bus stops are brought into compliance by the deadline.

The statuses for recommendations on the below elements are shown in **Appendix A - CNO ADA Transition Plan for Public Rights of Way, Summary of 2013 Recommendations.**

- Alterations and Elements Added to Existing Facilities
- Pedestrian Street Crossings
- APS & Pedestrian Pushbuttons
- Transit Stops & Transit Shelters
- On-Street Parking Spaces

**RECOMMENDATIONS**

No.	Category	Description	Milestone/ Timeline
3.1	Sidewalks & Street Crossings	Scope data collection for pilot sidewalk inventory to include conditions to be mapped on the ADA Compliance Dashboard	Pilot areas initiated - 2022; establish process for collecting data city-wide based on results of pilot - 2023-2024
3.2	Sidewalks & Street Crossings	Establish process for data collection of street crossings inventory to include conditions and presence of crosswalk striping to be mapped on the ADA Compliance Dashboard	Scope data collection and evaluation for pilot areas – 2023; Establish process for collecting data city-wide based on results of pilot - 2024
3.3	Accessible Pedestrian Signals (APS)	Update signalized intersection inventory to include location data for existing pedestrian signals to show progress of APS installation locations	Dashboard update - 2022
3.4	Curb Ramps	Update inventory to include T-intersection compliant/non-compliant curb ramps	Dashboard update - 2022
3.5	Transit Stops	Update inventory to include physical condition of transit stops	Dashboard update – February 2023

See Section 3.4 of this Plan (Coordination with Other Public Entities) for additional recommendations pertaining to transit stops.

### 3.3 DPW Procedural Self-Evaluation

As part of the Transition Plan Update, procedures related to ADA compliance across six divisions of DPW were assessed. These divisions include Maintenance, Parking, Traffic, Engineering, Street Lights, and Mobility and Safety.

DPW recently absorbed the Ground Transportation Bureau in 2021. Private transportation businesses are obligated under the ADA Title III to provide readily accessible vehicles for individuals with disabilities. DPW is currently reviewing the ADA Title III requirements for private transportation businesses to ensure compliance with the law.

The below recommendations reflect the recent internal audit performed for this Plan Update.

#### RECOMMENDATIONS

No.	Category	Description	Milestone/ Timeline
3.6	Curb ramps	Building off the 2018 and 2021 maps, establishing automated data update and quality assurance procedures for compliant curb ramps so that the data remain timely and accurate.	On-going
3.7	Curb ramps	Update 2015 CNO curb ramp details for more specificity around cross & run slopes and construction details	DPW review & update - 2022
3.8	DPW Policies & Procedures	Increase DPW staffing capacity and capability to enforce permitting standards for alterations in the ROW by other entities and elements added to existing facilities	Evaluate need for additional resources – 2022
3.9	DPW Policies & Procedures	Improve documentation standards for alteration projects to capture key decision making around accessibility compliance and existing constraints or constructability issues	<ul style="list-style-type: none"> <li>Update DPW Standard Operating Procedures – annual;</li> <li>Update ‘General Notes’ to require contractors to seek DPW direction for non-standard intersection treatments - 2022</li> </ul>

3.10	DPW Policies & Procedures	Update end of construction close out process for all pedestrian facilities that require ADA compliance	Update DPW Standard Operating Procedures – annually
3.11	DPW Policies & Procedures/Parking	Update DPW standards that address accessible on-street parking spaces & passenger loading zones	<ul style="list-style-type: none"> <li>• Review and make program improvements – 2022</li> <li>• Draft and approve DPW policy memorandum for installing on-street accessible parking spaces - 2023</li> </ul>
3.12	DPW Policies & Procedures / Accessible Pedestrian Signals (APS)	Formally integrate the APS SOP into the ADA Transition Plan and meet the intended upgrade goals annually	SOP Adopted - 2022 /City-wide APS installation completion-2050
3.13	DPW Policies & Procedures	Reevaluate compliance metrics for intersections to include presence/absence of APS at signalized intersections, crosswalk striping, and surface conditions of crosswalk through intersection	Develop methodology to determine compliance metrics - 2023
3.14	Parking	Update parking meter signage to include information about fee waiver for vehicles with accessibility hangtags or license plates	Develop an anticipated timeline and cost estimates for installing additional signage - 2022
3.15	All Infrastructure	Develop annual inspection and maintenance plan for compliant curb ramps, APS installations, accessible public parking spaces, transit stops, and other facilities	Evaluate need for additional resources - Ongoing
3.16	Transit Stops	Incorporate transit stop physical condition information, improvements, and projected implementation timeline into the City of New Orleans Transition Plan for Public Rights-of-Way and Accessibility Dashboard	Transition Plan and Dashboard Update – February , 2023
3.17	DPW Policies & Procedures	Create joint DPW and RTA process for creating, reviewing, and responding to transit stop improvement request options via the RTA’s “Rideline”	New Rideline request for bus stop accessibility – February, 2023



### 3.4 Grievance Procedure

The 2013 Transition Plan established a DPW five-step grievance procedure which includes a process for escalating the review for accommodation. The accommodation request for city owned right of way is to be initially sent to DPW via 311 or written request with a final determination, if requested by the complainant, to be determined by the Chief Administrative Officer (CAO). The duration for the overall procedure is approximately 180 days. As per the feedback from 2022 outreach efforts, this process is clarified and described on the DPW website with relevant forms available for download. See Section 4.3 for additional information on the process and **Appendix F** for Grievance Procedure steps.

For state owned right of way within the City of New Orleans, requests for accommodation should be sent to the Louisiana Department of Transportation and Development (LaDOTD) Headquarters ADA Program Manager either by phone (225)-379-1923 or written request through the LaDOTD ADA Program website<sup>5</sup>.

The New Orleans Regional Transit Authority (RTA) provides general information on its accessibility policies and procedures on its website at <https://www.norta.com/ride-with-us/know-before-you-go/transit-accessibility/accessibility-policies-and-practice>. Riders should file an initial request or complaint regarding physical barriers to transit stops or facilities through the RTA Customer Care Rideline at 504-248-3900 or TTD 504-827-7833 for hearing-impaired customers or in person at 2817 Canal Street, New Orleans, LA 70119. RTA generally addresses issues related to the placement of benches and shelters at transit stops. RTA coordinates the resolution of complaints regarding physical barriers beyond benches and shelters with DPW. Additional information on this is included in Section 3.4 (Coordination with other Public Entities).

#### RECOMMENDATIONS

No.	Category	Description	Milestone/Timeline
3.18	DPW Policies & Procedures	Update grievance procedure content on DPW website	August 2022
3.19	DPW Policies & Procedures	Update grievance procedure to establish a joint process for review and response by DPW and RTA	February 2023

### 3.5 Coordination with other Public Entities

#### New Orleans Regional Transit Authority (RTA)

In 2020 the City and RTA completed accessibility retrofits for existing streetcar stops where deficiencies were identified. These improvements include stops along the older Uptown streetcar routes. Specific stops where accessibility upgrades were performed are 1) Carondelet at Canal, 2) St. Charles at Jackson,

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<sup>5</sup> Louisiana Department of Transportation, (2022).  
[http://wwwsp.dotd.la.gov/Inside\\_LaDOTD/Divisions/Administration/Compliance/Pages/ADA\\_Prog.aspx](http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Administration/Compliance/Pages/ADA_Prog.aspx)

3) St. Charles at Louisiana, 4) St. Charles at Napoleon, 5) S. Carrollton at St. Charles, and 6) S. Carrollton at S. Claiborne.

As of 2017 and under the Settlement Agreement of Falls v. RTA, it was determined that the City of New Orleans & RTA shall submit a plan and schedule by November 30, 2022, in which all noncompliant transit stops are to be brought into compliance with the ‘applicable federal laws and regulations.’ As of Fall 2022, there are an estimated 1,649 bus stops that require improvements to be made ADA-compliant with applicable federal guidelines for public transit stops based on the Bus Stop Accessibility Survey conducted by the RTA in 2015. Additionally, CNO is responsible for all repairs related to the “Access to Stop” issues as defined in the 2015 Survey. The Agreement states that all the stops are to be brought into compliance by November 30, 2031. Additional information on bus stop compliance and progress tracking can be found in Sections 4 and 5 of this Plan.

As of February 2023, there are 23 bus stops were undergoing physical improvements by the RTA. RTA is working with DPW to integrate these locations into the City’s Accessibility Dashboard to facilitate progress tracking.

**RECOMMENDATIONS**

No.	Category	Description	Milestone/Timeline
3.20	DPW Policies & Procedures	Coordinate prioritization for transit stop accessibility projects with RTA via regular coordination meetings	Ongoing

**Louisiana Department of Transportation and Development (LaDOTD)**

The LaDOTD released an ADA Transition Plan in 2018. As part of the Transition Plan, LaDOTD surveyed all state-controlled ROW and determined ADA deficiencies in the pedestrian access routes. This includes 102 miles of ROW within Orleans Parish, which excludes interstate and expressway mileage. The Transition Plan identifies that each district throughout Louisiana has a designated ADA Liaison who may be contacted to help assist with ADA concerns or inquiries about specific locations. LADOTD has established a construction program to address ADA deficiencies through stand-alone projects in addition to addressing deficiencies as part of other construction projects. The program is funded at \$3 million annually. A Program Manager has been designated by LADOTD’s Administration.

<b>LaDOTD mileage (mi)</b>	102
<b>LaDOTD Intersections - Unsignalized (#)</b>	648
<b>LaDOTD Intersections – Signalized (#)</b>	164

*Table 3 – State-owned ROW data for Orleans Parish*

Additionally, as of January 2020, LaDOTD established a new traffic signal policy stating that, “All new traffic signals and all upgraded traffic signals via either construction project, permit or in house staff shall have accessible pedestrian signals (APS) and detectors installed if a sidewalk with tactile warnings are in place.” The installation and maintenance of the pedestrian signals on state-owned roads and interchanges with CNO will be managed by LaDOTD as per this traffic signal policy.

Furthermore, LaDOTD partners with DPW to administer Federal Highway Administration (FHWA) funding for eligible local roads. These state projects on CNO-owned roads address road surface issues and ADA compliance for pedestrian routes with a typical duration of approximately 5 years from planning to end of construction. The funding for construction is cost shared between CNO and the federal government with the majority (80%) funded through FHWA.

The following FHWA funding programs are available through LaDOTD:

- Transportation Alternatives Program
- Local Roads Safety Program
- Safe Routes to Public Places Program
- Recreational Trails Program
- Off-System Bridge Program
- Surface Transportation / Urban Systems Program

**Regional Planning Commission (RPC)**

The RPC is the Greater New Orleans Metropolitan Planning Organization (MPO) and is the forum for cooperative transportation decision-making for Greater New Orleans. A MPO must be designated for each urbanized area with a population of more than 50,000 by agreement between the Governor and units of general-purpose local government that together represent at least 75% of the affected population.

The RPC Policy Committee is the decision-making body regarding Surface Transportation / Urban Systems projects within the Greater New Orleans area. The locations and priorities are determined by DPW annually in conjunction with the RPC. The RPC then works with the LaDOTD Planning Section to determine projects to be funded. All federally funded projects are to comply with the ADA and thus include compliance improvements for sidewalks and curb ramps within the project areas.

This category of funding encompasses many different types of projects with variable annual funding available for the proposed improvements. Some of the projects that have been completed by this program include reconstruction of existing routes, overlaying existing routes, adding capacity to existing routes, computerized signal systems, construction or reconstruction of bridges and construction of sidewalks and bike paths.

