



July 26, 1995

Mr. Joe Dicharry
Supervising Engineer
U.S. Army Corps of Engineers
District Headquarters
7500 Prytania Street
New Orleans, LA 70118

Dear Mr. Dicharry:

Attached are RTA's comments on the proposed MRGO
Lock Replacement Program.

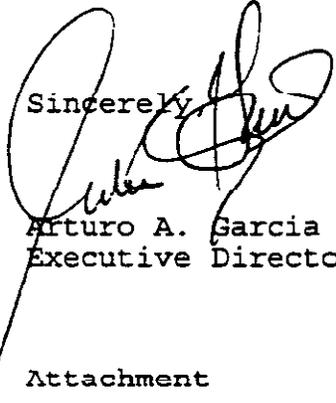
Regional

Transit

Authority

Please call Lou Costa at 243-3840 or Ed Bayer at
243-3832 if you have any questions or require
additional information.

Sincerely,



Arturo A. Garcia
Executive Director

Attachment

6700 Plaza Drive

New Orleans

Louisiana

70127-2677

cc: Dean P. Bell
William Deville
Herbert Burstein
Ed Bayer
Lou Costa

Administration

504-242-2600

Facsimile

504-243-3637

RTA's Comments on Army Corps of Engineers MRGO Lock Replacement Program

1. The RTA's Galvez, St. Claude, and Barracks Bus Lines will be directly affected. The Galvez Line operates on the Claiborne bridge, and the St. Claude Line on the St. Claude bridge (see attached maps). Given that only one bridge will be closed at a time, it will be possible to detour either line to one of the other bridges (i.e. Galvez to St. Claude bridge, and St. Claude to Claiborne bridge). Some changes in traffic signalization and/or signage will probably be necessary to effectuate the detours (i.e. rather than proceeding over the Claiborne bridge, the Galvez buses will run on Poland to St. Claude, over the St. Claude bridge, and on Forstall to North Claiborne. The buses will need to make left turns from Poland to St. Claude and from St. Claude to Forstall). Actual detour routes will be worked out by RTA during project engineering. These routes will give the Corps a clearer idea of the signalization and signage required.

While the Barracks Line is a circulator in the Lower Ninth Ward and does not cross the canal (see attached map), it may experience delays due to increased traffic congestion.

The detours to the St. Claude and Galvez Lines and delays in the operation of the Barracks Line will result in additional operating costs to RTA and may cause some losses in ridership. The St. Claude and Galvez are two of the most heavily used routes in the RTA system, as shown:

Line	Peak Headways (6-9 AM, 3-6PM)	Peak Vehicles	Daily Ridership
St. Claude	3 to 5 minutes	16 to 18	10,372
Galvez	4 to 6 minutes	18 to 22	7,697

Impacts to these routes will therefore be substantial.

The Barracks operates on a 15-17 minute peak headway with 2 vehicles.

