



OUTREACH TO DATE

FINDINGS & ANALYSIS

RPC “STAGE 0” FEASIBILITY STUDY
RPC TASK: LIT_STB; STATE PROJECT NO. H.015428

DECEMBER 2024

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I. PURPOSE OF OUTREACH TO DATE

This Outreach To Date is a report of recent findings in engagement efforts and feedback received to-date prior to the second Public meeting scheduled for February 6, 2025.

II. OUTREACH & ENGAGEMENT PLAN

The Project Leadership Team began the Stage “0” Feasibility Study in the fall of 2023 with the development of an Outreach & Engagement Plan (O&E Plan) that describes the project, outlines engagement activities planned, and has been continuously updated and made available to the public on the Regional Planning Commission’s (RPC) website. To learn more about the initial Outreach and Engagement Plan (O & G Plan) go to <http://tinyurl.com/sb-study>.

It contains (1) those specifically engaged throughout the Project such as the Project Leadership Team, stakeholders, special interest, and community groups; (2) associated meetings and milestones; (3) the project area and impacted populations; and (4) more detail on the analysis associated with key outreach strategies to engage members of minority populations.

III. KEY STRATEGIES TO ENGAGE WITH VULNERABLE POPULATIONS

This project update reflects strategies we strove to enact in accordance with the Project O&E Plan aimed at supporting engagement with a broad local audience with special consideration to collecting input from vulnerable populations (minority populations, elderly residents, residents with limited English proficiency, residents with a disability, households without a car, environmental justice awareness block group residents). Such strategies are outlined in the O&E Plan and include:

- Holding public meetings in two locations nearest census block groups having the highest level of vulnerability.
- Collecting race / ethnicity information in electronic surveys to understand whether unput is representative of the community’s demographics.
- Focusing outreach efforts on cultural events that include minority or Hispanic / Latino-identifying Communities.
- Widely printing and sharing advertisements, electronic advertisements, use government access channel, and post paper public notices for meetings.
- Working with stakeholder groups engaged with elderly residents to share information about Project events and opportunities to participate in the Study.
- Offering to provide translation services with advanced notice at meetings and provide materials in Spanish and Vietnamese, upon request.
- Using accessible venues across the Parish.
- Ensuring materials are available in different modes of communication.
- Ensuring materials are available online and in-person.

IV. INFORMATION COLLECTED

Community feedback to-date has been collected during the course of the study through 4 key mechanisms: (1) in-person or online meetings, (2) written comment cards collected as part of meetings or tabling events, (3) online and in-person written mapping exercises, and (4) online and printed questionnaires. The sections that follow include: (1) a summary of strategies' effectiveness with regard to engaging with vulnerable populations, (2) an analysis of responses to specific survey questions, (3) an analysis of mapping exercise responses, and (4) a comprehensive analysis of all comments received across all of these platforms based on emerging themes with a focus on isolating project concepts related to the proposed Port NOLA Louisiana International Terminal (LIT) and other future transportation planning projects.



V. STRATEGY RESULTS: ENGAGEMENT WITH VULNERABLE POPULATIONS

As part of this project, the Team considered where social vulnerability markers were the highest, identified the Census Block Groups having the top three unique social vulnerability values, then highlighted the highest concentrations of vulnerable populations by Census Block Group in the Parish. These seventeen (17) Census Block Groups are numbered 1-17 on maps throughout this report to support and reflect targeting outreach and engagement efforts. To learn more about the project area and impacted populations, refer to **Section 6.6** of the Outreach and Engagement Plan made available online at: <http://tinyurl.com/sb-study>.

The effect of the strategies to engage with vulnerable populations is best documented via online survey responses, which reflect more diverse participation amongst stakeholder groups. The survey had a total of 274 participants, but not all participants answered every question. The percentages reported are based on the number of respondents for each specific question.

When asked, “What is your gender identity?”, of the participants that responded, 54.58% (149) identified as female, 39.19% (107) identified as male, 1.47% (4) identified as non-binary, and 4.76% (13) preferred not to say. There was a notable distribution among age ranges in study participants over the age of 24.

Table 1. On-line demographic survey responses.

Q: What is your gender identify?		
ANSWERS	COUNT	%
Male	107	39.19%
Female	149	54.58%
Non-binary	4	1.47%
Prefer not to say	13	4.76%
TOTAL	273	100%

Table 2. On-line demographic survey responses.

Q: What is your age range?		
ANSWERS	COUNT	%
0-17	0	0.00%
18-24	6	2.20%
25-34	40	14.65%
35-44	62	22.71%
45-54	57	20.88%
55-64	58	21.25%
65+	50	18.32%
TOTAL	273	100%

When asked, "What is your age range?", the largest age group was between 35-44 years old, accounting for 22.71% (or 62 participants). When marked spatially, this age range is also broadly dispersed throughout the Study Area and included 18.32% (50) respondents over the age of 65. Upon review of respondents' age and location across the Study Area, with targeted Census Block Groups (identified using a Vulnerable Group ID) shown in grey (**Figure 2**), it appears that—for the most part—study participants were located within or near targeted Census Block Groups.

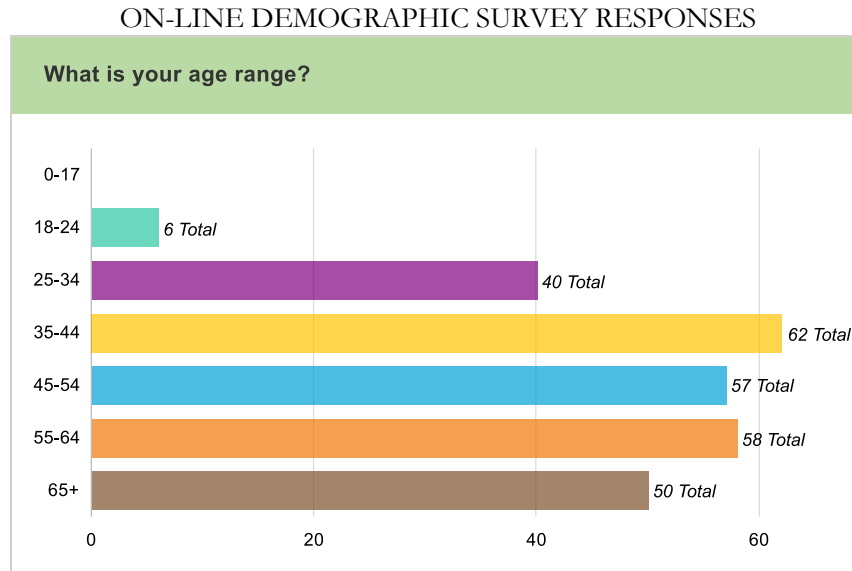


Figure 1 (above). Survey Responses to question: "What is your age range?"

