

VOLUME 2

# chapter

## TRANSPORTATION



GOAL	POLICIES FOR DECISION MAKERS	FOR MORE INFORMATION, SEE PAGE:
1 <u><i>Fix It First: Continued investment in rebuilding and then maintaining roads and bridges</i></u> <u><i>Provide quality transportation infrastructure</i></u>	<del>1.A. Repave or reconstruct all damaged streets within the city, whether from Hurricane Katrina or pre-existing conditions.</del> 1.A. Invest in our	11.1925
	1.B. Regularly monitor <del>streets,</del> <u>diagnose level the condition of failure</u> City off-system bridges and advance projects to address problems before they grow larger and <u>become</u> more expensive to _	11.2026
	1.C. <del>Coordinate road repairs with other-</del> <u>Improve and adapt Port facilities and infrastructure projects to increase efficiency, limit infrastructure costs and preserve roadway</u> <u>leverage technological</u>	11.2027
2 <u><i>Integration of land-use decision-making with transportation projects</i></u>	1.D. Coordinate with the State and other governments in the region to preserve and enhance the Louis Armstrong New Orleans International Airport as the preeminent airport facility in the State. <del>2.A. Establish a permanent transportation planner position for-</del>	11.2427
	1.E. Implement rail improvements to increase <u>railroad safety, operating efficiency and fluidity.</u>	11.27
	<del>2.B. Coordinate higher-density land uses with existing and future transit hubs to support walkable, mixed-use, transit-oriented neighborhoods.</del> 1.F. Enhance the RTA's	11.2428
2 <u><i>Increase efficiency across all transportation modes</i></u>	<del>2.A.</del> 2.C. Advance projects that enhance connectivity, reduce barriers and improve attractiveness	11.2329
	2.D. Modify regulations to encourage infill development that supports a vibrant pedestrian environment.	11.24
	2.E. Establish policies that encourage efficient management of parking and	11.2430
	<u>2.C. Encourage sustainable and healthy mobility choices.</u>	11.31

		<a href="#">2.D. Improve connectivity between transportation modes.</a>	<a href="#">11.31</a>
		<a href="#">2.E. Develop a great cycling City.</a>	<a href="#">11.32</a>
		<a href="#">2.F. Maximize walkability.</a>	<a href="#">11.34</a>

GOAL	POLICIES FOR DECISION MAKERS	FOR MORE INFORMATION, SEE PAGE:
<b>3</b> <u><a href="#">Roadways that integrate vehicle, improve safety, accessibility, and quality of life for all transportation with bicycling and walking system users</a></u>	<del>3.A. Establish a</del> <u>Implement the adopted “Complete Streets” policy to provide for pedestrians and bicycles, as well as vehicles, in repairs of major streets with design guidelines. Policy”</u>	<u>11.26</u> <u>35</u>
	<del>3.B. Establish a permanent multi-modal accommodation position within DPW.</del>	<u>11.27</u>
	<del>3.C. Develop a pedestrian plan</del> <u>B. Implement the Vision Zero Safety program for the City of New Orleans, to reduce traffic fatalities and severe injuries</u>	<u>11.27</u> <u>35</u>
	<u>3.C. Improve and expand access to the transit network throughout the City.</u>	<u>11.36</u>
	<u>3.D. Manage curb space more efficiently to reduce congestion and increase safety.</u>	<u>11.37</u>
	<del>3.D.E.</del> <u>Provide significant infrastructure investment to <del>make</del>improve the appeal and walk-friendliness of major boulevards and corridors more attractive and pedestrian-friendly particularly at where transit stops, schools, parks, and other pedestrian generators are present.</u>	<u>11.28</u> <u>38</u>
<b>4</b> <u><a href="#">Promote economic development and innovation through integrated transportation planning and policies</a></u>	<del>3.E. Provide significant infrastructure investment to make neighborhood streets more attractive and pedestrian-friendly.</del> <u>4.A. implement an equitable bike share system that serves job commuting needs and connects to transit.</u>	<u>11.29</u> <u>39</u>
	<del>3.F. Develop a bicycle strategy for the City of New Orleans.</del>	<u>11.30</u>
	<del>3.G. As part of the comprehensive bicycle plan, create a comprehensive, connected city-wide network of bike lanes, multi-use paths and bike boulevards to safely accommodate bicyclists.</del> <u>4.B. Coordinate higher-density land uses with existing and future transit hubs to support walkable, mixed-use, transit-oriented neighborhoods along existing and potential future transit routes.</u>	<u>11.34</u> <u>39</u>
	<u>4.C. Modify regulations to encourage infill development that supports a vibrant pedestrian environment.</u>	<u>11.39</u>

5	<u><a href="#">Develop an environmentally sustainable and resilient transportation system</a></u>	<p><del>3.H. Provide fixed infrastructure to further bicyclist safety.</del>  <u><a href="#">5.A. Make capital investments and security and to encourage bicycling as an alternative mode.</a></u>  <del>implement administrative strategies to ensure the resilience of the city's transportation infrastructure against possible hazards.</del></p>	11.3340
		<p><del>3.I. Develop programs that address enforcement, education and encouragement of bicycling.</del>  <u><a href="#">5.B. Develop a transportation system that contributes toward a healthier environment through investments in multi-modal facilities and green infrastructure for stormwater management.</a></u></p>	11.3341

GOAL	POLICIES FOR DECISIONMAKERS	FOR MORE INFORMATION, SEE PAGE:
<b>4</b> <i>Fast and efficient mass transit supported by transit-oriented development</i>	4.A. Enhance the quality of RTA rolling stock and fixed infrastructure.	11.34
	4.B. Improve the existing bus and streetcar system.	11.35
	4.C. Invest in new rail, streetcar and bus rapid transit (BRT) infrastructure by obtaining federal and local funding.	11.36
	4.D. Better market transit service to increase mode share (percent of people who use transit).	11.39
	4.E. Create forums and entities for agency coordination and consolidation to improve transit service delivery and sustainability.	11.39
	4.F. Identify and study potential new Mississippi River connections.	11.39
<b>5</b> <i>Enhanced intercity transportation with an upgraded airport, better passenger rail service, and ultimately, regional high-speed rail</i>	5.A. Preserve and enhance Louis Armstrong New Orleans International Airport (LNOIA) as the pre-eminent airport facility in the state.	11.40
	5.B. Support and advocate for federal and state funding for high speed and regional rail lines between New Orleans and other communities.	11.40
	5.C. Improve connectivity and the environment for users of the Union Passenger Terminal (UPT).	11.40
<b>6</b> <i>Freight transportation systems that serve the economy while respecting neighborhoods</i>	6.A. Support capital improvements that are needed to keep the Port of New Orleans competitive while protecting quality of life.	11.41
	6.B. Refine and implement the New Orleans Rail Gateway Plan to improve railroad safety.	11.41
	6.C. Continue to refine truck routes and truck parking requirements while improving education and enforcement.	11.42
	6.D. Ensure that the City's hazard mitigation plan contains sufficient standards for the movement of hazardous materials by truck and rail through the city.	11.42
<b>7</b> <i>Transportation infrastructure that is resilient to flooding and other natural hazards</i>	7.A. Make capital investments and implement administrative strategies to ensure the resilience of the city's transportation infrastructure against future hazards.	11.43

## TRANSPORTATION

### Roadways

- 1,652 miles of streets including:
  - 105 miles of state and federal highways maintained by the Louisiana Department of Transportation and Development (LaDOTD) with state and federal funding.
  - Remaining roadways maintained by the City—current funding program allows only for critical maintenance.
- 250 miles major arterials for regional mobility.
- 2 river bridges and 4 lake bridges.
- About 460 signalized intersections; traffic signal improvements underway to improve emergency evacuation and transit operations.

### Street Repairs/Reconstruction

- \$90 million Submerged Roads program through LaDOTD (RHWA funded):
  - \$15 million allocated for 2009
- 2009 Capital Budget Allocation
  - \$9 million major streets
  - \$20 million minor streets
- 2010 Capital Budget Allocation (Estimated)
  - \$2 million major street
  - \$2.8 million minor streets
  - 24 million street redevelopment

### Mobility

- 18% of households do not own a vehicle; 45% own one vehicle.
- Commuting
  - 80% commute by vehicle.
  - 6% commute by public transportation.
  - 4% commute by bicycle, a relatively high percentage among US cities.
  - 7% commute by walking
- Pedestrian conditions
  - Lack of sidewalks in some areas.
  - Many sidewalks need repair.
  - Many sidewalks lack wheelchair accessibility.

### WHAT DOES IT MEAN?

- Roadway infrastructure is dense and well-connected, providing a strong base for all travel modes: cars, bikes, buses, and pedestrians.
- The city's street network (grid-scale, walkable distances, shorter blocks, pedestrian-oriented) favors successful public transportation.
- Maintaining this large network requires significant financial resources and priority criteria can help focus improvements to areas of most critical need.
- Despite major reductions after Hurricane Katrina in available buses, routes, and coverage area, transit ridership continues to grow.
- Streetcar routes capture a much larger percentage of the population per route than bus routes. This is consistent with national trends where streetcars have been introduced.
- New Orleans has a relatively high level of bicycle ridership compared to other cities, but there is very little bicycle infrastructure.

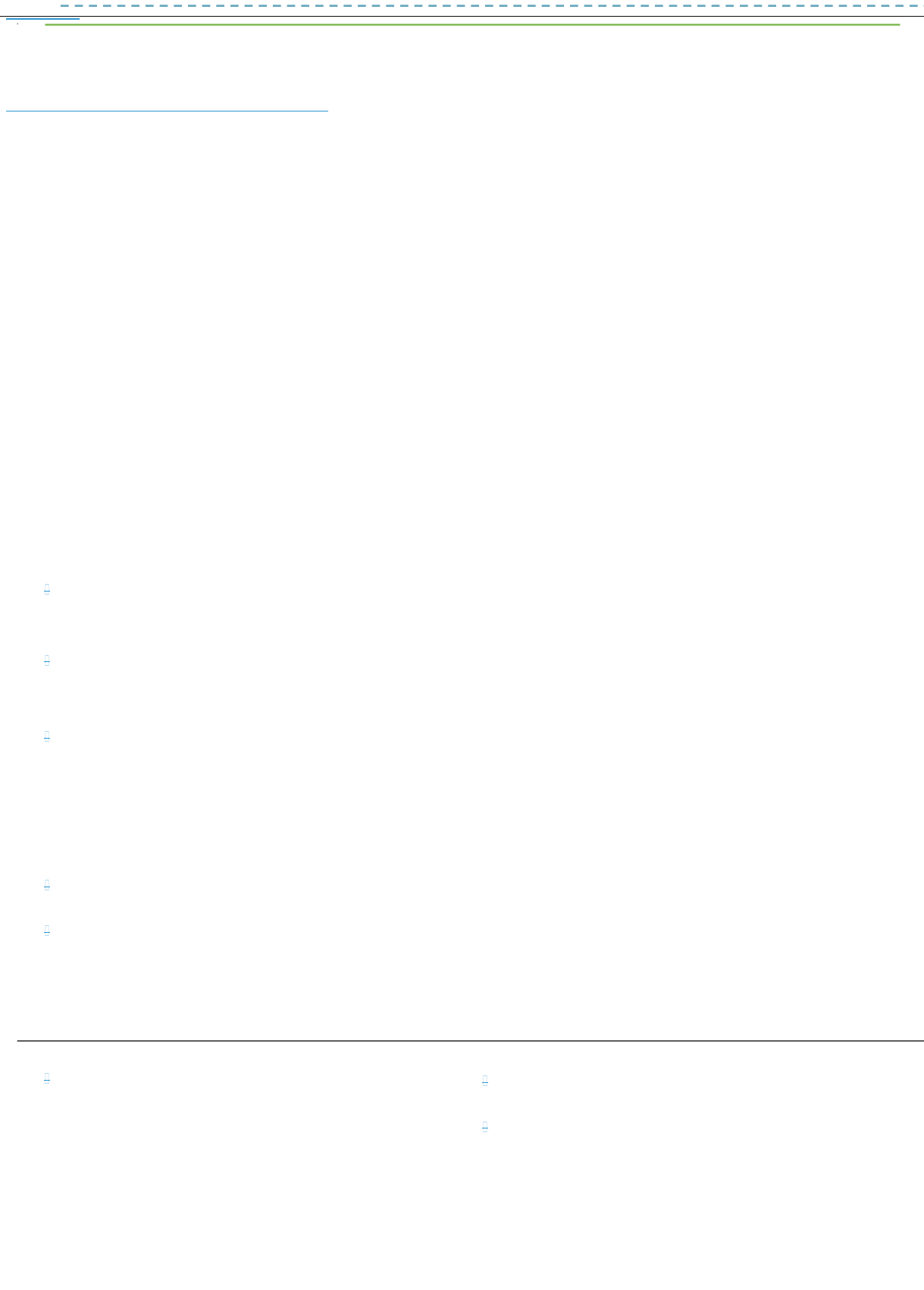
- Bicycle conditions
  - 20 bikeway miles: bike lanes, shared lanes, and multi-use paths; planned 42 bikeway miles by 2010.
  - 100 bicycle racks, most along Canal Street
  - All RTA buses currently have bicycle racks.

### Transit

- New transit management team, Veolia, plans to upgrade stops; better NORTA website information; and increase "Easy Bus" small vehicle service.
- Post-Katrina ridership for bus, streetcar, ferry, and paratransit decreased by 76%, 80%, 47%, and 81% respectively (2004 to 2007); bus routes decreased from 82 to 30; operating streetcars from 66 to 19

Sources: 2007 AIS; City of New Orleans 2009

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# fact sheet

## TRANSPORTATION

### Roadways

- 1,671 miles of streets including:
  - 124 miles of state and federal highways maintained by the Louisiana Department of Transportation and Development (LaDOTD) with state and federal funding.
  - 1,547 miles of streets maintained by the City (2,646 lane miles).
- 250 miles of major arterials for regional mobility.
- 2 river bridges and 4 lake bridges.
- About 115 miles of streets repaved in the last five years.
- Over \$1.6 billion in capital funding programmed for street repairs/reconstruction over the next 8-10 years.

### Mobility (Update Stats)

- 18% of households do not own a vehicle; 45% own one vehicle.
- Mode Share
  - 80% commute by vehicle.
  - 6% commute by public transportation.
  - 4% commute by bicycle, a relatively high percentage among US cities. Ridership has increased by 74% in the last decade.
  - 7% commute by walking
- Bicycle facilities
  - 105 bikeway miles: bike lanes, shared lanes, and multi-use paths.
  - All RTA buses currently have bicycle racks.
- Pedestrian facilities.
  - ADA Transition plan to move toward more accessible sidewalks approved in 2013.
  - XX intersections retrofitted with pedestrian countdown signals, mostly in highly traffic areas.
- Safety.
  - X crashes occur annually in Orleans Parish (7% involve pedestrians or bicycles)
  - While the number of crashes is down in the last 2 decades, crashes involving pedestrians and bicyclists are up
  - City of New Orleans Pedestrian Safety Action Plan was approved in 2014

### Transit (Update)

- The Port of New Orleans is home to two cruise ship lines and supported over 1 million passengers in 2015.
- The Louis Armstrong New Orleans International Airport supports 18 domestic and 9 international carriers.
  - Over 10 million passengers in 2015.
  - New terminal under construction.

### WHAT DOES IT MEAN?

- Roadway infrastructure is dense and well connected, providing a strong base for all travel modes: cars, bikes, buses, freight, and pedestrians.
- The city's street network (grid scale, walkable distances, shorter blocks, pedestrian oriented) favors successful public transportation.
- Maintaining this large network requires significant financial resources and priority criteria can help focus improvements to areas of most critical need.
- Despite major reductions after Hurricane Katrina in available buses, routes, and coverage area, transit ridership continues to grow.
- Streetcar routes capture a much larger percentage of the population per route than bus routes. This is consistent with national trends where streetcars have been introduced.
- New Orleans has a relatively high level of bicycle ridership compared to other cities and is improving its bicycle infrastructure.

- At present, the public transit system includes five streetcar lines, two ferries, and 35 bus routes.
  - Includes special paratransit services to the disabled.
  - Public transit vehicles cover 14,000 miles each day, and passengers take almost 18 million rides on public transit every year.
- The Union Passenger Terminal is a multi-modal transportation center that supports three Amtrak routes, commercial bus service, public transit, and for hire transportation services.

### Freight (Update with current Port, Rail and Airport information)

- Over 40,000 metric tons of air freight and mail cargo moved through the Louis Armstrong International Airport in 2015.
- 529,263 twenty-foot-equivalent (TEU) units moved through the Port of New Orleans in 2015.
- New Orleans is one of four rail gateways in the Nation where six Class I railroads interchange.

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## FINDINGS

- ~~Many~~ The port is one of America's top ten ports in terms of volume and value of cargo handled. Port operations will need to expand in order for it to remain competitive as the volume of freight increases with the widening of the Panama Canal.
- The number of airport travelers is expected to increase and the airport is in the process of expanding air traveler and air freight capacity with construction of a new terminal.
- The percentage of commuters traveling by bicycle increased ?% in the last decade. The number and quality of City bicycle facilities is increasing and there are opportunities for further expansion, but safety and education must be improved across all transportation modes.
- The transit system has gradually increased service but still operates fewer routes with shorter service hours and longer headways than it did ten years ago. The demand on the transit system will likely increase in the future as the City looks at ways to reduce congestion.
- City sidewalks are more accessible to people with disabilities than before Hurricane Katrina and accessibility is a fundamental component of nearly every street project.
- While the City has an extensive sidewalk system, many City sidewalks are in poor condition. The City must become a more walkable city in order to support economic development.
- 65 percent of City roadways are in poor condition and have not yet been repaved and repaired after being damaged by the flooding that followed Hurricane Katrina. ~~Many of the streets needing repair have been targeted for bicycle accommodation. A long-term, sustainable roadway infrastructure maintenance and capital improvement program is needed.~~
- ~~The transit system, which was drastically reduced after Hurricane Katrina, has gradually increased service but still operates fewer routes with shorter service hours and longer headways than prior to Hurricane Katrina. As NORTA plans route adjustments and expansions of service, new concepts such as minibuses are being introduced to better match population shifts.~~
- ~~The three existing streetcar lines, currently very popular with tourists, can be enhanced to perform as a convenient in-town transportation alternative and expanded to create a more complete system of premium transit service.~~
- ~~20 percent of New Orleans' commuters do not drive or carpool, choosing instead to bicycle, take transit or live close enough to walk.~~
- ~~Sidewalks are widespread but most are in need of maintenance and lack modern features such as ADA ramps and pedestrian crosswalks and crossing signals at intersections.~~
- ~~The airport reached 78 percent of pre-Hurricane Katrina passenger levels by April 2009, and the port remains one of America's ten largest in both foreign and domestic shipping.~~

## CHALLENGES

- Restoring the City's inventory of aging and flood-impacted street infrastructure and maintaining it regularly in the future.
  - ~~Increasing the desirability and convenience of transit for all users.~~
  - ~~Creating and enhancing pedestrian and bicycle facilities that will attract people who want to bicycle and who are able to walk between destinations.~~
- Supporting economic growth and development by finding ways to increase transportation system capacity while decreasing congestion.
- Balancing ~~freight and shipping the~~ needs with neighborhood and residential of all transportation system users within the constraints of the existing public right of way while improving their safety and quality of life.

- Managing needed public investments ~~and funding opportunities~~ in transportation infrastructure and mitigating the risk to these investments due to climate change with limited staff and budget resources.

## Acronyms

To aid in reading this section, below is a list of acronyms used within the text:

<b>ADA</b>	Americans with Disabilities Act	<b>JeT</b>	Jefferson Transit
<b>BRT</b>	Bus Rapid Transit	<b>LaDOTD</b>	Louisiana Department of Transportation and Development
<b>CAO</b>	Chief Administrative Officer	<b>NOPD</b>	New Orleans Police Department
<b>CBD</b>	Central Business District	<b>NORTA or RTA</b>	New Orleans Regional Transportation Authority
<b>CDBG</b>	Community Development Block Grant	<b>RPC</b>	Regional Planning Commission
<b>CPC</b>	New Orleans City Planning Commission	<b>RTA</b>	New Orleans Regional Transportation Authority
<b>CZO</b>	Comprehensive Zoning Ordinance	<b>S&amp;WB</b>	Sewerage and Water Board
<b>DOTD</b>	Louisiana Department of Transportation and Development	<b>SBURT</b>	St. Bernard Urban Rapid Transit
<b>DPW</b>	New Orleans Department of Public Works	<b>UPT</b>	Union Passenger Terminal
<b>FEMA</b>	Federal Emergency Management Agency		
<b>FHWA</b>	Federal Highway Administration		

## Acronyms

To aid in reading this section, below is a list of acronyms used within the text:

<a href="#">ADA</a>	<a href="#">Americans with Disabilities Act</a>	<a href="#">FHWA</a>	<a href="#">Federal Highway Administration</a>
<a href="#">BRT</a>	<a href="#">Bus Rapid Transit</a>	<a href="#">JeT</a>	<a href="#">Jefferson Transit</a>
<a href="#">CAO</a>	<a href="#">Chief Administrative Officer</a>	<a href="#">LaDOTD</a>	<a href="#">Louisiana Department of Transportation and Development</a>
<a href="#">CBD</a>	<a href="#">Central Business District</a>	<a href="#">NOPD</a>	<a href="#">New Orleans Police Department</a>
<a href="#">CDBG</a>	<a href="#">Community Development Block Grant</a>	<a href="#">NORTA Or RTA</a>	<a href="#">New Orleans Regional Transportation Authority</a>
<a href="#">CPC</a>	<a href="#">New Orleans City Planning Commission</a>	<a href="#">RPC</a>	<a href="#">Regional Planning Commission</a>
<a href="#">CZO</a>	<a href="#">Comprehensive Zoning Ordinance</a>	<a href="#">RTA</a>	<a href="#">New Orleans Regional Transportation Authority</a>
<a href="#">DOTD</a>	<a href="#">Louisiana Department of Transportation and Development</a>	<a href="#">S&amp;WB</a>	<a href="#">Sewerage and Water Board</a>
<a href="#">DPW</a>	<a href="#">New Orleans Department of Public Works</a>	<a href="#">SBURT</a>	<a href="#">St. Bernard Urban Rapid Transit</a>
<a href="#">FEMA</a>	<a href="#">Federal Emergency Management Agency</a>	<a href="#">UPT</a>	<a href="#">Union Passenger Terminal</a>

## A Introduction

New Orleanians get around the city by all transportation modes—foot, car, bicycle, bus, streetcar, and ferry. Although much of New Orleans is a walking city, car travel still tends to dominate, particularly in areas built after 1960. Public transit is typically seen as for tourists, in As New Orleans moves toward becoming a stronger, more resilient, and more prosperous city, the case of streetcars, or as City’s transportation of last resort system is a critical component in ensuring all residents have an equal opportunity to participate, prosper, and reach their full potential. The most successful urban places in America offer a

variety of ways to travel around the city. They also connect land-use planning and policy to transit investments. Because of its dense street grid and existing transit lines, New Orleans has the foundation to become a truly equitable and multimodal community.

### The

City of New Orleans’ transportation system of the future will enhance our quality of life by supporting social, environmental, and economic sustainability in an accountable and responsible manner. In order to achieve this vision, our transportation system must meet our mobility needs while reducing automobile dependence through an integrated, balanced system of multimodal facilities and services, enhancing the economy by maximizing access to businesses and community resources, delivering cost-effective services by making the best possible use of existing facilities and transportation assets, and protecting public safety and the environment.

## Responsible Agencies

The agencies with major responsibility for transportation facilities in New Orleans are the City’s Department of Public Works (DPW); the Port of New Orleans; the New Orleans Aviation Board (NOAB); New Orleans Public Belt Railroad (NOPB); and the New Orleans Regional Transportation Authority (RTA). The Regional Planning Commission (RPC) is the Metropolitan Planning Organization (MPO) responsible for coordinating planning and allocation of federal transportation dollars on a regional basis. DPW has responsibility for all streets (except federal and state highways), street lights, traffic and street signs, traffic signals, drain lines, catch basins and manholes, and parking management. Funding from the general fund and parking control has historically been inadequate for

street maintenance, so maintenance becomes a capital expenditure funded through bond referendums. The RTA is a state agency created to take over the private company that ran the bus and streetcar system until 1983. In a public-private partnership, operating management of the system was contracted to Veolia Transportation in 2009. The minor drainage system, and curbside management and enforcement. The Port of New Orleans, which is managed by a Board of Commissioners, is responsible for managing all port traffic and commerce. The NOAB is an unattached board under the executive branch of the City government and is responsible for overseeing the administration, operation, and maintenance of the Louis Armstrong New Orleans International Airport and represents the City in all aviation matters. The NOPB is a political subdivision of the City and is a Class III switching railroad with the primary mission of serving the Port of New Orleans and local industries. It is a neutral carrier run by the City, with direct connections to six Class 1 Railroads, and plays an important role in expediting local and intermediate freight through the strategic New Orleans rail gateway. The RTA is a state agency that has responsibility for public transit buses, streetcars, and ferries and whose day-to-day operations are managed by a private firm in a public-private partnership.