**RECOMMENDATIONS**

No.	Category	Description	Milestone/Timeline
3.21	DPW Policies & Procedures	Continue to seek federal funds for construction projects through LaDOTD & RPC	On-going

## Permitted Work in the Public ROW

Ordinance Number 26646, Chapter 1, Section 146-448 of the City of New Orleans municipal code was passed in 2015 which updates the City code to require the installation of ADA-compliant ramps for all sidewalk and restoration work at corners as per DPW standards. However, DPW is limited in the ability to enforce permitting standards for alterations in the ROW by other entities and elements added to existing facilities. To clarify the enforcement mechanisms available to the Department, DPW has requested an ordinance for consideration at City Council to deputize staff members to enable enforcement actions. This ordinance will clarify the law and how violations are to be determined.

## RECOMMENDATIONS

No.	Category	Description	Milestone/Timeline
3.7	DPW Policies & Procedures	(RESTATED FROM SECTION 3.3) Increase DPW staffing capacity and capability to enforce permitting standards for alterations in the ROW by other entities and elements added to existing facilities	Evaluate need for additional resources – 2022

## 4.0 Accessibility Prioritization Methodology

The ADA (28 CFR 35.150(d-2)) stipulates that agencies give priority to “walkways serving entities covered by the Act, including state and local government offices and facilities, transportation, places of public accommodation, and employers, followed by walkways serving other areas.” With this guidance coupled with stakeholder input, DPW determined priority levels for every intersection in New Orleans to address accessibility needs.

### 4.1 Priority Curb Ramps

In the 2013 Plan and 2018 Plan Update, all ramps within Orleans Parish were categorized on a 1 to 6 scale to reflect prioritization for upgrades based on the criteria established in ADA and PROWAG. The 2018 update delineates three major groups of projects selected by the RPC:

- *Tier I: Federally aided major roadways; roadways serving state and local government buildings and services; major commercial centers; and roadway segments serving transit*
- *Tier II: Major roadways outside of the Federal Aid network; roadways serving employment and retail sites not in Tier 1; and multifamily housing complexes*
- *Tier III: Residential, industrial and other areas not covered in the first two tiers*

The primary data from which pedestrian infrastructure was categorized into these three broad groups was based on land uses, increasing priority in areas with higher levels of pedestrian foot-traffic, public transit, and essential services. These weighted land use priorities are shown in Table 4. It is important to note that these land use priorities are only one piece of the RPC prioritization formula. Pedestrian infrastructure upgrades were also prioritized based on the specific requirements and language used in the ADA (1990) and in PROWAG (2011).

Land Use	Number of Locations	Weight
RTA fixed route bus and streetcar stops	2451	0-9 (based on ridership)
Employment locations	1968	2-6 (based on # of jobs per block)
Paratransit drop-off locations	224	1-6 (based on ridership)
NORD facilities and parks	205	3
Voting Sites	122	3
Public Schools	93	3
Health Clinics	50	3
Government offices	36	3
Tourist attractions	29	3
Senior centers	22	3
Large groceries	21	3
Hospitals	14	3
Colleges and universities	10	3
Major streets	n/a	3
Commercial Districts	268	2
Small groceries	23	2
Libraries	17	2
Public housing sites	9	2

Table 4 – Land Use Priorities as Identified in 2013 ADA Transition Plan Update

While the land use formula is still broadly applicable to prioritizing ramp and other pedestrian infrastructure upgrades, it reflects the state of pedestrian infrastructure as of 2013 and does not consider pedestrian and other transit infrastructure upgrades made since, nor does it reflect changes to locations to the types of facilities listed in Table 4. With this known constraint, DPW is utilizing the 2013 Priority Areas to determine progress of curb ramp installations in comparison to the timelines outlined in the Original Plan. See Section 5.1 Curb Ramps for more discussion.

## RECOMMENDATIONS

No.	Category	Description	Milestone/Timeline
4.1	Prioritization	Group Priority Areas 1-3 into new combined Priority 1R to track curb ramp construction to be completed by 2024	Priority 1R curb ramp completion - 2024

### 4.2 Priority Accessible Pedestrian Signal (APS) Intersections

There are approximately 648 signalized intersections throughout New Orleans. As stated in Section 2, LaDOTD is responsible for 164 signalized intersections. Thus, the City of New Orleans is responsible for 298 signals throughout the City. Of the total 462 intersections throughout the City, approximately 20% have pedestrian signals and, currently, one (1) of those locations is equipped with operational APS.

Starting in 2021 and in collaboration with the Lighthouse of Louisiana, DPW identified city- and state-run intersection priorities for APS installations. The identified intersections are key locations across the city that provide direct access to hospitals, grocery stores, commercial corridors, and high-volume intersections and have been noted as Priority 1 areas as per the original Transition Plan. The priority locations determined by direct stakeholder engagement are as follows:

- It is
- S Carrollton & Palmetto
  - S Carrollton & Tulane
  - Washington & Broad
  - Prytania & Louisiana
  - St Charles & Louisiana
  - Poydras & O’keefe
  - Poydras & Loyola
  - Canal & N Rampart
  - Canal & Magazine
  - Canal & Camp
  - Paris/Gentilly/St Bernard
  - Belle Chasse Hwy & Wall Blvd
  - General De Gaulle & Holiday
  - Read Blvd & Lake Forest
  - Read & I-10
  - Read & Morrison

important to note that some of these locations do not currently have pedestrian signals. Therefore, upgrades will require the installation of both pedestrian signals and accessible features simultaneously. The locations for current pedestrian signals are to be incorporated into the ADA Dashboard.

**RECOMMENDATIONS**

No.	Category	Description	Milestone/Timeline
4.2	Prioritization	Cross reference APS priority list with annual work plan for APS installations	Installations & Upgrades/On-going

**4.3 Priority Bus Stops**

In September 2022 the RTA implemented a system re-design the included some route and stop changes. In total there were 1,660 official bus stops in Orleans following the re-design, down 558 from the 2,218 that existed during RTA’s 2015 bus stop accessibility survey. There is a small discrepancy in the total number of bus stops that RTA provided DPW (1,660) compared to the digital route files (1,649) stops. For the purpose of this Transition Plan update, DPW used the 1,649 total until such time as RTA can provide updated digital route files with these locations. The bus routes and stop locations from Fall 2022 were matched with their 2015 physical condition status, if they were in existence at that time. For any stops not in existence in 2015, these were classified as “New Stops (No Survey Data).” Based on the 2015 compliance data, it is estimated that approximately 20% (339 of 1649 stops) are fully compliant. Actual wheelchair boarding numbers for each stop are also reflected in the digital route files; this information will be assessed by DPW and RTA for future joint prioritization decisions.

Bus and streetcar routes are already considered weighted priorities in the existing Transition Plan priority algorithm. However, this priority was based on 2013 ridership information and has not been updated to reflect any changes in ridership since then. The prioritization also does not include route changes implemented in Fall 2022, which were minor. It is anticipated that these updates will not have

a dramatic impact on the overall priority areas. However, it is recommended that new land uses and bus routes be included in a future update to this Transition Plan.

## RECOMMENDATIONS

No.	Category	Description	Milestone/Timeline
4.3	Prioritization	Cross-reference bus stop compliance needs with Priority Areas in Dashboard	February 2023
4.4	Prioritization	Incorporate wheelchair boarding data into Dashboard for prioritization decisions	February 2023
4.5	Prioritization	Update Priority Areas based on recent transit ridership information and bus route changes implemented in Fall 2022	2024

### 4.4 Accommodation Requests

Public requests for accommodation sent via 311 are filtered to the appropriate contacts within DPW to inspect, review, document, and recommend for action. Inspections in the public ROW are conducted daily across the City. The typical volume per district is 12 – 15 requests daily. DPW inspectors are responding to approximately 95% of daily requests. The following process occurs following inspection:

- 311 is notified that the area is inspected & reviewed – *a recent improvement in 311 functions (May 2022) pushes the notification of inspection to the individual who requested action*
  - Pictures taken in field – identification and documentation within 5 days
  - Planned roadwork projects are referenced for issue to be addressed in upcoming projects
- If area is not scheduled for improvement within an upcoming project and action is recommended, the issue is either:
  - Sent to the Maintenance Division to perform ADA ramp improvements on a limited basis when intersection maintenance is performed as per city code.
  - Sent to the Engineering Division to be incorporated into a future capital improvement project.

Accommodation requests sent to 311 are now plotted on the ADA Dashboard to provide further information for planning and scoping future projects to address barriers in the public ROW.

For transit stop requests, 311 should only be used to request improvements to sidewalks and curb ramps that connect to transit stops. All requests for removal of physical barriers at transit stops and facilities, including boarding areas benches and shelters, should be directed to the RTA’s Rideline for resolution. RTA will coordinate with DPW on any physical barriers that extend beyond transit stop furniture. For complaints that RTA refers to DPW, these will be entered into 311 for tracking purposes.

## RECOMMENDATIONS

No.	Category	Description	Milestone/Timeline
4.6	Prioritization	As needed, re-prioritize locations with high volume of public accommodation requests sent to 311 into higher priority areas	On-going
4.7	Prioritization	Hold regular coordination meetings between DPW and RTA staff to review public accommodation requests to transit stops that have been submitted to RTA's Customer Services Ride Line.	On-going
1.1	DPW Policies & Procedures	(RESTATED FROM SECTION 1.5) Create staff level position in DPW to coordinate all ADA related construction, public requests, staff trainings, and accommodations in the public ROW	Evaluate need for additional resources – 2022

## 5.0 Implementation of Accessibility Improvements

This section describes how infrastructure improvements are made in the City of New Orleans public right of way. This includes intersections within LaDOTD right of way. The implementation of intersection improvements is tracked in the LaDOTD ADA Transition Plan as described in Section 3, though overall intersection compliance is also tracked by DPW. Additionally, through multiple funding sources, the construction of compliant sidewalks is underway. More data collection for tracking existing conditions of sidewalks is required as stated in Section 3.

### 5.1 Curb Ramps

Based on the pedestrian curb ramp inventory and evaluation described in Sections 3 and 4, there are approximately 8,500 intersections within the City of New Orleans that need improvement to satisfy PROWAG guidance for pedestrian curb ramps. By comparing 2018 intersection-level compliance with 2022 intersection-level compliance, we can see the changes in the “fully compliant” intersection category since 2018 are largely weighted toward higher-priority intersections. Table 5 shows the change in percent (%) for fully compliant intersections, broken out by intersection priority level (1 as highest-priority through 6 as lower-priority). Figure 1 shows the change in number and percentage of fully compliant intersections, broken out by intersection priority level (1 as highest-priority through 6 as lower-priority). Note that Table 5 & Figure 1 deoicts intersections that are “fully compliant.” “Partially compliant” intersections are not captured in this data set and are assumed to be incorporated into the “Intersections Remaining” field shown in Figure 1. The percentage of partially compliant intersections is mostly unchanged from 2018-2022 at around 15% (see **Appendix D**).



