RPC Citizen Participation and Community Outreach
New Orleans, Louisiana Metropolitan Area

Prepared by
The Estopinal Group and Strategic Partners

This report was prepared under RPC Task No. D-2.14
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1.0 BACKGROUND
The Regional Planning Commission (RPC) serves as the Metropolitan Planning Organization (MPO) for the Greater New Orleans Metro Area that covers six parishes (Jefferson, Orleans, Plaquemines, St. Bernard, St. Tammany and Tangipahoa). As the MPO, RPC establishes policies for the region and sets priorities for the disbursement of federal funds for transportation projects, citizen participation is very important to the process.

As the MPO, RPC establishes policies for the region and sets priorities for the disbursement of federal funds for transportation projects, there is a need to expand citizen participation. As part of the planning process, RPC identified and mapped locations of low-income and minority populations. The Estopinal Group (TEG) and Strategic Partners were engaged to assist the RPC with expanding its citizen participation among minority and low income populations within the New Orleans Metropolitan Area. The intent of this work was to open lines of communication between the RPC and the targeted communities specifically in New Orleans East, the City of Kenner and the West Bank of Jefferson Parish.

2.0 OVERVIEW
According to a 2011 briefing by Transport NOLA and research by the Kirwan Institute the target populations’ transportation cost consumes 48 percent to 59 percent of the household’s income. Transportation costs encompass all the trips that households make as part of their daily routine, including commuting, errands, and other travel. For car owners this includes the full costs of auto ownership, such as car payments, insurance, maintenance, and gas. For transit riders it includes the price of transit.

A recent study by the American University (AU) indicated wealthier people can pay a premium to live in walkable communities, but that means housing becomes expensive close to transit and cheaper farther away, driving low-income people to less accessible areas of the city. Further, the AU study noted that low-income commuters are more likely to take public transit to commute and reported longer than average commute times. Additionally, because wealthier people have access to more of what they need closer to where they live, they no longer place the same value on automobile ownership. On the other hand, poorer people, living farther from their jobs and the resources they need, value cars because of the accessibility they provide.

As the Metropolitan Planning Organization (MPO) for the Greater New Orleans Area it is imperative the RPC ascertain input and feedback from citizens in the target populations regarding their transportation needs. The expansion of the citizens’ participation and community outreach campaign was deemed the most appropriate method to obtain input from the identified groups. The primary goals of the RPC Citizen Participation and Community Outreach New Orleans, Louisiana Metropolitan Area (RPC Task No. D-2.14) project were:

- To inform citizens of RPC’s functions, projects, sphere of influence, and programs;
- To pro-actively request public involvement in the identification of transportation needs among the target population through surveys and citizen comments;
To provide citizens the opportunity for participation in the planning process that guides the development and refinement of the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP).

3.0 METHODOLOGY

The Estopinal Group (TEG) and Strategic Partners were engaged by RPC to assist with expanding its citizens’ participation and community outreach/engagement campaign among minority and low income populations within the metropolitan New Orleans Area. TEG approached the work in two phases: education and outreach and expanding citizen participation. A work plan was developed in collaboration with RPC staff.

The engagement strategy incorporated a diverse cross section of participants culturally, socio-economically, and linguistically to solicit their opinions on present services and vision for the future of transportation. The following paragraphs detail tasks undertaken to accomplish the overall goals of the project.

4.0 EDUCATION, OUTREACH AND EXPANDING CITIZEN PARTICIPATION

A comprehensive workshop style presentation was developed in collaboration with RPC staff. The presentation was designed to inform citizens and opinion leaders about the purpose and functions of the Regional Planning Commission (RPC), the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP). The presentation focused on the role of RPC as the transportation planning agency for the region, how RPC is funded, how projects are selected and programmed, and how RPC intends to incorporate citizen input into the future transportation improvement plans. Additionally, the presentation was used to communicate with neighborhood associations, umbrella organizations, community leaders and citizens the benefits of their participation in the planning process of RPC’s MTP and TIP.

To obtain input from citizens who have not traditionally been involved in transportation improvement the minority and low-income communities were identified by census tract in collaboration with RPC. Income thresholds for determining low-income populations were established based on information from the Department of Health and Human Services.

During the months of May 2014 through June 2014, three public forums were hosted by the RPC. The three locations were - New Orleans East, the City of Kenner and the West Bank of Jefferson Parish. Media messaging and a public/community relations plan were developed to compliment the education and outreach and community meetings component of the project. Channels of communication included working with neighborhood associations, faith-based organizations and umbrella organizations that represented the largest concentration of minority and low-income populations. Targeted populations included African-American, Vietnamese and Hispanic communities. The public meetings were advertised and promoted through various media outlets.
such as email blast, evites, electronic newsletters, neighborhood association database, letters of invitation to association presidents and elected officials from the targeted communities. Upon entering the meeting place participants were asked to sign-in in an effort to update the database of neighborhood associations and organizations. An updated data base of neighborhood associations and organizations is included as an attachment in this report.

Following the workshop style presentation participants were engaged in small group discussions facilitated by RPC staff. The staff used RPC maps and a tool entitled “What works for you?” to guide the discussions. The maps provided participants with a visual of their neighborhoods. The tool allowed participants to identify issues related to the transportation system they would like to see more of, needs improvement or does not work well in their community. The information obtained from the small group discussion is included in this report.

In addition, to obtain citizen input on present services and the vision for the future of public transportation, participants were asked to complete a confidential 10 minute paper and pencil survey. To increase citizen participation the survey was also administered online using an electronic database of citizens from the target neighborhoods and organizations. As a result, two hundred forty-one (241) residents responded to the survey. The survey was also translated into Spanish and Vietnamese. Copies of the three versions of the survey are attached. A summary of the survey results is included in this report.

5.0 SUMMARY OF NEW ORLEANS EAST COMMUNITY PUBLIC MEETING

On May 29, 2014, The Regional Planning Commission hosted a community meeting in New Orleans East to engage residents on their transportation needs. The meeting was held at The Apostolic Outreach Church, 8358 Lake Forest Boulevard at 5:30 p.m. New Orleans East residents were invited as well as elected and public officials. In attendance were representatives from the City of New Orleans, Louisiana Department of Transportation and Development, the Regional Transit Authority and the Regional Planning Commission. Below is a summary of key points discussed and discussion outcomes:

5.1 Street Improvements and Landscaping Issues
Several street improvement and landscaping issues were also discussed. Common opportunities for improvement included street repairs, potholes, and maintaining landscaping along neutral grounds and the interstate. Areas specifically discussed, in this regard, included Michoud Boulevard, Morrison Road, and Crowder Boulevard (between Haynes and I-10). Community members welcomed the new streetscapes on Alcee Fortier and noted that they would like to see more of that type of landscaping. Specific suggestions included widening Lake Forest Boulevard from two to four lanes, re-opening the Downman Road I-10 on-ramp during peak a.m. hours, and adding a safety lane to the High Rise Bridge to allow for the addition of sound walls. Buffering traffic noise was discussed as a community priority.
Next Steps and Discussion Outcomes:
The RPC has projects in the pipeline to address Read Blvd. (Dwyer Rd.-Morrison), Morrison Rd. (Mayo-Bullard), Bundy (Morrison-Chef Menteur), and Almonaster Ave. (Louisa-Jourdan). The Read Blvd. project includes landscaping, sidewalks, ADA ramps, pedestrian signage and lighting. The Morrison Rd. project will feature pavement rehabilitation and ADA ramps, which should address the “house shaking” described by residents on Morrison which was attributed to overall road quality. Lake Forest will also be addressed through future RPC projects. The Almonaster and Bundy projects will be similar. These projects should increase walkability and safety.

The Louisiana Department of Transportation and Development noted that their contracts required areas be mowed 10-12 times a year, and that trees and other landscaping complicate maintenance. DOTD will review this issue. The DOTD will provide neighborhood associations with grass cutting/landscaping information and schedule for I-10.

5.2 Pedestrian and bicycle infrastructure and amenities
Pedestrian safety and the addition of more bicycle lanes to the community were key concerns discussed. The positive influence of the 610-Stomper pedestrian and bicycle safety campaign was noted and community members suggested that New Orleans East should move towards becoming a bikeable and walkable community. Community members noted their support of a proposed walking path, to be developed in five phases, from Michoud Boulevard to Bayou Sauvage. Chef Menteur Highway, Michoud Boulevard, and Lake Forest Boulevard were highlighted by community residents as opportunities for bicycle and pedestrian improvements. Suggestions included the addition of bike lanes to Chef Menteur, Michoud (between Chef Menteur and Lake Forest), and Lake Forest (between Wright Road and Michoud). Increased street lighting, sidewalks, and crosswalks were discussed generally, but also specifically along Chef Menteur (between I-510 and Alcee Fortier). The new development and health center planned for Alcee Fortier at Chef Menteur Highway was discussed by residents as the catalyst for more pedestrian planning.

Next Steps and Discussion Outcomes:
The RPC will provide residents with information on contacting the Complete Streets Panel so that residents can share their area’s priorities. The City of New Orleans Plan for the 21st Century: New Orleans 2030 Plan has already identified Chef Menteur Highway and Michoud as future potential bike route priorities.

Additional Resources:
Complete Streets http://www.nola.gov/dpw/complete-streets/

5.3 Bus Service, Schedule, and Amenities
Community members identified several strengths and opportunities within the bus system which currently serves them. The installment of the new bus shelters
in the area was lauded as a success and the community noted it would like to see more installed. Residents also suggested that bus schedules and routes be reevaluated for length, headway distance, and weekend ridership. Additionally, community members suggested a discounted bus fare for youth and increased use of Vietnamese translation for rider information purposes. A concern was raised regarding the ability of Vietnamese senior citizens to use the bus lifts as a result of language barriers. Specific bus lines discussed included the Morrison bus line, the Lake Forest bus line, and the Hayne bus line.

**Next Steps and Discussion Outcomes:**
A Regional Transit Authority representative noted community concerns and stated that schedules are based on ridership numbers, more riders are needed to increase bus frequency.

RTA also noted that post-Katrina, despite schools and other buildings relocating, bus routes had to remain on the larger transportation thoroughfares and could not be modified to cater to schools. RTA also expressed interest in consolidating transit services in New Orleans East, and using express buses to get to downtown and other parts of the city. The suggestion of a park-and-ride (where people could park their cars at a central transit location and ride the bus to downtown) was also supported by RTA as being a future possibility.

**5.4 Drainage Issues**
Street flooding and drainage was also a topic of discussion. Specifically, residents suggested that there was an opportunity for improvement at the intersection of Michoud and Chef Menteur Highway, and along Morrison Road.

**Next Steps and Discussion Outcomes:**
The RPC noted that the issue of drainage is taken into account with any new project and in road rehabilitation. Any additional drainage concerns will be brought to the attention of New Orleans’ Department of Public Works.

**5.5 Miscellaneous Discussion Points**
The meeting facilitated a wide-ranging discussion and community residents brought up several other additional suggestions and perceived issues in their community. These included the suggestion of extending the Chalmette Ferry hours, to accommodate commuter schedules throughout the year, and exploring the possibility of a Park and Ride to facilitate access to downtown New Orleans. Community members also voiced concerns about illegal dumping on Almonaster Boulevard.

**Next Steps and Discussion Outcomes:**
Community concerns were noted by all organizations represented and the RTA stated that they would look into the extension of ferry hours.

**6.0 SUMMARY OF KENNER COMMUNITY PUBLIC MEETING**
On June 11th, 2014, the Regional Planning Commission hosted a community meeting in the City of Kenner to engage residents on their transportation needs. The meeting was held at the Hispanic Resource Center, 4312 Florida Street at 6:00 p.m. Kenner residents were invited as well as elected and public officials. In attendance were representatives from the City of Kenner, Kenner Department of Public Works, Kenner Councilwoman Maria DeFrancesch, the Regional Transit Authority and the Regional Planning Commission. Below is a summary of key points discussed:

6.1 Landscaping
The need for more landscaping, particularly along West Esplanade Avenue and other major thoroughfares, was discussed.

6.2 Pedestrian Safety and Crosswalks
Pedestrian safety was discussed as an opportunity for improvement. Residents observed that there was a lack of sidewalks in new subdivisions and that several sections of roads would benefit from the addition of sidewalks and crosswalks. In particular, residents mentioned that the intersection of Veterans Memorial Boulevard and Williams Boulevard was hard to cross, and that 31st Street (between Duncan Canal and Loyola Dr.) and Veterans Memorial Boulevard (Loyola Dr. to Williams Blvd.) need sidewalks. Additionally, the intersections of Airline Drive and Roosevelt Boulevard, and Airline Drive and Filmore were brought up as areas that would also benefit from pedestrian safety infrastructure such as crosswalks.

6.3 Road improvements and signage
Road improvements and the need for better road signage were also discussed by residents. Residents suggested that Williams Boulevard have the median returned, and that 31st Street be widened. Additional signage was suggested by residents to increase safety at both the 32nd Street and Williams Boulevard area, and Williams Boulevard just south of Veterans Memorial Boulevard where the lanes decrease from three to two. Both overhead signs and variable-message signs (VMS) were suggested improvements. Residents also suggested left-turn arrows at the intersections of Airline Drive and Roosevelt Boulevard and Airline Drive and Filmore.

6.4 Transit
Residents discussed concerns with both the route and schedule of the “Kenner Loop” bus. They suggested that the bus run after 5:30 p.m. to better serve commuters. Additionally, it was noted that the Chateau neighborhood is underserved by transit.

All transportation comments were noted by agency representatives. The Regional Planning Commission will continue to provide residents with on-going information in regard to scheduled improvements in the
7.0 SUMMARY OF WEST JEFFERSON COMMUNITY PUBLIC MEETING

On June 26, 2014, the Regional Planning Commission hosted a community meeting to engage residents on their transportation needs. The meeting was held at West Jefferson Medical Center, 1101 Medical Center Blvd, Marrero at 7:00 p.m. Jefferson Parish West Bank Residents were invited as well as elected and public officials. In attendance were representatives from the Jefferson Parish Council, West Jefferson Civic Coalition, the Regional Transit Authority and the Regional Planning Commission. Below is a summary of key points discussed:

7.1 Traffic Flow between the East and the West Bank
Residents expressed concern about traffic congestion on the bridge and the manner in which multiple lanes are constructed to merge into fewer lanes as cars enter the bridge eastbound.

7.2 Coal Export Facility
Concern regarding potential environmental hazards if Plaquemines Parish permits the development of a coal export facility – the first in the area to transport coal using the rail lines that go through Gretna. Residents feel the majority of the people on the West Bank are not aware of it and their concerns have not been heard.

7.3 Widening Roads
Residents discussed alleviating traffic congestion by widening roads to take the pressure off of Manhattan Blvd and Lapalco Manhattan Blvd- Harvey Blvd: (Manhattan- Wall),( Peters- Manhattan), (Wall- Parish Line), Lapalco Blvd- Victory- Westwood Dr) Lapalco Blvd-(Tanglewood Dr. – Victory)

7.4 ADA Access Improvements
Residents discussed the identification and removal of barriers to accessibility on streets, curbs, and sidewalks. Residents would like greater accessibility for those who need and use high volume pedestrian routes

7.5 Street Drainage
Residents expressed concern with street flooding on LA23/ Belle Chase (Engineers Rd.- Lapalco), US 90B at Stumpf Blvd, Ames Blvd (Barataria- Oregon Dr.), Ames Blvd (Oregon- Blanche Dr), Ames Blvd (W.B. Expressway- Happy St)

Residents requested updates from the RPC on the following projects:
* Removal of toll booths, reconfigure travel lanes on Greater NO Bridge
* Harvey Tunnel Rehab
* LA 18 – 4th Street Bridge Rehab
* US 90- Acceleration Lane @ US 90B
* US 90 at MacArthur- new interchange PH2
8.0 SURVEY DATA ANALYSIS AND FINDINGS

Citizen participation is very important to the Regional Planning Commission’s planning process. A transportation survey was developed in collaboration with RPC staff. The survey was distributed at community and neighborhood meetings to community residents to help RPC get a better profile of residents’ transportation needs. The survey was made available to community residents in a paper and pencil format as well as an online version. Participants were asked to take a few minutes to complete the survey while thinking about public transportation as Bus, Streetcar, Ferry and Paratransit Services. Participants were informed that survey results would become part of a full report and used to establish transportation priorities.