## Priorities

Master Plan recommendations for to achieve the transportation system vision focus on fixing streets and bridges that need repair; providing maintaining transportation choice; enhancing inter-city transportation; and managing freight transportation systems. system infrastructure; increasing efficiency across all transportation modes; improving the safety and quality of life for all users; promoting economic growth and development; and supporting environmental sustainability and resiliency. These priorities include:

- Integration of land use and transportation policies so that higher density land uses are coordinated in alignment with existing and future transit hubs
- Study replacing the I-10 Claiborne Expressway with a boulevard that would knit neighborhoods back together
- Ensuring that the New Orleans receives and uses all federal transportation funds allocated to the city
- Identifying Urbanized Area Metropolitan Transportation Plan (MTP) developed by the RPC, the Louisiana Department of Transportation and publicizing criteria Development (LaDOTD) Master Plan and Moving Ahead for road and bridge improvements Progress in the 21<sup>st</sup> Century Act (MAP-21) priorities and coordinating improvements with other infrastructure projects include:
  - Establishing a pavement management program as part of an overall asset management program
  - Establish a “complete streets” policy to provide for pedestrians and bicycles, as well as vehicles on major streets
  - Invest over time in a premium transit system to provide greater reliability, comfort, and amenities
- Implement a comprehensive approach to reduce the number of traffic fatalities and severe injuries on the City’s streets to zero.
- Initiate a long-term program to fix all City streets and maintain them in a good state of repair. Integrate and coordinate the operation and maintenance of underground utility infrastructure with roadway maintenance and capital improvement programs.
- Increase balance and efficiency across all transportation modes to reduce the average commute time by 5% each year.
- Continue improvements to the Louis Armstrong New Orleans International Airport (LNOIA) and Port of New Orleans to maintain current market share and increase passenger and freight volumes.
- Integrate land-use and development policies with transportation planning to support a thriving economy, a trained workforce, and a 20% growth in population by 2030.

- Invest in infrastructure, policies, and initiatives that double the current bicycle and walk commute share.
- Invest over time in a premium public transit system to provide greater reliability, comfort, and amenities and increase the public transit mode share to 5% by 2030.
- Support proposals for passenger rail to Louis Armstrong New Orleans International Airport, Baton Rouge and high-speed rail along the Gulf Coast.
- IntegrateReduce transportation-related emissions to support air quality in the needs of City that is as good as or better than national air quality standards.

## EQUITY

• Equity must be a prime consideration in allocating both the port, freight rail, benefits and truck traffic to mitigate neighborhood costs of transportation in a manner that is fair and appropriate. Transportation planning decisions often have significant equity impacts while supporting, inasmuch as transportation is the second-largest expense for households and represents a major financial hurdle for low-income families. Access to affordable and reliable transportation widens opportunity and is essential to addressing poverty, unemployment, and other equal opportunity goals such as access to good schools and health care services. Providing equal access to transportation means providing all individuals living in the City with an equal opportunity to succeed. In New Orleans, with high rates of goods transport and distribution, people with limited access to a private vehicle and low median household incomes, the provision of safe, affordable, and convenient transportation options such as public transit, walking and bicycling is an important component of the overall transportation system. Care must therefore be taken to ensure that access to the pedestrian network of sidewalks and paths is available to all residents of the region regardless of physical ability. It is important that transit service delivery, including bike share systems, is also equitably accessed.

## RESILIENCE

In order for people to connect to the opportunities of the future, we will need modern and efficient transportation options to get workers to jobs and students to school. In order to bounce back from future shocks, we must prepare our city, neighborhoods, and businesses. In order to reduce our reliance on fossil fuels and join the global community in mitigating climate change, we must invest in renewable energy sources and design for greater efficiency.

## B Recommendations

A recommendations **Summary** linking goals, strategies and actions appears below and is followed by one or more early-action items under the heading **Getting Started**. The **Narrative** follows, providing a

detailed description of how the strategies and actions further the goals. Background and existing conditions discussion to inform understanding of the goals, policies, strategies and actions are included in Volume 3, Chapter 11.

### Summary

**FIRST FIVE YEARS:** 2010–2014

**MEDIUM TERM:** 2015–2019

**LONG TERM:** 2020–2030

GOAL	RECOMMENDED STRATEGIES	RECOMMENDED ACTIONS:				
		HOW	WHO	WHEN	RESOURCES	FOR MORE INFORMATION, SEE PAGE:
1. Fix it First: 1. Continued investment in rebuilding and then maintenance of the city's street network.	1.A. Repave or reconstruct all damaged streets within the city, whether from the city or from other sources.	1. The City of New Orleans shall allocate sufficient funds in each bond sale for street repairs so that the required 20 percent local match is set aside to ensure approval of federal transportation funding.	CAORPC; DPW	Ongoing	Capitol Capital	11.4925
		2. Work with RPC to ensure that New Orleans receives and uses all federal transportation funds allocated to the city. 4. Coordinate capital road work with other infrastructure projects to increase efficiency, limit infrastructure costs, and preserve roadway quality and operations.	DPW; RPC; CPC transportationS WB; RTA	First five years	Staff time; Capital funding	11.25
		3. Improve how streets are repaired and maintained.	DPW; SWB	Ongoing	Staff time	11.25
		3. Secure additional resources to bring New Orleans' 5. Leverage all available funding sources to maximize the amount of resources available to fix and maintain our streets.	Mayor's Office; DPW; SWB; RTA; RPC	First five Long term	Staff time; Capital funding	11.4926
		annual street maintenance budget in line with communities with high quality streets.	DPW; Regional Planning Commission	years		
			planner			



		4. Make the public aware of street repair costs and criteria used to develop a priority list of repairs through public communications and meetings. 6. Consider and appropriately balance the needs of all users within the context of the City's Complete Streets program in the planning, design, construction, operation and maintenance of all capital improvement projects adjacent to or within the public right of way to meet our Complete Streets program goals.	DPW; CPC; CPA; SWB; RPC	First five years On going	Staff time; Capital funding	11.2026
	1.B. Regularly monitor the condition of City off-system bridges and advance projects to address problems before they grow larger and more expensive to fix.	5. Advocate for a statewide "fix it first" policy to direct state road funding toward road maintenance and repair, not new ex-urban road projects. 1. Achieve and maintain full compliance with the DOTD's off-system bridge inspection program.	DPW; RPC DOTD	First five-year On going	Staff time; City funds	11.2026
		6. Prepare another street repair bond when current bond funding is spent. 2. Allocate sufficient funds in each bond sale (and other sources of funding) for bridge replacement projects so that the required local match is set aside to ensure approval of federal transportation funding.	DPW; CAQ DOTD	Medium-term On going	Staff time; Capital funding	11.2026
		7. Explore ways to increase parking revenues.	DPW; consultant services	Medium term	Staff time; General Fund for consultant services	11.20
	1.B. Regularly monitor streets, diagnose level of failure, and advance projects to address problems before they grow larger and more expensive to fix.	1. Implement a pavement management system as part of an overall city asset management system.	DPW; possible consultant services for selection, startup, training; possible coordination with RPC	Medium term	Staff time; general fund; basic system costs below \$5,000/yr.	11.20

FIRST FIVE YEARS: 2010–2014

MEDIUM TERM: 2015–2019

LONG TERM: 2020–2030

GOAL	RECOMMENDED STRATEGIES	RECOMMENDED ACTIONS:				
		HOW	WHO	WHEN	RESOURCES	FOR MORE INFORMATION, SEE PAGE:
1. Provide quality transportation infrastructure	1.C. Improve and adapt Port facilities and infrastructure to leverage technological advances and changing cargo trends to remain competitive while protecting our quality of life.	1. Support a reliable, maintained lock system on the Inner Harbor Navigation Canal to enable trade and economic growth while considering community impacts	Port of New Orleans; CPC; RPC; USACE	Medium term	Staff time	11.27
		2. Support capital improvements and operational enhancements for the efficient movement of goods that are consistent with the Port of New Orleans Master Plan in order to keep the Port competitive, support riverfront commerce and industrial canal redevelopment, and protect quality of life.	Port of New Orleans; CPC; RPC	Medium term	Staff time	11.27
	1.D. Coordinate with the State and other governments in the region to preserve and enhance the Louis Armstrong International Airport as the preeminent airport facility in the State	1. Make major capital improvements and enhance marketing at Louis Armstrong New Orleans International Airport to attract and maintain air service.	Aviation Board	First five years	Staff time; Capital funding	11.27
		2. Complete new replacement terminal at Louis Armstrong New Orleans International Airport to enhance the appearance and the comfort of the airport and to facilitate layovers and transfers between flights, and expand terminal capacity, as needed	Aviation Board	First five years	Staff time; Capital funding	11.27
	1.E. Implement rail improvements to increase railroad safety, operating efficiency, and fluidity.	1. Implement centralized traffic control (CTC) across the rail network to consolidate and standardize train routing decisions, alleviate congestion, and promote fluidity.	New Orleans Public Belt; Class 1 Railroads	First five years	Staff time; local, state and federal funding	11.27
		2. Pursue adequate funding, including federal funding, for implementation of rail improvement projects to increase safety, operating efficiency and fluidity.	CPC; RPC; New Orleans Public Belt; Class 1 Railroads	Medium term	Federal funds	11.27
	1.F. Enhance the RTA's infrastructure to support an upgraded transit network that focuses on access, safety and timeliness	1. Continue to replace older RTA buses with newer vehicles that are more fuel efficient and have lower emissions.	RTA	Ongoing	Bond funds; federal funding	11.28
		2. Develop a Transit Master Plan to guide future investments and service enhancements.	RTA	Medium Term	Federal funds; bond funds	11.28
		3. Conduct a feasibility study on introducing left turns at major intersections to minimize the number of crossings along the streetcar right of way.	RTA; RPC; CPC; DPW	Medium Term	Federal funds; grant funding	11.28
		4. Invest in fixed guideway and bus rapid transit infrastructure by obtaining federal and local funding.	RTA; RPC; DOTD; NOBC	Medium Term	Federal funds; bond funds	11.28
		5. Create and update a Transit Asset Management Plan annually to ensure that the transit fleet is in a state of good repair.	RTA	First five years	Staff time	11.28

FIRST FIVE YEARS: 2010–2014

MEDIUM TERM: 2015–2019

LONG TERM: 2020–2030

GOAL	RECOMMENDED STRATEGIES	RECOMMENDED ACTIONS:				
		HOW	WHO	WHEN	RESOURCES	FOR MORE INFORMATION, SEE PAGE:
1. Fix it First:	1.C. Coordinate road	1. Coordinate with the Sewerage and Water Board	DPW; S&WB	First five	Staff time; storm	11.20
Continued investment in rebuilding and then maintaining roads and bridges	2.A. Develop and implement a Transportation System Management Strategy to increase capacity and maximize efficiency, limit infrastructure costs, and preserve roadway quality and operations.	to implement drainage and natural storm water management systems (bioswales, rain gardens) as streets are reconstructed and repaved. 1. Conduct a study and implement recommendations to reduce traffic congestion and increase capacity in downtown area.	DPW; DOTD; RPC; RTA; Port of New Orleans; DDD	years ongoing	water management grants; Staff time; Capital funding; federal funding	11.29
		2. Improve upon existing protocols to coordinate with utility companies for major road repairs to ensure the simultaneous repair of subsurface infrastructure, including the possibility of a permitting process with fees and sanctions.	DPW; potential ordinance—City Council	Medium term	Staff time	11.21
		3. Establish a permitting process and fee schedule for work that requires utility cuts in the streets or sidewalks, allow for tracking of projects, quality control of patched cuts and financial incentives to limit cuts. 2. Consolidate stops to reduce travel times along existing bus and streetcar lines.	RTA; DPW; DOTD	First five years	Grant funds; Staff time	11.24, 29
		4. Secure a cooperative endeavor agreement with Entergy to place above-ground utilities underground as roads are being comprehensively repaired. 3. Invest in an advanced traffic management system.	DPW; DOTD	Medium term	Staff time; Capital funding; federal funds	11.24, 29
2. Integration of land-use decision making with transportation projects	2.A. Establish a permanent transportation planner position for the CPC.	1. Secure continued funding for a transportation planner position.	City Planning Commission	First five years	General fund; grant funding for transportation/land use studies (federal and state)	11.21
	2.B. Coordinate higher-density land uses with existing and future transit hubs to support walkable, mixed-use, transit-oriented neighborhoods.	1. Create area land-use plans and associated zoning to allow transit-oriented development at appropriate locations and where the RTA is making investments.	CPC; transportation planner; coordinate with RTA	First five years	CZO rewrite; staff time	11.21–11.23
		2. Locate, design and maintain bus stops as neighborhood amenities located close to business/public space.	RTA	First five years	State and Federal transportation funding; advertising sponsorship	11.23
		3. Encourage mixed-use developments within a fixed distance of major transportation corridors	CPC; transportation planner; coordinate with RTA	First five years	Staff time	11.23

	2.C. Advance	4. Begin 4. Enable walking, cycling, and transit in the planning studies for the removal of the Claiborne Avenue Expressway to St. Bernard Avenue.	DPW; CPC; transportation-planner; RPC	First five years	Federal transportation Staff time; Capital funding	11.2329
	projects that enhance connectivity, reduce barriers and improve	25. Study the feasibility of constructing a new bridge between Algiers and Chalmette adding additional Mississippi River crossings to alleviate commuter traffic reduce congestion and provide additional evacuation routes, which takes pressure off of I-10 to include a new ferry crossing at Gretna and a new bridge between Algiers and Chalmette.	RPC; DOTD; RTA	Long Medium term	Federal transportation funding Grants	11.2329
	attractiveness of neighborhoods, commercial sites and public spaces	6. Study the feasibility of a streetcar and/or light rail hybrid distributor system in the Central Business District (CBD) and French Quarter to improve connectivity for residents, workers and tourists, and to best connect with existing and potential future transit routes to city neighborhoods.	RTA; CPC; RPC	Medium term	Staff time; Federal funds	11.29
	while addressing	3. Ensure safe access to transit stops and other major travel generators. 7. Conduct feasibility studies for new streetcar, light rail, and BRT routes to connect residential and commercial districts throughout the city, and to support higher-density transit oriented development (TOD).	DPW; RTA; CPC; RPC	First five years Long term	Road repair Staff time; Federal funds; CDBG	11.2330
	transportation	8. Study existing capacity and promote improved conductivity for crossings over the INHC for all modes of transportation	RPC; DOTD; Port of New Orleans; DPW	Long term	Federal funds	11.30
	mobility.	4. Develop landscape design requirements for pedestrian walkways in parking lots.	CPC	First five years	CZO rewrite project	11.24

FIRST FIVE YEARS: 2010–2014

MEDIUM TERM: 2015–2019

LONG TERM: 2020–2030

GOAL	RECOMMENDED STRATEGIES	RECOMMENDED ACTIONS:				FOR MORE INFORMATION, SEE PAGE:
		HOW	WHO	WHEN	RESOURCES	
<b>2. Integration of</b> <b>Increase efficiency across all transportation modes</b>  land-use decision-making with transportation projects	<b>2.D. Modify regulations to encourage infill development that supports a vibrant pedestrian environment.</b>	1. Modify zoning regulations to ensure that new development respects and is oriented to the pedestrian. 1. Develop a comprehensive, multi-modal freight plan to guide future investments and implementation of service enhancements to drive operational efficiencies.	GPCPC; RPC; Port of New Orleans; DPW; NOAB; Public Belt	First five years	CZO rewrite; Staff time; bond funds	11.2430
		2. Work to improve access to and from all intermodal freight terminals through wayfinding signage and technology-based solutions, street improvements, and signalization	DPW; Port of New Orleans; DOTD	yearsMedium term	projectStaff time; Federal funds	11.30
		2. Establish Traffic Impact Analysis guidelines that look beyond the development site for pedestrian generators and linkages. 3. Explore alternative modes of freight movement to accommodate projected cargo growth, such as container on barge service and moving more cargo by rail shuttle.	CPC; DPW, possible small consultant servicesCPC; RPC; Port of New Orleans	Medium term	Staff time; CDBG; smart-growth-oriented grant fundinglocal and state funds	11.2430
			contract			
		3.4. Provide transit location criteria that support pedestrian comfort, adequate, dedicated and safety-maintained roadway access to Port facilities to keep the Port competitive, reduce congestion and waiting for transit impacts to quality of life.	DPW, RTACPC; RPC; Port of New Orleans; DPW; NOPD	First five years	Bond fundsStaff time	11.2430
	<b>2.E. Establish policies that encourage efficient management of parking and encourage alternative travel modes where they exist.</b>	1. Modify off-street parking requirements to enhance parking efficiency, improve urban design quality. 1. Develop and implement a sidewalk improvement program.	CPCDPW	First five years	Staff timeCZO rewrite	11.2431
		2. Invest in more comfortable bicycle facilities that provide critical linkages in the bicycle network, and encourage walking and alternative forms of transportation.	DPW; RPC; DOTD	First five years	Staff time; City and federal funds	11.31
		2. Exploration of incentives for remote parking and drop-off zones at schools, public facilities, shopping malls, and other destinations. 3. Support and encourage events such as Bike to Work Day, No Car Days, Celebrity rides, and carpooling.	School Districts; Property ManagementDPW; Mayor's Office	Medium-TermFirst five years	Staff Time	11.2631
			Department; private owners			
<b>3. Roadways that</b>	<b>3.A. Implement the</b>	1. Develop and adopt Complete Streets Guidelines for 4. Implement a bike share program.	DPW; CPCMayor's Office	First five years	Staff time; fund-City funds	11.2631
		5. Expand marketing and community engagement to promote the use of public transit.	RTA	First five years	RTA funds	11.31

integrate vehicle transportation with bicycling and walking	adopted "Complete Streets Policy" for the City of New Orleans which moves people and freight safely <b>2.D.</b> Improve connectivity between transportation modes	internal and consultant design engineers in project development. 1. Develop passenger rail connections between the CBD, Louis Armstrong International Airport, Baton Rouge, the Gulf Coast, and other communities within the southern US	transportation planner RPC; City; RTA; NOAB; Amtrak, Mayor's Office; Congressional	years Long Term	ing from City, DOTD, FHWA Federal funds	11.31
		2. Require training on the design of Complete Streets for all design consultants doing business with the City. 2. Create gateway connections at the UPT and Louis Armstrong International Airport and improve access to the Convention Center and Port of New Orleans.	RTA; RPC; DPW; NOAB; NOBC	Long Term First five years	Consultant; staff time Federal funds	11.2632
	while prioritizing the non-motorized user by integrating various transportation modes.	3. Evaluate sidewalk repair and maintenance ordinances and develop mechanisms for enforcement and betterment system options for property owners. 3. Create forums for agency coordination and consolidation to improve transit service delivery and sustainability.	DPW; possible betterment ordinance - RTA; RPC; Jefferson and St Bernard Transit	Medium term First five years	Staff time	11.2632
			City Council			
		4. Update City of New Orleans Roadway Design Manual to include the best practices for the accommodation of non-motorized transportation and streetscape improvements. 4. Conduct a study to improve multimodal access to and from the Union Passenger Terminal to address comprehensive way-finding signage, high-visibility crosswalks, bicycle and vehicular parking, bicycle routes, ridesharing services, high-quality information services, and improved taxi and bus service.	RTA; RPC; DPW	Medium term First five years	Staff time Federal funds	11.2632
		5. Plan for and emphasize pedestrian, bicycle and transit facilities linkages through improved design, funding, maintenance, enforcement, and education.	RTA; DPW; RTA	First five years	Staff time; Federal funds	11.2732
<b>GOAL</b>	<b>RECOMMENDED STRATEGIES</b>	<b>RECOMMENDED ACTIONS:</b>	DPW	First five years	Staff time	11.2
		<b>HOW</b>	<b>WHO</b>	<b>WHEN</b>	<b>RESOURCES</b>	<b>FOR MORE INFORMATION, SEE PAGE:</b>
<b>2. Increase efficiency across all transportation modes</b>	<b>2.E. Develop a great cycling city.</b>	7. Build capacity in DPW to track and guide multi-modal accommodation in all projects and to coordinate with a transportation planner within the CPC. 1. Develop and implement a comprehensive Bicycling Plan, to include the creation of a connected citywide network of bike lanes.	DPW; CPC Transportation Planner	First five years	General fund; grants Staff time; City funds	11.2732
		2. Develop and update design standards and guidelines for all types of bicycle facilities	DPW	First five years	Staff time	11.32
		3. Provide access to bike racks and storage on public rights of way and at publically owned buildings at key activity nodes and along key bicycle corridors.	DPW; CPC	First five years	Staff time; City funds; federal funds	11.33
		4. Modify zoning regulations to encourage or require the provision of on-site bicycle parking facilities.	CPC	First five years	Staff time	11.33

<p><b>2.F. Maximize walkability.</b></p> <p><b>3.B. Establish a permanent multi-modal accommodation position within DPW.</b></p>	1. Seek federal funding for walk-to-school programs and improvements.	DPW; OPSB	First five years	Staff time; Federal funds	11.34
	2. Develop a sidewalk improvement program. (involves plan for regular condition assessment and maintenance of sidewalk infrastructure through a combination of public and property owner funding with criteria analogous to a pavement asset management system)	DPW; CPC	First five years	Staff time; Grants; City funds	11.2734
	3. Review, update, and implement the City's ADA Transition Plan relative to public rights of way to reflect requirements of ADA Accessibility Guidelines and Public Rights of Way Accessibility Guidelines	DPW; Mayor's Office	First five years	Staff time; City funds	11.34
	4. Develop a Pedestrian Master Plan to track and guide all road, bridge and community future investments in pedestrian facilities capital and maintenance projects and coordinate with all types to improve the transportation planner in quality of the CPC;	transportation-planner DPW	First five years	Staff time; City funds	11.34
	5. Implement sidewalk improvements in the French Quarter	Mayor's Office; DPW	First five years	Staff time; Special property tax	11.34
	6. Develop a continuous, well-connected pedestrian network of sidewalks, walking paths, and recreational trails to safely accommodate pedestrians.	DPW	Long term	Staff time; City funds; State funds; Federal funds	11.34

FIRST FIVE YEARS: 2010–2014

MEDIUM TERM: 2015–2019

LONG TERM: 2020–2030

<u>GOAL</u>	<u>RECOMMENDED STRATEGIES</u>	<u>RECOMMENDED ACTIONS:</u>				
		<u>HOW</u>	<u>WHO</u>	<u>WHEN</u>	<u>RESOURCES</u>	<u>FOR MORE INFORMATION, SEE PAGE:</u>