2022						
Row Labels	1	2	3	4	5	6
Compliant	143	351	833	1017	175	406
Compliant %	57.89%	44.88%	34.71%	25.05%	15.72%	14.37%
2018						
Row Labels	1	2	3	4	5	6
Compliant	123	228	523	695	164	378
Compliant %	49.80%	29.16%	21.79%	17.12%	14.73%	13.38%
Improvement 2018 - 2022	8.10%	15.73%	12.92%	7.93%	0.99%	0.99%

Table 5 – Intersection compliance by priority, 2018 vs. 2022

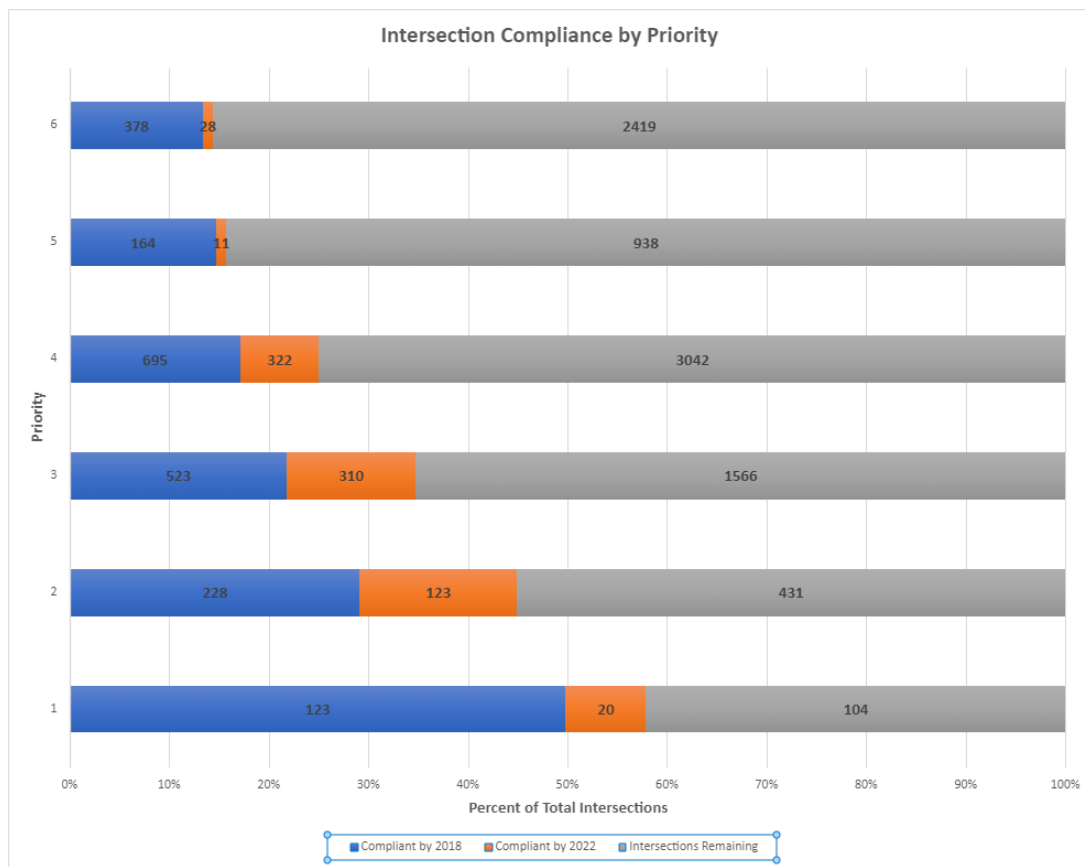


Figure 1 – Bar graph showing intersection compliance by priority

## 5.2 Funding and Timelines for Curb Ramps

DPW addresses non-compliant ramps as part of on-going roadwork and planned alterations. Table 6 shows the commonly used funding sources and programs utilized to build compliant curb ramps throughout the City. The Joint Infrastructure Recovery Roads (JIRR) Program incorporates over \$20M in ADA ramp improvements. The JIRR project array is set to address approximately one-third of non-compliant ramps city-wide. Other DPW programs incorporate less than \$1M for ADA curb ramp improvements over the next five years.

Program	Funding Source	Locations	Investment	Duration
Joint Infrastructure Recovery Roads (JIRR)	FEMA	City-Wide	\$20,000,000	2016-2023
Capital Improvement Projects	Bonds	City-Wide	Varies	On-going
Federal Programmatic Allocations	Federal Highway Administration (FHWA)	City-Wide	Varies	On-going
Federal Grants	Federal Highway Admin/Bonds	City-Wide	Varies	One time
Other	Various	City-wide	Varies	On-going

Table 6 – Programs & Funding for Curb Ramp Construction

The typical cost of addressing a curb ramp for ADA compliance in New Orleans was approximately \$2,500 before 2022 inflation. Construction costs are currently about 50% higher. The cost of constructing ramps in the current climate, taking into account inflation, is approximately \$3,750. All compliance efforts are subject to available funding. As the JIRR program funding is exhausted, approximately \$61 million will be required to address compliance for the remainder of non-compliant ramps city-wide. Table 7 shows the pace for constructing compliant ramps, as the JIRR program ends after 2023, will be approximately 30-50 intersections per year. See **Appendix G** for more information on the curb ramp improvement trajectory.

Average Cost per Ramp (2022 estimate)	Average Cost per Intersection (2022 estimate)	Target Rate for Construction post JIRR (intersections / year)	Average Cost for Target Rate post JIRR (\$/year)
\$3,500	\$14,000	30-50	\$420,000 - \$700,000

Table 7 – Annual Cost Estimates and Projected Rate of Construction

## RECOMMENDATIONS

No.	Category	Description	Milestone/Timeline
5.1	Curb ramps	Install curb ramps where ramps are missing or non-compliant as intersections are scheduled for improvement	On-going
5.2	Curb ramps	Determine % curb ramps completed within all Priority Areas	Update annually – starting August 2022

### 5.3 Accessible Pedestrian Signals (APS)

There are approximately 400 signalized intersections in the City of New Orleans. Less than 25% of these intersections are equipped with pedestrian signals as of February 2023. Where feasible, the City is tackling existing pedestrian signals with APS retrofits and adding new pedestrian signals that are equipped with APS for intersections that do not currently have pedestrian signals. Beginning in Spring 2022, with the support of Federal Highway Administration (FHWA) funds through the Louisiana Department of Transportation & Development (LaDOTD), new pedestrian signals and APS upgrades started construction at approximately 48 intersections in the Downtown area owned by CNO or LaDOTD and 16 state-owned intersections across New Orleans. See **Appendix H** for APS installation locations that are in progress.

## RECOMMENDATIONS

No.	Category	Description	Milestone/Timeline
3.11	DPW Policies & Procedures / APS	(RESTATED FROM SECTION 3.3) Formally integrate the APS SOP into the ADA Transition Plan and meet the intended upgrade goals annually	SOP Adopted - 2022 /City-wide APS installation completion-2050

### 5.4 Bus Stops

Based on queries performed using the City's public-facing Accessibility Dashboard, the compliance status of bus stops across Priority Areas were determined (see Table 8).

*Table 8 Distribution of 2022 Bus Stops Across Transition Plan Areas, based on 2015 compliance data*

Compliance Category	Number of Bus Stops in Transition Plan Areas						Total
	1	2	3	4	5	6	
Compliant	15	57	151	105	9	2	339
Partially-compliant	29	128	325	236	20	5	743
Non-compliant	4	48	168	207	16	7	450
New since 2015 (Not surveyed)	12	18	34	43	5	5	117
<b>Total:</b>	<b>45</b>	<b>194</b>	<b>527</b>	<b>486</b>	<b>41</b>	<b>17</b>	<b>1649</b>

Citywide, approximately 21% of bus stops that are currently in operation are compliant with current accessibility guidance while 72% are partially- or non-compliant. The remaining 7% were not surveyed in 2015 and are largely new stops.

It is anticipated that specific bus stops will need to be inspected using RTA-provided personnel. These inspections will focus on 1) stops that have been upgraded since the 2015 survey was conducted; 2) 339 bus stops that were determined to be compliant in 2015; and 3) any stops that RTA has improved since 2015. RTA will coordinate with DPW to deliver inspections by the end of the 3<sup>rd</sup> quarter of 2023. These items will be the subject of regular coordination meetings between the agencies. Where discrepancies are found, the Accessibility Dashboard and related tables and charts will be updated accordingly.

The distribution of bus stops across current Transition Plan Priority Areas is shown in Figure 2. Additional information on bus stop accessibility can be found in **Appendices C, D, and G**.

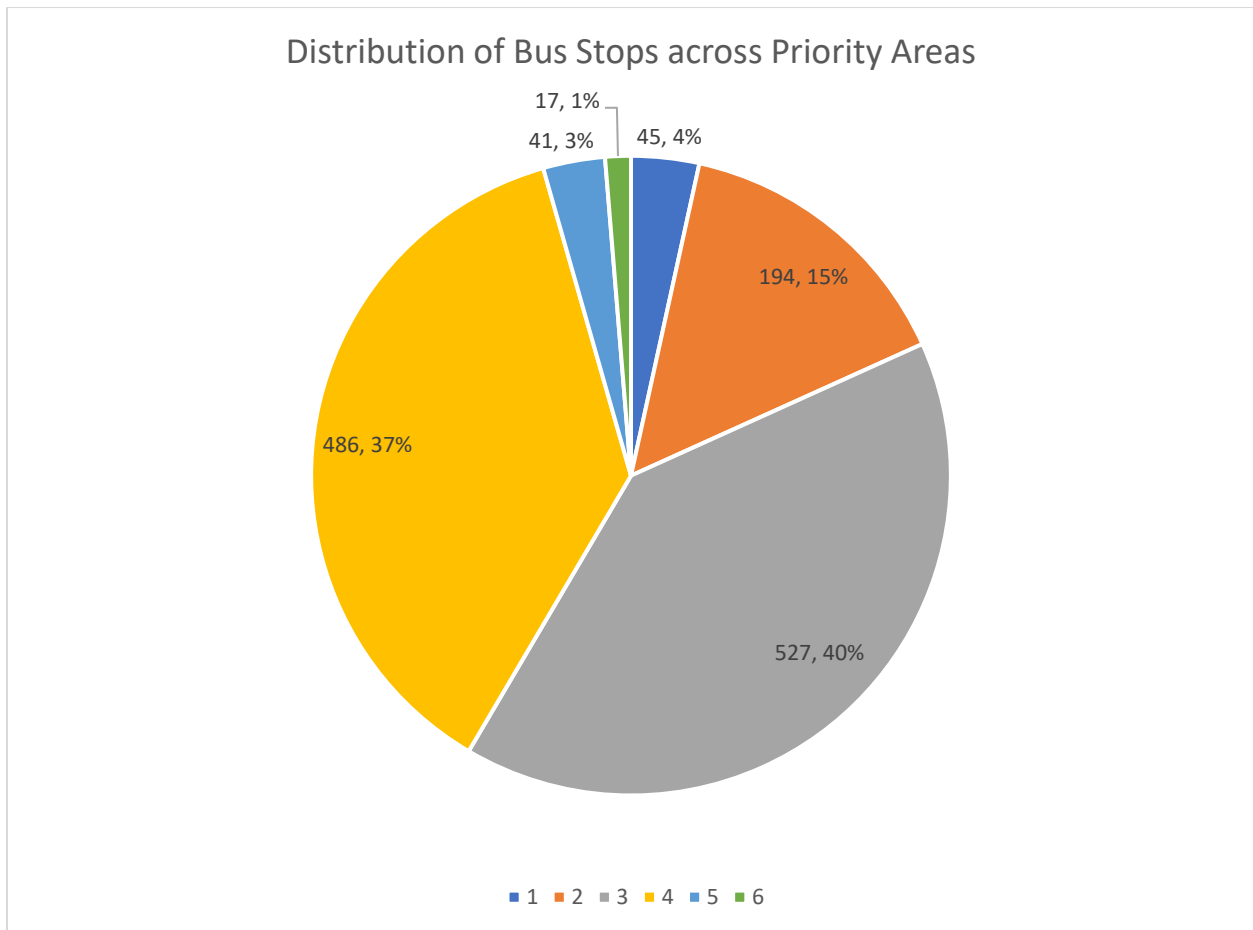


Figure 2 Distribution of Bus Stops across Priority Areas

## 5.5 Progress Tracking

DPW launched the Accessibility Dashboard in 2022 to facilitate progress tracking across all pedestrian facilities that require accessibility compliance. In 2023 transit stops were added to the Dashboard. The Transition Plan provides overall updates on progress and additional information can be found in the Appendices based on specific topics of interest. A discussion of key progress indicators that are currently included in the Accessibility Dashboard follows.