8.1 Survey Design and Data Collection

The questions for the survey were created and refined through collaboration with Regional Planning Commission staff. Survey Monkey was the online instrument used to disseminate and implement the survey. The survey instrument included 12 multiple choice questions each with an open ended comment section at the end when appropriate. Demographic information collected includes parish of residency, zip code, gender, race, age, and household income. Contact information and a request for respondents to participate on the Citizen Advisory Committee of RPC. Eighty-eight (N=186) percent of respondents live in Orleans Parish and eleven percent (N=23) in Jefferson. One percent came from St. Bernard (N= 2), St. Tammany (N=1) and Tangipahoa (N=1) Parishes. (Note: 25 respondents skipped this question).

The survey opened February 26, 2014 and closed June 30, 2014, over this time period there were a total of two-hundred forty-one (241) respondents. Survey respondents were recruited using the electronic mailing list of key partners and stakeholders.

The demographics of the 241 respondents are as follows:

Chart 1 – Which Parish do you live in?

![Chart showing parish distribution](chart)
Eighty-eight (N=186) percent of respondents live in Orleans Parish and eleven percent (N=23) in Jefferson. One percent came from St. Bernard (N= 2), St. Tammany (N=1) and Tangipahoa (N=1) Parishes. (Note: 25 respondents skipped this question).

Chart 2 – What is your gender?

![Pie chart showing gender distribution]

Nearly 58% of the respondents were female and 42% were male.

Chart 3 – What is your race?

![Pie chart showing race distribution]
The majority of respondents are Caucasians (64%) followed by African Americans (22%), those who identified as other (7%), Asian American (4%) and finally Hispanic American (3%).

Chart 4 - How old are you?

Slightly more than half of respondents fall within the age category of 36 – 64 years old (52%). Thirty-five percent (35%) of respondents are 18 – 35 years old. And 65 and older, represent eleven percent (11%) of respondents. Twenty eight respondents skipped this question.
Over 50% of respondents have household incomes over $75,000. Respondents with household incomes $50-$75,000 represent seventeen percent (17%), $33 - $50,000 is eighteen percent (18%), $23-$33,000 are 10 %, and six percent (6%) had incomes under $23,000.

In summary survey respondents are predominately from Orleans Parish (New Orleans), white, “mature” aged individual with household incomes over $75,000.

8.2 Data Analysis Strategy
Individual responses are aggregated for closed-ended questions using the online tool’s analysis feature. For each closed-ended question both the total number of responses, percentages and missing data are calculated. Comments and open-ended questions are manually categorized by theme. Data is also analyzed separately for three target neighborhoods for the project: New Orleans East, The City of Kenner and West Bank Jefferson Parish using zip codes. Qualitative data from town hall meetings in these areas is also used to gain a deeper understanding of residents’ perspectives and priorities.
8.3 Overall Findings
(Based upon aggregate data for each question)

Graph 1- What is your primary mode of transportation to work or school?

Most respondents still use cars as the primary mode of transportation for work, school and leisure travel.

- Cars (67%) are the primary mode of transportation to work or school. However, what was surprising is that bicycling (37%) came in second as a primary mode of transportation. Buses (10%) and streetcars (9%) were both a distant third and fourth. The ferry (3%) was a more favorable mode of transportation than both car/vanpool (2%) and the taxi (1%), but all were much less used than cars and bicycles.

- Cars (47%) were the most popular mode of transportation when running errands and doing leisure activities. Respondents reported hardly ever/never using the streetcar, carpool/vanpool or ferry.
Respondents commute time is 30 minutes or less

- Over three-fourths of respondents (77%) have a 30 minute or less one-way commute to work or school (5-15 minutes is 38% and 15-30 minutes is 39%).
Graph 2 - When running errands or doing leisure activities, please tell us how often you use the different kinds of transportation below?
Graph 3 - If you could plan a safer transportation system, how important would the following be to you?

### Four design elements of a safer transportation system
- Safer design of pedestrian and bicycle facilities (84%)
- Safer walking and bicycling routes to school for children (77%)
- Travelers who know and follow the law (86%)
- Greater sense of security at bus stops (78%)
Graph 4 - How important would the following be in encouraging you to use buses and/or streetcars more often, or would make your current bus or streetcar travel easier?

Three ways to encourage respondents to use buses and/or streetcars more often, or could make current travel easier

- Buses/streetcars that arrive on time (60%)
- Bus routes that go where I (riders) need to go (56%)
- Easier travel between Parishes (41%)
Bicycling is a Primary Theme and Issue

- Note that bicycles are a consistent theme throughout the survey. This is a variable and question to examine by zip code. All response categories were very important at varying levels.
- Sixty-six percent (66%) of respondents reported that better maintenance of streets and more protected bicycle lanes were very important.
- Fifty-eight percent (58%) reported that more bicycle trails and greenways as well as more bicycle lanes were very important.
- Better education for bicycle riders and motorists was rated important by 49%.
- More bicycle parking was very important to 34% of respondents.
Graph 6 - How important would the following be in encouraging you to walk more?

How important would the following be in encouraging you to walk more?

- a. More sidewalk connectivity
- b. Better maintained sidewalks
- c. Easier and safer crossings of busy streets
- d. Better education for walkers and drivers
- e. Travelers who know and follow the rules of the road
- f. More destinations within walking distance
Graph 7 - If walking and bicycling were safer and more convenient for the reasons described in question #7, how likely would you walk and bicycle for the following reasons?

Walking

- Easier and safer crossing of busy streets (63%) is most important in encouraging respondents to walk more.
- If walking and bicycling were safer and more convenient respondents report they are very likely to engage in these activities.
  - Exercise and recreation (81%)
  - Run daily errands (55%)
  - Go to work (53%)
Making Your Community More Livable

Respondents imagine the following two issues are very important in making their community more livable:

- More alternatives to driving (70%)
- Fewer serious crashes on roadways (54%)
Impact of Travel Habits on Environment

Respondents think about personal travel habits does have a negative impact on the environment

- Sixty-nine percent (69%) of respondents either strongly disagree (42%) or disagree (27%) with statement, “I don’t think my personal travel habits have any impact on environment.”
- A total of sixty-three percent (63%) strongly agree and agree with the statement that they would drive less if they could because they believe it has a negative impact, 32% and 31% respectively.
- Respondents were more likely to agree with the statement that, “I bicycle, walk, or use the bus as often as I can even when I could drive because I believe it has less of a negative impact on the environment,” seventy percent (70%) agree compared to twenty-eight percent (28%) who disagree.
- Sixty-six percent (66%) of respondents opposed the statement, “I don’t drive at all, but the decision has nothing to do with the environment.”

(Note: This was not a well worded question and it was noted by several respondents in the comment section.)
Graph 10 - What do you think are the biggest transportation challenges facing the New Orleans region in the next 30 years?

Respondents indicated they were very concerned with the following transportation challenges facing New Orleans over the next 30 years.

- Roads and bridge maintenance (62%)
- Not enough transportation funding (57%)
- Climate change (49%)
- Poor bus or streetcar service (45%)
- Worsening roadway congestion (42%)
- Emergency evacuation (39%)
- Not enough transportation for the elderly (34%)
- Poor air quality (33%)
- Losing unique sense of place (32%)
- Losing economic competitiveness (31%)

Other comments of interest to consider include the following:

- I think the biggest challenge is human behavior, that car/truck is king here. I like the yield signs at cross walks and police enforcing them, so that people get used to yield to pedestrians.
Let's understand that competing with other cities in the country and the world is to not only compete with them economically but also compete with their lifestyles. New Orleans will never lose the "unique sense of place" that it has. It could, however, raise the bar for cities its size by instituting a transportation lifestyle that makes sense.

Graph 11 - If you had $100 to spend on our region’s transportation system, how would you spend it? Give a dollar amount to each of the categories so that it adds up to $100 total. Don’t worry; the actual cost of each improvement is unimportant. Your priorities are important.

Transportation Spending

When residents were given $100 to spend on the regions’ transportation systems, respondents gave the following priorities for spending money.

- Bicycle lanes and facilities (95%)
- Maintenance of existing roads (93%)
- Sidewalks and crosswalks (92%)
- Improved bus and streetcar service (90%)
- New roads or bigger roads (80%)
Table 1 - Respondents by Zip Code

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ATTACHMENTS

A. What Works for You?
B. Three Tiered Outreach Approach
C. Survey Instruments
D. Verbatim Comments
ATTACHMENT A

What works for you?

The Regional Planning Commission (RPC) is continuously looking for ways to improve our transportation system and your feedback is a critical part of that process. The roads we are responsible for are highlighted in blue on the map.

You know how the transportation system works, as well as anyone, because you drive it, bike it, and walk it every day. Your experience travelling through the area most often differs depending on how you get there, whether it is by biking, taking the bus, or driving in your car. Tell us what you would like to see more of, what could be better, and what does not work well. We would really like to know!

1) Write a comment on a GREEN sticky note to tell us what you would like to see more of.

2) Write a comment on a YELLOW sticky note to tell us what could be better or how it could be improved.

3) Write a comment on a PINK sticky note to tell us what does not work well for you in the transportation system.

4) Use a pin to attach your comment to the map.

**WHITE PIN** = means your comment is as a driver

**BLACK PIN** = means your comment is as a bus rider or transit user

**ORANGE PIN** = means your comment is as a bike rider

**BLUE PIN** = means your comment is as a pedestrian walking through the area
Three Tiered Outreach Approach

The following is a list of target groups, their leadership and contact information.

**Eastern New Orleans Neighborhood Advisory Commission (ENONAC)** was established to aid the community in managing the inevitable growth of New Orleans East, promoting homeownership as well as attracting a state of the art hospital and healthcare, quality retail and amenities, while serving the goal of sustaining an increase of property values and preserving the quality of life and the natural resources of the New Orleans East Community. **There are 27 neighborhood associations and subdivision associated with ENONAC**

Sylvia Scineux Richard, President
7100 Read Blvd. Ste 201
New Orleans, LA 70127
504-218-5949
administrator@enonac.org

**Villages of the East Coalition** is a multiethnic group of community leaders residing in and around the Michoud area in New Orleans East who came together to build a community that fosters safety, enrichment and opportunities for neighborhood youth. The Coalition is comprised of representatives from the Maple Ridge, Oak Island, Village de l’Est, and Willowbrook Neighborhood Associations, Mary Queen of Vietnam Community Development Corporation (MQVNCDC), Metropolitan Youth Foundation, New Orleans East Charter Academies (NOECA), Vietnamese Initiative in Economic Training (VIET), and parents and other community members with organizational support from the Vietnamese American Young Leaders Association (VAYLA), Puentes New Orleans **There are 10 neighborhood associations/organizations associated with Villages of the East Coalition.**

Ed Blouin, Coalition Chair
EBLO@chevron.com
504-391-6268

**West Jefferson Civic Coalition (WJCC)** is a network of civic associations located on the Westbank. The purpose of the organization is to promote issues of mutual civic and community interest to its membership. **There are 52 neighborhood associations/organizations associated with West Jefferson Civic Coalition**

Oscar P. Pipkins, President
504-491-3098
opipkin@aol.com

**Jefferson Parish Government, Department of Citizen Affairs** is responsible for providing public information on various processes in Jefferson Parish. There are six sub-departments under the direction of the Department of Citizens Affairs. **There are 47 neighborhood associations/organizations associated with Jefferson Parish Government Department of Citizen Affairs**

1221 Elmwood Pk. Blvd. Ste 403
Jefferson, LA 70123
504-736-6100
VAYLA New Orleans is a progressive multi-racial community-based organization located in New Orleans East that empowers youth and families through supportive services and organizing for cultural enrichment and positive social change.

Minh Thanh Nguyen, Executive Director,
13235 Chef Menteur Highway, Suite A
New Orleans, LA 70129-1816
minhnguyen@vayla-no.org | www.vayla-no.org
504-931-5878

Vietnamese Initiative in Economic Training (VIET) is an organization focused on developing educational and economic training programs and acts as a resource center for minority residents in Louisiana.

Cyndi Nguyen, Executive Director
13435 Granville Street  New Orleans, LA  70129
504-415-4905
cyndinguyen@me.com

Mary Queen of Vietnam CDC was established to assist Vietnamese-Americans in New Orleans East rebuild their lives and their community following hurricane Katrina. MQVN CDC’s mission is to preserve and promote their unique culture, and improve the quality of life of residents in the Greater New Orleans area, beginning in New Orleans East. Together with community partners, MQVN CDCs’ work encompasses health care, environmental and agricultural concerns, education, housing, social services, economic development, and culture and the arts.

Tap Bui, Deputy Director
tapbui@mqvncdc.org
(504) 610-3376

Verbo (Kenner) is an interfaith organization focused on serving men, women, youth, and children. Verbos’ emphasis is on spiritual development, enhancement of family relationship, and mission outreach work.

Pastor Luis Berhorst
2601 Florida Ave
Kenner, LA 70062
504-466-0094

Puentes New Orleans is an organization whose purpose is to create access and build assets and create for and with Latinos of the Greater New Orleans area through civic engagement, leadership development, economic asset building, policy and advocacy

Carolina Hernandez, Executive Director
Carolina@puentesno.org
1050 S. Jefferson Davis Ste. 316
New Orleans, LA 70125
504-821-7228
Dominican United Louisiana

Ramon Reyes
Norbert Estrada
400 Poydras Ave., Ste. 1520
New Orleans, LA 70130
Phone: (504) 522-1843
504-345-836

codonos@bellsouth.net

*Catholic Charities’ Hispanic Apostolate Community Service* has served the Hispanic community in New Orleans since 1972. The mission is to help immigrants become independent, productive, and integral members of society, respecting the dignity and potential of each human person. CCHACS is the leader in providing direct client services, community outreach and advocacy to the Hispanic community.

**Corinne Knight,** Director of Communications
2505 Maine Avenue
Metairie LA 70003
504-592-5690
251-591-5378 (cell)

*Latin American Civic Association* is an organization focusing on education, civil rights, and employment for Hispanics in the Greater New Orleans area.

Rafael Saddy
PO Box 640284
Kenner, LA 70064
ATTACHMENT C
Survey Instruments
Regional Planning Commission Citizen Participation Survey, 2014

Tell Us About You

The Regional Planning Commission (RPC) serves as the Metropolitan Planning Organization (MPO) for the Greater New Orleans Metro Area that covers six parishes (Jefferson, Orleans, Plaquemines, St. Bernard, St. Tammany and Tangipahoa). As the MPO, RPC establishes policies for the region and sets priorities for the disbursement of federal funds for transportation projects. Citizen participation is very important to the process. We would like to receive your input on this confidential survey, regarding RPC’s present services and vision for the future of public transportation. Please take a few minutes (approximately 10 minutes) to complete the survey. As you are completing the survey, think about public transportation as Bus, Streetcar, Ferry and Paratransit Services. This information will become part of a full report and used to establish transportation priorities. Thank you in advance for your input. (This survey is also available online at www.norpc.org)

1. **What is your primary mode of transportation to work or school?** (Check all that apply)
   - Car
   - Bus
   - Streetcar
   - Walk
   - Bicycle
   - Carpool/Vanpool
   - Taxi
   - Ferry
   - N/A

   Other (please specify) ________________________________________________

2. **How long is your one-way commute to work or school?**
   - 0-5 minutes
   - 5-15 minutes
   - 15-30 minutes
   - 30-60 minutes
   - 60+ minutes

3. **When running errands or doing leisure activities (such as shopping, visiting friends, exercise, going to the movies or out to eat, etc.), please tell us how often you use the different kinds of transportation below?**

<table>
<thead>
<tr>
<th></th>
<th>At least once a day</th>
<th>3-4/wk</th>
<th>1-2/wk</th>
<th>hardly ever</th>
<th>never</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Car</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>b. Bus</td>
<td></td>
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<tr>
<td>c. Streetcar</td>
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<tr>
<td>d. Walk</td>
<td></td>
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<tr>
<td>e. Bicycle</td>
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<tr>
<td>f. Carpool/vanpool</td>
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<tr>
<td>g. Ferry</td>
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<tr>
<td>h. Other</td>
<td></td>
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</tr>
</tbody>
</table>
4. If you could plan a safer transportation system, how important would the following be to you?

