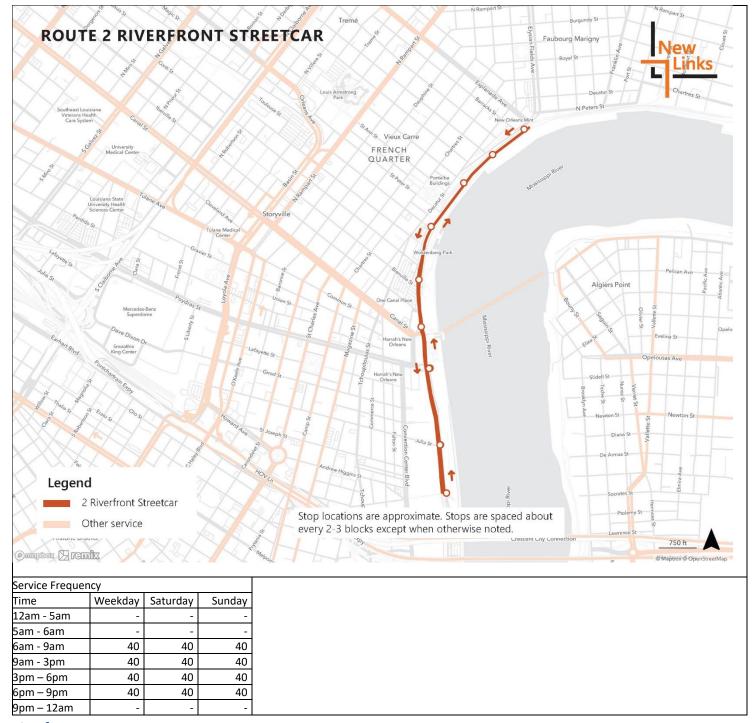


Contents

2 Riverfront Streetcar	3
3 Loyola – French Market Streetcar	4
11 Magazine	5
12 St. Charles Streetcar	€
15 Freret	7
16 MLK-Claiborne / 17 MLK-Hollygrove	8
27 Louisiana	9
39 Tulane-Jefferson	10
47 Canal Streetcar	11
47o Canal Owl Shuttle	12
49 Loyola-Rampart Streetcar	13
52 St. Bernard	14
55 Elysian Fields	15
55o Elysian Fields Owl	16
57 Franklin	17
61 Lake Forest-Expedition / 62 Morrison	18
62o Morrison Owl	19
66 Hayne Loop	20
68 Little Woods Loop	21
80 Desire-Louisa	22
84 Galvez	23
86 Barracks-Chalmette	24
88 St. Claude	25
91 Jackson-Esplanade	26
94 Broad	27
96 Leonidas-Gentilly	28
103 Algiers-Gretna	29
103o Algiers Owl	30
105 Landry-Holiday	31
114 Garden Oaks	32
201 Kenner-Williams	33
E1 Veterans-Canal	34
E2 Airline	35
E6 W. Napoleon	36
E7 Elmwood-Veterans	37
W1 Avondale	38
W2 Westbank Expressway / W3 Manhattan-Lapalco	39
W8 Terrytown	40
W10 Huey P. Long	41
S Arabi-Poydras	42

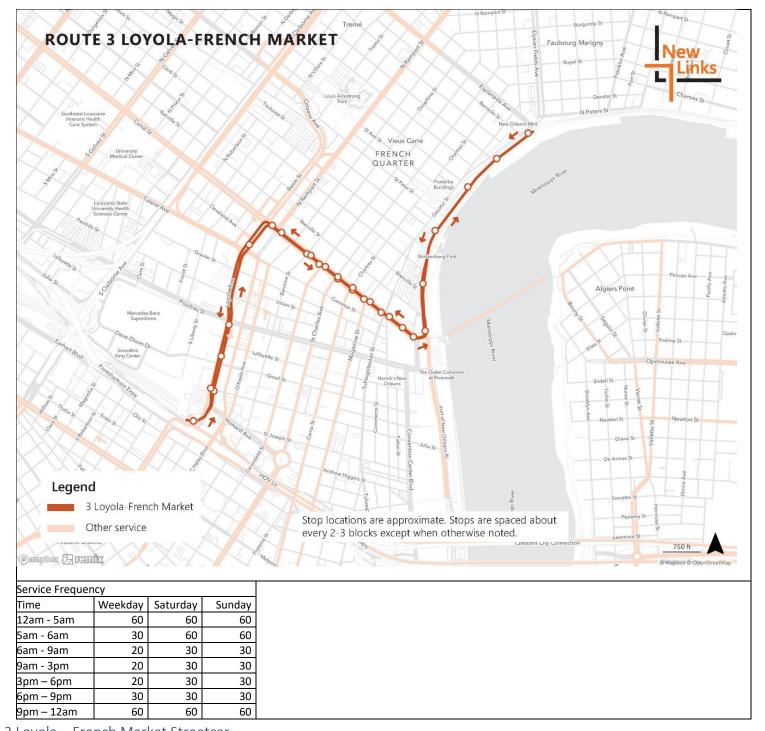


2 Riverfront Streetcar

The 2 Riverfront Streetcar line provides local service along the Riverfront from the French Market to Julia St.

Service frequency on the Canal St. to Julia St. segment is decreased to 40 minutes due to low ridership demand and usage. Service between Canal St and French Market is provided by Route 3 to maintain needed frequencies on that segment.

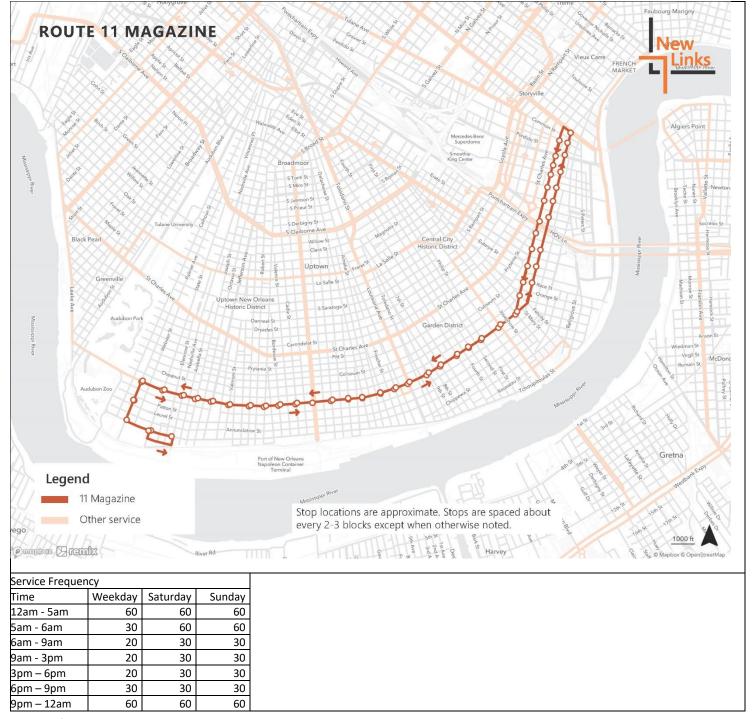
20201012 Page **3** of **42**



3 Loyola – French Market Streetcar

The 3 Loyola - French Market streetcar line provides local circulation within the CBD and French Quarter. This line connects Union Passenger Terminal (UPT) to the French Market via Loyola Ave, Canal St, and the Riverfront. Route 3 provides a cross neighborhood connection for the CBD and French Quarter, connecting parts of both neighborhoods to the downtown hub at Canal and Basin. Daytime service frequency is every 20 minutes.

20201012 Page **4** of **42**

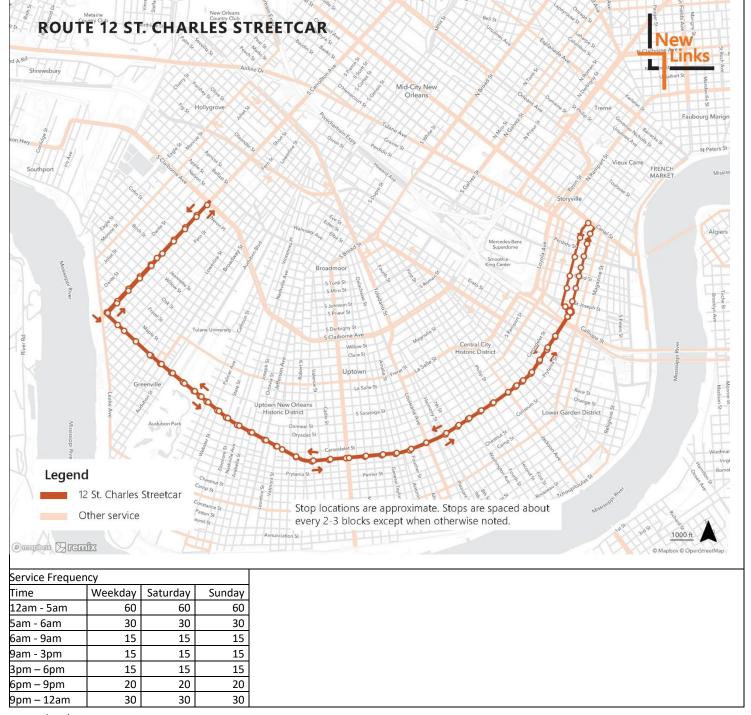


11 Magazine

The 11 Magazine line provides local service in the Garden District and Uptown, connecting Children's Hospital to the CBD via Magazine St. The outbound end of the Magazine line has been adjusted to provide service to Children's Hospital on Tchoupitoulas.

Frequency on the 11 line is maintained at 20 minutes throughout the day, and the proposed network plan would add overnight service to the line.

20201012 Page **5** of **42**

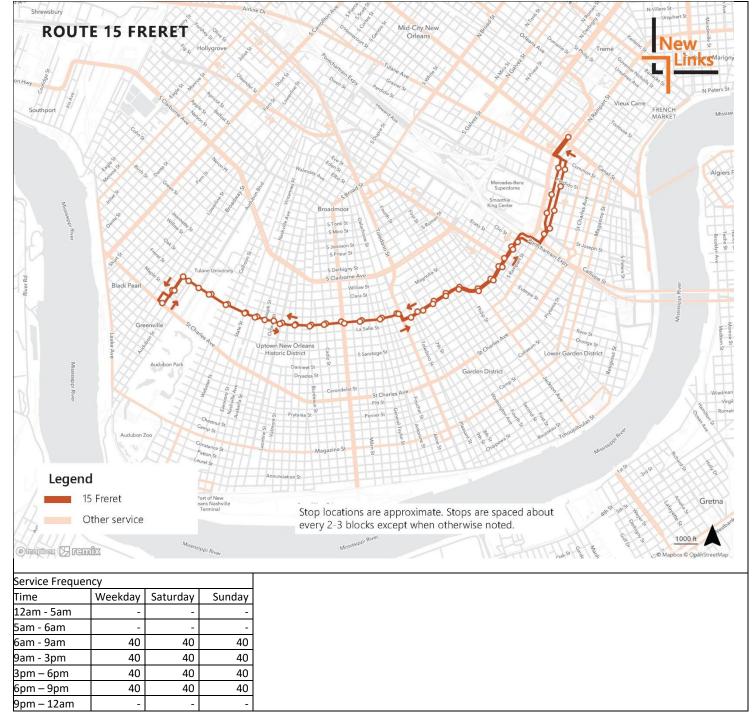


12 St. Charles Streetcar

The 12 St. Charles Streetcar line connects S. Carrollton Ave to the CBD via St. Charles Ave, providing frequent local service in the Garden District and Uptown.

Service frequency on the St. Charles Streetcar is reduced from 9 minutes to 15 minutes to bring it in line with local ridership demand, while still maintaining frequent service on the line throughout the day.