### Percentage of Intersections whose Curb Ramps are Fully Compliant

Tracking progress at the intersection level versus curb ramp or corner level has several advantages:

- The 2018 ADA Transition Plan also focused on intersection-level compliance, so we will be able to make a direct comparison to baseline 2018 compliance;
- Curb ramps are one of the most significant pieces of pedestrian mobility infrastructure at traffic intersections, but they are only one piece of the full picture. By focusing on intersections, we will continue to measure ramp-level ADA compliance but will also include infrastructure like APS signals and accessible parking in future intersection-level ADA compliance evaluations; and
- In the long term, our aim is that this intersection-focused approach will incentivize holistic and comprehensive improvements to intersection pedestrian infrastructure.

Projections for intersection compliance are provided in **Appendix G**.

### Percentage of Bus Stops That Are Fully Compliant

Tracking progress across all bus stops citywide requires 1) confirming compliance status and upgrade needs; 2) integrating any upgrade needs into existing or planned roadway capital improvement projects that may overlap; 3) scoping independent roadway capital projects to address location that do not overlap with existing and planning roadway capital projects; and 4) ensuring new stops are upgraded when added to obviate the need for future accessibility retrofits. This information is tracked in the Accessibility Dashboard and updates to the progress tracker are made on an ongoing basis. Projections for bus stop compliance are provided in **Appendix G**.

## RECOMMENDATIONS

No.	Category	Description	Milestone/Timeline
5.3	Asset Management	Aggregate compliance status to include all facility elements to determine intersection status on the Dashboard	See Recommendation 3.12; Incorporate additional inventories onto Dashboard - 2024
5.4	Asset Management	Update bus stop compliance status changes that are identified during inspection and following completion of capital projects	Ongoing via Accessibility Dashboard

# Appendices

## Appendix A – Status of 2013 Recommendations

Category	2013 Recommendation	Current Status
Alterations & Elements added to Existing Facilities	Update DPW permit requirements and utility, property, and sidewalk café franchise agreements to require compliance with R202 of PROWAG	Reviews for permits includes ADA compliance (ADA coordination with DPW, DOJ, Mayor's Office); Guide for sidewalk café compliance under development
Pedestrian Street Crossings	<b>1)</b> Establish a DPW policy for reviewing and granting exceptions for accessible pedestrian crossings; <b>2)</b> revise DPW standard details to clearly state that DPW requires all pedestrian street crossings be accessible unless an exception is granted	See Recommendation 3.5
Accessible Pedestrian Signals and Pedestrian Pushbuttons	Update DPW specifications to reflect PROWAG technical requirements for new and altered pedestrian signals	APS installation locations shown on ADA Dashboard (2022); see Appendix H – APS Standard Operating Procedure
Transit Stops & Transit Shelters	<b>1)</b> Develop DPW standard details that are compliant with R308 for transit facilities that are commonly constructed in street public rights-of-way; <b>2)</b> require appropriate specs to ensure compliance on projects that include transit stops and transit shelters	Falls v. RTA Settlement Agreement states that CNO is responsible for all repairs related to the “Access to Stop” issues as defined in the 2015 Survey. The Agreement states that all of the stops are to be brought into compliance by November 30, 2031. Transition Plan and Accessibility Dashboard were updated in February 2023 to reflect status of bus stops and compliance projections.
On-street Parking Spaces	<b>1)</b> Develop DPW standards that address accessible on-street parking spaces; <b>2)</b> ensure that all parking vendor contracts address Section R214 of PROWAG	2018 Transition Plan Update, Appendix I - established accessible public parking spaces in 10 locations; 2014 policy update - all metered parking is no cost for 3 hours for all vehicles with accessibility hangtags; See Recommendations 3.8 & 3.9

## Appendix B – Public Meeting Minutes & Roster

### MEETING NOTES

Virtual Meeting for the ADA Transition Plan for Public Rights-of-Way Update

City of New Orleans Dept of Public Works

November 17, 2021; 2:00pm

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#### Attendees

Virginia Brisley, Dept of Public Works (DPW)

Jennifer Ruley, DPW

David Lee Simmons, Roadwork NOLA

Dan Jatres, City of New Orleans

Eva Hurst, City of New Orleans

Chase Miller, City of New Orleans intern

Coco Bendernagel, Children's Hospital

Jeff Rowe, Disability Rights Louisiana

Anne Jayes, Lighthouse Louisiana

David Green, Lighthouse Louisiana

Courtney Jackson, Ride New Orleans

John DeFraitres, DPW

Claudia Garofalo, Advocate

Katherine Hoover

Daniel Smith, City of New Orleans

Following introductions, Virginia presented information about the City's efforts to update the ADA Transition Plan for Public Rights-of-Way. The Plan was last updated in 2018 and documented in Appendix I of the City of New Orleans Americans with Disabilities Act Transition Plan for Public Rights-of-Way.

Further information was shared on the following:

- DPW effort to update and track the ADA plan
- Purpose of the DPW ADA Transition Plan including accountability measures by identifying the Director of DPW as the one to implement the plan
- Background and timeline of the previous DPW efforts around the Transition Plan for Public Rights-of-Way with the initial Plan released in 2013. The subsequent update released in 2018.
- Policy milestones achieved:
  - Updating standard details for ADA compliant pedestrian access for ramps and sidewalks (2015)
  - Update Municipal Code to require evaluating ramps for construction within proximity of the intersection (2015)
- DPW Self-Evaluation for ADA Compliance – status of the initial evaluation from 2013



- Citywide Priority for ADA Improvements - Land use categories were aggregated and weighted to determine Priority 1-6 areas
  - 18 total categories were identified with the intent to analyze where people are trying to get to, and help us prioritize spaces using a heat map of clusters
  - Medical district at that point, the riverside part of Claiborne. At that point in time, UMC and other spaces were not open yet.
  - The example was given of weighting the land use categories - Proximity to NORD and schools
- DPW ADA Advisory Committee advised on land use categories
- Priority Area 1 Inventory and Estimated Costs
  - 400 intersections were surveyed within the priority 1 area to determine the level of effort to bring the ramps into compliance
  - Looked at curbs specifically in those areas and ID'd ones that needed ADA compliance.
- Policy & Ramp Compliance Progress Update
  - The standard drawings for ramp, detectable warnings, and sidewalk compliance are on the DPW website
  - DPW is finalizing policy to install APS whenever traffic signals are modified
  - CNO efforts to remove barriers in pedestrian facilities
    - Data collection and management is in development, Citywide intersection and ramp ID mapping – completed in 2018
      - 39% curb ramps are installed / compliant city-wide as of 2021\*
      - 79% curb ramps from Priority 1 area are installed / compliant as of 2021\*
    - \*... Preliminary results from 2021 mapping effort
  - Major funding sources largely coming from federal allocation, Roadwork NOLA, grants, some bond funding that are being prioritized for Capital Improvements
  - Maps were shown of ramp compliance compared to priority area map – Downtown corridors, Uptown & Lakeview/Gentilly neighborhoods were shown

Discussion followed -

Chase Miller - How do we determine when to go in and recognize growth in some neighborhoods, Bywater/Frenchmen, when do we start to recognize and reassess?

Jennifer – Acknowledges reassessment is to occur but is not clear what the timeframes should be or what parameters to use to recognize shifts in land use. Acknowledges that the priority areas that DPW utilizes going forward needs updating.

How do SBNO and DPW coordinate on sidewalk/curb work?

John DeFraitis is working with SBWBNO on that kind of info sharing

Claudia cannot access the sidewalks in her Maple Street neighborhood

Claudia: Who did you work with who had that lived experience?

Virginia: Have that roster but not right in front of me. Can follow up with you.

Claudia: Impossible to navigate around Touro neighborhood. It's a disaster area – DPW to follow up with Claudia

- Refining the DPW Process
  - Discussion of current accommodation request process
    - Parking
    - Curb ramp
    - Sidewalks

Eva: We need to make it easier to navigate/find on the website

- DPW is reevaluating the grievance process in terms of responding and communications. We haven't yet hammered out the details. Having conversations of having better data, sharing and tracking between the two offices. Eva will be happy to hash that out.

### Next Steps

- Will follow up with certain residents on improvements to accessibility
- Reconvene this group in early 2022, provide a more articulated grievance procedure and update the map
- Provide status of the Plan Update in February 2022.

Further discussion -

Policy and Procedures: Eva says it's important to focus on the sidewalk cafes now that parklets may become permanent. Though it has to be ADA accessible, we've doing project with DOJ in doing information accessibility evaluations on the parklet. There's really a lack of knowledge. Violations at just about every business. We're working on a pamphlet.

Anne: There's still great stuff in the first plan that still hadn't been implemented.

Jen: We want to respond to all the recommendations.

Daniel Smith, legal: Map of all the curb ramps and their conditions. Something like the catch basin maintenance.

Jennifer: Would like to do something public facing, but that inventory is based on projects completed or a virtual inspection. Might be an implied uncertainty there. But will work on an update to that for the group.

Claudia: <unknown>

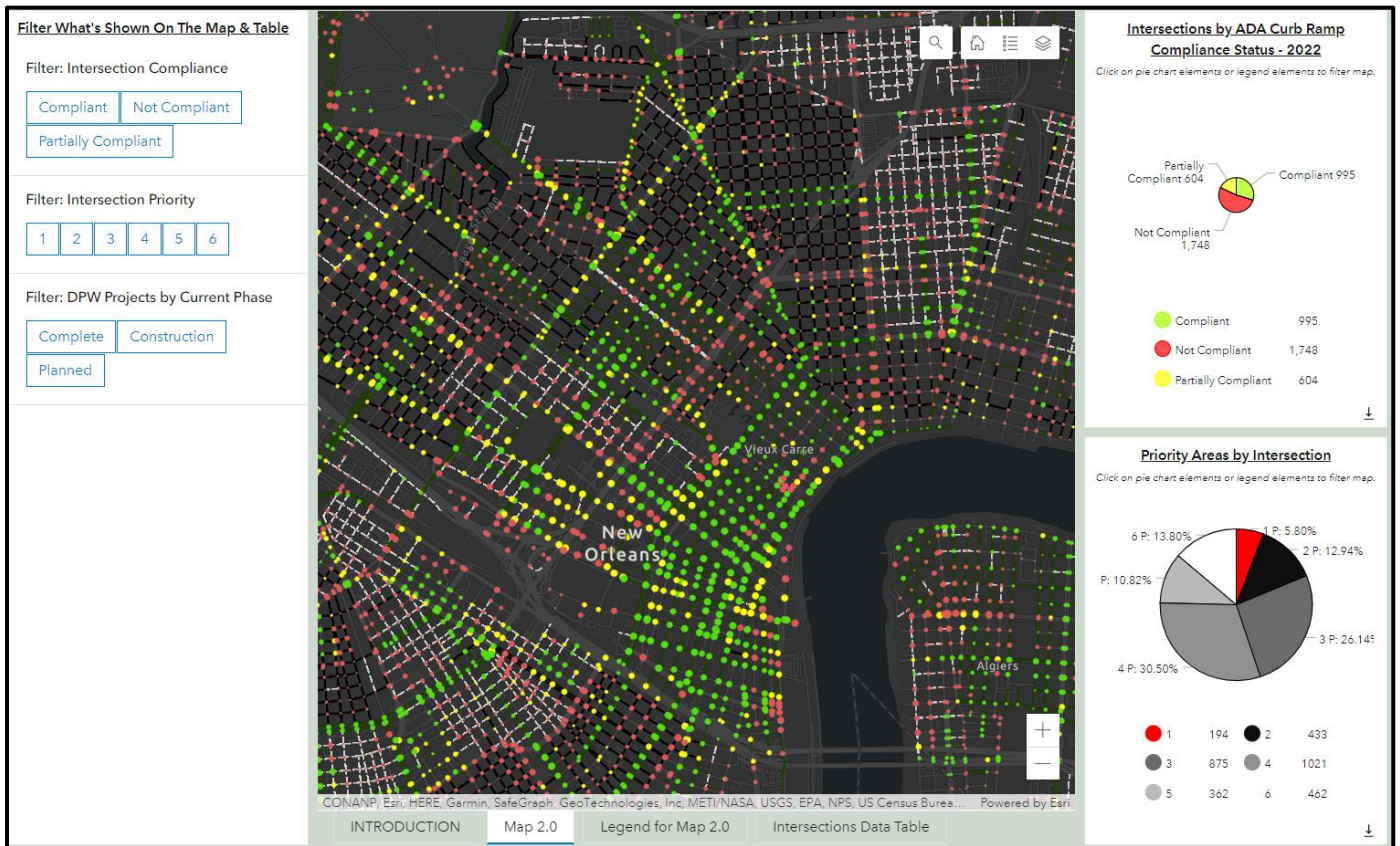
Jen: We work on other sensory stuff and not just curb ramps. Includes signals. If something is unclear and we need to make it clearer, let us know and we'll look into it. We know curb ramps are a limited world in the transition priorities.

