ACTIVE TRANSPORTATION IMPROVEMENTS – NEW ORLEANS EAST I-10 SERVICE ROADS LAND USE AND TRANSPORTATION CORRIDOR ANALYSIS

STAGE 0 REPORT

RPC Task A-1.23; FY-23 UPWP
State Project No. H.972462.1

Date: October 2023

PREPARED FOR:

New Orleans Regional Planning Commission
10 Veterans Memorial Blvd
New Orleans, LA 70124

PREPARED BY:

HNTB Corporation
601 Poydras St, Ste. 1530
New Orleans, LA 70130

FIGURES

TABLES

INTRODUCTION

The New Orleans East I-10 Service Roads study originated from a Regional Planning Commission (RPC) Call for Studies for the FY23 Unified Planning Work Program (UPWP). Studies submitted for the program can be for a corridor or a sub-area and need to have the goal of identifying how to make the transportation system within the New Orleans, Mandeville-Covington, Hammond, or Slidell Metropolitan Planning Areas (MPA) safe, more usable, and more effective. These studies should include assessing infrastructure, accommodating diverse user needs, prioritizing job and service accessibility, promoting sustainable modes of transportation, lessening single-occupant vehicle use, benefitting disadvantaged communities, and addressing local and regional transportation challenges and goals. Applications for the Call for Studies program are open to official representatives or departments of any Local Public Agency (LPA). Applicant LPA's serve as project sponsors if the project is selected for study. Sponsors work closely with RPC and consultants to inform the process throughout the study.

This study aims to make the above listed assessments through a Complete Streets approach to transportation planning. Complete Streets are streets designed for users of all abilities and contribute to a transportation network that is safe and effective for every traveler regardless of transportation mode. Toward that end, the New Orleans Regional Planning Commission (RPC) has analyzed current conditions along the Louisiana Department of Transportation and Development (DOTD)-owned Interstate 10 (I-10) Service Roads in New Orleans East to identify possible improvements that will create a more walkable and bikeable environment. The study considers the experience of all road users, including people who walk and bike or who may have mobility challenges, and proposes possible solutions to safety and mobility concerns along the study corridor. The resulting conceptual plans include opportunities to leverage other existing planning efforts and projects to incorporate pedestrian and bicycle facilities that contribute to a low-stress network on the I-10 Service Roads.

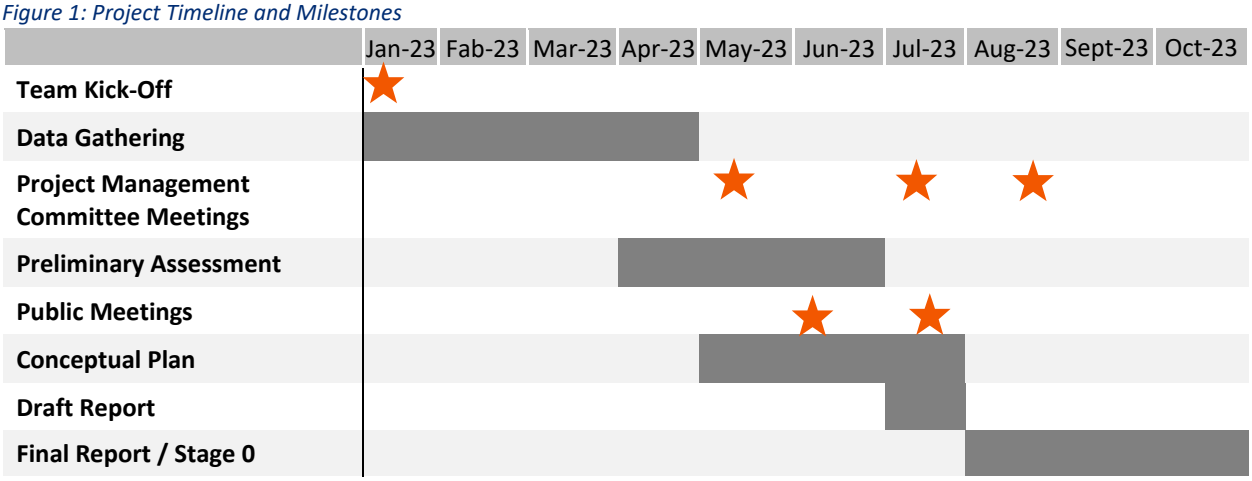
The New Orleans East I-10 Service Roads study analyzed the I-10 Service Roads Corridor between Dwyer Rd and the I-510 interchange, a distance of about 5.5 miles as shown in yellow in Figure 2. The I-10 Service Roads, located on both the north and south sides of the interstate, are urban major collectors with one lane for vehicles in each direction. The roads do not have medians except at some of the major intersections. The service roads are lined with commercial and residential driveways and several large parking lots. There are crosswalks at the major intersections including the intersection of the Service Road and Crowder Blvd, Read Blvd, and Bullard Ave. Additional characteristics are described in the existing conditions section of this report.

This report documents the process for developing a conceptual plan. Included in the report is a summary of the findings in narrative format, along with a detailed description of any improvements which were assessed and determined to not be feasible. Additionally, there is a Preliminary Scope and Budget Worksheet as well as a Stage 0 Environmental Checklist for the locally preferred alternative. To ensure the public was engaged during the process, summaries of all public engagement activities and meeting materials are included in the report, along with the results from each engagement.

TIMELINE AND MILESTONES

Figure 1 shows the project timeline and milestones.

Figure 1: Project Timeline and Milestones



Note: Stars denote meeting dates.

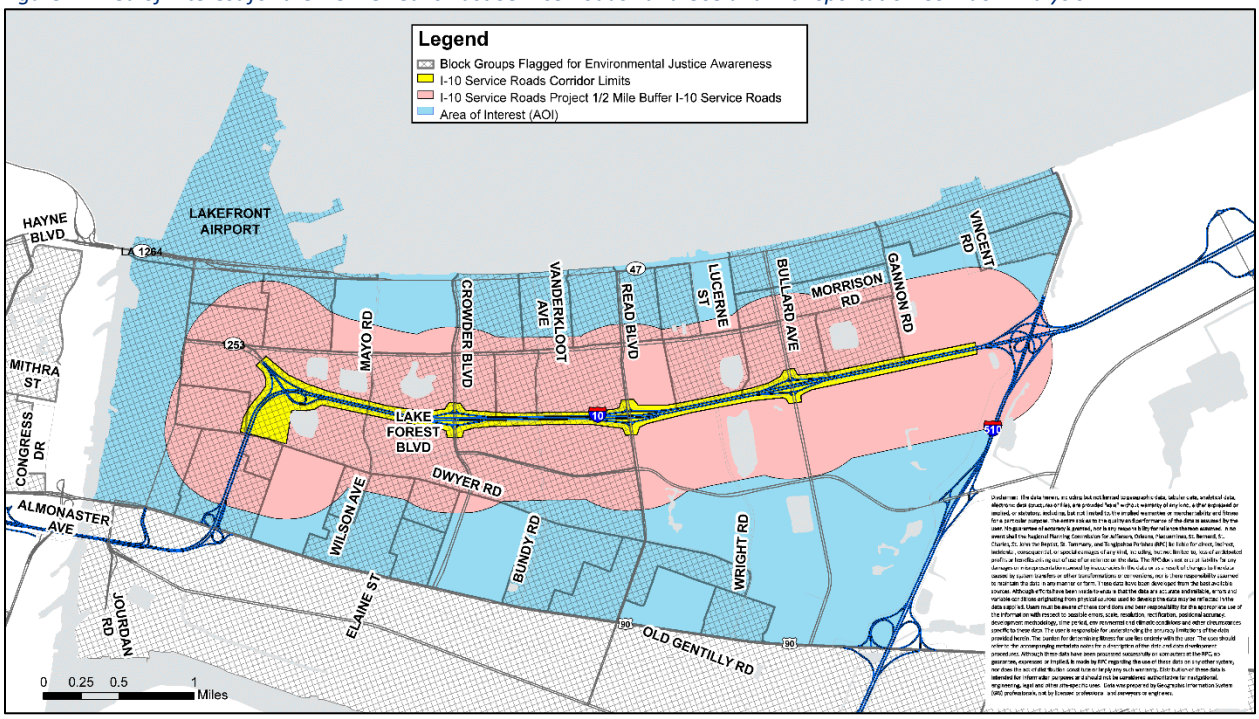
AREA OF INTEREST

The RPC established the area of interest (AOI) shown below in Figure 2 as the study area for the I-10 Service Roads Corridor Safety Study. The AOI represents the area where people could reasonably be expected to be impacted by the project and whose input was sought during the public engagement process. Within the AOI, a half-mile buffer (shown in pink) illustrates the distance that people could reasonably be expected to bike from the project corridor. Shown with hatched shading is the Environmental Justice Awareness boundary. The boundary denotes census tracts that may need special consideration for environmental justice based on factors such as household income, employment, race, or ethnicity.

The overall AOI represents the general boundary of New Orleans East (NOE), a community that extends from the Inner Harbor Navigation Canal (IHNC) to Interstate 510. Bounded on the north by Lake Pontchartrain, NOE is bisected by I-10, which was constructed between 1966 and 1972. The census tract that includes Lakefront Airport to the northwest doesn't have any residences on it, however it is part of a larger tract that includes several homes and is therefore included in this study. As shown in yellow in Figure 2, the study area is coterminous with the I-10 ROW and includes interchanges at Bullard Avenue, Read Boulevard, Crowder Boulevard, and Morrison Road. Within this extent are service roads that parallel I-10 in order to provide direct access to adjacent properties.

Collecting and distributing local traffic, the North I-10 Service Road is connected to the South I-10 Service Road through interstate underpasses at Bullard, Read, and Crowder. An underpass of I-10 at Dwyer Road also connects the service roads that turn south at the Morrison Road interchange. The service roads and underpasses comprise a travel network for motorists, buses, bicyclists, and pedestrians within the I-10 ROW that connects to the wider area local street grid.

Figure 2: Area of Interest for the New Orleans East Service Roads Land Use and Transportation Corridor Analysis



Source: RPC Analysis, 2023; U.S. Census ACS 5-Year Estimates, 2015-2019

PROJECT MANAGEMENT COMMITTEE

A Project Management Committee (PMC) was formed to ensure efficient coordination between agencies during the project's development. The committee was comprised of lead and joint agency representatives, local stakeholders, and members of the consultant study team. During the study, the PMC assembled three times to review data inventory findings, to discuss alternative concepts (including gap analysis recommendations for additional pedestrian and bicycle connections between the service roads and other community activity nodes), and to analyze project costs and phasing recommendations. This committee played a crucial role in the development of the concept plan by facilitating communication between the various parties involved and providing invaluable evaluation and feedback.

The PMC invitation list is shown in Table 1 below. Details of PMC activities are provided in Appendix A: Project Management Committee.

Table 1: Project Management Committee (PMC) and Agency Representatives

Name	Agency
Karen Parsons	RPC
Jeff Roesel	RPC
Jason Sappington	RPC
Melissa Guilbeau	New Orleans Regional Traffic Safety Coalition/RPC
Malissa Dietsch-Givhan	RPC
Scott Boyle	DOTD
Jessica Deville	DOTD

Name	Agency
Adriane McRae	DOTD
Laura Riggs	DOTD
Joseph Bouie Jr.	State Senator - District 3
Jimmy Harris	State Senator - District 4
Jason Hughes	State Representative - District 100
Candace N. Newell	State Representative - District 99
Matthew Willard	State Representative - District 97
Eugene J. Green, Jr.	New Orleans City Council District D
Oliver Thomas	New Orleans City Council District E
Wesley Bishop	City Council
Sam Buckley	RIDE NOLA
Sherman Copelin	New Orleans East Business Association
Joanna Farley	New Orleans Regional Transit Authority (RTA)
Louis Haywood	City of New Orleans (CNO) Department of Public Works (DPW)
Dawn Hebert	East New Orleans Neighborhood Advisory Commission (ENONAC)
Dan Jatres	City of New Orleans Office of Resilience and Sustainability
Kathryn F Jennings	CNO DPW Traffic Engineering Division
Aaron Jordan	Greater New Orleans East Business Alliance (GNOEBA)
Allene La Spina	Bike Easy
Muriel Lewis	District E Business Alliance (DEBA)
Larry Massey	CNO Planning Commission
Commelita McKee	New Orleans East Matters Coalition
Laura Phillips	FHWA
Jennifer Ruley	CNO DPW Mobility and Safety Division Manager (and Complete Streets Working Group)
Tyler Russell	CNO Office of Community Assets and Investment
Sydney Shivers	CNO Office of Community Assets and Investment
David Lee Simmons	RTA
Elisabeth Stancioff	RTA (and Complete Streets Working Group)
Marin Stephens	CNO Planning Commission
Tangee Wall	New Orleans East Matters Coalition
Lynette White-Colin	East New Orleans Business Development District Small Business at New Orleans Business Alliance
Daphney Young	Le Sanctuary, Inc.

PUBLIC COORDINATION

The primary goal of the public involvement process is to ensure informed consent at key decision-making milestones in the project development process, in order to minimize possible challenges, to assure that stakeholders are fully informed of the project and its potential impacts, and to provide them an opportunity to provide meaningful input. The I-10 Service Roads corridor study included two public meetings to solicit public feedback regarding the mobility and safety needs of the project area and proposed solutions. At these meetings, the public were invited to share their ideas regarding transportation-related concerns and ways to enhance the network according to Complete Streets principles. A summary of the input obtained from the community was compiled and carefully evaluated, and the insights were then taken into consideration during the planning process. Details of the public meetings can be found in Appendix B: Title VI – Coordination Documentation.

EXISTING DATA AND STUDIES

Previous transportation improvement efforts were used to inform the corridor analysis and align development of the project with previous plans along with programmed projects ready for construction.

THE CITY OF NEW ORLEANS PLAN FOR THE 21ST CENTURY (2010)

This plan was adopted by the City of New Orleans and discusses the importance of having transportation mode choices in New Orleans and the need for investments in road repair and maintenance. The plan highlights the need to prioritize transportation choice and coordinate land use policy with multi-modal transportation investments that support walking, biking, and transit. The following is a list of specific recommendations from the 2010 Plan that are applicable to the I-10 Service Roads Safety Corridor Study.

- Create a city-wide network of bike lanes, multi-use paths and bike boulevards to safely accommodate bicyclists.
- Reduce barriers and improve attractiveness of public spaces while also addressing transportation mobility.
- Create facilities such as bike lanes, shared use paths, and roadways that support bicyclist safety and security and to encourage bicycling as an alternative mode of transportation.
- Ensure access to transit stops and other major travel generators - such as shopping and employment centers - without undue risk of harm from crashes or other potential hazards.
- Create linear parks that run along strips of public land such as canals or roadways as well as greenways for multi-use paths.
- Tree-lined “Green Streets” should be prioritized for pedestrian and bicycle routes.

AMERICANS WITH DISABILITIES ACT TRANSITION PLAN FOR PUBLIC RIGHTS-OF-WAY UPDATE (2013; UPDATED 2018; FURTHER UPDATED 2022)

The City of New Orleans Department of Public Works (DPW) prepared an Americans with Disabilities Act (ADA) Transition Plan in 2013 to address unmet accessibility needs within the City’s public rights of way

(ROW). This plan was updated in 2018 and again in 2022. The 2022 document includes updates to policy and procedures, reports on progress made in the physical environment, and recommends how to improve compliance with the US Access Board's Proposed Right of Way Accessibility Guidelines (PROWAG). The document is intended to be a "living document" that will continually identify deficiencies, track progress, and incorporate public feedback.

The ADA Transition Plan includes 29 recommendations related to policies and procedures, asset management and prioritization, and all infrastructure. These recommendations include but are not limited to creating a staff-level position in DPW to coordinate all ADA related construction, public requests, staff trainings, and accommodations in the public ROW; expanding departmental knowledge and expertise of ADA topics; revising DPW standard detail drawings for curb ramp construction; and updating department processes and standards to account for ADA requirements. Of interest to the current I-10 Service Roads Corridor Feasibility Study, the intersections at I-10 North Service Road and Bullard Avenue and at I-10 South Service Road and Read Boulevard are two (2) of 64 citywide locations where Accessible Pedestrian Signals (APS) - pedestrian crossing signal buttons with auditory aids to assist blind or low vision pedestrians in crossing the street - are being installed with a completion date set for late 2025.

NEW ORLEANS REGIONAL TRANSIT AUTHORITY (RTA) STRATEGIC MOBILITY PLAN (2017)

The RTA's 2017 Mobility Plan serves as a guide for the agency's efforts to improve public transportation service in New Orleans. The plan includes goals toward meeting the needs of the public as well as strategies and actions toward those goals. Several of these goals and respective strategies are relevant to the I-10 Service Roads Study Corridor as follows:

- Ensure all transit stops are accessible for people with disabilities by 2031.
- Encourage affordable housing in new developments with good transit.
- Improving access to stops and maintenance of stop areas.
- Building a transit center in New Orleans East.
- Begin improving access to stops and maintenance of stop areas.
- Making major corridors more pedestrian-friendly.
- Reduce conflicts with automobiles and study special transit lanes.
- Work with partners to make major corridors more pedestrian-friendly.