20201012 Page **6** of **42**

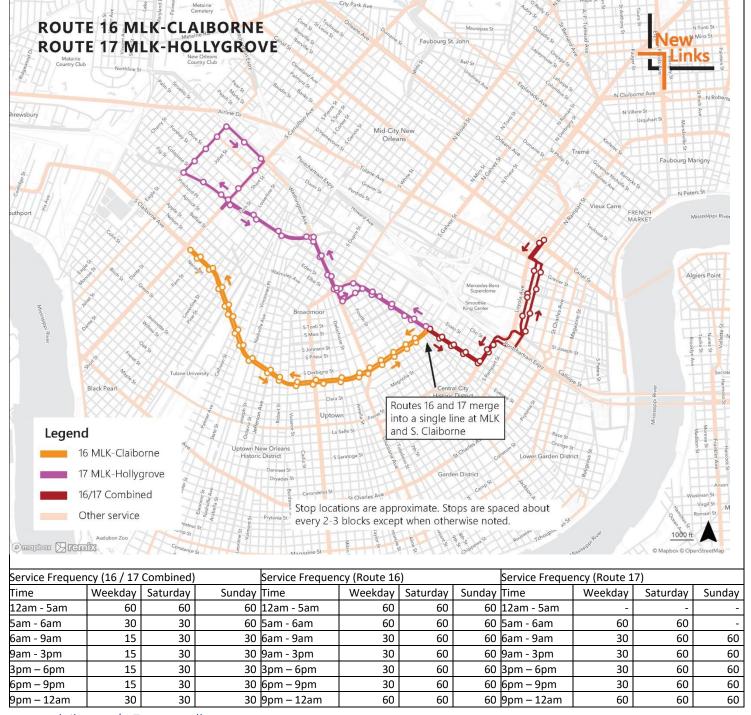


15 Freret

The 15 Freret line connects Tulane University to the CBD via Freret St and Simon Bolivar Ave, providing local service in Central City and Uptown.

The 15 Freret line no longer operates on Jackson Ave or Oretha Castle Haley Blvd in Central City, or on Baronne St in the CBD. The line instead runs on Simon Bolivar Ave and the O'Keefe and S. Rampart corridors in the CBD. This change streamlines the route to improve travel times and service reliability and provides improved service in Central City. The Freret line would run every 40 minutes throughout the day 7 days a week.

20201012 Page **7** of **42**



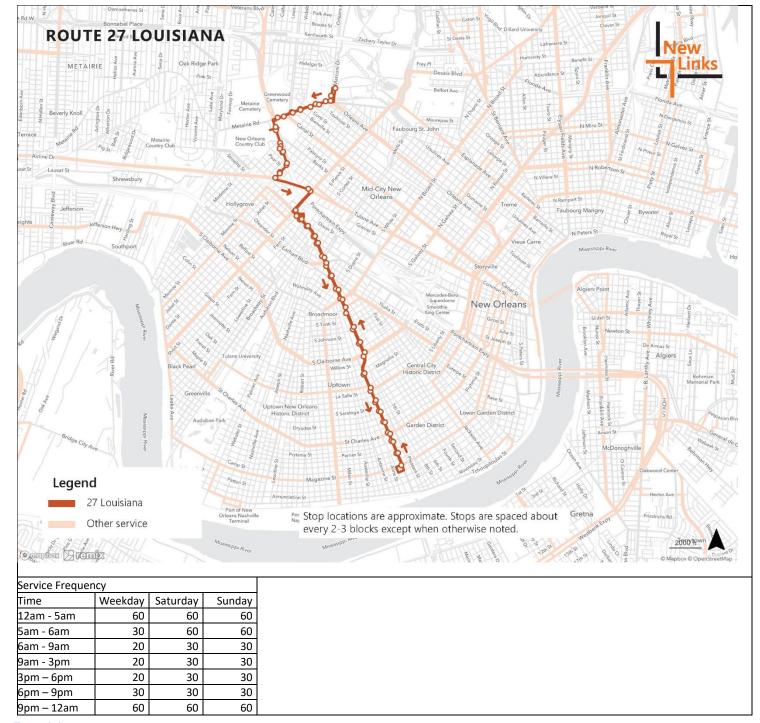
16 MLK-Claiborne / 17 MLK-Hollygrove

The 16 MLK-Claiborne line provides local service on S. Claiborne Ave to the New Orleans CBD. Unlike the current Route 16, this line does not connect to the CBD via the Claiborne Overpass and Poydras St. It instead turns down MLK Blvd and accesses the CBD and downtown hub via Simon Bolivar Ave and O'Keefe/S. Rampart St. This change is to improve service in Central City and along MLK Blvd to the CBD and Downtown hub.

The 17 MLK-Hollygrove line is a new service replacing part of the former 28 MLK-Napoleon line. Route 17 serves Martin Luther King Jr Blvd between Slmon Bolivar St and S Broad St, connecting to Hollygrove via Earhart Blvd. Service frequency is increased to every 30 minutes along MLK Blvd. This change provides a more direct downtown connection for Hollygrove residents and improves service for Central City residents to downtown.

The 17 MLK-Hollygrove and the 16 MLK-S. Claiborne routes combine at MLK Blvd and S. Claiborne Ave to provide service every 15 minutes on the MLK and Simon Bolivar corridors to the downtown hub at Canal St. and Basin.

20201012 Page **8** of **42**

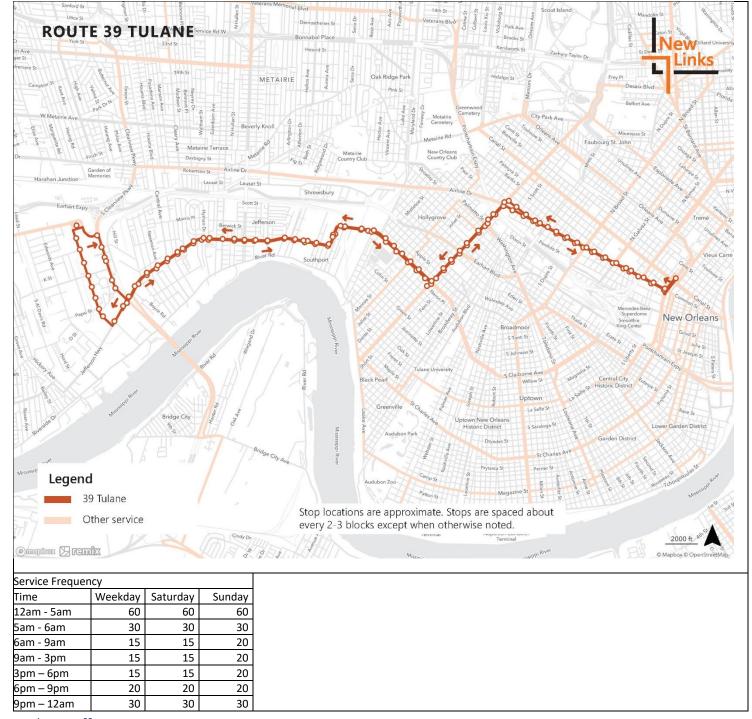


27 Louisiana

The 27 Louisiana line provides local service between Magazine St. and Delgado Community College via the Louisiana / Toledano / Washington corridor. Route 27 no longer provides service on Washington Ave south of S. Broad Ave. Buses instead remain on Toledano St to Louisiana Ave. This change creates a straighter and more streamlined route that does not reduce service coverage, but allows for reduced travel times and improved service reliability.

The line also turns around at Magazine St instead of going to Tchoupitoulas St because of low ridership and usage along that stretch of the line. Frequency on this line is increased to every 20 minutes throughout the day on weekdays, and every 30 minutes on weekends.

20201012 Page **9** of **42**

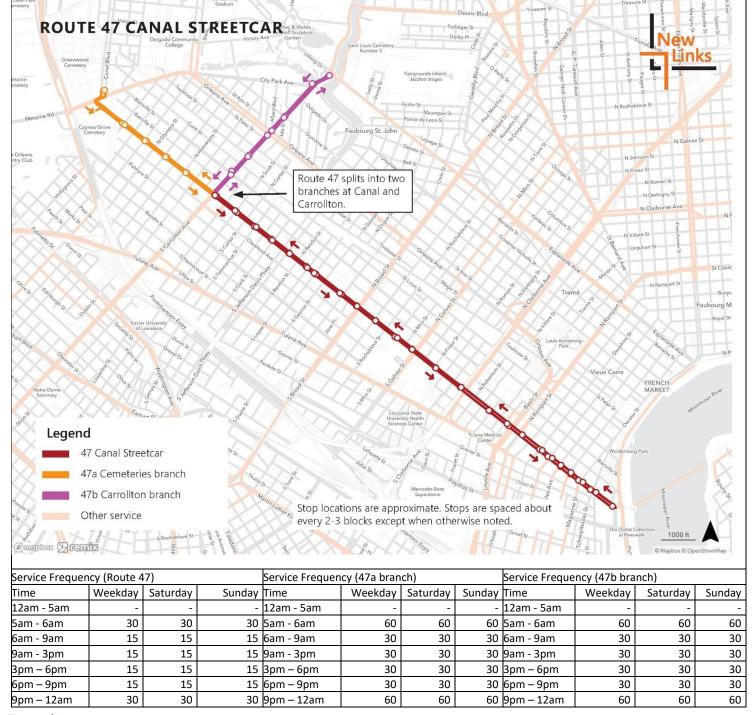


39 Tulane-Jefferson

The 39 Tulane-Jefferson line is a regional route that connects Elmwood and Downtown New Orleans via Jefferson Highway, S. Carrollton Ave and Tulane Ave. This line is an extension of the existing Route 39 from Causeway Blvd to Elmwood along Jefferson Highway.

The purpose of this line is to improve job access for both New Orleans and Jefferson Parish residents to several key employment destinations (Downtown, Elmwood, Ochsner Medical Center, and University Medical Center) and provide a direct connection between New Orleans City Hall and the East Bank government complex in Jefferson Parish. Frequency on this line is increased to every 15 minutes throughout the day on weekdays and Saturdays.

20201012 Page **10** of **42**



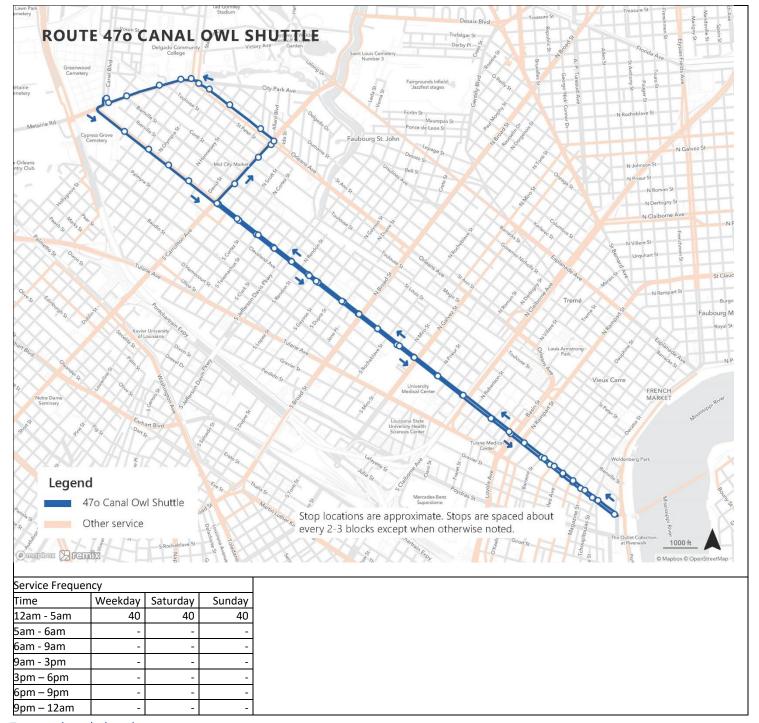
47 Canal Streetcar

The 47 Canal Streetcar line connects City Park and the Cemeteries Transit Center to the CBD via Canal Street, providing local service to Mid-City residents and riders transferring from other lines to connect to the CBD. The 47 and 48 Canal Streetcar lines have been renumbered as a single line (Route 47), with two branches (Route 47a and 47b). Frequency on the Canal Streetcar has been reduced from every 8 minutes to every 15 minutes, with service on each branch every 30 minutes.