Of the respondents who answered, "What is your highest level of education?", most (221 or 80.66%) possessed some higher-level education. Others were high school graduates or had less than high school educational attainment (46 or 16.79%), while the remaining (7 or 2.55%) preferred not to answer. Income levels were similarly distributed: 13 respondents (4.78%) reported making less than \$26,000/year, 38 respondents (13.97%) reported making between \$26,001 and \$54,999/year, and most respondents (177 or 65.07%) made between \$55,000 and over \$100,000. The remaining respondents (44 or 16.18%) preferred not to identify their household income level.

Table 3. On-line demographic survey responses.

Q: What is your highest level of education?		
ANSWERS	COUNT	%
Less than high school	2	0.73%
High school graduate or equivalent	44	16.06%
Some college or associate degree	110	40.15%
Bachelor's degree	72	26.28%
Master's degree or higher	39	14.23%
Prefer not to say	7	2.55%
TOTAL	274	100%

Table 4. On-line demographic survey responses.

Q: What is your household income level?		
ANSWERS	COUNT	%
Less than \$26,500/yr	13	4.78%
\$26,500 - \$54,999/yr	38	13.97%
\$55,000 - \$100,000/yr	78	28.68%
Greater than \$100,000/yr	99	36.40%
Prefer not to say	44	16.18%
TOTAL	272	100%

When asked, "What is your ethnicity," most respondents (192 or 70.85%) reported "Not of Hispanic, Latino, or Spanish origin," 50 or 18.45% preferred not to say, and the remaining respondents (29 or 10.7%) identified as "another Hispanic, Latino, or Spanish origin," "Mexican, Mexican American, or Chicano origin," "Puerto Rican," or "Cuban." Similarly, when



asked, "What is your race?" most respondents (210 or 77.21%) reported "White," while the next largest group (31 or 11.40%) were those that preferred not to say. Fourteen respondents (5.15%) were of two or more races; 12 respondents (4.41%) were Black or African American; 3 respondents (1.10%) were American Indian and Alaska Native; and 2 respondents (0.74%) were Asian. Most respondents did not report having a disability (241 or 88.28%), while 32 respondents (11.72%) acknowledged having a disability or mobility challenge that impacts their transportation options.

Table 5. On-line demographic survey responses.

Q: What is your ethnicity?		
ANSWERS	COUNT	%
Not of Hispanic, Latino, or Spanish origin	192	70.85%
Mexican, Mexican American, or Chicano origin	4	1.48%
Puerto Rican	1	0.37%
Cuban	0	0.00%
Another Hispanic, Latino or Spanish origin	24	8.86%
Prefer not to say	50	18.45%
TOTAL	271	100%

Table 6. On-line demographic survey responses.

Q: What is your race?		
ANSWERS	COUNT	%
White	210	77.21%
Black or African American	12	4.41%
American Indian and Alaska Native	3	1.10%
Asian	2	0.74%
Native Hawaiian & Other Pacific Islander	0	0.00%
Two or more races	14	5.15%
Prefer not to say	31	11.40%
TOTAL	272	100%



VI. LOCATION OF RESPONDENTS

The distribution of responses and the participation of low-to-moderate income households, elderly households, non-white individuals, and people with disabilities suggests that strategies to boost participation among these groups had a positive effect on response representativeness.

When looking beyond targeted Census Block Groups, participant responses to outreach and engagement efforts throughout the Study Area appear to be widely distributed throughout the Parish (**Figure 2**). The participation of vulnerable groups is most notable in Census Block Groups with Vulnerable Group IDs 2, 9, and 12. In contrast, more effort is recommended to encourage participation within Census Block Groups with Vulnerable Group IDs 3, 6, 7, and 13 as part of a future environmental study.

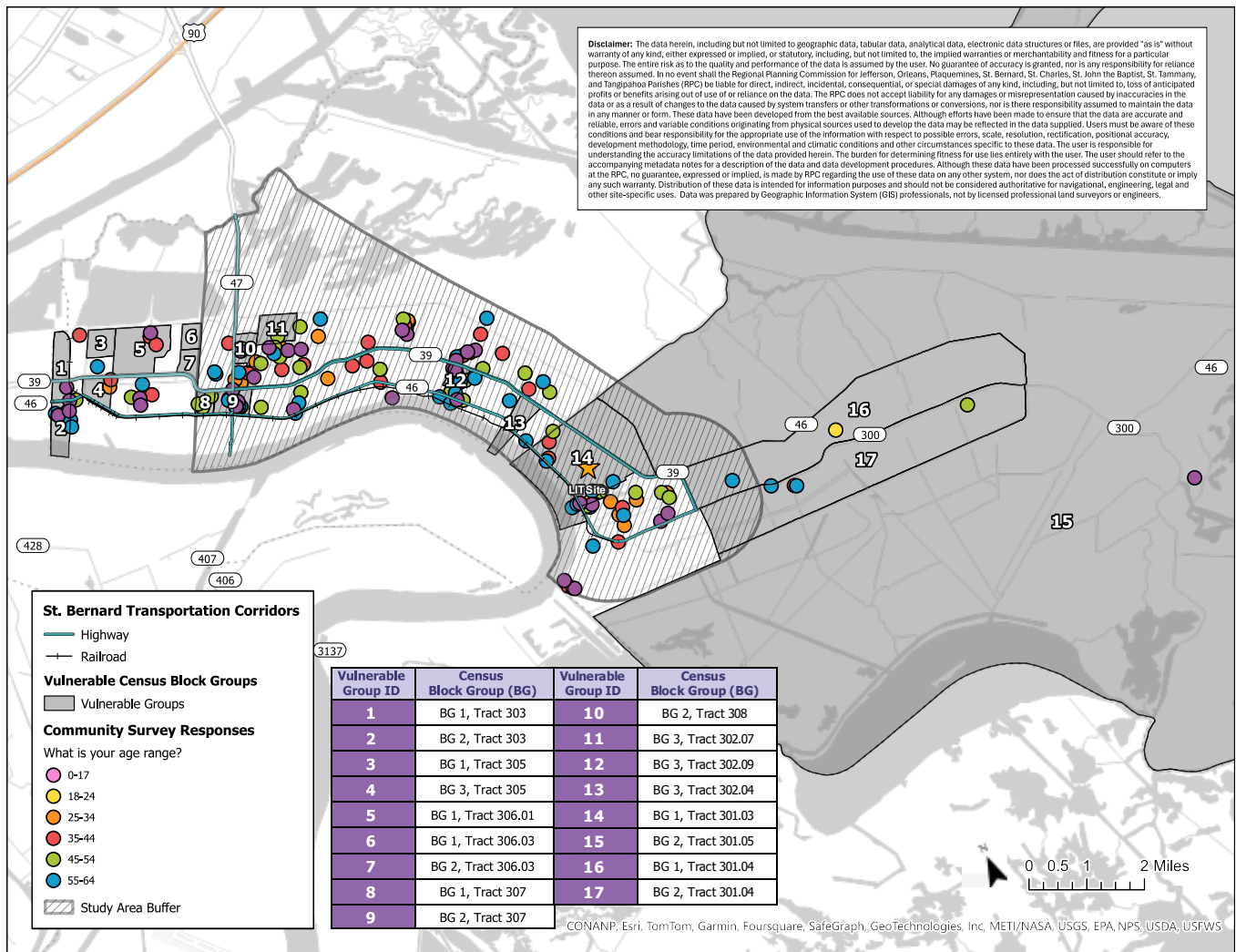


Figure 2 (above). Location of survey respondents mapped spatially (including age of respondents) across the Study Area with targeted vulnerable census block groups delineated.