MOVING NEW ORLEANS: THE ROAD TO EQUITABLE TRANSPORTATION (2019; UPDATED 2021)

The Moving New Orleans plan, adopted in 2019 and updated in 2021 by the City of New Orleans, recommends ways to improve the City of New Orleans's transportation infrastructure and better serve all modes of travel. The 2019 plan provides an overview of why bike and pedestrian access is important to the city as well as cataloging the many benefits that these modes bring to the community. In addition, the original 2019 plan calls for improvements over a three- to five-year period that will contribute to increased access to jobs, provide links between transportation and affordable housing, create a complete bike

network, and help meet the city's other transportation equity-related goals. The 2021 updates highlight implementation successes since the plan's 2019 adoption such as working with the Department of Health on the Safe Routes to School program.

THE MOVING NEW ORLEANS BICYCLE PLAN AND BIKEWAY BLUEPRINT (2020)

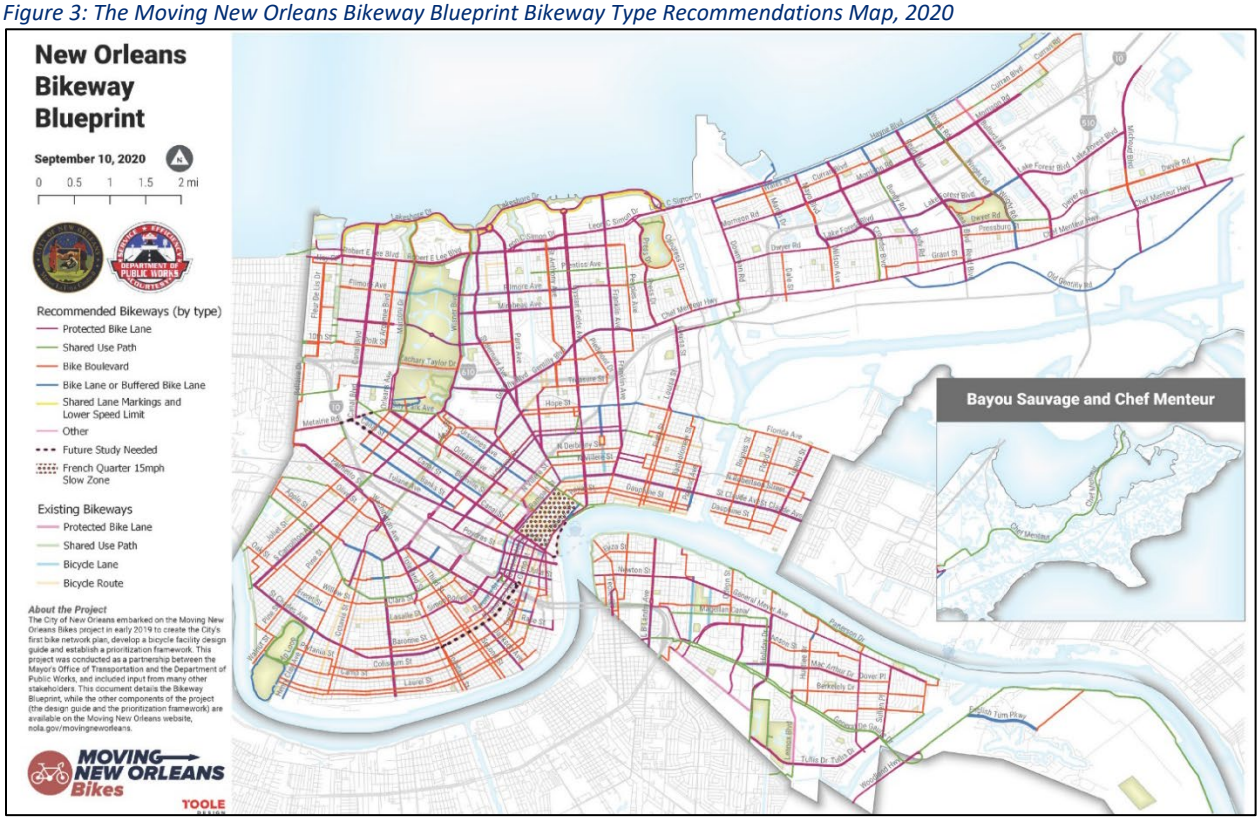
The Moving New Orleans Bicycle Plan and Bikeway Blueprint is a City of New Orleans plan that discusses the City's efforts to measure and analyze data to create a bike plan that is equitable, low stress, connected, useful, and timely. The plan resulted in a list of recommended bikeway types for key New Orleans roads based on network analyses of levels of traffic stress, connectivity, and equity considerations. The recommendations, as shown in Table 2 and Figure 3, do not include the I-10 Service Road corridor but describe several roads that cross the I-10 Service Road including new connections connecting the north and south service roads at Mayo Blvd, Bundy Rd, and Wright Rd.

Table 2: New Orleans Bikeway Blueprint Roads in Study Area, 2020

Road	Existing Bikeway Type	Recommended Bikeway Type
Dwyer Rd	None	Protected Bike Lane
Martin Drive	None	North of I-10: Protected Bike Lane South of I-10: Bike Boulevard
Mayo Rd	South of I-10: Bike Lane North of I-10: None	South of I-10: Bike Boulevard North of I-10: Protected Bike Lane Protected north-south crossing
Crowder Blvd	South of I-10: Bike Lane North of I-10: None	Protected Bike Lane
Bundy Rd	None	North of I-10: Shared Use Path South of I-10: Bike Lane/Future Study Needed Protected north-south crossing
Read Blvd	Bike Lane	Protected Bike Lane
Wright Rd	None	Bike Boulevard Protected north-south crossing
Bullard Ave	None	Protected Bike Lane

Source: The Moving New Orleans Bicycle Plan and Bikeway Blueprint, 2020

Figure 3: The Moving New Orleans Bikeway Blueprint Bikeway Type Recommendations Map, 2020



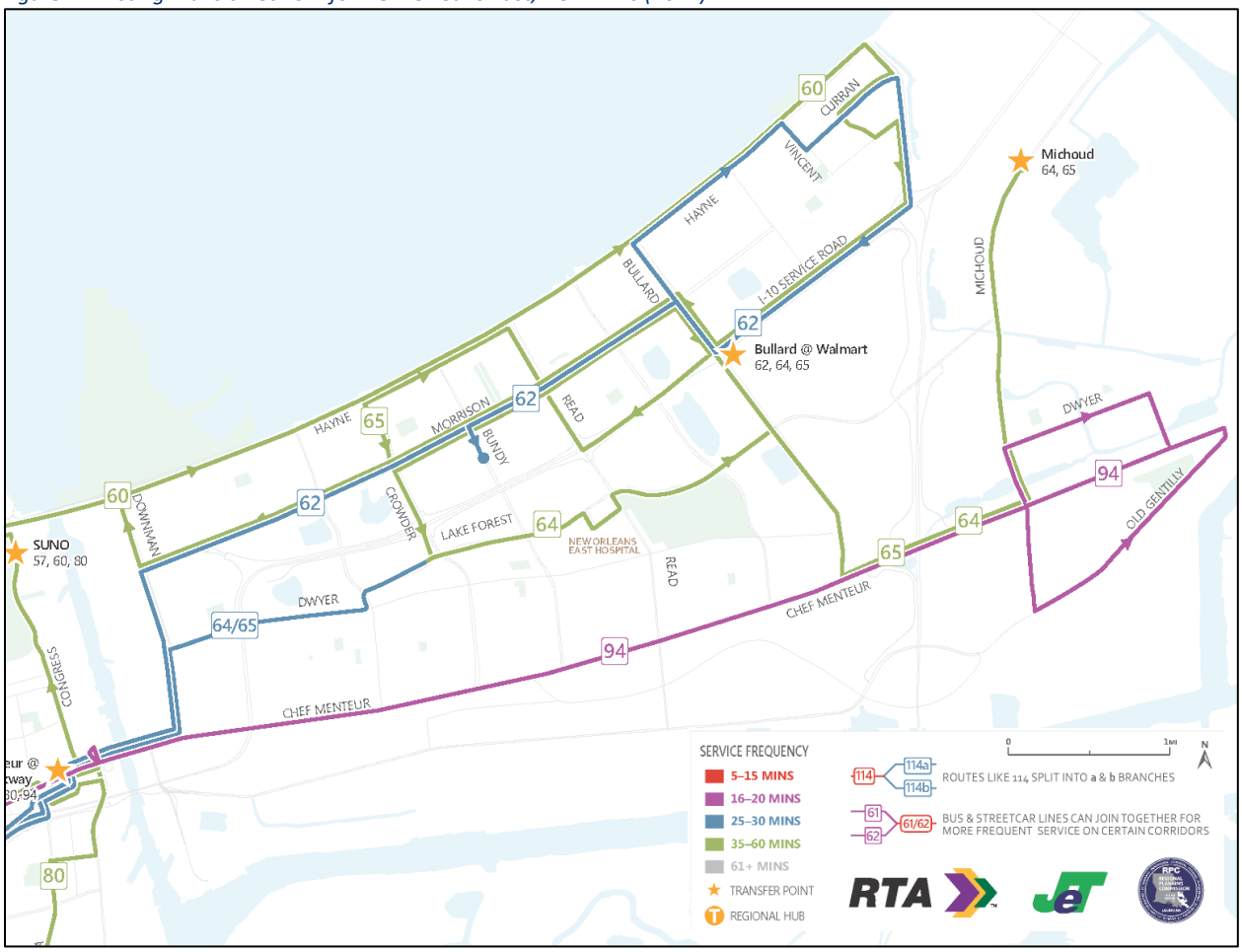
Source: New Orleans Bikeway Blueprint Executive Summary, 2020

NEW LINKS (2021)

New Links (2021) is a project led by the RPC to develop short-term recommendations for improvements provided by the New Orleans RTA and Jefferson Transit (JP Transit) that could be implemented within a relatively short time frame while using existing resources and funding. The study resulted in a transit network redesign that incorporated community feedback and a detailed analysis of regional transit demand. The redesign aimed to re-imagine existing transit service options in order to better reflect current travel needs and community priorities.

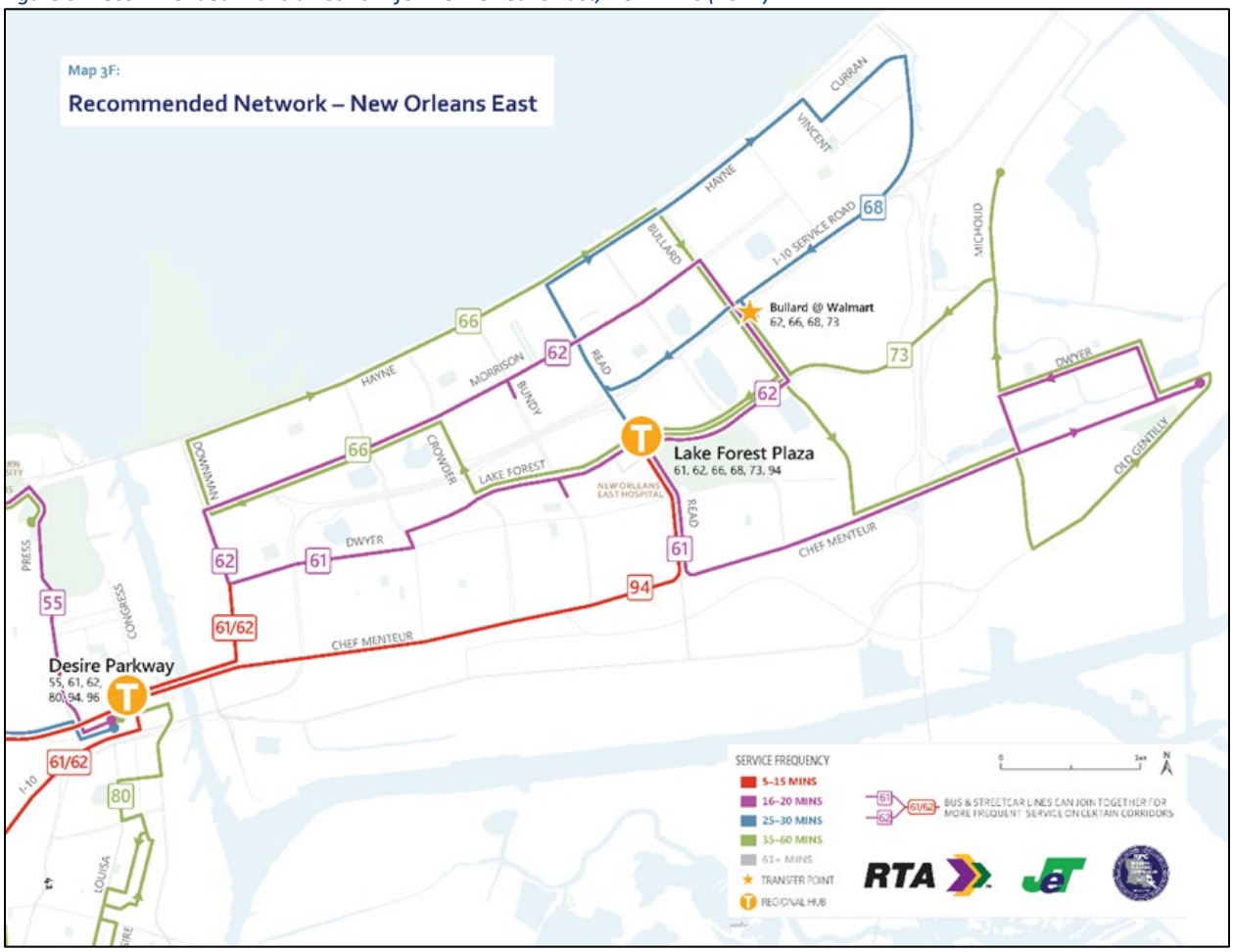
The two maps on the following pages (Figures 4 and 5) illustrate the existing and recommended transit networks in New Orleans East included in the New Links plan that are applicable to the current study. Proposed updates to the transit network in New Orleans East include restructured service to align routes with a new transit hub two (2) blocks south of the I-10 South Service Road near Crowder Boulevard. In the proposed restructuring, routes would be consolidated and/or streamlined to make them more efficient.

Figure 4: Existing Transit Network for New Orleans East, New Links (2021)



Source: New Links Final Recommended Network, 2021

Figure 5: Recommended Transit Network for New Orleans East, New Links (2021)



Source: New Links Final Recommended Network, 2021

NEW ORLEANS TRANSIT-ORIENTED COMMUNITIES (TOC) PLAN (2021)

The TOC Plan was developed by the New Orleans City Planning Commission in partnership with RTA and the Mayor's Office of Transportation. It presents recommendations for zoning, design standards, and other improvements that would foster successful transit-oriented communities (TOC). A requirement for successful TOCs is that residential and business density is high enough to support both greater levels of ridership and new businesses and services. At this time, the study area surrounding the New Orleans East I-10 Service Roads Corridor is insufficient to meet this requirement, but the success of initiatives such as the Bus Rapid Transit (BRT) and the current study will lay the foundation for future TOC development.

NEW ORLEANS METROPOLITAN PLANNING AREA (MPA) METROPOLITAN TRANSPORTATION PLAN 2052 (2022)

In 2022, the RPC developed the Metropolitan Transportation Plan (MTP) 2052 to function as the overarching document of goals and objectives, resources, fundamental planning processes, and project implementation schedule for the New Orleans MPA's transportation network over the next thirty (30) years. The plan includes objectives including discussions of current and projected transportation demand, existing and proposed facilities, transportation system performance measures and targets, and strategies to improve all aspects of the transportation system, along with a realistic financial plan to facilitate these

objectives. Each component of the plan will be developed in coordination with existing local, state, and federal programs related to land use, environmental protection, safety, and other relevant topics.

In addition, the MTP also provides an overview of the New Orleans metropolitan planning area (MPA), its transportation needs, and the RPC's process for addressing those needs. It describes current conditions in the New Orleans region related to transportation, land use, demographics, economy, environment, and other relevant issues. The plan mandates that transportation systems provide residents with access to employment, facilitate the movement of goods, connect businesses with customers, confirm that travel times throughout the region will be predictable, and ensure that the transportation system will be easy to use.