The purpose of the reduced frequency is to bring local service on Canal St in line with local ridership demand, while maintaining frequent local service on the line between Carrollton Ave and downtown. An additional express line - the E1-Veterans-Canal provides rapid service between Cemeteries and the downtown hub at Basin St to serve riders traveling through the corridor. Midday frequency on the nearby 39-Tulane line has also been increased to every 15 minutes throughout the day, providing an alternative frequent connection to downtown for Mid-City residents and riders transferring from crosstown lines.

Overnight from 12am to 5am, service on the Canal line is replaced by an Owl shuttle (Route 49o). This change would allow the RTA to provide more cost-effective overnight service every 40 minutes with one vehicle.

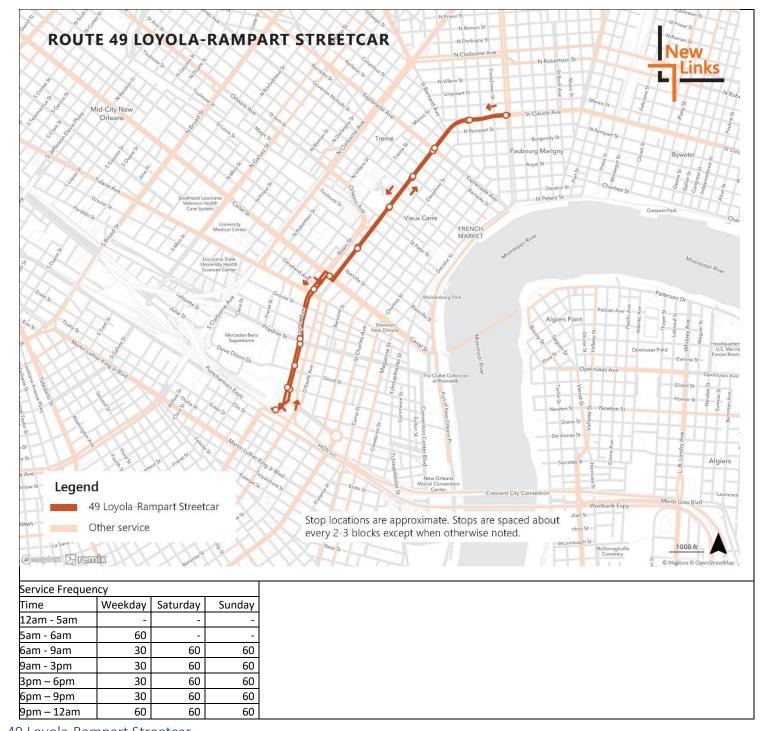
20201012 Page **11** of **42**



47o Canal Owl Shuttle

Overnight from 12am to 5am, service on the Canal line is replaced by an Owl shuttle (Route 49o). This change would allow the RTA to provide more cost-effective overnight service every 40 minutes with one vehicle.

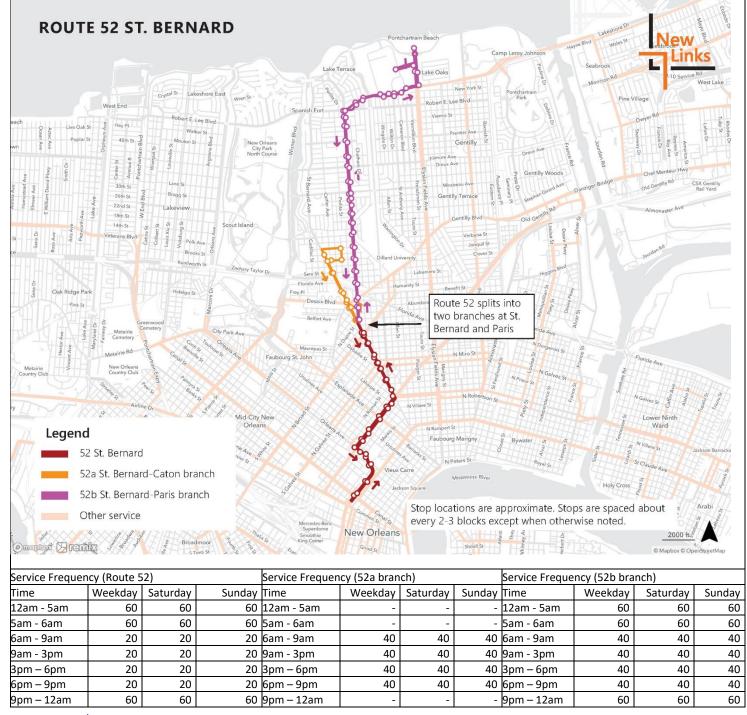
20201012 Page **12** of **42**



49 Loyola-Rampart Streetcar

The 49 Loyola-Rampart streetcar line provides local circulation within the CBD, French Quarter, and adjacent neighborhoods. The 49 Loyola-Rampart Streetcar line maintains its current route from UPT to Elysian Fields Ave via Loyola Ave and N. Rampart St. Service frequency is reduced to 30 minutes on weekdays and 60 minutes on weekends, due to the significant increases in service frequency on routes overlapping this line on Rampart St and Loyola Ave. Additional streetcar service on the Loyola portion of the line is provided by Route 3.

20201012 Page **13** of **42**

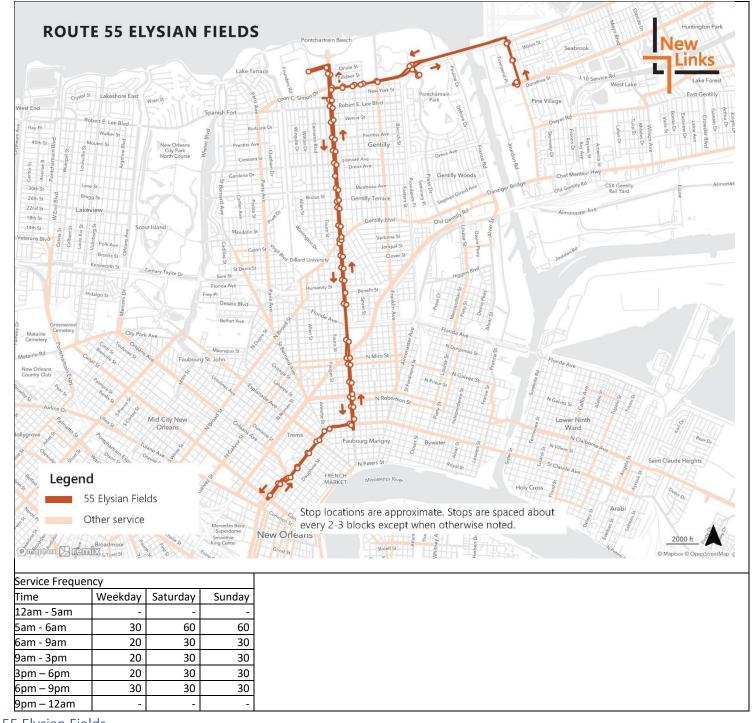


52 St. Bernard

The 52 St. Bernard line provides local service to the 7th Ward along St. Bernard Ave, connecting to the CBD via N. Claiborne Ave. This service splits into two branches north of Broad St (Route 52a and 52b), replacing the former routes 51 and 52.

The 52a St. Bernard-Caton branch serves part of the former 51 line along St. Bernard Ave, turning around at Caton St instead of continuing to UNO. The turnaround at Caton provides more direct service to the Columbia Parc apartments between St. Bernard and Paris Ave, and eliminates service on Mirabeau Ave and St. Bernard Ave. Residents on those corridors are within walking distance of service on Paris Ave and Elysian Fields Ave. Service on the 55 Elysian Fields line is increased to compensate for the loss of service on St. Anthony Ave. The 52b-St. Bernard-Paris branch remains unchanged, serving UNO every 40 minutes via Paris Ave.

20201012 Page **14** of **42**



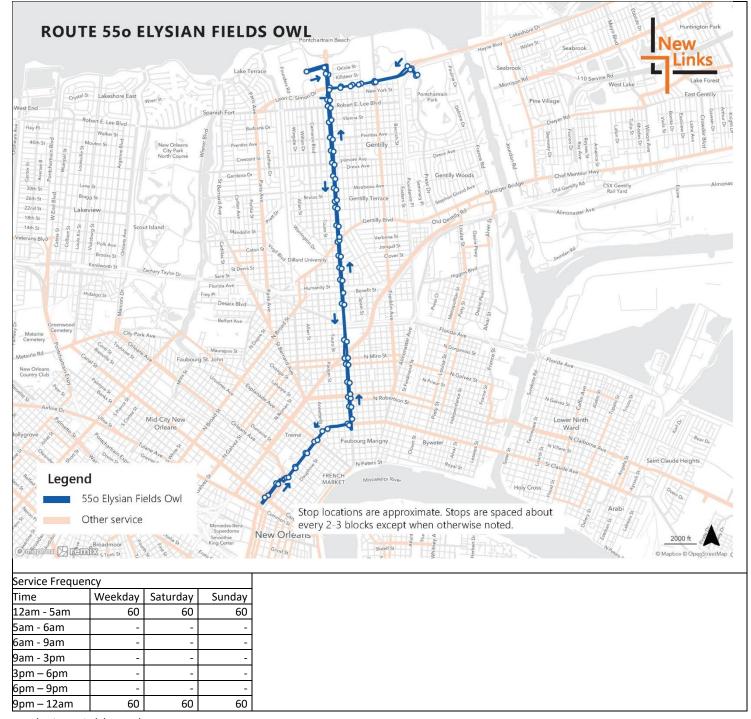
55 Elysian Fields

The 55 Elysian Fields line connects SUNO and UNO to downtown via Leon C. Simon, Elysian Fields, and N. Rampart. The frequency and routing of the existing Route 55 have been adjusted to allow the line to serve as the major transit spine in Gentilly.

Downtown, buses would no longer operate on Decatur St, but instead use N. Rampart St to connect to the downtown hub at Basin St. This change reduces travel times and improve service reliability. The line also connects UNO, SUNO and New Orleans East along Leon C Simon Blvd during the day, providing 20-minute service between downtown and both schools. The line enters New Orleans East via the Seabrook Bridge where it connects to Routes 61 and 62 at Morrison Ave and Dowman St.

From 9pm to 5am, an owl version of the line, Route 55o, would end at SUNO instead of continuing across the Seabrook Bridge to Morrison Ave.

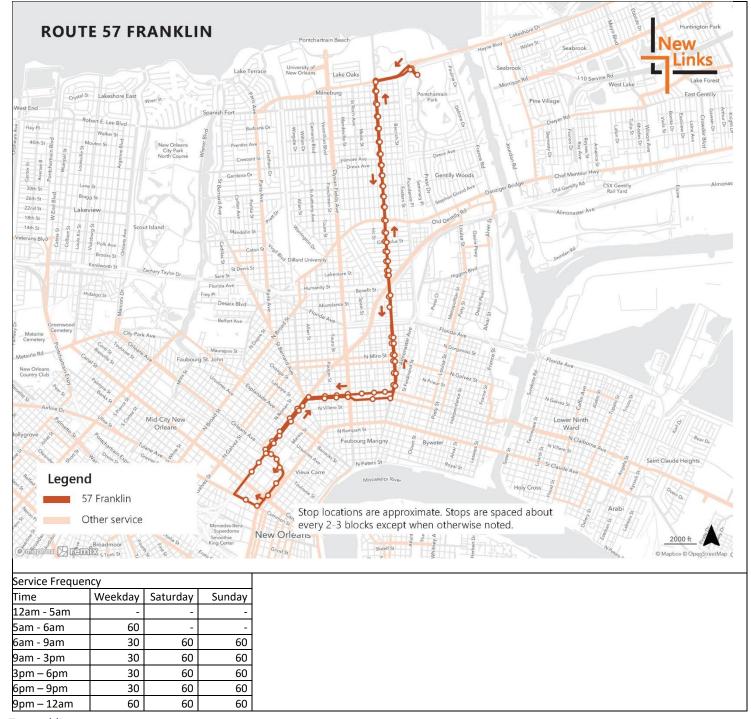
20201012 Page **15** of **42**



550 Elysian Fields Owl

From 9pm to 5am, an owl version of the line, Route 55o, would end at SUNO instead of continuing across the Seabrook Bridge to Morrison Ave. This allows the RTA to provide 24/7 service on the Elysian Fields corridor with 2 vehicles.