3. Improve safety, accessibility, and quality of life for all transportation system users	3.A. Implement the adopted "Complete Streets Policy".	1. Develop and adopt Complete Streets Guidelines for internal and consultant design engineers in project development.	DPW; CPC	First five years	Staff time; City funds; Federal funds	11.35
		2. Use the multi-modal level of service to access road designs during the preliminary design process and allocate right of way.	DPW	First five years	Staff time	11.35
		3. Update City of New Orleans Roadway Design Manual to include modern best practices for the accommodation of non-motorized transportation modes and streetscape improvements.	DPW	First five years	Staff time	11.35
		4. Plan for and emphasize pedestrian, bicycle and transit facilities linkages through improved design, funding, maintenance, enforcement and education.	DPW; RTA; Police	First five years	Staff time; City funds; Federal funds	11.35
		5. Implement pedestrian improvements, such as crosswalks, pedestrian signals, traffic calming, pedestrian refuges and ADA accessibility requirements in priority areas including transit routes, schools, retail/commercial corridors, residential complexes for senior citizens and persons with disabilities, parks and other recreational facilities, and government/institutional buildings in accordance with the City's Pedestrian Safety Action Plan.	DPW	First five years	Staff time; City funds; Federal funds	11.35
	3.B. Implement the Vision Zero Safety program for the City of New Orleans to reduce traffic fatalities and severe injuries	1. Support public education campaigns to increase awareness and knowledge with the goal of creating a safer environment with radio, TV, print and internet campaigns and materials.	DPW; RPC; Police	First five years	Staff time; City funds	11.35
		2. Produce informational brochures and programs to encourage bicycling as a mode of transportation and to improve safety and drivers' awareness of bicyclists.	DPW; RPC; Volunteer groups	First five years	Staff time; City funds; Grant funds	11.35
		3. Improve tracking, analysis, and dissemination of crash data to guide funding to address problem areas.	RPC; DPW; Police; Volunteer bike groups	First five years	Staff time; Grant funds	11.36
		4. Protect vulnerable road users such as pedestrians, cyclists, and motorcyclists.	RPC; CPC transportation planner	First five years	Federal funds; staff time	11.36
		5. Combat distracted driving	DPW; Police	First five years	Staff time	11.36
		6. Reduce speeding, impaired, and aggressive driving.	DPW; Police	First five years	Federal funds	11.36
		7. Establish a permanent bicycle and pedestrian safety engineer position within DPW.	DPW	First five years	Staff time; City funds	11.36



FIRST FIVE YEARS: 2010–2014

MEDIUM TERM: 2015–2019

LONG TERM: 2020–2030

GOAL	RECOMMENDED STRATEGIES	RECOMMENDED ACTIONS:				
		HOW	WHO	WHEN	RESOURCES	FOR MORE INFORMATION, SEE PAGE:
<p><b>3. Roadways that</b> <b>3. Improve safety</b></p> <p>Integrate vehicle transportation</p> <p>with bicycling and walking</p>	<p><b>3.C. Develop a pedestrian plan for the City of New Orleans.</b></p>	1. Develop <u>improve bus and adopt guidelines to improve the quality of streetcar frequency.</u>	DPW/RTA	First five years	Federal/RTA funds	11.2736
		2. Ensure safe access to transit stops and major travel generators through improved intersection visibility (lights and high visibility crosswalks), sidewalk repairs, and pedestrian countdown signals	DPW	First five years	Staff time; City funds; Federal funds	11.37
		3. Redesign transit lines where possible to connect with major destinations and trip generators to increase ridership and efficiency.	RTA; DPW	First five years	Staff time; City funds; Federal funds	11.37
		4. Examine the feasibility of alternative service delivery models to meet the needs of riders in lower demand.	RTA; DPW	First five years	Bond/Staff time; City funds; Federal funds	11.37
		5. Improve the waiting experience for customers at transit stops.	RTA; RPC; DPW; NOAB	Medium term	Bond funds; Federal funds	11.37
	<p><b>3.D. Manage curb space more efficiently to reduce congestion and increase safety</b></p>	2. Seek Safe Routes to Schools federal funding for walk-to-school programs and improvements. 1. Modify off-street parking requirements to enhance parking efficiency, improve urban design quality and encourage walking and alternate forms of transportation.	DPW/CPC	First five years	Federal funds/Staff time	11.2837
		2. Implement policies that encourage efficient management of the curb space in the downtown area and along commercial corridors	DPW; CPC	First five years	Staff time	11.38
		3. Implement comprehensive streetscape upgrades to those boulevards not receiving recovery funding. 3. Develop and implement a municipal parking management strategy to reduce the parking demand in the downtown area and along high-demand corridors.	DPW; CPC transportation planner	Medium term	Federal funds; CDBG; developer contributions/Staff time	11.2838
	<p><b>3.D.E. Provide significant infrastructure investment to make major boulevards and</b></p>	1. DPW should develop <u>Develop</u> and adopt guidelines for pedestrian facilities of all types to improve the quality of the pedestrian environment, <u>throughout the city by improving striping, signage, and pedestrian crossing signals.</u>	DPW; CPC	First five years	Recovery funds; CDBG; bond/Staff time; City funds	11.2838
		2. Continue to build upon existing hurricane recovery appropriations to ensure comprehensive streetscape improvements in designated target areas, <u>including lighting, landscaping, sidewalk enhancements, and the burying of above ground utilities</u>	DPW	First five years	Staff time	11.2938
	corridors more attractive and pedestrian-friendly particularly at					

	transit stops.					
		3. Implement comprehensive streetscape upgrades to those boulevards that are in need of upgrades.	DPW; CPC transportation planner	Medium term	Bond funds	11.29
		4. Develop a system and procedures for regular maintenance of sidewalk infrastructure.	DPW	Medium term	Staff time	11.29
	<b>3.E. Provide significant infrastructure investment to make neighborhood streets more attractive and pedestrian friendly.</b>	1. Funding for "Complete Streets" construction and retrofit/repair projects.	CAO; Council	First five years	Staff time; DOTD; FHWA; grants; bond funds	11.29
		2. In coordination with street repaving projects, undertake a comprehensive streetscape improvement effort.	DPW; Parks and Parkways; DDD; RTA	First five years	Staff time; DOTD; FHWA; grants; bond funds	11.29
		3. Reinforce existing efforts to improve pedestrian infrastructure along neighborhood streets.	DPW; Parks and Parkways; DDD; RTA	First five years	Staff time; DOTD; FHWA; grants; bond funds	11.29
		4. Implement traffic calming infrastructure along neighborhood streets, as needed.	DPW	Medium term	Staff time	11.29
		5. Develop a system and procedures for regular maintenance of sidewalk infrastructure.	DPW	First five years	Staff time	11.30
		6. Review, update and implement the New Orleans ADA Transition Plan.	DPW; Mayor's Office	First five years	Staff time	11.30
		7. Support RTA's effort to continue to improve safety for transit passengers and RTA employees, pedestrians and vehicular traffic along streetcar lines and at or by bus and streetcar stops.	CPC; RTA; DPW; and NOPD	First five years	Staff time	11.30

FIRST FIVE YEARS: 2010–2014

MEDIUM TERM: 2015–2019

LONG TERM: 2020–2030

GOAL	RECOMMENDED STRATEGIES	RECOMMENDED ACTIONS:				
		HOW	WHO	WHEN	RESOURCES	FOR MORE INFORMATION, SEE PAGE:
3. Roadways that integrate vehicle transportation with bicycling and walking	3.F. Develop a bicycling strategy for the City of New Orleans	1. Prior to creation of the plan, all state roadways that are presently planned for resurfacing or reconstruction should be considered for bicycle accommodation.	DPW; RPC; CPC Transportation Planner	First five years	Staff time	11.30
		2. Incorporate “Complete Streets” guidelines into the strategy.	DPW; RPC; CPC Transportation Planner	First five years	Staff time	11.30
		3. City should include adequate funding for future bicycle improvements.	City Council; Administration; CPC	First five years	Staff time	11.30
	3.G. As part of the comprehensive bicycling plan, create a comprehensive, connected citywide network of bike lanes, multi-use paths, and bike boulevards to safely accommodate bicyclists.	1. Establish a Pedestrian and Bicycle Advisory Committee, to assist in reviewing city projects, policies and plans and engage bicycle users.	DPW	First five years	Staff time	11.31
		2. Develop the Lafitte Greenway as a key bicycle and pedestrian corridor.	DPW	First five years	Staff time	11.31
		3. Review previous bike plans and studies including the 2004 Transportation Element, UNOP plans and others and set priorities for adding street facilities/lanes in a phased manner.	DPW; RPC; CPC transportation planner	First five years	Staff time, grants	11.31
		4. As streets are being repaved, ensure that new bike facilities are provided.	DPW	First five years	Recovery funds; D-CDBG; bond funds; fed. Fund	11.32
		5. For streets which are already in good condition and not in need of repaving, retrofit streets with bike facilities.	DPW	First five years	DOTD, FHWA, grants; bond funds	11.32
		6. Develop standards and guidelines for bicycle facilities.	DPW	First five years	Staff time	11.32
		7. Where feasible, extend and create levee top paved bike paths.	CPC transportation planner; RPC, DPW	Medium term	Federal funds; bond funds	11.32
		8. Study then establish a network of bike boulevards that takes advantage of quieter neighborhood streets.	RPC; CPC transportation planner	First five years	Federal funds; staff time	11.32
	3.H. Provide fixed infrastructure to further bicyclist safety and security and to encourage bicycling as an alternative mode of transportation.	1. Provide ample bike racks and/or lockers on public rights of way at key activity nodes.	DPW, NOPD	First five years	Staff time	11.33
		2. Allow for the transformation of a limited number of on-street, parallel vehicular parking spaces into on-street bike rack/storage areas as demand or adjacent landowners if calls for it.	DPW	First five years	Staff time	11.33
		3. Provide improved on-site bicycle storage and other amenities for bicycle users at publicly-owned buildings.	DPW, Project Delivery Unit	First five years	Recovery funds	11.33
		4. Develop a public bike rental program, modeled on Paris’ Velib and other successful programs, with public bike kiosks throughout the city.	RTA with support from RPC bicycle advisory committee	First five years	Grants	11.33

FIRST FIVE YEARS: 2010–2014

MEDIUM TERM: 2015–2019

LONG TERM: 2020–2030

GOAL	RECOMMENDED STRATEGIES	RECOMMENDED ACTIONS:				
		HOW	WHO	WHEN	RESOURCES	FOR MORE INFORMATION, SEE PAGE:
3. Roadways that integrate vehicle transportation with bicycling and walking	3.I. Develop programs that address enforcement, education and encouragement of bicycling.	1. Coordinate with NOPD to better enforce bicycle laws for both bicyclists and motorists.	CPC	First five years	Federal funds CDBG, bond funds	11.33
		2. Improve tracking, analysis and dissemination of crash data to guide funding to address problem areas.	DPW, RPC, bike pedestrian staff	First five years	Federal funds	11.33
		3. Encourage and support events including Bike to Work, No Car Days, Celebrity rides, etc.	Mayor's staff, Public Affairs, volunteer bike groups	First five years	Staff time; volunteers	11.33
		4. Support public education campaigns to increase awareness and knowledge of bicycling.	RPC, DPW, NOPD	First five years	Staff time; State grant	11.34
		5. Produce informational brochures and programs to encourage bicycling as a mode of transportation and to improve safety and drivers' awareness of bicyclists.	RPC, DPW, Volunteer bike groups	First five years	Grant funds	11.34
		6. Modify zoning regulations to encourage or require the provision of on-site bicycle parking facilities and locker rooms for bicycle users.	CPC	First five years	Staff time	11.34
		7. Develop an alternative to the registration and waiver of liability requirements for use of bike racks on RTA buses.	RTA and bicycle advisory committee	First five years	Staff time	11.34
4. Fast and efficient mass transit supported by transit-oriented development	4.A. Enhance the quality of RTA rolling stock and fixed infrastructure.	1. Continue to replace older RTA buses with newer, more comfortable buses that are more fuel efficient and have lower emissions.	RTA	First five years	Federal funds; bonding	11.34
		2. Continue to repair flood-damaged, red streetcars in order to restore a full fleet of streetcars.	RTA	First five years	Federal funds	11.34
		3. Continue to install benches and shelters at more transit stops throughout the city and improve access and amenities at major transfer points.	RTA	First five years	Explore advertising contracts, similar to other cities	11.35
		4. Improve access, signage, lighting, landscaping and other amenities at major transfer points to enhance the transit customers' experience.	DPW, RTA, Parks and Parkways	First five years	Federal funds; FHWA; bond funds	11.35
	4.B. Improve the existing bus and streetcar system.	1. Improve the frequency and convenience of existing bus and streetcar service.	RTA	Medium term	Federal funding; bonds	11.35
		2. Enhance the ease, convenience and overall experience of using transit for both frequent and occasional riders.	RTA	First five years	Grant funds; advertising	11.35
		3. Improve the existing bus network by extending, creating, and consolidating routes.	RTA	First five years	Federal funding	11.35

FIRST FIVE YEARS: 2010–2014

MEDIUM TERM: 2015–2019

LONG TERM: 2020–2030

GOAL	RECOMMENDED STRATEGIES	RECOMMENDED ACTIONS:				
		HOW	WHO	WHEN	RESOURCES	FOR MORE INFORMATION, SEE PAGE:
4. Fast and efficient mass transit supported by transit-oriented development	4.C. Invest in new rail, streetcar, and bus rapid transit (BRT) infrastructure by-	1. Extensively study the feasibility of a streetcar and/or light rail hybrid distributor system in the Central Business District and French Quarter.	CPC transportation planner; RTA support; RPG	First five years	Grant funds	11.36
3. Improve safety, accessibility, and quality of life for all transportation system users	3.E. Provide significant infrastructure investment to improve the appeal and walk-friendliness of major boulevards and corridors where transit stops, schools, parks, and other pedestrian generators are present.	2. Conduct feasibility studies for new streetcar, light rail, and BRT routes to connect residential and commercial districts throughout the city and to support higher-density transit-oriented development (TOD). 3. Implement comprehensive streetscape upgrades (lighting, landscaping, sidewalks, utilities) to those boulevards that are in need of upgrades yet are not already targeted for streetscape improvements through recovery funding, such as Tulane Ave., Broad, St. Claude, Tchoupitoulas, Read Blvd, etc.	RTA; RPCDPW; CPC	Medium term	Federal Staff time; City funds	11.3739
	local funding.					
		3. Identify and preserve future rights-of-way to avoid conflicts and accommodate future streetcar, BRT and light rail route expansions. 4. Develop landscape design requirements for parking lots with shade and lighting, and materials for pedestrian walkways to enhance and produce safe walkways and pleasant pedestrian environment.	RTA; RPCDPW; CPC; DOTD; DPW	First five years Medium term	Federal and local funds Staff time	11.3839
4. Promote economic development and innovation through integrated transportation	4.A. Implement an equitable bike share system that serves the job commuting needs and connects to transit	4. Seek federal and regional funding to study development of a regional passenger rail system and other modes of commuter transportation. 1. Develop and implement a bike share program	RPC; DOTD DPW	Long Medium term	Federal City funds	11.3839
	4.D. Better market transit service to increase mode share (percent of people who use transit). 4.B. Coordinate higher density	1. Develop promotional materials to highlight the benefits and cost savings of using public transit. 1. Create area land use plans and zoning regulations to encourage walkable, higher density, mixed-use, transit-oriented development (TOD) at key transportation opportunity nodes.	RTA with Social Services and Housing Authority support CPC; RTA	First five years	Social Services and grant funds Staff time	11.39
		2. Encourage mixed-use developments within a fixed distance of major transportation corridors	CPC, RTA	First five years	Staff time	11.39

	<b>4.E.</b> Create forums <b>4.C.</b> Modify regulations to encourage infill development and entities for	1. Create a transit working group that includes transit1. Modify zoning regulations to ensure that new development respects and is oriented toward the pedestrian, through building orientation, setback, signage, parking, and design review regulations	RTA; RPC; CPC	Medium First five years	Staff time	11.39
	agency coordination	providers, traffic management, planing and travel2. Establish Traffic Impact Analysis guidelines that look beyond the development site for pedestrian generators and destinations	Jefferson and DPW; CPC	Medium term	Staff time	11.40
		demand management staff from each jurisdiction to3. Use area traffic management to resolve community concerns and mitigate the impacts of economic development projects	St-Bernard DPW; CPC	Long term	Staff time	11.40
	and consolidation to improve transit service delivery and sustainability.	collaborate on the actions of each required to support transit.	Transit and traffic and planning staff from each parish			
	<b>4.F.</b> Identify and study potential new Mississippi River Ferry connections.	1. Conduct a study to identify new potential Mississippi River ferry connections.	RPC; CCC	Medium term	State funds	11.39

FIRST FIVE YEARS: 2010–2014

MEDIUM TERM: 2015–2019

LONG TERM: 2020–2030

GOAL	RECOMMENDED STRATEGIES	RECOMMENDED ACTIONS:				
		HOW	WHO	WHEN	RESOURCES	FOR MORE INFORMATION, SEE PAGE:
5. Enhanced5. Develop an environmentally sustainable and resilient intercity transportation with upgraded airport, better passenger rail service, and ultimately regional high-speed rail	5.A. Preserve and5.A. Make capital investments and implement enhance Louis Armstrong New Orleans International Airport as the preeminent airport facility in the state.	1. Make major capital improvements and enhance1. Ensure that a thorough, timely, regularly updated plan is in place to secure bus and streetcar rolling stock from flooding	Aviation BoardRTA; Office of Emergency Preparedness	First five years	Staff timeBond funds	11.40
		marketing at Louis Armstrong New Orleans International Airport to increase air traffic.		years		
		2. Complete improvements to airport terminals and expand terminals, as needed.2. As transportation facilities are renovated, ensure that critical building systems are elevated and that facilities are hardened against flood and wind damage	Aviation BoardRTA; CPA; Office of Emergency Preparedness	First five years	Bond fundsStaff time	11.40
		3. Develop a passenger rail connection between the CBD, LAFOLA and Baton Rouge.	RPC; City; RTA; Airport Authority	Long term	Federal Funding	11.40
	5.B. Support and advocate for federal and state funding for high-speed and regional rail lines between New Orleans and other communities.	1. Work with elected leadership to promote high-speed rail and to reinstate the New Orleans/Jacksonville Amtrak route.	City Council; SHSRC;	First five years	Staff time	11.40
		2. Actively work to reinstate and improve service3. Where feasible, utilize construction techniques and materials as roads are repaved and new drainage systems introduced to allow them to minimize and withstand floodwaters	AMTRAK; DPW	First five years	StateCapital funds	11.40
		between New Orleans and Jacksonville, FL.	Congressional leadership; Mayor's Office; State leadership	years		
	5.C. Improve connectivity and the en-	1. Conduct a study to improve multi-modal access to and from the UPT.4. Ensure that the City's hazard mitigation plan and preparedness and response measures are coordinated with the Port, rail and regional freight planning efforts to efficiently and safely move hazardous materials throughout the City.	RTA; RPC; DPW; DPW, Port of New Orleans, Office of Emergency Preparedness; Public Belt	First five years	Federal funds; Staff time; local funds; federal funds	11.40; 11.40
		5.B. Develop a transportation system that contributes toward a healthier the Union Passenger Terminal (UPT).	City with RTA and Amtrak supportRTA; City; CPC; Port of New Orleans	Medium long term	Staff time; City funds; Federal funds	11.41
		3. Focus planning efforts to access and improve mobility to and from the UPT in all trip segments.2. Support the usage of alternative fueled vehicles such as electric cars.	RTA; City; CPC; Port of New Orleans; NOAB; RPC; DPW	First five yearsLong term	Staff time; City funds; Federal funds	11.41
		4. Improve station conditions.	Amtrak	Long term	Federal funds	11.41
6. Freight trans-	6.A. Support capital	1. Commission an independent review of the argu-	Mayor's Office	First five	General fund	11.41

portation systems that serve the economy while respecting neighborhoods	improvements that are needed to keep the Port of New Orleans competitive while protecting quality of life.	ments for and against the Inner Harbor Canal Lock project to resolve community issues.		years		
	6.B. Refine and	1. Encourage participation in EIS public hearings. 3. Implement stormwater management systems that emphasize green and gray infrastructure solutions	SWB; DPW; CPC; RPC;	First five years	Staff time; local; City funds; federal funds	11.41
	implement the New Orleans Rail Gateway Plan to improve railroad safety.		New Orleans Public Belt; Class I Railroads	years	state and federal funding.	
		2. Pursue federal funding for the Gateway Plan, including adequate funding for the implementation of community mitigation and improvement projects.	RPC; New Orleans Public Belt; Class I Railroads; CPC	Medium term	Federal funding	11.41



FIRST FIVE YEARS: 2010–2014

MEDIUM TERM: 2015–2019

LONG TERM: 2020–2030

GOAL	RECOMMENDED STRATEGIES	RECOMMENDED ACTIONS:				
		HOW	WHO	WHEN	RESOURCES	FOR MORE INFORMATION, SEE PAGE:
6. Freight transportation systems that serve the economy while respecting neighborhoods	6.C. Continue to refine truck routes and truck parking requirements while improving education and enforcement.	1. Conduct a comprehensive review of the designated truck route system and update it as needed.	CPC, RPC, Port of New Orleans, DPW, Police	First five years	Staff time	11.42
		2. Conduct systematic outreach to trucking companies on approved truck routes.	RPC, DPW, Port of New Orleans, Police	First five years	Staff time	11.42
		3. Work with NOPD to ensure that there is vigorous enforcement of truck traffic regulations.	DPW, NOPD	First five years	Staff time	11.42
		4. Work to improve access to and from all inter-modal freight terminals through way-finding signage and street improvements.	DPW, DOTD	First five years	City and State funds	11.42
	6.D. Ensure that the City's hazard-mitigation plan contains sufficient standards for the movement of hazardous materials by truck and rail through the city.	1. Conduct a comprehensive review of the designated truck route system and update the list of streets with input from neighborhoods, truckers, business parks, inter-modal terminal operators and other relevant groups.	DPW, Port of New Orleans, DOTD, NOPB, CPC Transportation Planner	First five years	Staff time	11.42
7. Transportation infrastructure that is resilient to flooding and other natural hazards.	7.A. Make capital investments and implement administrative strategies to ensure the resilience of the city's transportation infrastructure against future hazards.	1. Ensure that a thorough, timely, regularly updated plan is in place to secure bus and streetcar rolling stock from flooding.	Office of Emergency Preparedness, RTA	First five years	Staff time	11.43
		2. As transportation facilities are renovated, ensure that critical building systems are elevated and that facilities are hardened against flood and wind damage.	RTA	First five years	Recovery funds; bond funds; federal funds	11.43
		3. Minimize potential flood damage by using resistant techniques and materials in road and drainage repair.	DPW	First five years	Recovery funds; bond funds; federal funds	11.43

## Getting Started

These items are short-term actions that can be undertaken with existing funding, or relatively little expenditure, and will help lay the groundwork for the longer-term actions that follow.

- Continue road repair and reconstruction of all damaged streets and integrate this effort with similar efforts on the part of the Sewerage and Water Board for the repair of underground utilities.
- ~~Identify~~ Establish a pavement asset management system and publicize criteria ~~long-term funding strategy~~ for future road capital improvement projects and bridge improvements ~~and bridge improvements~~ maintenance.
- Adopt a “Complete Streets” policy that recognizes street space should be designated to accommodate a variety of users including pedestrians, bicyclists, drivers, ~~and~~ transit riders, and utilities.
- Work with the Regional Planning Commission to make sure the City receives and uses all allocated federal transportation funds.
- ~~Establish a permanent transportation planner position for the CPC.~~
- ~~Provide zoning to allow transit oriented development at transit hubs along existing, proposed or potential transit lines.~~
- ~~Seek federal funding to start a feasibility study on future options for the I-10 Claiborne Expressway, including replacement with a boulevard.~~
- Encourage public input and informed decision making by reporting on transportation activities and results and consult the public when planning budgets, programs, and projects.

## Narrative

Below is a more detailed narrative of the various goals, strategies and actions highlighted in the “Summary” chart.

### FUTURE ROAD REPAIR TRANSPORTATION SYSTEM INFRASTRUCTURE

#### ROADS AND MAINTENANCE BRIDGES

The combined effects of pre-Hurricane Katrina budget constraints and flood impacts resulted in catastrophic damage to the city’s transportation network, especially its roads and streets. Fixing the city’s streets is the top transportation priority for New Orleanians across the city, but especially in flood-damaged neighborhoods. Disaster funding, whether through FEMA or the federal Submerged Roads Program, is designed by statute to fund repairs up to the condition at the time of the disaster. In New Orleans, local street conditions were poor at the time of the storm because of years of limited funding and maintenance. City officials are working to stretch disaster dollars as much as possible to bring streets up to a good standard, but in the long term, maintenance of local streets will remain a local financial responsibility. Closer coordination with LaDOTD, the RPC and the City’s community development department can provide funds for certain kinds of improvements, such as streetscape projects. Bonds are the usual source of road improvement funding. The street condition inventories done by the DPW with FEMA since the storm provide the foundation for creating a program that identifies costs and sets out clear criteria for applying scarce resources, and proposes priorities.

~~The conditions facing the City in terms of street repair and maintenance costs and the financing options once the disaster funding is gone should be part of a public conversation. Convening a group of~~

community stakeholders to discuss these issues and develop a plan for priorities and for financing can help inform the public about the need for revenue increases and bonding. It is very important that the City communicate to the public what the costs and options are for a long-term program of street repair and maintenance.