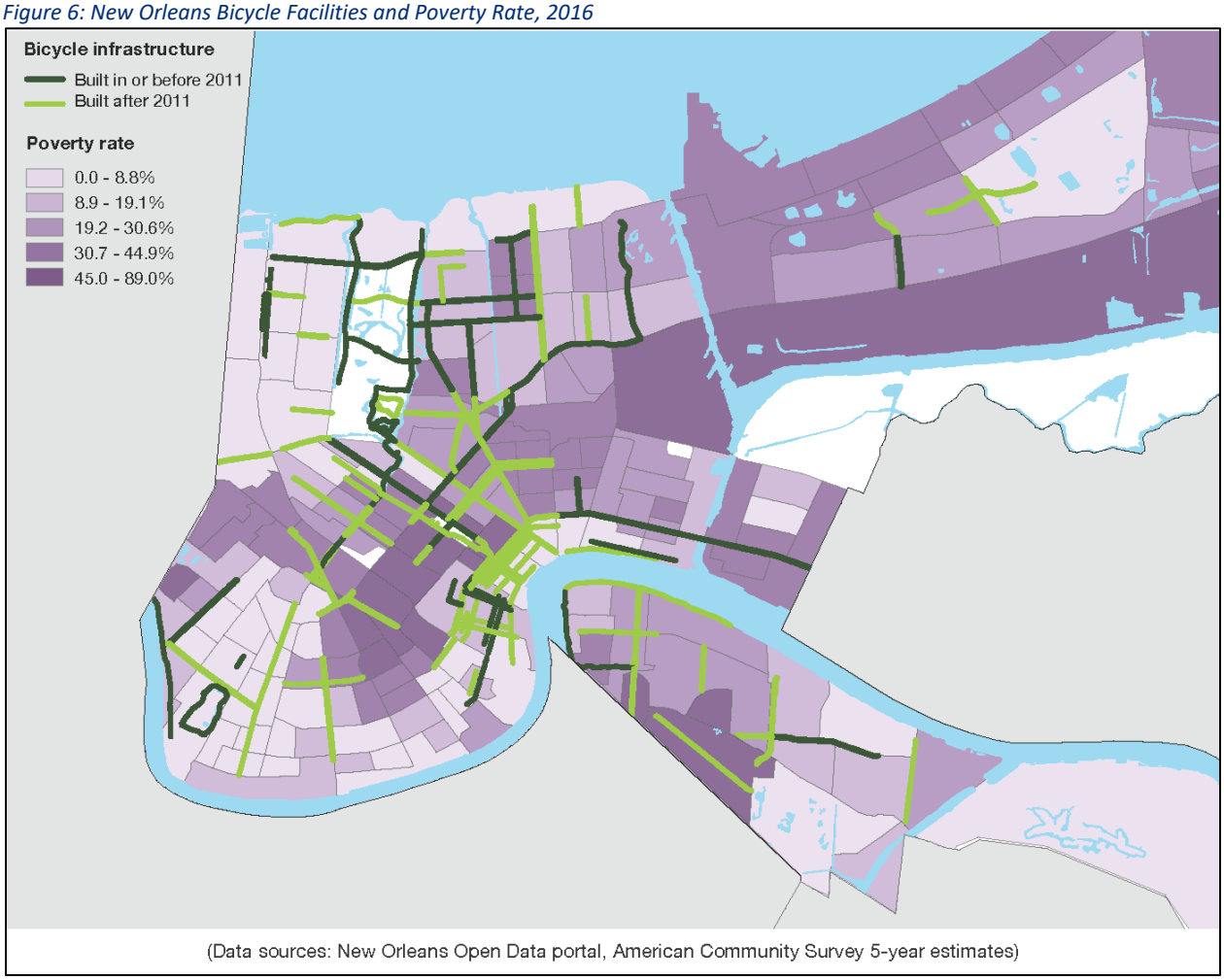
The MTP calls attention to the RPC's continued consideration of the needs of people walking and biking via large-scale programs intended to increase the use of non-motorized transportation modes across the New Orleans region. These considerations were undertaken with the awareness that there is a need to achieve economic and racial equity in non-motorized investment. This plan also emphasizes the importance of community engagement for identifying and enhancing the focus on groups such as the disabled or elderly who face challenges while traveling.

COMPLETE STREETS FOR HEALTH & EQUITY: AN EVALUATION OF NEW ORLEANS AND JEFFERSON PARISH (2022)

The Complete Streets report produced by Bike Easy, a local bike advocacy group in partnership with Smart Growth America and the National Complete Streets Coalition, discusses how cities like New Orleans can evaluate the success of their Complete Streets and active transportation programs.

The report suggests that Complete Streets can benefit low-income neighborhoods and communities of color that have historically lacked investment in biking, walking, and public transit facilities. The report also highlights that since the adoption of the Complete Streets ordinance in 2011, New Orleans has doubled its bicycle facilities mileage. However, at the time this report was written, the risk of being struck and hurt while walking in New Orleans was increasing. The report recommends prioritizing the needs of those populations most vulnerable to unsafe traffic conditions and highlighting their health risks in order to maximize the benefits of Complete Streets. Figure 6, included in the Complete Streets report, shows the state of New Orleans bike infrastructure relative to poverty in 2016 and highlights the need for investment in new bike facilities New Orleans East. In addition, New Orleans East is listed as an area with high percentages of low-income residents who do not have adequate access to employment centers in downtown New Orleans and other nearby higher-density urban centers.

Figure 6: New Orleans Bicycle Facilities and Poverty Rate, 2016

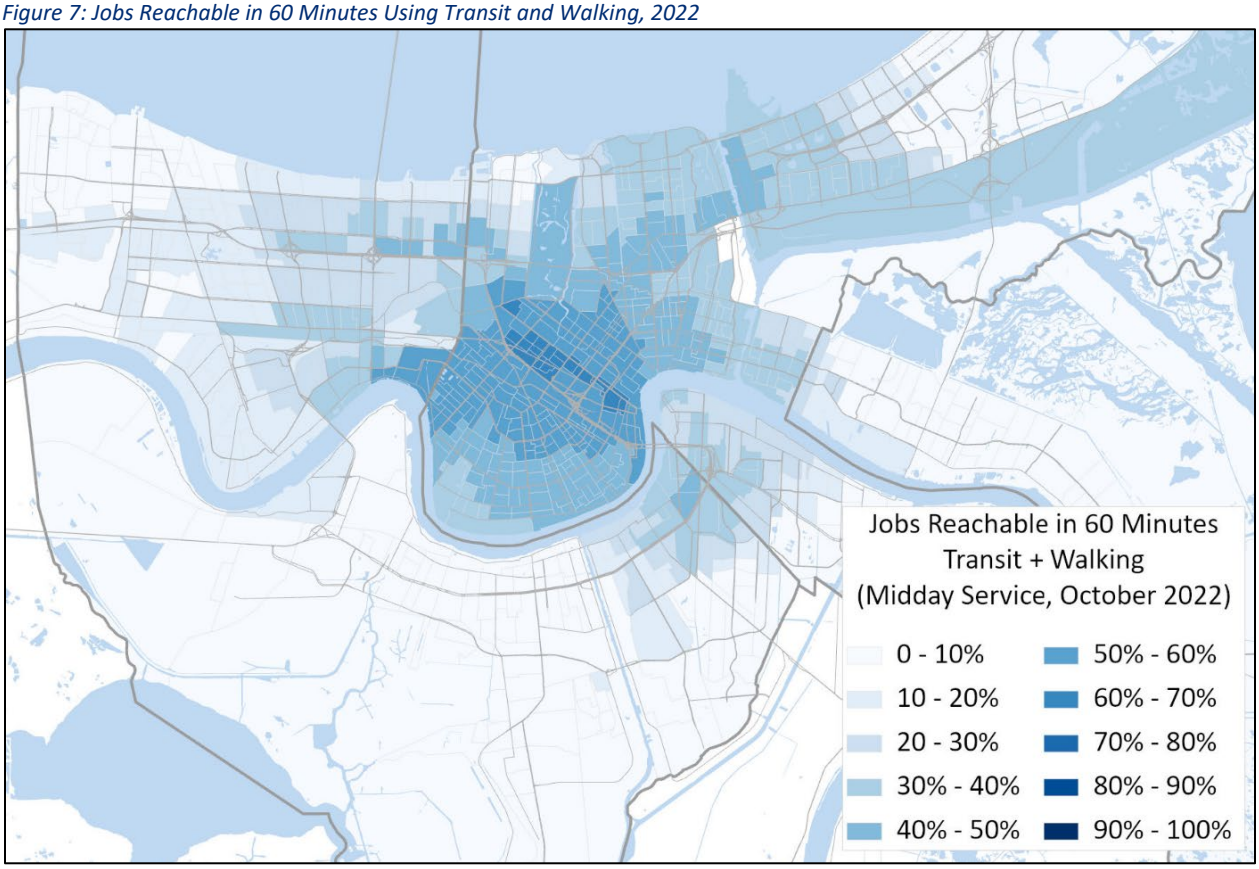


Source: Complete Streets For Health & Equity: An Evaluation Of New Orleans And Jefferson Parish (2022)

RIDE, a New Orleans-based transit advocacy group, produces annual reports on the state of transit in the city. The 2022 report highlights the successes of the 2021 New Links plan as well as the potential for BRT to have a significant positive impact on New Orleans residents. The report also discusses the efficacy of the RTA in terms of equity and usefulness.

RIDE's report includes several maps that illustrate the potential need for facilities that support alternate modes of transportation in New Orleans East. The following map (Figure 7) shows the percentage of jobs that people departing from neighborhoods in close proximity to the I-10 Service Roads Corridor in New Orleans East can reach using a combination of walking and public transit. As shown, if traveling by foot and bus people departing from this area can only reach between 10% and 30% of jobs in the region within the space of an hour's travel. This emphasizes the need for facilities that support alternative modes of transportation so that people can get to work from this area if they do not have access to a private automobile.

Figure 7: Jobs Reachable in 60 Minutes Using Transit and Walking, 2022



Source: RIDE State of Transit, 2022

NEW ORLEANS HOTEL WORKER TRANSIT SURVEY (2022)

RIDE New Orleans has partnered with the Greater New Orleans Hotel and Lodging Association to conduct an annual survey of transportation access for hotel industry workers. The survey found that 47% of the 271 hotel workers surveyed use transit to get to work, a number much higher than the overall 6% of New Orleanians who use transit. However, transit often fails to meet hotel workers' needs and presents them with serious obstacles getting to and from work. Hotel workers often have non-traditional schedules, and transit service is frequently spotty or non-existent. The majority of survey respondents said they had reached work late because of unreliable transit, with 73% reporting being late at least one time in the last month because of transit. These implications are significant for both workers and hotels and highlight the need not only for expanded transit service but also for connections to alternate transportation modes.

NEW ORLEANS RTA BUS RAPID TRANSIT FEASIBILITY STUDY (2023)

As part of RTA's mission to provide safe and dependable mobility services to the region, the agency adopted a Strategic Mobility Plan (SMP) in 2017 to guide public transit improvements over the next 20 years. As part of this plan, Bus Rapid Transit (BRT) – frequent bus service with fewer stops than traditional routes – was identified as a key service option. The 2023 BRT Feasibility Study identified what needs would be addressed by the first BRT route in New Orleans, analyzed potential options for how and where to run the service, and tabulated costs and impacts related to service implementation.

A locally preferred alternative (LPA) was identified and approved by RTA in January 2023. The New Orleans

City Council approved a resolution adopting the LPA and clearing a path for RTA to seek federal funding for the planned BRT project. As shown in Figure 8, the LPA route in New Orleans East would start at the proposed Lake Forest Library Hub in New Orleans East, travel via Lake Forest Boulevard to Wilson Avenue to Chef Menteur Highway, and cross the Danzinger Bridge into Gentilly. The remaining part of the LPA route, which continues through the downtown area and across the Crescent City Connector Bridge into Algiers, is not included on Figure 8. Safe pathways for people who walk and bicycle along the I-10 Service Roads in New Orleans East will be critical to successful implementation of the BRT.

Figure 8: RTA Planned Bus Rapid Transit Route in New Orleans East (2023)

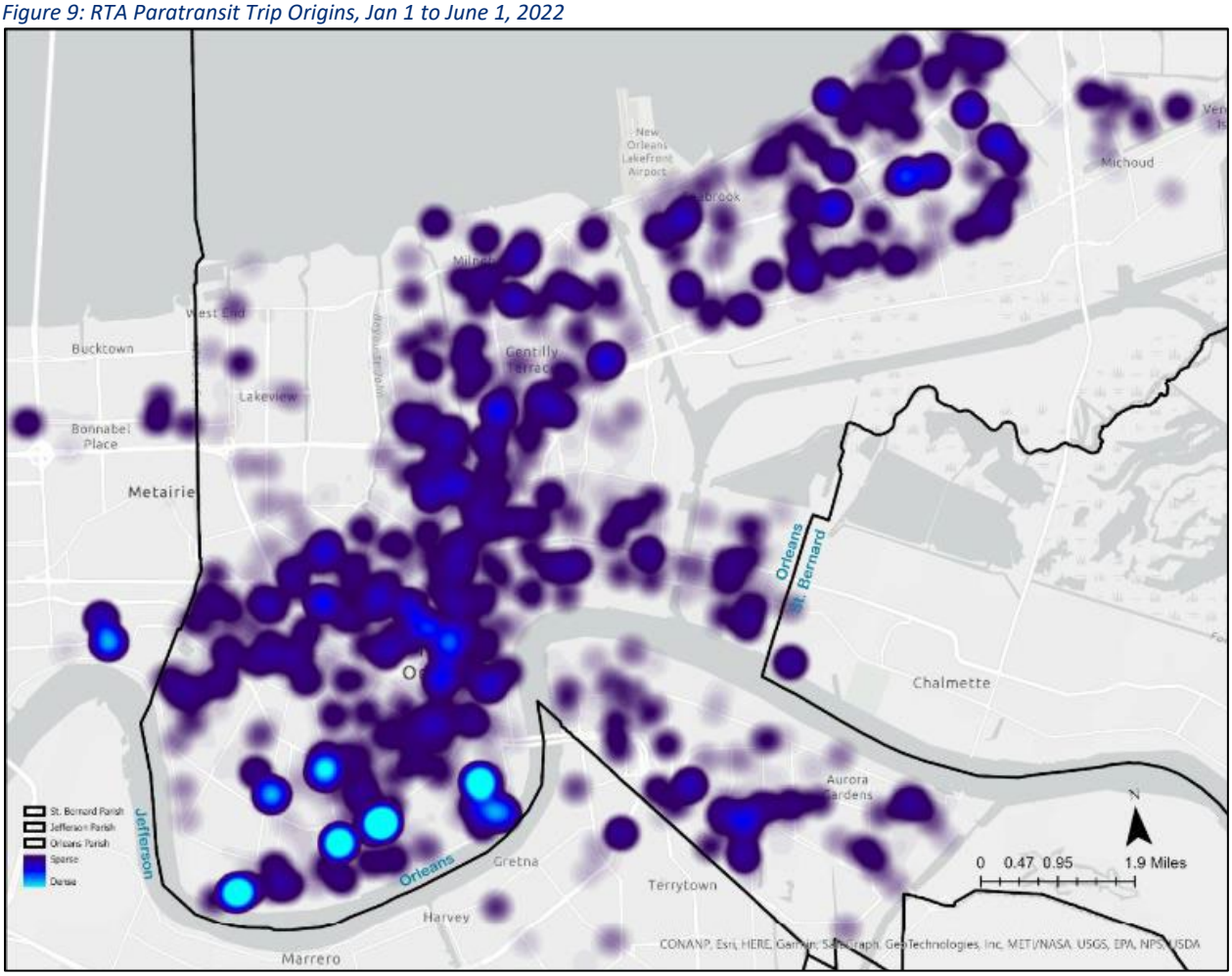
Source: New Orleans RTA Bus Rapid Transit Feasibility Study, 2023New Orleans Paratransit Study (2023)

NEW ORLEANS PARATRANSIT STUDY (2023)

The 2023 Paratransit Study was produced by the RPC in collaboration with the RTA and Jefferson Parish Transit (JeT), who collaborate to provide transit services in the greater New Orleans region. The study provides a thorough analysis of RTA's Americans with Disabilities Act (ADA) paratransit (non-fixed route) services with the goal of identifying areas for improvement for the two agencies. RTA's paratransit service assists riders with disabilities in the RTA's service area, including New Orleans East, and operates 24/7. RTA is currently considering possible solutions that may include increasing the supply of dedicated and/or non-dedicated service providers to meet demand as well as diverting trips to lower-cost providers such as taxis.

Maps of service patterns in the city are also included as part of the background for the Paratransit Study. Figure 9 is a map from the study that shows clusters of locations of people who have requested paratransit service. The need for this service is an indicator that there are people with mobility challenges who require accessible and ADA-compliant facilities. As shown on Figure 9, clusters of paratransit service requests in New Orleans East are denser along the I-10 Service Roads.