VII. TRAVEL PATTERNS

COMMUTING PATTERNS

In assessing travel patterns parish-wide, most respondents (94.07% or 254) commute to work or school via private vehicle. One respondent reported to utilize public transportation (bus, train, etc.), 2 respondents walk or cycle, and 4 utilized carpool or ride sharing methods. Nine respondents selected “Other.” Of the 247 responses to the question “Is your job close to where you live?”, 156 (or 63.16%) acknowledged that their workplace is too far to bike to and from.

DISTANCE TO ESSENTIAL SERVICES

The travel times for essential services ranged broadly between drive times of 10-, 20-, and 30-minutes, as shown in **Figure 3** and very few to no respondents reported traveling within walking or cycling distance, within a public transportation area, or more than an hour for essential services.

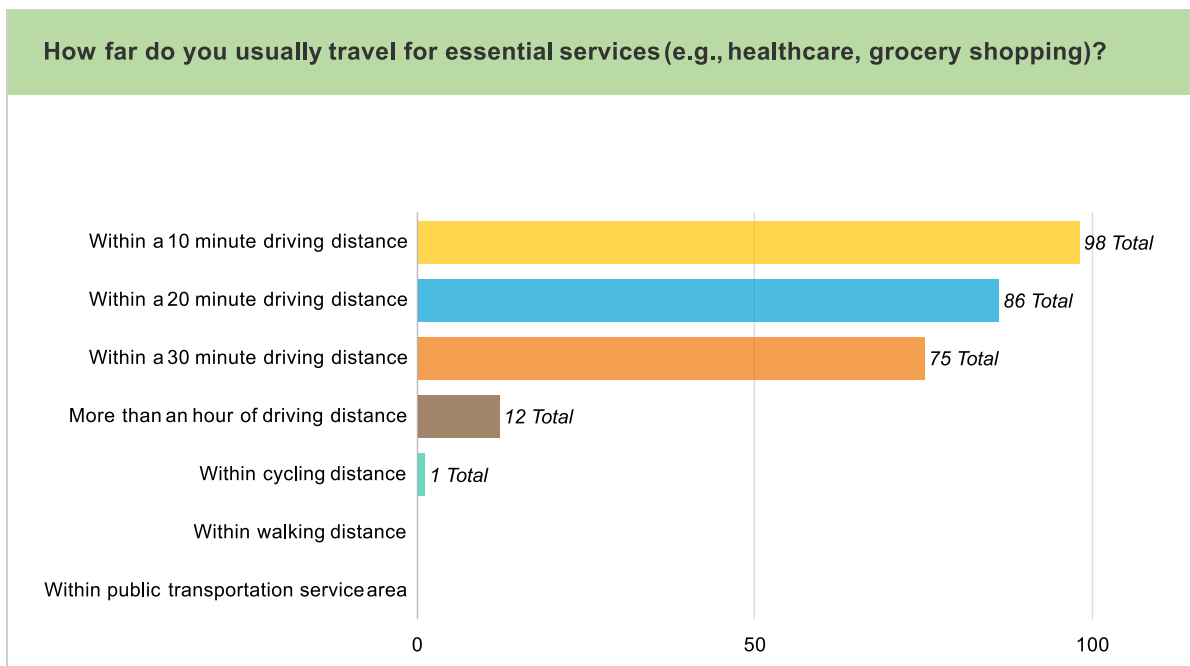


Figure 3 (above). Survey Responses to question: “How far do you usually travel for essential services (e.g., healthcare, grocery shopping)?”

ACCESS TO RELIABLE TRANSPORTATION OPTIONS

When asked “Do you have access to reliable public transportation options in your neighborhood?”, most respondents (113 or 42.32%) acknowledged “No, limited or no access to public transportation”, followed by 86 or 32.21% who responded “Yes, easily accessible,” and then 68 or 25.47% who acknowledged “Yes, but not very accessible.” These responses speak to a predominant auto-oriented environment that relies on individual car ownership to successfully utilize community services and participate in the local economy.

HURRICANE EVACUATION

A trend towards independent car ownership continues throughout the survey in response to the question, “When you last left home for a hurricane, what did you do?” Most respondents (238 or 87.5%) advised they drove themselves in their personal vehicle; 25 respondents, or 9.19%, advised they had never evacuated, 8 or 2.94% were picked up by friends or family (not in their vehicle), and 1 respondent (0.37%) used public evacuation spots.



When asked to describe their last evacuation experience, most respondents (148 or 60.16%) advised their experience had “some challenges, but was manageable,” and 47 or 19.11% advised it was “easy and well-coordinated.” About the same number of respondents (46 or 18.70%) advised their experience was “difficult and disorganized”, and 5 or 2.03% advised it was “extremely challenging, requiring external assistance.”

