



City Planning Commission



Date	<u>Sept 9 2016</u>
Tracking Number	<u>16-2033</u>

MASTER PLAN APPLICATION

APPLICATION FOR AMENDMENT TO PLAN FOR THE 21ST CENTURY: NEW ORLEANS 2030 (THE MASTER PLAN)

Complete Application Required: Use this form for all requests to amend Plan for the 21st Century: New Orleans 2030 (the Master Plan). The City will not process an application that does not have all the required items. To accept your application, each of the items listed under Required Components must be submitted at the same time.

Early Consultation: Prior to submitting an application, the applicant is required to set up a pre-application conference meeting with a City Planner to discuss the proposal. City Planning staff will provide the applicant with assistance and information on the application feasibility, decision criteria, review time, and whether a Neighborhood Participation Program (NPP) meeting is required.

Application Acceptance: All applicants are required to bring in one copy of the application package for informal review by a staff planner, prior to the formal application to ensure that the application is complete. Applications will be accepted at the City Planning Commission between 8:00 AM and 5:00 PM Monday through Thursday and between 8:00 AM and 3:30 PM Friday. No appointment is necessary for the formal application submittal; however, an appointment with a City Planner is necessary for the early consultation. Mailed, faxed or e-mailed applications will not be accepted.

Purpose: The Master Plan is a long-term vision for the future of New Orleans. It contains policy recommendations across a spectrum of topics, but with a particular focus on the built environment. Amendments reflecting updated information, changing trends, best practices, or community goals are generally either text changes or revisions to the Future Land Use Map (FLUM). Text amendments affect the policies of the comprehensive plan on a City-wide level. Map amendments influence the potential uses and development of specific properties. A FLUM amendment may affect a site's zoning designation when zoning is revised comprehensively or when a zoning change application is submitted. Text and map amendments must be consistent with the overall policy intent of the Master Plan. Justification for the change(s) within the context of the Master Plan is the responsibility of the applicant.

When to Apply and Process: In 2016, the amendment application period will begin on April 25th and close on August 31st. Once the amendment application packet is submitted for review, the City Planning Commission will arrange a public meeting and publish a notice in a local newspaper of general circulation at least fifteen days in advance of the meeting. In addition to the public meetings, the City Planning Commission will hold a public hearing(s) to approve, approve with modifications, or disapprove the proposed amendments. A staff report and recommendations will be available to aid the discussion. The Planning Commission's recommendation will be forwarded to the City Council for final disposition.

REQUIRED COMPONENTS

Amendment to Text of Master Plan

- Completed application form
- Reasons for change may address the following criteria:
 - Public benefits from the proposed change
 - Health, safety & welfare
 - Evaluation of current public policy
 - Other factors
- FEE: \$1,500 (Only applies to Descriptions of Future Land Use Categories of Ch.14,Sec.C)

Amendment to Future Land Use Map

- Completed application form (must be the property owner)
- Neighborhood Participation Program Report (see NPP Resource Guide)
- Reasons for change may address the following criteria:
 - Change in land use trends
 - Impacts on neighboring property
 - Evaluation of existing zoning classification & the current future land use classification
 - Public benefits from the proposed change
 - Health, safety & welfare
 - Other factors
- Photographs of subject site
- FEE based on table below

Accepted forms of payment include check, cashier's check, money order, Visa, MasterCard, & Discover.

Lots 0-4,999 sq ft	\$1,000	Lots 25,000-74,999 sq ft	\$3,000
Lots 5,000-24,999 sq ft	\$2,000	Lots 75,000 sq ft or more	\$4,000

TO BE COMPLETED BY CPC STAFF

Intake Planner [Signature] Date Received Sept 9 2016
 Amount Received _____ Planning District _____



City Planning
Commission



Date _____
Tracking Number _____

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REQUEST FOR CHANGE IN TEXT OF MASTER PLAN REQUESTS OPEN TO ALL RESIDENTS

For text amendment changes, including changes to graphics, tables, or maps, the applicant must provide the chapter as well as the page number of the amendment that the applicant wishes to change. Proposed additions to the text should be underlined; proposed deletions from the text should be indicated by strikethrough. If the change is for a graphic, table, or map other than the Future Land Use Map(s), indicate the volume, chapter, and page number along with the title of the graphic, table, or map.

Volume 2 Chapter(s) 11 Page No(s) _____ Title(s) _____

Attach a copy of current graphic, table, or map, if applicable.