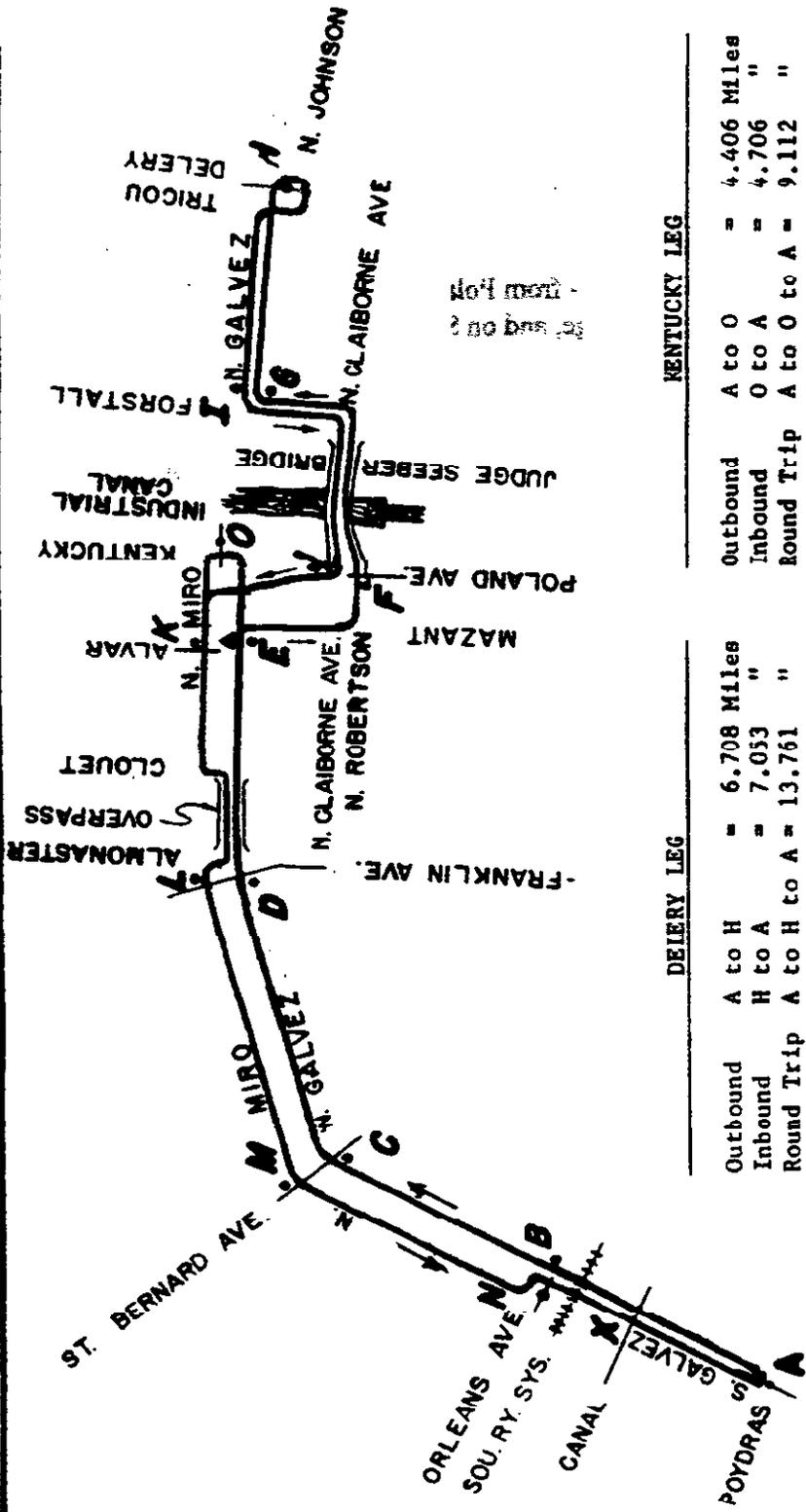
2. The raising of the water level under the Claiborne bridge will cause the Claiborne bridge to open more, thereby causing more delays in the operation of the Galvez Bus Line and resulting in additional operating costs to the RTA. This is unavoidable, but it is a long term impact from the project.

A suggestion is to keep in force the curfew policy during peak periods, to reduce the number of times either the St. Claude or Claiborne bridges is opened during peak periods. This will minimize the impact to the RTA and allow transit service to continue uninterrupted.

3. The creation of a new bridge at Florida Avenue and an access road from St. Bernard Parish to the Florida bridge is essential to ensure the success of the lock replacement project. One concern that RTA has is that the proposed high level bridge at Florida will dump high volumes of traffic on to local streets on the west side of the canal (i.e. Florida, Louisa, Piety, etc.) that are not capable of handling this traffic. This traffic must be channeled, through roadway improvements, to major arterials such as Franklin, Elysian Fields, or Interstate 10. One idea is to improve Florida Avenue from the bridge ramps (where the bridge comes down) to Interstate 10.

4. The RTA will be proceeding in FY96 with a Feasibility Study for the proposed Desire Streetcar Line. The Feasibility Study will examine a two-phased implementation: Phase I - from Canal Street to Poland Avenue and Phase II - from Poland and Dauphine, on Poland to St. Claude, over the new St. Claude bridge, and on St. Claude to the Orleans/St. Bernard Parish Line.