Figure 9: RTA Paratransit Trip Origins, Jan 1 to June 1, 2022



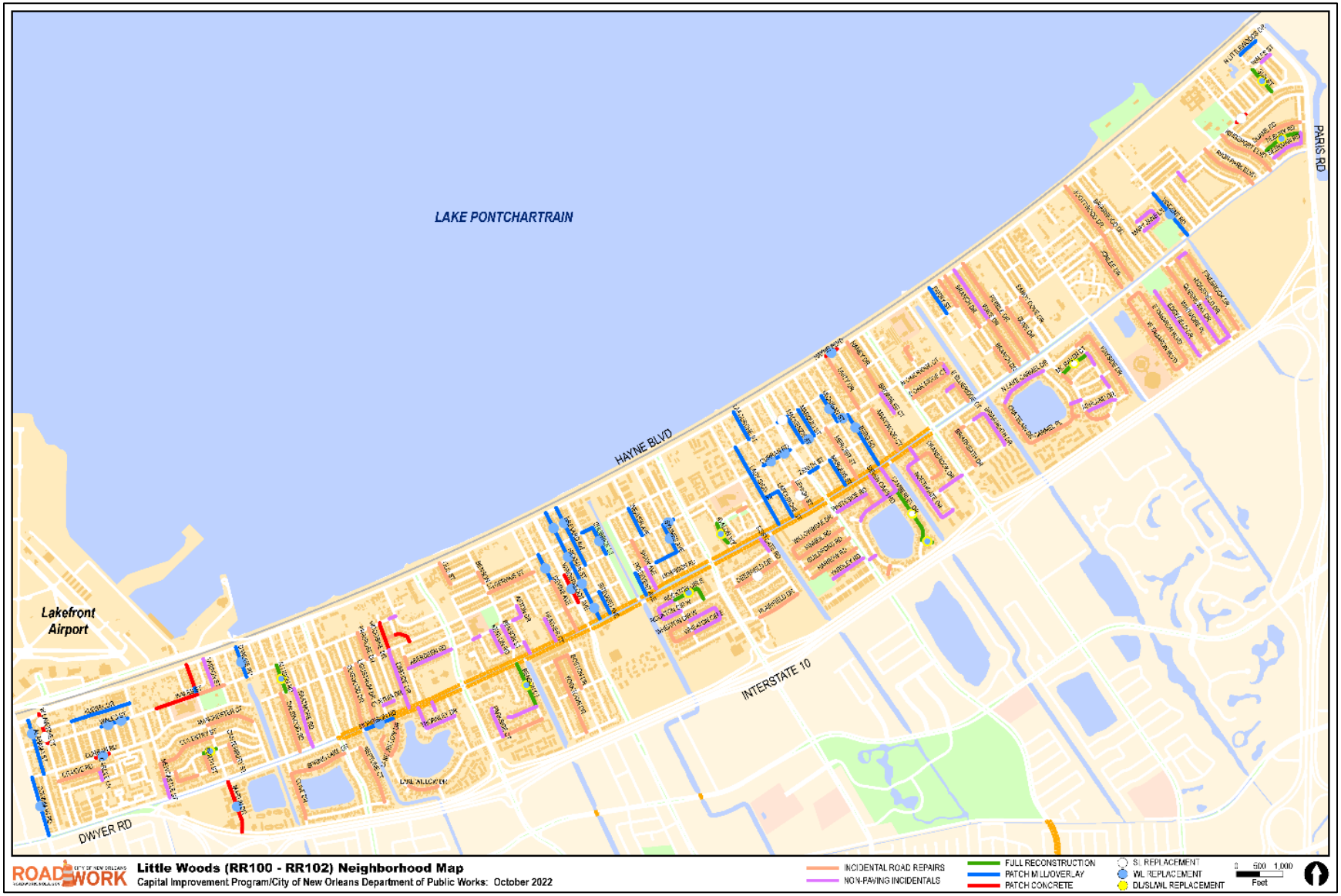
Source: New Orleans Paratransit Study, 2023

RECENT PROJECTS

City of New Orleans Department of Public Works

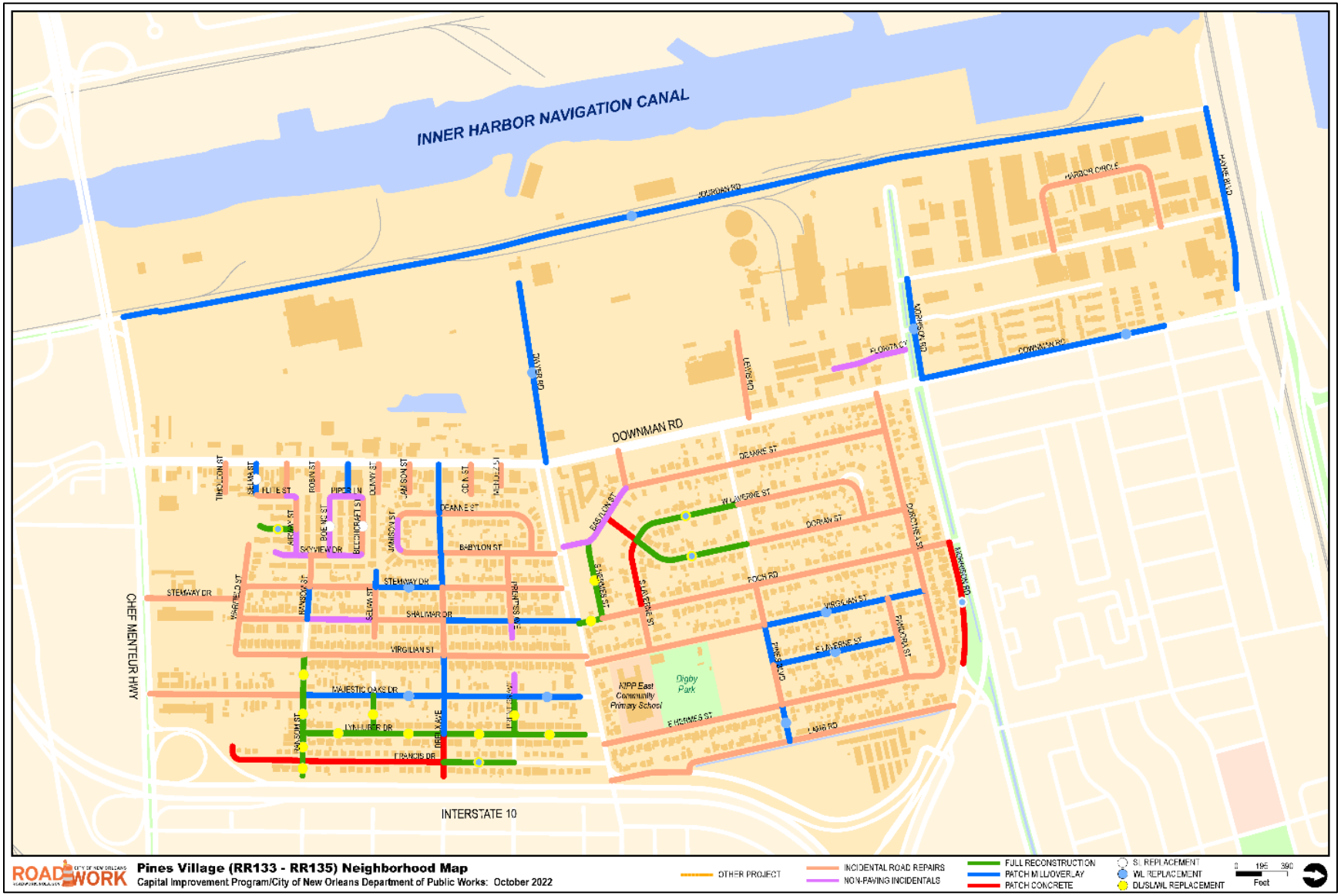
DPW is currently undertaking several road projects near the I-10 Service Roads corridor. Figure 10 - Figure 14 illustrate the most recently available locations of specific projects for the City's Road repair, reconstruction, patch/overlay, and other construction projects. As shown in the maps below, although many local roads are undergoing reconstruction or repair, little of this work will directly impact conditions on the I-10 Service Roads. The majority of these road projects involve incidental repairs or patches. The isolated full-road reconstruction projects are located on roads not directly intersecting with the study corridor.

Figure 10: New Orleans Department of Public Works Capital Improvement Program Projects, Little Woods Neighborhood, 2022



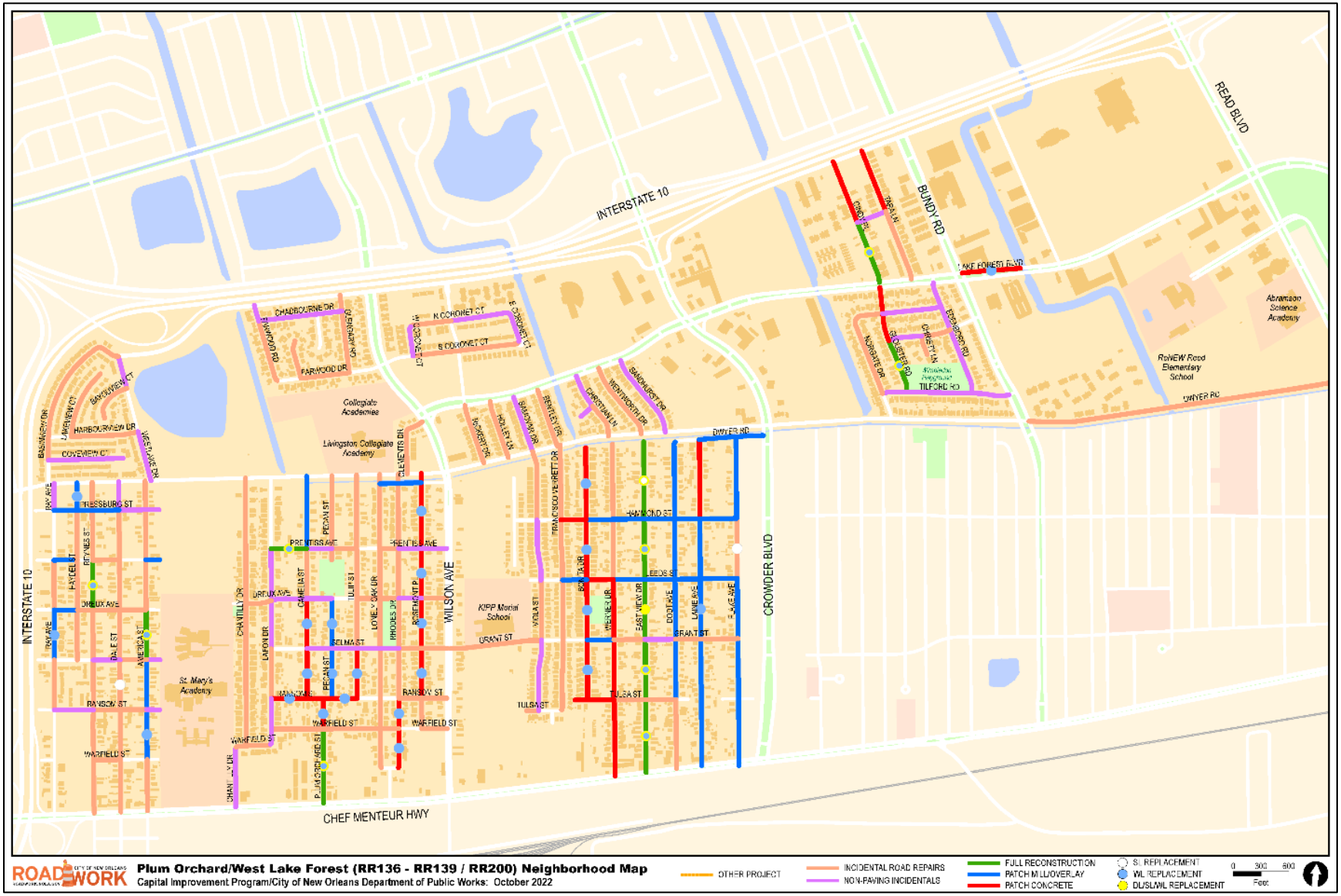
Source: New Orleans Department of Public Works, 2023

Figure 11: New Orleans Department of Public Works Capital Improvement Program Projects, Pines Village Neighborhood, 2022



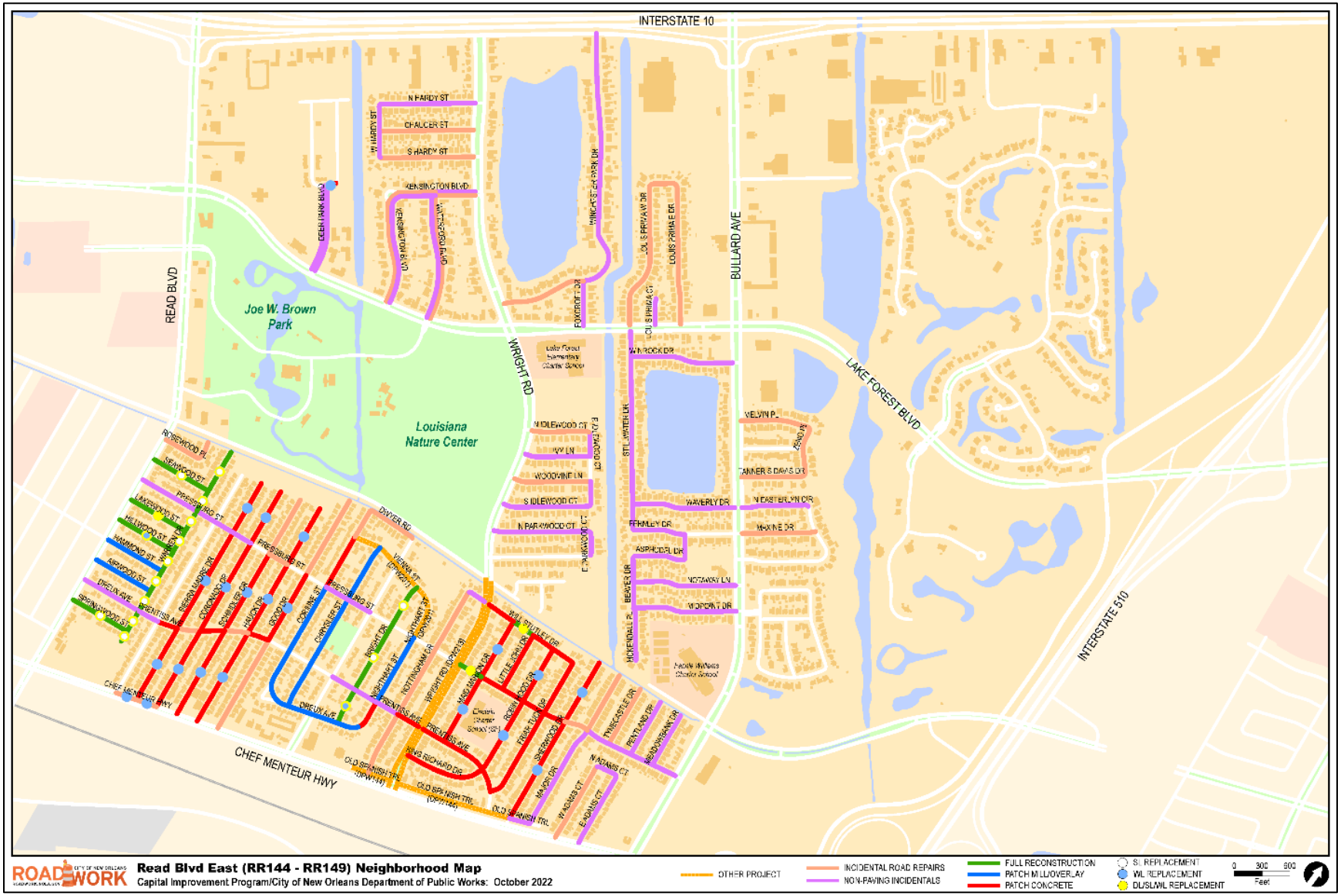
Source: New Orleans Department of Public Works, 2023

Figure 12: New Orleans Department of Public Works Capital Improvement Program Projects, Plum Orchard/West Lake Forest Neighborhood, 2022



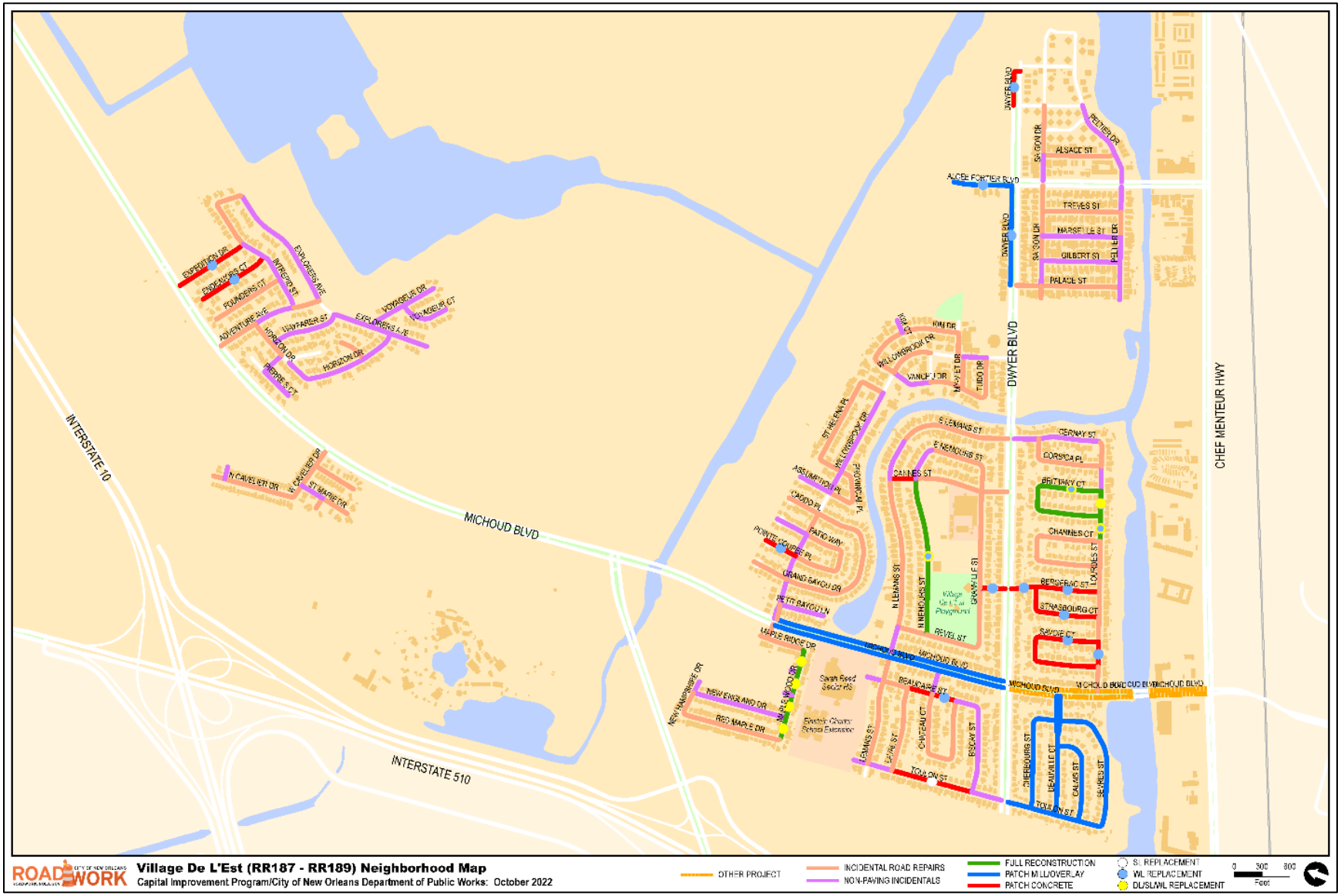
Source: New Orleans Department of Public Works, 2023

Figure 13: New Orleans Department of Public Works Capital Improvement Program Projects, Read Blvd East Neighborhood, 2022



Source: New Orleans Department of Public Works, 2023

Figure 14: New Orleans Department of Public Works Capital Improvement Program Projects, Village De L'Est Neighborhood, 2022



Source: New Orleans Department of Public Works, 2023

Department of Transportation and Development

Recent DOTD projects[1] that fall within the study corridor include:

- Asphalt overlay of the service roads from Dwyer Rd to Paris Rd that was completed in 2019.
- The addition of motor vehicle-scale lighting on I-10 from Mayo Blvd to Tara Ln in 2020.
- Asphalt overlay of I-10 between Harbourview Dr and Rugby Ct in 2021.
- Safety Barriers along I-10 from Ransom St to the Vincent Canal (including the length of the project corridor).