Specific proposed change to text (if necessary, applicant may submit additional sheets):

Sections:

Goal 2 Pages 11.21-23, 11.26; Goal 4 Pages 11.34-39.

For proposed text changes see attached.

REQUEST FOR CHANGE TO FUTURE LAND USE MAP

MAY BE REQUESTED BY OWNER OF PROPERTY(S)

For a change to a Future Land Use Map, there must be a clear description and map of the boundaries. The request should indicate the present Future Land Use Map designation and the designation that is being requested for the area. If more than one category is being requested, precise boundaries of each requested land use designation must be described and indicated on maps. A statement describing the reasons for the requested change must be included in the application.

Boundaries of Area (A separate applicaton is needed for each non-contiguous property) _____

Municipal Address(es) _____

Square Number(s) _____ Lot Number(s) _____

Tax Bill Number(s) _____

Square footage of area _____

Future Land Use Map Designation (current status) _____

Proposed Future Land Use Map Designation _____



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MASTER PLAN APPLICATION

APPLICANT INFORMATION FOR AMENDMENTS TO THE MASTER PLAN

APPLICANTS FOR AMENDMENTS TO FUTURE LAND USE MAPS (FLUM) MUST BE THE OWNER OF THE SUBJECT PROPERTY

Applicant Type: Organization Public official/agency Individual citizen Property owner Other

Applicant Name (and org. name if applicable) Ride New Orleans

Address 2100 O.C. Haley Blvd.

City New Orleans State LA Zip 70113

Phone 504-249-8419 Email address matt@rideneworleans.org

Applicant Type: Organization Public official/agency Individual citizen Property owner Other

Applicant Name (and org. name if applicable) _____

Address _____

City _____ State _____ Zip _____

Phone _____ Email address _____

Applicant Type: Organization Public official/agency Individual citizen Property owner Other

Applicant Name (and org. name if applicable) _____

Address _____

City _____ State _____ Zip _____

Phone _____ Email address _____

Applicant Type: Organization Public official/agency Individual citizen Property owner Other

Applicant Name (and org. name if applicable) _____

Address _____

City _____ State _____ Zip _____

Phone _____ Email address _____

Applicant Type: Organization Public official/agency Individual citizen Property owner Other

Applicant Name (and org. name if applicable) _____

Address _____

City _____ State _____ Zip _____

Phone _____ Email address _____



City Planning
Commission



Date _____

Tracking Number _____

MASTER PLAN APPLICATION

ACKNOWLEDGMENTS

If ownership is joint, each owner must be listed. If multiple squares, then applicants must own not less than 50% of the land for which the amendment is requested. If ownership is a partnership, the Partnership Agreement must be included. If ownership is a corporation, Articles of Incorporation and a Board Resolution authorizing an individual or agent to sign on its behalf. If ownership is an LLC, Articles of Organization and legal documentation authorizing an individual or agent to sign on its behalf must be included. If necessary, applicant may be required to submit proof of ownership documents, such as copies of a recorded act of sale, act of exchange, act of donation, or other documents.

I (we) hereby affirm that ownership and property information presented on this application is current and accurate and I (we) acknowledge that inaccurate or incomplete ownership, improper authorization, or property identification will make this application and resulting actions null and void. I (we) the undersigned owner or authorized agent of the area of land described above, hereby submit for your approval the above-stated request.

Applicant Signature *[Handwritten Signature]* Date 9/9/16

Applicant Signature _____ Date _____

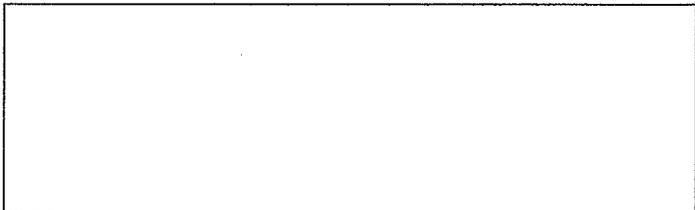
(Notarization is only required for application subject to a fee.)

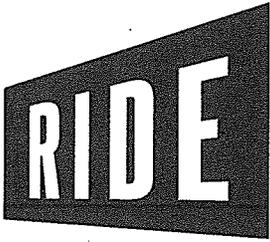
STATE OF LOUISIANA, PARISH OF ORLEANS

Before me, the undersigned authority, personally appeared the person(s) whose signatures are affixed above, all of the full age of majority, who declared under oath to me, Notary, that they are the owners or authorized agents of the property described above, and that their signatures were executed freely and voluntarily and that they are duly qualified to sign.