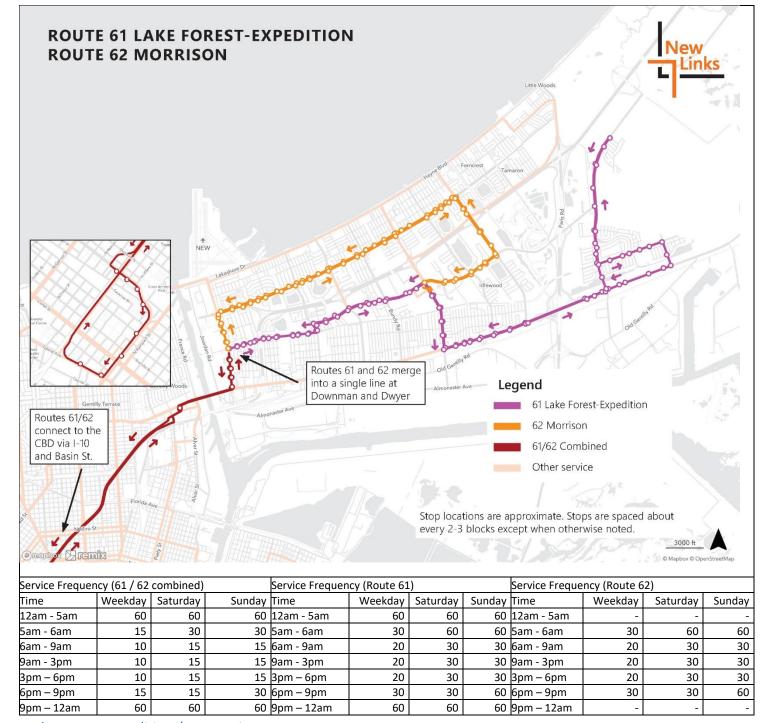
20201012 Page **16** of **42**



57 Franklin

The 57 Franklin line connects SUNO to downtown via Franklin Ave and N. Claiborne Ave. The version of Route 57 in the proposed network plan no longer operates on St. Claude Ave or Rampart St. Buses instead use N. Claiborne Ave and N. Robertson St to access the downtown hub from Franklin Ave. This shortens the travel time and helps improve service reliability.

20201012 Page **17** of **42**



61 Lake Forest-Expedition / 62 Morrison

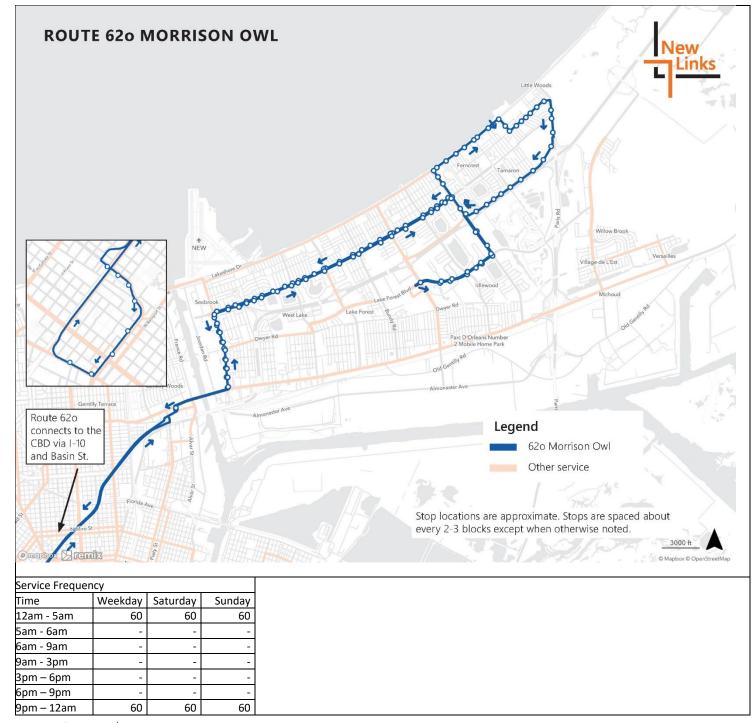
The 61 Lake Forest-Expedition line replaces the former Route 64 and 65, and portions of the existing Route 94. This line provides service every 20 minutes to Expedition and Village de L'est via Chef Menteur Hwy and Lake Forest Blvd, with a connection to the transit hub at Lake Forest Plaza.

The 62 Morrison line remains largely the same as in the existing system, providing service from the CBD to Gentilly Woods before crossing the Danziger Bridge and providing service on Morrison Ave. The line connects to the Lake Forest Plaza hub via Bullard instead of serving Little Woods. Service to Little Woods is provided by the new 68 Little Woods bus. Frequency is increased to every 20 minutes throughout the day.

The purpose of this change is to make service more frequent and reliable along the portion of the line with the highest ridership and need for service along the Morrison Blvd. corridor. Overnight between 9:00pm and 5:00am, service is provided by the 62o Morrison Owl line, which would serve Little Woods in addition to the Morrison corridor.

Routes 61 and 62 would combine together at Downman and Dwyer into a single line, providing service every 10 minutes between Downman at Dwyer and the CBD via Gentilly Woods and I-10.

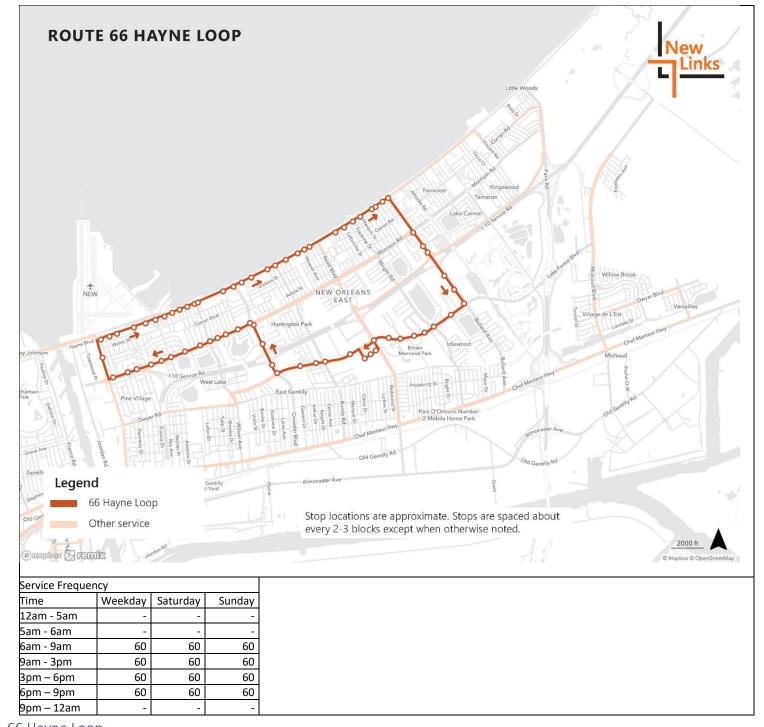
20201012 Page **18** of **42**



620 Morrison Owl

Overnight between 9:00pm and 5:00am, service on Morrison is provided by the 62o Morrison Owl line, which would serve Little Woods in addition to the Morrison corridor.

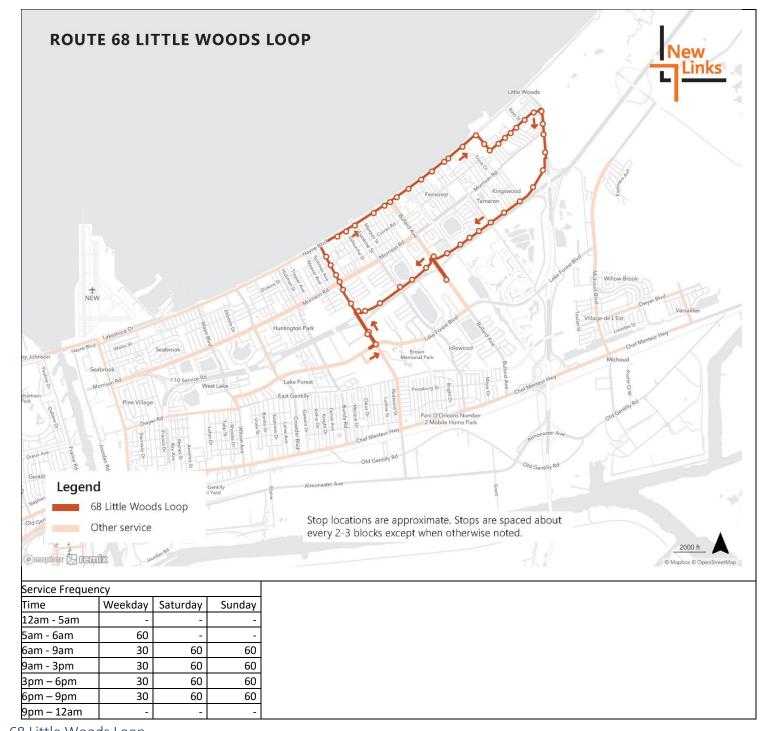
20201012 Page **19** of **42**



66 Hayne Loop

The 66 Hayne line is a new neighborhood circulator that connects residents along Hayne Blvd and Crowder Blvd to the Walmart on Bullard, and the new transit hub at Lake Forest Plaza. Route 66 replaces portions of the former 60 Hayne line. Timed transfers with regional serving lines - 62 Morrison, 61 Lake Forest, 94 Broad - provide improved connections and shorter travel times to regional destinations and job centers. Being a local circulator, resident trips to local destinations like groceries, health care, and the East New Orleans Regional Library are not impacted by traffic conditions in other parts of the city.

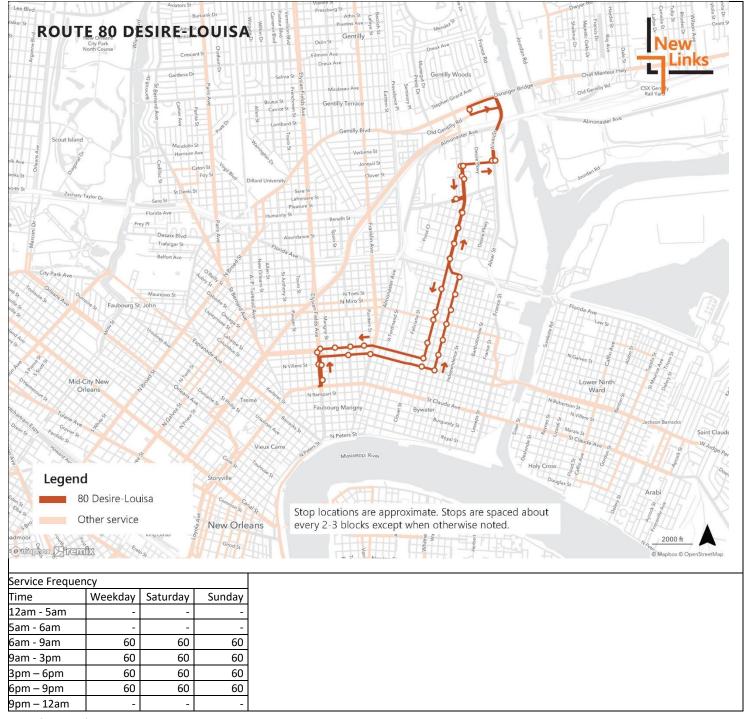
20201012 Page **20** of **42**



68 Little Woods Loop

The 68 Little Woods Loop line is a new neighborhood circulator connecting the Little Woods neighborhood to the Walmart on Bullard, and the new transit hub at Lake Forest Plaza. Timed transfers with regional serving lines - 62 Morrison, 61 Lake Forest, 94 Broad - provide improved connections and shorter travel times to regional destinations and job centers. Being a local circulator, resident trips to local destinations like groceries, health care, and the East New Orleans Regional Library are not impacted by traffic conditions in other parts of the city. Overnight service between 9:00pm and 5:00am is provided by the 62o Morrison Owl line.