Jennifer: Before the next meeting, we run the priority analysis used in 2013 on today's land uses to see the differences to understand how it changes?

Anne: Wants to examine the accountability component to this plan. Complete Streets Coalition does this with their work. Are there other metrics we can build in more accountability and reporting out and create redundancy across efforts to ensure implementation occurs.

## Appendix C – Accessibility Dashboard Features

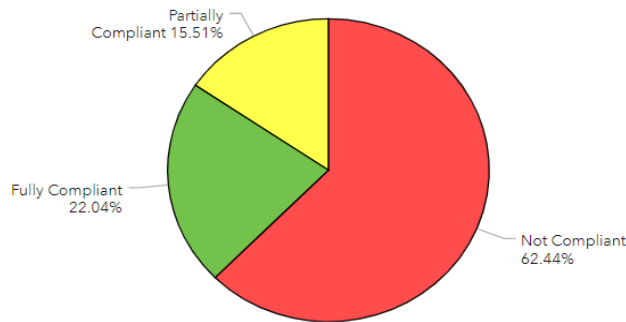
The publicly available Accessibility Dashboard is an interactive map on the DPW website ([www.nola.gov/dpw](http://www.nola.gov/dpw)) to show accessibility infrastructure throughout the city. Compliance status of every street intersection within Orleans Parish as of the 2018 inventory, as well as for the 2022 inventory, will be the current measures of ADA compliance for the online mapping tool. If the conditions are not reflected accurately on the map, DPW is actively requesting feedback for on-the-ground conditions such that the map is as accurate as possible. The Introduction tab has information for reporting any issues with the map. Below is a screenshot from the Accessibility Dashboard site visualizing the curb ramp accessibility status and priority area distribution.



Accessibility Dashboard Interactive Map showing curb ramp accessibility status & priority area distribution

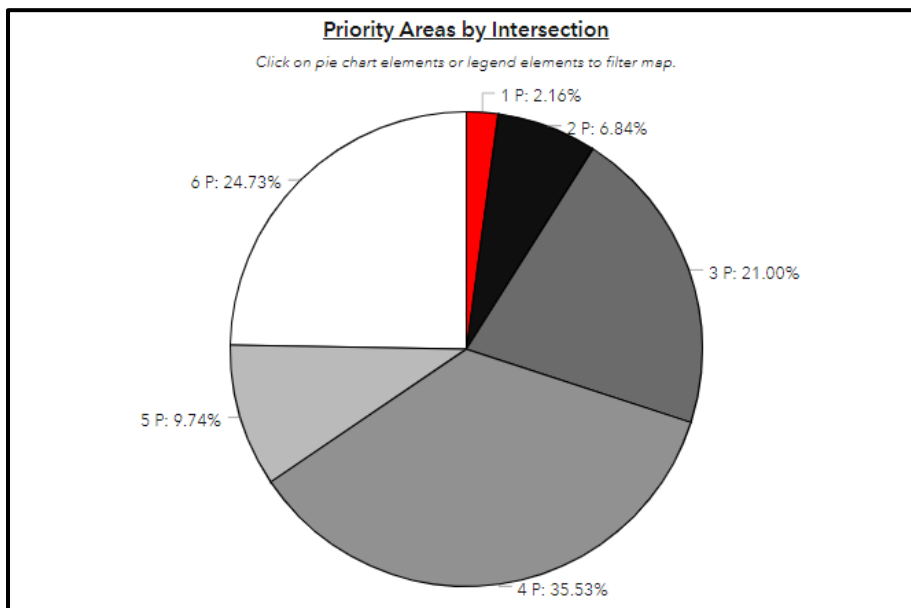
### Intersections by ADA Curb Ramp Compliance Status - 2018 Baseline

*Click on pie chart elements or legend elements to filter map.*

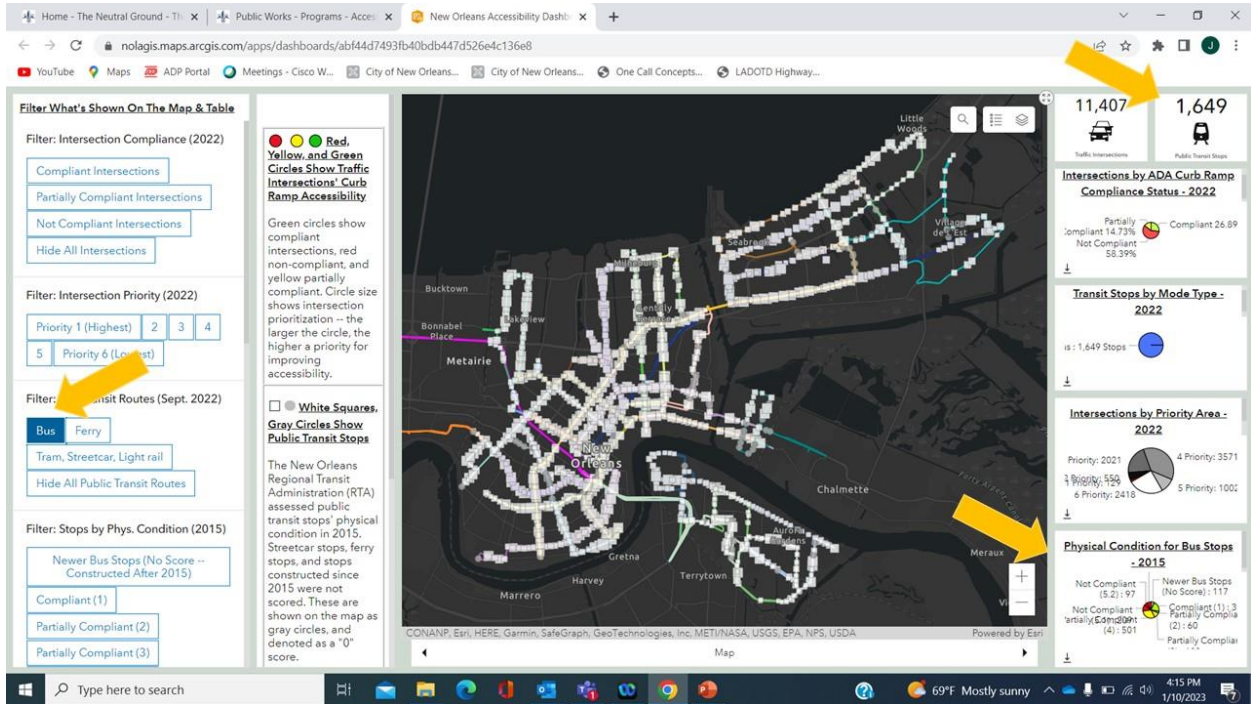


The three color-categories - red, yellow, and green - of compliance are summed up by intersection then displayed in a reactive pie-chart. The 2018 compliance distribution pie chart is shown in the figure above. The ArcGIS Online Dashboard application creation tools will allow for two-way interactivity between the map and the pie chart, for example, mapping and charting compliance neighborhood by neighborhood, or compliance within a custom shape the user draws on the map. As DPW updates 2022 curb ramp compliance data to show current on-the-ground ramp conditions, the baseline data will shift to show more intersections' curb ramps as compliant.

Additionally, the below pie chart shows the number of intersections by priority level (1 through 6) as included in the Accessibility Dashboard and its backing data, as of the 2018 update to the Transition Plan. This pie chart can be viewed on the dashboard by clicking on the "Priority Areas Pie Chart" tab in the bottom right corner of the page.

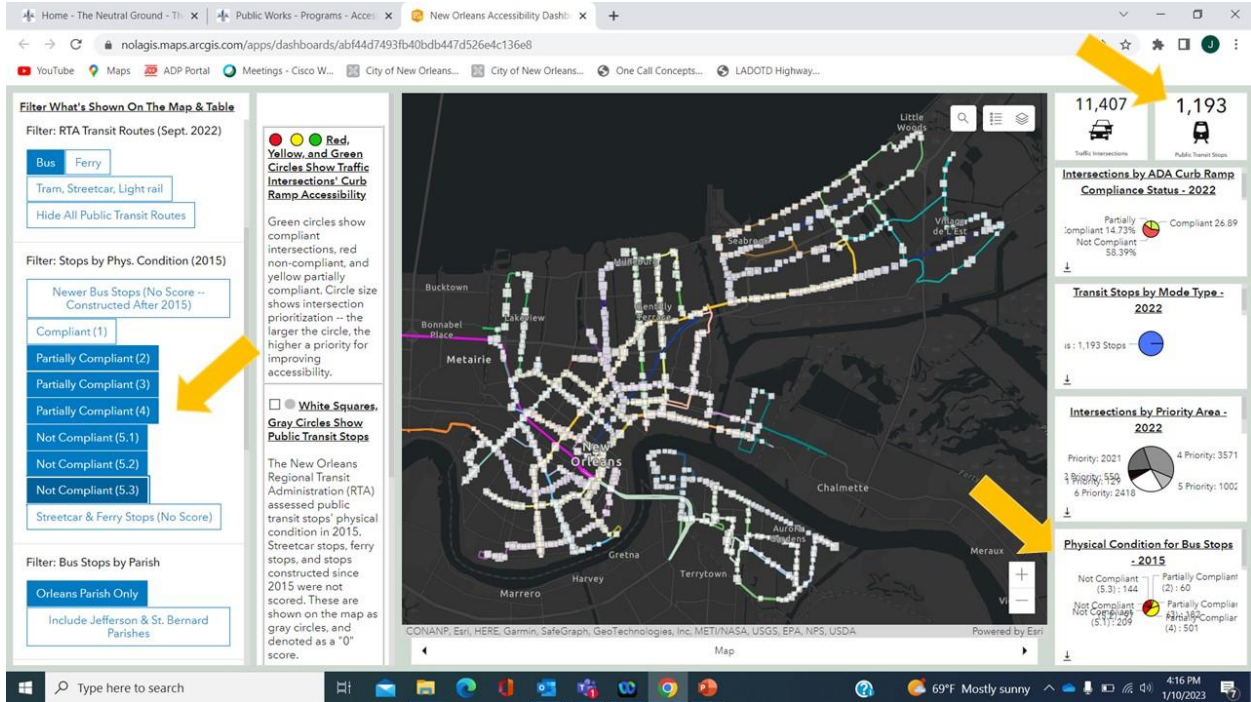


The location and compliance status of bus stops can also be viewed in the Accessibility Dashboard. This information is updated on a regular basis based on compliance progress and changes in stops. Examples of data presented in the Dashboard are shown in the figures below.

