



## A RESOLUTION BY RESIDENTS OF NEW ORLEANS ON STREETCAR EXPANSION

WHEREAS, we are a diverse group of organizations who share a belief that transportation should connect all New Orleanians—regardless of race, income, or neighborhood—to opportunities and amenities, and that a city should provide access to transportation choices to all of its citizens; and

WHEREAS well-designed streetcars are an effective and desirable mode of transportation for all New Orleanians, including those who take transit by choice and those who take transit by necessity; and

WHEREAS, streetcars are a public infrastructure investment and a proven means to spur economic development as well as create healthy neighborhoods and lifestyles; and

WHEREAS, decisions concerning the use of any public funds, whether local, state, or federal, on a streetcar project must be in the best interest of the public, supported by a majority of New Orleans residents, and based on transparent data-driven analysis; and

WHEREAS, in order to use Federal Transit Administration (FTA) Funds for the construction of streetcar projects, the New Orleans Regional Transportation Authority (RTA) has hired a consultant team of HDR and AECOM to lead the CBD/French Quarter Alternatives Analysis Project and held two public meetings presenting the three streetcar expansion alternatives under consideration; and

WHEREAS, in order to access FTA funds for the construction of streetcar projects, the RPC must incorporate these streetcar alignments into its Transportation Improvement Plan, and the RTA must then select an alignment to submit to the FTA as the Locally Preferred Alternative; and

WHEREAS, the preliminary ridership forecast results of RTA's CBD/French Quarter Alternatives Analysis Project were questioned during the second public scoping meeting, and the data needs to be publically available with a public comment period after the final ridership forecast results are released; and

WHEREAS, the Riverfront Streetcar Line currently serves Convention Center visitors and nearby residents, but lacks any way-finding signage and has limited access due the existing pedestrian skyway near Andrew Higgins Drive remaining closed to the public; and

WHEREAS, the existing St. Claude bus line, which extends from St. Bernard Parish and the Lower Ninth Ward along St. Claude Avenue and Rampart Street to downtown, has the highest ridership of any RTA bus line, evincing the strong ridership potential and demand for transportation on the North Rampart/St. Claude corridor; and

WHEREAS, the Locally Preferred Alternative should be an alignment that (1) prioritizes the residents of the downtown and downriver neighborhoods, many of whom are transit-dependent, (2) includes regionally-significant destinations which residents from these and other neighborhoods travel to and from, (3) encourages the ongoing revitalization of historic, vibrant downriver neighborhoods, which include two state-designated Main Streets and four ORDA-designated Target Areas, and (4) lays the foundation for future streetcar expansion into the Lower Ninth Ward and throughout the rest of the city;

THEREFORE, BE IT RESOLVED that the organizations listed here urge the members of the RTA Board and staff, the Regional Planning Commission Board, and the City Council to:

- A. Combine the proposals for the Loyola and French Quarter alignments to generate the most ridership possible and provide the most significant opportunity for economic development. The alignment should extend as close as possible to the St. Charles Streetcar at Lee Circle, along Howard Avenue to the Union Passenger Terminal, along Loyola Avenue or Rampart Street to Canal Street, along Rampart Street and St. Claude Avenue, as far downriver as possible given reasonable fiscal and other constraints. At a minimum, the line should extend to St. Claude and Press Street at the crossroads of the Norfolk Southern Railroad Tracks;
- B. Support this combined alignment as the single Locally Preferred Alternative for any New Orleans submission to the Federal Transit Administration for funding;
- C. Dramatically improve way-finding signage and pedestrian connectivity to the existing Riverfront Line;

BE IT FURTHER RESOLVED that a copy of this Resolution will be transmitted to the Honorable members of the New Orleans City Council, Honorable Senator Landrieu, Honorable Senator

Vitter, Honorable Representative Cao, the RTA Board of Commissioners, the Regional Planning Commission Board of Commissioners, and to the Executive Director of the Regional Planning Commission.