20201012 Page **21** of **42**



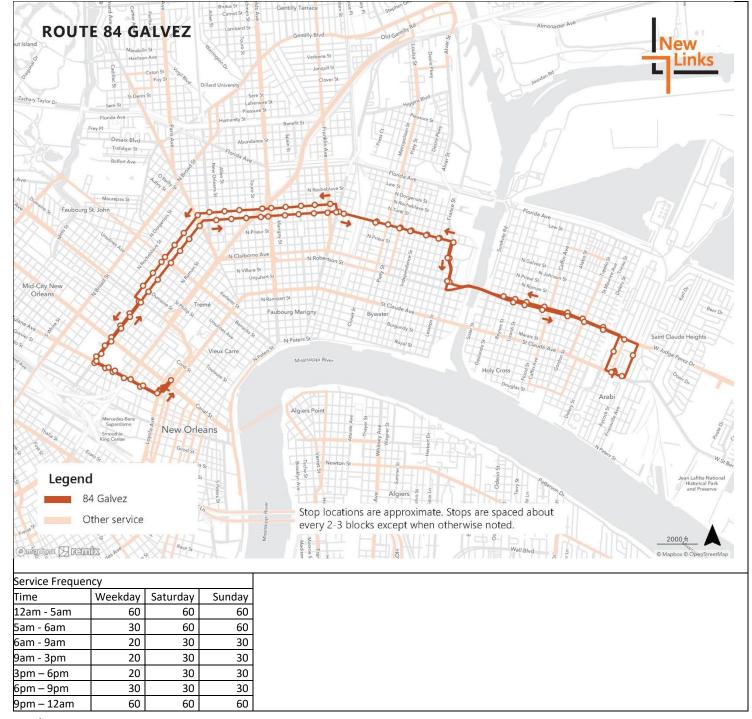
80 Desire-Louisa

The 80 Desire-Louisa line provides local service in the Upper 9th Ward along Desire St. and Louisa St between St. Claude at Elysian Flelds and Gentilly Woods at Chef Menteur Hwy.



The purpose of these changes is to provide service to the high-need portions of the current route 80 along Desire St and Louisa St, to improve the reliability of service by routing the line over the N. Claiborne bridge (avoiding the railroad crossing on St. Claude), and to reduce the duplication of service with other routes connecting to the CBD via N. Claiborne and St. Claude. As Route 80 no longer connects to SUNO, the 55 Elysian Fields line has been extended to connect to SUNO's campus at Pontchartrain Park, running every 20 minutes throughout the day.

20201012 Page **22** of **42**

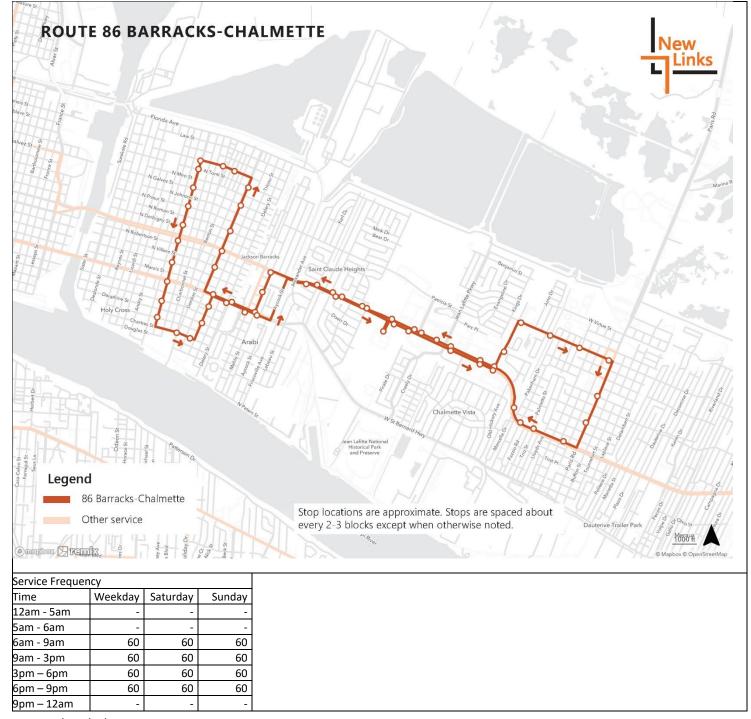


84 Galvez

The 84 Galvez line provides local service from the Lower 9th Ward to the CBD via N. Galvez and Tulane Ave. In the Lower 9th Ward, Route 84 would continue down N. Claiborne Ave to Angela St to connect to other lines near St. Claude and Mehle, instead of serving Florida Ave via Caffin Ave and Tupelo St. Service on Caffin and Tupelo would instead be provided by the new 86 Barracks-Chalmette line. Downtown, Route 84 would connect to the CBD in both directions via Tulane Ave, instead of traveling outbound on Poydras St.

The purpose of these changes is to improve the reliability of service and to allow frequency on the line to be increased from 30 minutes to 20 minutes throughout the day. This increase in frequency improves travel times for 7th Ward and 9th Ward residents connecting to destinations downtown. The increased frequency is to bring service in line with ridership demand and the need for service on this route as reflected in the transit propensity analysis.

20201012 Page **23** of **42**

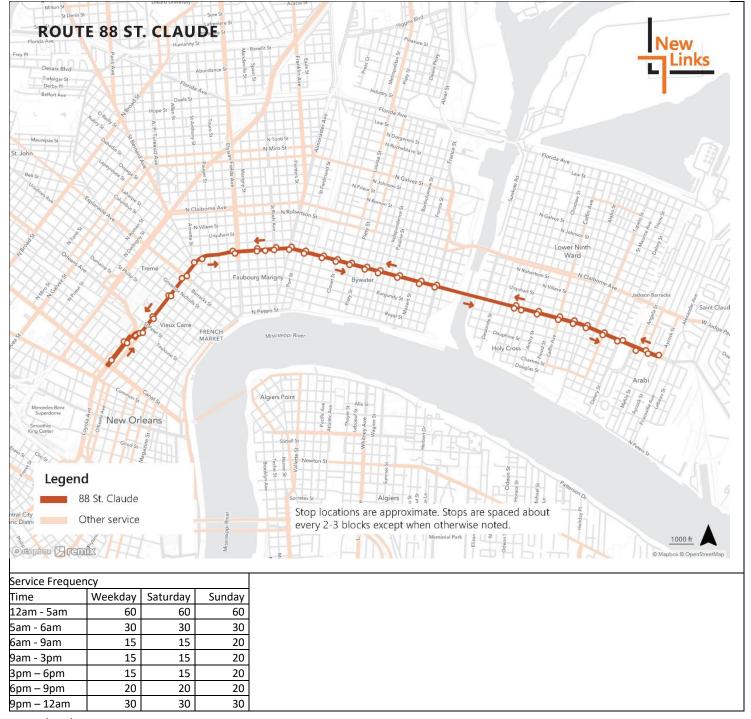


86 Barracks-Chalmette

The 86 Barracks Chalmette line is a new service, connecting the Lower 9th Ward to Paris Rd in Chalmette via W Judge Perez Dr. Within the Lower 9th Ward, this route would loop along Tupelo St, N Rocheblave St, Caffin Ave, Chartres St, and Maurice St.

The purpose of Route 86 is to improve local service within the Lower 9th Ward, and to connect Lower 9th Ward riders to key destinations in St. Bernard Parish, including St. Bernard Parish Hospital and the Chalmette Walmart. This line would improve travel times to and from Nunez Community College for New Orleans residents, and provides weekend service to and from destinations in Chalmette for RTA riders.

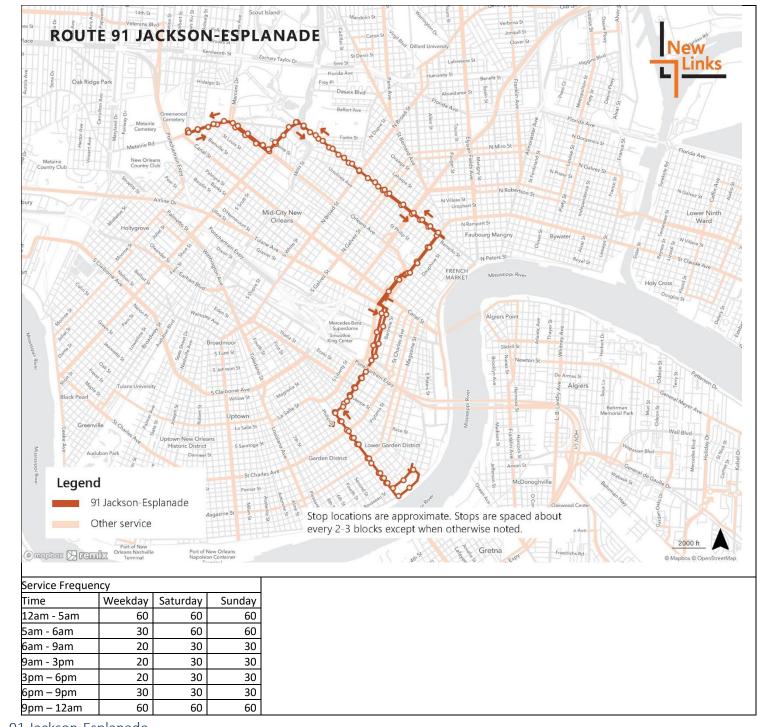
20201012 Page **24** of **42**



88 St. Claude

The 88 St. Claude line connects Arabi and the Lower 9th Ward to the CBD via St. Claude Ave and N. Rampart St. There are no significant changes to the alignment of the existing Route 88. Frequency on the 88 line is increased from 20 minutes to 15 minutes throughout the day to improve travel times and to bring service in line with ridership demand and the transit propensity analysis.

20201012 Page **25** of **42**

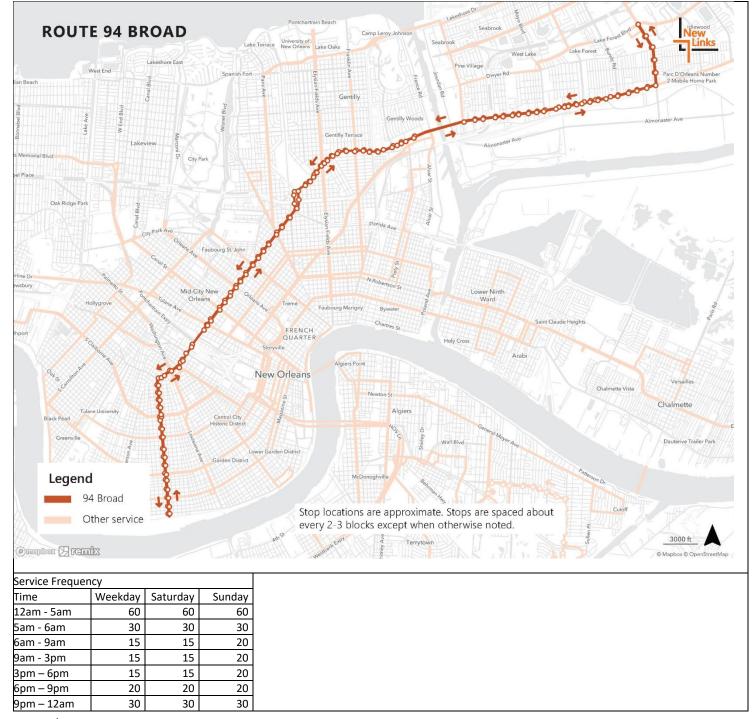


91 Jackson-Esplanade

The 91 Jackson Esplanade line connects 7th Ward, Central City, Mid-City and Treme residents to the CBD, French Quarter and Delgado via Esplanade Ave, Rampart St-O'Keefe Ave-Oretha Castle Haley Blvd, and Jackson Ave.