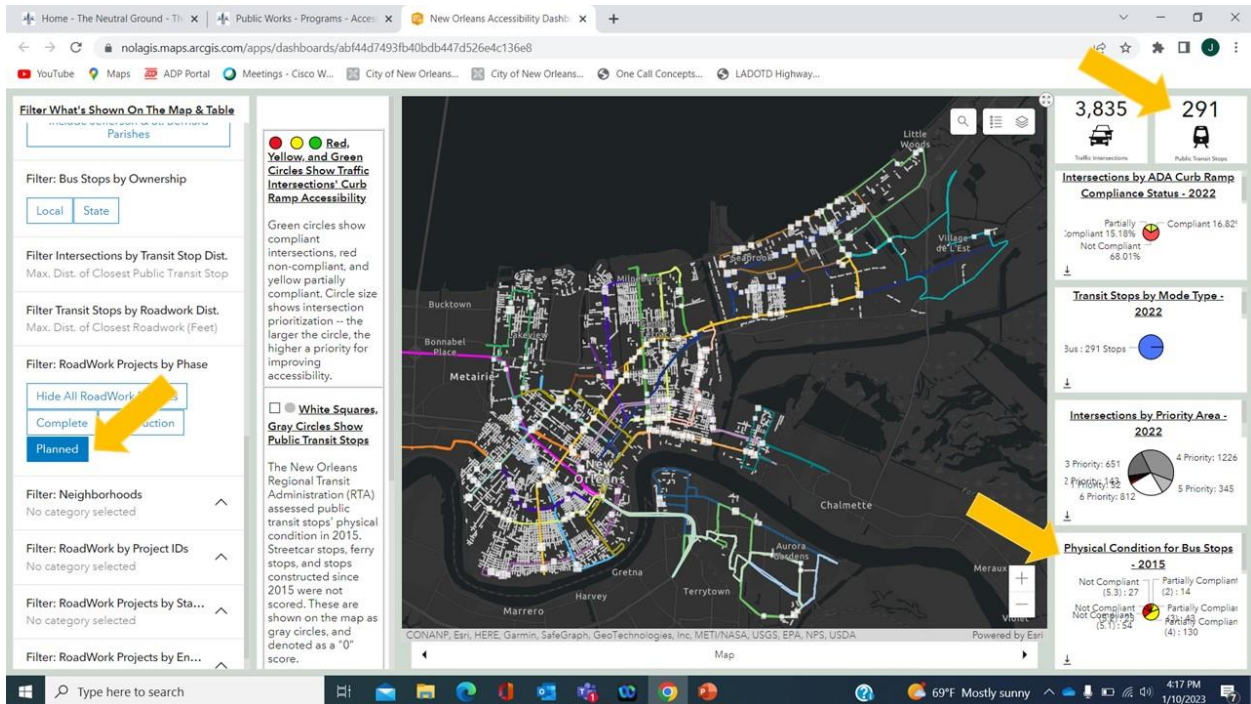


Accessibility Dashboard Screenshot showing use of bus stop filter, bus stop quantity and physical condition (compliance status)





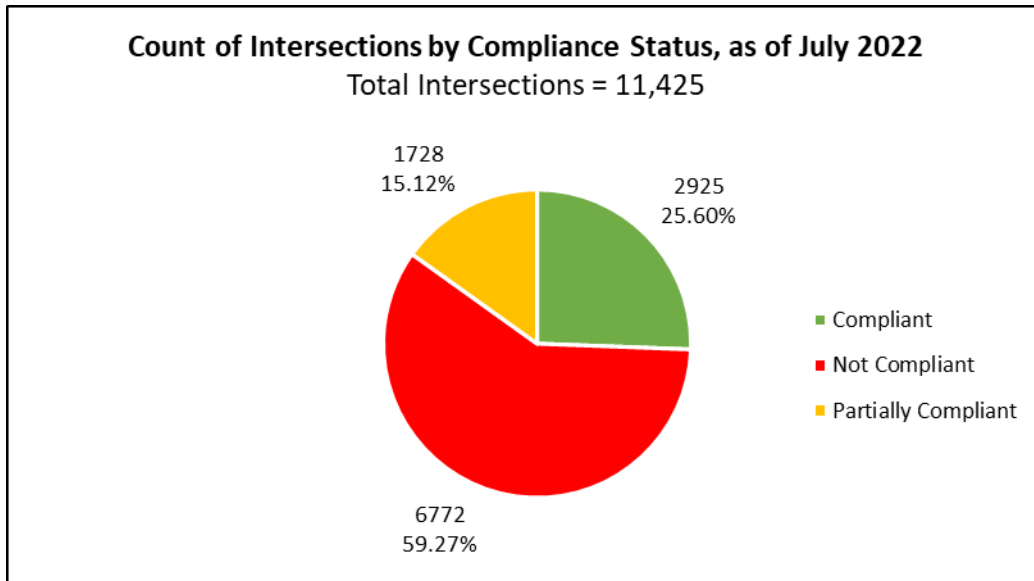
Accessibility Dashboard screenshot showing bus stop compliance filter, number and locations of partially- and non-compliant bus stops, and physical condition (compliance status) summary chart



Accessibility Dashboard screenshot showing planned Roadwork projects filter, quantity, and compliance status of overlapping bus stops

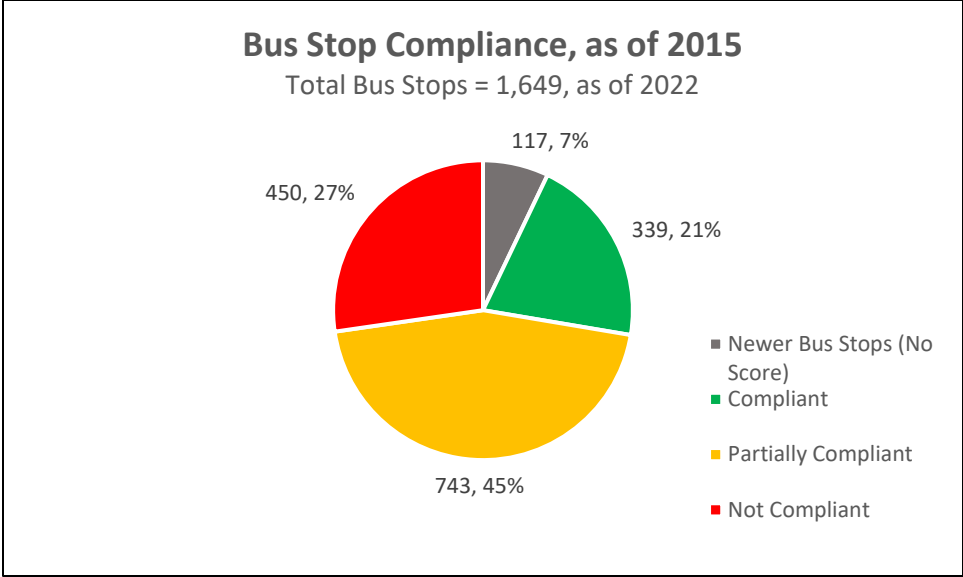
## Appendix D – 2022 Status of Priorities & Compliance

**Intersection Curb Ramp Compliance – 2022 Data.** The Department of Public Works (DPW) Project Controls Division conducted a review of the as-built curb ramp infrastructure in June 2022, as an update to the 2018 data. A pie chart distribution of compliant intersections across New Orleans is shown below. As stated Section 3.1, the “Partially Compliant” status indicates that some but not all ramps at that intersection are compliant.

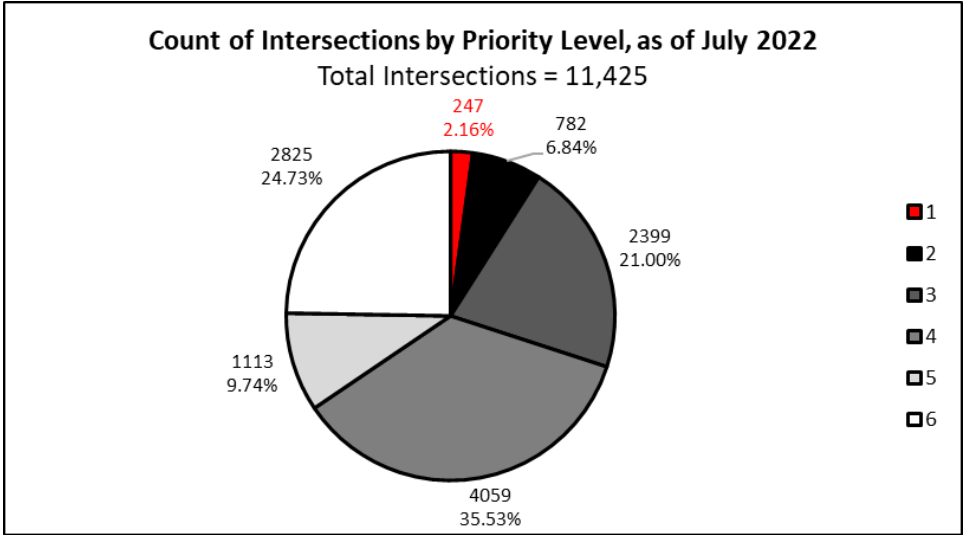


### **Bus Stop Compliance – 2015 Data**

The 2015 Manning Report compliance data serves as the baseline for the City’s and RTA’s joint effort to bring all bus stops into full compliance. The bus stop compliance status distribution for the 1,629 bus stop using 2015 physical condition data is shown in the figure below. As inspections and upgrades as performed, the bus stop compliance status and related tables and charts will be updated.

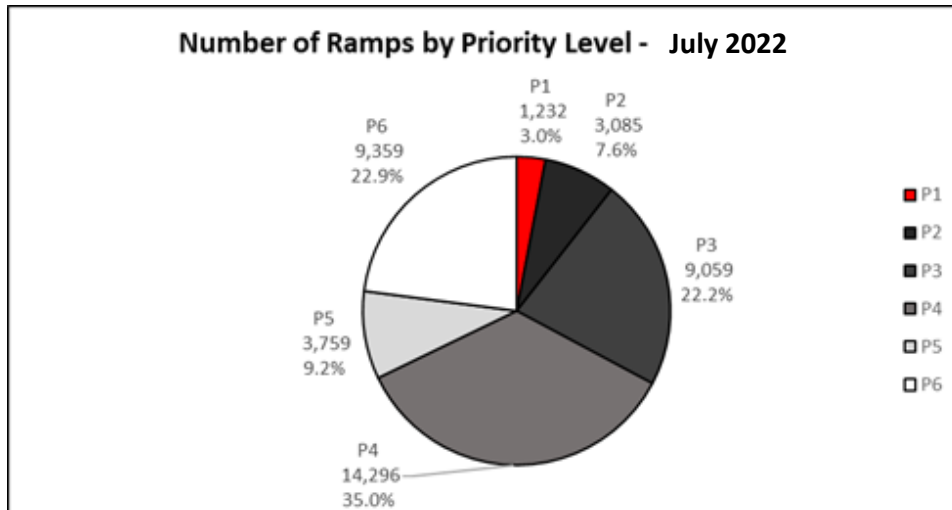


**Priority Levels – 2022 Data.** In the review of the as-built curb ramp infrastructure in June 2022, to update the 2018 data, the number of intersections by priority level (1-6) remains largely the same. The updated data for July 2022 are shown in the figure below. Since the priority levels have not been changed since 2018, the small changes in priority area percentages reflect DPW’s Quality Assurance (QA) and data cleanup.