To ensure that the City is able to repair and maintain its extensive road network, a full range of additional fiscal enhancements should be explored, including demand and resource management with:

- **Better tracking and management** of federal aid-eligible projects and other public sources of roadway system preservation funding (federal, state, local), potentially by a new full-time federal grants coordinator or manager. This is particularly important as the transportation reauthorization of 2010 takes shape, in which funds are anticipated to be directed toward multimodal system preservation, for which New Orleans will be at a competitive advantage due to its existing system.
- **Improved infrastructure resource management** to better position the city to receive federal and state grants. A pavement management system would provide clearly identified roadway repair needs, direct funds where most needed, and identify funding gaps. This would allow the City to expediently apply for funding by presenting a detailed plan with clearly identified needs.
- A short-term **dedicated infrastructure tax**, established through referendum or legislation, similar to what other low-tax cities like Wichita and Oklahoma City have enacted to raise funding for infrastructure improvements including roads; and
- **Impact or “system development” charges (SDC)** from the private sector for targeted redevelopment areas. For SDCs, cities bond fund infrastructure improvements, which is repaid by private developers who pay an impact fee/development charge based on the number of new units or square footage they add to the system within these targeted redevelopment areas. For example, an ordinance similar to Vancouver, WA’s Planned Action Ordinance (PAO), which established a small area plan and enacted development impact fees to pay for infrastructure improvements, could be adapted to target areas within New Orleans where market interest is reasonably high and where the City would be willing to bond-fund projects that could be reimbursed by these SDCs.

## WHY NEW ORLEANS SHOULD BE A MODEL OF TRANSPORTATION CHOICE

The most successful cities in America offer a wide array of choices to their residents—in neighborhoods, employment, culture, recreation, and in transportation. Transportation choice is becoming more important than ever with long-term energy prices increasing, a high percentage of



*The Metro Orange Line BRT in Los Angeles runs in an exclusive lane and offers on-time route information at covered station areas.*

greenhouse-gas emissions from transportation, and a growing urban market preference for locations with multiple options. Expanding and enhancing an urban transportation system of choice is a long-term process that requires careful and coordinated planning—community process, advocacy for funding, and step-by-step implementation. Transportation choice also translates to transportation efficiency: optimum use of existing roadway space, efficient mass transit, reduced capital investments and operating costs, reduced congestion and travel times, and better air quality and public health. Transportation choice and transportation efficiency is most successful when it involves coordinating land-use decision making with a supporting mix of complementary land uses and transportation options, including transit, in a relatively small area; compact, relatively dense residential or

employment development with a mix of housing types and affordability; connectivity of motorized and non-motorized facilities; management of parking supply and use; and plans to ensure improved safety and facilities for pedestrians and bicyclists.

## COMPLETE STREETS

New Orleans has the foundation for a great multimodal transportation system and has begun to make some of the investments necessary in roadway, pedestrian and bicycle improvements. The City is

working to include enhanced pedestrian and bicycle facilities as it upgrades streets and streetscapes. An official “complete streets” policy that mandates consideration of pedestrians and bicycles in every road project can ensure continued attention to all of these travel modes. Even in the parts of the city with more suburban style development patterns, walking and bicycling can take the place of some auto trips if safe, convenient and attractive facilities are made available, and making destinations more pedestrian friendly will make it possible to park once and walk at destinations, rather than entering multiple curbs. Regardless of how much driving we do, we are all pedestrians at the beginning and end of a trip.

**PREMIUM** At an estimated value of more than \$10 billion, the streets and the utilities underneath

them represent the City’s most widely used and most valuable assets. Fixing and maintaining them is one of the greatest challenges that the City faces. The City will provide a data-driven, cost-effective, systematic approach to road capital improvement projects so that the City can manage its infrastructure. The information/analysis from periodic pavement condition surveys will be used in the selection, prioritization, and scope of work determining capital improvement projects. Leveraging the funding provided by the Federal Assistance (PA) Program to repair Katrina-related damage, the CDBG funding, municipal bond financing, and a multi-year capital infrastructure improvement program will be used to develop a pavement management system to address over 40 years’ worth of underfunding and damage sustained as a result of Hurricane Katrina and its immediate aftermath. Work planned under this program will serve as the foundation for future, follow-on comprehensive roadway capital improvement and maintenance programs.



While the basic fundamental design concepts for roadway design and maintenance are not likely to significantly change in the future, the configuration of the roadway is likely to change to support a more inclusive, multi-modal, and balanced approach with regard to transportation system users and accessibility. Unused or underused roadway will be reduced or eliminated to minimize impervious surface and support green infrastructure. The roads themselves will be designed to be more resilient and accommodate new technology to facilitate the management of traffic and new ways to move people and freight from one place to another.

Truck routes are designated on the major urban arterial streets within the City’s roadway network. The existing designated truck route system needs to be reviewed and updated with input from neighborhoods, truckers, businesses, intermodal transportation terminal operators and other relevant groups to ensure that the most efficient routes are utilized based on current trip generators and anticipated, future demands.

## **PUBLIC TRANSIT FACILITIES**

In many cities, transit has tended to become the transportation of last resort, serving those who cannot drive or who do not own cars. To a great degree this is still the case in New Orleans, except for tourist travel on the streetcars, and ferry traffic. By creating a premium transit system that attracts “choice” riders, New Orleans can provide better service to everyone, capture more revenue to operate and maintain the system, reduce pollution, moderate the number of vehicle miles traveled, and attract investment around transit hubs. The principles of premium transit

~~are reliable on-time service, safe and convenient pedestrian access for the most users from the fewest number of stops, good connections to the overall transit system and regional transit connections.~~

Transit is the most transformative urban

*A new streetcar extension along St. Claude Avenue would provide transportation choice to area residents, and support a walkable, amenity-rich mixed-use neighborhood corridor.*

~~transportation mode, but also the most expensive and most demanding in terms of planning and coordination. New Orleans has a unique advantage over most American cities because of its core network of existing streetcar and bus routes, and their maintenance facilities and operating infrastructure. Improvements to transit will prioritize reducing travel time, increasing frequency, and increasing access with redesigned and regional routes. Increasing travel time with investments such as pre-paid boarding, will improve reliability and efficiency of service throughout the system. As jobs have become more regional with several major job centers within the metropolitan area, transit must also evolve to provide better and more direct connections to provide both economic opportunity and reduce household transportation costs. Long term new technologies in ride sharing and automation have the potential to extend transit resources even further. By creating a transit system that attracts more commuter and all-purpose riders, New Orleans can provide better service to everyone, capture more revenue to operate and maintain the system, reduce pollution, moderate the number of vehicle miles traveled, and attract investment around transit hubs.~~

## PORT FACILITIES

~~Despite recent years of record financial performance and cargo growth, the Port of New Orleans faces unprecedented opportunities and challenges for operational efficiency, facilities expansion, and infrastructure connectivity. Nationwide, port congestion is an increasing economic concern, and the impacts felt locally are not unique. The pursuit of congestion mitigation strategies involves all market sectors, including the rail, highway, and inland waterways, and will require significant infrastructure investments from both the public and private sectors. The co-existence of container and break-bulk operations at the Port of New Orleans along land-constrained riverfront terminals will drive the search for development alternatives that result in greater efficiency, reduced congestion and cost-effective infrastructure investments.~~

~~The closure of the Mississippi River Gulf Outlet (MRGO) has necessitated development of facilities on the Mississippi River (River) to handle cargo that can no longer access properties on the Inner Harbor Navigation Canal (IHNC). This led to the building of a new cold storage facility at the Henry Clay Avenue Wharf, and reconfiguring current River properties to better handle containers and intermodal operations. With the U.S. Army Corps of Engineers construction of surge barrier gates at entrances to the IHNC at the MRGO and Lake Pontchartrain, the Port has seen an increase in interest for various uses of its industrial properties. A deeper understanding of potential markets for shallow draft, supportive industries, and possible lease portfolio diversification of the industrial properties is needed. Rapidly changing trends require economic and market forecasting, on both a local and global scale - for example, the increase in natural gas production in the U.S. and in particular LNG development in Louisiana has the potential to change cargo dynamics, and in conjunction with maritime emissions regulations, continues to heighten interest in alternative fuel usage. Further, changing trade dynamics with Cuba, expansion of the Panama Canal, and state budget constraints have the potential to shift market forecasts as well.~~

~~The infrastructure. With adjustments that provide greater reliability, fewer stops, and shorter travel times, these existing routes have the potential to serve as NORTA's first links for a new and improved citywide premium transit network of buses, streetcars and rail systems. To more successfully serve~~



residents, an expanded streetcar system needs to evolve towards modern trolley or light rail with fewer stops and more rapid service, in dedicated lanes away from automobile traffic. However, trolley or light rail systems are very expensive. -----

An alternative, more cost effective way to bring parts of the city where population densities cannot support rail lines within an upgraded transit system is to develop a bus rapid transit (BRT) network. BRT combines the flexibility of buses, because it uses roadways, with the service advantages of rail. BRT systems are already successful around the world, from South America to Australia, and are becoming more visible in the United States, from Los Angeles, Cleveland, and San Francisco, to Houston and Boston. The best BRT systems adhere to “Premium Transit” principles, and have exclusive lanes on a roadway, stations where passengers pay before they get on, multiple door vehicles fueled by clean energy, and they can offer express or local service. Because they are cheaper to build than rail, they can be put in place more quickly, making the transport and air quality benefits available more quickly. In New Orleans, BRT from the CBD to a New Orleans East station at a redeveloped Lake Forest Plaza or central location, and similarly along General De Gaulle on the West Bank to a redeveloped Schwegman’s site, and with a feeder to Federal City, could create transit hubs with feeder buses and attract compact, transit-oriented development, just like a transit station.

Port of New Orleans cruise and tourism business has been growing at a remarkable pace, necessitating expansion and development of a third cruise terminal. Capacity for further demand will tax the available parking, city infrastructure including traffic in historic neighborhoods, convention center property development and transit from downtown hotels.

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## AIRPORT

New Orleans is served by two airports — the Lakefront Airport, and the Louis Armstrong New Orleans International Airport (MSY). The Lakefront Airport is a general aviation facility and MSY is the city’s only airport with commercial service. MSY serves over 80% of all passengers flying into the State of Louisiana. The Lakefront Airport is located in eastern New Orleans on a peninsula extending into Lake Pontchartrain, and Louis Armstrong New Orleans International Airport is located approximately 12 miles west of downtown in the suburb of Kenner. Louis Armstrong New Orleans International Airport is owned by the City of New Orleans and governed by the City’s Aviation Board, while Lakefront Airport is state owned and operated.

In 2015, MSY served a record 10.6 million passengers. Since 2010, commercial service at MSY has risen by 37%. MSY is served by 15 airlines to a record high of 55 non-stop destinations, including 5 international destinations. Ground connections to the airport include taxis, limousines, transportation network companies, shuttle services, and local buses. The proposed New Orleans-Baton Rouge light rail connection would include a stop at MSY.

The need for a new airport terminal and ancillary development at MSY had been identified for many years. In August 2011, an in-depth and robust analysis of the options for a new airport terminal facility was undertaken. The analysis focused on: design, financial feasibility, environmental impact, and land use. Based on the analysis completed, the decision was made to move forward with a Long-Term Strategic Development Plan to construct a new terminal facility. The “Northside Alternative” was chosen as the most feasible option for a new terminal facility.

MSY launched a \$950 million capital program involving the construction of a new world class terminal and related facilities on the north side of airport property. The capital program includes construction of a new replacement North Terminal, enabling projects such as the airfield lighting vault relocation and FAA navigational aids relocations, construction of a storm water pump station, and a new on-airport roadway system. Other projects included in the capital program, which will be funded and constructed by third parties, include an aircraft fuel hydrant system, flyover interchange access from I-10, and an on-site hotel.

Passenger experience will be improved in the new North Terminal with a consolidated checkpoint offering greater ease and efficiency for passengers going through security and an in-line baggage system where passengers will just drop off their checked baggage at the ticket counters. Other

amenities include an adjacent 2,000 space parking garage and surface parking and concessions located down the center of the concourse to allow passengers to see their gate while enjoying a taste of New Orleans or picking up that last minute souvenir. Passengers should feel the spirit of New Orleans in the North Terminal through the sights, smells, and sounds that reverberate all the best in the City. Construction of the North Terminal began in January 2016 with an estimated opening in October 2018.

Once the North Terminal is operational, portions of the existing southside terminal will be demolished. The remaining portions of the southside terminal will be used for aviation uses such as non-scheduled charters, administrative offices for airport staff and other airport tenants. MSY will be evaluating options for the highest and best use within federal requirements for the redevelopment of the southside ramp area for aviation business and aeronautical uses.

New Orleans is also home to the New Orleans Downtown Heliport, located adjacent to the Superdome atop a parking structure. Operated by the New Orleans Aviation Board, the facility is open to helicopter traffic 24-hours a day.

## **RAIL LINES**

There are six Class I railroads operating in North America, including the Burlington Northern and Santa Fe (BNSF), Canadian National (CN), CSX Transportation, Kansas City Southern (KCS), Norfolk Southern (NS), and Union Pacific (UP), that pass through the City. Combined, they offer connections to 132,000 miles of track across the United States and Canada. Each railroad also operates an intermodal freight terminal within the region. The New Orleans Public Belt Railroad (NOPB) is a Class III switching railroad with the primary mission of serving the Port of New Orleans and local industries. The NOPB is a neutral carrier, with direct connections to six (6) Class 1 Railroads, and plays an important role in expediting local and intermediate freight through the strategic New Orleans rail gateway. Investment in rail infrastructure to expand and maintain connectivity with the Port and Airport by rail for the movement of freight and passengers will enable these economic engines to maintain their competitive advantage.

Expansion of passenger rail capacity from the City to the Airport and throughout the region will reduce congestion, provide a low-cost alternative for passenger travel, and promote further economic development.

## **TRANSPORTATION SYSTEM USERS**

### **MOTORISTS**

Currently, the predominant users of the City's transportation system in terms of trip miles are motorists. However, in the future, per capita vehicles miles traveled are expected to decrease – more cars, but fewer miles driven. Furthermore, in the future, the automation of motor vehicles is likely and has the potential to revolutionize ground transportation. A tiered roll-out of vehicles is expected as driving functions are increasingly automated over the next decade, with a fully automated car available commercially within the next 20 years. Automated vehicles may be able to drive more closely together, increasing highway speeds and capacity. In urban areas, self-parking cars can park more closely together. Automation may vastly increase the use of on-demand car services and reduce the need to own a car. Motorists are coming to expect access to real-time traffic conditions and parking locations. Millennials are more likely to use technology (i.e. smart phones) to find new ways to travel (ride sourcing services such as Uber, Lyft, Zipcar, etc. or ridesharing (car or bike)) or to avoid traveling (Skype). Over 90% of Americans own a smart phone and 20% currently use their phones for up-to-the-minute traffic or transit information. Smart phones are regularly used for turn-by-turn navigation. This dependency on real-time traffic information will only increase as technology evolves. The City needs to encourage innovation and the development of adaptive systems to accommodate rapid technological advances and the demand for more and more real-time traffic information.



## **PEDESTRIANS**

At some point in a trip, everyone is a pedestrian. Nationwide, walking and cycling account for approximately 50% of all trips taken under one mile and more than 10% of all trips of any length. The popularity of walking is one indicator of a vibrant, sustainable city. Along with cycling, transit and carpooling, walking conserves natural resources and reduces pressure on the road network while improving health, preserving the environment and supporting economic activity. Key factors that can motivate more people to walk include:

- Suitable distances from trip origins to destinations
- Pleasant, direct and barrier-free walking routes
- Convenient connections to public transit, schools, parks and community facilities
- Safe and frequent opportunities to cross major roads and other barriers
- Outdoor spaces, both public and private, designed with personal security in mind
- Adequate maintenance practices for walking facilities, particularly in winter
- Positive individual attitudes towards walking

According to the Centers for Disease Prevention and Control, obesity affects more than one-third of adults nationwide, with 34.9% of surveyed Louisianans self-reporting as obese in 2012. The physical costs of being overweight include increased rates of heart disease, stroke, type-2 diabetes, and certain types of cancer, and the costs of medical care are no less daunting. Regular walking and bicycling, or active transportation, are effective means of dealing with or preventing these health concerns. Communities that promote active transportation over vehicle travel are communities that are working toward the health of their residents. In recent years the City has made significant strides towards improving pedestrian safety and walkability. In 2013, the City adopted an Americans with Disabilities Act (ADA) Transition Plan for Public Rights-of-Way that establishes priorities for addressing non-compliant pedestrian facilities and provides a system for tracking progress, in 2014 the City was designated as a bronze-level “Walk Friendly Community”, and in 2014, a Pedestrian Safety Action Plan was finalized for the City to address pedestrian safety at a number of critical intersections throughout the City. Recent projects in the City such as the Lafitte Greenway and the Southeast Louisiana Urban Flood Control Project (SELA) on Napoleon Avenue have created pleasant walking routes that connect neighborhoods and encourage walking. The City needs to continue to invest in the construction of facilities to establish pedestrian network to complement its developing cycling network, improve the condition of its sidewalks, and pedestrian accessibility to transit stops and schools.

## **BICYCLISTS**

New Orleans has the potential to be a world-class city for bicycling based on its relatively flat terrain, green spaces, and well-developed and dense street network. Riding a bicycle should be a comfortable and integral part of daily life in New Orleans for people of all ages and abilities. Along with walking, bicycling conserves natural resources and reduces pressure on the road network while improving health, supporting more compact development, preserving the environment and supporting economic activity. It also offers speed and convenience for shorter trips, and for many people it can also be attractive for longer trips. Physical activity is indisputably effective in the prevention of cardiovascular disease, diabetes, cancer, and other related chronic diseases. Public health professionals support active transportation as a means of improving these and other health outcomes related to the obesity epidemic. Bicycling can also curb health care costs. Mental health and academic achievement are also improved by walking and bicycling. Over the past 10 years, the City’s bicycle network has seen a

dramatic expansion in the number of bicycle lanes and with this expansion, a significant increase in ridership. The City needs to continue to invest in the construction of pleasant, direct, safe, well-maintained cycling routes that provide as much separation from traffic as possible, convenient and - secure bicycle parking at destinations, look for ways to provide more access to bicycle infrastructure in parts of the City with lower car ownership to provide better transportation choice for people, connections between cycling and transit facilities, and promote positive social attitudes towards cycling. As the City moves toward the implementation of a bike share system, it will be critical that the system connect to job centers and transit routes in an equitable and financially sustainable way.

## **TRANSIT USERS**

Nationwide, travel for commuting constitutes nearly 40% of all public transit passenger miles traveled and 28% of all vehicles miles traveled. Workers travel significantly more than non-workers. The total number of people flying on US airlines is expected to increase by approximately 50% over the next two decades, while international travel to and from the US will more than double. High airport terminal volumes are a factor in approximately 20% of all flight delays. By 2045, there will be nearly twice as many older Americans – more people needing quality transit connections to medical and other services. 36% of Americans over 65 have a disability that limits mobility. When properly planned and managed, transit services, particular those that offer multiple choices are the natural antidote to congestion in highly dense cities and central business districts. On-demand services provide connectivity and “last-mile” services that work in conjunction with rail and other transit services, making line-haul services more efficient. Transit users expect reliable, convenient, accessible, affordable, safe, and secure transit service that efficiently gets them to their destination. The City offers a diverse portfolio of transit options to include passenger ferries, streetcars, buses, taxis, pedi-cabs, shuttles, passenger rail, and both domestic and international air travel. Over the past 10 years, these transit options have expanded service based on the demand and made operational improvements toward better meeting transit user needs and expectations. The City needs to continue to invest in the expansion of transit service and improvements in the quality, safety, reliability, and of transit services. The City needs to look for ways to provide more access to transit service in parts of the City with lower income and/or traffic congestion, leverage technological advances to improve transit services, and promote ridership and positive social attitudes towards transit.

## **FREIGHT**

The ability to move freight using all multiple modes, to include truck, rail, waterborne, and air, is one of the City’s greatest assets. This ability makes the City economically sustainable and resilient and is critical in maintaining its competitive position in the global market place. Nationally, the volume of freight to be moved is expected to increase by 45%. Automated vehicles, ships, and drones are expected to be introduced within the next two decades and profoundly transform the freight delivery industry. The City needs to develop a Freight Master Plan to balance the needs of all transportation system users, encourage innovation and the development of adaptive systems to accommodate rapid technological advances in the freight industry across all modes. Consideration of freight delivery requirements should be given to the design and construction of roadways, allocation of curb space, and deployment of “smart” roadway infrastructure and traffic management systems.

## **HOSPITALITY TRANSPORTATION**

One of the most significant economic drivers locally is the hospitality and tourism industry and two keys to the sustainability of this industry are the ability to get hospitality workers to and from work and to move tourists from entry points into the City such as the Airport, Port’s cruise terminal, UPT, and interstate system to the City’s many sightseeing attractions and their hotels. Providing multi-modal transportation alternatives and gateway connections is critical to the success of this industry.

### **SAFETY**

The personal cost of a serious roadway accident can be immeasurable, possibly resulting in serious injuries or lives lost and families changed forever. Motor vehicle crashes are the leading cause of death among Americans ages 1 to 34. Despite the numerous benefits of non-motorized travel, pedestrian and bicycle travelers can be particularly vulnerable to traffic crashes. This is the result of many factors, including poorly designed non-motorized facilities, disregard or lack of knowledge of traffic laws, lack of visibility, impairment, or some combination of the above. New Orleans has consistently ranked highest of all parishes in Louisiana for the number of pedestrians injured in any one year. Between 2008 and 2012, pedestrian injuries in the City have increased, with Orleans Parish accounted for 19% of the total number of pedestrian injuries and 8% of the pedestrian fatalities in Louisiana. According to the Regional Planning Commission, nearly 1/3 of total pedestrian crashes between 2009 and 2010 occurred in downtown New Orleans. In 2012 the Federal Highway Administration identified New Orleans as a “Pedestrian Safety Focus City” because the annual pedestrian fatality rate is higher than the national average (2.33 per 100,000 population) and a Pedestrian Safety Action Plan (PSAP) was developed for the City in 2014. Ultimately, there are a wide range of conditions that can cause motorist accidents, such as distracted driving, impaired driving, or poor roadway design. Improving safety can have profound impacts at both an individual and an economic level. The goal of the Vision Zero Safety program is the eliminating traffic fatalities and serious injuries by 2030. The City should implement this program using a multi-pronged approach toward reducing vehicle accident-related injuries and fatalities that includes identifying accident hot-spots, improving road design and enforcement, leveraging technological advances such as connected vehicles and new crash avoidance technology as they become available, and facilitating education and outreach campaigns toward all transportation system users.

### **CONGESTION**

Traffic congestion refers to the incremental delay caused by interactions among vehicles on a roadway, particularly as traffic volumes approach a roadway’s capacity. Congestion can be evaluated in various ways such as roadway Level-Of-Service (LOS), and the Travel Time Index (TTI), that can result in very different estimates of its costs and the benefits of specific congestion reduction strategies. On average, Americans spend over 40 hours stuck in traffic each year. According to the Texas Transportation Institute’s methodology in its 2012 Mobility Report, the total cost of roadway congestion to the nation was \$121 billion in 2011. Some measurable results of this congestion include 5.5 billion hours of wasted time, an extra 56 billion pounds of CO<sub>2</sub> released into the atmosphere, and 2.9 billion gallons of wasted fuel. These figures are only expected to increase in coming decades. In the New Orleans urban area, the report estimates that the average auto commuter lost 28 hours and 13 gallons of gas a year to roadway congestion in 2011, costing \$629 per commuter. The City needs to reduce congestion by implementing a comprehensive, multi-pronged approach that includes improved transportation options including walking, cycling, transit, ridesharing, car-sharing and telecommuting, so users can choose the option that is most suitable for each trip, with priority on congested corridors, particularly in the downtown area, implementing support programs such as commute trip reduction, mobility management marketing, and “smart” traffic management systems wherever appropriate, efficiently manage curb space to include leveraging technology to assist in the management of on and off street parking, manage congested roadways to favor space-efficient modes, look at implementing efficient transport pricing reforms, including demand-based parking pricing, as congestion can also be reduced as cars spend less time searching for parking spaces.