5. The RTA would be interested in operating, at the Corps' expense, the proposed shuttle bus service to improve circulation in the general area during construction. Development of the routings for these shuttle bus lines can be done in conjunction with community members during project engineering.



not used
for bus

DELERY LEG

Outbound A to H = 6.708 Miles
 Inbound H to A = 7.053 "
 Round Trip A to H to A = 13.761 "

A - B = .963 MI.
 B - C = .893 "
 C - D = 1.223 "
 D - E = 1.057 "
 E - F = .617 "
 F - G = 1.046 "
 G - H = .909 "

H - I = 1.043 MI.
 I - J = 1.027 "
 J - K = .670 "
 K - L = 1.082 "
 L - M = 1.245 "
 M - N = 1.005 "
 N - A = .981 "

N - X = .436 MI.
 X - A = .545 "

KENTUCKY LEG

Outbound A to O = 4.406 Miles
 Inbound O to A = 4.706 "
 Round Trip A to O to A = 9.112 "

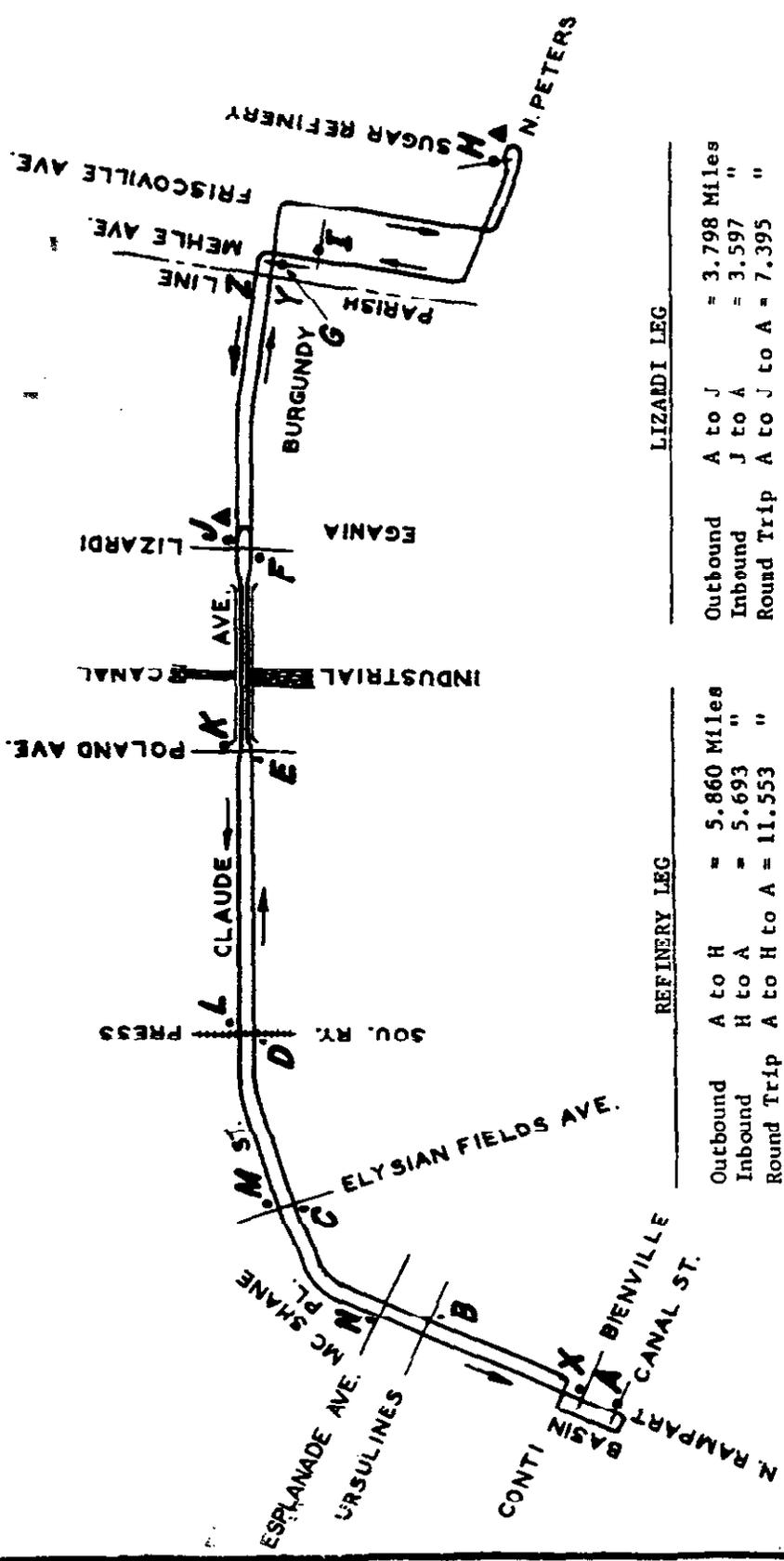
A - B = .963 MI.
 B - C = .893 "
 C - D = 1.223 "
 D - O = 1.327 "

