EAST-WEST CORRIDOR
Challenges in a Post-Katrina Environment

East-West Corridor Project Overview
February, 2007
Presentation Agenda

- Project Overview / Purpose and Need
- Highway Component
- Transit Component
Purpose and Need

- Improve efficiency of transportation system
- Increase mobility choices
- Increase / improve access to major regional origins and destinations
- Improve hurricane / emergency evacuation operations
- Promote economic development
- Promote compatible land uses and sustainable development
Alternatives Analysis Process

Scoping

Alternatives Refinement

EIS

Universe of Alternatives (Tier I)

Candidate Alternatives (Tier II)

Detailed Alternatives (Tier III)

Preferred Alternative
Build Alternative #1: Highway Widening and Improvement

- Addition of travel lanes in each direction within Jefferson Parish section of US 61
- Geometric improvements (u-turns, dedicated left and right turn lanes, etc.) and signalization improvements (synchronization; consolidation)
- Opportunity for substantial beautification in medians and along roadside (landscaping)
Visual example of similar level of improvement:

Veterans Boulevard east of Bonnabel
Build Alternative #2: At-Grade Expressway

- New at-grade expressway in corridor (4 or 6 lanes)
- One-way service roads on each side (4 lanes)
- Overpasses with exit ramps at major road crossings
Visual example of similar level of improvement:

I-10 in New Orleans East
Build Alternative #3: Elevated Expressway

- New elevated expressway in corridor (4 or 6 lanes)
- One-way service roads on each side (4 lanes)
- North-south roadways can pass underneath expressway structure
- Exit ramps at major road crossings
Visual example of similar level of improvement:

West Bank Expressway in Jefferson Parish
## Evaluation Results

<table>
<thead>
<tr>
<th>Community Acceptance*</th>
<th>Highway Widening</th>
<th>At-Grade Expressway</th>
<th>Elevated Expressway</th>
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<tbody>
<tr>
<td></td>
<td>high</td>
<td>moderate-low</td>
<td>very low</td>
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<tr>
<td></td>
<td>$246 Million</td>
<td>$342 Million</td>
<td>$495 Million</td>
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*Scoring based on survey completed at public open house workshops and compilation of public comments received.
Toll Analysis Conclusions

- Bonding Capacity Relatively Low Due to:
  - Directly Adjacent Free Route (Service Roads/Continuation of Airline Drive)
  - Short Segment Total Travel Time Savings Relatively Small
  - Off-Peak Congestion Minimal
  - Expressway ends at Orleans Parish line
Project Findings

- Expressway Alternatives have much higher costs than Widening Alternative
- Tolling the facility only covers a relatively low percentage of capital costs (11% to 18%)
- Expressway Alternatives would have considerable relocation impacts along corridor compared to the Widening Alternative
Project Findings

- Considerable public support for Highway Widening Alternative; considerable public opposition to expressway alternatives
- Jefferson Parish Council passed (without opposition) resolution supporting the Highway Widening alternative
- LADOTD, RPC, and FHWA agreed to withdraw expressway alternatives from further consideration.
Environmental and Community Issues Identified in the EIS Process

- Noise Impacts
- Business Impacts, Property Acquisition, and Displacements
- Recommended Access Improvements
- Recommended Drainage Improvements
Noise Impacts

Noise Mitigation Proposed

- Along Sheldon Street Noise Barrier Reasonable and Feasible at 16 feet
- Along Macon Street Noise Barrier Reasonable and Feasible at 14 feet
Business Impacts

Land Acquisition / Relocations:

- Right-of-way will be required for the Earhart Connector and along Airline Drive between the Airport to east of Roosevelt Blvd.
- Approximately 70 businesses will likely be impacted by right-of-way acquisition.
- Current estimates are that 55 businesses will require either a relocation or modification.