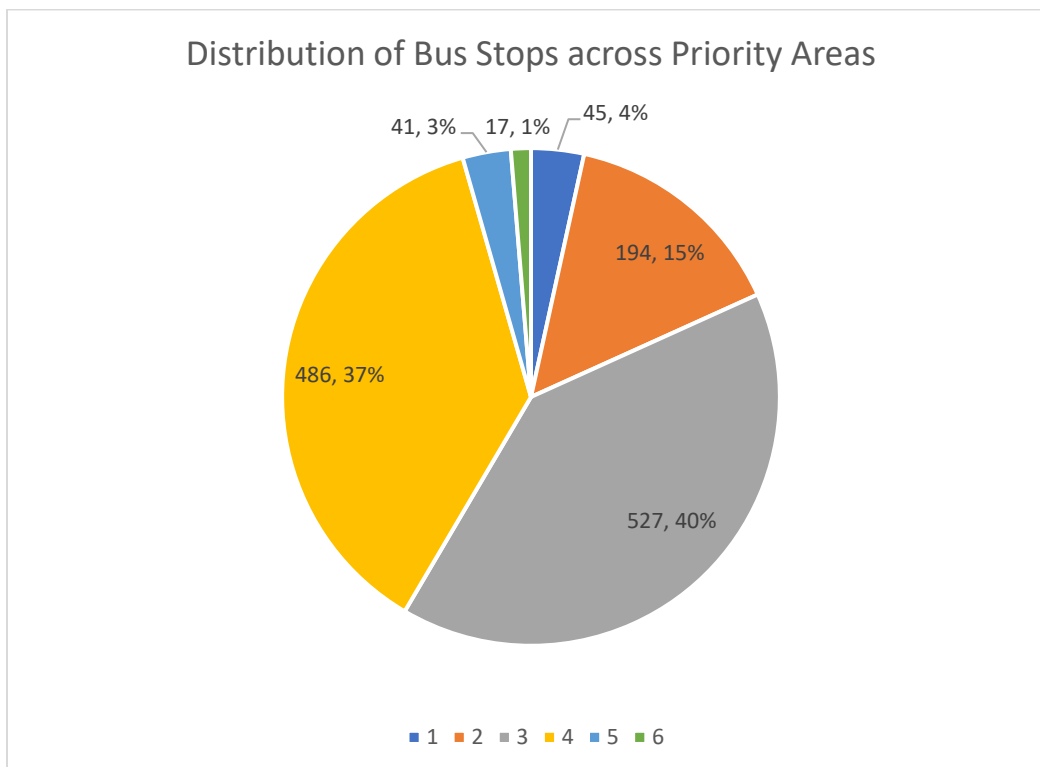


The next figure shows the number of ramps by priority level. This analysis used the above pie chart on intersections by priority level as a starting point. The analysis in the next figure (below) shows the percentages of ramps by priority level are very closely aligned with percentages of intersections by priority level (above).





The distribution of bus stops and compliance status across the Transition Plan Priority Areas was also generated using the Accessibility Dashboard. While bus routes are weighed heavily in the prioritization algorithm, this information is used with other factors like land use to determine overall priority. Therefore, the majority of bus stops fall into Priority Areas 3 and 4. In some cases, DPW and RTA may agree that some bus stops that have higher actual wheelchair boarding numbers may be given higher priority depending on feasibility.



## Appendix E – Accessible Pedestrian Signal Standard Operating Procedure

# Accessible Pedestrian Signals Standard Operating Procedure

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*New Orleans Department of Public Works*

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### Section 1: Introduction

This Standard Operating Procedure (SOP) is adopted by the City of New Orleans Department of Public Works to establish a consistent and proactive approach to providing Accessible Pedestrian Signals (APS) within the City of New Orleans when an existing traffic signal is modified or a new traffic signal is installed. Its adoption is consistent with previous goals and objectives identified by the City of New Orleans' Americans with Disabilities Act (ADA) Transition Plan, updated in March 2018, and the standards and guidelines established by the Federal Highway Administration's (FHWA) Manual on Uniform Traffic Control Devices (MUTCD) and the US Access Board's proposed Public Rights-of-Way Accessibility Guidelines (PROWAG).

Accessible Pedestrian Signals are devices which communicate information about pedestrian signal timing in a non-visual format such as audible tones, speech messages, and/or vibrating surfaces. These devices primarily assist people who are blind, have low-vision, or are Deafblind, safely cross the street but can provide information that makes signalized crossings easier for all pedestrians.

### Section 2: Standard Operation Procedure Statement

Upon the Effective Date of this Standard Operating Procedure, when a new traffic signal is installed or an existing traffic signal is modified within the public right-of-way and the jurisdiction of the City of New Orleans, APS devices shall be provided. Project managers shall ensure all projects meet the requirements of this SOP. The project development and project review process will be modified to ensure that the Traffic Engineering Division and the Safety and Mobility Division review projects at the appropriate development and design stages, including project scoping, to ensure compliance with this SOP and the design standards and guidelines referenced in Section 3.

If the project manager and design engineer cannot provide APS devices due to existing site conditions or cannot otherwise meet the requirements of this Standard Operating Procedure, they must document and provide justification for all deviations from the requirements. This documentation must be reviewed and approved by the Chief Traffic Engineer. If the Chief Traffic Engineer is serving as the

project manager, then documentation must be reviewed and approved by the Deputy Director of Operations or successor position.

When a new traffic signal is installed or an existing traffic signal is modified within the New Orleans public right-of-way, but not within the jurisdiction of the City of New Orleans (for example the Louisiana Department of Transportation and Development), the City of New Orleans will request that said entity provide APS devices per this Standard Operating Procedure in order to provide consistent expectations for users.

### Section 3: Design Standards and Guidelines

All APS devices provided shall conform to the requirements of the 2009 Edition of the MUTCD, Section 4E and the guidelines of the Public Rights-of-Way Accessibility Guidelines, Section R209. Additionally, the Department of Public Works will update its signal specifications to conform with the above and establish other standards and guidance necessary for successful implementation in the City of New Orleans.

Such guidelines and standards shall apply to topics including, but not limited to the location of APS devices, the walk indications, the tactile arrows, the locator tones, and the pushbutton features.

### Section 4: Prioritization

The Department of Public Works will utilize a prioritization tool to identify and prioritize existing traffic signal locations to retrofit with APS devices. Retrofit candidates include traffic signals with existing non-APS pedestrian signals, traffic signals without pedestrian signals, and traffic signals on state routes. Proactive retrofits will be in addition to retrofits triggered by other projects that modify existing traffic signals. This prioritization shall utilize the tool outlined in NCHRP 150: Accessible Pedestrian Signals: A Guide to Best Practices, Appendix D and the Land Use Priorities identified in the New Orleans ADA Transition Plan, Table 1.

Following adoption of this Standard Operating Procedure, the Department of Public Works will conduct an inventory of existing signalized intersections and collect information as needed to complete the prioritization tool for all signalized intersections within 12 months. This prioritization will include all signals within the public rights-of-way in New Orleans, regardless of jurisdiction. To ensure accurate representation of conditions, the prioritization will be repeated every three (3) years for signalized intersections that do not have APS devices present or funding allocated to provide APS devices.

The prioritized list of signalized intersections and the list of intersections with existing and funded APS devices will be available publicly through the City's Open Data Portal.

### Section 5: Public Engagement

Public input regarding requests for APS devices at signalized intersections are factored into the prioritization tool identified above. This input may be obtained through a number of channels,

including: requests submitted to the Department of Public Works through the City's 311 system; requests submitted to the City's ADA Coordinator or the Mayor's Advisory Council for Persons with Disabilities; requests submitted to the Office of Human Rights and Equity.