O - L = 1.475 MI.
 L - M = 1.245 "
 M - N = 1.005 "
 N - A = .981 "

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GALVEZ BUS LINE

RELIEF POINT AT "X" INBOUND ▲ COMFORT STATION



REFINERY LEG

Outbound A to H = 5.860 Miles
 Inbound H to A = 5.693 "
 Round Trip A to H to A = 11.553 "

A - B = .780 MI.
 B - C = .651 "
 C - D = .601 "
 D - E = .962 "
 E - F = .690 "
 F - G = .989 "
 G - H = 1.187 "

ORLEANS PARISH
 A - Y = 4.594 MI.
 Z - A = 4.499 "
 Total 9.093 "

ST. BERNARD PARISH

Y - H = 1.266 MI.
 H - Z = 1.194 "
 Total 2.460 "

LIZARDI LEG

Outbound A to J = 3.798 Miles
 Inbound J to A = 3.597 "
 Round Trip A to J to A = 7.395 "

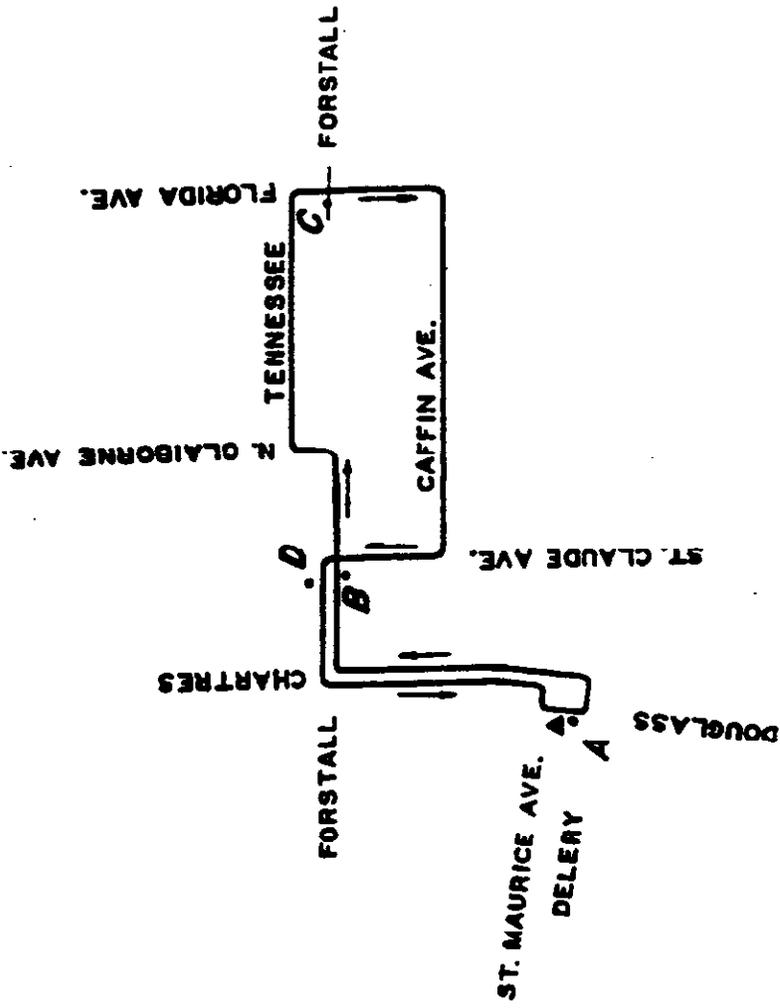
A - B = .780 MI.
 B - C = .651 "
 C - D = .601 "
 D - E = .962 "
 E - F = .690 "
 F - J = .114 "

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ST. CLAUDE BUS LINE

▲ COMFORT STATIONS

RELIEF POINT AT "X"



Outbound A to C = 2,597 Miles
 Inbound C to A = 3,049 "
 Round Trip A to C to A = 5,646 "

A - B = 1,202 Miles C - D = 1,867 Miles
 B - C = 1,395 " D - A = 1,182 "

RELIEF POINTS AT "B" & "D" ▲ COMFORT STATION

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BARRACKS BUS LINE