Sworn and subscribed before me this _____ day of _____ 20 ____ .

My Commission Expires _____





WORLD CLASS TRANSIT FOR NEW ORLEANS

RIDE NEW ORLEANS

504 345 8360

Po Box 19231

New Orleans LA 70179

September 9, 2016

RE: City Master Plan Amendments, Volume 2, Chapter 11 Transportation

City Planning Commission:

Please consider the following amendments for the updated City Master Plan. We have provided text changes focused on improving our regional transit system through expansion of premium transit service, coordinated land use and infrastructure investments, and improved community engagement for a better connected, more sustainable, and more equitable city.

These proposed changes are rooted in ten key community goals that transit riders, transit experts, and residents throughout the city have identified as priorities for improving our transit system:

- Reliable service running every 15 minutes
- Fast travel times
- More early morning, late night & weekend hours
- A shaded place to sit
- Fast and easy transfers
- Excellent customer service, communications, & up to date information
- A comfortable ride
- Seamless regional travel options
- Easy access to school
- Community involvement shapes planning and decision-making

Greater details on these ten priorities can be found at <http://rideneworleans.org/quality-transit-for-new-orleans>.

If we want to provide New Orleans residents better access to jobs and opportunities, it is essential to improve our transit system and increase reliable transportation choices. While the average New Orleanian with a car can reach 89 percent of our region's jobs in 30 minutes or less but if that same resident is reliant on transit she could only reach 11 percent of our region's jobs in the same time period.

In a city with high poverty and unemployment rates and twice the national average of carless residents, that number is unacceptable. Incorporating the text amendments on the following pages can help to address that gap and will part of a needed framework around future transit improvements.

We appreciate the opportunity to contribute to the City's Master Plan and look forward to working with the City, CPC, the RTA and the many other stakeholders for a more equitable and sustainable Greater New Orleans.

Sincerely,

A handwritten signature in black ink that reads "Alex Posorske". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Alex Posorske
Executive Director
Ride New Orleans
504-345-8360
alex@rideneworleans.org

Goal 2.B Page 11.21-23 text changes:

2.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.

New Orleans will also be one of the first cities to implement the Affirmatively Furthering Fair Housing (AFFH) rule. AFFH requires cities that receive HUD funding to take “meaningful actions to overcome segregation, address significant disparities in housing needs and in access to opportunity, and transform racially and ethnically concentrated areas of poverty into areas of opportunity.”

In keeping with AFFH rule and the RTA’s STP, the ongoing investment in transit and the development of transportation corridors in New Orleans, the city should encourage mixed-use developments within close proximity a fixed distance 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.

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 equitable, walkable, higher density, mixed-use, mixed income 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

Goal 2.E 11.26 Goal 2.E 11.26 text changes:

Goal 2.E Discourage the development of major park and rides within the urban core.

Goal 4 Pages 11.34-39 text changes:

4.B 4.A Improve the existing bus and streetcar system to meet the current and future mobility needs of residents, businesses, and visitors.

RECOMMENDED ACTIONS

1. *Improve the frequency, travel times, reliability 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.*
- > *Following RTA's Strategic Transit Plans identifying major routes and corridors, 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~~ Prioritize major upgrades in headways and operating hours along secondary routes 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. Provide programs and services to promote transit, bicycling, walking, and carpooling to help reduce car use and Single Occupancy Vehicle (SOV) trips.

> Accommodate all new trips in downtown with non-SOV modes

> Prioritize a fix it first approach and rather than new roadway construction

4.A 4.B Enhance the quality of Regional Transit Authority rolling stock and fixed infrastructure to increase on-time performance of service, improve customer communications, and enhance the quality of access to bus stops and their safety and waiting conditions for all users.
[Infrastructure]

RECOMMENDED ACTIONS

1. Double the current bus fleet and continue to replace older RTA buses with newer, biodiesel and hybrid buses that are more fuel efficient and have lower emissions.

Who: RTA

When: Medium term

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~~

2. 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: 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.

3. Improve access, signage, lighting, landscaping, ADA accessibility, real-time arrival information and other amenities at major transfer points & high frequency corridors to enhance the transit customers' experience.

> Coordinate with complete streets design and vision zero initiatives.

Who: DPW; RTA; Parks and Parkways

When: First five years

Resources: Federal funds; FHWA; bond funds

4. Identify Transit HUB and potential satellite locations to improve access for residents to regional employment centers

4.C Redesign our regional transit system to better connect people, employment, and essential services.