<table>
<thead>
<tr>
<th></th>
<th>Unimportant</th>
<th>Somewhat Important</th>
<th>Neutral</th>
<th>Important</th>
<th>Very Important</th>
<th>Don’t Know</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Fewer car crashes due to better road design</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>b. Safer design of pedestrian and bicycle facilities</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>c. Greater sense of security at bus stop</td>
<td></td>
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<tr>
<td>d. Travelers who know and follow the law</td>
<td></td>
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<tr>
<td>e. Safer walking or bicycling routes to school for children</td>
<td></td>
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<tr>
<td>f. Fewer car crashes due to better signage</td>
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</tbody>
</table>

Comment: ____________________________________________________________________________________
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5. How important would the following be in encouraging you to use buses and/or streetcars more often, or would make your current bus or streetcar travel easier?

<table>
<thead>
<tr>
<th></th>
<th>Unimportant</th>
<th>Somewhat Important</th>
<th>Neutral</th>
<th>Important</th>
<th>Very Important</th>
<th>Don’t Know</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Closer bus stop</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>b. Buses/streetcars that arrive more frequently</td>
<td></td>
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<tr>
<td>c. Buses/streetcars that arrive on time</td>
<td></td>
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<tr>
<td>d. Bus routes that go where I need to go</td>
<td></td>
<td></td>
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<td></td>
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<tr>
<td>f. Less expensive fares</td>
<td></td>
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<tr>
<td>g. Real time Traveler information</td>
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<tr>
<td>h. Buses that run earlier or later in the day</td>
<td></td>
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<tr>
<td>i. More streetcar lines</td>
<td></td>
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<tr>
<td>j. Easier travel between Parishes</td>
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</tbody>
</table>

Comment: ____________________________________________________________________________________
______________________________________________________________________________________________
6. **How important would the following be in encouraging you to bicycle more?**

<table>
<thead>
<tr>
<th></th>
<th>Unimportant</th>
<th>Somewhat Important</th>
<th>Neutral</th>
<th>Important</th>
<th>Very Important</th>
<th>Don’t Know</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. More bicycle lanes</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>b. More protected bicycle lanes</td>
<td></td>
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<tr>
<td>c. More bicycle trails and greenways</td>
<td></td>
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<tr>
<td>d. Better maintenance of streets</td>
<td></td>
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<tr>
<td>e. More bicycle parking</td>
<td></td>
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<tr>
<td>f. Better education for bicycle riders and motorists</td>
<td></td>
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<tr>
<td>g. Bicycle share program</td>
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</tbody>
</table>

Comment: ________________________________________________________________
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7. **How important would the following be in encouraging you to walk more?**

<table>
<thead>
<tr>
<th></th>
<th>Unimportant</th>
<th>Somewhat Important</th>
<th>Neutral</th>
<th>Important</th>
<th>Very Important</th>
<th>Don’t Know</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. More sidewalk connectivity</td>
<td></td>
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<td></td>
<td></td>
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<tr>
<td>b. Better maintained sidewalks</td>
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<tr>
<td>c. Easier and safer crossings of busy streets</td>
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<tr>
<td>d. Better education of walkers and drivers</td>
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<tr>
<td>e. Travelers who know and follow the rules of the road</td>
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<tr>
<td>f. More destinations within walking distance</td>
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</tbody>
</table>

Comment: ________________________________________________________________
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8. If walking and bicycling were safer and more convenient for the reasons described in question #7, how likely would you be to walk and bicycle for the following reasons?

<table>
<thead>
<tr>
<th>Reason</th>
<th>Unlikely</th>
<th>Somewhat likely</th>
<th>Very Likely</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Go to work</td>
<td></td>
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<tr>
<td>b. Go to school</td>
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<tr>
<td>c. Go to bus or streetcar stop</td>
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<tr>
<td>d. Run daily errands (shop, etc.)</td>
<td></td>
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<tr>
<td>e. Exercise and recreation</td>
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</tbody>
</table>

Comment: ___________________________________________________________

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9. When you imagine how transportation can make your community more livable, how important are the following?

<table>
<thead>
<tr>
<th>Reason</th>
<th>Unimportant</th>
<th>Somewhat Important</th>
<th>Neutral</th>
<th>Important</th>
<th>Very Important</th>
<th>Don’t Know</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Less congestion when driving</td>
<td></td>
<td></td>
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<td></td>
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<tr>
<td>b. Fewer serious crashes on roadways</td>
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<tr>
<td>c. More opportunities to participate in planning</td>
<td></td>
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<tr>
<td>d. More alternatives to driving</td>
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Comment: ___________________________________________________________

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Page 36 of 72
10. How do you think about your personal travel habits and their impacts on the environment?

<table>
<thead>
<tr>
<th>a. I don’t think my personal travel habits have any impact on the environment</th>
<th>Strongly Disagree</th>
<th>Disagree</th>
<th>Somewhat Agree</th>
<th>Agree</th>
<th>Don’t know</th>
</tr>
</thead>
<tbody>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>b. I would drive less if I could because I believe it has a negative impact, but other options are inconvenient or impossible</th>
<th>Strongly Disagree</th>
<th>Disagree</th>
<th>Somewhat Agree</th>
<th>Agree</th>
<th>Don’t know</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>c. I bicycle, walk, or use the bus as often as I can even when I could drive because I believe it has less of a negative impact on the environment</th>
<th>Strongly Disagree</th>
<th>Disagree</th>
<th>Somewhat Agree</th>
<th>Agree</th>
<th>Don’t know</th>
</tr>
</thead>
<tbody>
<tr>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>d. I don’t drive at all, but that decision has nothing to do with the environment</th>
<th>Strongly Disagree</th>
<th>Disagree</th>
<th>Somewhat Agree</th>
<th>Agree</th>
<th>Don’t know</th>
</tr>
</thead>
<tbody>
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Comment: ____________________________________________________________________________________
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11. What do you think are the biggest transportation challenges facing the New Orleans region in the next 30 years?

<table>
<thead>
<tr>
<th>Unconcerned</th>
<th>Somewhat Concerned</th>
<th>Neutral</th>
<th>Concerned</th>
<th>Very concerned</th>
<th>Don’t Know</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>a. Worsening roadway congestion</th>
<th>Unconcerned</th>
<th>Somewhat Concerned</th>
<th>Neutral</th>
<th>Concerned</th>
<th>Very concerned</th>
<th>Don’t Know</th>
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</table>

<table>
<thead>
<tr>
<th>b. Roads and bridge maintenance</th>
<th>Unconcerned</th>
<th>Somewhat Concerned</th>
<th>Neutral</th>
<th>Concerned</th>
<th>Very concerned</th>
<th>Don’t Know</th>
</tr>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>c. Not enough transportation funding</th>
<th>Unconcerned</th>
<th>Somewhat Concerned</th>
<th>Neutral</th>
<th>Concerned</th>
<th>Very concerned</th>
<th>Don’t Know</th>
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</table>

<table>
<thead>
<tr>
<th>d. Losing unique sense of place</th>
<th>Unconcerned</th>
<th>Somewhat Concerned</th>
<th>Neutral</th>
<th>Concerned</th>
<th>Very concerned</th>
<th>Don’t Know</th>
</tr>
</thead>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>e. Losing economic competitiveness</th>
<th>Unconcerned</th>
<th>Somewhat Concerned</th>
<th>Neutral</th>
<th>Concerned</th>
<th>Very concerned</th>
<th>Don’t Know</th>
</tr>
</thead>
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</table>

<table>
<thead>
<tr>
<th>f. Poor bus or streetcar service</th>
<th>Unconcerned</th>
<th>Somewhat Concerned</th>
<th>Neutral</th>
<th>Concerned</th>
<th>Very concerned</th>
<th>Don’t Know</th>
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<table>
<thead>
<tr>
<th>g. Not enough transportation for the elderly</th>
<th>Unconcerned</th>
<th>Somewhat Concerned</th>
<th>Neutral</th>
<th>Concerned</th>
<th>Very concerned</th>
<th>Don’t Know</th>
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</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>h. Emergency evacuations</th>
<th>Unconcerned</th>
<th>Somewhat Concerned</th>
<th>Neutral</th>
<th>Concerned</th>
<th>Very concerned</th>
<th>Don’t Know</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
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<td>☐</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>i. Climate change</th>
<th>Unconcerned</th>
<th>Somewhat Concerned</th>
<th>Neutral</th>
<th>Concerned</th>
<th>Very concerned</th>
<th>Don’t Know</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>☐</td>
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<td>☐</td>
<td>☐</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>j. Poor air quality</th>
<th>Unconcerned</th>
<th>Somewhat Concerned</th>
<th>Neutral</th>
<th>Concerned</th>
<th>Very concerned</th>
<th>Don’t Know</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>☐</td>
<td>☐</td>
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</tr>
</tbody>
</table>

Comment: ____________________________________________________________________________________
______________________________________________________________________________________________
______________________________________________________________________________________________
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______________________________________________________________________________________________
12. If you had $100 to spend on our region’s transportation system, how would you spend it? Give a dollar amount to each of the categories so that it adds up to $100 total. Don’t worry; the actual cost of each improvement is unimportant. Your priorities are important.

<table>
<thead>
<tr>
<th>Category</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>New roads or bigger roads</td>
<td></td>
</tr>
<tr>
<td>Maintenance of existing roads</td>
<td></td>
</tr>
<tr>
<td>Sidewalks and crosswalks</td>
<td></td>
</tr>
<tr>
<td>Bicycle lanes and bicycle facilities</td>
<td></td>
</tr>
<tr>
<td>Improved bus and streetcar services</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$100</strong></td>
</tr>
</tbody>
</table>

13. Which Parish do you live in?
- a. Jefferson
- b. Orleans
- c. Plaquemines
- d. St. Bernard
- e. St. Tammany
- f. Tangipahoa

14. What is your zip code?

15. What is your Gender?
- a. Male
- b. Female

16. What is your race?
- a. African American
- b. Asian American
- c. Caucasian
- d. Hispanic American
- e. Other

17. How old are you?
- a. Younger than 18
- b. 18 - 35
- c. 36-64
- d. 65 or older

18. What’s your household’s annual income?
- a. Under $23,000
- b. $23,000-$33,000
- c. $33,001-$50,000
- d. $50,001- $75,000
- e. Over - $75,000
19. Would you be interested in participating in a Citizen Advisory Committee?
   ○ a. Yes
   ○ b. No

20. If you responded yes to the above question please provide contact information.

   Name: __________________________________________
   Address: ________________________________________
   City/ Town: ______________________________________
   Zip Code: ________________________________________
   Email Address: __________________________________
   Phone Number: _________________________________

21. Are there any additional comments about transportation in your area that you would like to make?
   __________________________________________________________________________
   __________________________________________________________________________
   __________________________________________________________________________
   __________________________________________________________________________
   __________________________________________________________________________
   __________________________________________________________________________
   __________________________________________________________________________
   __________________________________________________________________________

Thank you for participating in the Citizen Participation and Community Outreach Survey. All survey responses are confidential. For more information or to learn ways on how you can become involved, visit our website www.norpc.org.

Please mail or drop-off to:
Regional Planning Commission
10 Veterans Memorial Boulevard
New Orleans, LA 70124
Cuéntenos Sobre Usted

La Comisión Regional de Planificación (Regional Planning Commission, RPC) funciona como la Organización Metropolitana de Planificación (Metropolitan Planning Organization, MPO) para el área Metropolitana de New Orleans que cubre seis parroquias (Jefferson, Orleans, Plaquemines, St. Bernard, St. Tamman y Tangipahoa). Sirviendo como MPO, RPC establece las políticas para la región y las prioridades para el desembolso de fondos federales para proyectos de transporte. La participación de los ciudadanos o habitantes es muy importante para el proceso. Nos gustaría recibir sus comentarios sobre esta encuesta confidencial, relacionada a los servicios actuales de la RPC y la visión para el futuro del transporte público. Por favor tómese unos minutos (aproximadamente 10 minutos) para completar la encuesta. Mientras que usted está completando la encuesta, piense en el transporte público como el autobús, el tranvía (streetcar), transbordador (ferry) y los servicios para personas con discapacidades. Esta información va a estar incluida en un informe completo y utilizada para establecer las prioridades de transporte. Gracias por sus comentarios. (Esta encuesta está disponible en internet en www.norpc.org)

1. ¿Cuál es su principal medio de transporte para el trabajo o la escuela? (Marque todas las que apliquen)
   a. Carro, automóvil (Ir solo)
   b. Autobús
   c. Tranvía (streetcar)
   d. Caminar
   e. Bicicleta
   f. Carro, automóvil (Ir con alguien)
   g. Taxi
   h. Transbordador (Ferry)
   i. N/A
   Otro (Explique) ______________________________________

2. ¿Cuánto tiempo es su viaje al trabajo o la escuela? (solo de una ida)
   a. 0-5 minutos
   b. 5-15 minutos
   c. 15-30 minutos
   d. 30-60 minutos
   e. 60+ minutos

3. ¿Cuando sale a hacer mandados o a divertirse (como salir de compras, visitar a amistades, hacer ejercicios, ir al cine o salir a comer, etc.), con qué frecuencia usa los diferentes tipos de transporte?

<table>
<thead>
<tr>
<th></th>
<th>Una vez al día</th>
<th>3-4/semana</th>
<th>1-2/semana</th>
<th>Casi nunca</th>
<th>Jamás</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Carro (solo)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>b. Autobús</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>c. Tranvía</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>d. Caminar</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>e. Bicicleta</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>f. Coche (con alguien)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>g. Transbordador (Ferry)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>h. Otros</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
4. ¿Cuáles son las cosas más importantes para hacer el sistema de transporte más seguro?

- Menos accidentes automovilísticos debido a un mejor diseño de las carreteras
- Un diseño más seguro de las instalaciones para peatones y bicicletas
- Un mejor ambiente de seguridad en la parada de autobús
- Viajeros que conocen y siguen la ley
- Rutas más seguras para que los niños puedan caminar o andar en bicicleta a la escuela
- Menos accidentes automovilísticos debido a mejores señales de vía de transporte

<table>
<thead>
<tr>
<th>Comentario:</th>
<th>____________________________________________________</th>
</tr>
</thead>
</table>

5. ¿Cuáles son las cosas más importantes para mejorar el sistema de transporte público, incluyendo el autobús, el tranvía (streetcar), etc.?

- Paradas más cercanas
- Que lleguen con más frecuencia
- Que lleguen a tiempo
- Que vayan donde tengo que ir
- Las tarifas menos costosas
- Mejor información sobre su viaje
- Que salgan más temprano o más tarde en el día
- Más tranvías (streetcars)
- Más fácil viajar entre las parroquias

<table>
<thead>
<tr>
<th>Comentario:</th>
<th>____________________________________________________</th>
</tr>
</thead>
</table>
6. ¿Cuáles son las cosas más importantes para animar a las personas a montar en bicicleta?