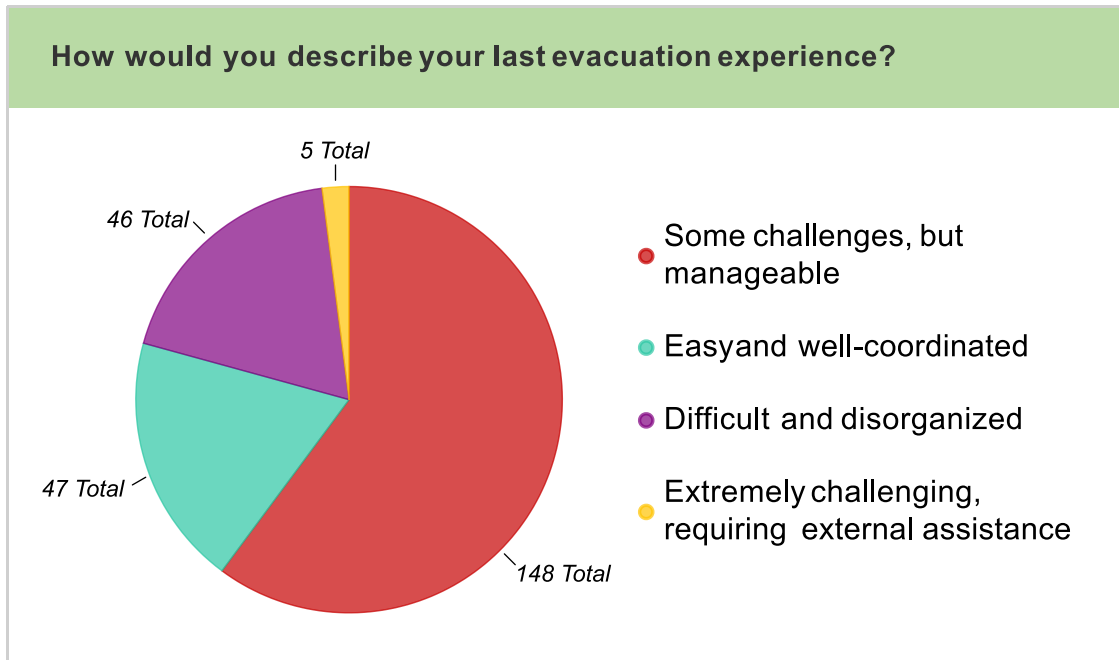


Figure 4. Survey Responses to question: “How would you describe your last evacuation experience?”

This last group of respondents who identified their experience as “extremely challenging, requiring external assistance” were further asked, “If you had difficulty, explain what happened.” Of the 70 responses provided, 56 (80%) cited traffic as the major difficulty. Common themes elevate local challenges with the limited number of bridges that provide critical access points to enter and exit the Parish, the increased strain on the transportation network when one or more of these bridges are closed, and the added difficulty of coastal communities not being given the first option to evacuate and being caught up in the increased traffic from more inland communities utilizing the same evacuation routes. Other difficulties mentioned involved challenges with assisting older relatives, coordinating the care of pets and children, purchasing fuel for cars and generators, securing a safe place to stay, and the stress of worrying about the safety and security of homes while away.

VIII. FEEDBACK ON THE TRANSPORTATION NETWORK

Respondents were also asked, “What would you describe as the best feature of the current transportation network?” Of the 125 responses, approximately 75 were positive and highlighted local, quiet, scenic roadways, a manageable amount of local traffic, the simplicity of Parish transportation routes, and a general ease of getting around the Parish. They also acknowledged that these positive elements were very contingent upon owning your own vehicle and made positive mention of bike lanes being built and planned in the Parish. The remaining 50 responses included 23 responses to the effect of or similar to: “None,” “There isn’t any,” or “Terrible;” as well as additional comments that stressed the need to enhance transportation network services and infrastructure to support residents’ quality of life and to expand the network, which is often viewed as being “stretched to its limits.”



Recommended improvements include: (1) the development of bike, pedestrian, and public transit infrastructure; (2) the relocation of the proposed Port LIT project; (3) enhancements to existing main roadways and bridges to address anticipated damage from heavy truck traffic coupled with soils prone to subsidence or sinking, (4) maintaining low-density development patterns to reduce traffic, (5) limiting further industrialization until transportation system improvements are complete, (6) reducing the number of current night trains today and limiting the growth in the number of night trains in the future, and (7) developing overpasses in areas where trains regularly stop and impede major arterials or emergency services.

IX. TOP TRAFFIC CONCERNS IF THE PORT SITE IN VIOLET IS CONSTRUCTED

Respondents were asked, “What are your top traffic concerns if the Port site in Violet is constructed,” and were provided the option to select up to 3 choices from the list shown in **Figure 5**.

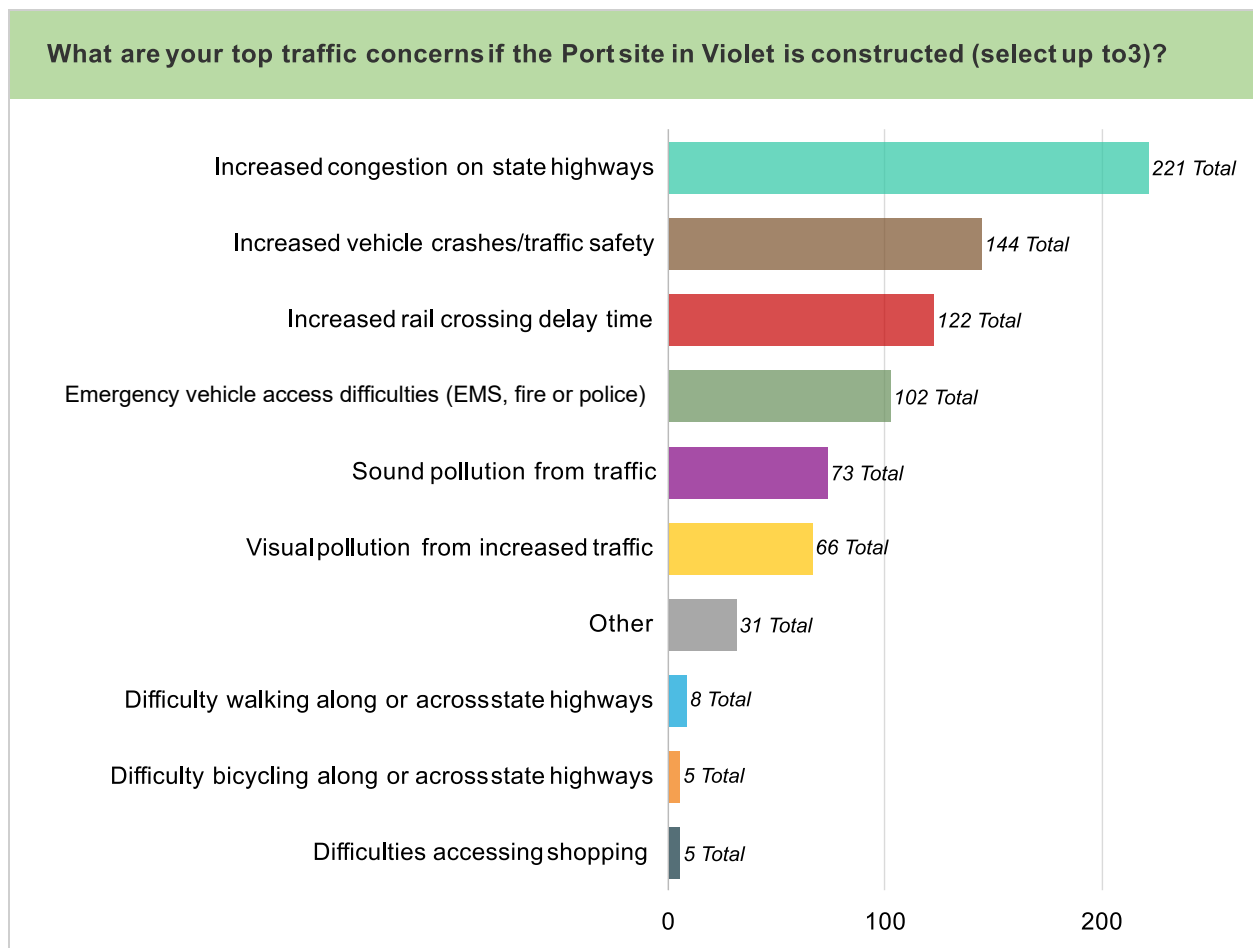


Figure 5. Survey Responses to question: “What are your top traffic concerns if the Port site in Violet is constructed (select up to 3)?”