### **COMPLETE STREETS**

The concept of complete streets is a framework for balancing the multiple roles of roads, and ensuring the best possible outcome to their management as a public resource. A complete street accommodates all of its expected functions and serves all of the people who use it throughout the

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course of a day. Complete streets do not result from “cookie cutter” design, because different streets have different functions, users and contexts. The overriding principle of complete streets is to offer safety, comfort and convenience to all users (i.e. pedestrians, cyclists, transit riders and motorists) – regardless of their age or ability. However, the consideration given to different users will vary by location. For example, where the City wishes to emphasize sustainable travel choices (e.g. downtown, main streets, transit oriented development zones and other areas of intensification), the needs of the most vulnerable street users – pedestrians and cyclists – will be considered first, followed by the needs of transit users and motorists. Where high demands from multiple modes exist, the City will seek to balance the needs of all users in a sustainable way. The City needs to continue to implement its Complete Streets Policy, which requires all City departments in the planning, design, construction, operation and maintenance of all capital improvement projects adjacent to or within the public right of way, to take a comprehensive and integrated approach that considers and appropriately balances the needs of all users to include but not limited to: motor vehicle operators, public transportation services, bicyclists, pedestrians, users with disabilities, and including water distribution, sewerage collection, stormwater management facilities and other utilities to achieve the overall purpose of each project in support of the City’s Master Plan and meet the goals of the Complete Streets program. The goals of the City’s Complete Streets program are as follows:

1. Safety. Reduce hazards and prioritize safety for all users traveling in the public right of way, especially vulnerable users including persons with disabilities, children, the elderly, pedestrians, and cyclists;
2. Connectivity. Increase the connectivity of walking, bicycling, transit, and freight transportation networks;
3. Multi-modal Accommodation. Give full consideration to accommodation of all users, be they people who walk, people who are mobility-impaired, people who bike, people who use transit, or people who drive cars. Accommodation shall balance the needs of all users in planning, design, construction, maintenance, and operation;
4. Livable Communities. Foster livable communities and increase public health through vibrant, active, comfortable streetscapes that encourage more walking, bicycling, and transit use, and less driving;
5. Equity. Ensure equitable funding and implementation of complete streets projects;
6. Ecology. Create a balanced street ecology through the use of green infrastructure including pervious surfaces and trees.
7. Coordination. Coordinate and communicate between various stakeholders about the Complete Streets Program objectives and metrics; and
8. Sustainability and Resiliency. Invest in infrastructure that promotes sustainability and resiliency.
9. Standards. Standardize placement of infrastructure within the public right of way, where possible, to include underground utilities, street furniture, wayfaring signage and lighting.

## **SUSTAINABILITY**

Nationally, the transportation industry accounts for 28% of the total US greenhouse gas emissions, second only to the generation of electricity. New fuel regulations are expected to increase the fuel efficiency of vehicles by 50% over the next decade. Walking and bicycling are emissions-free forms of

11.44 | PLAN FOR THE 21ST CENTURY: NEW ORLEANS 2030, ADOPTED AUGUST 2010 [AS AMENDED THROUGH 2012]

travel and have no negative impacts on the environment. Projects that successfully encourage people to use non-motorized travel for trips are an effective means of improving air quality region-wide and promoting an environmentally sustainable transportation system. A balanced multimodal transportation system offers a range of transportation modes (walking, bicycling, public transit and automobiles) and is structured toward providing transportation facilities and services better designed to achieve broader community goals, such as increasing travel choices, improving economic competitiveness and enhancing communities. A multimodal transportation system which has less congestion and fewer trips made in single occupant vehicles run on fossil fuels creates a community with a smaller carbon footprint and provides the base structure for achieving a sustainable transportation system that supports the City's economy, preserves the environment and enhances our quality of life. Ultimately, as the City continues to develop, we need to shift our development practices so new residents, employees and visitors will be able to get around more easily without a car and away from policies that encourage a car-dependent transportation system at the expense of other transportation modes. The City needs to look at ways to promote energy and natural resource conservation within the transportation system and decrease emissions of greenhouse gases and other pollutants.

## INTEGRATING LAND USE AND TRANSPORTATION PLANNING

The use and effectiveness of transportation systems are linked directly to the surrounding developments. Providing an efficient, and affordable transportation system requires close coordination with existing and future land uses. Areas that are compact, relatively dense, and have a mix of uses translate to transportation efficiency and affordability: optimum use of existing roadway space, efficient mass transit, reduced capital investments and operating costs, reduced congestion and travel times, and better air quality and public health. Land use decision making should reduce the need to expand transportation infrastructure and service, and maximize existing transportation infrastructure, particularly transit, by encouraging housing, jobs and other infill development in areas with the greatest access to jobs and services. Similarly, transportation planning should target improvements in walking, bicycling and transit in areas that already have a good mix of uses and relatively high density of jobs and housing.

Because transportation projects ~~are~~can be expensive and take a long time to come to fruition, it is essential that

New Orleans ~~start new work~~ to make sure that ~~future~~ land use and transportation planning is integrated effectively. There are numerous strategies that should be researched including but not limited to access management (e.g., reducing the number of driveways on ~~a corridor~~ transit and bicycle corridors, rear parking requirements, and other policies); encouraging mixed-use development with housing and retail together; ~~controlling lot sizes or~~ encouraging density in existing job centers and other mixed-use centers to reduce ~~the~~ need for ~~street expansion~~ driving; reclaiming and retrofitting heavy volume elevated streets to at-grade boulevards; and transit oriented development along existing and new transit lines. ~~Research has also shown the need to plan for transit oriented development on a new line before the first train or BRT vehicle leaves the station. The greatest success comes when a transit agency or city acquires developable land adjacent to a transit station (or potential station) and is able to capture the revenue from leasing the land to a developer. NORTA, NORA, the CPC and other city agencies should be working together to identify potential sites while the city is still in the recovery process~~ high-frequency transit lines. Financing transportation improvements can be tied directly to land development by capturing the future tax revenue from new and re-development closely surrounding existing and future transit stations. Through increased coordination in transportation and land use planning, New Orleans can increase access to jobs and services while reducing costs to provide and use the transportation system.

## ALTERNATIVE FUEL VEHICLES

Alternative fuel vehicles are becoming more prevalent as the technology associated with these vehicles matures and becomes more cost-effective. Conversion of public vehicle fleets to alternative fuel vehicles and the encouragement of private ownership has the potential to transform the environment and improve overall sustainability and quality of life. However, alternative fuel vehicles require different types of infrastructure, such as electric vehicle charging stations or compressed natural gas fueling stations. The City should explore the benefits of public

### GOAL 4

**“Fix it First”—continued** investment in rebuilding alternative fuel vehicles and maintaining roads their required infrastructure while balancing the use of space within the public right of way and bridges at public facilities.

### GOAL 1

~~Repair or reconstruct all damaged streets within the city, whether from Hurricane Katrina or pre-~~  
**Provide quality transportation infrastructure**

#### 1.A Invest in our streets and maintain them in a state of good repair.

##### 1.A

#### RECOMMENDED ACTIONS

- 1. The City of New Orleans shall allocate sufficient funds in each bond sale (and other sources of funding) for street repairs so that the required 20 percent local match is set aside to ensure approval of federal transportation funding.*

- 1. Create a comprehensive financial strategy for investment in road infrastructure.*

**Who:** ~~CAO~~; DPW; RPC

**When:** Ongoing

**Resources:** Capital ~~Budget~~ funding

- 2. Work with the RPC to ensure that New Orleans receives and uses all federal transportation funds allocated to the city.*



- > Make the public aware of the financing options for street repair and maintenance and seek input on the long-term financing strategy.

2. Implement a pavement asset management system, as part of an overall city asset management system, to guide long-term capital improvement planning for streets, provide a cost-effective approach to system preservation, and establish technical criteria for street rehabilitation and reconstruction.

**Who:** DPW; RPC; CPC transportation planner

**When:** First five years

**Resources:** Stafftime; capital funding

- > Identify and prioritize long-term street capital improvements based on the recommendations from the pavement asset management system.
- > Continually update information in the pavement asset management system.
- > Complete a city-wide assessment of street conditions.
- > Make the public aware of the criteria used to prioritize projects and the cost.

3. Improve how streets are repaired and maintained.

**Who:** DPW; SWB

**When:** Ongoing

**Resources:** Stafftime, operating funds

- 3. > Secure additional resources to bring New Orleans' the City's annual street maintenance budget in line with

communities with high-quality streets.

**Who:** Mayor's office; DPW; RPC

**When:** First five years

**Resources:** Stafftime

- > Secure additional federal funds to continue post-Hurricane Katrina repairs.
- > Make the public aware of street repair costs and criteria used to develop a priority list of repairs.
- > Prepare another street repair bond when current bond funding is spent recommended as part of the pavement asset management system.
- > Explore increasing parking revenues.

## Transit and Density

Transit needs a critical mass of density to support it. Minimum densities within walking distance to support transit are:

- 7–8 households per acre around bus stops
- 15–20 households per gross acre for rail or high-frequency BRT
- 50 employees per gross acre for a shift from cars to transit or walking.

In addition to these densities, which would not require unusual departures from existing density ranges in the urban condition of New Orleans, transit also requires sufficient connectivity, so passengers can get to the station. New Orleans' dense street grid provides this level of connectivity in most areas.

~~4. Make the public aware of street repair costs and criteria used to develop a priority list of repairs through public communications and meetings.~~

~~Who: DPW~~

~~When: First five years~~

~~Resources: Stafftime~~

~~5. Advocate for a statewide "fix it first" policy to direct state road funding toward road maintenance and repair, not new exurban road projects.~~

~~Who: DPW, RPC~~

~~When: First five years~~

~~Resources: Stafftime~~

~~6. Prepare another street repair bond when current bond funding is spent.~~

~~Who: DPW, CAO~~

~~When: Medium term~~

~~Resources: Staff time~~

~~7. Explore ways to increase parking revenues.~~

~~Who: DPW; consultant services~~

~~When: Medium term~~

~~Resources: Staff time, General Fund for consultant services~~

#### **1.B Regularly monitor streets, diagnose level of failure, and advance projects to address problems before they grow larger and more expensive to fix.**

##### **RECOMMENDED ACTIONS**

~~1. Implement a pavement management system, as part of an overall city asset management system, to provide a cost effective approach to system preservation, and establish technical criteria for street upgrade or replacement.~~

~~Who: DPW; Possible consultant services for selection, startup, training, possible coordination with RPC.~~

~~When: Medium term~~

~~Resources: Staff time; general fund; basic system costs below \$5 K per year~~

Management> Improve coordination between DPW, SWB, and monitoring systems should include:

> Employ state or other utilities in the maintenance of the art engineering techniques and resource knowledge to make decisions on paving materials to ensure that utilities underneath the streets remain in good condition for as long as possible.

> Adopt a routine schedule and performance measures to ensure that all roads are repaired at regular intervals and remain in good condition. Redirect resources to continual, minor and repairs to avoid having to perform major street reconstruction projects pavement.

>> Implement pavement restoration standards in line with nationally recognized best practices.

> Establish performance standards for responding to and addressing potholes within a certain period of time and restoring utility service cuts.

> Make the public aware of street repairs as they are occurring.

~~1.C4. Coordinate capital road repairs work with other infrastructure projects to increase efficiency, limit infrastructure costs, and preserve roadway quality and operations.~~

~~Who: DPW, SWB~~

~~When: First five years~~

~~Resources: Stafftime, capital funds~~

> Improve existing protocols to coordinate with Entergy, the SWB, the RTA, Cox, AT&T, and other utilities for major road work to ensure the simultaneous repair/upgrade of sub-surface infrastructure.



- > Establish a permitting process and fee schedule for utility cuts that encourages the coordination of major infrastructure work.

5. Leverage all available funding sources to maximize the amount of resources available to fix and maintain our streets.

**Who:** DPW; CAO; SWB; RPC

**When:** Long term

**Resources:** Stafftime, capital funds, operating funds

- > Continue to explore additional funding sources to support capital infrastructure improvements and maintenance.
- > Combine multiple funding sources when possible, to maximize the amount of infrastructure work that can be done as part a project/program.

6. Consider and appropriately balance the needs of all users within the context of the City's Complete Streets program in the planning, design, construction, operation and maintenance of all capital improvement projects adjacent to or within the public right of way to meet our Complete Streets Program goals.

**Who:** DPW; CPC; CPA; SWB; RPC

**When:** Ongoing

**Resources:** Stafftime, capital funds, operating funds

- > Monitor and track progress toward achieving the City's Complete Streets Program goals.
- > Coordinate with the SWB to implement green infrastructure where practical as streets are being reconstructed.

**1.B** Regularly monitor the condition of City off-system bridges and advance projects to address problems before they grow larger and more expensive to fix.

**ACTIONS**

~~1. Coordinate with the Sewerage and Water Board to implement drainage and natural stormwater management systems (bioswales, rain gardens) as streets are reconstructed and repaved.~~

1. Achieve and maintain full compliance with the DOTD's off-system bridge inspection program.

**Who:** DPW; ~~S&WB~~ Possible consultant services for bridge inspections, DOTD.

**When:** Medium term

~~When: First five years~~

**Resources:** Stafftime; ~~stormwater management grants~~ general fund

2. Improve upon existing protocols to coordinate with Entergy, the Sewerage and Water Board, Cox and AT&T for major road repairs to ensure the simultaneous repair of sub-surface infrastructure.
  - > Adopt a routine inspection schedule to ensure that all bridges are inspected at regular intervals and remain in good condition.
  - > Maintain at least two engineers in DPW that are certified by DOTD to inspect bridges.

2. Allocate sufficient funds in each bond sale (and other sources of funding) for bridge replacement projects so that the required local match is set aside to ensure approval of federal transportation funding.

**Who:** DPW; potential ordinance; City Council; DOTD; RPC

**When:** Medium term Ongoing

**Resources:** Capital funding

### **1.C Improve and adapt Port facilities and infrastructure to leverage technological advances and changing cargo trends to remain competitive while protecting our quality of life.**

#### **ACTIONS**

1. Support a reliable, maintained lock system on Inner Harbor Navigation Canal to enable trade and economic growth while considering community impacts.

**Who:** Port of New Orleans; CPC; RPC, USACE

**When:** Medium term

**Resources:** Staff time

2. Support capital improvements and operational enhancements for the efficient movement of goods that are consistent with the Port of New Orleans Master Plan in order to keep the Port competitive, support riverfront commerce and industrial canal redevelopment, and protect quality of life.

**Who:** Port of New Orleans; CPC, RPC

**When:** Medium Term

**Resources:** Staff time

### **1.D Coordinate with the State and other governments in the region to preserve and enhance the Louis Armstrong International Airport as the preeminent airport facility in the State.**

#### **ACTIONS**

1. Make strategic capital improvements and enhance marketing at Louis Armstrong New Orleans International Airport to attract and maintain air service.

**Who:** Aviation Board

**When:** First five years

**Resources:** Bond funds

2. Complete new replacement terminal at Louis Armstrong New Orleans International Airport to enhance the appearance and the comfort of the airport and to facilitate layovers and transfers between flights, with the ability to expand terminal capacity, as needed.

**Who:** Aviation Board

**When:** First five years

**Resources:** Bond funds

### **1.E Implement rail improvements to increase railroad safety, operating efficiency and fluidity.**

**ACTIONS**

1. Implement centralized traffic control (CTC) across the rail network to consolidate and standardize train routing decisions, alleviate congestion, and promote fluidity.

**Who:** New Orleans Public Belt; Class 1 Railroads

**When:** First five years

**Resources:** Staff time; local, state and federal funding

2. Pursue adequate funding, including federal funding, for the implementation of rail improvement projects to increase safety, operating efficiency and fluidity.

**Who:** RPC; New Orleans Public Belt Class 1 Railroads, CPC

**When:** Medium term

**Resources:** Federal funds

## **1.F Enhance transit infrastructure to increase ridership and improve access to jobs and services.**

**ACTIONS**

1. Develop a Transit Master Plan for RTA to guide future investments and service enhancements.

**Who:** RTA

**When:** Medium Term

**Resources:** Federal funds; bond funds

- > Develop a Strategic Plan outlining the vision for the future of transit in New Orleans with residents, other agencies and key stakeholders.
- > Redesign bus network to improve access to jobs and service, including possible regional connections and future service increases.
- > Identify priorities and corridors for streetcar expansion complementary to an improved bus network.
- > Use best practices to develop specific criteria and metrics for identifying corridors for high-capacity transit infrastructure investment such as BRT and light rail.
- > Establish TOD guidelines for land users served by high-frequency transit service that increases housing and jobs density, and prioritizes usage of public transit and complementary modes like walking and biking.
- > \_\_\_\_\_

2. Coordinate a regional transit vision.

**Who:** RPC; RTA; CAO; DOTD;

**When:** Medium Term

**Resources:** Federal funds; bond funds

- > Support a feasibility study to build fixed guideway transit line from the Central Business District to the new North Airport Terminal.
- > Implement inter-agency transit pass between JeT and RTA.
- > Develop a roadmap for increasing regional access with coordinated or shared service and fare integration between RTA, JeT and SBURT
- > Study service changes and enhancements to DOTD funded New Orleans to Baton Rouge bus service, including the feasibility of transit only lanes on area highways.

3. Maintain a high-quality fleet of vehicles.

**Who:** RTA

**When:** Ongoing

**Resources:** Federal funds; bond funds

- > Continue to replace older RTA buses with newer vehicles that are more fuel efficient and have lower emissions.
- > Update the Transit Asset Management Plan annually to ensure that the transit fleet is in a good state of repair.

[DN1]

**GOAL 2****Increase efficiency across all transportation modes**

3. ~~**Develop** Establish a permitting process and fee schedule for work that requires utility cuts in the streets or sidewalks, allows for tracking of projects, quality control of patched cuts and financial incentives to limit cuts.~~

**2.A and implement a Transportation System Management Strategy to [DN2] optimize capacity and maximize efficiency.**

**ACTIONS**

1. Conduct a study and implement recommendations to manage traffic congestion and increase mobility of people in downtown area.

**Who:** DPW; DOTD; RPC, Port of New Orleans; DDD

~~**When:** First five years~~

~~**Resources:** Staff time~~

> ~~Implement a policy that imposes a moratorium or heavy fine on utility cuts for the first five years following a road resurfacing or reconstruction.~~

4. Secure federal and local funding and a cooperative endeavor agreement with Entergy to place above-ground utilities underground as roads are being comprehensively repaired.

**Who:** DPW

**When:** Medium term Ongoing

**Resources:** Staff time; Federal funds; City funds

> Identify policies and projects that increase mode share for walking, biking and transit.  
> Consider the establishment of priority bicycle and transit corridors.

2. Identify the most effective improvements to reduce travel times along existing bus and streetcar lines.

**Who:** RTA; DPW; DOTD

**When:** First five years

**Resources:** Grant funds

> Identify street reconfigurations that reduce turning conflicts with streetcars at the highest conflict locations [DN3]. > Develop priority locations, standards and permitting for high-capacity and pre-paid transit stations

3. Invest in an advanced traffic management system.

**Who:** DPW, DOTD

**When:** Medium-term

**Resources:** City funds, State funds, federal funds

> Continue upgrades to traffic signals and pedestrian countdown timers to create a traffic management system capable of being remotely monitored and controlled to adapt to changing traffic conditions as they occur.  
> Monitor and adopt useful technologies for traffic data management.  
> Provide streamlined and accessible traffic information to travelers.

4. Enable walking, cycling, and transit in the planning of development projects.

**Who:** CPC, DPW

**When:** Ongoing

**Resources:** Federal funds, capital funds

&gt;

Promote

**GOAL 2**

Integration of land use decision making with transportation projects, including higher density transit-oriented development plans through zoning, place-based planning, and the plan review process.

**2.A — Establish a permanent transportation planner position for > Consider the CPC.**

An experienced transportation planner will provide the CPC with expertise in land use/transportation relationships, update the Major Street Plan as needed, write grants for transportation studies, identify potential alternative truck routes and intersections, and serve as an official liaison for the CPC with other city and state agencies and the Regional Planning Commission on transportation planning and all projects with transportation elements.

**RECOMMENDED ACTION**

1. Secure continued funding for a transportation planner position.

**Who:** DPW

**When:** Medium term

**Resources:** Staff time; Federal funds

The CPC recently received a grant to fund a transportation planner for three years.

**2.B — Coordinate higher density land uses with existing and future designation of transit hubs to support walkable, mixed-use, transit-oriented neighborhoods along existing and potential future transit routes.**

With the ongoing investment in transit and the development of transportation priority corridors in New

Orleans, the city should encourage mixed use developments within a fixed distance as part of all major transportation corridors as the basis of a transit-oriented development policy. The city should also set distinct thresholds for density and mixed uses aligned with the capacity of fixed and non-fixed transit lines, respectively. In all transit-oriented corridors, the combination of existing land uses and planned land uses should meet or exceed a threshold for mixed income housing. Transit extension projects for areas that do not currently reflect corridor goals for mixed uses and mixed income housing should receive prioritized support by agencies and the city for the redevelopment of these corridors to leverage transit investment.

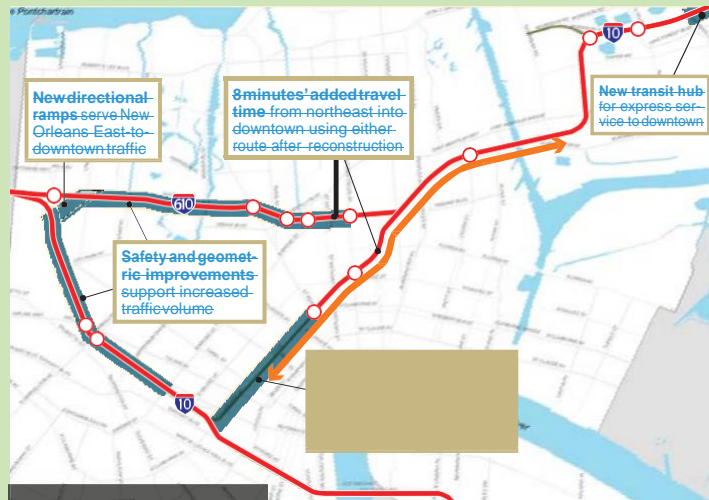
## Study the feasibility of replacing the I-10 Claiborne Expressway and restoring Claiborne Avenue as a major thoroughfare to knit neighborhoods back together

The possibility of removing the elevated I-10 Claiborne Expressway attracted extensive comment in the Master Plan the place-based planning process. The multiple benefits of the undertaking are widely recognized: removal would right a decades-old wrong committed in the name of urban renewal; it would enhance the livability and character of adjacent neighborhoods like Tremé; it would promote investment in the neglected blocks along the expressway; and it would set the stage for restoring historic Claiborne as a grand, tree-lined boulevard. Concerns focus on the ability to move I-10's current traffic through the city without overwhelming

neighborhood streets, serve downtown's traffic needs, and avoid widening other expressways such as I-610.

The process of replacing the expressway would begin with feasibility and environmental impact studies, largely funded through federal grants, to address these concerns and insure that the transportation, economic, social, environmental, and other benefits of removing the expressway outweigh the considerable costs. These studies would start by determining the viable costs of maintaining the aging overpass and would identify alternatives such as:

- Increasing I-610's capacity by improv-



Claiborne Avenue rebuilt as a grand boulevard with coordinated traffic signals for cars and transit signal priority for premier transit service

SOURCE: KITTELSON & ASSOCIATES

ing its safety and taking advantage of the unused space between its

inbound and outbound lanes. Creating a tree-lined boulevard that captures the qualities of historic Claiborne Avenue.



- Providing transit to serve New Orleans East and neighborhoods along the restored boulevard.
- Using land freed by removal of the overpass and on-ramps for parks, housing, and other amenities
- Protecting neighborhoods from cut-through traffic.

Boston and San Francisco have completed comparable initiatives, and studies for similar projects are underway in Hartford, Baltimore, Oklahoma City, and Seattle. In every case, the process began with federal and state help in financing studies of costs, benefits, and a wide range of transit and roadway alternatives.

Frequently asked questions:

~~**What is the next step?**~~ Seek a federal grant to begin a community-based study of the options for the future of the overpass that includes all affected neighborhoods and community groups.

~~**Will removing the overpass require widening I-610?**~~ The goal is to avoid widening I-610; the neighborhoods located along I-610 will be involved in planning.