None of these projects affect the purpose and need for this project. There are no additional projects in the corridor scheduled to be let in the next twelve (12) months.

The DOTD initiative that most affects the NOE I-10 Service Roads Project is its Complete Streets Policy which is described in the State Regulations section of this document.

CONCLUSION

Since 2010, several plans have been adopted that aim to improve transportation infrastructure and accessibility, including plans for bike lanes, pedestrian safety, and transit network redesign. These plans prioritize equitable access to transportation and address the needs of populations utilizing all modes of travel, including persons with disabilities. The plans also emphasize community engagement and coordination with land use policies. These past planning efforts demonstrate the need for:

- Infrastructure that supports alternate modes of travel.
- Improved safety for vulnerable road users.
- Improved compliance with accessibility guidelines.
- Increased transportation equity, such as better connections to jobs and services.

This analysis of the I-10 Service Roads Corridor in New Orleans East is another step in the RPC's process of addressing the needs listed above and implementing projects with high-value benefits.

[1] *https://wwwapps.dotd.la.gov/engineering/construction/orleans.aspx*

EXISTING CONDITIONS

Existing conditions such as ownership of the roadway, regulatory standards, roadway characteristics, surrounding land uses, surrounding demographics, and potential right-of-way were analyzed to understand and identify issues, deficiencies, and opportunities to be addressed by the project.

ROADWAY CHARACTERISTICS

The following photographs show key points along the I-10 Service Roads corridor that illustrate the typical characteristics of I-10 Service Roads. Figure 15 through Figure 19 show typical characteristics of the I-10 South Service Road. Each travel lane is approximately 11 feet wide with a one-foot gutter on the outside. The posted speed limit along this section is 35 MPH. As shown, these locations on the corridor do not provide paved shoulders or any separate facilities for people who bike, walk, or use mobility devices except for a sidewalk in front of four (4) homes between Lake Barrington Drive and Camberley Dr.

Figure 15: I-10 South Service Rd and Mayo Rd. (Looking east toward Mayo Rd)

Source: Google Street View (January 2021), Retrieved July 11, 2023

Figure 16: I-10 North Service Road and Wright Road (Looking west toward Wright Rd)

Source: Google Street View (February 2023), Retrieved July 11, 2023

Figure 17: 8578 I-10 South Service Rd (Between Crowder Blvd and Willow Ln, looking west)

Source: Google Street View (May 2022), Retrieved April 7, 2023

Figure 18: 11231 I-10 North Service Road (Between Lake Barrington Dr and Camberley Dr, looking west)

Source: Google Street View (February 2023), Retrieved May 1, 2023

Figure 19: 8501 I-10 North Service Road (Between Redwood Ln and Cindy Pl, looking east)

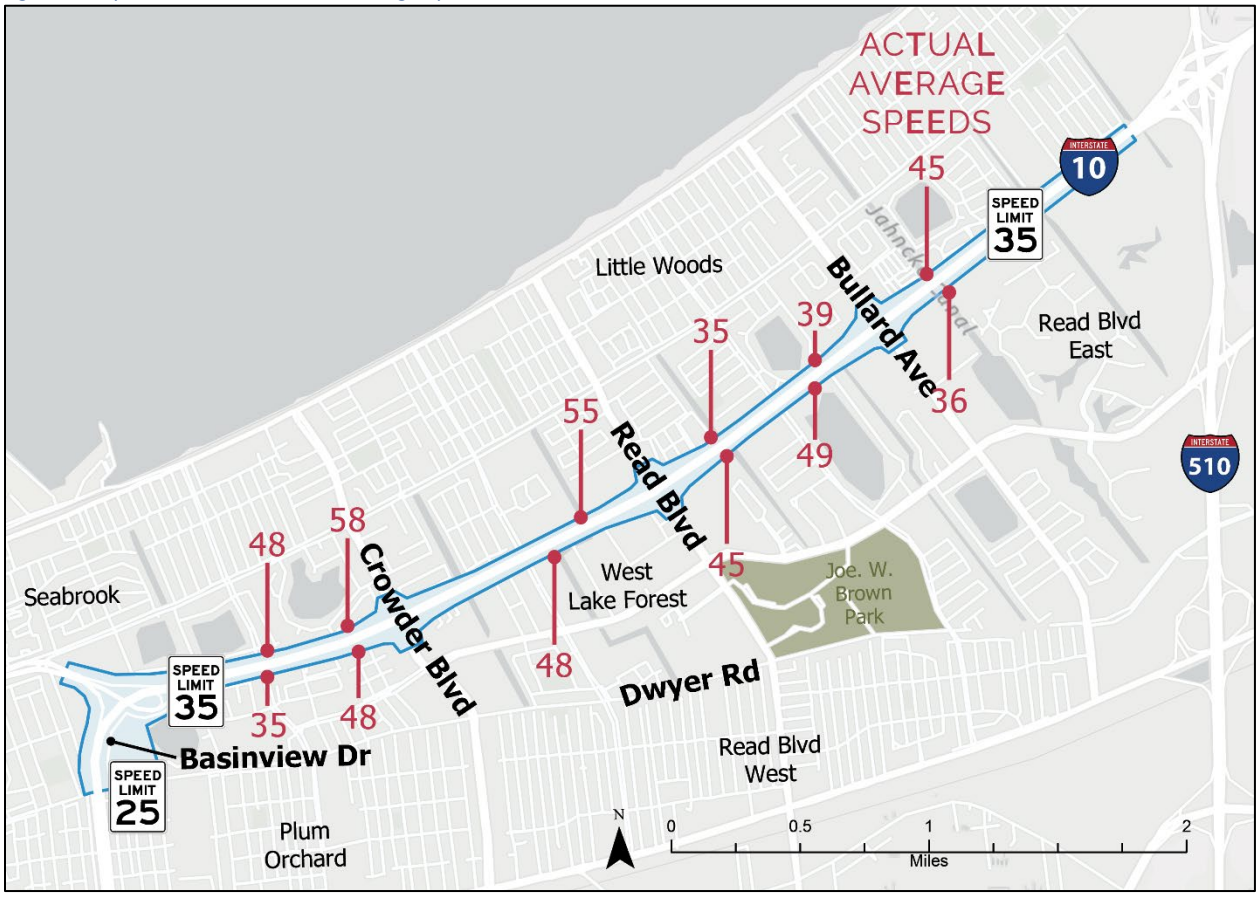
Source: Google Street View (February 2023), Retrieved May 1, 2023

SPEEDS

Posted speeds compared to average speeds traveled compiled from a speed study conducted in late February and early March of 2023 are shown on Figure 20. The full speed study report is provided in Appendix C. Traffic Counts. The posted speed limit on the I-10 Service Roads is 35 MPH but average speeds

observed during the one-week study period ranged between 35 MPH and 58 MPH, with the highest actual speeds occurring within the west half of the I-10 Service Roads Corridor. Basinview Drive, a local road at the southwest end of the service road on the south side of the interstate, is posted at 25 MPH.

Figure 20: Speed Limits and Actual Average Speeds Observed on the Service Roads, 2023



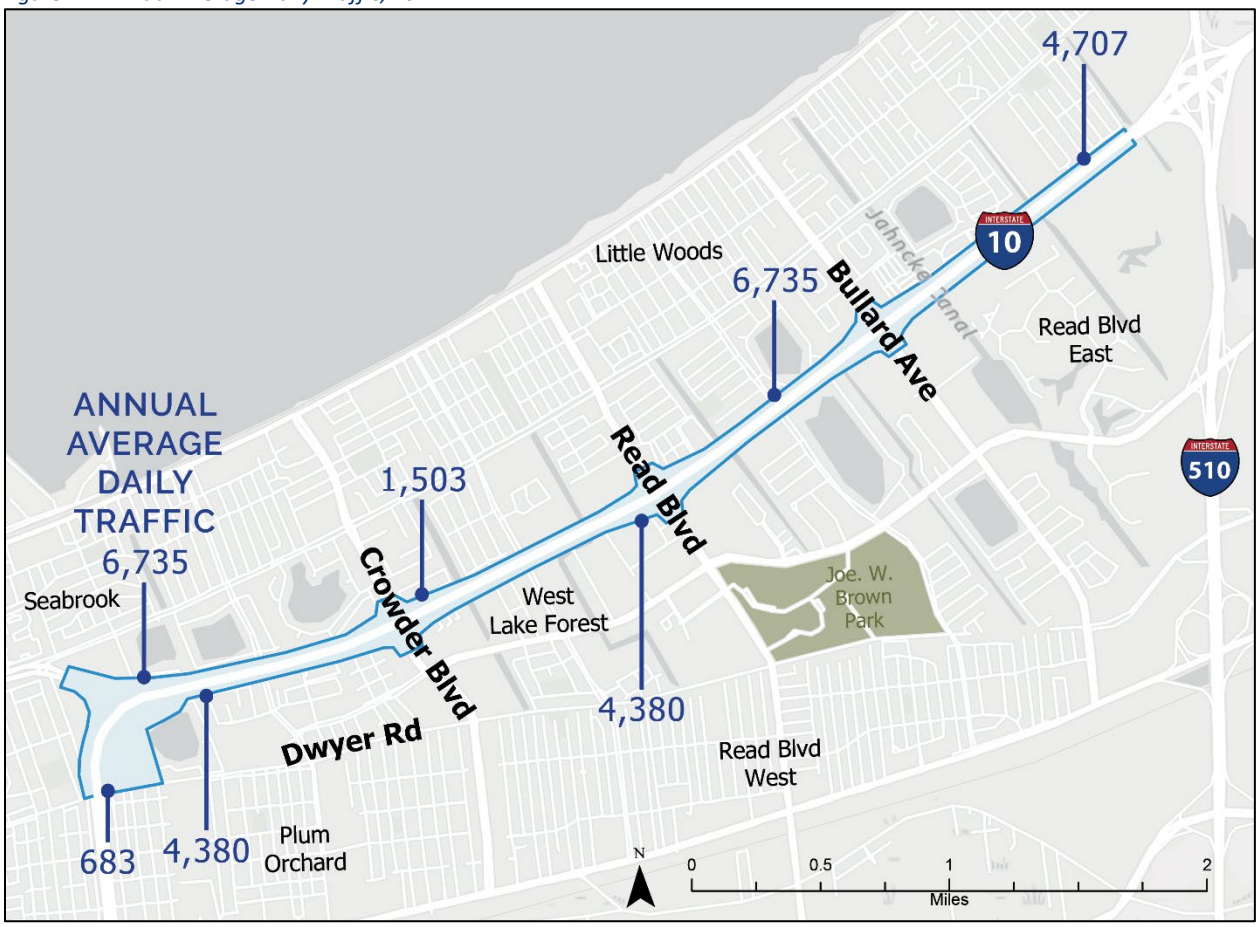
Source: ITS Regional, 2023

ANNUAL AVERAGE DAILY TRAFFIC

Annual Average Daily Traffic (AADT) is a metric used in transportation planning to quantify the average number of vehicles that pass a specific point on a roadway in a year, divided by the number of days in that year. AADT provides an estimate of the typical traffic volume on a road segment and serves as a fundamental parameter in understanding the level of demand and vehicular need for the roadway. It is also a metric that helps gauge the number of potential conflicts between cars and vulnerable road users such as pedestrians and bicyclists.

Figure 21 shows AADT in the study corridor from the 2021 Highway Performance Monitoring System (HPMS) report. This data, in combination with crash data, were used to determine feasible interventions for pedestrians and bicyclists traveling in the corridor. As seen on the figure, AADT ranges from 683 vehicles on Basinview Drive, the local road at the southwest end of the service road on the south side of the interstate, to a high of 6,735 vehicles at several points along the service roads. AADT on the service roads not including Basinview Drive ranges from 1,503 to 6,735.

Figure 21: Annual Average Daily Traffic, 2021



Source: FHWA Highway Performance Monitoring System (HPMS), 2021

TRAFFIC COUNTS

Traffic counts were conducted at key locations on the study corridor for seven (7) days between February and March of 2023 to provide a more comprehensive understanding of traffic volumes on the service roads. The count included the number of motor vehicles at each location in each direction, eastbound (EB) and westbound (WB), and the results are summarized by weekday and weekend counts. Average travel speed is also included in the traffic count data.

Figure 22 shows two panels of traffic count numbers on the service roads from Dwyer Rd to a point between the Citrus Canal and Read Blvd. On the top panel, the highest counts (1,531 EB + 1,927 WB Monday-Friday) were observed to occur on the southside service roads at a location east of Mayo Road. The average observed speeds at this location were around 47 MPH. In this same section, but on the northside of I-10, the weekday counts were also relatively high (1,175 EB + 1,720 WB). Notably, this area on the northside was where the highest speeds were observed, at almost 58 MPH.

Figure 22: Average Daily Traffic from Traffic Counts – Sheet 1, 2023

Source: ITS Regional, 2023

Figure 23 illustrates the traffic count numbers from a point between Citrus Canal and Read Blvd to Paris Rd. On this sheet, the highest traffic counts were between Bullard Ave and Gannon Rd on the North Service Rd (3,623 EB + 3,527 WB weekends and 3,367 EB + 3,444 WB weekdays), shown in the lower panel. With a combined average of about 7,000 motor vehicles per day, this is the highest count on the corridor during the study period. Just east of this, the second highest traffic count is on weekends between Gannon Rd and Paris Rd (945 EB + 5,169 WB). This shows that during the study period, the highest traffic was seen between Bullard Ave and Paris Rd on weekends.

Figure 23: Average Daily Traffic from Traffic Counts – Sheet 2, 2023

Source: ITS Regional, 2023

DAILY PEDESTRIAN AND BICYCLE TRAFFIC

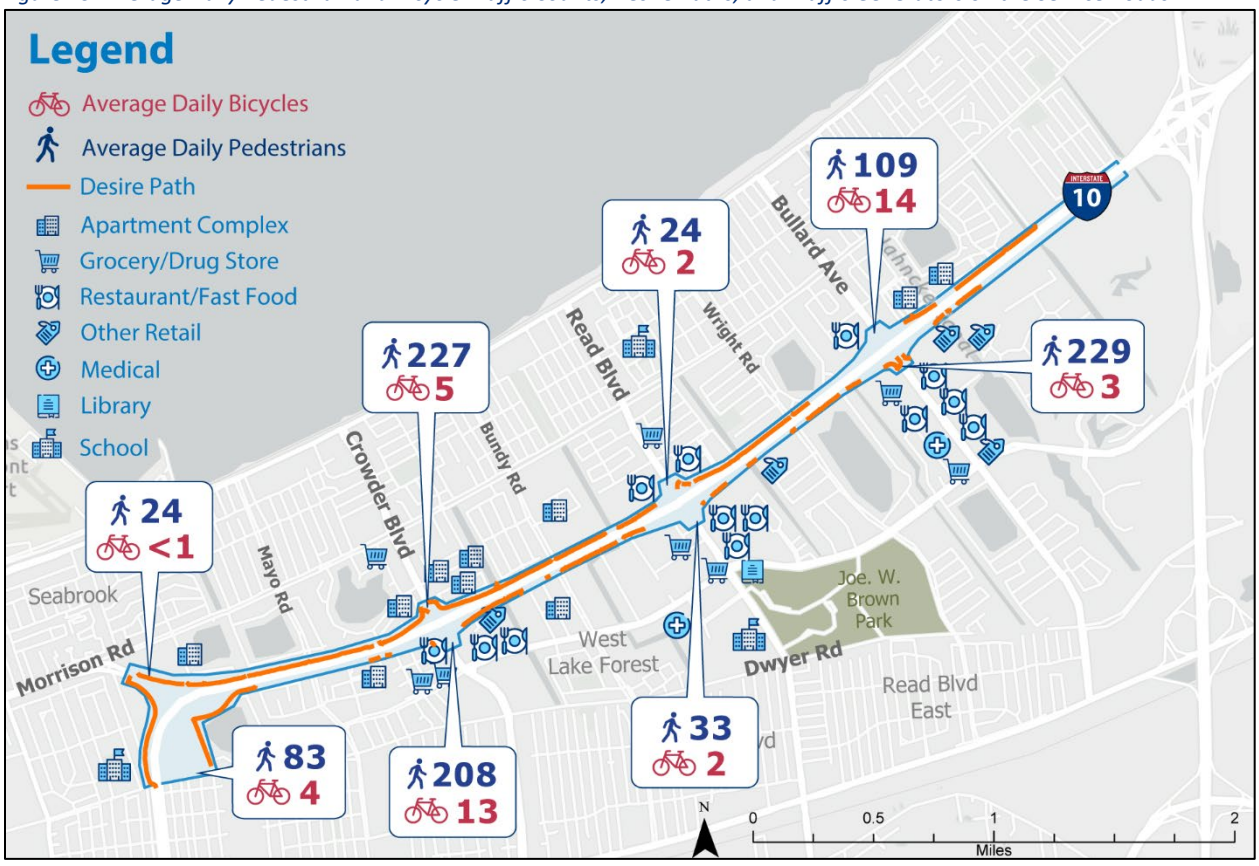
In addition to traffic counts for motor vehicles, the numbers of pedestrians and bicyclists in the study corridor were recorded using traffic cameras during the traffic study to gain insight into the demand for pedestrian and bicycle facilities. These counts were mapped with key destinations in the study area as well as desire paths along the service roads to illustrate how people are currently traveling by foot along the corridor. Desire paths are dirt trails worn into the roadside by consistent foot traffic and indicate a high demand for pedestrian infrastructure. An example of a desire path worn into the grass along the North I-10 Service Road looking west toward Jahncke Canal is shown in Figure 24.