No residential relocations are required.
Neighborhood Access

- Neighborhood Access – Proposed Improvements:
  - Lester Avenue and Airline Drive intersection will be realigned.
  - A new driveway for Bunche Middle School.
  - A new intersection with Airline Drive at Elm Street.
  - A new intersection with Airline Drive at Sibley Street.
  - All existing intersections along Airline Drive are maintained.
Drainage Improvements
Eastern Section

Legend
- Green circle: New / Improved Drain Crossings
- Red line: Ditch or Side Drainage Improvement
Legend

- New / Improved Drain Crossings
- Ditch or Side Drainage Improvement
- New Box Culvert (canal enclosure)
- Areas w/ New Catch Basins
Choosing the Preferred Alternative

Lead Agencies

Cooperating Agencies

Other Comments

Public Comments

Preferred Alternative
Preferred Alternative
Highway Widening Alternative

- Earhart Connector (Phase I)
- Connector to Williams (Phase II)
- Williams to James (Phase III)
- James to I-310 (Phase IV)
- Add lanes to Airline (Phase V)
Preferred Alternative
Visual Simulation
Post Katrina Issues

- Jefferson repopulated?
- Travel demand / longer commutes / VMT
- Increased costs of construction
Transit Component
Transit Component Timeline

- **2001-2003** – Scoping, Alternative Analysis, Original DEIS Developed
- **January 2004** - Value Engineering and Technology Re-evaluation
- **2005-Present** – Introduced LRT MOS and BRT Alternatives, Hurricane Katrina, Preliminary DEIS submitted
Alternatives Overview

- Full Build LRT
- LRT MOS
- BRT Alternatives (3)
The LRT MOS Alternative consists of a combination of the following:

1. Modifications
   - Reducing the length of the project by stopping at the NOUT and not entering into the CBD
   - Eliminating or reducing elevated structures
   - Deferring some station locations
   - Using single track where feasible

2. New alignment from Causeway Boulevard / Parish Line
   - To reduce the overall cost
   - To avoid conflicts with the proposed Causeway / Earhart interchange
   - To avoid freight rail conflicts and delays
LRT MOS Alternative

Study Area Boundary

Lake Pontchartrain

Kenner

Metairie

New Orleans

Mississippi River

EAST-WEST CORRIDOR
From Downtown To Louis Armstrong International Airport
BRT Alternative A-1

Potential Stations:
1. Airport
2. Duncan
3. Williams
4. Bunche Village
5. Zephyr Stadium
6. Cleanview
7. Causeway
8. Parish Line
9. Carrollton / Tulane
10. Broad / Tulane
11. NOMC (BRT Alt A-1)
12. Loyola / Perdido
13. NOUPT

East-West Corridor
- 310 to Airport to CBD
- Multi-Modal Environmental Impact Statement
- State Project No. 700.26.0242
- Federal Aid Project No. HP-STP-702(V019)
- Jefferson, Orleans and St. Charles Parishes
## Construction and O&M Costs

<table>
<thead>
<tr>
<th>Cost Category</th>
<th>2006$ (Millions)</th>
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<tr>
<td></td>
<td>Alternative</td>
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<tr>
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<td>LRT 2A</td>
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<td>Operating and Maintenance Costs</td>
<td>$18.83</td>
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<td>Construction Costs</td>
<td>$592.33</td>
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Visual Simulation
Williams Station
Transit Component Challenges
Post-Katrina Challenges

- Immunity to disruption of service
- Raise above the floodplain?
- Diesel Multiple Units (DMUs), reliance on power grid
- Significant demographic changes
- Regional travel demand model update?
The Regional Transit Authority (RTA) and Jefferson Transit (JeT) are facing significant challenges following Hurricane Katrina.
Intercity Rail

- Coordination/Integration with regional intercity rail, New Orleans to Baton Rouge
- KCS Rail Corridor
Next Steps

- A preliminary Draft EIS for the Transit Component has been submitted to DOTD for review.
- The Draft EIS will be published in Spring 2007, and a public hearing is planned to be held.
Thank You!!!!

Questions?