~~**Would New Orleans need to plan for the future of I-10 whether or**~~

~~**not it is removed?**~~

~~Yes. Parade Magazine recently ranked I-10 among American elevated highways most in need of repair. I-10 was planned and designed to meet the city's needs in the 1970s, not the 21st century.~~



To be considered toward the transit-oriented corridor development goal, planned land uses must be adopted through general plans, and the appropriate implementation processes must be put in place, such as the Comprehensive Zoning Ordinance (CZO). General language alone without supportive implementation practices, such as zoning, will not be considered sufficient for the purposes of reflecting the transit-oriented development goals of this Master Plan. Planned land uses will be formally adopted through the FLUM process, the CZO and any general plan amendments adopted through the appropriate statutory authority at a public hearing. All design for the transit-oriented development corridor shall reflect the character of the area it is serving.

#### **RECOMMENDED ACTIONS**

- ~~1. Create area land use plans and zoning regulations to encourage walkable, higher density, mixed use, transit oriented development (TOD) at key transportation opportunity nodes.~~

~~**Who:** CPC transportation planner; coordinate with RTA~~

~~**When:** First five years~~

~~**Resources:** CZO rewrite; staff time~~

This would include identifying areas along existing or proposed transit corridors that could support higher density residential, commercial or mixed use development. **(See Strategy 4.C for existing and potential transit routes.)**

- ~~2. Locate, design and maintain bus stops as neighborhood amenities located close to business/public space.~~

~~**Who:** RTA~~

~~**When:** First five years~~

~~**Resources:** State and Federal transportation funding; advertising sponsorship~~

- ~~3. Encourage mixed use developments within a fixed distance of major transportation corridors.~~

~~**Who:** CPC, transportation planner; coordinate with RTA~~

~~**When:** First five years~~

~~**Resources:** Staff time~~

### **2.C — Advance projects that enhance connectivity, reduce barriers and improve attractiveness of neighborhoods, commercial sites and public spaces while addressing transportation mobility.**

#### **RECOMMENDED ACTIONS**

- ~~1. Begin planning studies to determine the feasibility/advisability of removing the I-10 Claiborne Avenue Expressway to St. Bernard Avenue to improve neighborhood and land use quality and connectivity.~~

~~**Who:** CPC transportation planner; RPC~~

~~**When:** First five years~~

~~**Resources:** Federal transportation funding~~

- ~~2.5. Study the feasibility of constructing adding additional Mississippi River crossings to reduce congestion and provide additional evacuation routes, to include a new ferry crossing at Gretna and a new bridge between Algiers and Chalmette alleviate commuter traffic and provide additional evacuation routes, which takes pressure off I-10.~~

~~**Who:** RPC; DOTD; RTA~~

~~**When:** Long-term~~

~~**Resources:** Federal funds~~

- ~~6. DN4 DN5 Support higher-density transit oriented development (TOD) along existing and future high-frequency transit service.~~

~~**Who:** RTA; RPC; CPC~~

~~**When:** Long term~~

~~**Resources:** Federal funds~~



8. Study existing capacity and promote improved connectivity for crossings over the IHNC for all modes of transportation funding.

Who: RPC; DOTD; Port of New Orleans

When: Long-term

Resources: Federal funds

- > Look for opportunities for waterside access along the IHNC to develop this as a water-borne freight corridor

## **2.B Reduce travel time on transit**

### **ACTIONS**

## **2.C Enable the efficient movement of freight.**

### **ACTIONS**

1. Develop a comprehensive, multi-modal freight plan to guide future investments and implementation of service enhancements to drive operational efficiencies.

Who: CPC; RPC; Port of New Orleans; DPW; NOAB; DOTD; Public Belt Railroad

When: First five years

Resources: Bond funds

- > Review the designated truck route system and update the list of streets with input from neighborhoods, truckers, business parks, intermodal terminal operators and other relevant groups.
- > Ensure consistency with operations and Master Plans for the Port, Public Belt, and Airport.

2. Work to improve access to and from all intermodal freight terminals through wayfinding signage and technology-based solutions, street improvements, and signalization.

Who: DPW; DOTD; Port of New Orleans.

When: Medium term

Resources: City and state funds

3. Explore alternative modes of freight movement to accommodate projected cargo growth, such as container on barge service and moving more cargo by rail shuttle.

Who: CPC; RPC; Port of New Orleans

When: Medium term

Resources: Staff time; local and state funds

4. Provide adequate, dedicated and maintained roadway access to Port facilities to keep the Port competitive, reduce congestion and impacts to quality of life.

Who: CPC; RPC; Port of New Orleans; DPW; Police

When: First five years

Resources: Bond funds

- > Maintain and provide adequate access for the only truck route to uptown Port cargo facilities through coordinated planning and implementation with the City, Convention Center and other existing and proposed Tchoupitoulas corridor developments.

## **2.D Encourage sustainable and healthy mobility choices.**

### **ACTIONS**

1. Develop and implement a sidewalk improvement program

Who: DPW

When: First five years

**Resources:** Staff time

2. Invest in more comfortable bicycle facilities that provide critical linkages in the bicycle network

**Who:** DPW, RPC, DOTD

**When:** First five years

**Resources:** Staff time, City and federal funds

3. Support and encourage events such as Bike to Work Day, No Car Days, Celebrity rides, and carpooling.

**Who:** Mayor's Office.

**When:** First five years

**Resources:** Staff time

4. Implement a bike share program.

**Who:** Mayor's Office; DPW

**When:** First five years

**Resources:** Staff time; City funds; grants

5. Expand marketing and community engagement to promote the use of public transit.

**Who:** RTA

**When:** First five years

**Resources:** RTA funding

- > Improve marketing outreach to attract automobile drivers by developing promotional materials highlighting the benefits and cost savings of using public transit.
- > Partner with major employers and educational facilities to increase transit usage.
- > Implement a new CAD/AVL system to improve customer access to information about service in real time

## **2.E Improve connectivity between transportation modes.**

### **ACTIONS**

1. Develop passenger rail connections between the CBD/UPT, Louis Armstrong International Airport, Baton Rouge, the Gulf Coast, and other communities within the southern US.

**Who:** RPC; City; RTA; NOAB; Amtrak; Mayor's Office, Congressional leadership

**When:** Long term

**Resources:** Federal funds

- > Support and advocate for federal and state funding for high-speed and/or light rail lines
- > Actively work to reinstate and improve passenger rail service between New Orleans and Jacksonville, FL (Route has not been reactivated by Amtrak since Hurricane Katrina).

2. Create gateway connections at the UPT and Louis Armstrong International Airport and improve access to the Convention Center and Port of New Orleans

**Who:** RTA; RPC, DPW; NOAB; NOBC

**When:** Long-term

**Resources:** Federal funds

- travel generators through improved intersection-> Consider establishment of BRT connections between the Convention Center, Port, UPT and Airport.

3. Create forums for agency coordination and consolidation to improve transit service delivery and sustainability.

**Who:** RTA; RPC, Jefferson and St Bernard Transit and traffic and planning staff from each parish

**When:** Medium-term

**Resources:** Staff time

> Improve regional transit connections with partner agencies.

4. Conduct a study to improve multimodal access to and from the Union Passenger Terminal to address comprehensive way-finding signage, high-visibility crosswalks, bicycle and vehicular parking, bicycle routes, ridesharing services, high-quality information services, and improved taxi and bus service.

**Who:** RTA; RPC; DPW

**When:** Medium-term

**Resources:** Federal funds

(lights and high visibility pavement markings), sidewalk repairs and > Focus planning efforts to access and improve mobility to and from the UPT for all modes of transit

- 3.5. Plan for and emphasize pedestrian countdown signals, bicycle and transit facilities linkages through improved design, funding, maintenance, enforcement, and education.

**Who:** RTA; DPW; RTA

**When:** First five years

**Resources:** Road repair Federal funds; CDBG, staff time

**2.F** Develop a great cycling city.

**ACTIONS**

1. ~~landscape~~ Develop and implement a comprehensive Bicycling Plan, to include the creation of a connected citywide network of bike lanes, multi-use paths, and other bike facilities to safely accommodate bicyclists.

**Who:** DPW, CAO

**When:** First five years

**Resources:** Staff time, City funds

- > Incorporate “Complete Streets” guidelines into the plan.
- > Program enhancement funding for public bicycle facilities in all future local bond elections.
- > Achieve and maintain Gold Level Bike Friendly Community status.
- > Identify pilot corridors for core network of protected bike lanes that connect to existing assets, such as the Lafitte Greenway, and downtown core..
- > Provide for cycling connections to transit.

2. ~~Develop and update~~ design standards and guidelines for all types of bicycle facilities

**Who:** DPW

**When:** First five years

**Resources:** Staff time

INSERT UPDATED Potential 2030 Bicycle Routes Map<sup>[WAG6]</sup>

~~----- buildings at key activity nodes and along key bicycle corridors. -----~~

~~Who: DPW; CPC~~

~~When: First five years~~

~~Resources: Staff time, City funds, Federal funds~~

- > Expand and promote program for private sponsorship of bike racks and bike corrals on sidewalks and unused on-street spaces.
- > Pilot a limited number of on-street vehicular parking spaces to be converted into on-street bike rack/storage area if demand or adjacent property owners call for it.
- > Incorporate bike racks into the on-site parking plans for public buildings such as libraries, community centers, and schools.

4. Modify zoning regulations to encourage or require the provision of on-site bicycle parking facilities.

Who: CPC

When: First five years

Resources: Staff time

## 2.G Maximize walkability.

### ACTIONS

1. Seek federal funding for walk-to-school programs and improvements.

Who: DPW; OPSB; RSD

When: First five years

Resources: Federal funds

- > Incorporate “Complete Street” guidelines into the strategy.
- > Review car line and bus access plans for all new school prior to of sessions and periodically review those for current active school campuses.

2. Develop a sidewalk improvement program (regular condition assessment and maintenance of sidewalk infrastructure through a combination of public and property owner funding with criteria analogous to a pavement asset management system).

Who: DPW

When: First five years

Resources: Staff time; City funds

- > Conduct a study to identify appropriate sidewalk condition assessment and walkability criteria.
- > Evaluate sidewalk repair and maintenance sections of City Code and explore ways to improve enforcement and betterment system options for property owners.
- > Explore sustainable and equitable funding mechanisms.

3. Review, update, and implement the City’s ADA Transition Plan relative to public rights of way to reflect requirements for parking lots with shade and lighting, and materials for of ADA Accessibility Guidelines and Public Rights of Way Accessibility Guidelines.

Who: DPW; Mayor’s Office

When: First five years

Resources: Staff time; City funds

4. Develop a Pedestrian Master Plan to guide future investments in pedestrian walkways to enhance and produce safe walkways and a pleasant facilities of all types to improve the quality, safety, and accessibility of the pedestrian environment throughout the City.

~~Who: CPC~~

Who: DPW

When: First five years

Resources: ~~CZO rewrite project~~ Staff time; City funds

Surface parking lots are unfriendly to pedestrians and act as barriers to connection. Design requirements for landscaping, 50 percent tree canopy to provide shade, pedestrian scale-

~~----- lighting, and safe pedestrian walkways through surface lots make them more comfortable for pedestrian connections. Parking structures should be designed to include ground floor retail.~~

~~Modify regulations to encourage infill development that supports~~ > Use best practices to develop specific criteria and metrics for identifying corridors for pedestrian facilities.

~~2.D~~ > Establish a vibrant pedestrian environment.

#### RECOMMENDED ACTIONS

1. ~~Modify zoning regulations to ensure that new development respects and is oriented toward standard for evaluating the pedestrian, through building orientation, setback, signage, parking, and design review regulations~~ level of service and walkability along a corridor.
  - > Prioritize last mile conductivity to assist with transit and bicycle mode share goals.
5. Implement sidewalk improvements in the French Quarter
  - Who: CPC Mayor's Office, DPW
  - When: First five years
  - Resources: GZO rewrite project
- ~~2.1. Establish Traffic Impact Analysis guidelines that look beyond the development site for pedestrian generators and linkages.~~
  - ~~Who: CPC, DPW, possible small consultant services~~ contract
  - ~~When: Medium term~~
  - Staff time; special property tax
6. Develop a continuous, well-connected pedestrian network of sidewalks, walking paths, and recreational trails to safely accommodate pedestrians.
  - Who: DPW
  - When: Long-term
  - Resources: Staff Staff time; CDBG; smart growth oriented grant funding City funds, State funds, federal funds
  - > Publicize and promote walking paths and recreational trails within the City.
  - > Seek additional grants to expand the existing network.

### GOAL 3

The Traffic Impact Analysis process should include a "scoping" by CPC staff that identifies the range of intersections that must be included in the impact study, and the modes of travel, including pedestrians.

- 
3. ~~Provide transit location criteria that support pedestrian comfort and safety for access to,~~ Improve accessibility, and waiting for transit.
    - Who: DPW, RTA
    - When: First five years
    - Resources: Staff time

~~2.E Establish policies that encourage efficient management quality of parking and encourage alternative travel modes where they exist.~~

Efficient management of parking is a key element of cost effective land use/life for all transportation policies.

Studies of local parking requirements have found that they often exceed peak parking demand on

- atypical day. Suburban-style retail parking lots are often built to accommodate needs on one day -- --  
 of the year, December 24, and remain half-empty the rest of the time. Though often presented as  
 “free,” parking costs include the cost of land, the opportunity cost of an alternative use, and in the  
 case of parking structures, the costs of construction and operation.

#### **RECOMMENDED ACTIONS**

1. *Modify off-street parking requirements to enhance parking efficiency, improve urban design quality and encourage walking and alternative forms of transportation.*

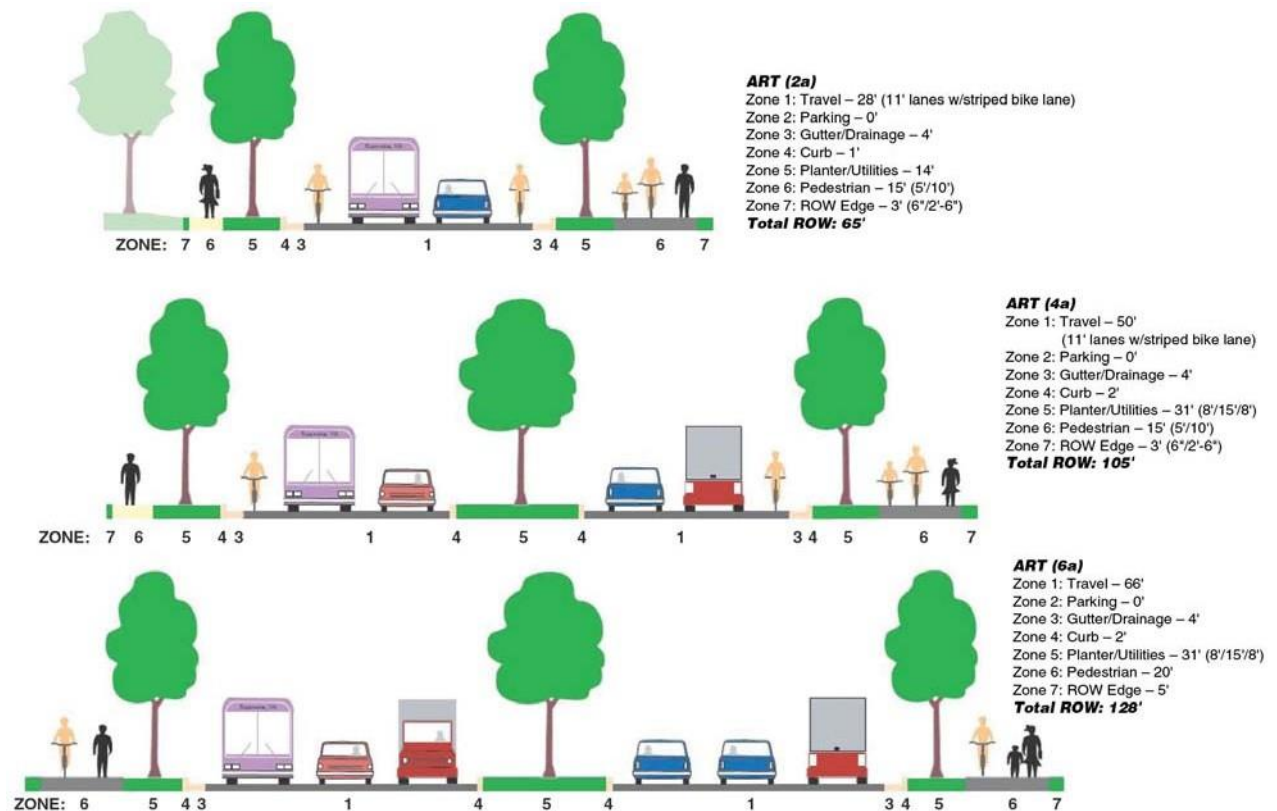
**Who:** CPG

**When:** First five years

**Resources:** CZO rewrite project

This can be accomplished through:

## EXAMPLES OF “COMPLETE STREETS” GUIDELINES



City of Roanoke, VA  
 Street Design Guidelines



Cities around the world—from small towns to the largest cities—have adopted “complete streets” policies to make streets safer and more functional, convenient, and enjoyable. The complete streets approach focuses design and operation on enabling safe access for all system users. Pedestrians, bicyclists, motorists, and transit riders of all ages and abilities must be able to move along and across a complete street safely. Street design guidelines such as these can help ensure that street improvements include street trees and landscaping, bicycle and transit lanes, and widened sidewalks wherever possible.



- > Reduced off-street parking rations and encouragement of shared parking by complementary uses
  - > For commercial districts, require location of parking to the rear or side of buildings, or in consolidated areas to serve several blocks at a time
  - > Requirement that parking costs be decoupled from rents
  - > Where transit is available, provision of discounted transit passes to employees
  - > Provision of assigned parking spaces for carpool vehicles or car-sharing companies
  - > Encourage short- and long-term bicycle parking options.
2. *Exploration of incentives for remote parking and drop-off zones at schools, public facilities, shopping malls, and other destinations* —
- Who:* School Districts, Property Management Department, private owners
- When:* ~~Medium Term~~
- Resources:* ~~Staff Time~~

### GOAL 3

## Roadways that integrate vehicle transportation with bicycling and walking

- 3.A Implement the adopted “Complete Streets Policy” for the city of New Orleans — which moves people and freight safely while prioritizing the non-motorized user by integrating various transportation modes.”

### ACTIONS

1. *Develop and adopt Complete Streets Guidelines for internal and consultant design engineers in project development.*

*Who:* DPW; CPC transportation planner

*When:* First five years

*Resources:* Staff time; City funds; State funds; Federal funds

2. *Use the multi-modal level of service to access road designs during the preliminary design process and allocate right of way.*

*Who:* DPW; consultants

*When:* First five years

The concept of Complete Streets recognizes that the street space should be available and comfortable for a variety of users, including pedestrians, bicyclists, drivers, transit riders and persons with disabilities. Depending on the function of the street, including the speed and character of auto traffic, the street will require different treatments for the full integration of other modes.

### RECOMMENDED ACTIONS

1. *Develop and adopt Complete Streets Guidelines for internal and consultant design engineers in project development.*

*Who:* DPW; CPC transportation planner

*When:* First five years

*Resources:* Staff time; consultant

3. *Update City of New Orleans Roadway Design Manual to include modern best practices for the accommodation of non-motorized transportation modes and streetscape improvements.*

*Who:* DPW

*When:* First five years

*Resources:* Staff time

~~4. Plan for and emphasize pedestrian, bicycle and transit facilities linkages through improved design, funding, maintenance, enforcement and education.~~

~~**Who:** DPW; RTA~~

~~**When:** First five years~~

~~**Resources:** Stafftime; ~~funding from City;~~ DOTD; FHWA funds; Federal funds~~

2. Require training on the design of Complete Streets for all design consultants doing business with the City.

~~**Who:** DPW; consultant~~

~~**When:** First five years~~

~~**Resources:** Stafftime; consultant~~

3. Evaluate sidewalk repair and maintenance ordinances and develop mechanisms for enforcement and betterment system options for property owners.

~~**Who:** DPW; possible betterment ordinance—City Council~~

~~**When:** First five years~~

~~**Resources:** Stafftime~~

~~(See Volume 2, Chapter 5.)~~

~~4.1. Update City of New Orleans Roadway Design Manual to include modern best practices for the accommodation of non-motorized transportation modes and streetscape improvements.~~

~~**Who:** DPW~~

~~**When:** First five years~~

~~**Resources:** Stafftime~~

~~5.1. Plan for and emphasize pedestrian, bicycle and transit facilities linkages through improved design, funding, maintenance, enforcement and education.~~

~~Who: DPW; RTA~~

~~When: First five years~~

~~Resources: Stafftime~~

6.5. Implement pedestrian improvements, such as crosswalks, pedestrian signals, traffic calming, pedestrian refuges and ADA accessibility requirements in priority areas including transit routes, schools, retail/ commercial corridors, residential complexes for senior citizens and persons with disabilities, parks and other recreational facilities, and government/institutional buildings in accordance with the City's Pedestrian Safety Action Plan.

Who: DPW

Who: DPW

~~When: First five years~~

When: First five years

Resources: Stafftime; City funds; Federal funds

Build capacity in DPW

### **3.B Implement the Vision Zero Safety program for the City of New Orleans to ~~track~~ reduce traffic fatalities and severe injuries.**

#### **ACTIONS**

~~7.1. guide multimodal accommodation in all projects. Support public education campaigns to increase awareness and to coordinate knowledge with the goal of creating a transportation planner within the CPCs safer environment with radio, TV, print and internet campaigns and materials.~~

Who: RPC; DPW; Police

When: First five years

~~When: First five years~~

Resources: ~~General fund~~; Staff time; City funds; State grants

2. Produce informational brochures and programs (such as the RPC's Create a Commuter initiative) to encourage bicycling as a mode of transportation and to improve safety and drivers' awareness of bicyclists.

Who: RPC; DPW; Volunteer bike groups

When: First five years

Resources: Grant funds

3. Improve tracking, analysis, and dissemination of crash data to guide funding to address problem areas.

Who: RPC; DPW; NOPD; Volunteer bike groups

When: First five years

Resources: Grant funds; Staff time

4. Protect vulnerable road users such as pedestrians, cyclists, and motorcyclists.

Who: NOPD; DPW

When: First five years

Resources: Staff time

> Improve enforcement of bicycle laws for the safety of both bicyclists and motorists.

> Continue to invest in pedestrian countdown timers and high visibility crosswalk signage and striping.

5. Combat distracted driving.

Who: NOPD; DPW

When: First five years

Resources: Staff time, City funds

> Establish and enforce cell phone free zones in school zones.

> Raise awareness of the dangers of distracted driving.

6. Reduce speeding, impaired, and aggressive driving.Who: NOPD; DPWWhen: First five yearsResources: Staff time, City funds

- > Expand the City's existing network of traffic safety cameras to support enforcement of speed limits and traffic signage and signalization.
- > Consider passive traffic calming measures such as bump outs, signage, and reducing the speed limit first, and then consider reducing the number of travel lanes.
- > Expand DWI enforcement.

3.B.7. Establish a permanent ~~multimodal accommodation~~ bicycle and pedestrian safety engineer position within DPW.Who: DPWWhen: First five years**ACTION**

1. ~~Secure permanent funding for a multimodal accommodation position to track and guide all road, bridge and community facilities capital and maintenance projects, and coordinate with the transportation planner in the CPC, once one is hired.~~

~~Who: DPW, CPC transportation planner~~~~When: First five years~~Resources: ~~Staff~~ Staff time, grant, City funds**3.C Improve and expand access to the transit network throughout the City.****ACTIONS**

1. Improve bus and streetcar frequency.

Who: RTAWhen: First five yearsResources: RTA funds

- > Identify high ridership corridors and corridors with high ridership potential that can support service intervals of 15 minutes or better.
- > Identify options to create crosstown lines to decrease travel times.
- > Create transit mini-hubs around the City to shift the network from hub and spoke to a web with more travel options for riders.
- > Provide better connections to MSY on the new Airport Express line, increasing the transit mode share.

2. Ensure safe access to transit stops and major travel generators through improved intersection visibility (lights and high visibility crosswalks), sidewalk repairs, and pedestrian countdown signals.

Who: DPW; RTAWhen: First five yearsResources: Federal funds; City funds; staff time

3. Redesign transit lines where possible to connect with major destinations and other trip generators to increase ridership and efficiency.