Figure 24: North I-10 Service Road Looking West toward the Jahncke Canal

Source: Google Street View (February 2023), Retrieved October 1, 2023

Figure 25 shows the average number of pedestrians and bicyclists counted during the study week, as well as the locations of goods, services, and high-density housing units along the corridor that may be generators of foot and bike traffic, and the locations of desire paths along the service roads. As shown, the highest numbers of people walking were counted at the intersections of the service roads with Crowder Blvd and Bullard Ave. The highest numbers of bicycles were counted at these same intersections, results that are consistent with the concentration and proximity of apartment complexes and retail destinations.

Figure 25: Average Daily Pedestrian and Bicycle Traffic Counts, Desire Paths, and Traffic Generators on the Service Roads



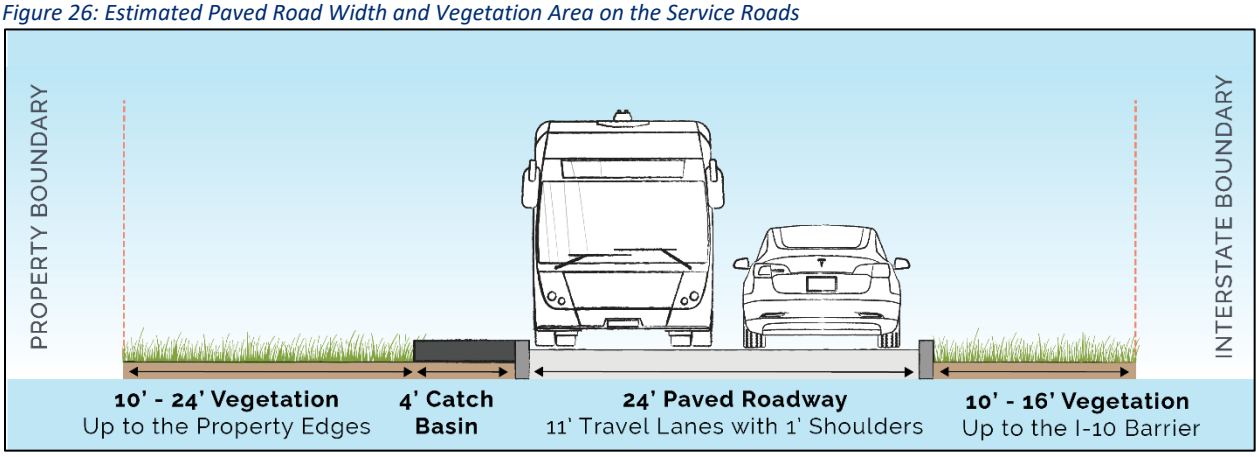
Source: ITS Regional, 2023; Google Maps (February 2023), Retrieved July 1, 2023

PAVED WIDTH

The paved width of a road refers to the distance between the edges of the road where vehicles can currently travel. It plays a significant role in determining the types of changes that can be made to accommodate bicycles on the road. Bike lanes require a minimum of five (5) feet of width to safely accommodate cyclists and ensure separation from vehicular traffic. In cases where speeds are higher or traffic volume is greater an additional buffer (protected or marked) may be necessary, increasing the amount of the travel lane that the bike lane would occupy. If the existing road width is too narrow, it may not be feasible to allocate a dedicated space for bike lanes without significantly impacting the existing vehicle travel lanes. In some cases, shared-use lanes—also known as shared lanes or sharrow markings—may be considered an alternative to dedicated bike lanes where there is limited width. However, shared lanes require speed limits of 25 MPH or less and volumes of 1500 or less vehicles per day in order to be safe for both bicyclists and cars[2].

The I-10 Service Roads have two (2) 11-foot travel lanes with 1 foot of gutter on the outside edges. The entire paved width is approximately 24 feet. A vertical curb lines the service roads except for several segments where there is no curb. Figure 26 illustrates the typical layout of the paved roadway and the vegetated area lining both sides of the corridor. This cross section was estimated from Google Earth measurements, but it varies as shown and will be verified should this effort be moved forward through the design process. Catch basins as included in the estimated measurements are located intermittently along the Service Roads. In locations where there is no catch basin present the 10' to 24' of vegetation up to property edges would increase by the additional 4' of measurement to 14' to 28' of vegetation.

Figure 26: Estimated Paved Road Width and Vegetation Area on the Service Roads



Source: HNTB Analysis, 2023; Google Maps (February 2023), Retrieved July 1, 2023

LIGHTING

A lighting study conducted during the existing conditions analysis concluded that there is no direct lighting of the service road in our corridor except at side street intersections where a light standard is located near the intersection with the service road but directed at the side street. In addition, DOTD confirmed that the street lighting recently installed on the I-10 median between Morrison and Crowder and future projects east of Crowder are not designed to illuminate the service roads.

[2] *National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, 2014.* *https://nacto.org/publication/urban-bikeway-design-guide/designing-ages-abilities-new*

DEMOGRAPHIC PROFILE

Geographic, demographic, and unemployment data provided by the RPC, and supplemented with additional U.S. Census Bureau American Community Survey (ACS) 5-Year estimates for 2015 to 2019, were used to review community equity, access, and general impacts in the study area and to identify distressed neighborhoods. These factors are:

- Poverty
- Median Household Income
- Unemployment
- Non-white populations
- Zero-car household
- Vulnerable age groups
- Locations of transit stops and routes
- Federal Emergency Management Agency (FEMA) Social vulnerability index
- Areas of persistent poverty as defined by Bipartisan Infrastructure Law (BIL)
- Historically disadvantaged communities as defined by the US Department of Transportation (USDOT) consistent Interim Guidance for the Justice40 Initiative

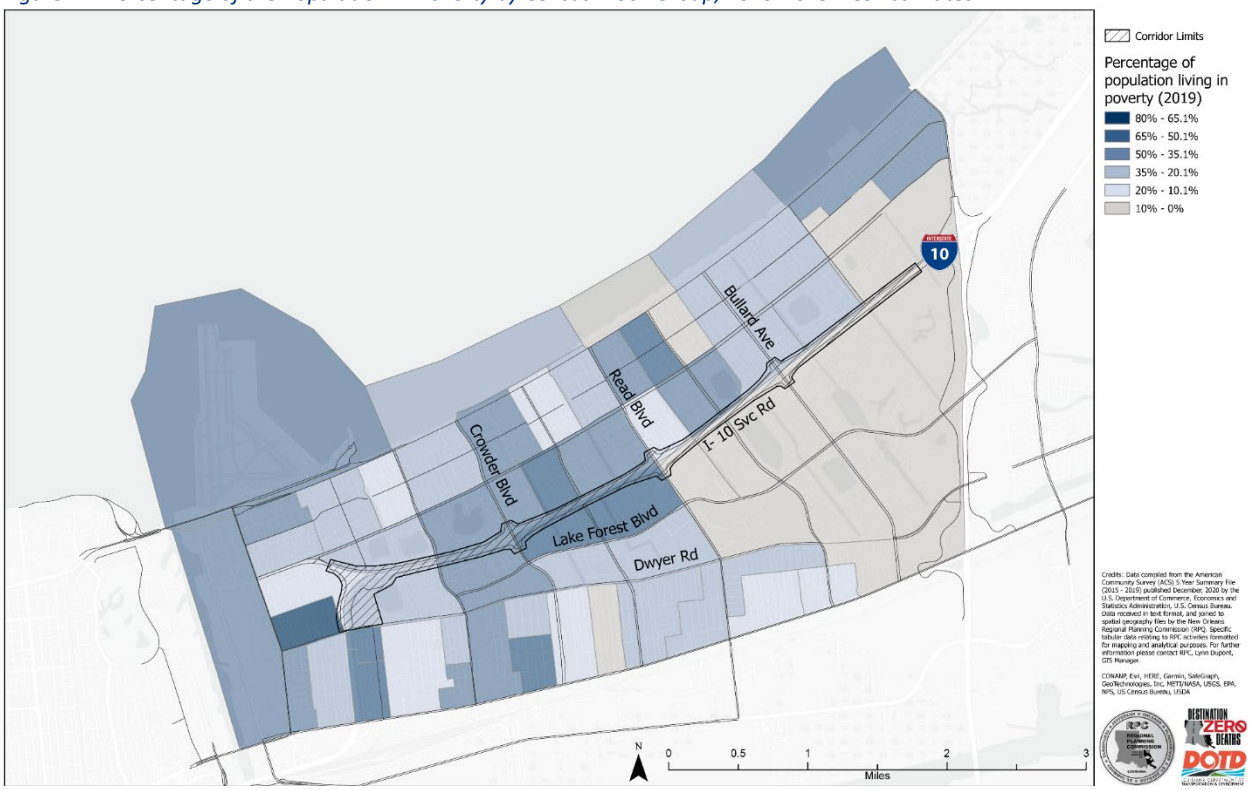
By identifying distressed neighborhoods, the RPC can ensure that benefits from public investment in bicycle and pedestrian facilities within the Interstate 10 (I-10) right of way (ROW) are equitably distributed. Through BIL grant programs the federal government provides financial incentives for projects that will advance the goal that 40 percent of benefits should be targeted to communities that are underserved and that have historically suffered from disinvestment. Using the data provided, this report demonstrates that the RPC and City of New Orleans are positioning New Orleans East to be competitive in seeking IIJA and other federal funding in order to stimulate economic development.

POVERTY AND MEDIAN HOUSEHOLD INCOME

The American Census Bureau (ACS) 5-Year Estimates (2015-2019) data provided by the RPC are illustrated in Figure 27 and Figure 28. The census block groups in the study area vary widely in terms of median household income (MHI) and poverty status in the past 12 months. As shown, MHI is highest in southeast block groups, which is consistent with the low percentages of population living in poverty. Most block groups in this area had a 2015-2019 estimated MHI that averaged between $75,000 and $150,000, which is two to three times higher than the MHI of approximately $42,000 for the city in that same time period.

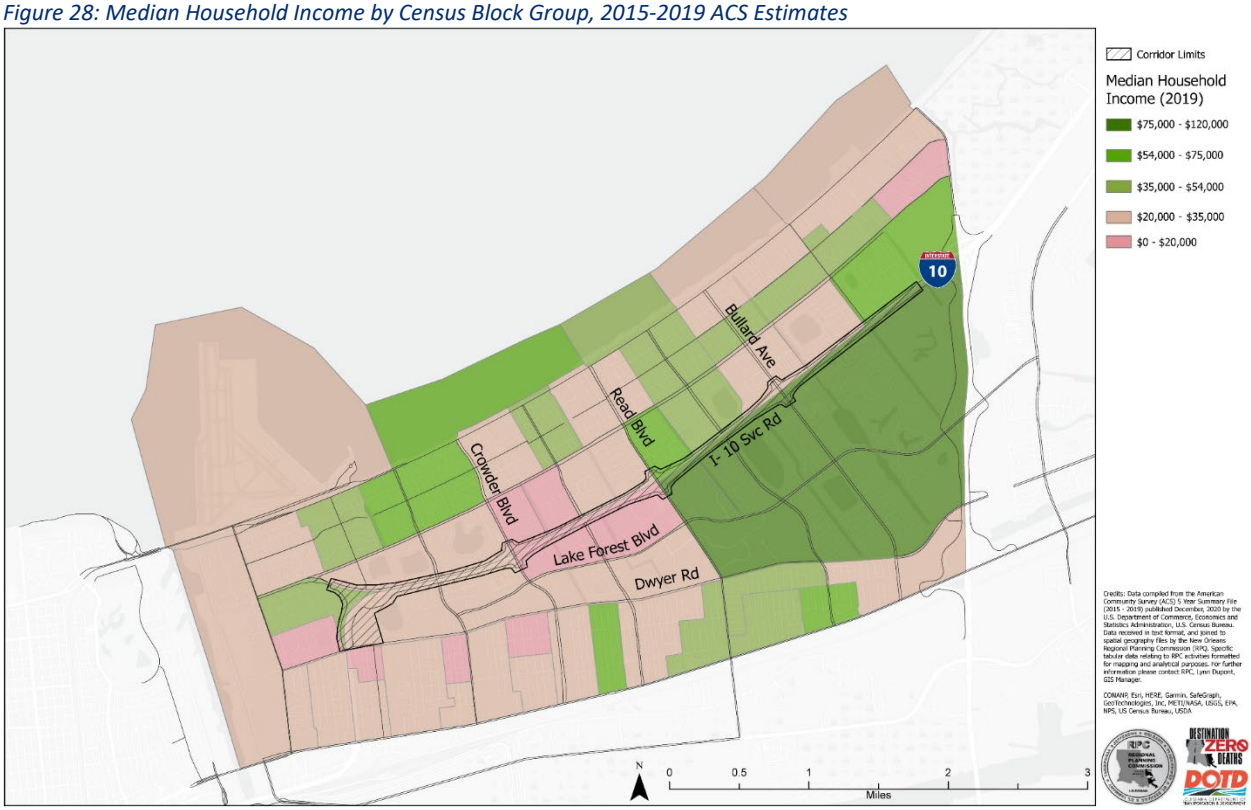
Poverty and lower incomes are more prevalent in the block groups north of I-10 and west of Read Boulevard. The area between Read and Crowder and along Dwyer Road at the western end of the project limits contain block groups with the highest percentages of population in poverty and MHIs of less than $20,000 per year are adjacent to the I-10 project limits.

Figure 27: Percentage of the Population in Poverty by Census Block Group, 2015-2019 ACS Estimates



Source: HNTB Analysis, 2023; U.S. Census ACS 5-Year Estimates, 2015-2019

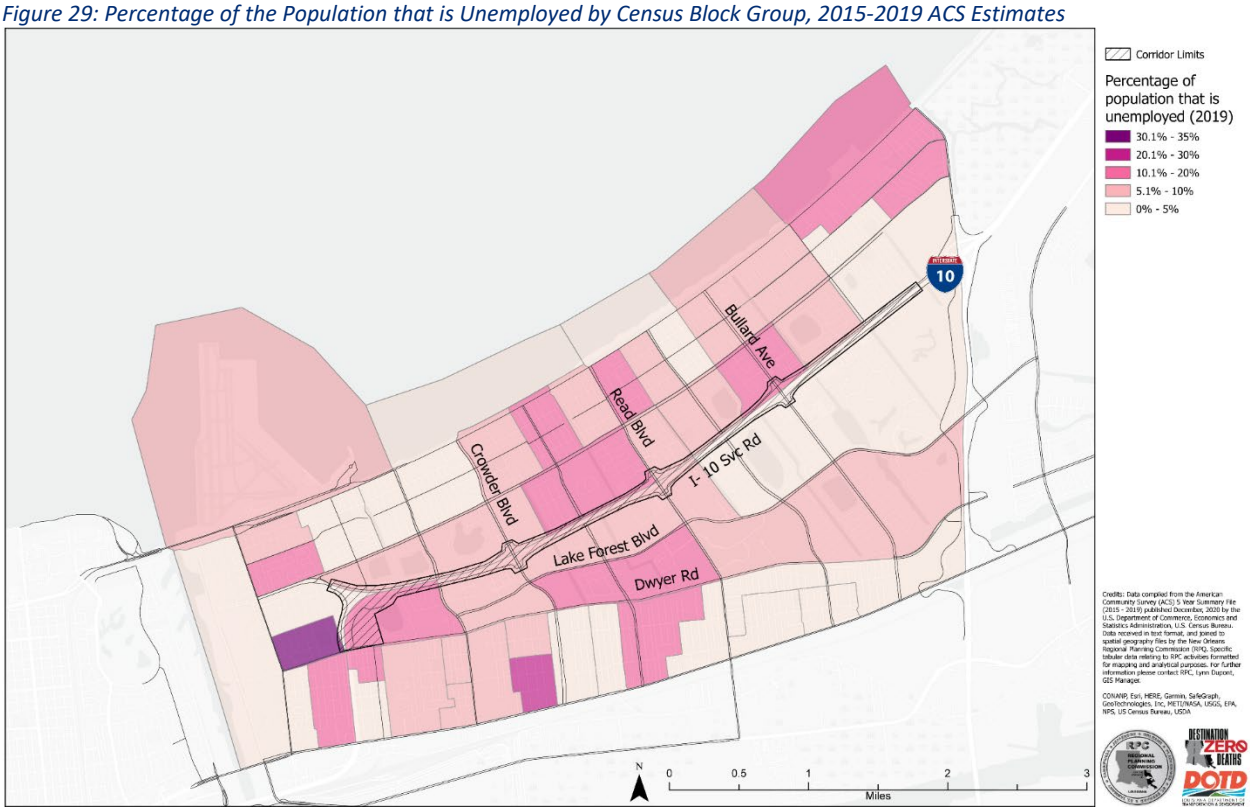
Figure 28: Median Household Income by Census Block Group, 2015-2019 ACS Estimates



Source: HNTB Analysis, 2023; U.S. Census ACS 5-Year Estimates, 2015-2019Access to Jobs

The percentages of unemployed population over the age of 16 in the study area are illustrated in Figure 29. The figure shows that levels of unemployment are generally consistent with the poverty and MHI data with lowest unemployment in the southeast block groups. Notably, only one block group adjacent to the project limits at Dwyer Road at the western end of the project limits reported levels of unemployment between 30 and 35 percent, the highest percentage in the study area. Unemployment in the other block groups west of Read was estimated to be between 5 and 20 percent in 2019. This level of unemployment is far greater than the 2015-2019 ACS estimate of 5.3 percent for the city as a whole.