<table>
<thead>
<tr>
<th>Opción</th>
<th>Sin importancia</th>
<th>Un poco importante</th>
<th>Neutral</th>
<th>Importante</th>
<th>Muy importante</th>
<th>No sé</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Más carriles para bicicletas</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>○</td>
</tr>
<tr>
<td>b. Más carriles protegidos para bicicletas</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>○</td>
</tr>
<tr>
<td>c. Más carriles y áreas verdes donde manejar bicicletas</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>○</td>
</tr>
<tr>
<td>d. Mejor mantenimiento de calles</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>○</td>
</tr>
<tr>
<td>e. Más espacios para parquear bicicletas</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>○</td>
</tr>
<tr>
<td>f. Mejor educación para los ciclistas y los automovilistas</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>○</td>
</tr>
<tr>
<td>g. Un programa para compartir bicicletas</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>○</td>
</tr>
</tbody>
</table>

Comentario: 
____________________________________________________________________________________
____________________________________________________________________________________________
____________________________________________________________________________________________

7. ¿Cuáles son las cosas más importantes para animar a la gente a caminar más?

<table>
<thead>
<tr>
<th>Opción</th>
<th>Sin importancia</th>
<th>Un poco importante</th>
<th>Neutral</th>
<th>Importante</th>
<th>Muy importante</th>
<th>No sé</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Más aceras conectadas</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>○</td>
</tr>
<tr>
<td>b. Mejor mantenimiento de las aceras</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>○</td>
</tr>
<tr>
<td>c. Cruces de calle más fáciles y seguras</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>○</td>
</tr>
<tr>
<td>d. Mejor educación para la gente que camina y los automovilistas</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>○</td>
</tr>
<tr>
<td>e. Los viajeros que conocen y siguen las reglas de la carretera</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>○</td>
</tr>
<tr>
<td>f. Más destinos accesibles a pie</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>○</td>
</tr>
</tbody>
</table>

Comentario: 
____________________________________________________________________________________
____________________________________________________________________________________________
____________________________________________________________________________________________
8. Si caminando y manejando bicicleta fuera más seguro y más conveniente por las razones descritas en las preguntas # 6 y 7, ¿Cuál es la probabilidad de que usted camine y maneje bicicleta por las siguientes razones?

<table>
<thead>
<tr>
<th></th>
<th>Improbable</th>
<th>Probable</th>
<th>Muy Probable</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Ir a trabajar</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>b. Ir a la escuela</td>
<td></td>
<td></td>
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<tr>
<td>c. Ir a la parada de autobús/tranvía (streetcar)</td>
<td></td>
<td></td>
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<tr>
<td>d. Hacer mandados (compras, etc.)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>e. El ejercicio y la recreación</td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

Comentario: _____________________________________________________________

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________

9. ¿Cuáles son las cosas más importantes para que la comunidad sea más adecuada para vivir?

<table>
<thead>
<tr>
<th></th>
<th>Sin importancia</th>
<th>Un poco importante</th>
<th>Neutral</th>
<th>Importante</th>
<th>Muy importante</th>
<th>No sé</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Menos congestión al manejar en la carretera</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>b. Menos accidentes graves en las carreteras</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>c. Más oportunidades para participar en la planificación</td>
<td></td>
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<td></td>
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<td></td>
</tr>
<tr>
<td>d. Más alternativas a conducir un coche o automóvil</td>
<td></td>
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</tbody>
</table>

Comentario: _____________________________________________________________

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________
10. ¿Qué piensa usted acerca de sus hábitos personales de viaje y sus impactos en el medio ambiente?

a. No creo que mis hábitos personales de viaje tienen algún impacto sobre el medio ambiente

b. Yo conduciría menos si pudiera, porque creo que tiene un impacto negativo, pero otras opciones son inconvenientes o imposibles

c. Yo manejo una bicicleta, camino o utilizo el autobús tan a menudo como puedo, incluso cuando podría conducir porque creo que tiene un impacto negativo menor en el medio ambiente

d. Yo no conduzco en absoluto, pero esa decisión no tiene nada que ver con el medio ambiente

Comentario: ________________________________________________________________

_____________________________________________________________________________

11. ¿Qué cree que son los retos mayores de transporte que enfrenta la región de New Orleans en los próximos 30 años? Indique su nivel de preocupación sobre el tema.

a. Peor congestión en las carreteras

b. Mantenimiento de carreteras y puentes

c. Insuficiente financiamiento para transporte

d. La pérdida del ambiente único de lugar

e. La pérdida de la competencia económica

f. Mal servicio de autobús o tranvía (streetcar)

g. Transporte insuficiente para los ancianos

h. Evacuaciones de emergencia

i. El cambio climático

j. La mala calidad del aire ambiental

Comentario: ________________________________________________________________

_____________________________________________________________________________

_____________________________________________________________________________
12. Si usted tuviera $100 para gastar en el sistema de transporte de nuestra región, ¿cómo lo gastaría? De una cantidad de dinero a cada una de las categorías para que sumen $100 en total. No se preocupe por el costo real de cada mejoramiento. Sus prioridades son lo que es importante.

<table>
<thead>
<tr>
<th>a. Carreteras nuevas o más grandes</th>
<th>b. El mantenimiento de las carreteras existentes</th>
<th>c. Las aceras y pasos de peatones</th>
<th>d. Carrales para bicicletas e instalaciones para bicicletas</th>
<th>e. Mejores servicios de autobús y tranvía (streetcar)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Total $100</td>
</tr>
</tbody>
</table>

13. ¿En qué Parroquia vive Ud.?
   - a. Jefferson
   - b. Orleans
   - c. Plaquemines
   - d. St. Bernard
   - e. St. Tammany
   - f. Tangipahoa

14. ¿Cuál es su código postal?

15. ¿Cuál es su género?
   - a. Masculino
   - b. Femenino

16. ¿A qué grupo étnico pertenece?
   - a. Afro-americano
   - b. Asiático-americano
   - c. Caucásico-americano
   - d. Hispano-americano
   - e. Otro

17. ¿Cuántos años tiene?
   - a. Menos de 18
   - b. 18 -35
   - c. 36-64
   - d. Más de 65

18. ¿Qué es el ingreso anual de su hogar?
   - a. Menos de $23,000
   - b. $23,000-$33,000
   - c. $33,001-$50,000
   - d. $50,001-$75,000
   - e. Más de $75,000
19. ¿Usted estaría interesado/a en participar en un Comité Ciudadano?
   o   a. Sí
   o   b. No

20. Si ha respondido afirmativamente a la pregunta anterior, por favor proporcione información de contacto.

   Nombre: ________________________________
   Dirección: ________________________________
   Ciudad: ________________________________
   Código postal: ________________________________
   Correo electrónico: ________________________________
   Número telefónico: ________________________________

21. ¿Hay algún comentario adicional sobre el transporte en su área que le gustaría dar?

   ______________________________________________________________________________
   ______________________________________________________________________________
   ______________________________________________________________________________
   ______________________________________________________________________________
   ______________________________________________________________________________
   ______________________________________________________________________________
   ______________________________________________________________________________


Por favor, envíe o lleve esta encuesta a:
Regional Planning Commission
10 Veterans Memorial Boulevard
New Orleans, LA 70124
Khảo Sát về Sự Tham Gia Của Người Dân Của Ươm Ban Quy Hoạch Vùng năm 2014

Giới thiệu về quỹ vị

Ươm Ban Quy Hoạch Vùng (RPC) hoạt động với tư cách là Tổ Chức Quy Hoạch Độ Thời (MPO) cho Vùng Độ Thời Greater New Orleans bao gồm sáu xã (Jefferson, Orleans, Plaquemines, St. Bernard, St. Tammany và Tangipahoa). Cùng như MPO, RPC thiết lập các chính sách cho vùng và đề ra các ưu tiên chi tiêu nguồn quý của liên bang cho các dự án vận chuyển. Do đó sự tham gia của người dân rất quan trọng đối với quy trình này. Chúng tôi muốn nhận được ý kiến đóng góp của quý vị trong bản khảo sát bao gồm này về các dịch vụ hiện tại của RPC và cách nhìn mới cho tương lai vận chuyển công cộng. Vui lòng dành ít phút (khoảng 10 phút) để hoàn tất khảo sát này. Khi quý vị thực hiện khảo sát, xin hãy nghĩ về vận chuyển công cộng như các dịch vụ xe buýt, xe điện, phà và dịch vụ vận chuyển linh động. Thông tin này sẽ là một phần trong bản báo cáo đầy đủ và được sử dụng để thiết lập các ưu tiên vận chuyển. Cám ơn về những thông tin của quý vị. (Khảo sát này cũng có sẵn trên trang web tại địa chỉ www.norpc.org)

1. Quy vị đi làm hoặc đến trường bằng cách thức vận chuyển chính là gì? (Đánh dấu chọn tất cả nếu thích hợp)
   ○ a. Xe ôtô
   ○ b. Xe buýt
   ○ c. Xe điện
   ○ d. Đi bộ
   ○ e. Xe đạp
   ○ f. Xe đưa rước/Xe đưa đón
   ○ g. Taxi
   ○ h. Phà
   ○ i. Khác (vui lòng nêu rõ) ________________________________________________
    ___________________________________________________________________

2. Quy vị đi làm hoặc đến trường mất bao lâu?
   a. ○ 0-5 phút
   b. ○ 5-15 phút
   c. ○ 15-30 phút
   d. ○ 30-60 phút
   e. ○ Trên 60 phút

3. Khi làm việc vất hoạ tham gia các hoạt động giải trí (như đi mua sắm, thăm bạn bè, tập thể dục, đi xem phim hoặc ăn ở ngoại, v.v.), vui lòng cho chúng tôi biết quý vị thường sử dụng các hình thức vận chuyển khác nhau dưới đây như thế nào?

<table>
<thead>
<tr>
<th>Ít nhất một lần một ngày</th>
<th>3-4/tuần</th>
<th>1-2/tuần</th>
<th>häufig như không bao giờ</th>
<th>không bao giờ</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Xe ôtô</td>
<td>○</td>
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<tr>
<td>b. Xe buýt</td>
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<tr>
<td>c. Xe điện</td>
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<tr>
<td>d. Đi bộ</td>
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<tr>
<td>e. Xe đạp</td>
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<tr>
<td>f. Xe đưa rước/xe đưa đón</td>
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<tr>
<td>g. Phà</td>
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<tr>
<td>h. Khác</td>
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</tr>
</tbody>
</table>
4. Nếu quý vị có thể lập kế hoạch cho một hệ thống vận chuyển an toàn hơn, những điều sau đây sẽ quan trọng như thế nào đối với quý vị?

<table>
<thead>
<tr>
<th></th>
<th>Không quan trọng</th>
<th>Khá quan trọng</th>
<th>Không có ý kiến</th>
<th>Quan trọng</th>
<th>Rất quan trọng</th>
<th>Không biết</th>
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<tbody>
<tr>
<td>a. Ít dùng xe hơn do thiết kế đường phố tốt hơn</td>
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<td>○</td>
<td>○</td>
<td>○</td>
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</tr>
<tr>
<td>b. Thiết kế các phương tiện đành cho người đi bộ và xe đạp an toàn hơn</td>
<td>○</td>
<td>○</td>
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<tr>
<td>c. Ý thức an ninh tốt hơn tại trạm xe buýt</td>
<td>○</td>
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<tr>
<td>d. Hành khách biết và tuân theo luật pháp</td>
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<td>○</td>
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<td>○</td>
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<tr>
<td>e. Các tuyến đường đi bộ hoặc đi xe đạp đến trường dành cho trẻ em an toàn hơn</td>
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<td>○</td>
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<tr>
<td>f. Ít dùng xe hơn do bằng hiệu tốt hơn</td>
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</tbody>
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Ý kiến: ________________________________________________________________

5. Những điều sau đây quan trọng như thế nào trong việc khuyến khích quý vị sử dụng xe buýt và/hoặc xe điện thường xuyên hơn, hoặc sẽ khiến cho việc đi lại bằng xe buýt hoặc xe điện hiệu quả của quý vị trở nên dễ dàng hơn?

<table>
<thead>
<tr>
<th></th>
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<th>Không có ý kiến</th>
<th>Quan trọng</th>
<th>Rất quan trọng</th>
<th>Không biết</th>
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</thead>
<tbody>
<tr>
<td>a. Gần trạm xe buýt hơn</td>
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<td>○</td>
<td>○</td>
<td>○</td>
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</tr>
<tr>
<td>b. Xe buýt/xe điện đến thường xuyên hơn</td>
<td>○</td>
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<tr>
<td>c. Xe buýt/xe điện đến đúng giờ</td>
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<td>○</td>
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<tr>
<td>d. Các tuyến xe buýt đến nơi tối cận đì</td>
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</tr>
<tr>
<td>e. Tiện xe ít tốn kém hơn</td>
<td>○</td>
<td>○</td>
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<td>○</td>
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<tr>
<td>f. Thông tin thời gian thực đành cho hành khách</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>○</td>
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<tr>
<td>g. Xe buýt chạy sớm hơn hoặc chạy trễ hơn trong ngày</td>
<td>○</td>
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</tr>
<tr>
<td>h. Nhiều tuyến xe điện hơn</td>
<td>○</td>
<td>○</td>
<td>○</td>
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<td>○</td>
<td>○</td>
</tr>
<tr>
<td>i. Đi lại giữa các xã dễ dàng hơn</td>
<td>○</td>
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</tbody>
</table>

Ý kiến: ________________________________________________________________
6. Những điều sau đây quan trọng như thế nào trong việc khuyến khích quý vị đi xe đạp nhiều hơn?

<table>
<thead>
<tr>
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<th>Nội dung</th>
<th>Không quan trọng</th>
<th>Khá quan trọng</th>
<th>Không có ý kiến</th>
<th>Quan trọng</th>
<th>Rất quan trọng</th>
<th>Không biết</th>
</tr>
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<tbody>
<tr>
<td>a.</td>
<td>Nhiều lần đường dành cho xe đạp hơn</td>
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<td>○</td>
<td>○</td>
<td>○</td>
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<td>○</td>
</tr>
<tr>
<td>b.</td>
<td>Nhiều lần đường dành cho xe đạp được bảo vệ hơn</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>○</td>
</tr>
<tr>
<td>c.</td>
<td>Nhiều đường dành cho xe đạp và khu đất giải trí hơn</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>○</td>
</tr>
<tr>
<td>d.</td>
<td>Đường phố được bảo quản tốt hơn</td>
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<td>○</td>
<td>○</td>
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<tr>
<td>e.</td>
<td>Nhiều chỗ đảm xe đạp hơn</td>
<td>○</td>
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<td>○</td>
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<tr>
<td>f.</td>
<td>Giáo dục đánh cho người đi xe đạp và xe ô tô tốt hơn</td>
<td>○</td>
<td>○</td>
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<tr>
<td>g.</td>
<td>Chương trình chia sẻ xe đạp</td>
<td>○</td>
<td>○</td>
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7. Những điều sau đây quan trọng như thế nào trong việc khuyến khích quý vị đi bộ nhiều hơn?

<table>
<thead>
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<th>Số</th>
<th>Nội dung</th>
<th>Không quan trọng</th>
<th>Khá quan trọng</th>
<th>Không có ý kiến</th>
<th>Quan trọng</th>
<th>Rất quan trọng</th>
<th>Không biết</th>
</tr>
</thead>
<tbody>
<tr>
<td>a.</td>
<td>Khả năng kết nối via hè nhiều hơn</td>
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<td>○</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>○</td>
</tr>
<tr>
<td>b.</td>
<td>Via hè được bảo quản tốt hơn</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>○</td>
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</tr>
<tr>
<td>c.</td>
<td>Những chỗ giao nhau giữa các con đường đông đúc để đằng và an toàn hơn</td>
<td>○</td>
<td>○</td>
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<td>○</td>
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<tr>
<td>d.</td>
<td>Giáo dục đánh cho người đi bộ và người lái xe tốt hơn</td>
<td>○</td>
<td>○</td>
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<tr>
<td>e.</td>
<td>Hành khách biết và tuân theo luật di đường</td>
<td>○</td>
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</tr>
<tr>
<td>f.</td>
<td>Nhiều điểm dịch trong khoảng cách đi bộ hơn</td>
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<td>○</td>
<td>○</td>
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</table>

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___________________________________________________________________________
8. Nếu đi bộ và đi xe đạp an toàn hơn và thuận tiện hơn vì những lý do được trình bày trong câu hỏi #7, vậy khả năng bạn sẽ đi bộ và đi xe đạp vì những lý do sau đây như thế nào?