~~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. Transit redesign will provide transit service that is fast, frequent, and reliable between local & regional urban centers / transit corridors and that is accessible to most of the city's residences and businesses. 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, improved access to employment centers, economic and neighborhood enhancement opportunities, connectivity to the existing and future system, transit hubs locations, regional system coordination, and travel times, number of stops, increased access for low-income, and an equity analysis paralleled with Affirmatively Furthering Fair Housing rule and so on. Pursue strategies that make transit safe, secure, comfortable, and affordable for everyone.~~

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 and potential future transit routes to city neighborhoods.~~

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

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

~~**Resources:** Grant funds~~

~~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 Oretta Castle Haley Boulevard (see next action), should serve as a trunkline for rail system through the French Quarter and CBD.*

1. Transit expansion studies and projects shall follow priorities set forth by the forthcoming Strategic Transit Plan.
2. Prioritize transit network and redesign to provide better access to employment opportunities for residents.
2. 3. Conduct feasibility studies for Invest in new streetcar, light rail, passenger rail, and BRT routes to connect residential and commercial districts throughout the city and region, and to support higher-density transit oriented development (TOD).

Who: RTA; RPC; CPC

When: Medium term

Resources: Federal & local 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 development at 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 Gannet 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 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-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 Oretta 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 4. Identify and preserve future rights-of-way to avoid conflicts and accommodate future streetcar, BRT and light rail / passenger rail route expansions.

Who: RTA; RPC; CPC; DOTD; DPW

When: Medium term

Resources: Federal and local funds

4-5. 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

6. Improve the existing bus network by extending, creating, and consolidating routes. (moved from section 4.B)

Who: RTA;

When: First five years

Resources: Explore network redesigns ~~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.~~

Who: RTA;

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~~.

7. Prioritize TOD equitable investments land use decisions with City's implementation of AFFH to ensure equitable development opportunities.

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

RECOMMENDED ACTION

1. Develop promotional materials that effectively highlight the environmental, and public health benefits, reliability, and cost savings of using public transit.

Who: RTA with Social Services and HANO, Office of Performance and Accountability

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.*
- > *Develop and publish environmental, public health, and reliability performance metrics and goals as part of the forthcoming RTA Strategic plan and in alignment the goals of the New Orleans Resiliency Strategy*

4.E *Create forums and entities for agency coordination and consolidation to improve transit service delivery, provide seamless regional travel options and promote 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.*

2. *Plan and implement fare and schedule integration amongst RTA, Jet, and St. Bernard Urban Rapid Transit*

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

When: *Medium term*

Resources: *Staff time*

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*

4.G Identify goals and policies related to providing and prioritizing funds for transportation projects, programs, and services. Work towards transportation funding levels necessary to maintain and improve the regional transportation system.

RECOMMENDED ACTION

1. Support regional and local transit allocations and increase overall transit funding that is consistent with the City's Master Plan and RTA's Strategic Transit Plan.

>Funding sources should not adversely impact system operations but are compatible with goals of transportation improvements

Who: RTA; RPC; City; DOTD

When: Short term

Resources: City; State; Federal

2. Consider new funding sources that are flexible, sustainable, and equitable. This could include:

>Growth or development revenues, impact fees, tax increment financing, land value capture, user based taxes and fees, and other locally generated revenues.

Who: RTA; RPC; City; DOTD

When: Short term

Resources: City; State; Federal

3. Seek federal and regional funding to develop a regional passenger rail system and other modes of commuter transportation to ensure mega-regional competitiveness.

Who: RPC; DOTD

When: Long term

Resources: Federal funds

Addition of New Goal:

GOAL 8

Transparency and accountability for transportation related planning and investment goals.

8.A Create live, quarterly, and annual reports that inform citizens on the performance of transportation investments and progress made towards transportation planning goals.

RECOMMENDED ACTIONS

1. As part of the forthcoming RTA Strategy Plan Study and develop key transportation investment performance metrics and publish live and open source data at results.nola.gov

Who: Office of Performance and Accountability, RTA

When: First five years

Resources: Staff time

2. Publish quarterly and annual status reports describing performance of transportation investments and agency actions related to transportation goals in Chapter 11 of Plan (EXAMPLE <https://www.sfmta.com/about-sfmta/reports/strategic-plan-progress-reports>)

Who: Office of Performance and Accountability, RTA, CPC

When: First five years

Resources: Staff time

3. Publicly updated & easily accessible status of bids, procurement, and projects to inform public of future projects / contracts and their status from planning & design phase to completion.

Who: RTA

When: First five years

Resources: Staff time