Figure 29: Percentage of the Population that is Unemployed by Census Block Group, 2015-2019 ACS Estimates

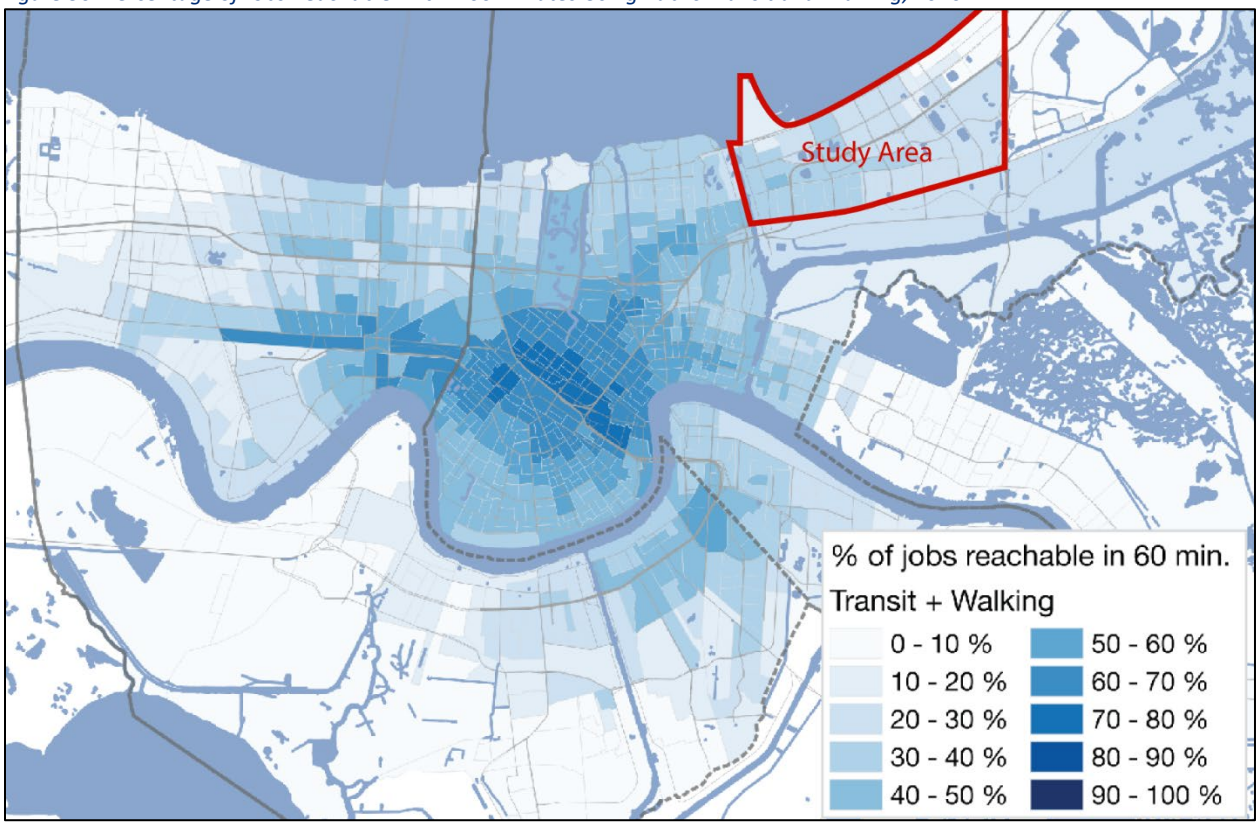


Source: HNTB Analysis, 2023; U.S. Census ACS 5-Year Estimates, 2015-2019

Insufficient transportation access and inadequate connectivity can be substantial obstacles to maintaining employment. Figure 30 shows the percentage of jobs accessible via public transit New Orleans and Jefferson Parish. Compared to central parts of the city, New Orleans East workers have relatively low numbers of jobs that can be reached in 60 minutes by people using public transit and walking to and from the bus stops. The average commute time for New Orleans workers in 2020 was 23.7 minutes[3]. For New Orleans East residents who do not own a car, the additional travel time may make maintaining employment difficult.

[3] https://datausa.io/profile/geo/new-orleans-la

Figure 30: Percentage of Jobs Reachable Within 60 Minutes Using Public Transit and Walking, 2020

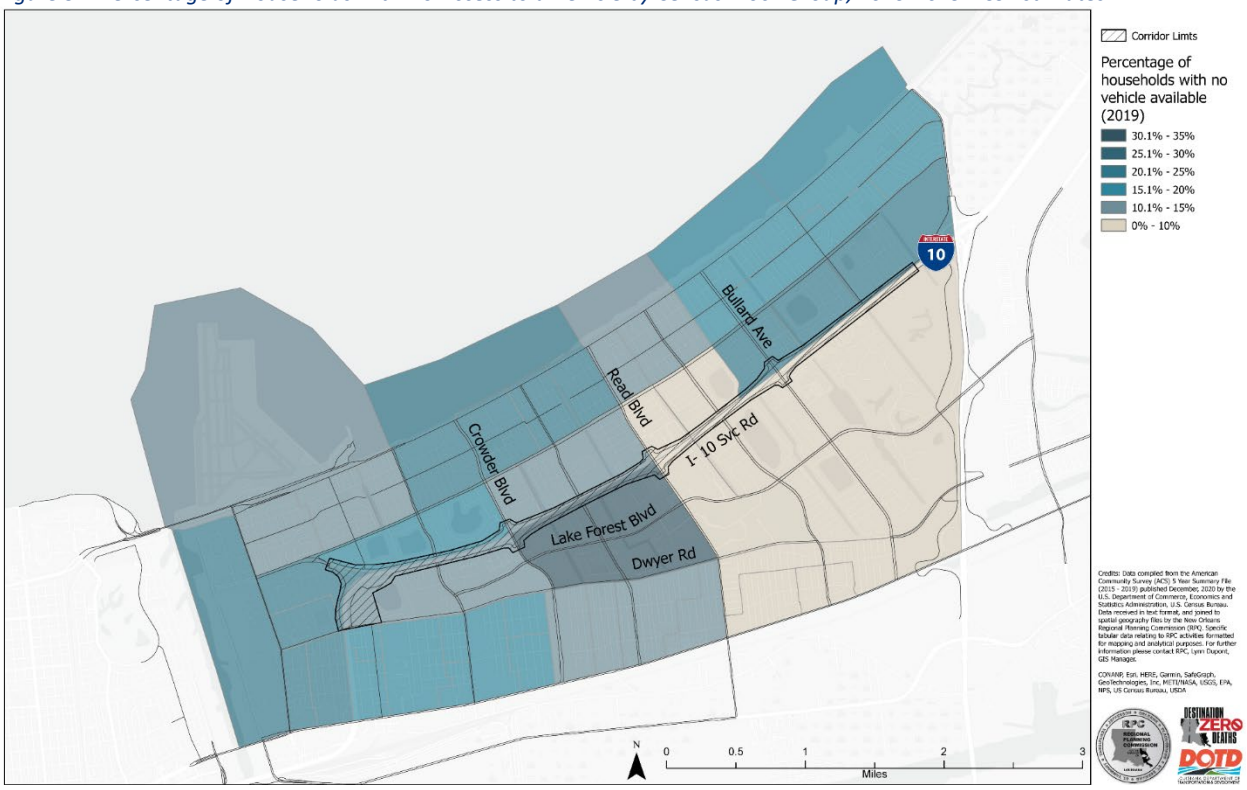


Source: New Links, Final Recommended Network, 2021

ZERO-CAR HOUSEHOLDS

The percentage of zero-car households in New Orleans East is illustrated on Figure 31. Not having access to a vehicle may not only affect the ability to maintain employment, but it also complicates access to goods and services in areas where alternate modes of transportation are not well supported by infrastructure. The population of New Orleans East is spread out over a large area with limited access to public transit and a substantial number of households within the study area have no vehicles available for their personal use. In three out of four quadrants of the study area, the percentage of households without access to a vehicle ranges from 15 to 30 percent, which correlates with other economic data on income and poverty. Households in the southeast portion of the study area have lower zero-car household percentages, which is in keeping with their higher median household incomes and lower unemployment numbers.

Figure 31: Percentage of Households with No Access to a Vehicle by Census Block Group, 2015-2019 ACS Estimates

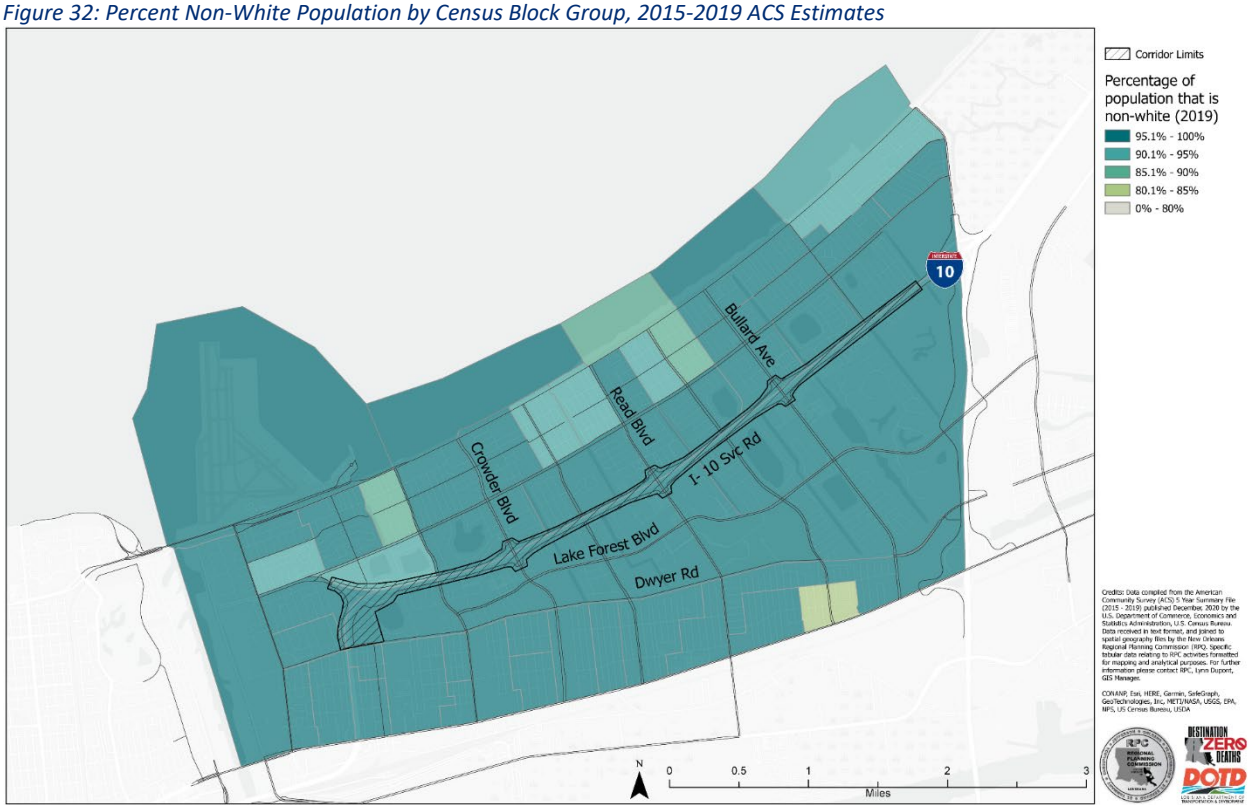


Source: HNTB Analysis, 2023; U.S. Census ACS 5-Year Estimates, 2015-2019Environmental Justice

Environmental Justice (EJ) as defined by the FHWA means identifying and addressing disproportionately high and adverse effects of the agency's programs, policies, and activities on minority populations and low-income populations to achieve an equitable distribution of benefits and burdens. Because minority and low-income communities are often disproportionately impacted by environmental conditions and geographic situations that have led to economic disparities, identifying EJ populations can provide insight into where opportunities for reinvestment should be focused. New Orleans East, bisected by I-10 in the 1960s, is a prime example of an area burdened by past transportation infrastructure decisions. The US Department of Transportation (USDOT) through the BIL is offering grant funding to address EJ issues to eligible communities. Programs such as the Reconnecting Communities and Neighborhoods Grant Program are designed to provide planning and capital project money to increase the proportion of infrastructure investment in EJ communities to at least 40 percent.

The RPC provided calculations for non-white populations in the study area based on the total population minus the single-race white population to demonstrate where there are minority populations (excluding white Hispanic/Latino). Figure 32 illustrates that the study area is majority non-white, ranging from 82 to 98 percent of the total population of each block group. In addition, most block groups are in the 95 to 100 percent range for having a non-white population. These percentages are considerably higher than the City of New Orleans, which was approximately 70 percent non-white population in 2019. When overlaid with the low-income block groups (Figure 28), at least three-quarters of the New Orleans East study area can be identified as well-positioned to compete successfully for federal funding infrastructure investments.

Figure 32: Percent Non-White Population by Census Block Group, 2015-2019 ACS Estimates



Source: HNTB Analysis, 2023; U.S. Census ACS 5-Year Estimates, 2015-2019

POPULATION BY AGE GROUP

The age groups 5 to 17 years old (school-age children), 18 to 39 years old (younger adults), and over 65 years old (seniors) are likely to be more dependent on transit or alternate modes of transportation than other age groups due to lack of drivers' licenses, financial constraints, or shorter trips that do not require a car. By considering where these vulnerable age groups are located, investments can be prioritized to target benefits of alternate modes of transportation where most needed. Figure 33, Figure 34, and Figure 35 illustrate where people in the three vulnerable age groups live within the study area.

School-Age Children

The study area is home to approximately 64,000 people, 20 percent of whom are children between 5 and 17 years old. While school-age children are well-dispersed throughout the area, more school-age children live north of the I-10 Service Road (Figure 33).

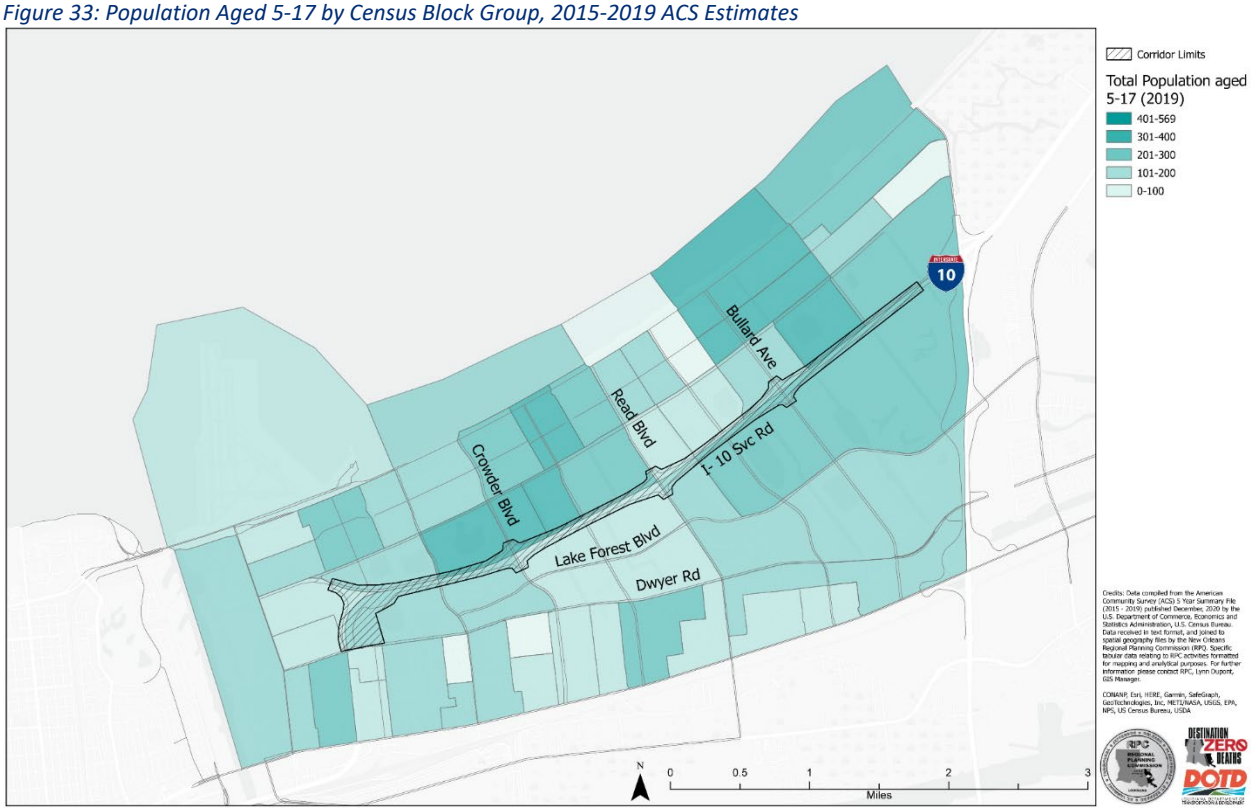
Younger Adults

Young adults between 18 and 39 are similarly dispersed, with highest concentrations in the southeast quadrant (Figure 34).