<table>
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<tr>
<th></th>
<th>Không chắc</th>
<th>Khá chắc</th>
<th>Rất chắc</th>
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</thead>
<tbody>
<tr>
<td>a. Đi làm</td>
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<tr>
<td>b. Đi học</td>
<td>○</td>
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</tr>
<tr>
<td>c. Đi đến trạm xe buýt hoặc xe điện</td>
<td>○</td>
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<td>○</td>
</tr>
<tr>
<td>d. Làm việc vật hàng ngày (đi mua sắm, v.v.)</td>
<td>○</td>
<td>○</td>
<td>○</td>
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<tr>
<td>e. Luyện tập và giải trí</td>
<td>○</td>
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</tbody>
</table>

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9. Hãy tương tương các dịch vụ vận chuyển có thể làm cho cộng đồng của quý vị trở thành một nơi sống tốt hơn, vậy những điều sau đây quan trọng như thế nào?

<table>
<thead>
<tr>
<th></th>
<th>Không quan trọng</th>
<th>Khá quan trọng</th>
<th>Không có ý kiến</th>
<th>Quan trọng</th>
<th>Rất quan trọng</th>
<th>Không biết</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Ít tắc nghẽn giao thông hơn khi lái xe</td>
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<tr>
<td>b. Ít xảy ra các vụ va chạm nghiêm trọng trên đường hơn</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>○</td>
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<tr>
<td>c. Nhiều cơ hội tham gia vào việc quy hoạch hơn</td>
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<td>○</td>
<td>○</td>
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<tr>
<td>d. Nhiều khả năng lựa chọn lái xe hơn</td>
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10. **Quy vị nghĩ gì về thói quen đi lại cá nhân của mình và tác động của chúng lên môi trường như thế nào?**

<table>
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<th>Không đồng ý</th>
<th>Hoi đồng ý</th>
<th>Hoàn toàn đồng ý</th>
<th>Không biết</th>
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</thead>
<tbody>
<tr>
<td>a. Tới nghĩ là thói quen di lại cá nhân của tôi không có bất kỳ tác động nào lên môi trường</td>
<td>○</td>
<td>○</td>
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<td>○</td>
</tr>
<tr>
<td>b. Tôi sẽ lại xe ít hơn nếu có thể vì tôi tin rằng điều này có tác động xấu, nhưng những lựa chọn khác không thuận tiện hoặc không khả thi</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>○</td>
</tr>
<tr>
<td>c. Tôi sẽ đi xe đạp, đi bộ, hoặc sử dụng xe buýt thường xuyên hơn có thể cho dù khi tôi có thể lại xe vì tôi tin rằng điều đó sẽ ít có tác động xấu đến môi trường</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>○</td>
</tr>
<tr>
<td>d. Tôi hoàn toàn không lại xe, nhưng quyết định đó không liên quan gì đến môi trường</td>
<td>○</td>
<td>○</td>
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11. **Theo quy vị thì những thách thức lớn nhất cho dịch vụ vận chuyển mà vùng New Orleans sẽ đối mặt trong 30 năm tới là gì?**

<table>
<thead>
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<td>b. Bảo quản cấu trúc</td>
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<td>○</td>
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<tr>
<td>c. Không đủ nguồn quy tài trợ cho vận chuyển</td>
<td>○</td>
<td>○</td>
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<tr>
<td>d. Mất cân nhắc đặc biệt về nơi ở</td>
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<td>e. Mất tính cạnh tranh kinh tế</td>
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<td>○</td>
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<tr>
<td>f. Dịch vụ xe buýt hoặc xe điện yếu kém</td>
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<td>g. Không đủ phương tiện vận chuyển dành cho người lớn tuổi</td>
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<td>h. Đi tần khám cấp</td>
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<td>i. Thay đổi khí hậu</td>
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<tr>
<td>j. Chất lượng không khí kém</td>
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</tbody>
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_____________________________________________________________________

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12. Nếu quý vị có $100 để sử dụng vào hệ thống vận chuyển của khu vực, quý vị sẽ sử dụng như thế nào? Phần bổ số tiền vào từng nhóm để có tổng cộng là $100. Xin dùng loại giải; chi phí thực sự cho từng công việc cải thiện không quan trọng. Những ưu tiên của quý vị mới quan trọng.

<table>
<thead>
<tr>
<th>a. Đường mới hoặc đường lớn hơn</th>
<th>b. Bảo quản đường phố hiện tại</th>
</tr>
</thead>
<tbody>
<tr>
<td>c. Vỉa hè và đường dành cho người đi bộ</td>
<td>d. Làn đường dành cho xe đạp và các phương tiện dành cho xe đạp</td>
</tr>
<tr>
<td>e. Các dịch vụ xe buýt và xe điện được cải thiện</td>
<td>Tổng cộng</td>
</tr>
<tr>
<td></td>
<td>= $100</td>
</tr>
</tbody>
</table>

13. Quý vị sống ở xã nào?
   ○ a. Jefferson
   ○ b. Orleans
   ○ c. Plaquemines
   ○ d. St. Bernard
   ○ e. St. Tammany
   ○ f. Tangipahoa

14. Mã zip của quý vị là gì?

15. Giới tính của quý vị là gì?
   ○ a. Nam
   ○ b. Nữ

16. Chủng tộc của quý vị là gì?
   ○ a. Người Mỹ gốc Châu Phi
   ○ b. Người Mỹ gốc Châu Á
   ○ c. Người Caucasian
   ○ d. Người Mỹ gốc Tây Ban Nha
   ○ e. Khác

17. Quý vị bao nhiêu tuổi?
   ○ a. Dưới 18 tuổi
   ○ b. 18 -35
   ○ c. 36-64
   ○ d. Trên 65 tuổi

18. Thu nhập hàng năm của gia đình quý vị là gì?
   ○ a. Dưới $23,000
   ○ b. $23,000-$33,000
   ○ c. $33,001-$50,000
   ○ d. $50,001 - $75,000
   ○ e. Trên $75,000
Khảo Sát về Sự Tham Gia Của Người Dân Của Uỷ Ban Quy Hoạch Vùng

19. Quý vị có quan tâm tham gia Uỷ Ban Cố Văn Công dân không?
   ○ a. Có
   ○ b. Không

20. Nếu quý vị trả lời là có cho câu hỏi trên, vui lòng cung cấp thông tin liên hệ.

   Tên: __________________________________________________
   Địa chỉ: ____________________________________________
   Thành phố/Tiêu bang: _________________________________
   Mã Zip: _____________________________________________
   Địa chỉ email: _______________________________________
   Số điện thoại: _______________________________________  

21. Quý vị có muốn bổ sung thêm bất kỳ ý kiến nào khác về dịch vụ và chức năng trong khu vực của mình không?
   ___________________________________________________
   ___________________________________________________
   ___________________________________________________
   ___________________________________________________
   ___________________________________________________
   ___________________________________________________


Vui lòng gửi qua đường bưu điện hoặc gửi đến:
Uỷ Ban Quy Hoạch Vùng
10 Veterans Memorial Boulevard
New Orleans, LA 70124
## ATTACHMENT D
### VERBATIM COMMENTS

**Question 4:**
If you could plan a safer transportation system, how important would the following be to you?

<table>
<thead>
<tr>
<th>Bikes</th>
</tr>
</thead>
<tbody>
<tr>
<td>• There needs to be more bike lanes. MORE BIKE LANES, BIKE LANES, watch this ted talk about public transit: <a href="https://www.ted.com/talks/janette_sadik_khan_new_york_s_streets_not_so_mean_any_more">https://www.ted.com/talks/janette_sadik_khan_new_york_s_streets_not_so_mean_any_more</a> . If there were more bikes lanes, people would feel and be safer riding their bikes. Bikes don’t cause damage to the cement. They do not pollute. The public transportation is pretty limited in its reach, but bikes can get you anywhere. It’s super dangerous though, when it shouldn’t be. A person on a bike should have should be given equal concern and safety on public streets as a person in a car. A huge huge huge huge problem is all the parked cars in the street. Make it so that people can only park cars on side of the street, and the other side is for bikers. Bikers should be treated equally to motorist. It’s dangerous out their for bikers, when it doesn’t have to be at all. Please please please add real bike lanes. It will help across all social classes, the rich and poor. It is the right step forward in a more green and sustainable city.</td>
</tr>
<tr>
<td>• Cars kill people, almost with impunity. Glad to see that in recent years, NOPD will actually charge car drivers if they kill people on bicycles or on foot. But only if they are white, in my experience. Not cool. Please encourage more walking and cycling, the 610 Stompers billboard campaigns are excellent!! The Downtown Development District campaign (traffic laws on parking meters) is a great example of how to waste your money.</td>
</tr>
<tr>
<td>• We need safer ways for bikes and pedestrians to cross the highway and major roads</td>
</tr>
<tr>
<td>• I have recently moved to Old Jefferson from Mid City. I rode my bike EVERYWHERE there. I am now living in a bicycle hazard zone...afraid to go ANYWHERE on my bike. Not a single bike lane or shoulder anywhere!! This is VERY important to me. I do not feel the bus transfer areas are safe enough for me to use.</td>
</tr>
<tr>
<td>• Make it safer and easier for children to bike to school. I see cars side almost swiping children on bikes frequently. I am happy to see the trend toward more bicycle lanes, I hope this continues throughout the metro area. It would also be very beneficial to have safe areas to park bicycles around the city (think of cities such as Chicago or San Francisco with secure bicycle parking. We should be safer walking and bicycling routes for children and adults.</td>
</tr>
<tr>
<td>• Pedestrians and bicyclists are second class citizens in this state, the sidewalks are in terrible condition or nonexistent. And while bike lanes and markings are on the rise they need to be greatly expanded. Road diets should be considered when repaving/reworking roads in the area to accommodate biking.</td>
</tr>
<tr>
<td>• Bike lanes and routes are currently non-existent compared to what New Orleans needs. Street parking should be defined and lanes for bikes drawn out from Old Metaire to the Bywater area. Lanes and routes should parallel major arteries- not be part of them a la Carrollton &amp; St. Charles. Please focus on a logical plan to make biking more efficient in the city.</td>
</tr>
<tr>
<td>• emphasize safe bicycle facilities</td>
</tr>
<tr>
<td>• I am concerned about all of the bike lanes appearing on streets that seem to make no sense. As a driver I am always looking out for bikers, but some lanes are shared and then not shared then shared again as you drive down some streets. Others have bike lanes that are shared with parked cars. This is really dangerous. The biker then must go into the lane with cars then back into the lane. In and out every time there is a parked car. So stupid!!!! Lastly, I think having fewer potholes, better signage on curved streets and better light streets would do much for fewer accidents. add separate bike lanes</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Road Work</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Clearer signs, quicker replacement of signs, smoother streets</td>
</tr>
<tr>
<td>• The better road design I am thinking of is traffic calming, narrow streets, wooners, etc. –NOT wider lanes, straight roads, big forgiveness zones, and physical crash barriers, etc.</td>
</tr>
</tbody>
</table>
- I’d like to see yield signs in the middle of the road at crosswalks, that say “yield to pedestrians at cross walks, state law”. I’d like to see dedicated/buffered bike lanes.
- The biggest issues we have are roads in disrepair and –increasingly– both drivers and bike riders who do not know the laws when it comes to bicycle safety.
- The state of road design in this state is pitiful. At some point we need to stop prioritizing automobiles to the detriment of all other modes and we need to start hiring engineers whose toolbox of design where not outdated in the 1980’s.
- Repair of the road surfaces would also create a safer transportation system
- please work to darken all safety lines for drivers..lane separations...also, keep all light fixtures fixed for clear and better night driving for drivers and walking and biking pedestrians.
- Better Road design and proper maintenance of road, filling in pool holes, fixing broken signs etc are very important for safer transportation!
- The intersection where the I-10 service road intersects with I-10 Exit 241...needs to be redesigned and reworked. It is dangerous and awkward. High speed rail system is needed in new Orleans.
- add separate bike lanes

### Laws/Education

- I don’t believe signage has much involvement with road accidents-it’s more lack of attention by drivers
- We need better education regarding rights of bikers and pedestrians
- better education for drivers, bicyclists and pedestrians would also be key, as well as better signage and crosswalk markings and protected bikeways. Things are improving, but drivers in new Orleans are often unaware that they’re supposed to yield to pedestrians or that bicyclists are allowed to be in the road.
- Drivers need education re: bicycle lanes and courtesy on the road in general.
- ENFORCEMENT of laws protecting vulnerable users
- If people would obey school zones times. If traffic cameras actually worked at correct times and speeds. If people did not cross over pedestrian cross walks.

### Other

- Not really sure of the relevance of this question. Anybody with any sense (which I guess is the key, lol), would see all of these as important to a safer transportation system, I think a better gauge may be to rank them based on opinion of level of importance.
- Please invest in better integration for non-cars users. I use my car often but it’s pathetic how little support non-car users have in this auto centric community.
- Less cars, please.
- I see an average of 1 car crash a month at the intersections of Poland & St Claude and at Elysian Fields & Royal. Both are my way to/from work. Very troubling.
- I do not believe better signage improves safety. Roads should be constructed as shared spaces such that motorists are constantly encouraged to be vigilant about pedestrians and not assume they always have the right of way because of clear signage and lane markings.
- No one needs to commute in a car in Orleans Parish.
- I think it’s more important to focus on alternate transportation options by looking at building a healthier community. That means less dependence on fossil fuels and more dependence on public transportation and options which will increase the physical and mental health of our citizens. People who live in walking neighborhoods are 7 pounds lighter, on average. S. La citizens are far too unhealthy, resulting in long term costs we all pay.
- Pedestrian access to the GNO bridge crossing is essential
- Safer bus stops, with seats, cover, clear sight lines, and more frequent busses would help a lot. Particularly for the vulnerable populations like the elderly, disabled, and children, all of whom are more likely to use public transport. As a point, a policy shift that would also help is ticketing those who park their cars in their driveways, but out blocking public sidewalks. These force pedestrians especially people in wheelchairs, those pushing strollers, and those who use carts or scooters to assist in their errands out into the roadway, often
unexpectedly.

- “Better signage” and “Better Road design” can actually be counter-productive. Slow cars down by making the roads seem scarier and more vague.
- We don’t have enough bus transportation in New Orleans east. We need a bus to travel from Read and Lake Forest to Chef Mentuer. People that work in the chef and read.
- There has been several accidents in New Orleans East due to a lack of sidewalks along the I-10 service road due to there is no sidewalk the residents of New Orleans East need a sidewalk there.
- Help
- Better lighting should also be considered in traveling to and from bus stops.
- Living in the east, it is frustrating to catch a bus that doesn't bring you straight in the city with out making so many stops.
- Bikers do not follow the rules.
- We are retired=very much use car-bus when going to Canal we park along canal and ride to the cbd

**Question 5:**
How important would the following be in encouraging you to use buses and/or streetcars more often, or would make your current bus or streetcar travel easier?