There are no significant changes to the alignment of the existing Route 91. Frequency on the 91 line is increased from 30 minutes to 20 minutes throughout the day, the proposed network plan would add overnight service to the line. The increased frequency is to bring service in line with ridership demand and the need for service on this route as reflected in the transit propensity analysis.

20201012 Page **26** of **42**

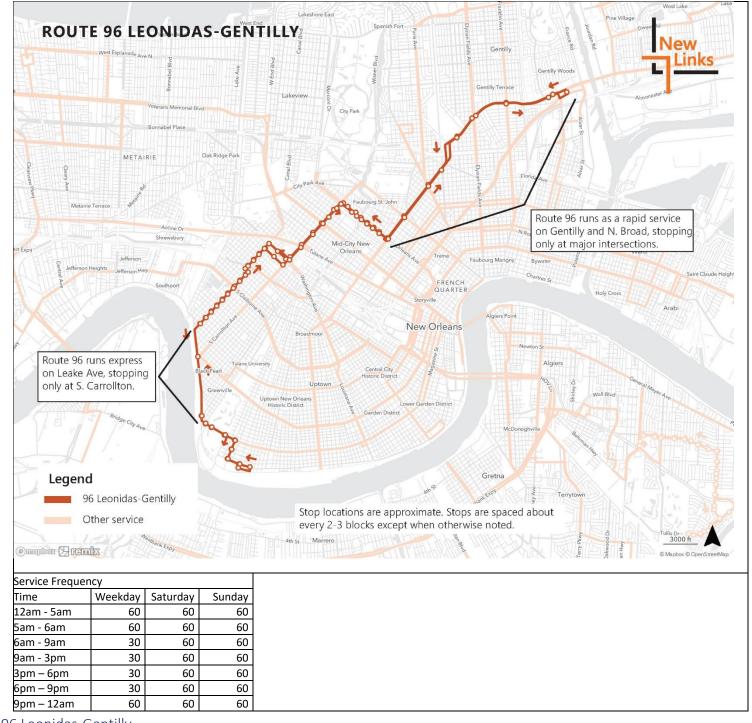


94 Broad

The 94 Broad line provides frequent crosstown service along Chef Menteur Highway, Broad St, and Napoleon Ave every 15 minutes throughout the day. In New Orleans East, Route 94 now serves the new hub at Lake Forest Plaza via Read Blvd. In Broadmoor, Route 94 now continues past Washington Ave to serve Napoleon Ave down to Tchoupitoulas St, replacing the Napoleon portion of the former Route 28.

The purpose of these changes is to improve connections to Broadmoor and Uptown from Gentilly and New Orleans East, improve access to jobs and healthcare, and (through transfer connections) greatly increase crosstown connections between neighborhoods outside of downtown.

20201012 Page **27** of **42**

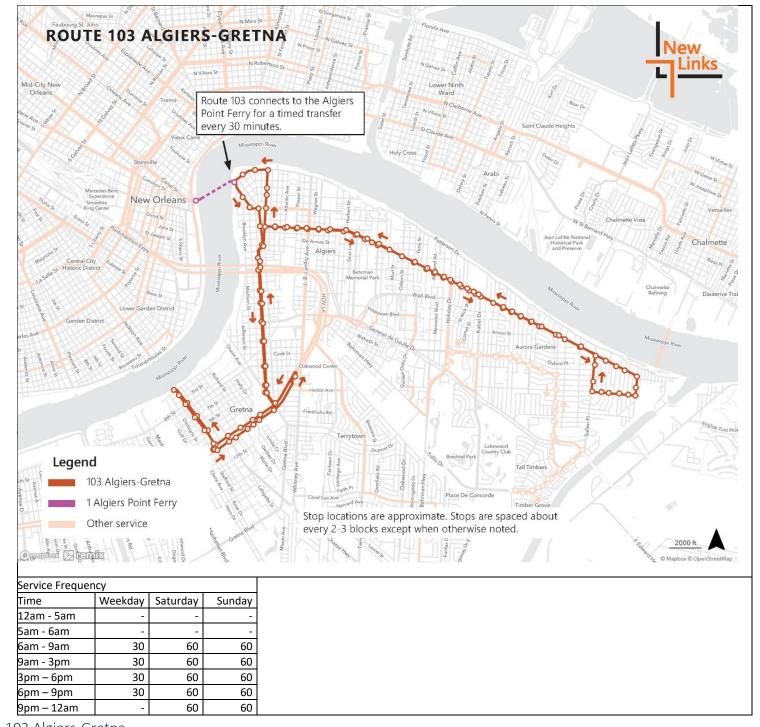


96 Leonidas-Gentilly

The 96 Leonidas-Gentilly line is a new service, replacing most of the former 32 Leonidas-Treme and 90 Carrollton lines and running at 30-minute frequency throughout the day. This is a significant increase in service for the Hollygrove and Leonidas portions of the route. This route provides an important crosstown connection, linking Gentilly, 7th Ward and Mid-City to Hollygrove Riverbend and Uptown neighborhoods. The route also greatly expands the connections to Children's Hospital and the commercial districts on N. Carrollton and in Gentilly Woods.

The purpose of the proposed route is to streamline the overlapping service provided by the current Routes 32 and 90 into a more frequent and effective crosstown route. By operating as a rapid service on Broad St, this line improves connections and reduces travel times between Gentilly, the 7th Ward and Mid City.

20201012 Page **28** of **42**



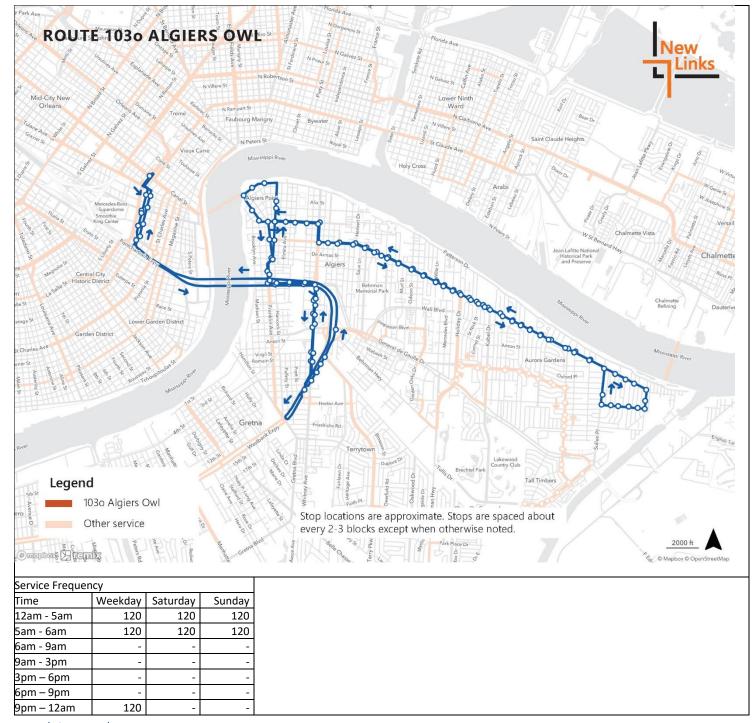
103 Algiers-Gretna

The 103 Algiers-Gretna line provides local service on the Westbank along General Meyer Ave, in Algiers Point and in Gretna. This bus line would serve portions of the West Bank currently served by RTA routes 101, 102 and 108, and JET route W6.

An important feature of this line is that it would connect every 30 minutes to the Algiers Point Ferry terminal, allowing riders to transfer to the Algiers Ferry to connect to the CBD. Riders are able to transfer to or from the Algiers Ferry using a standard \$0.25 RTA transfer, rather than the present \$2.00 cash fare to ride the ferry. The timed transfers improve travel time across the river for most riders while allowing for better service frequency on the route with buses coming every 30 minutes instead of every 40-60 minutes.

From 10pm to 6am on weekdays, when the Algiers Ferry is not running, an owl version of this line (Route 103o) provides overnight service to and from the CBD to Wilty Terminal and the Algiers portion of the line.

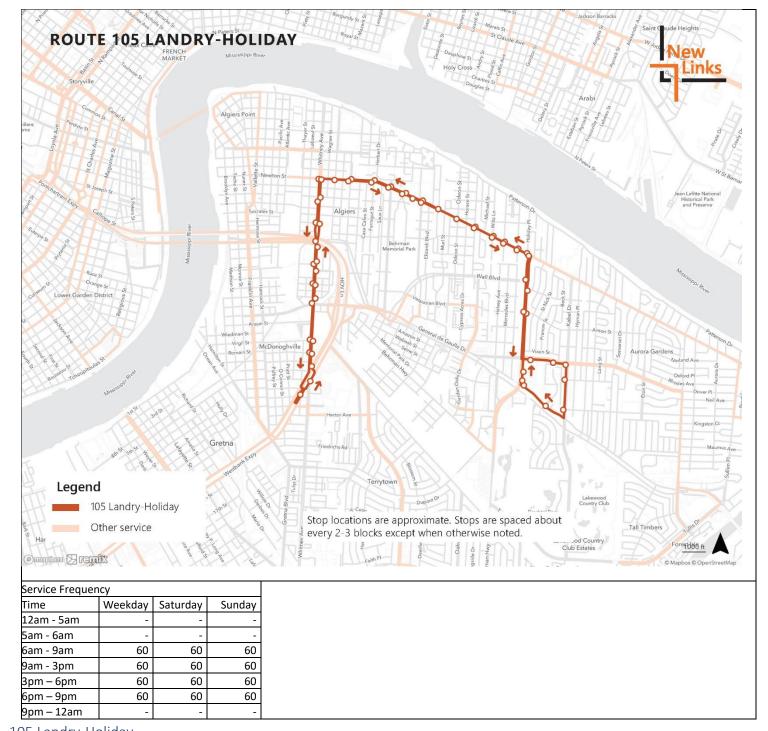
20201012 Page **29** of **42**



103o Algiers Owl

From 10pm to 6am on weekdays, when the Algiers Ferry is not running, an owl version of the 103 line (Route 103o) provides overnight service to and from the CBD via Wilty Terminal and the Crescent City Connection.

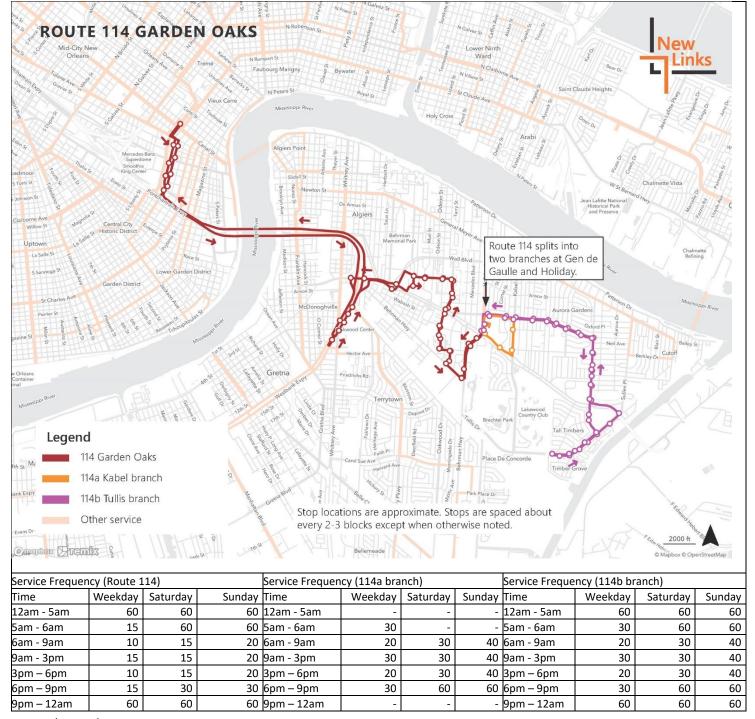
20201012 Page **30** of **42**



105 Landry-Holiday

The 105 Landry-Holiday line connects the Algiers Library to Wilty Terminal via Holiday Dr, Gen. Meyer Ave, and L.B. Landry Ave. The purpose of route 105 is to provide neighborhood circulation within Algiers, serving corridors not served by routes 103 or 114. This line would create a north-south connection between the 103 and 114 corridors within Algiers, replacing portions of the former 108 line. This route would operate hourly 7 days a week.