Who: RTAWhen: First five years**PEDESTRIAN STRATEGIES**

### **3.C — Develop a pedestrian plan for the City of New Orleans.**

The new walking strategy should include data and trends (crashes and mode share), facility needs assessments, identification of future population growth areas, future route network, bicycle route hierarchies, bicycle parking needs, financing/funding mechanisms, design guidance, agency roles and responsibilities, benchmarking and evaluation analyses, educational programs, enforcement policies, encouragement/promotion activities, overall citywide pedestrian goals, citywide implementation goals, public participation processes and citywide policies.

As of late 2009, the City, in lieu of a more comprehensive plan, has adopted a working strategy to consider and include, where feasible, pedestrian facilities on roadways that were damaged by Hurricane Katrina, for which federal recovery and stimulus funds have been received.

#### **RECOMMENDED ACTIONS**

1. ~~Develop and adopt guidelines to improve the quality of the pedestrian environment throughout the city.~~

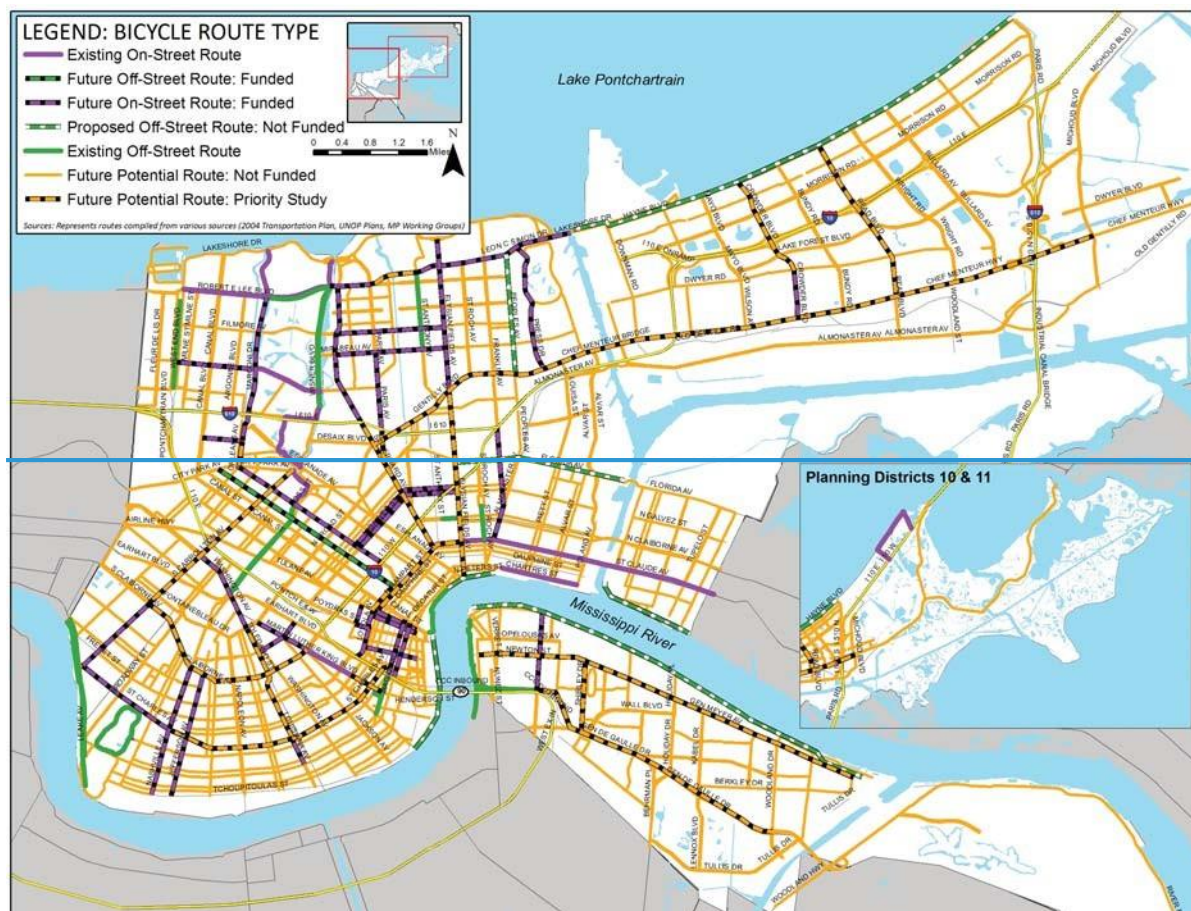
~~**Who:** DPW~~

~~**When:** First five years~~

~~**Resources:** Federal funds, bond funds~~

~~Prior to creation of the plan, all state roadways that are presently planned for resurfacing or reconstruction should be considered for pedestrian accommodation.~~

## POTENTIAL 2030 BICYCLE ROUTES



2. Seek Safe Routes to Schools federal funding for walk-to-school programs and improvements.

Resources: RTA funding

4. Examine the feasibility of alternative service delivery models to meet the needs of riders in lower demand neighborhoods.

Who: DPW; RTA

When: First five years

Resources: Federal funds

Incorporate “Complete Streets” guidelines into the strategy. (See Strategy 3.A.)

3. Implement comprehensive streetscape upgrades to those boulevards not receiving recovery funding.

Who: DPW; CPC transportation planner

Resources: RTA funding

5. Improve the waiting experience for customers at transit stops.

Who: RTA; RPC; DPW; NOAB

When:- Medium term

Resources:- Federal funds; CDBG; developer contributions bond funds

The > Continue to install comfortable, durable benches and shelters at all bus stops throughout the City should include and ensure adequate funding and coordination between agencies for the maintenance of bus stops and streetcar stops.

> Improve access, signage, lighting, landscaping, and other amenities at major transit points.

> Replace Bus Stop signs throughout the network that are more durable and provide



customers more relevant information.

### **3.D Manage curbspace more efficiently to reduce congestion and increase safety.**

#### **ACTIONS**

1. Modify off-street parking requirements to enhance parking efficiency, improve urban design quality and encourage walking and alternate forms of transportation.

**Who:** CPC

**When:** First five years

**Resources:** Staff time

- > Reduce off-street parking requirements for new developments and encourage shared parking amongst land users.
- > Require the location of parking in the rear of on the side of buildings in commercial districts and encourage the consolidation of parking facilities to serve several blocks at a time.
- > Where transit is available, encourage the provision of discounted transit passes for employees.
- > Encourage the provision of off-street parking for multiple transportation modes such as cars, bicycles, carpool vehicles, and ridesharing vehicles.
- > Reduce curb cuts on priority pedestrian and bicycle corridors.

2. Implement policies that encourage efficient management of the curb space in the downtown area and along commercial corridors.

**Who:** DPW

**When:** First five years

**Resources:** Staff time

- > Manage the curb space as a finite and valuable asset.
- > Implement technology-based systems to monitor the availability of parking spaces and make this information available to the public.
- > Review and update policies and regulations on the designation and operation of passenger zones, bus zones, and freight zones.
- > Link land usage to the allocation of curb space based on need.

3. Develop and implement a municipal parking management strategy to reduce the parking demand in the downtown area and along high-demand corridors.

**Who:** DPW; CPC, Property Management

**When:** Medium term infrastructure improvements in all future bond elections

**Resources:** Staff time; funding

- > Expand off-street parking available in areas adjacent to downtown.
- > Incentivize park-n-ride.
- > Look at expanding transit service to connect peripheral parking to downtown business districts.
- > Explore incentives for remote parking and drop-off zones at schools, public facilities, and other destinations.
- > Establish rates for on-street parking based on availability and demand and in consultation with stakeholders.

**3.D3.E Provide significant infrastructure investment to make major boulevards and corridors more attractive and pedestrian friendly particularly where transit stops, schools, parks, and other pedestrian generators are present.**

**ACTIONS**

**RECOMMENDED DEVELOP ACTIONS**

1. ~~DPW should develop~~ and adopt guidelines for pedestrian facilities of all types to improve the quality of the pedestrian environment throughout the city by improving striping, signage, and pedestrian crossing signals.



**Who:** DPW

**When:** First five years

**Resources:** Recovery funds; CDBG; bond funds

- > Give priority to intersections near schools, senior housing, parks, and similar destinations.
  - > Seek Safe Routes to Schools federal funding for walk-to-school programs and improvements.
  - > Reinforce existing efforts to improve pedestrian infrastructure along major corridors by formally adopting guidelines.
2. Continue to build upon existing hurricane recovery appropriations to ensure comprehensive streetscape improvements in designated target areas, including lighting, landscaping, sidewalk enhancements, and the burying of above ground utilities.

**Who:** DPW

**When:** First five years

**Resources:** Staff time

- > Invest in use of permeable concrete to help control flooding on sidewalks.
3. Implement comprehensive streetscape upgrades (lighting, landscaping, sidewalks, utilities) to those boulevards that are in need of upgrades yet are not already targeted for streetscape improvements through recovery funding, such as [Tulane Ave.](#), Broad, St. Claude, Tchoupitoulas, [Chef Menteur Read Blvd.](#), etc.

**Who:** DPW; CPC transportation planner

**When:** ~~Medium term~~

**Resources:** ~~Bond funds~~

4. Implement traffic calming infrastructure along neighborhood streets as needed.

**Who:** DPW

**When:** ~~Medium term~~

**Resources:** ~~Staff time~~

### **3.E Provide significant infrastructure investment to make neighborhood streets more attractive and pedestrian friendly.**

#### **RECOMMENDED ACTIONS**

1. ~~Funding for "Complete Streets" construction and retrofit/repair projects should derive from a combination of sources including City, DOTD, FHWA and other agencies.~~  
**Who:** DPW; CAO; City Council  
**When:** First five years  
**Resources:** Staff time; DOTD; FHWA; grants; bond funds
2. ~~In coordination with street repaving projects, undertake a comprehensive streetscape improvement effort along neighborhood streets to enhance the tree canopy, sidewalk quality (provision of sidewalks where lacking, repair where needed), ADA compliance and overall streetscape aesthetic.~~  
**Who:** DPW; Parks and Parkways; DDD; RTA  
**When:** First five years  
**Resources:** Staff time; FHWA; grants; DOTD; bond funds
3. ~~Reinforce existing efforts to improve pedestrian infrastructure along neighborhood streets by formally adopting guidelines.~~  
**Who:** DPW; Parks and Parkways; DDD; RTA  
**When:** ~~First five years~~  
**Resources:** ~~Staff time; FHWA; grants; DOTD; bond funds~~
4. ~~Implement traffic calming infrastructure along neighborhood streets, as needed.~~

~~Who: DPW~~

~~When: Medium term~~

~~Resources: Stafftime~~

5. ~~Develop a plan for regular maintenance of sidewalk infrastructure through a combination of public and property owner funding with criteria analogous to a pavement management system.~~

~~Who: DPW~~

~~When: First five years~~

~~Resources: Stafftime~~

**(See Chapter 5 for more information.)**

6. ~~Review, update and implement the New Orleans' ADA Transition Plan relative to public rights-of-way to reflect requirements of ADA Accessibility Guidelines and Public Rights of Way Accessibility Guidelines.~~

~~Who: DPW; Mayor's Office~~

~~When: First five years~~

~~Resources: Stafftime~~

7. ~~Support RTA's effort to continue to improve safety for transit passengers and RTA employees, pedestrians, and vehicular traffic along streetcar lines and at or by bus and streetcar stops through cooperative support from the DPW and other City agencies and/or departments.~~

~~Who: CPC, RTA, DPW and NOPD~~

~~When: first five years~~

~~Resources: Stafftime~~

## BICYCLE STRATEGIES

### 3.F — ~~Develop a bicycling strategy for the City of New Orleans.~~

The new bicycling strategy should include data and trends (crashes and mode share), facility needs assessments, identification of future population growth areas, future route network, bicycle route hierarchies, bicycle parking needs, financing/funding mechanisms, design guidance, agency roles and responsibilities, benchmarking and evaluation analyses, educational programs, enforcement policies, encouragement/promotion activities, overall citywide bicycling goals, citywide implementation goals, public participation processes and citywide policies.

As of late 2009, the City, in lieu of a more comprehensive bicycling plan, has adopted a working strategy to consider and include, where feasible, bicycle facilities on roadways that were damaged by Hurricane Katrina for which federal recovery and stimulus funds have been received.



***Bus and streetcar shelters enhance the transit rider's experience.***

### RECOMMENDED ACTIONS

1. ~~Prior to creation of the plan, all state roadways that are presently planned for resurfacing or reconstruction should be considered for bicycle accommodation.~~

~~Who: RPC; DPW; CPC Transportation planner~~

~~When: First five years~~

~~Resources: Stafftime~~

2. ~~Incorporate "Complete Streets" guidelines into the strategy. (See Strategy 3.A.)~~

~~Who: RPC; DPW; CPC Transportation planner~~

~~When: First five years~~

~~Resources: Stafftime~~

3. ~~City should provide adequate funding for future bicycle improvements in all future local bond elections.~~

~~**Who:** City Council; Administration; CPC~~

~~**When:** First five years~~

~~**Resources:** DOTD; FHWA; grants~~

**3.G — As part of the comprehensive bicycling plan, create a comprehensive, connected citywide network of bike lanes, multi-use paths, and bike boulevards to safely accommodate bicyclists.**

**RECOMMENDED ACTIONS**

1. ~~Establish a Pedestrian and Bicycle Advisory Committee, to assist in reviewing city projects, policies and plans, and to engage bicycle users.~~

~~**Who:** DPW~~

~~**When:** First five years~~

~~**Resources:** Staff time~~

~~> Committee to advise on criteria used to identify priority bike infrastructure and facilities. (Potential routes for consideration are highlighted on the “Potential 2030 Bicycle Routes” map on the facing page, which compiles routes proposed in various planning processes including the 2004 Transportation Element, UNOP and MP working groups.)~~

2. ~~Develop the Lafitte Greenway as a key bicycle and pedestrian corridor.~~

~~**Who:** DPW~~

~~**When:** First five years~~

~~**Resources:** Staff time~~

The goal of creating the interconnected trail system will require strategic additions to be implemented. The first planned expansion of the system is the Lafitte Greenway. Currently funded and in the planning phase, the greenway will be built on a former canal and rail line connecting Basin Street with Canal Boulevard, touching the Central Business District, French Quarter, Tremé, Mid-City, and Lakeview. Redevelopment of adjacent parcels through careful trail-oriented development will help to revitalize the area and provide a vital transportation link through the core of the city.

Construction of the Lafitte Greenway and accompanying design guidelines and trail-oriented development revitalization strategy will form a framework for other greenway and multi-use path projects. Key future projects identified through the planning process include Peoples Avenue, the river levee in the Lower 9th Ward, Florida Avenue, and the Mississippi Riverfront. Transportation and revitalization planning in these areas should include provision for these greenways.

3. ~~Review previous bike plans and studies, including the 2004 Transportation Element, UNOP plans, and others to set priorities for adding street facilities/lanes in a phased manner.~~

~~**Who:** DPW; RPC; CPC transportation planner~~

~~**When:** First five years~~

~~**Resources:** Staff time; grants~~

Projects that connect existing bike lanes, multi-use paths and greenways, and that offer commuter connections to employment centers, schools and activity centers, should be prioritized. Initial routes to be studied should include, but not be limited to:

- > Elysian Fields Ave. — Gentilly Blvd. to N. Peters St.
- > St. Charles Ave. — Nashville Ave. to Lee Circle
- > Carrollton Ave. — S. Claiborne Ave. to City Park Ave.
- > St. Claude Ave./N. Rampart St./S. Rampart St. — Elysian Fields Ave. to Gravier St.
- > General De Gaulle Dr. — Shirley Dr. to Woodland Dr.
- > Behrman Dr. — Mardi Gras Blvd. to Opelousas Ave.

- > General Meyer Ave.—Behrman Dr. to Bennett St.
- > Newton St.—Veret St. to Behrman Ave.
- > Shirley Dr.—General DeGaulle Dr. to General Meyer Ave.
- > Hayne Blvd.—Downman Rd. to Bullard Ave.
- > Chef Menteur Hwy. and Gentilly Blvd.—Michoud Blvd. to St. Bernard Ave.
- > Crowder Blvd.—Hayne Blvd. to Chef Hwy.
- > Read Blvd.—Hayne Blvd. to Chef Hwy.
- > Leon C. Simon Dr.—Paris Ave. to St. Anthony Ave.
- > St. Bernard Ave.—I 610 to St. Claude Ave.
- > Paris Ave.—I 610 to St. Bernard Ave.
- > Toledano St./Louisiana Ave.—Broad St. to St. Charles Ave.
- > Marconi Dr.—City Park Ave. to Navarre Ave.
- > Martin Luther King Jr. Blvd./Melpomene St.—O.C. Haley Blvd. to Camp St.
- > Claiborne Ave.—Carrollton Ave. to Martin Luther King Jr. Blvd.
- > Basin St./Elk Pl.—Lafitte Greenway to Tulane Ave.

4. ~~As streets are being repaved, ensure that new bike facilities are provided.~~

~~Who: DPW~~

~~When: First five years~~

~~Resources: Recovery funds; D-CDBG; bond funds; federal funds~~

5. ~~For streets which are already in good condition and not in need of repaving, retrofit streets with bike facilities.~~

~~Who: DPW~~

~~When: First five years~~

~~Resources: Bond funds; DOTD; FHWA; grants~~

6. ~~Develop standards and design guidelines for all types of bicycle facilities within DPW based on the Manual of Uniform Traffic Control Devices and American Association of State Highway and Transportation Officials standards.~~

~~Who: DPW~~

~~When: First five years~~

~~Resources: Staff time~~

7. ~~Where feasible, create levee-top paved bike paths, such as along the Mississippi River levee in Algiers and Holy Cross, and the Lakefront levee in New Orleans East.~~

~~Who: CPC transportation planner; RPC; DPW~~

~~When: Medium term~~

~~Resources: Bond funds~~

~~Resources: Federal funds; bond funds~~

8. ~~Study then establish a network of bike boulevards that takes advantage of quieter neighborhood streets and provides the additional benefit of traffic calming.~~

~~Who: RPC; CPC transportation planner~~

~~When: First five years~~

~~Resources: Federal funds; staff time~~

> Determine criteria for future bike boulevards, including but not limited to proximity to schools, ability to effectively parallel major streets, access to neighborhood commercial/main street areas, and neighborhood traffic concerns.

### 3.H ~~Provide fixed infrastructure to further bicyclist safety and security and to encourage bicycling as an alternative mode of transportation.~~

#### RECOMMENDED ACTIONS

1. ~~Provide ample bike racks and/or lockers on public rights of way at key activity nodes.~~

~~Who: CPG~~

~~When: First five years~~

~~Resources: Federal funds; CDBG; bond funds~~

2. ~~Allow for the transformation of a limited number of on-street, parallel vehicular parking spaces into on-street bike rack/storage areas if demand or adjacent landowners call for it.~~

~~Who: DPW~~

~~When: First five years~~

~~Resources: Stafftime~~

3. ~~Provide improved on-site bicycle storage and other amenities for bicycle users at publicly owned buildings such as schools and municipal facilities.~~

~~Who: DPW; Project Delivery Unit~~

~~When: First five years~~

~~Resources: Recovery funds~~

~~Provide ample bike racks and/or lockers on public rights of way at key activity nodes.~~

4. ~~Develop a public bike rental program, modeled on Paris' Velib and other successful programs, with public bike kiosks throughout the city. Work with RTA's new managing group Veolia.~~

~~Who: RTA with support from RPC bicycle advisory committee~~

~~When: First five years~~

~~Resources: Grants~~

### 3.I — ~~Develop programs that address enforcement, education and encouragement of bicycling.~~

#### **RECOMMENDED ACTIONS**

1. ~~Coordinate with NOPD to better enforce bicycle laws for both bicyclists and motorists.~~

~~Who: DPW; NOPD~~

~~When: First five years~~

~~Resources: Stafftime~~

2. ~~Improve tracking, analysis, areas.~~

~~Who: DPW; RPC bike-pedestrian staff~~

~~When: First five years~~

~~Resources: Federal funds~~

3. ~~Encourage and support events including Bike-to-Work, No Car Days, Celebrity rides, etc.~~

~~Who: Mayor's staff; Public affairs; volunteer bike groups~~

~~When: First five years~~

~~Resources: Stafftime~~

## Best Practices Checklist for Rail and BRT Premium Transit

Increased transit ridership that is embraced by a wide spectrum of users is largely a function of travel times, short headways, predictable service, station location and convenience, and safety of the service. The below transit best practices shall be followed by the City to achieve a 21st-century premium transit system.

1. Rail and BRT cars travel in reserved, dedicated right-of-way or enhanced medians with minimal crossings.
2. Safe and convenient pedestrian access to transit stations
3. Less frequent stops located every four to six blocks or more.
4. Prepaid fare collection system at stops for expedited boarding.
5. Schedules and system maps posted at all stops.
6. Low-floor bus and rail cars for faster boarding and handicapped access.
7. Traffic signal prioritization at intersections for transit vehicles to expedite service.
8. Assuring that new routes have good connections to existing citywide system and regional connections.
9. Land uses that allow for mixed-use, transit-oriented development at key nodes to support greater densities of residents and jobs along routes.
10. Require coordinated planning approach that includes City and community input, advocacy for funding, and step-by-step implementation.

A number of older cities—including Boston, Portland, and San Diego—have developed a range of solutions for delivering fast, premium transit. They have used partially exclusive rights-of-way in medians similar to New Orleans' neutral grounds, and they have deployed hybrid streetcar/light rail vehicles that operate more like a bus in dense locations and like light rail cars in others. New Orleans can learn from these places when investing in new or improved transit.