<table>
<thead>
<tr>
<th>Efficiency</th>
</tr>
</thead>
<tbody>
<tr>
<td>I would only advocate for more streetcar lines if the cars/routes were designed for optimal speed</td>
</tr>
<tr>
<td>While increased routes and more frequent routes would be great, the most important thing to increase ridership is predictability.</td>
</tr>
<tr>
<td>Love the streetcar, but it is a leisurely ride mostly for tourists! Don’t want any more streetcars taking up limited road space (hate driving on streetcar tracks) and a collision with a streetcar is not something you can walk away from-deadly. Better pedestrian usage too.</td>
</tr>
<tr>
<td>The worst part about public transportation now is that buses and streetcars do not run frequently enough and rarely arrive on time. This makes it difficult to rely on them to get to work or other important meetings/events.</td>
</tr>
<tr>
<td>Public transportation in New Orleans is so pathetically unreliable that only tourists and the very poor tend to use it. The wait times for buses and streetcars are nothing short of unconscionable. I pity working people who rely on public transportation to get to and from their place of work. Greater frequency and reliability of buses and streetcars is by far the most important step to creating a viable public transportation network in the city, followed by a denser network of routes, comfortable bus stops, and easier travel between parishes.</td>
</tr>
<tr>
<td>Very often i don't take the bus because i don't know when the next one will arrive. i have been in other cities where people can pull up a live GPS of their bus in order to know when it will arrive at the stop.</td>
</tr>
</tbody>
</table>

The 3 main problems I have with buses and streetcars are: 1) As in almost every transportation line in the country the stops are too close together. Having buses and streetcars stop every other street slows down commute times. While I am know it will be a challenge to get most of the public to agree to cutting half the stops (especially if it is their stop) it would greatly increase the efficiency of bus and streetcar lines if coupled with issue #3 below 2) The irregularity frequency of buses and streetcars is very frustrating. Watching 3 buses go by in the opposite direction can drive you insane. People don’t take public transportation because it isn’t convenient for them and it is seen as inefficient. 3) Loading times, it takes a lot of time for people to pay and insert their card when loading the bus causing delays. Tap cards, prepay boarding stations in select locations or more ticket kiosks will help reduce loading times |
| Public tranportation is a great catalyst for social and economic fluidity. An emphasis to improve this could-be asset of the city is needed. |
| Moving to timed-transfer transit system with a grid of routes, instead of the current hud-and-spoke system (at least that in New Orleans) we currently have can go a long way towards improving service without causing any significant increase in operating costs. Jefferson Parish needs to realize that transit is not simply a service for the poor, but an amenity that bolsters community resilience |
and economic dynamism.

- In New Orleans, our bus stops are plentiful. Express service at peak times might eliminate some of these stops. In addition, all buses and streetcars should have bike racks!
- The most important thing we need is bus frequency at least every 10 minutes on every line.
- The buses are out of scale for our historic neighborhoods, and they are out of scale in terms of moving people. The bus goes by my house many times every day, and there is very rarely more than three people on the huge bus. Better if there were small vans with a capacity of 12 to 15 people, that came by twice as often. Also, since bicycling is so prevalent in New Orleans, it's important that the buses be able to accommodate bicycles.
- More frequent busses, not more streetcars. It’s a much better investment and contributes to workforce development. A 40 minute wait for public transportation is unreasonable, and it makes it hard for students and entry level workers who have less flexibility in their schedules and often face harsh consequences for tardiness. We need better connectivity between uptown and downtown routes, Canal street ceased to be a cultural dividing line over a century ago, let's go ahead an let busses cross it. We also need better connections to the suburbs and surrounding parishes; issues of structural racism aside, the face of poverty is changing, and gentrification is shifting low income families outside of urban areas all over the country.
- Travel plans too often are based on how late the travel runs, adding in an extra pad of safety because we have bicycles and don’t want to have to abandon them for a full rack. This seriously limits options for work, etc. as a lot of jobs for people who don’t drive aren't 9-5 jobs.
- Even if the bus stop is not that close, people would go if they know buses arrives on time. Maybe you can study the European bus plans to get ideas because they have buses and train running daily and going to the right places.

### Transportation between Parishes/Canal Street

- I don’t understand a regional transit system that requires a person in Algiers to cross the river to get to anywhere in Jefferson parish on the westbank. It shows how disjointed our "regional" transit system truly is.
- Why is there not a rail system from nola to kenner or even to baton rouge...????
- It's unclear to me how we created and support a Regional Transit Authority that allows parishes to operate transit independently.
- I’d like a train between BR and NOLA
- Going to the Riverbend or to the Bywater is incredibly difficult via public transport.
- We need ONE public transportation system for buses, streetcars, and regional trains in Southeast Louisiana NOW!
  Buses that run past Canal would be great instead of having to transfer there.
- The current routes need to be entirely rethought. For instance, a lot of people travel along the river from uptown now into the Marigny and Bywater. There should be a single bus route that travels between those neighborhoods. The idea that they all need to terminate at Canal is antiquated and not reflective of the patterns people are actually traveling. Studying and improving the routes would increase ridership and convenience.
- Easier travel to different parishes is important for jobs. People without transportation makes it really hard to get ahead.
- Connection to all parishes

### Airport

- Better public transit to the airport would be great.
- Airport bus needs to run at night and on weekends!

### Ferry

- Extended ferry hours. Cheaper ferry rates to match bus rates.
- More ferry hours
Please expand the ferry's hours. It is vital for West Bank commuters who don't drive cars and lessens bridge traffic by removing those who do drive but can take the ferry instead. Also, buying passes for all public transit needs to be consolidated and easy to do like every other major city. There should be kiosks at the airport and throughout the city where travelers can buy passes for all methods of transport. 21st century, people.

Extended hours on ferry. Streetcar, Bus, Ferry should = mass transit system. And they should be the same fare.

Stops

Currently I'm a suburbanite that works in the City which unfortunately doesn't lend itself well to use of public transportation. However do plan to eventually move back to the City to a location that would allow use of the streetcar. Adding more stops doesn't always encourage use of buses since it would just make the overall trip longer. Streetcars also seem to have less of a stigma than the bus even though it is basically the same thing...

Instead of closer bus stops, streetcar stops should be farther apart. A streetcar trip would be much shorter if it didn't stop at nearly every block.

Fares/Other

- Buses would be nice, but bikes provide more freedom in mobility.
- I think of buses and streetcars interchangeably.
- Streetcar is overcrowded. Public transit should be free (for many reasons.)
- More buses more often. Transfers stink! But increasing bus rates will solve that. Giving people planning tools will encourage participation---> open source the data, develop and promote /software platforms for smartphones. I kind of line that RTA drivers will stop or slow for passengers, not that worried about timeliness--the concerns I do have would be resolved by increasing rates. Magazine, Freret, and St Claire, and Broad buses are great because they come more often. Increase rate of Jackson Esplanade, that is an excellent route. Travel across parishes and to Baton Rouge needs to be vastly improved.
- Bus is not an option, as I take my dogs to work with me
- Bus fare in this town is very low compared to other cities; still, I'd rather not see it go up because many people have less money than I do. Alternately, reduced fare cards for those who need them might make the difference. That said, if fare goes up past $2/ride there's no way I'm getting on transit unless I must. It would help if transfers could be used in either direction. Perhaps we could change the system so the transfers can be used in any direction but for less time? Consider that people need to run to the store and then come back with stuff, and these trips can be very quick, but also costly if one has to pay twice. Likewise, when I didn't have a car, getting to anywhere I could buy clothes (so, the suburbs, because we didn't have H&M in the Quarter yet so there was nearly nothing affordable downtown) was a day-long ordeal (because the bus never comes) that cost up to $5 for both directions. Woe if you find nothing at the mall that day.
- Fare card kiosks would also help for times when I don't have cash. The change cards are an improvement, but sometimes I don't want to put my $20 bill on a change card.
- Switch to electric buses
- More frequent evening service, especially routes that stop completely after 6pm
- More security, walk ways across canals (Morrison) to make bus stops closer
- Would love to see a "universal" yearly or half-yearly pass option made available, in addition to the existing options. All you have to do is show it to board the bus or streetcar. Period No JazzyPass card reader glitches, no transfer hassles, no expiration worries. It would make using public transit SO much easier and more seamless. Naturally, a substantial cost would be incurred, but for those who don't mind paying it, it'd be ideal. Just show and go.
- As you can tell from the above response I don't travel by bus. Nevertheless, I do believe all of the above is and should be a concern in the inner city or downtown areas. This is important because of tourism and the changing designs of downtown. More people will be living downtown then has been in the past. Bus service will then be more important. However, for the suburbs bus service is much less important. I believe 90% of the suburbs drive their own cars and do not depend on public transportation nor want more of it in their communities.
- At present - none of these issue apply to us
- High speed rail system is needed in New Orleans East
- Streetcars not needed in New Orleans East
- We need more bus service in New Orleans East
- While having bus transit is important, the suburban areas doesn't need replacement of cars with more concentration of heavy, congested buses running 24/7 days a week.

**Question 6:** How important would the following be in encouraging you to bicycle more?

### Bike Lanes

- I would downgrade "more bicycle lanes" if it was a juxtaposition to "protected bicycle lanes," not to "no lanes at all." We need to hopefully skip over building door zone and curbside lanes and go straight to comfortable and connected protected lanes.
- Shower at work is number one thing keeping me from my dream commute. Also, canal should drop to two lanes and open a bike lane.
- Crummy Bike Lanes at least give my life legitimacy in the eyes of car drivers. Drivers are less likely to conduct the routine harassment they do when there is a bike lane, even if it is a crummy "door lane". protected lanes are true bike lanes, and I think we will not make it to 20% modal share without more protected lanes and trails. Go Lafitte Bikeway. There need to be planning aids for new cyclists and walkers, to tell people how much time it will take (including how much time you can save by avoiding parking!)
- Since moving into Jefferson, I am unable to ride my bike ANYWHERE without loading it onto my car first! Bike lanes...IMPORTANT!!! 14. If you build more bike lanes, more people will use bikes!
  - This city is ready for an idea like city bike in NY. I was there this fall and it is amazing how many people use the bike share program. they have dedicated bike lanes which keep everyone safer.
- We need bicycle parking to encourage biking. And comfortable separated bicycle lanes.
- Build more protected bicycle lanes NOW!
- Motorcycle lanes are important, they say watch out for motorcycle but they should watch for themselves countless motorcycle riders I see daily speeding lane to lane on intersection and the interstates. A motorcycle rider hit me and hurt himself going through traffic at a red light riding on the side as I was turning into a parking lot....we also need STREET FIXING seriously. And bicycle trails and green ways would make the city look prettier in areas where people are more likely to ride bikes.
- Unable to ride bike but some of the bike lanes are horrorrible ie Crowder there is only one lane for cars and the bike lane is part of that lane however there is a beautiful natural ground that could have been used as was used along the bayou in lakeview - are along Lakeforest
- I like bicycling but I'm not comfortable sharing a line with a car because motorists in general don't respect a bicyclist, they feel like he's slowing them down.
- Why are there maybe two bike lanes in New Orleans east. Lake Forest Blvd and Crowder Blvd (no one uses) Morrison, Read, Bullard are excellent choices for lanes

### Education

- Future safety campaigns should focus on educating the bicyclist and the motorists on sharing the road.
- We're headed in a great direction for cyclists, I hope to see more of the amazing improvements we've seen over the past few years! Better education for riders and drivers would be my top priority.
- Drivers that understand the rights of cyclists. Like shared lanes mean the biker is supposed to take up the whole lane
- Stop cyclists from biking the wrong way! It endangers me as a cyclist and motor vehicle drivers & pedestrians as well.
- Bicyclists and car drivers alike here are horrendously poor with rules of the road. Both need better education on the laws, e.g. stopping at stop signs.

### Bicycles Are Better
YESSSSSSSSSSSSSSSSS!!!!!! All of it!!!!!! It's not just very important; it is crucial. Bikes are the way to go. We leave we it doesn't get too cold to not be able to ride a bike or too hot. There are no hills. We should be the most bike friendly city in the country. BIKES allow everyone from ever social class to move freely and quickly around the city.

Is there an "extremely important" option? I don't need greenways and trails. Those are nice and all, but I think we should be promoting cycling as commuting for so many reasons: health of both people and the environment, space limitations, cost, etc. We'd all save money by cycling. I need safer ways to commute! Protected paths on major streets are key (it would be FANTASTIC to have one along the neutral ground down Claiborne, for example. Claiborne is a death trap with no good parallel side streets due to the curve of the river, but it has a nice neutral ground that would allow for a path). The Dutch have a system we could learn from: on major streets, bike paths are protected (by little curbs, etc. that separate them from traffic). On small streets with low speed limits, bikes and cars share the road. Bikes often have their own traffic signals as well, and safer places to stop and/or turn at intersections. Since this is North America, we usually have small streets that parallel the big ones (whereas Europe is more like the Marigny in street design). It seems most logical, then, to re-pave the streets next to the major arteries (so, Carondelet, for example, next to St. Charles, or Camp next to Magazine, both of which have large sections that are absolutely nightmarish to ride along and send riders out into traffic on major routes instead (today, for example, I rode along Carondelet between Napoleon and Louisiana and it was awful nearly the whole way -- the bumps made my bike squeak and my bell ring; never mind what it felt like to ride). Riding on St. Charles is fine, because it's nice and wide, until you get to the section between Louisiana and Lee Circle, at which point the cars suddenly have two lanes and boy, are they unhappy to see you on your bike, in their way, at rush hour. I've had to take the entire lane just to avoid being side-swiped. But even there, St. Charles is so much smoother than the side streets that it's a tough choice and I often end up staying on St. Charles against my better judgement. Moreover, the Dutch incorporate bicycle safety into their elementary school curricula. This is key --both drivers and cyclists (and pedestrians!) should know the rules and rights of the road. I really hate the car vs. bike arguments that break out on various websites periodically, because everyone is always pointing fingers when really, there's terrible behavior to go around on all sides. Pedestrians who walk out without even looking first, especially in front of bikes. Cyclists who ride at night with no lights or blow through intersections without so much as slowing down to see if anything's coming (seriously, I don't care if they keep going, and frankly I feel the rules could be adjusted slightly for cyclists in light of the limitations of their mode of transportation) but do these people have a death wish? At least take a look). Cars who pass too closely. I've been cussed out and told to "get a car, hippie," never mind being told to "get on that sidewalk," while riding legally and safely by irate drivers who for some reason can't handle seeing bikes on the road. Meanwhile, I was chased down for almost a mile by a cyclist who nearly caused an accident by coming the wrong way down the street (on Freret at Audubon); he dodged into traffic and caused me to slam on my brakes to avoid hitting him, and when I said, "Wrong side!" in shock he actually turned around and followed me, trying to catch up so he could curse me out (he had to settle for rude gestures instead). We need all of the stuff on this list, so badly. Information. Paved streets. Protected lanes on big roads (or alternate parallel routes, which may be a better and/or cheaper option for major roads like St. Charles; in any case as a driver I'd like to see the side streets paved, too, so two populations would be served). Education. And parking, yes! I can't stand arriving at my destination and finding signs telling me to not park my bike in the vicinity, but of course there's no rack anywhere. We need racks. And we need racks that accommodate bikes with fenders on them. Can we send a team to the Netherlands to see what they've got and see what we could implement here? I feel it would be money well spent. On a final note, I've used bike share programs in Europe and they're fantastic. More people bike, everyone is healthier, and best of all, they're cheap.

We have a perfectly flat city. Biking is ideal. Tear down the Claiborne Avenue overpass.

Great cities have great biking infrastructure. Cities like Boston, NYC, Chicago are making great strides to improve their infrastructure for the growing number of bicyclists. We too can have great infrastructure and help biking grow here in the GNO area. The more bikes the less cars, the less pollution, and the more healthy our population is.

