NEW ORLEANS STREETCARS
HISTORY & RECENT / FUTURE EXPANSIONS
Louisiana Transportation Conference – March 1, 2016
The Most Multi-Modal Transportation Operator in the World

- Trains / Subway / Streetcars / Light Rail
- Buses / Paratransit / Airport Shuttles
- Ferry / Taxi / Electric Car Sharing / Bike Rentals

In 19 Countries Across 5 Continents (83,000 Employees)

Over 100 Years of Public Transit Experience in North America

- More than 150 Locations in the U.S. and Canada
- 18,000 Employees

New Orleans

- In Service to RTA since October 2008 (Private-Public Partnership)
- Launched Ferry Operations in early 2014
History – St. Charles / Carrollton Ave

- The Oldest Continuously Operating Rail Line in the World (since 1835)
- Electrified in 1893
- National Historic Landmark
Other Historic Lines

• Jackson Ave. (1835 – 1947)
• Louisiana Ave. (1850–1878, 1913 - 1934)
• Napoleon Ave. (1850 - 1953)
• Esplanade Ave. (1861 - 1934)
• Coliseum St. (1881 - 1929)
• Magazine St. (1861 - 1948)
• Prytania St. (1861 - 1932)
Other Historic Lines

- Bayou Bridge and City Park (1861 - 1894)
- Tchoupitoulas St. (1866 - 1929)
- N. Claiborne Ave. (1868 - 1934)
- Tulane Ave. (1871 - 1951)
- Broad St. (1874 - 1932)
- West End (1876 - 1950)
Other Historic Lines

- Spanish Fort (1911 - 1932)
- S. Claiborne Ave. (1915 - 1953)
- Desire St. (1920 - 1948)
- Freret St. (1924 - 1946)
- St. Claude Ave. (1926 - 1949)
- Gentilly (1926 - 1948)
Streetcar Lines Disappearance

- **1930’s** – A Growing Shift Towards Automobiles & Moving to Suburbs
- **1953** – Only St. Charles Ave. & Canal St. Lines Remain in Service
- **1964** – Canal Streetcars Replaced with Buses
RTA First Expansions – Riverfront Line

- Opened in August **1988**
- Along the River from Esplanade to John Churchill Chase
- 1st New Streetcar Route in 62 Years
RTA First Expansions – Canal & Carrollton

• Opened in April **2004**
• Canal to Cemeteries after the Original "Cemeteries" Line
• Canal to City Park & The Museum
Key Accomplishments Since Katrina

- 138 New Bio-diesel Fuel Buses and 61 Paratransit Vehicles
- Refurbished 31 Canal (Red) and 35 St. Charles (Green) Streetcars
- New Bus Route Structure to Match Re-settlement Patterns
- Increasing Service Year by Year
- Built Loyola and Started Rampart Streetcar Line
- Significantly Improved Ridership and Performance, Maintenance and Operational Cost
- Substantially Improved Safety (Accidents down by 60%)
- Improved RTA Bond Rating from BBB- to AAA
- In process of Developing a Strategic Plan for Next 20 Years
Recent Expansions – Loyola Line

- Opened in January **2013**
- From UPT to Canal St.
- 1.6 Track Miles
- Fully ADA Accessible
- $45 Million of Tiger Grant Funding
- Final Project’s Cost $60.8 Million
- Generated $2.7 Billion in New Infrastructure, Retail and Commercial Development along the Corridor
Loyola Streetcar Line - Challenges

• Complicated Underground Utility Work
  » 100 Year Old Waterline Network – Main Water Supply for CBD
  » 5,000 LF of New Waterline (up to 36”) with New Valves and Vaults

• Deep Excavations in Unstable Soil Conditions
  » 25’ Deep Jack & Bore Operations
  » 133 Differing Site Conditions (Tree stumps, Unknown Utilities, Abandoned Tanks and Wells, Old Street Structures and Foundations)

• Underground Bridges to Avoid 130 Year Old Underground Drainage Canal

• Traffic and Major Events Restrictions
  » Complicated Phasing in a busy CBD Area
  » Construction in front of Railroad Terminal, The Superdome, Basketball Arena, City Hall, Major Hotels and Theaters
The Grand Opening – One Week Prior to The Super Bowl
Current Expansions – Rampart/St. Claude

• Started in January **2015**
• To Be Completed in Jul/Aug **2016**
• Canal St. to Elysian Fields
• 3.2 Track Miles w/ New TPSS
• $67 Million Project
Rampart/St. Claude

Connecting Canal St. with Elysian Fields through The French Quarter & Tremé

Length – 1.6 Miles (3.2 Track-miles)
6 Streetcar Stops
Rampart/St. Claude - Architecture

Double Sided Shelters / Refurbished Historic Streetlights and Replica
Rampart/St. Claude – Track Alignment

Streetcar Track Alignment - Designed to Avoid Major Utility Conflicts and Provide the Best Use of the Corridor

Current

Upriver

Downriver

- 24” Gas Line
- Electric DB
- Canal Structure
- Fiber Optic Line

TYPICAL PLATFORM SECTION

SCALE: 1" = 1'-0"
Goal – Minimize Risk & Expedite Work

• Constant Challenging of the Design / Thinking Outside the Box
• Intensive Investigation of Underground Utilities
• Elimination of Deep Excavations – No Jack & Bore / No Piling Operations
  » Trackslab Designed to Bridge over the Existing Utilities
  » Electrical Ductbank and Manholes Incorporated into the Trackslab
  » OCS Foundations Vacuumed vs. Drilled (Eccentric Caps)
• Focus on Accelerated Construction to Minimize its Impact on Public
• New Methods of Special Trackwork Encapsulation
• Excellent Relationship with S&WB, DPW and Entergy Before and During Construction
• Above and Beyond Community Outreach Program
The Half Grand Union Special Trackwork

The Intersection Closed on 07/12/2016 and Opened in 30 Days - 24/7 Operation

Rampart / St. Claude

Canal Street Northbound

Canal Street Southbound
Rampart Line – HGU – Pre-Assembly and Inspection
Rampart Line – HGU – “Spray On” Encapsulation
Rampart Line – HGU – “Spray On” Encapsulation
Rampart Line – HGU – Installation
Rampart Line – HGU – Trackslab Placement
Streetcar Network Expansion Plan

Legend

**Existing Streetcar Lines**
- Loyola-UPT
- Riverfront
- St. Charles Ave.
- Canal-Cemeteries
- Canal-City Park

**Future Streetcar Lines**
- Desire Line/Canal/Elysian Fields
- Desire Line/Elysian Fields/Press St.
- Desire Line/Press St./Poland
- Desire Line/Poland/Lower 9th Ward
- Elysian Fields
- Iberville/Treme
- Warehouse District
- S. Carrollton Ave.
- Poydras St.