Most respondents (221 or 81.55%) selected “Increased congestion on state highways,” followed by “Increased vehicle crashes/traffic safety” (144 or 53.14%), and “Increased rail crossing time” (122 or 45.02%). Not insignificantly, the category that ranked fourth highest was “Emergency vehicle access difficulties (EMS, fire, or police)” (102 or 37.64%).

Respondents were also able to list “Other” traffic concerns not listed above. Twenty-three responses were collected and reviewed from this category. These comments communicate concerns about: (1) increased heavy truck traffic and the “imminent” damage to state and local routes; (2) air pollution from heavy truck traffic; (3) environmental damage from



transportation improvement construction activities; (4) crime; (5) continued operation of night trains; and (6) community safety related to the proximity of children and families living near the proposed Port LIT site and along rail lines.

It is clear from community responses that there is consensus that—if the Port LIT project is to move forward—transportation system upgrades that anticipate and plan for heavy truck traffic, traffic delays at key rail crossings, and public safety will be key to mitigating potential negative impacts of this development.

X. MAPPING EXERCISES

The Project Team collected mapped responses through two avenues, both online and in person as part of Public Meeting No. 1. All responses were consolidated in the Mark the Map exercise online to create one consistent dataset. A total of 43 comments were received as part of the mapping exercises in response to the prompt “When traveling in St. Bernard Parish - tell us about something you love, something that needs to change, or if you have an idea for a project.” The Survey was open from January 9th to May 9th (closing at midnight).

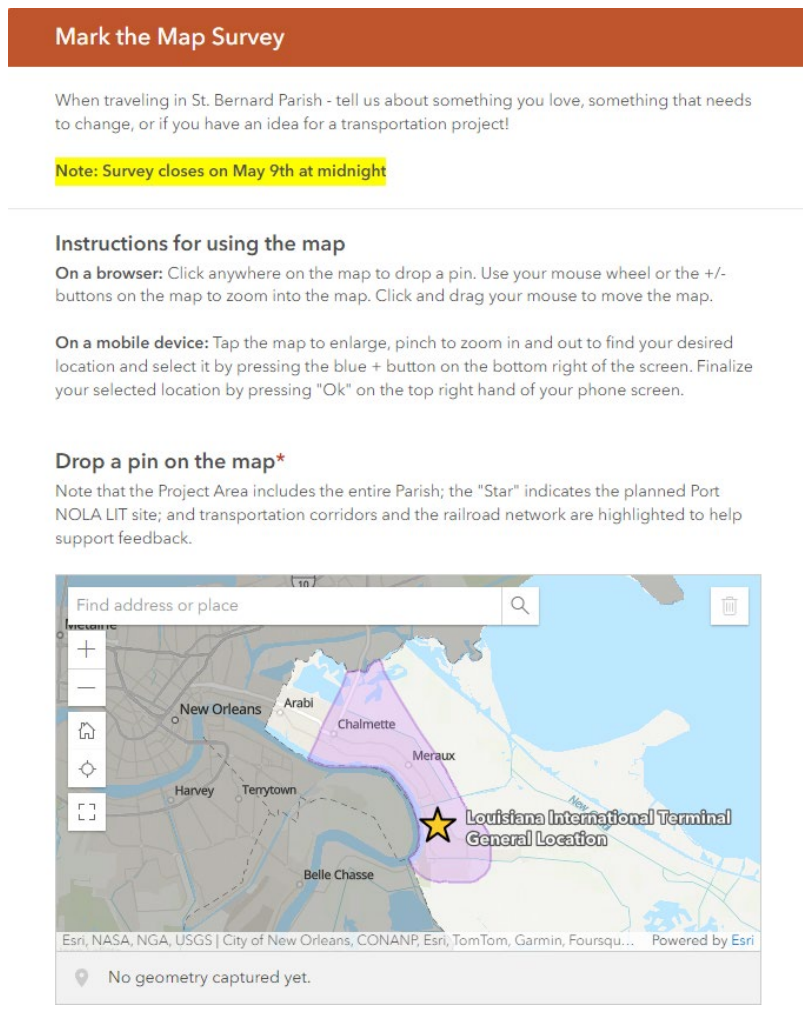


Figure 6. Image of Mark the Map Survey hosted online from January 2024 to May 9, 2024.

In total, 24 (or 55.81%) of respondents identified something that needs to change, 12 (or 27.91%) of respondents had an idea for a project, and 7 (or 16.28%) of respondents identified something that they love. The things respondents identified as positive included:



Note: Information collected in support of this study may be used in a future NEPA process.

- Nearby wetlands and natural habitats,
- The proximity of their home to work locations,
- Limited stop lights on St. Bernard Highway, and
- Limited local traffic.

Transportation network elements that respondents stressed as “needing to change” were:

- The night train schedules;
- The Port LIT site location;
- Lower speeds, pedestrian crosswalks, and school zones;
- Road noise reduction;
- Rail overpasses built on Judge Perez Dr and St. Bernard Hwy at major intersections entering and exiting the Parish;
- Improved railroad monitoring of dangerous chemicals; and
- Limitations on train lengths when carrying toxic chemicals.

The image below includes all mapped comments.