ALL of these options in some capacity would do wonders in increasing bicycle usage.
- We are a flat, compact region so there is no reason we shouldn't be cycling more. In New Orleans, at least, we also have many over built streets that could use a road diet.
- Bicycles have proven to be the future of the greatest cities on our planet. Usage of fossil fuels and the car as we know it is a dinosaur, and it is holding us back. Accommodating bicycles will move us more quickly into a better greener happier future.
- I like bikes but not for work... we shouldn't get lost in the works of this and focus on driving safety... theses bikers aren't cars and should ride like they are...

**BikeRacks**

- More bike racks to safely lock up bike at destination
- I would really like to use my bike more in the city, but there usually isn't a safe path for me to get from where I am to where I am going and/or there is no safe place to store my bike once I am there.
- Other
  - One biggest impediment to biking as a means of commuting is just the heat and having no easy accessibility to shower once you reach work. You can't commute even 4-5 miles in the summer without getting drenched with sweat and that won't go over well in a professional work environment.
  - We also need enforcement of bicycling laws (e.g., going the wrong way down a one way, not stopping at stop signs) as well as enforcement of motorists' safe sharing of the roads.
  - Simple routes between main intersections, neighborhoods, and areas of the city would provide a great deal to the citizens of New Orleans.
  - Also important, keeping cars and taxis from parking in the lane (particularly in front of that one hotel on Loyola southbound)
  - The times that I took the bus from Little Woods just to Read I had to wait an hour for the next connecting bus that was going to Read and Lake Forest. When I called to inquire about how to get to this location - Daughters of Charity, the operator just said to just go across the street and get on the connecting bus. She left out the fact that I would have to wait an hour for that bus to arrive and that there is no safe place to stand and wait. Very frustrating. Im from Philadelphia, Pa and you can just imagine how I felt that the system down here is sooooooo behind times. I understand there was more prior to Katrina, but Katrina was over 10 years ago. I hope that with all the shopping places that is open in the East that the buses come more frequently and to more areas. Im just saying.
  - Fewer dogs that are not confined to a yard or on a leash- very important Getting a new bicycle
  - It would be great to have a light rail system that can bring folks like me that work in the city to our prime location l. e. cbd, poydras, etc.....
- New Orleans east is not bicycle friendly

**Question 7: How important would the following be in encouraging you to walk more?**

**Safety**

- Safety and weather are the two most important factors for me in deciding whether to walk. The main reason I don't at night or in certain neighborhoods is concern for personal safety.
- I would walk more if I wasn't worried about crime as much. i.e. I never walk alone at night and may even drive my vehicle 4 blocks because I dont feel safe...but would walk if I were in another city or if New Orleans had less of a crime problem.
- Walkers should not be afraid to be hit by cars... ever. It is ridiculous that people should feel rushed around cars. Cars are dangerous, take up too much unused space, pollute, and they prevent commerce. I know tons of local people (friends) who never want to go anywhere, because they would have to drive. It's too much of a hassle. You have to go, fight traffic, find a place to park, pay to park. It's a hassle and no one wants to do it. It prevents commerce. Open up a complete bike lane on ferret or magazine or st. charles. SEE what happens to the businesses. See. They will all love it, because people can actually get to their stores easily, safely, without hassle, without concern about parking spaces. AND BIKE LANES ARE SO EASY TO MAKE: IT'S JUST PAINT!!!!!!!!!!!! Walking and biking are also more healthy than sitting in car all the time. Get up and be active, right? Come on, it's so simple. Bikes lanes, let's do it. Sign me up, I'll paint the lines myself.
- More pedestrians out walking makes me feel more safe walking places
Feeling safe walking around New Orleans would be most important. More police presence is needed.

I live in a very walkable neighborhood, but even so, I often fear for my safety when trying to cross the street. Even in city park, it seems that drivers dominate and pedestrians are expected to get out of the way.

Lighting

- I'm least concerned about pedestrians following the rules. I don't care about jaywalkers so long as they don't leap out in front of traffic without looking. That's just unwise on their part. We do need better crossings on streets like Claiborne, where there is no safe place to cross for blocks and blocks. Pedestrian-controlled lights might be a solution there. But does anyone even use the sidewalks in this town? I don't except along major roads; I've tripped and fallen on them and cut my finger open. I needed 8 stitches to close the wound. One thing that's not on this list and that was likely a contributor to my accident was the lighting. We have absolutely terrible lighting in this town. There are too few lights per block, and half of them are out anyway. I can't see where I'm going. I admit to being one of those people who walks in the road -- it's less likely to trip me up than is the sidewalk, despite the absurd potholes. The road is easier to see in the minimal lighting -- fewer trees and bushes to create patches that are entirely black and that likely are hiding 6-inch differences in height. The sidewalk, for that matter, is often blocked by cars or trees or bushes, or entirely absent because of grass overgrowth. Though I should note that there are sections of even major roads that are terrifying by both foot and bike when the lights are out because it is pitch black and bike headlights are not good enough to light the way enough to see well by, and God only knows where potholes might be lurking that will throw you off your bike or trip you when you're on foot. It would be nice if we had more services within city limits. I often have to take my car because things I need are just too far out to bike (like, Kenner. I live uptown. It's not happening on a bike). If city planners can bring things back into the city centers, then fantastic. But this is a really long-term problem, it seems to me. The others are more easily solved (barring financial issues, of course).

- better lighting!!!
- More street lighting

Crossings

- Pedestrian signals that work and coordinate with the traffic signals with adequate signage (e.g. tell pedestrians to walk with their signal and not the auto signal)
- Drivers ignore the pedestrian crossing zones (especially the one at the Basin Street Station and that's in a School Zone).
- It would be really nice if motorists didn't try to kill pedestrians when they are trying to cross the streets of NOLA. I always thought that pedestrians had right of way, but not in the French Quarter!
- Cars should yield at crosswalks
- Educate the public on laws regarding pedestrian crosswalks

Sidewalk Maintenance

- Once I am downtown walking/jogging is my preferred method of transportation. In the past year there seems to be more than usual amount of road construction which has many intersections blocked, but if the end result is better it will be worth the temporary inconvenience. Some sidewalks are so bad you risk twisting an ankle trying to walk/run on them.
- Tone down the 610 Stompers campaign and fix the sidewalks.
- Sidewalk connectivity and maintenance is very important.
- Sidewalks are often interrupted midblock. Seriously, they need to be taken over instead of left to the property owners.
- I agree on walking changes.. no slanted sidewalks.. make them even or make it an requirement for developers in the city.
- More green space designed for walking
- We need to have defined walking paths and a campaign to get people walking and bicycling in New Orleans east

Other
- We have a huge problem with people who park across the sidewalks and in crosswalks. This is an enforcement issue.
- There need to be planning aids for new cyclists and walkers, to tell people how much time it will take (including how much time you can save by avoiding parking!) Complete streets rules! keep it up! connectivity is good, but Elysian Fields needs a ground level foot bridge over the drainage canal.
- If you have a mobility impairment or have a child in a stroller I have no idea how you get around most of this city unless you walk in the street.
- There are a lot of areas in New Orleans east where people walk and its no sidewalks for pedestrian and stores are a mile away.
- a sidewalk is needed in New Orleans East a long day l-10 service road
- I already live within walking distance of PLENTY destinations.
- regarding "f"?
- Walking would make the citizens healthier and happier, but again, there should be little walkers shelters in case of rain and nice walking paths. If you make trails, because of the crime in New Orleans, they should be open trails. The city of Smyrna in Georgia has a lot of biking and walking nice trails. Maybe we could get ideas from their city, too.

**Question 8:**

If walking and bicycling were safer and more convenient for the reasons described in question #7, how likely would you walk and bicycle for the following reasons?

<table>
<thead>
<tr>
<th>Improvements</th>
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<tbody>
<tr>
<td>Having bike racks on buses/streetcars is big encouragement to longer bike trips.</td>
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<tr>
<td>BIKE LANES!!!! LET'S DO IT!</td>
</tr>
<tr>
<td>Houston and Denver has impressed me with their green way bike highways (see Bogota, Colombia, too.) we only have the levee and the lakefront. We can do better.</td>
</tr>
<tr>
<td>A logical plan that accommodates all pedestrians, bicyclists, and drivers is needed. Lessen the number of cars on the road by changing the system by which they abide. Increase the accessibility of the road for all commuters, not just ones using cars as vehicles.</td>
</tr>
<tr>
<td>Lighting improvements would help the public safety factor, particularly at night. That and slower speeds in residential neighborhoods. And high-vis crosswalks with traffic cameras for enforcement. As well as police enforcement of traffic laws.</td>
</tr>
<tr>
<td>it's relatively easy to bike to work from my apartment, but there are a few legs of my journey that are unprotected and make me feel vulnerable. in the places with bike lanes, drivers seem to much better understand my right to the road. even sharrows are inadequate in getting this message across, but improvements as basic as signs alerting drivers that bicyclists may take the whole lane - especially at bridge crossings and the like where lanes narrow - would be helpful in improving drivers' understanding and in improving bicyclists' behavior because they would feel safer following the law.</td>
</tr>
<tr>
<td>better lighting!!!</td>
</tr>
<tr>
<td>I own a car but like catching the bus in the evening for health reasons - walking to the bus stop from work - one mile... but drive... if i felt comfortable enough, I would catch the bus with my bike and eliminate driving overall - when the season permits. I like that RTA provides the racks in front of the buses.. that was a great idea.</td>
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<table>
<thead>
<tr>
<th>Not Applicable</th>
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<tbody>
<tr>
<td>This is a poorly worded question...</td>
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<tr>
<td>I am retired</td>
</tr>
<tr>
<td>semi-retired, work from home, so a. and b. not relevant</td>
</tr>
<tr>
<td>I'm not in school</td>
</tr>
<tr>
<td>I'm retired. Therefore, some of these questions would not relate to me.</td>
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<td>I</td>
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<table>
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<tr>
<th>Already Bike</th>
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<tr>
<td>I already use them for these activities.</td>
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</tbody>
</table>
- I do all these things already, so of course I would do them more if they were more convenient.
- I already ride as often as possible. I would love to ride more. I would love to just feel safer while riding.
- I use my bicycle for 96% of my transportation needs, so I don't really have to even consider exercise and recreation...it's built into my lifestyle.
- I already ride everywhere.
- I like exercising so it'd be fine with me, I'd do that.

**Ferry**

- The ferry's hours need to be expanded or this question is pointless for west bankers or anyone going to the westbank.
- Need Ferry service to have extended hours

**Other**

- I don't go to school but would like to see it for people who do (especially for kids). If I could rely on all buses to have the capability of caring my bike I think that would be a great way to extend the range of a bike commute.
- Question 7 is about sidewalks - bicycles are illegal on sidewalks..? Why is the question worded this way?
- I could really save on gas if this was a reality.
- My school and work are over five miles away. With many bridges to cross. Other than that I walk frequently.
- It is difficult to cross bridges for access to the CBD
- Most people work outside of NOE so exercise and recreation around walking and bicycling is very important

**Question 9:**
When you imagine how transportation can make your community more livable, how important are the following?

**Fewer Cars**

- As is already known, the more alternatives available to driving, the less important a & b become. 
  walkscore.com Get me a coffee shop within walking distance, please! Less cars, please.
- Less cars = cleaner air, more peaceful neighborhoods. More cycling and walking = more friendly neighborhoods, maybe less crime, less stress.
- Every Friday, starting at about five, there is an unmanageable influx of automobiles into the French Quarter. The traffic into the Quarter needs to be curtailed and limited to small lightweight commercial vehicles and residents. Stricter enforcement of the No Parking on Sidewalk law would save the sidewalks from heavy vehicles and for the pedestrian for which they were deployed. Urgent need.
- I hate driving
- I'm in favor of reducing automotive travel lanes on many roadways and using the space for transit lanes, bike lanes and improved pedestrian infrastructure. No one needs to be able to drive over 20 mph on my residential street and we need infrastructure designed to reflect that reality.
- My ideal community would be one in which all needs could safely and conveniently be met without getting in my car.

**Public Transportation**

- Seriously. I am being serious. If you help out people, if you build and create with the public's interest in mind, then everyone wins. There are rewards for government, for overall happiness of the public, for business. It's a no brainer. CREATE accessible, efficient, reliable, public transportation, and it will do wonders to the city. Create safe, well lit, bike lanes. People will be more free to move around; they will have more opportunities.
- I would also visit friends and businesses on the West Bank much more frequently if the ferry had longer hours.
- We need more buses and streetcars and trains for the New Orleans region NOW!
- Extended hours on ferry
- Boost the transit and bicycle system before the next fuel crisis comes and the rush of people onto he transit system pulls service down even further.
- Again I am from Philadelphia area and when I was up there I gave up on having a car and took the bus, trolly or taxi cab every where. I felt safer and always got to my destination on time. I actually enjoyed it because it gave
me down time to read or listen to music while seeing stuff I don't see driving. So by the time I got where I was going I was less stressed having to deal with all the stuff you have to deal with driving. And it saved me money for I brought a monthly pass or weekly pass depending on my income at that time. The transportation system can really benefit from this if they enhanced the system down here.

- Light rail system would be ideal!!!!!
- High speed rail system is needed in new orleans east
- We need a real active coordinated bus transportation system in NOE

Other

- Really, housing is the issue. displacing people to new orleans east and jefferson makes transportation harder for new orleansians! californians can take cabs or uber or whatever it is they do with their money.
- Recent Federal studies has demonstrated that adding dedicated Bike Lanes increases bike ridership.
- Who wants to sit in traffic? Thanks for this survey, by the way; it has let me vent my spleen about our terrible biking conditions :-(
- I think we have a long way to go, but I think we are starting to move in right direction and I am very hopeful that it continues.
- Making the city more bike friendly and pedestrian friendly would also help with health issues that are brought on by lack of physical activity.
- Be reasonable with the amount of space that cars are allowed to take in the street. Allow for more options and more people are able to get involved in commuting. A community that works together, grows together.
- There are too many parking spaces. This makes everything further apart, and less likely that someone will walk or ride a bicycle. Real estate is expensive, INCLUDING the real estate that’s used by parked cars. Parking spaces should not be free.
- New Orleans has multiple ways of travel (from New Orleans East to the city), therefore, none of this is my concern... but with being a city, traffic is always and will be a issue during peak business times of the day... unless everyone starts working remote. (Starr Williams sw@easternproject.org
- Bikers are causing more congestion. Get behind a biker listening to their radio on Magazine Street
- Community input is very important

Question 10:
How do you think about your personal travel habits and their impacts on the environment?

Problems with the Question:

- I think this question needs an NA option instead of "Don't Know".
- Don’t like the wording of this question since it can really be answered a number of different ways since you are really asking two different questions with just one answer.
- Again, a poorly worded question that will neutralize the quality of your data...
- B. is worded badly. I DO drive less because it has a negative impact and I DO have other options - bicycle. d. should actually be NA.
- Poor response options. I don’t drive at all, and it does have to do with the environment (but more with personal preference and financial considerations)
- Question B: I don't drive, and that’s a two step question - confusing. Question C: Also confusing.
- Question d should have a N/A

Public Transportation:

- I've ridden the bus for many years - not bicycle- too dangerous. The convenience of a car beats waiting for a bus and riding with the weirdos. I'm all for carpooling and ride sharing. good to know the bus is available if I need it
- I would bike much more often (and did) when the Algiers ferry ran at it’s full hours.
- I walk and bike and talk public transit because I don’t make much money, but I also really enjoy it. I think it allows me to know and see my city better. I also think it's easy to do, walk and bike, transit is rather unreliable and does not always get me where I need/want to go.
- If public transit was more prevalent everywhere in the New Orleans region, I would drive less. Why
not provide express buses to Saints and Pelicans home games?
- I drive to work only when it is going to rain & Monday's and Friday's. Otherwise, I carpool Tuesday - Thursday mornings and catch the bus home in the afternoons to save on parking and gas.
- A light rail system!!!
- high speed rail is needed in new orleans and i am not talking about expanding the street car lines
- NOE is disconnected from the rest of the city if you don't have a car

Non-Motorists
- Much of this question has a motorist point of view, making the statements hard to answer for nonmotorists.
- I don't drive at all, for both health and environmental reasons.
- I have no car and rarely drive. The reasons are primarily the environmental and quality of life impacts of driving.