20201012 Page **31** of **42**

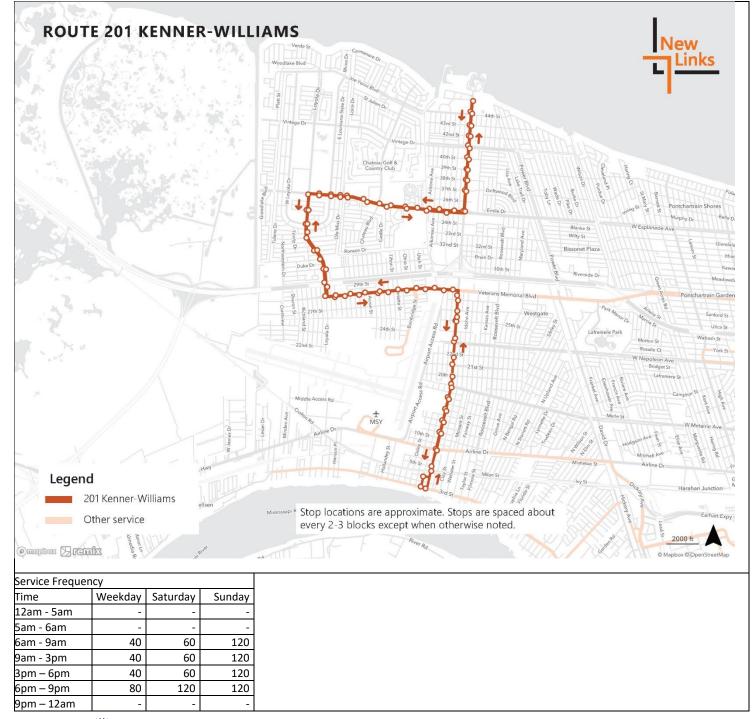


114 Garden Oaks

The 114 Garden Oaks line is a core West Bank service, connecting Algiers to the CBD via Wilty Terminal the Crescent City Connection, serving most areas currently served by routes 106, 114 and 115. This line runs every 15 minutes throughout the day, providing service to residents on Garden Oaks Dr. and Holiday Dr where the highest concentration of transit dependent riders on the West Bank currently live. Frequency increases to every 10 minutes at AM and PM peak.

This line splits into two branches at Holiday Dr: one branch (Route 114a), short turns back to Holiday Dr and Gen. de Gaulle Dr via Kabel Dr. The other branch (Route 115b) serves the Aurora and Tall Timbers neighborhoods via MacArthur Blvd, Woodland Dr and Tullis Dr every 30 minutes offpeak and every 20 minutes at peak.

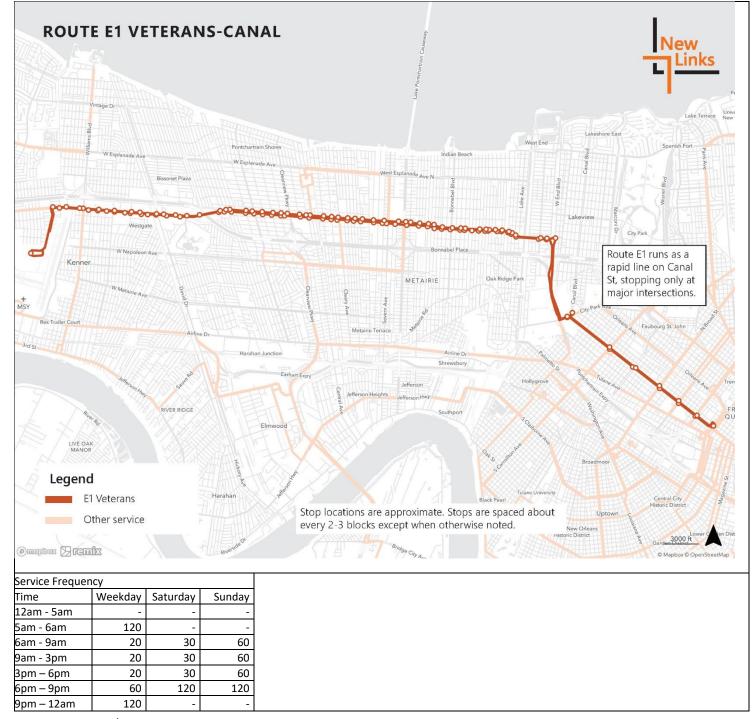
20201012 Page **32** of **42**



201 Kenner-Williams

The 201 Kenner-Williams line provides local service within the City of Kenner. Kenner service is streamlined to focus on the portions of the city with the most transit usage. The resulting route is faster and more frequent, providing improved service for the communities in Kenner that need it, while also providing a timed connection to the E1-Veterans-Canal line for access to destinations along Veterans Blvd and downtown.

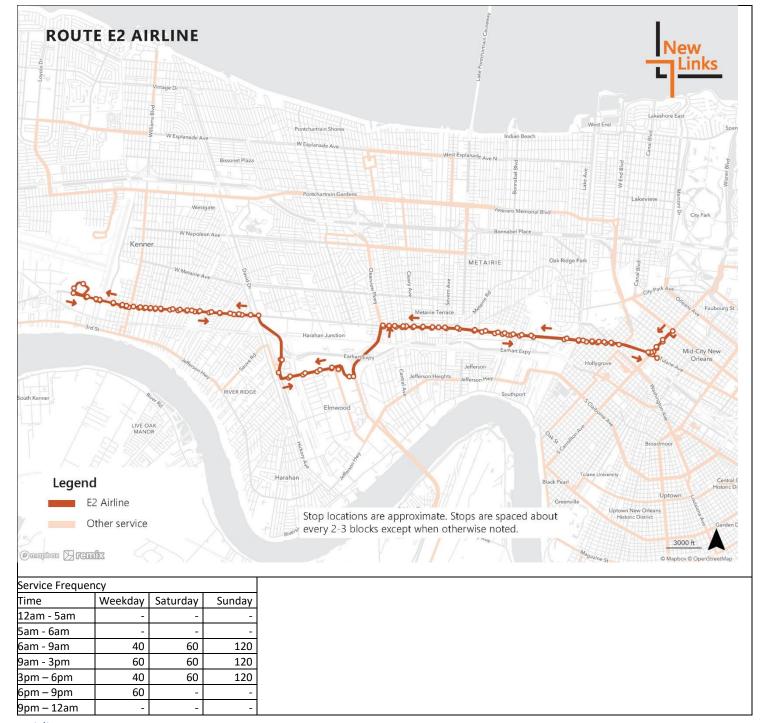
20201012 Page **33** of **42**



E1 Veterans-Canal

The E1 Veterans-Canal line provides local service along Veterans Blvd and a direct connection to the New Orleans CBD via rapid service on Canal St, stopping at major intersections (City Park, Carrollton, Broad, Galvez, Claiborne, and Basin.) The rapid portion of the line would serve RTA and JET riders connecting from other lines to travel downtown. This route would connect to the Airport via Bainbridge Dr in Kenner, allowing more timely access to the new Airport terminal for transit riders. Weekday service frequency on the Veterans route is increased to every 20 minutes throughout the day from 6am-6pm to improve travel times and to bring service in line with ridership demand and the need for service on this route as reflected in the transit propensity analysis.

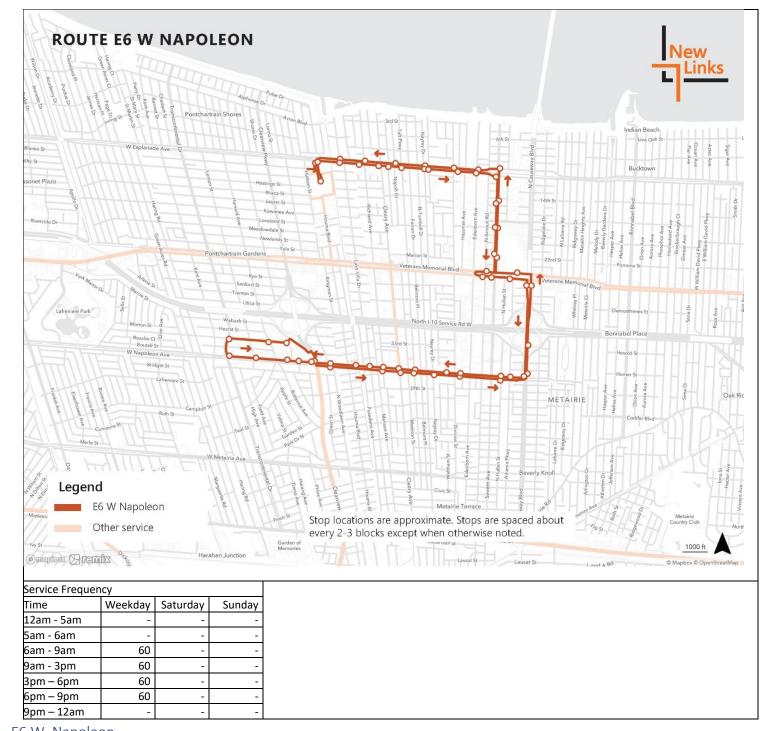
20201012 Page **34** of **42**



E2 Airline

The E2 Airline bus provides local service along Airline Dr between Kenner and S. Carrollton Ave. The Airline route would make a direct connection to a transit hub in Elmwood via David Dr and Citrus Blvd. This route would operate every 40 minutes at peak and hourly off-peak. The E2 would no longer directly serve the CBD, instead terminating at Canal St and Carrollton Ave. This change would eliminate duplicating service along Tulane Ave while providing E2 riders opportunities to transfer to the high-frequency 39 or the rapid E1 on Canal to continue downtown.

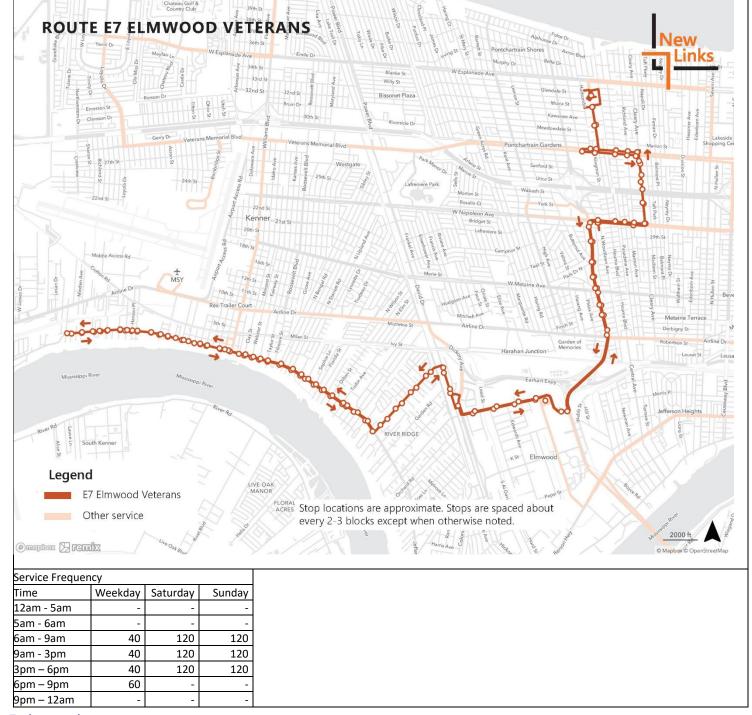
20201012 Page **35** of **42**



E6 W. Napoleon

The E6 W. Napoleon line is a new route, providing local service along W. Napoleon Ave in Metairie, connecting to East Jefferson General Hospital via Causeway Blvd and W. Esplanade Ave. The purpose of this line is to provide improved service to the area between I-10 and W. Napoleon, which has a significant need for transit service as reflected in the transit propensity analysis. This route would serve the East Bank Regional Library and the Causeway commercial corridor, replacing a portion of the former E5 route.