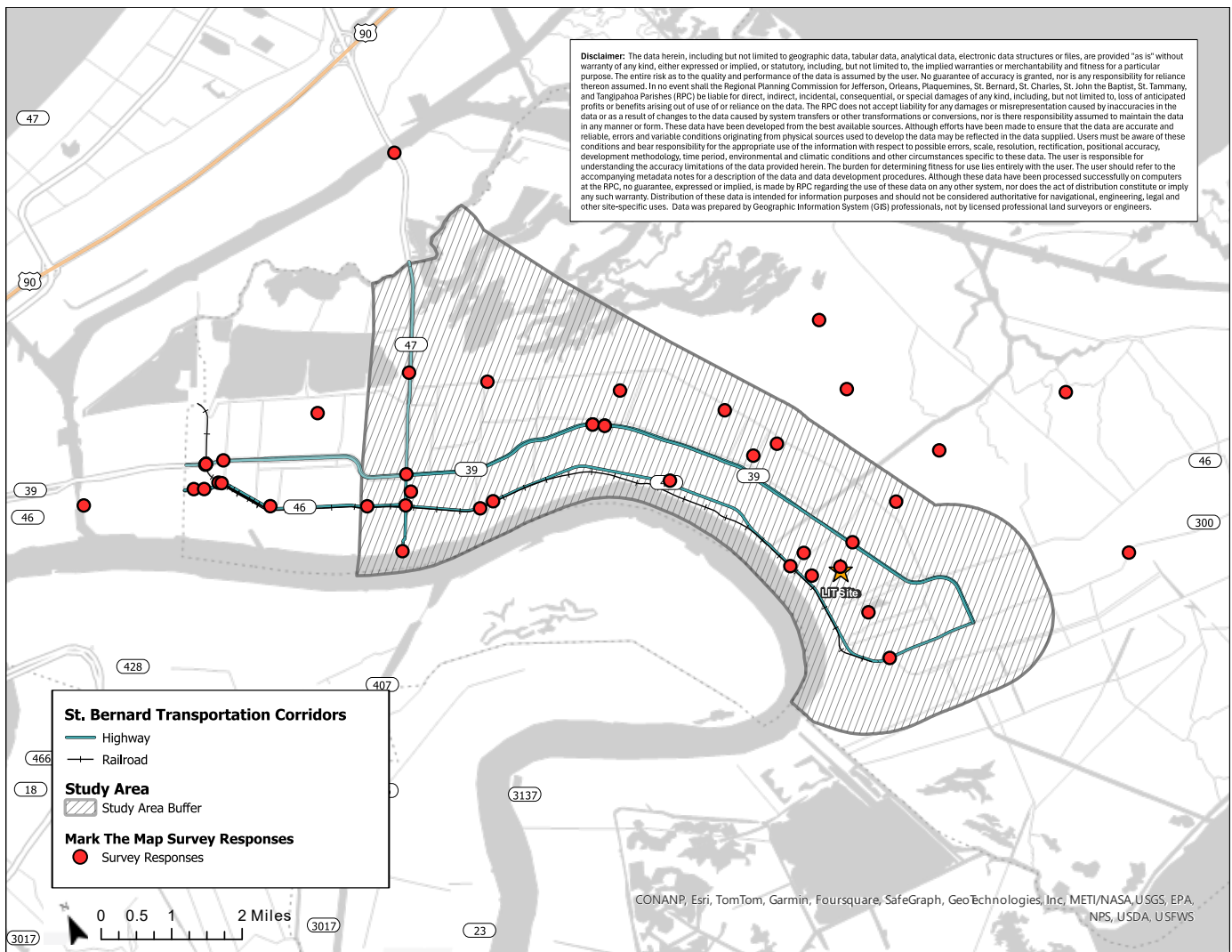


Figure 7. Responses to Mark The Map Survey mapped spatially across the Study Area.



Note: Information collected in support of this study may be used in a future NEPA process.

Location-specific project concepts suggested by respondents as part of mapping exercises and surveys were colored by the type of improvement requested and listed in **Figure 8** and **Table 7** on the following pages. Mapped comment locations were well distributed throughout the Parish and touched on transportation elements important to plan for the future. The comments inform this evaluation and the RPC's long range plan efforts.

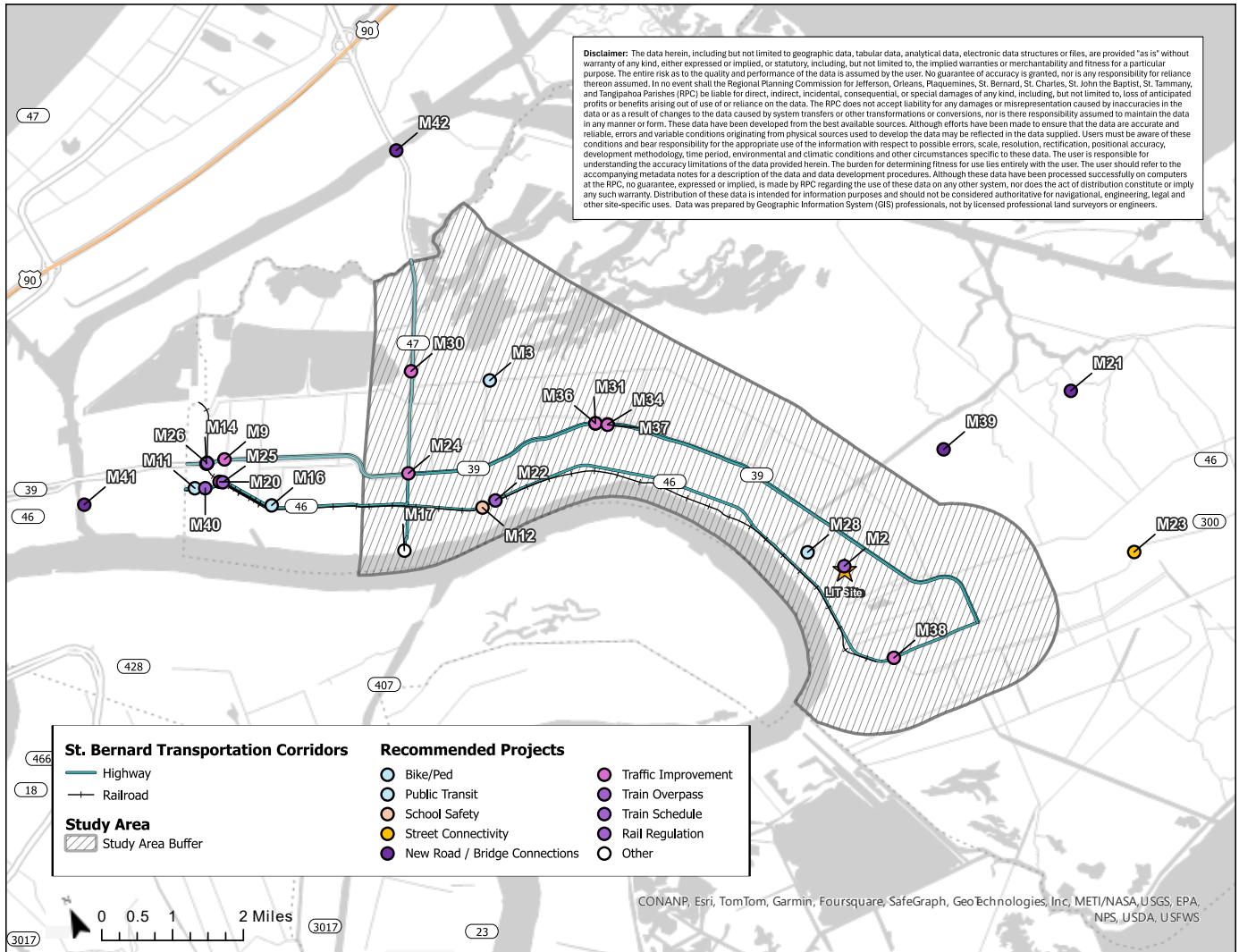


Figure 8. Site-Specific Project Concepts mapped spatially across the Study Area.