Environment
- This is dumb. You don't need a survey for this. The science is in. Gas cars are unsustainable. "My travel habits don't impact the environment"...? That is the dumbest thing ever. Everything impacts the environment, LET'S DO OUR BEST TO HAVE A HEALTHY ENVIRONMENT. For Pete's sake, look at the smog in China, in LA. We don't want that. We really really really don't want that.8. Carbon guilt affects me.
- New orleans is sinking, cher. cars weigh heavily on the roads, making us sink, making that Gulf swell up. It's coming for us sooner and later. ban cars from certain areas (exceptions for working trucks and buses are necessary).
- These questions are complicated. Basically, I'm an environmentalist and think anything I do has an impact on the environment. Cars are bad, ac is bad, bikes are less bad but still have environmental lifecycle costs, etc.
- The sanity of people operating vehicles is my main concern. Of course the environment prospers with less cars on the road but I believe it is better psychologically for us to have the ability to navigate from place to place easier than operating a car.

Other
- I'm sure removing me alone from the road has negligible impact, but if more of us did it...
- I like to ride my bike whenever reasonably feasible to do so and if the distance is relatively short I walk.
- The other aspect is the cost of driving. It is expensive to own and operate a car (my mortgage actually costs less than my car) and if our region is designed in such a way that a car is the only mode for most people to access jobs, food, retail, etc. then we are excluding a large number of people from everyday life. We are essentially saying to people that the cost of car ownership is the cost of entry into our society and community. If you can't afford that to pay that cost, then you don't get to participate in the community at the same level as those who can afford to pay it.
- Questions b, c, & d do not apply to me. I ride a bicycle, and that's that. Of course I know it has a positive impact on the environment, but I use a bicycle for almost all my transportation needs for a variety of reasons.
- There are limited places to walk to in New Orleans East for shoppers. The east is vast. and I can't see biking on streets/highways with posted speed limits over 35 mph. Too dangerous.

Question 11:
What do you think are the biggest transportation challenges facing the New Orleans region in the next 30 years?

Public Transportation
- A)Roadway congestion is a difficult problem, get it on somehow. B)Roads and bridge maintenance: Our roads are in ridiculous and absurd condition; name another place that puts up with such terrible street conditions. None, because they have their act together. C)Not enough transposition funding: WHAT THE HECK is government good? Providing services to the public that the free market can not. BY THE WAY, there is not free market solutions to transportation. D) Keep the same look of the street cars, but they should run way way way more efficiently, faster, better, on time. More often. E) IF WE DON'T PROVIDE GOOD PUBLIC TRANSPORTATION, then the public can not move. Duh. If we can't go buy stuff, it's bad for business. Bad business, hard to get around, people don't want to work here, live here, stay here, visit it. F) It's a joke. The
streetcar is a joke, a terribly unfunny joke. It's not public transit. It's a tourist ride, it's slow, unreliable, not helpful, a waste of time, ineffective, inadequate for city, outdated. Omg, it's a problem. G) I don't know. I don't know anyone old, living in the city. H) Clearer descriptions, more education, better public outreach. I) Dude...

- A train linking Baton Rouge and New Orleans should be a key priority, as well as linking Downtown New Orleans to the airport by rail. Both of these are fundamentally important for economic development, environmental stewardship, and general liveability.
- Better public transportation should be the #1 priority for the New Orleans region for the next 100 years.
- Need high-speed rail service in New Orleans.
- We need to develop public transportation as a desired way to travel. Traffic getting in and out of NOE area is horrible for daily drivers on average.

Other

- I worry about how we will care for the Crescent City Connection without funding from tolls.
- I don't know how much funding we have, so I can't answer that question. As for losing a unique sense of place, I'm more concerned when I see another ugly strip mall go up on the corner of Claiborne and Louisiana than I am about putting in bike lanes or paving streets. Admittedly, it's amusing to take my guests on a tour of New Orleans's worse roads, but it's in a darkly amusing way. I'm not sure how providing better transportation for bikes would make us lose economic competitiveness, so until an economist explains to me how that would happen, I'm unconcerned. But I could be moved in this position with more information.
- All of these issues deserve consideration, but I feel that if we don't have good alternatives to individual cars that the congestion if going to choke the city.
- I think the biggest challenge is human behavior, that car/truck is king here. I like the yield signs at crosswalks and police enforcing them, so that people get used to yielding to pedestrians.
- Let's understand that competing with other cities in the country and the world is to not only compete with them economically but also compete with their lifestyles. New Orleans will never lose the "unique sense of place" that it has. It could, however, raise the bar for cities its size by instituting a transportation lifestyle that makes sense.

Question 14:
What is your zip code?

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<thead>
<tr>
<th>Zip Code</th>
<th>70001-4</th>
<th>70005-7</th>
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Question 21:
Are there any additional comments about transportation in your area that you would like to make?

Ferry

- As I stated earlier in the survey, the ferry should have extended hours and cheaper fares to match the bus/streetcar. The ferry terminal should have kiosks that riders can buy a swipe card to load money onto and swipe each time they ride the ferry. This card should not expire. Just like they have in other public transportation sites in other large cities. They could also use these kiosks around town and riders could use their cards for buses and streetcars too. Also, I feel families should be given a break. There is no reason a child should be the same full price as an adult. Children under 18 should be free or a discounted rate.
- I believe the current ferry hours make it impossible for working citizens to use it for work commutes and difficult for anyone to use for leisure purposes. Extending it even just till 10 pm would make a huge difference in its functionality.
- The ferry system is a resource we need to revive.
- The ferry is a vital connector for non-drivers on the West Bank and East Bank. It eases congestion on the bridge (when it is a reliable option) and lessens drunk driving (when it operates at night). It also makes for easier parking downtown, especially during special events. It is a valuable asset to the whole city, even to
those who don't use it.

- Free, 24-hour ferry service is mandatory when there is no pedestrian access across the bridge.
- Extending the Algiers-Canal ferry hours, providing monthly pass/tie-in to other public transportation and improved ferry terminals are VITAL to Algiers Point. As an owner of 2 homes in the Point, one my primary residence, I am concerned about property values and the vitality of the neighborhood without the ferry.
- The Algiers Point ferry is very important to us. If it ran later we'd use it a lot more often. The reduced hours make it impossible for us to utilize it for any nightlife activities.
- Ferry hours make it impossible to use any other public transit options, so driving is the only option right now. Bus stop at canal/elks is too scary.
- The Canal Street/Algiers Ferry needs longer hours again. The change in hours has really affected my community and the surrounding area.
- Please encourage ferry hours to extended.

### Bike Lanes

- Please add dedicated bike lanes to Lakeshore Drive in New Orleans!
- Fix the streets in Orleans Parish! keep adding bike lanes & sidewalks in every parish.
- The Lakefront needs bike lanes & Cross walks since they changed the weekend driving rules. They also need to fix the light out there for people driving and exercising in the morning. Very dangerous when people are not paying attention and there are multiple people doing fitness related activities.
- There should be dedicated bike lanes on Lakeshore Drive. If not two lanes, then make one lane dedicated solely to bicycle use.
- Love all the new bike lanes in NO. Jefferson needs to catch up with more Dedicated bike lanes.Transcontinental north-south.
- I would just like to state that everywhere that I see bike lanes/paths created it seems to attract a lot of people utilizing the space from the river/lake levees to the bike paths along Wisner Blvd and Esplanade Ave. It is great to see so many people getting out and enjoying the city/metro area while getting exercise at the same time. Finally I would like to express thanks for providing a channel to give input.
- I truly would not like to see more public transportation in the suburbs. I truly would like to see SAVER bike paths not more bike paths.

### Education

- I would like to see Public Service Announcements which stress that bicyclists should ride in the same direction as car traffic, and should never go down bike lanes against traffic. I see many older African American men going against traffic on their bikes, as well as women of different races. If reasons were given, more people might be willing to do it. (Danger from cars turning, because they are looking in the direction traffic is coming from.)
- It is very difficult being a cyclist in the New Orleans area. Non-cyclists (your typical motorist) believe bikes don't belong on the streets. Education (such as road signage to be aware of cyclists) and billboard awareness would help.
- You need to change the culture of New Orleans. It is a small city, perfect for biking, walking, public transport. Yet residents drive 2 blocks, park the wrong way so they don't have to cross the street, park on sidewalks so they don't have to park further away. It is sad that this small city - really a town - can't be and think more progressively.
- The anti-density efforts of my neighborhood assn and others are a serious threat to the city's ability to provide multi-modal, redundant, and more widely useful mass transit. I would like to see an educational effort which raised awareness about the relationship between density and transit options.

### Connection between Parishes, Airport, Etc.

- Transportation that is truly regional should be the ultimate goal - a connection between Orleans and its outer parishes, all the way to Baton Rouge would make amazing progress in turning Southeast Louisiana into a true, national economic engine.
- Prioritize dollars to improve the regional connectivity of people (and goods) to the places they need/want to
go by foot, bicycle, public transportation, and by vehicle and freight for our future’s economic vitality, and well-being. In this way, the RPC will produce more equitable outcomes.

- I think all the parishes in Southeast Louisiana should be connected with better and faster bus and regional train service. We need a world class public transportation system for New Orleans and its neighboring parishes NOW!
- We need a lot more transit! Light rail to the airport!
- Connection to st tammany n others parishes at a reasonable cost.
- It would be great to have a bus/light railing system to bring folks into the city without having to drive every day. Also, it would be great to have a bike trail down our service road, our neighborhood along with solar lighting
- High speed rail is needed in new Orleans
- Do a better job of connecting NOE to the rest of the city with regularly scheduled public transportation lines

### Roads

- I go to uno every workday. I have seen the changes that have been made. The most improvement and cheapest solution is to narrow to one lane the Slidell exit coming from Carrollton where it merges with the Claiborne traffic from the Westbank. There is very little traffic using this exit. One lane after Poydras would be enough. The Claiborne traffic would then have their own lane and not have to slow down or stop when trying to merge. The Super dome lane should be closed except during games and that lane should be given back to Westbank traffic. The multi million dollar police parking lane before Okeechobee and earhart should be made into a lane with restricted access from the second and third lanes.
- I am very concerned about the restriping of the Pontchartrain Expressway back to 3 lanes Eastbound. A lot of visitors and commuters use the Superdome/Claiborne onramp and it was very dangerous the way it was before and it would be a shame to go back to an impossible merge after proving that wrecks decreased in the area. I’d rather have slow traffic in this area during rush hour than constant wrecks. That is the only time traffic is backed up. Otherwise I-10 is good and I think we should keep the Claiborne section raised. New signage is good.
- City (and state) government needs to put more funds to roads. NOT more homeowner taxes! The bridge tolls should have gone to STREET repairs. Find a way to let everyone who does NOT live in the city but USES it, help pay for the upkeep.
- Traffic doesn’t need to speed along so fast on residential roads as it does. Our roads would be safer for all users if they were designed to keep motorized traffic moving along at a slower, safer pace.
- Desperately need roads repairs. Add bike paths on Canal Blvd. Increase street car lines and reduce buses. Smaller buses. Move bus stops AFTER intersections so they stop blocking turning lanes. For future: look into commuter monorail systems to and from the city. Thank you.
- Need pedestrian/bicycle facilities on the bridges! Like the ones over the Clackamas in Portland -they have huge traffic. Would basically solve most of the evacuation worries in one step.

### Less Cars

- Transportation is crucial to the success and livelihood of the city and of the people. POLITICS should not take a roll. This is about the people, not about money, not about business. Transportation is for everyone. Bikes are the future. I would love to serve on the Citizens Advisory Committee. Totally watch the Ted Talk link I sent. If you haven’t already seen it, it’s worth it.
- This area needs to plan toward a less car-dependent future to foster and maintain a thriving 21st Century place for business and commerce.
- Bikes helps new orleans float
- Traffic doesn’t need to speed along so fast on residential roads as it does. Our roads would be safer for all users if they were designed to keep motorized traffic moving along at a slower, safer pace.
- Yes. It seems to be moving in the right direction. But, people must come to appreciate the value of a walking city.
- Incorporate getting kids safely to school (eg, cheaper, easier way) as part of the transportation process since neighborhood schools are becoming extinct and it is costly for schools to provide buses. And SAFETY.
Ultimately, more people would go outside if they felt safe. Love all the new bikelanes that are popping up. Unfortunately, I have to use Claiborne to get to school/work and there's no way I would bike on that. Wish there was an alternative that didn't take me out of the way.

- Please restrict car access in French Quarter. If people must drive there they should park outside of it and walk, bike or take a pedicab to where they need to go.

### Maintenance

- We need better lighting and more and more effective police patrol
- I would like to say one more time the importance of a sidewalk in New Orleans East on the I 10 serviceroad
- Please put sidewalks on the service roads in New Orleans East I-10 service roads along the residential sides where we have bus-lines. It is very unsafe for individuals with strollers, disabilities, etc... to walk in the dirt and in the two lane street. Thanks, SW
- it would be most helpful to have the street lights on the interstate through New Orleans East working and fully operational. I feel as though no one cares because the lights are out in the East and we are not a primary concern.
- I am concerned about the lights which are out on Winser Blvd to Seabrook bridge heading east and the bus stop at Press Drive in total darkness.I pass here every nite Mon thru Fri between 10:30 pm and 11:30pm I pray all the way that my car does not stop on me, VERY DANGEROUS
- Need more benches at the bus stops in the New Orleans East area.

### Public Transportation

- To be a world class city that is competitive on the global stage, top notch transit is required.
- With a few notable exceptions, Streetcar drivers are terrible, unfriendly, unhappy and unprofessional. This is a failure of management. The red streetcar is less predictable now than 6 months ago. Still, it's the best part of my day.
- Our bus system stops late at night. For a city that never sleeps, this is bad. People that take public transportation to the Quarter or Marigny area cannot get a taxi when there are special events in the city. Keep busses/streetcars running all night for weekends, holidays and special events.
- Streetcars should have bicycle racks (even the St. Charles one).
- We need more connecting buses in New Orleans East. With the hospital opening and Wal-mart ,you have to walk from Lake Forest to the hospital .we had a read road bus, bus to go down the service
- Lk Forest Blvd ,Read and Chef Hwy needs additonal buses running on a daily basis
- There are not enough buses.But I like street cars better than buses. Buses have a bad reputation in the South, like it's only the poor people who take buses, but Street Cars are not prejudiced against. I'd stop using my car and just use the street car if we had one going through new Orleans East and joining it to Gentily and City park for example!

### Other

- It would be helpful if it was easier to find information and resources on RPC's transportation projects and meetings on your website.
- None
- I might be interested in serving on a Citizen Advisory Committee but you asked for my information as part of the "anonymous" survey. I'm not sure that's a good idea.
- Promoting bike trails.
- Yes. Jefferson / Elmwood / Metairie. Just about as awful as it gets for bicycles. The WORST!
- I would like better transparency in how my city is prioritizing road repairs and improvements.
- Thanks for the opportunity to be involved!
- Plenty. I would love to have an opportunity to understand what needs to be done to improve this issue. Ryan
- We need for the laws regarding bicycle and sidewalk/crosswalk use to be enforced.
- I am a UNO Urban and Regional Planning Grad student with a transportation concentration, and find this issue very important.
• It'd be better if bicycles were not locked on every pole on the sidewalk...clogging up the walkways. More street parking should be allocated for bicycles.
• I applied for the advisory committee through your website a few weeks ago as well.
• Top priority should be safety for cyclists and pedestrians.
• thanks for offering the opportunity to participate
• How might I obtain a list or map that shows all of the bus stops (routes and bus#) in New Orleans East?