4. ~~Support public education campaigns to increase awareness and knowledge with the goal of creating a safer environment, radio, TV, print and internet campaigns and materials.~~

~~Who: RPC, DPW, NOPD~~

~~When: First five years~~

~~Resources: Staff time; State grants~~

- 5.1. ~~Produce informational brochures and programs (such as the RPC's Create a Commuter initiative) to encourage bicycling as a mode of transportation and to improve safety and drivers' awareness of bicyclists.~~

~~Who: RPC, DPW, Volunteer bike groups~~

~~When: First five years~~

~~Resources: Grant funds~~

6. ~~Modify zoning regulations to encourage or require the provision of on-site bicycle parking facilities and locker rooms for bicycle users.~~

~~Who: CPC~~

~~When: First five years~~

~~Resources: Staff time~~

7. ~~Develop an alternative to registration and waiver of liability/landscape design requirements for use of bike racks on RTA buses.~~

~~Who: RTA parking lots with shade and bicycle advisory committee~~

~~When: First five years~~

~~lighting, Resources: Staff time~~

## GOAL 4

### Fast and efficient mass transit supported by transit-oriented development

- 4.A.1. ~~Enhance the quality of R infrastructure materials for pedestrian service, improve customer comfort stops and their safety and walkability pedestrian environment.~~

#### RECOMMENDED ACTIONS

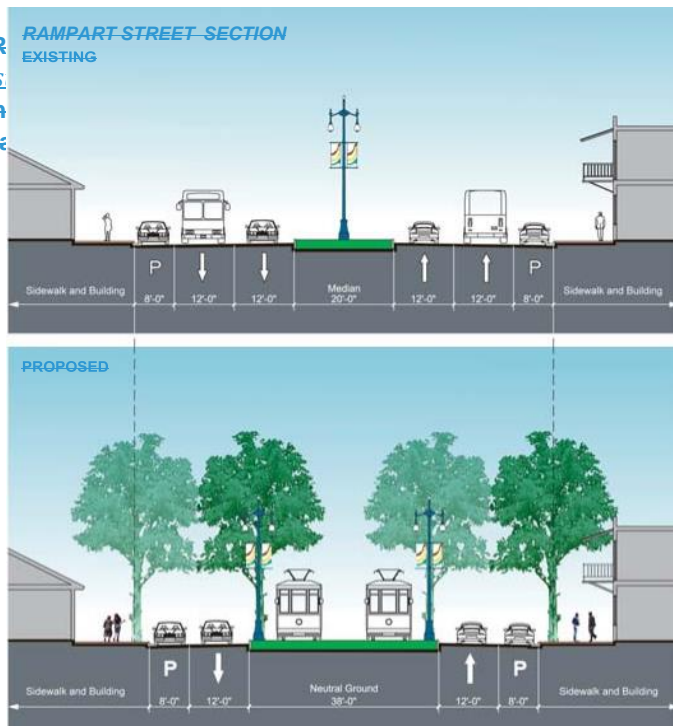
1. ~~Continue to replace older RTA buses with newer, biodiesel and hybrid buses that are more fuel efficient and have lower emissions.~~

~~Who: RTA DPW, CPC~~

~~When: First five years~~

~~Resources: Federal funds, bonding~~

2. ~~Continue to repair flood-damaged, red streetcars in order to restore a full fleet of streetcars.~~





~~**Who:** RTA~~~~**When:** First five years~~~~**Resources:** Federal funds~~

- ~~3. Continue to install comfortable, durable benches and shelters at all bus stops throughout the city and ensure adequate funding and coordination between agencies for maintenance of bus and streetcar stops.~~

~~**Who:** RTA~~~~**When:** First five years~~~~**Resources:** Stafftime~~

## GOAL 4

### Promote economic development and innovation through integrated transportation planning and policies.

#### 4.A Implement an equitable bike share system that serves the job commuting needs and connects to transit.

##### ACTIONS

~~**Resources:** Explore advertising contracts similar to other cities, funds, bonding~~

- > ~~Explore comprehensive contracts for provision of bus and streetcar stop amenities in return for advertising, on the model of New York, Boston, and other cities.~~

- ~~4. Improve access, signage, lighting, landscaping, and other amenities at major transfer points to enhance the transit customers' experience.~~

##### 1. Develop and implement a bike share program.

~~**Who:** DPW; RTA; Parks and Parkways~~

~~**When:** First five years/ Medium term~~

~~**Resources:** Staff time; Federal funds; FHWA; bond funds~~

#### 4.B Improve the existing bus and streetcar system.

##### RECOMMENDED ACTIONS

- ~~1. Improve the frequency and convenience of existing bus and streetcar service.~~

~~**Who:** RTA~~

~~**When:** Medium term~~

~~**Resources:** Federal funding; bonds~~

- > ~~Implement capital improvements, such as signal priority technology, more efficient fare collection/boarding techniques, and the consolidation of stops to reduce travel times and improve efficiency along existing bus and streetcar routes.~~
- > ~~Use state of the art transit technologies to improve customer communications, offer transit priority on busy streets, improve access to and use of transit fare media, and reduce dwell time at stops.~~
- > ~~Reduce headways along major transit routes to less than 10 minute intervals during peak periods, including the following routes: Elysian Fields, St. Claude, Magazine, St. Charles, Broad, Canal streetcar, and others.~~
- > ~~Examine the feasibility of major upgrades in headways and operating hours along routes with historically less frequent service, including: Jackson Esplanade, Claiborne, Freret, and others.~~
- > ~~Extend operating hours along both major and minor transit routes to accommodate residents with off peak work hours and to better serve weekend entertainment destinations.~~



~~2. Enhance the ease, convenience and overall experience of using transit for both frequent and occasional riders.~~

~~**Who:** RTA~~

~~**When:** First five years~~

~~**Resources:** Grant funds; advertising~~

- ~~> Produce a user friendly guide to the transit system for tourists and new transit users.~~
- ~~> Provide transit route maps and schedules at every bus and streetcar stop.~~
- ~~> At major transfer points and intersections, install real time technology to inform riders when the next bus or streetcar will be arriving.~~
- ~~> Improve the RTA website to allow for interactive scheduling, trip planning and real time bus location, accessible from desktop computers and mobile devices.~~

*3. Improve the existing bus network by extending, creating, and consolidating routes.*

**Who:** RTA;

- > Facilitate last mile conductivity to support transit mode share goals.

**4.B Coordinate higher-density land uses with existing and future transit hubs to support walkable, mixed-use, transit-oriented development.**

**When:** First five years

**Resources:** Explore advertising contracts, similar to other cities

- > Create a new bus route to link the universities in uptown New Orleans (Xavier, Tulane, Loyola) to the Magazine Street Corridor.
- > Consolidate separate upriver/downriver routes (Elysian Fields/Magazine and Airline/St. Claude, for example) to allow for more frequent, seamless upriver/downriver travel.
- > Implement minor capital and intersection improvements that would improve travel times of buses (e.g., Decatur Street in the French Quarter).
- > Work with adjacent parishes to study potential RTA route extensions to key employment and activity nodes outside of Orleans Parish (e.g., Claiborne bus to Ochsner Hospital in Jefferson Parish).
- > Create extensions and minor modifications to existing bus routes (e.g., extending Magazine route to the foot of Carrollton Avenue) to better connect major bus and streetcar lines.
- > Examine the feasibility of consolidating redundant and/or underperforming routes to add additional service on nearby principal routes.
- > Work with RTA to encourage bus routes that provide service from underserved neighborhoods to supermarkets and farmers' markets.

**4.C Invest in new rail, streetcar, and bus rapid transit (BRT) infrastructure by obtaining federal and local funding.**

All transit expansion studies and projects detailed below shall require a comprehensive planning process by the RTA and RPC, with assistance from the CPC transportation planner and available staff. The City shall ensure that the process incorporates community outreach and input; that the City works with the RTA and other non-municipal agencies to implement the transit "best practices" adopted by this plan (see "Best Practices Checklist for Rail and BRT Premium Transit" on the facing page); and identify/study alternative route alignments, a requirement of Federal funding.

Additionally, a set of criteria shall be developed by the above entities to determine route expansion priorities. Criteria should include, but not be limited to, potential ridership, economic and neighborhood enhancement opportunities, connectivity to the existing and future system, travel times, number of stops, and so on.

**RECOMMENDED ACTIONS**

1. *Extensively study the feasibility of a streetcar and/or light rail hybrid distributor system in the Central Business District (CBD) and French Quarter to improve connectivity for residents, workers and tourists, and to best connect with existing along existing and potential future transit routes to city neighborhoods.*

**ACTIONS**

1. Create area land use plans and zoning regulations to encourage walkable, higher density, mixed-use, transit-oriented development (TOD) at key transportation opportunity nodes.

**Who:** CPC transportation planner; coordinate with RTA

**When:** First five years

**Resources:** CZO rewrite; staff time

2. Encourage mixed-use developments within a fixed distance of major transportation corridors.

**Who:** CPC transportation planner; coordinate with RTA support; RPC

**When:** First five years

~~**When:** First five years~~

~~**Resources:** Grant funds Staff time~~

~~As of late 2009, the RTA is studying three potential distributor routes through the CBD and French Quarter and pursuing stimulus funds to finance half of the estimated \$212 million cost. The Master Plan recommends alternative alignments to be studied to ensure the resulting distributor system provides the most effective, expedient premium transit service.~~

~~Proposed RTA alignments under study as of late 2009 include:~~

- ~~> Convention Center/Riverfront: A circulator route from the existing Canal Street Streetcar line, running along Convention Center Boulevard to Henderson, then connecting to the existing Riverfront streetcar route.~~

- > Union Passenger Terminal/Loyola Avenue: A double track route along Loyola Avenue from Canal Street to the Union Passenger Terminal (UPT).
- > North Rampart/St. Claude Avenue: A double track line primarily along Rampart Street and St. Claude Avenue (to Press Street), with an extension along Elysian Fields Avenue connecting to the Riverfront Streetcar line.

Master Plan recommended alignments to be studied include:

- > Convention Center/Riverfront Alignment: A double track extension of the Riverfront line to Henderson Street. Should this not provide adequate service, construct proposed RTA route.
  - > Union Passenger Terminal Route Alignment:
    - A double track trunk line on a widened neutral ground along the 100 block of S. Rampart Street connecting to Julia Street, connecting to UPT via Howard Avenue or a parallel street. The route should allow for limited automobile traffic to better accommodate transit, pedestrian and bicycle traffic.
    - A double track line on Howard Avenue from UPT to Lee Circle, extending along Andrew Higgins to Annunciation Street and following Euterpe Street/Henderson Street on a side of street reserved right of way to the existing Riverfront line.
  - > North Rampart/St. Claude Avenue Alignment: A double track line on Elysian Fields Avenue neutral ground from existing Riverfront Streetcar to St. Claude Avenue.
  - > Additional Improvement: Open the John Churchill Chase stop on the existing Riverfront streetcar and build ADA access to the river side of the stop.
  - > The double track line running along St. Claude Avenue from Elysian Fields Avenue, then along North Rampart and South Rampart, and continuing along a portion of Oretha Castle Haley Boulevard (see next action), should serve as a trunkline for rail system through the French Quarter and CBD.
2. ~~Conduct feasibility studies for new streetcar, light rail, and BRT routes to connect residential and commercial districts throughout the city, and to support higher density transit oriented development (TOD).~~

~~Who: RTA; RPC; CPC~~

~~When: Medium term~~

~~4.C Modify regulations to Resources: Federal funds~~

~~As indicated above, a set of criteria to identify priority routes will be established and should include input by the RPA, RPC, CPC and transit advocacy groups, with public input on alternatives to occur during the project scoping process. All priority routes should adhere to “premium transit” principles whenever feasible to provide fast, efficient, connective service. (See the Potential 2030 Transit System map at the end of this chapter.)~~

~~Recommended priority routes to be studied or restudied include those identified in previous planning processes and by transportation advocacy groups, highlighted below.~~

- > St. Claude Line: Potential rail route could be constructed in stages, originally to Desire Street (as part of Distributor System), then to transit hub at Industrial Canal, with potential future expansion to the Lower Ninth Ward/St. Bernard Parish line.
  - Land use designations should **encourage** nodes of higher density, mixed use development along the route, with a transit oriented hub at Poland Avenue.
- > Carrollton Avenue Connector: Extend streetcar line along Carrollton Avenue to link the Canal Street/Carrollton spur with the St. Charles line.
- > Elysian Fields Avenue BRT or Light Rail Line: Potential route would run in an exclusive right of way in or beside Elysian Fields neutral ground extending to Lake Pontchartrain to serve Gentilly and the UNO campus. Route should connect directly to the CBD.

- Land use designations should encourage nodes of walkable, mixed use **infill** development **at that supports a vibrant pedestrian environment.**

**ACTIONS**

- the intersection of Elysian Fields Avenue and Gentilly Boulevard, near the UNO campus, and surrounding the Lake Pontchartrain terminus.
  - Should BRT be built initially, the route should be designed for potential upgrade to streetcar or light rail.
  - > New Orleans East BRT or Light Rail Line: Potential alternatives include:
    - A 1980s Gannett Fleming study suggested a preferred route that would branch off the Elysian Fields line detailed above, follow Fillmore Avenue/Dreux Avenue alignment, cross Industrial Canal on a vertical lift bridge to Dwyer Avenue/Lake Forest Boulevard.
    - From Elysian Fields Avenue Line, follow Gentilly Boulevard/Chef Menteur Highway then to Lake Forest Boulevard via a connector street.
  - > West Bank/General DeGaulle Drive BRT or Light Rail Line: Potential alignment from the CBD would follow proposed distributor route (Loyola Avenue or S. Rampart alignment), then a side of street right of way and neutral ground along Howard Avenue, connecting to Crescent City Connection transit lanes, then along General DeGaulle neutral ground.
    - A future spur to Federal City should be studied upon completion of route.
    - Land use designations should allow for nodes of higher density, mixed use, walkable. Modify zoning regulations to ensure that new development at intersections of General DeGaulle at Holiday Drive and Woodlawn Drive.
  - > Riverfront Streetcar Extension upriver to Jackson Avenue
    - Land use designations should allow for nodes of higher density transit respects and is oriented development at strategic nodes along the route (e.g., South of Convention Center Opportunity Site).
  - > Riverfront Streetcar Extension downriver to Poland Avenue
    - Land use designations should allow for higher density, mixed use development at strategic nodes along the route with a node at Poland Avenue.
  - > South Claiborne Avenue Line: As proposed in the UNOP District 2 Plan, this potential rail alignment would connect to the CBD distributor system with a double-track alignment extending from S. Rampart Street along a widened Oretha Castle Haley Boulevard neutral ground, turning on Martin Luther King Jr. Boulevard neutral ground, then to South Claiborne Avenue neutral ground to Carrollton Avenue.
    - Study potential BRT alternative along same alignment.
  - > Lake Area Line: Potential BRT or light rail alignments from Canal Street, include dedicated side of street right of way east or west on City Park Avenue, then:
    - Right of way between Greenwood Cemetery and UPT tracks, continuing adjacent to West End Boulevard after Veterans Boulevard to Robert E. Lee Boulevard
    - Alignment along Canal Boulevard to Robert E. Lee Boulevard
  - > Jackson Avenue Connector: Potential alignment would extend O.C. Haley rail trackage (from Claiborne Avenue Line) onto Jackson Avenue onto a widened neutral ground to connect with the Riverfront line and Jackson Ave./Gretna ferry.
  - > Tulane Avenue/Airport BRT or Light Rail Line: Potential alignment would follow Tulane Avenue from the CBD, then Airline Highway and beyond.
3. *Identify and preserve future rights-of-way to avoid conflicts and accommodate future streetcar, BRT and light rail route expansions.*  
**Who:** RTA; RPC; CPC; DOTD; DPW  
**When:** Medium term  
**Resources:** Federal and local funds
4. *Seek federal and regional funding to study development of a regional passenger rail system and other modes of commuter transportation.*  
**Who:** RPC; DOTD  
**When:** Long term  
**Resources:** Federal funds

#### 4.D — ~~Better market transit service to increase mode share (percent of people who use transit).~~

##### ~~RECOMMENDED ACTION~~ *toward the*

1. ~~Develop~~ promotional materials to highlight the benefits and cost savings of using public transit.

~~Who:~~ RTA with Social Services and HANO

~~When:~~ First five years

~~Resources:~~ Social Services and grant funds

- > Through direct community outreach, improve the marketing of fixed route and paratransit service to the elderly and the disabled community.
- > Conduct outreach to local universities to increase students' awareness of transit alternatives.
- > Work with universities to develop discount fare passes for students, faculty, and staff.
- > Work with New Orleans Public Schools (NOPS) to restore the contract with the RTA for transit passes for NOPS middle and high school students.

#### 4.E — ~~Create forums and entities for agency coordination and consolidation to improve transit service delivery and sustainability.~~

##### ~~RECOMMENDED ACTION~~

1. ~~Create~~ a transit working group that includes transit providers, traffic management, planning and travel demand management staff from each jurisdiction to collaborate on the actions of each required to support transit.

~~Who:~~ RTA; RPC; Jefferson and St. Bernard Transit and traffic and planning staff each parish

~~When:~~ Medium term

~~Resources:~~ Staff time

- > Study consolidation of NORTA and JeT (Jefferson Transit) into a true regional transit agency. Include St. Bernard Transit if possible.

#### 4.F — ~~Identify and study potential new Mississippi River ferry connections.~~

##### ~~RECOMMENDED ACTION~~

1. ~~Conduct~~ a study to identify new potential Mississippi River ferry connections.

~~Who:~~ RPC; CCC

~~When:~~ Medium term

~~Resources:~~ State funds

### ~~GOAL 5~~

## ~~Enhanced intercity transportation with an upgraded airport, better passenger rail service and ultimately regional high-speed rail~~

#### 5.A — ~~Coordinate with the state and other governments in the region to preserve and enhance Louis Armstrong New Orleans International Airport as the preeminent airport facility in the state.~~

Airports serve as a city's "front door" to visitors and play a key role in attracting and maintaining economic prosperity. Cities with airports that provide a quality experience and allow for efficient movement internally, provide easy transportation access to and from downtown, and offer direct service to many destinations have a competitive edge.

#### **RECOMMENDED ACTIONS**

- ~~1. Make major capital improvements and enhance marketing at Louis Armstrong New Orleans International Airport to increase air traffic.  
**Who:** Aviation Board  
**When:** First five years  
**Resources:** Bond funds~~
- ~~2. Complete improvements to terminals at Louis Armstrong New Orleans International Airport to enhance the appearance and the comfort of the airport and to facilitate layovers and transfers between flights, and expand terminal capacity, as needed.  
**Who:** Aviation Board  
**When:** First five years  
**Resources:** Bond funds~~
- ~~3. Develop a passenger rail connection between the CBD, Louis Armstrong New Orleans International Airport, and Baton Rouge.  
**Who:** RPC; City; RTA; Airport Authority  
**When:** Long term  
**Resources:** Federal funds~~

#### **5.B — Support and advocate for federal and state funding for high-speed and regional rail lines between New Orleans and other communities within the southern U.S., perhaps as a national demonstration project of new technology.**

#### **RECOMMENDED ACTIONS**

- ~~1. Work with elected leadership, the Regional Planning Commission, and the Southern High Speed Rail Commission to promote funding for high-speed rail.  
**Who:** RPC; City; Southern High Speed Rail Commission  
**When:** First five years  
**Resources:** Staff time~~
- ~~2. Actively work to reinstate and improve service between New Orleans and Jacksonville, FL. (Route has not been reactivated by Amtrak since Hurricane Katrina.)  
**Who:** AMTRAK; Congressional leadership; Mayor's Office; State leadership  
**When:** First five years  
**Resources:** State funds~~

#### **5.C — Improve connectivity and the environment for users of the Union Passenger Terminal with greater neighborhood and transit system connectivity.**

#### **RECOMMENDED ACTIONS**

- ~~1. Conduct a study to improve multimodal access to and from the UPT to address comprehensive way-finding signage, high-visibility crosswalks, bicycle and vehicle parking, bicycle routes, high-quality information services and improved taxi and bus service.  
**Who:** RTA; RPC; DPW  
**When:** First five years  
**Resources:** Federal funds~~



2. ~~Identify a priority location for pedestrian access and for visibility of a UPT streetcar stop as part of streetcar system expansion plans.~~

~~Who:~~ City with RTA and Amtrak support

~~When:~~ First five years

~~Resources:~~ Bond funds

3. ~~Focus planning efforts to access and improve mobility to and from the Union Passenger Terminal in all trip segments.~~

~~Who:~~ RTA; RPC; DPW

~~When:~~ First five years

~~Resources:~~ Federal funds, through

4. ~~Improve station conditions.~~

~~Who:~~ Amtrak

~~When:~~ First five years

~~Resources:~~ Federal funds

- > Construct a new commissary building for Amtrak service.
- > Build a new train shed to better protect passengers on the platforms.
- > Modernize the waiting areas and bring all passenger facilities up to ADA standards: orientation, setback, signage, parking, street-level interaction, and design

## GOAL 6

### Freight transportation systems that serve the economy while respecting neighborhoods

- 6.A ~~Support investment in the capital improvements that are needed to keep the Port of New Orleans competitive while protecting quality of life.~~

#### RECOMMENDED ACTION

1. ~~Commission an independent review of the arguments for and against the Inner Harbor Canal Lock project regulations.~~

~~Who:~~ Mayor's office; CPC; DPW

~~When:~~ First five years

~~Resources:~~ General fund; Staff time

2. ~~Establish Traffic Impact Analysis guidelines that look beyond the development site for pedestrian generators and linkages.~~

~~Who:~~ CPC; DPW; possible small consultant services

- 6.B ~~Refine and implement the New Orleans Rail Gateway Plan to improve railroad safety and operating efficiency.~~

#### RECOMMENDED ACTIONS

1. ~~Encourage participation in the Environmental Impact Statement (EIS) public hearings for the New Orleans Regional Gateway to review proposed projects and discuss and determine appropriate mitigation measures. (The NEPA process is in place to conduct this outreach under the current EIS.)~~

~~Who:~~ CPC; RPC; New Orleans Public Belt; Class 1 Railroads; CPC

~~When:~~ First five years

~~Resources:~~ Staff time; local, state and federal funding

2. ~~Pursue federal funding for the Gateway Plan, including adequate funding for the implementation of community mitigation and improvement projects identified in the Gateway Plan (e.g., installing soundwalls along railroad tracks).~~

~~**Who:** RPC; New Orleans Public Belt Class 1 Railroads, CPC  
contract  
**When:**—Medium term  
**Resources:**—Federal funds~~

## 6.C — ~~Continue to refine truck routes and truck parking requirements while improving education and enforcement.~~

### RECOMMENDED ACTIONS

1. ~~Conduct a comprehensive review of the designated truck route system and update the list of streets with input from neighborhoods, truckers, business parks, intermodal terminal operators and other relevant groups.~~

~~**Who:** CPC; RPC; Port of New Orleans; DPW; Police~~

~~**When:** First five years~~

~~**Resources:** Bond funds~~

2. ~~Conduct systematic outreach to trucking companies, the Port and railroad operators to ensure there is awareness of approved truck routes.~~

~~**Who:** RPC; Port of New Orleans; DPW; Police~~

~~**When:** First five years~~

~~**Resources:** Bond funds~~

3. ~~Work with New Orleans Police Department to ensure that there is vigorous enforcement of truck traffic regulations.~~

~~**Who:** DPW; NOPD~~

~~**When:** First five years~~

~~**Resources:** Staff time; CDBG; smart growth oriented grant funding~~

4. ~~Work to improve access to and from all intermodal freight terminals through way-finding signage and street improvements.~~

3. Use area traffic management to coordinate and minimize intensity, resolve community concerns and mitigate the impacts of economic development projects

**Who:** CPC; DPW; DOTD

**When:** First five years/long-term

**Resources:** City and state funds

## 6.D — ~~Ensure that updates of the City's hazard mitigation plan pay particular attention to handling hazardous materials and the response to hazardous spills by updating standards, practices and procedures.~~

### RECOMMENDED ACTIONS

1. ~~Ensure that a thorough and regularly updated plan is in place to handle hazardous materials and the response to hazardous spills, using up to date standards, practices and procedures.~~

~~**Who:** DPW; Port of New Orleans; DOTD; NOPB; CPC Transportation Planner~~

~~**When:** First five years~~

~~**Resources:** Staff time; City funds~~

**GOAL** Because port, rail, and truck operations are so proximate to residential areas of the city, sufficient precautions and standards must be in place for the handling of hazardous materials and for the response to a hazardous spill. The city's hazard mitigation plan must be explicit about hazardous materials standards, practices, and procedures.

## GOAL 7

### Transportation infrastructure that is resilient to flooding and other natural hazards

#### 5

### Develop an environmentally sustainable and resilient transportation system

- 7-A 5.A** Make capital investments and implement administrative strategies to ensure the resilience of the city's transportation infrastructure against future hazards.

#### RECOMMENDED ACTIONS

1. Ensure that a thorough, timely, regularly updated plan is in place to secure bus and streetcar rolling stock from flooding.  
**Who:** Office of Emergency Preparedness; [RTA](#)  
**When:** First five years  
**Resources:** [Staff time](#)  
**Resources:** [Staff time](#)
2. As transportation facilities, ~~such as the Canal Street RTA headquarters,~~ are renovated, ensure that critical building systems are elevated and that facilities are hardened against flood and wind damage.  
**Who:** RTA; [CPA](#); [Office of Emergency Preparedness](#)  
**When:** First five years  
**Resources:** Recovery funds; bond funds; federal funds
3. Where feasible, utilize construction techniques and materials as roads are repaved and new drainage systems introduced to allow them to minimize and withstand floodwaters.  
**Who:** DPW  
**When:** First five years  
**Resources:** Recovery funds; bond funds; federal funds
4. [Ensure that the City's hazard mitigation plan and preparedness and response measures are coordinated with the Port, rail and regional freight planning efforts to efficiently and safely move hazardous materials throughout the City.](#)  
**Who:** [DPW](#); [Port of New Orleans](#); [Office of Emergency Preparedness](#); [New Orleans Public Belt](#)  
**When:** [First five years](#)  
**Resources:** [Staff time](#); [local funds](#); [federal funds](#)

- 5.B** [Develop a transportation system that contributes toward a healthier environment for future generations through investments in multi-modal facilities and green infrastructure for stormwater management](#)

**ACTIONS****1. Minimize transportation-related greenhouse gasses and other air emissions.****Who:** RTA, City, CPC, Port of New Orleans, NOAB, RPC**When:** Long-term**Resources:** Stafftime, City funds, State funds, federal funds

- > Encourage the increased usage of clean fuels in public and private fleets.
- > Support projects and programs that encourage travelers to take more trips using more environmentally sustainable modes.

**2. Support the usage of alternative fueled vehicles such as electric cars.****Who:** RTA, City, CPC, Port of New Orleans, NOAB, RPC**When:** Long-term**Resources:** Stafftime, City funds, State funds, federal funds

- > Increase the number of electronic car charging stations at public facilities and on the public right of way.
- > Support the usage of electric cars for car sharing programs over conventional cars.

**3. Implement stormwater management systems that emphasize green and gray infrastructure solutions****Who:** CPC, DPW, SWBNO**When:** First five years**Resources:** Staff time, City funds, federal funds