XI. METHODOLOGY: THEMES ISOLATED ACROSS ALL RESPONSES

As of May 10, 2024¹, a total of 345 respondents provided feedback via online and in-person engagement activities. Of these 43 were from online and in-person mapping exercises, 274 were from in person and online surveys, and 28 were from in person comment cards received as part of community meetings and tabling events. The themes captured herein were part of most residents' concerns and were often coupled with project concepts and ideas that could isolate ways to better support the future transportation network in the Parish. To support consideration of alternative project concepts, the Project Team compiled all project-related comments from all questions, as well as from mapping exercises and

¹ Note: May 10, 2024 is the closing date of the questionnaire and mapping online surveys.



comment cards, grouped them, and analyzed this feedback to support the Project Leadership Team’s consideration and design of Study transportation alternatives.

Table 7. Mapped site-specific project concepts listed.

ID	Mapped Response Themes	Proposed Projects and Concepts from the Public
M16	Bike / Ped	Add wheelchair-accessible sidewalks with braille and other handicap features for crosswalks in and around the future hospital site so that everyone can access healthcare at the hospital.
M28	Bike / Ped	Improve neighborhood sidewalk connectivity, specifically in Violet
M3	Bike / Ped	Improve the existing road along Forty Arpent Canal to prioritize pedestrians, bicyclists, and motorized or manual wheelchairs as an accessible corridor for alternative travel modes; incorporate connections to this parish-wide lateral to increase its utility.
M11	Public Transit	Plan and construct a park-and-ride somewhere near the Bus Hub on St. Claude Ave and Mehle Street, including security cameras, gates, and consideration of a user fee to support local ridership.
M12	School Safety	Designate a school safety zone on LA 46 East from Paris Rd to Liccardi Dr/Jacob Dr in Chalmette, including crosswalks, lower speeds, signage around blind curves, improved striping, and lighting to support the safety of school-aged children.
M31	School Safety	Designate a school safety zone on LA 39 (E Judge Perez Drive) in Meraux.
M23	Street Connectivity	Reconnect and upgrade Bayou Road (Highway 300) in Toca, St Bernard, allowing for safe EMS access, effective bus routes, and local use.
M21	New Road / Bridge Connections	Build a multi-lane contra-flow bridge (tollway) that supports increased traffic in and out of the LIT.
M39	New Road / Bridge Connections	Build a dedicated road north of the Port to 1-10 that will support increased traffic in and out of the LIT.
M41	New Road / Bridge Connections	Investigate the development of a new East/West bridge connection to the Parish beyond the St. Claude and Claiborne bridges.
M42	New Road / Bridge Connections	Investigate the development of a new bridge connection to the Parish beyond the North/South Parish Road/Green Bridge.
M21	New Road / Bridge Connections	Create a dedicated access road directly from the LIT using a maritime transportation channel/canal for future container traffic.
M20	Traffic Improvement	Improve existing Judge Perez and St. Bernard Highway road capacity, including the effects of future heavy truck traffic, flooding, and subsidence.
M24	Traffic Improvement	Adjust light timing at Parish Road and E. Judge Perez Drive (hold times reportedly exceed 8 minutes).
M30	Traffic Improvement	Adjust light sensors at Parish Road near W. Agriculture Street.
M34	Traffic Improvement	Review and update signage related to the traffic light at Hannan Blvd and Judge Perez (both can turn left).
M36	Traffic Improvement	Add a red light E Judge Perez Dr and Paul Dr, re: school safety and traffic.
M37	Traffic Improvement	Add a red light at the intersection of Archbishop Hannan Blvd and E. St. Bernard Hwy, re: traffic.



M38	Traffic Improvement	Add shoulders to St. Bernard Hwy.
M9	Traffic Improvement	Adjust light sensors at Judge Perez and Center Street.
M14, M26, M29	Train Overpass	Add a train overpass at the intersection of the Florida Walk Canal and West Judge Perez Street.
M20, M25	Train Overpass	Add a train overpass at the intersection of Center Street and St. Bernard Hwy.
M40	Train Overpass	Add a train overpass over the St. Claude Avenue neutral ground at or near the intersection of St. Claude Avenue and Aycock Street.
M2	Train Schedule	Amend night train schedules to reduce frequency and impacts on neighborhood quality of life
M22	Rail Regulation	Require railroad companies to use infrared imaging technology to check chemical rail cars for leaks and to detect overheating to prevent derailments before entering the Parish.
M17	Other	Relocate the Chalmette Ferry to improve access and safety, and consider alternatives to support better Mississippi River connections.

XII. ALTERNATIVE PROJECT CONCEPTS PROPOSED

Narrowing in on opportunities that may mitigate or reduce the likelihood of community concerns, the Project Team identified the following project concepts proposed through community feedback for the PLT’s consideration during the course of the study and shared this information in late April (after Public Meeting No. 1 and Tabling events), and in Late June to support alternative development.

NEW ROADS AND SYSTEM CONNECTIVITY

Community feedback included over 30 comments specifically related to the development of a new road or the need for increased connectivity through new roadway or bridge construction to relieve the potential traffic congestion on LA 46 and LA 39 and perceived negative community impacts (air and noise pollution, damage to state and local roads, damage to homes from reverberations of heavy truck and rail traffic, etc.) in St. Bernard Parish, should the Port LIT Project proceed. These concepts are further assessed and explained below:

Dedicated elevated expressway: Respondents stress that if constructed, an elevated expressway should learn from regional best practices (referring to the construction of the Causeway Bridge) and be constructed to include shoulders, turnarounds, crossovers, appropriate height guards rails, life vests, nearby tow trucks, Road Assist with EMS, technology for traffic alerts, technology for quick implementation plans for marsh fires, fog, and visibility issues; lighting, speed strips and or speed bumps; enforcement, funding for maintenance, technology for toll booths, emergency call boxes, and support for emergency response vehicles. In terms of proposed elevated expressway alignments and connections, feedback included multiple specific and general insights into what should be considered as part of project alternatives, including:

- “a dedicated new North South elevated expressway across the MRGO and the ICWW and then, across the swamps and tie directly into Interstate 10 in New Orleans East. This route would further be used as a hurricane evac route should I510 ever become compromised and there would be an approaching hurricane.”
- “Need to build new bridge and connect to I 10 past Michoud exit.”
- “You need to build a multi-lane contra-flow bridge (tollway) that feeds directly in and out of the LIT”
- “Proposed road is not a true additional ingress/egress for St Bernard Parish and not a true add'l evacuation route UNLESS its connection to I-510 is NORTH of the IWGO / MRGO with its own bridge over the
-



IWGO/MRGO. Otherwise, it's just a bottleneck of slow-moving trucks blocking traffic as they struggle up the steep "Green Bridge."