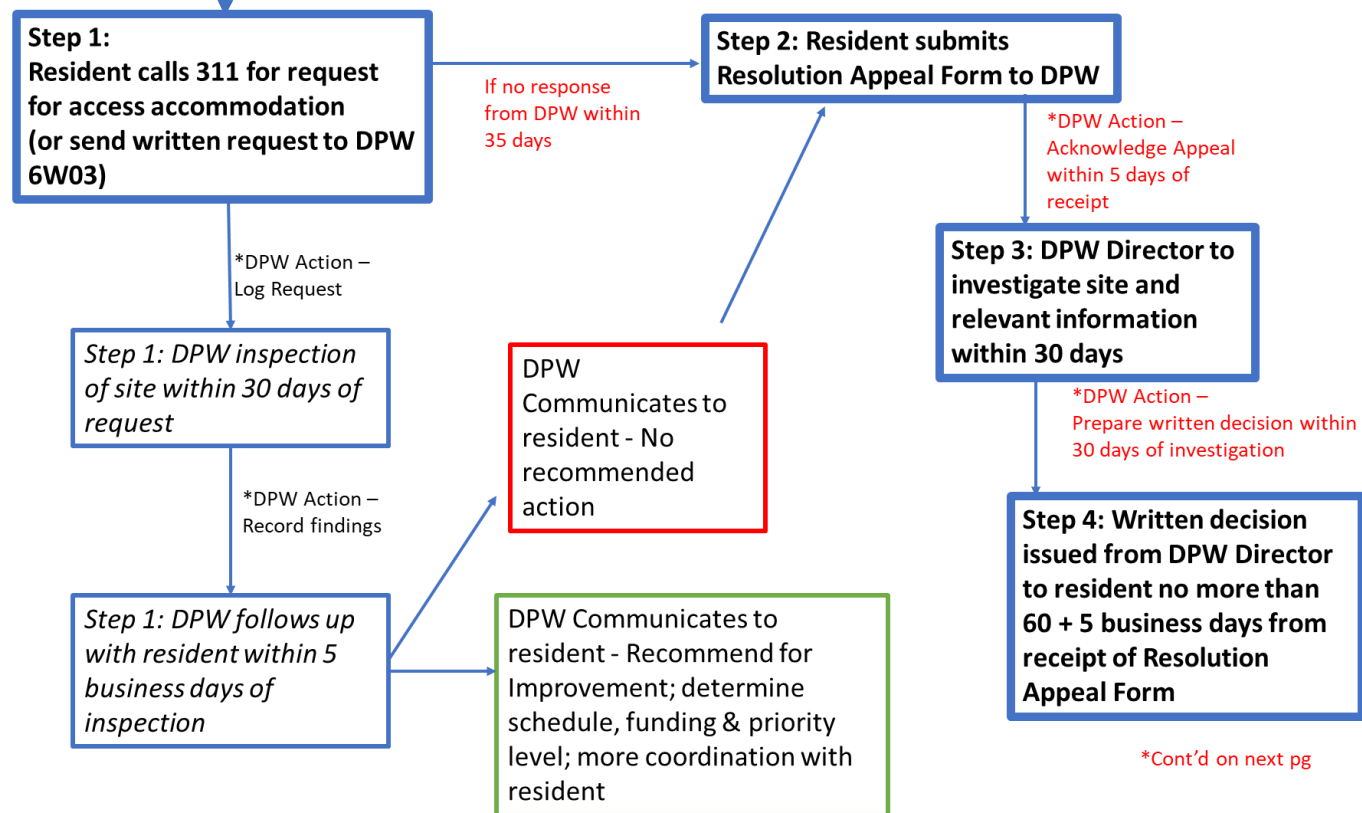
#### Section 6: Goals

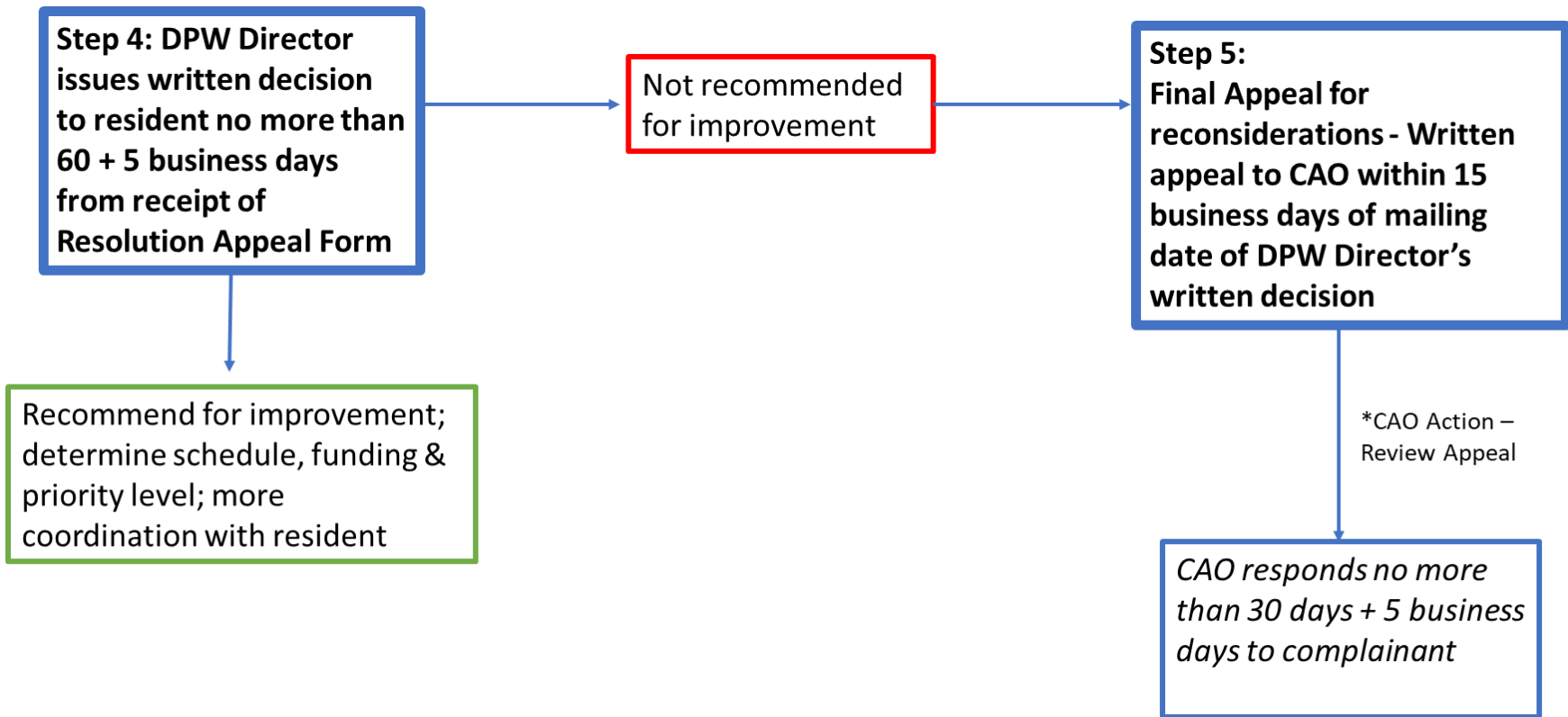
Upon completion of the initial prioritization, the City of New Orleans will provide APS devices at a minimum of twelve (12) signalized intersections within the City's jurisdiction annually. The City will also work with partner entities to support their deployment of APS at signalized intersections within the public right-of-way, but outside of the City's jurisdiction. This goal will be reevaluated every three (3) years following the updated prioritization process described in Section 4. The Department of Public Works will include progress on APS deployment in the annual Complete Streets report and on the public facing Department dashboard.

## Appendix F – Grievance Procedure

The DPW website has been updated to include the grievance procedure and relevant forms for public access. A flow chart of the process is shown below.

**Step 1a: (Transit stops and facilities only) Report physical barriers such as benches, trash receptacles, shelters to RTA’s Rideline (504-248-3900; 504-827-7833 for hearing-impaired). RTA to coordinate resolution of these issues directly with complainant. RTA will coordinate resolution of issues that extend beyond these types of barriers to DPW via next step. RTA will notify complainant when a referral to DPW has been officially submitted.**





## Appendix G – Compliance Trajectory

This appendix presents information on compliance trajectories across different public rights-of-way elements.

### **Curb Ramps**

Using the 2018 curb ramp compliance data as the baseline measurement and a target of 100% compliance in 2047 cited in the 2013 Transition Plan, we will measure the rate at which intersections are moving into the “Fully Compliant” curb ramp category. We will measure this progress biannually.

Since this is an aggregated metric of ADA compliance, it represents a goal more so than the anticipated year-by-year construction budgets and schedules. These future construction schedules will be used to update the trajectories towards the 2047 targets (for example, a compliance goal with a variable, seasonal rate of construction over time, instead of a simple linear trajectory assuming invariable construction progress). The following programs are in place to address curb ramp compliance:

- **JIRR Program** – DPW is undertaking a FEMA-funded joint infrastructure effort between DPW and Sewerage & Water Board of New Orleans which involves repairing and reconstructing roads and subsurface utilities throughout the city. The Accessibility Dashboard shows JIRR projects in relation to intersections with non-compliant ramps and also shows the JIRR project array is set to address approximately one-third of non-compliant ramps city-wide. FEMA is funding the JIRR thru mid-2023; the City is developing a request to FEMA for additional time to complete remaining work over the next few years.
- **Capital Improvement & Federal Programs/Grants** – DPW is also undertaking roadwork funded by other sources such as bonds, FHWA, and grants. The funding and scope for these projects vary. Over the past five years, DPW initiated projects addressing 200+ intersections where a portion of this work addressed ADA compliance. Assuming a similar pace over the next five years, Other Programs will address approximately 1% of ramps city-wide.
- **Operations Budget** – DPW is also in process of developing multi-purpose contracts for use by the Maintenance Division. These contracts will contain the ability to perform ADA ramp improvements on a limited basis when intersection maintenance is performed as per city code.

### **Bus Stops**

The Accessibility Dashboard was used to generate several projection scenarios using the 2015 compliance status as a baseline and the end of 2031 as the 100% compliance goal. The total number of bus stops as of February 2023 that require some level of improvement based on the 2015 baseline inspection data, is 1,310. The distribution of these stops among State highway and local roads is shown in the table below.

Total Bus Stops by Compliance Category based on 2015 Inspection Data

Compliance Category	Total Bus Stop Locations		
	State Highways	Local Streets	Total
Compliant	107	232	339
Partially-compliant	227	516	743
Non-compliant	120	330	450
New or Not Surveyed	15	102	117
Subtotal:	469	1180	1649

In projecting the average number of bus stops that require accessibility upgrades between 2023 and 2031, two scenarios were assessed. Scenario 1 assumes that all upgrades will be completed under new capital improvement projects that are not otherwise in the planning, design, or construction phases. This is a worst-case scenario (see table below). Scenario 2 assumes that some upgrades will be completed under new capital improvement projects and others will be integrated into overlapping project footprints that are in the planning, design, and construction phases. This is a best-case scenario (see second table below). Scenario 2 assigns bus stops that require upgrades to the scope of overlapping project footprints that are in the planning, design, and construction phases. As additional projects are introduced into the City’s Capital Improvement Program, this table will be updated.

Projection of Average Total Bus Stops Requiring Construction per Year (Scenario 1)

Compliance Category	Average Total Bus Stops								
	Year of Construction								
	2023	2024	2025	2026	2027	2028	2029	2030	2031
Partially-compliant	83	83	83	83	83	83	83	83	81
Non-compliant	50	50	50	50	50	50	50	50	48
New or Not Surveyed	13	13	13	13	13	13	13	13	13
Total:	146	146	146	146	146	146	146	146	142
Cumulative Total:	146	292	438	584	730	876	1,022	1,168	1310



Projection of Average Total Bus Stops Requiring Construction per Year (Scenario 2)

	Average Total Bus Stops								
	Year of Construction								
Compliance Category	2023	2024	2025	2026	2027	2028	2029	2030	2031
Partially-compliant	166	83	163	55	55	55	55	55	55
Non-compliant	94	75	87	32	32	32	32	32	35
New or Not Surveyed	17	19	33	8	8	8	8	8	8
Total:	277	177	283	95	95	95	95	95	98
Cumulative Total:	277	454	737	832	927	1022	1117	1212	1310

These project tables are expected to change as inspection and bus stop construction are completed. The projected timelines will be adjusted based on actual progress in future updates to the Transition Plan. Construction costs for the required bus stop improvements are estimated to be between \$1.9M and \$2.9M per year in 2023 dollars. This does not include the costs or design or other related costs.

## Appendix H – 2022 APS Installation Locations

The following locations are under construction for APS installations in 2022 as part of two federally-funded projects in New Orleans. The need to up-scope the original construction plans to fully address accessibility requirements has caused delays in implementing this project. LaDOTD plans to supplement the design scope in Spring 2023 and re-bid the project later in 2023.

State Project H.012682 – 48 intersections (city & state owned)

<b>Cross Street 1</b>	<b>Cross Street 2</b>
Tulane Ave	LaSalle St
O'keefe Ave	Gravier St
O'keefe Ave	Perdido St
O'keefe Ave	Girod St
O'keefe Ave	Julia St
O'keefe Ave	Howard Ave
Baronne St	Girod St
Baronne St	Julia St
Baronne St	Howard Ave
Loyola Ave	Julia St
Carondelet St	Girod St
Carondelet St	Julia St
Carondelet St	St Joseph St
Carondelet St	Howard Ave
St Charles Ave	Girod St
St Charles Ave	Julia St
St Charles Ave	St Joseph St
St Charles Ave (downbound)	Egalite (formerly Lee) Circle
Howard Ave	Egalite (formerly Lee) Circle
Camp St	Girod St
Camp St	Julia St
Camp St	St Joseph St
Camp St	Andrew Higgins Blvd
Magazine St	Girod St
Magazine St	Julia St
Magazine St	St Joseph St
Magazine St	US90/Calliope (LB& RB)
Camp St	US90/Calliope (LB& RB)
Baronne St	US90/Calliope (LB& RB)
Simon Bolivar Ave	US90/Calliope (LB& RB)
St Charles Ave	US90/Calliope (LB& RB)
Tchoupitoulas	US90/Calliope (LB& RB)

Tchoupitoulas	Julia St
Camp St	Common St
Camp St	Gravier St
Basin St	St Louis St
<b>Cross Street 1 (cont'd)</b>	<b>Cross Street 2 (cont'd)</b>
Basin St	Crozat St
Tulane Ave	S Claiborne Ave
Poydras	S Claiborne Ave
Cleveland Ave	S Claiborne Ave
Esplanade Ave	Decatur St
Esplanade Ave	Royal St
St Charles Ave (upbound)	Egalite (Lee) Circle
Camp St	Lafayette St
N Peters St	Ursulines Ave
N Peters St	Barracks St
N Peters St	Esplanade Ave
Magazine St	Poeyfarre St

State Project H.013391 – 16 intersections (state owned)

<b>Cross Street 1</b>	<b>Cross Street 2</b>
US 61 (Ariline Hwy)	South Carrollton Ave
US 90 (S Claiborne Ave)	Louisiana Ave
US 90 (Chef Menteur Hwy)	Providence Place
US 90 (Chef Menteur Hwy)	Press Dr
Oretha Castle Haley Blvd	Calliope St
US 90	Tchoupitoulas St
US 90	Annunciation St
US 90 Bus (RB Frontage)	Annunciation St
I-10 N Service Rd	Bullard Ave
US 90	Earhart Blvd
US 90 (S Claiborne Ave)	Nashville Ave
US 90 (S Claiborne Ave)	Jefferson Ave
LA 39 ( N Claiborne Ave)	St Bernard Ave
I-610	Elysian Fields Ave
I-10 (S Service Rd)	Read Blvd
US 90 Bus (RB Frontage)	Convention Center Blvd