20201012 Page **36** of **42**

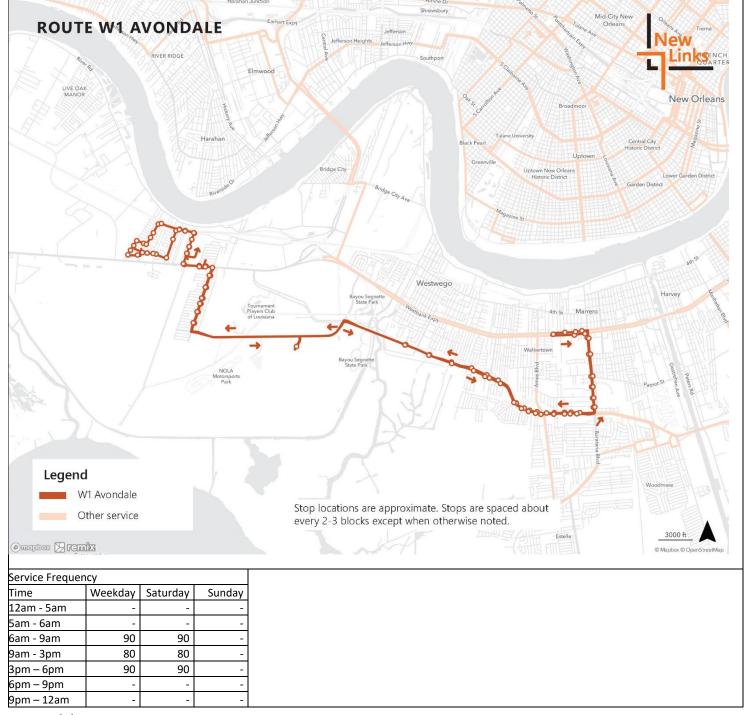


E7 Elmwood-Veterans

The E7 Elmwood-Veterans line is a new route, providing service to portions of the former E3 and E8 bus lines. This route would connect the Rivertown area of Kenner to East Jefferson General Hospital via Jefferson Highway, Citrus Blvd, Clearview Pkwy and Cleary Ave.

The purpose of the proposed changes is to create a north-south connection between Elmwood and the Veterans corridor while reducing service duplication with other routes. The proposed routing changes would bring transit service adjacent to high propensity segments on Citrus Blvd and Cleary Ave.

20201012 Page **37** of **42**

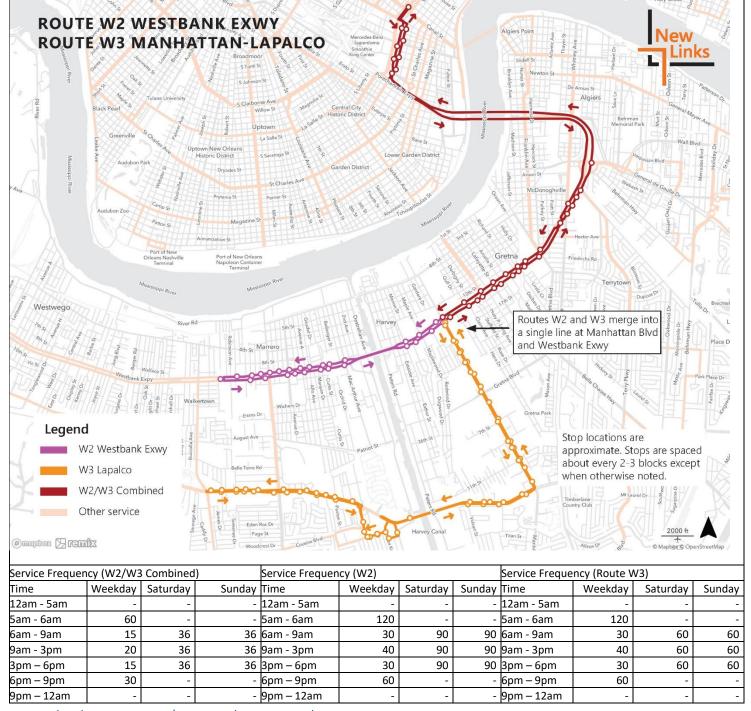


W1 Avondale

The W1 Avondale line provides service to Avondale and Waggaman via Lapalco Blvd to Walkertown Terminal, with a timed transfer to the W2 Westbank Expressway route.

The purpose of this route is to provide service to Avondale while extending coverage on the West Bank to certain areas currently lacking access to transit (Jamie Blvd, Churchill, and the western end of Lapalco Blvd.) This route would serve certain portions of Lapalco Blvd formerly served by the W3 Lapalco route.

20201012 Page **38** of **42**



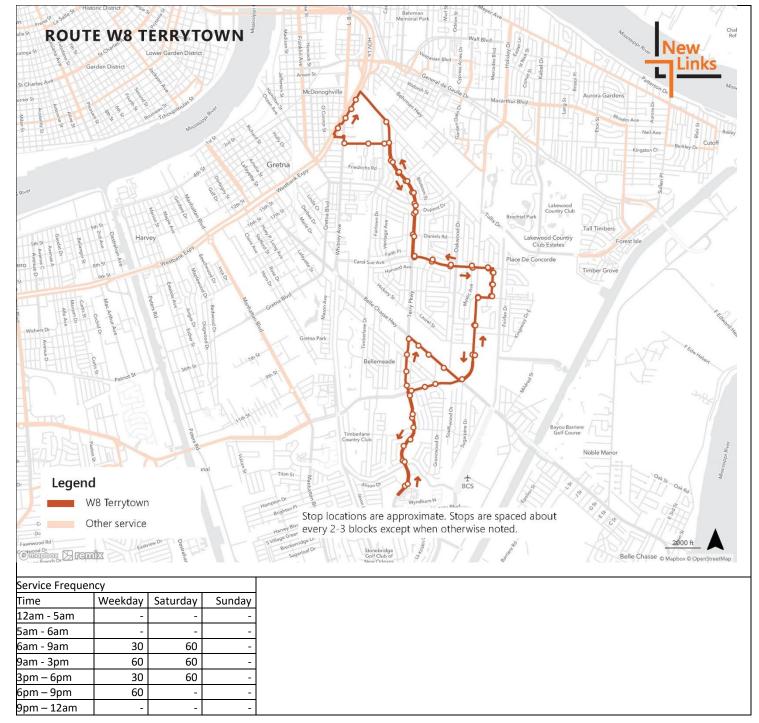
W2 Westbank Expressway / W3 Manhattan-Lapalco

The W2 Westbank Expressway line provides local service along the Westbank Expressway corridor in Jefferson Parish, connecting to the New Orleans CBD via the Crescent City Connection. To improve service reliability, the W2 route would end at Walkertown Terminal instead of continuing down Ames Blvd, with transit riders along Ames and Barataria instead being served by the W10 Huey P. Long bus line.

The W3 Manhattan-Lapalco line provides local service along Lapalco Blvd, Manhattan Blvd, and the Gretna portion of the Westbank Expressway corridor, connecting to the New Orleans CBD via the Crescent City Connection. To improve service reliability, the W3 route would end at Ames Blvd instead of continuing down Lapalco past Victory Blvd, with transit riders on the portion of Lapalco past Ames instead being served by the W1 Avondale bus line.

Routes W2 and W3 would combine together at Westbank Exwy and Manhattan Blvd into a single line, providing service every 20 minutes along the Gretna portion of the Westbank Expressway and into the CBD.

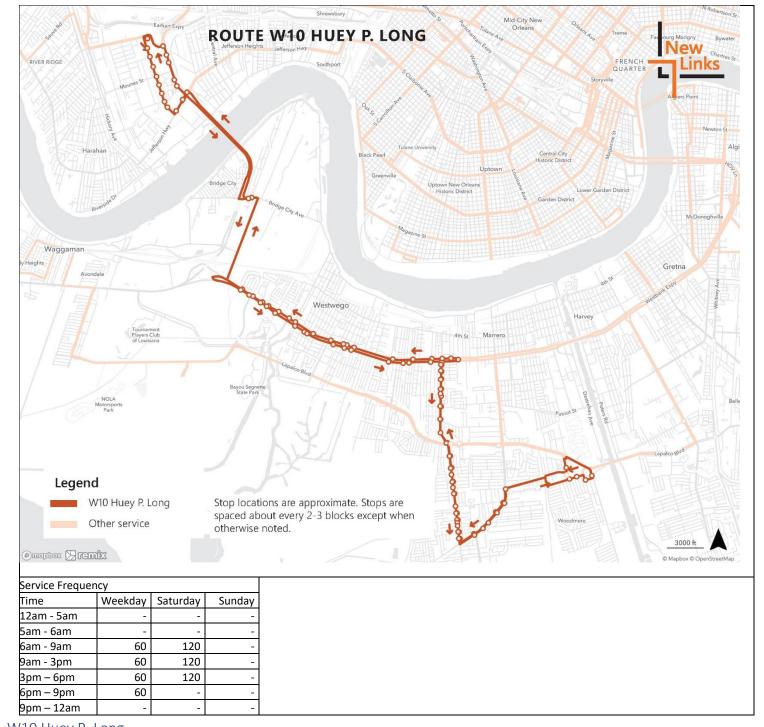
20201012 Page **39** of **42**



W8 Terrytown

The W8 Terrytown bus line has been reconfigured to provide 2-way service along Carol Sue Rd and Behrman Highway, where the large majority of ridership is located. This route has also been adjusted to serve the Ochsner Medical Center - West Bank campus via Belle Chasse Highway. Unlike the current version of the W8, this route would terminate at the Wilty transfer hub throughout the day on weekdays, with riders transferring to an RTA or JET bus at Wilty arriving every 5-10 minutes.

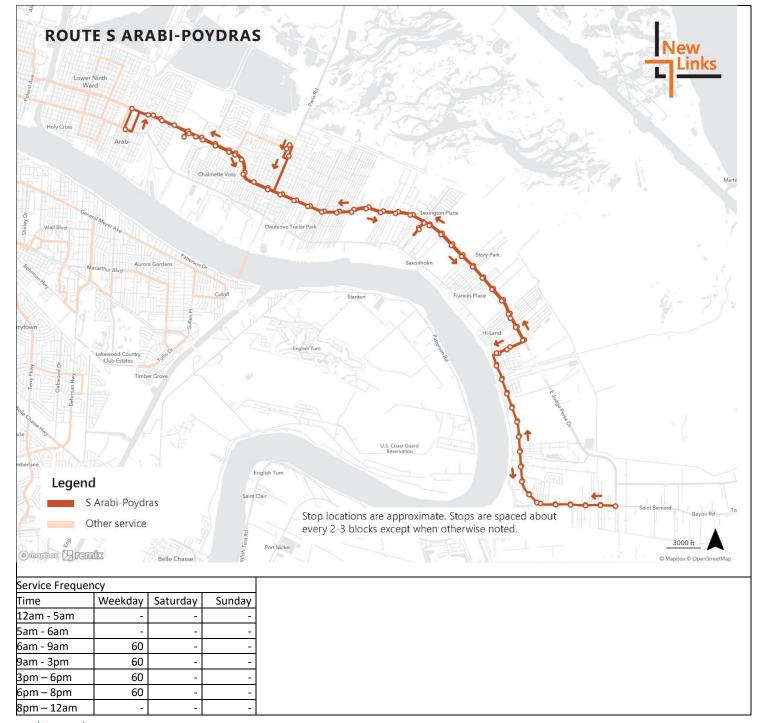
20201012 Page **40** of **42**



W10 Huey P. Long

The W10 Huey P. Long bus provides local service along the Westbank Expressway and Ames Blvd and connect to Elmwood via the Huey P. Long bridge. The proposed network plan adds an extra bus to the Huey P. Long line, improving service frequency to 60 minutes throughout the day and allowing for a timed transfer on weekdays at peak to the W2 Westbank Expressway route.

20201012 Page **41** of **42**



S Arabi-Poydras

There are no proposed changes to the St. Bernard Transit (SBURT) bus line, although the portion of the SBT line on W. Judge Perez Dr. between Arabi and Paris Rd would see increased service via the new 86 Barracks-Chalmette line.

20201012 Page **42** of **42**