- The existing road and bridge network is not designed to support heavy truck traffic, citing the "Green Bridge" limited weight capacity, the Parish Road Bridge is not in the best condition and under constant repair to support anticipated system wear and tear.
- "The road's ingress/egress in Violet should be directly NORTH of proposed port site & not further East or West on Judge Perez."
- Consider "extending from 510/Paris to somewhere to the city, kind of like a Westbank expressway"... "it can parallel Florida avenue and end somewhere in the desire area."... to be a "dedicated straight shot from New Orleans to St. Bernard Parish. Without having to go through the 9th ward and worry about catching a variation of 2 trains, 2 bridges and 17 red lights that can hold up traffic significantly."
- "A completely new and modern multi-lane bridge will be needed that does not cut through Meraux or Chalmette."
- "Build the Truck Hwy cut in to Paris Rd and the Green Bridge."

It should be noted that few respondents (5) expressed concern over impacts to the wetlands and fisheries in the potential project area involved with construction of an elevated expressway.

New roadway construction: improved network connectivity: In addition to expressing a need for a new elevated connector road, respondents also called for the Project Team to increase connectivity to the Parish's transportation system through:

- The development of a new connection between Florida Avenue and Elysian Fields, referring to this as the "**Florida Avenue Connector**," stressing that "The transportation corridor needs to extend beyond Paris Road and connect to Florida Avenue bridge to actually have benefit to the general public and future growth of the Parish."
- Reconnection of Bayou Road (Highway 300) in lower St Bernard with the rest of the Parish to improve neighborhood safety via accessible routes for EMS access and school buses.
- Construction of bridges or elevated routes over rail crossings having the highest traffic and public safety impacts at arterial crossings on Judge Perez and St. Bernard Hwy. **A high priority would be to support access over any rail crossing to St. Bernard Parish Hospital, which is listed as the destination for emergency services to the lower 9th ward, and maintaining routes for emergency medical care from St. Bernard Hospital to LSU Medical.**
- Repair of the LA 47 bridge to acceptable engineered standard and maintaining these standards to withstand potential additional PORT LIT container traffic along with the construction, personnel, contractors, and maintenance that comes along with the LIT.
- Create "a dedicated access road directly from the LIT using a maritime transportation channel/canal for the anticipated increase of 2 million shipping containers.

IMPROVEMENTS TO ST. BERNARD HIGHWAY / LA 46

Traffic backups due to long trains was a common theme on LA 46, for which respondents tended to refer to a new dedicated road and elevated bridges to grade separate rail crossings at key intersections (see section above). Respondents also suggested expanding St. Bernard Highway to include 4 lanes with shoulders to support pedestrian safety, checking the functionality of vehicle sensors at lights, adding a red light on Archbishop Hannan Blvd and E. St. Bernard Hwy, and generally improving the road quality to better support local traffic. Respondents cautioned that even with the expansion and road improvements, the road cannot handle heavy truck traffic due to soil conditions that cause the roads to sink and damage quickly from heavy truck traffic. One respondent highlighted a need to assess considerable safety issues associated with speed limits on LA 46 East from Paris Rd to Liccardi Dr/Jacob Drive in Chalmette, where students walk to the high school or wait for grade school buses on the highway near a curve on Hwy 46 E where the speed limit increases from 35 mph to 45 mph. Lower speed limits, pedestrian crosswalks, signage, and improved striping and lighting were recommended to this area to make it safer for school-aged children.



IMPROVEMENTS TO JUDGE PEREZ DRIVE / LA 39

Traffic backups due to long trains was a common theme on LA 39, for which respondents tended to refer to a new dedicated road and elevated bridges to grade separate rail crossings (see section above). Respondents also suggested assessing whether vehicle sensors at lights (which were noted to run red for 8+ minutes each) were working correctly, adding a red light on East Judge Perez Drive and Paul Drive to support school traffic crossings, evaluating the need to add more red lights from “campagna to archbishop Hannah” to reduce speeding, adding signage on the traffic light at Hannan Blvd and Judge Perez indicating that both lanes can turn left; and generally improving the road quality to better support local traffic.

PLANNING FOR BRIDGE CLOSURES OR LIMITED CAPACITY

Respondents expressed significant concern over the potential disruptions to traffic on the local system before and during the construction of a potential elevated expressway. Concerns focused mainly on the likelihood that other roads and bridges that provide already limited access to the parish (namely the Paris or “Green” Bridge) are under constant repair, and the addition of construction crews and heavy equipment needed to build an elevated expressway will further exacerbate local traffic, safety, congestion, and road damage.

ACCESSIBILITY, PEDESTRIAN CROSSINGS, SAFE ROUTES TO SCHOOLS, BICYCLE IMPROVEMENTS, PUBLIC TRANSIT (BUS)

While the Parish has been developed as a largely auto-oriented, car-reliant community (254 or 92.62% of survey respondents commute to work via their private vehicle), respondents called for long-term multi-modal safety improvements that would better support the future growth and quality of life for all in the Parish, described in more detail below:

Improved accessibility, crossings, and safe routes to schools.

Respondents desire to see the Parish and Region work together to better prioritize transportation system improvements for school-aged children, pedestrians, and those who are mobility impaired and rely on motorized and manual wheelchairs. Respondents specifically would like to see as part of future transportation improvements: a review of school zones, existing signalization and crossings in school areas, and planning improvements to all major intersections to support the safety of school children, pedestrians, and those who are mobility impaired. Regarding an ongoing project, one respondent requested the proposed road from the St. Bernard Port to Judge Perez, which includes access St. Bernard Hospital from St. Bernard Hwy, include wheelchair accessible sidewalks with braille and other handicap features for crosswalks, so all are able to access healthcare at the hospital. Recall that 32 survey respondents (11.81%) answered “Yes” to the question “Do you have any disabilities or mobility challenges that impact your transportation options?”

Bicycle improvements that support user safety

Respondents acknowledge that there are limited bike paths and sidewalks in the Parish and that providing more safety features (like hardscape dividers) for existing shared bike lanes will support increased use of these lanes. For example, “Public transportation is extremely difficult to come by. A better and safer bike path would allow my 5-minute drive to be converted into a 10-minute cycling opportunity.”

Expanded and improved public transit

Respondents requested better access to public transit in the future, including expanding public bus service beyond the edge of the Parish (near New Orleans), extending bus service on the weekends, and improving the existing “bus hub” with an official park-and-ride lot nearby, and adding security cameras and/or gates—all of which (respondents suggest) could improve ridership because people want to be able to go to the City without having to bring their car.



SIDEWALKS AND IMPROVEMENTS ALONG THE MISSISSIPPI RIVER

Respondents envision for the Parish's Future Transportation Network new walking and cycling paths along the 40 Arpent Canal and the Mississippi River levee trail, which could connect neighborhoods and amenities across the Parish. In the nearer future, residents desire to see sidewalk improvements in Violet neighborhoods. Other improvements imagined related to the Mississippi River include moving the Chalmette ferry location to reduce transportation conflicts with the existing oil refinery.