Seniors

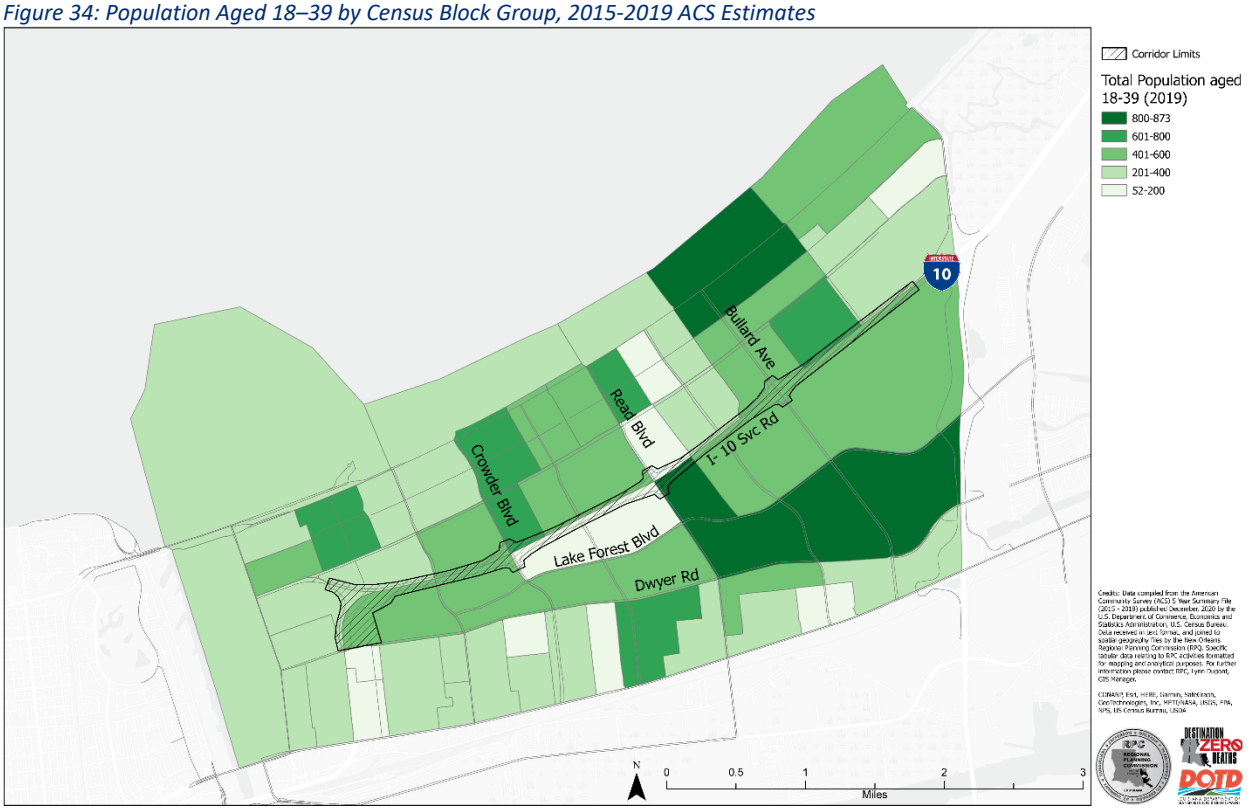
Residents aged 65 and older also live throughout the area, with highest concentrations in the southeast quadrant (Figure 35).

Figure 33: Population Aged 5-17 by Census Block Group, 2015-2019 ACS Estimates



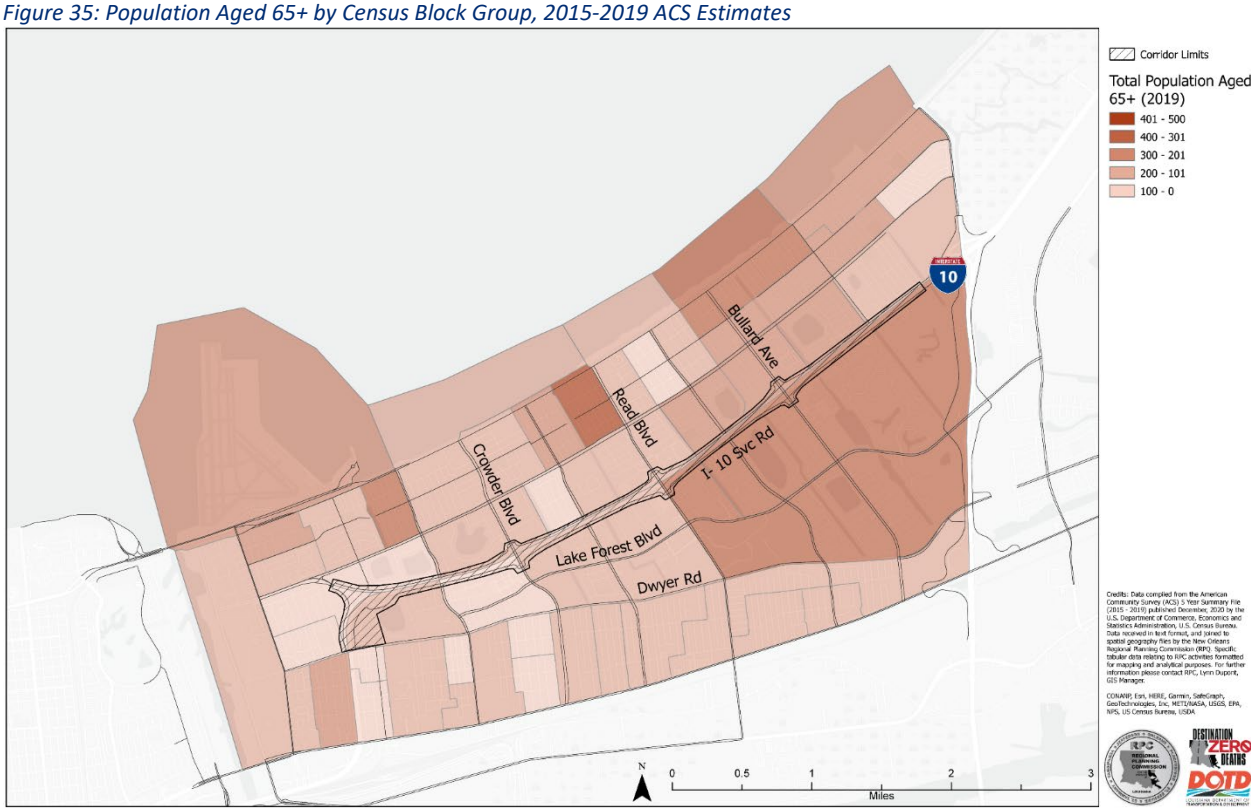
Source: HNTB Analysis, 2023; U.S. Census ACS 5-Year Estimates, 2015-2019

Figure 34: Population Aged 18–39 by Census Block Group, 2015-2019 ACS Estimates



Source: HNTB Analysis, 2023; U.S. Census ACS 5-Year Estimates, 2015-2019

Figure 35: Population Aged 65+ by Census Block Group, 2015-2019 ACS Estimates

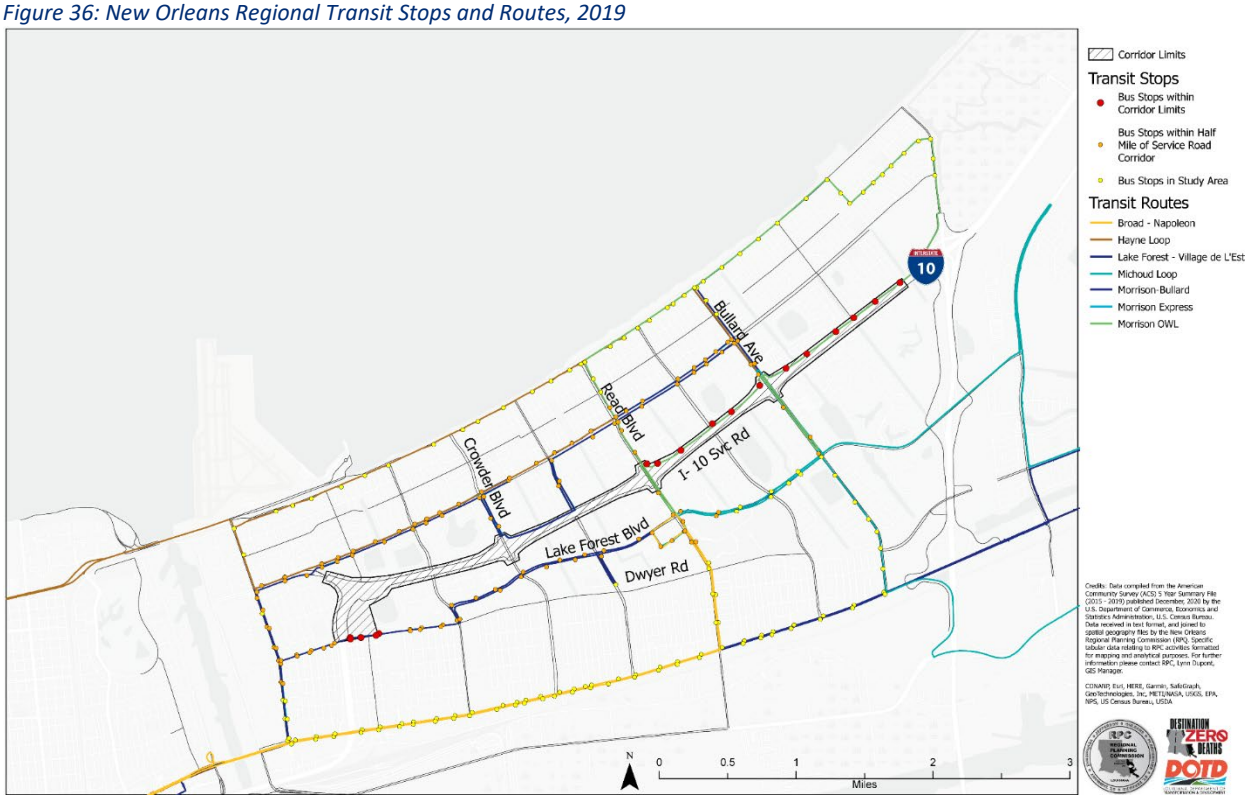


Source: HNTB Analysis, 2023; U.S. Census ACS 5-Year Estimates, 2015-2019

Transit

Transit use is affected by the ability to get to and from transit stops (i.e., first/last mile connections) as well as by whether service connects people to where they need to go. Therefore, when considering walking, biking, and transportation modes that do not require an automobile, the relationship between walking and biking facilities and transit stops is an important consideration. Public transit in the form of bus service operates with a total of 268 bus stops in the study area, 115 of which are located within one-half mile of the I-10 corridor. As illustrated in Figure 36, seventeen (17) of the bus stops are located on the service road itself on the north side of I-10 between Read Blvd and Bullard Avenue. The New Orleans Regional Transit Authority noted that the lack of bus stops on the service road is a product of the lack of sidewalks in this area, a condition that the proposed project could address.

Figure 36: New Orleans Regional Transit Stops and Routes, 2019



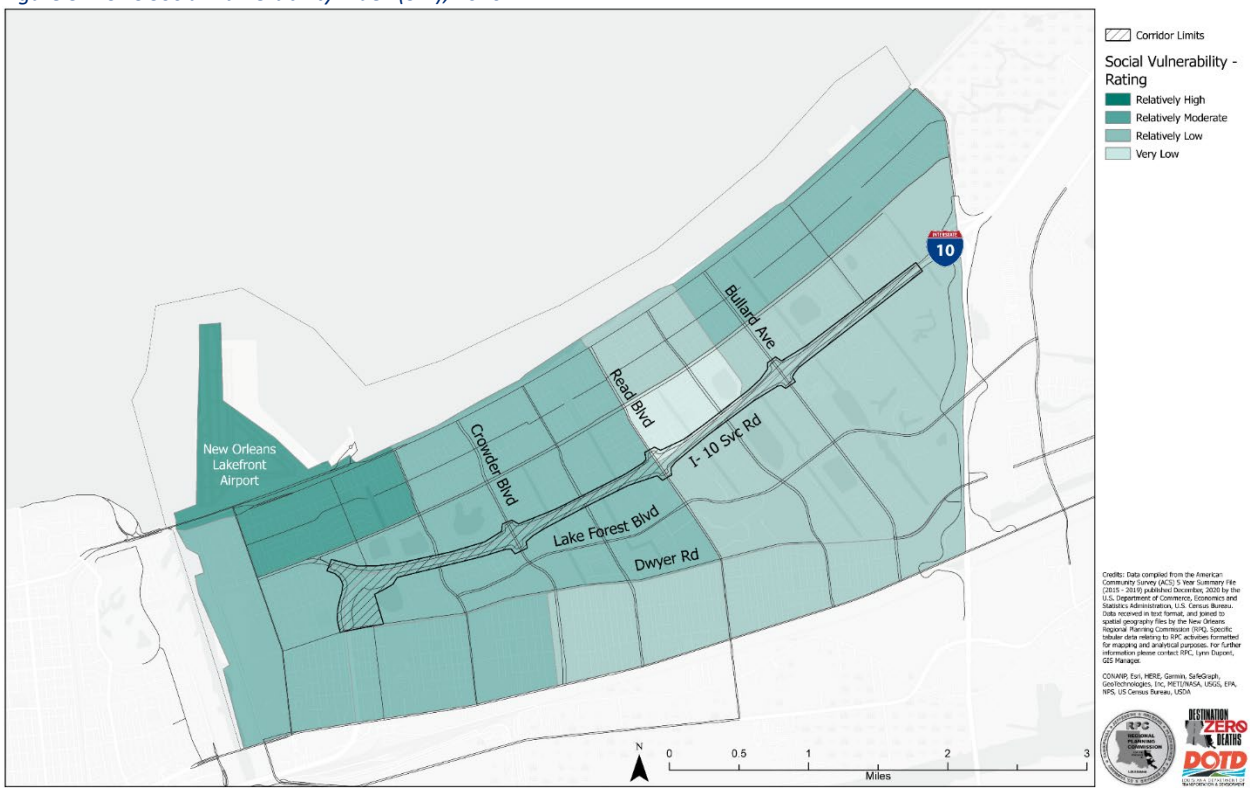
Source: New Orleans RTA, 2023

Social Vulnerability Index

The Social Vulnerability Index (SVI) is a tool created by Centers for Disease Control and Prevention (CDC) and Agency for Toxic Substances and Disease Registry (ATSDR) to assess the vulnerability of a community to a wide range of hazards, including those related to transportation. It considers factors such as age, ethnicity, income, language barriers, disabilities, and access to transportation in order to identify populations that are at higher risk of negative outcomes from hazards. In terms of transportation choice, the SVI can help decision-makers prioritize investment in infrastructure and services to reduce disparities and ensure equitable access to mobility options.

As shown in Figure 37, the SVI in the study area is mostly low to moderate, with two “very low” block groups between Read Boulevard and Bullard Ave along the service road and four “relatively high” block groups near the airport. The remaining bulk of the southwestern half of the study area has a “relatively moderate” rating and, conversely, the northeastern half has mostly a “relatively low” rating except for a strip of tracts in the far northeastern edge that are moderately socially vulnerable. The census block group at the northwest corner of the study area that is rated at a “relatively high” social vulnerability contains the unpopulated area of the New Orleans Lakefront Airport as well as residential neighborhoods south of the airport. The relatively high rating reflects the vulnerability of the residential population within the southern half of the tract.

Figure 37: CDC Social Vulnerability Index (SVI), 2020



Source: HNTB Analysis, 2023; U.S. Census ACS 5-Year Estimates, 2015-2019

Justice40 Target Communities

The Justice40 Initiative aims to confront and address decades of underinvestment in disadvantaged communities and ensure equitable distribution of the benefits of many federal funding programs. To accomplish this, the federal government has set a goal that at least 40 percent of all federal funding that works toward improving public transportation access, options, frequency, and supporting pedestrian and bicyclist first/last mile infrastructure be allocated to APP or HDC communities.

Most of the study area meets the definition for Areas of Persistent Poverty (APP) as defined in the IIJA as a census tract with greater than or equal to 20 percent of the population living in poverty between 1990 and 2021 as defined by the Census Bureau. Similarly, a Historically Disadvantaged Community (HDC) is defined by USDOT, consistent with Interim Guidance for the Justice40 Initiative, as a community that is historically marginalized and overburdened as evident by low incomes, high unemployment, high housing cost burden, high transportation cost burden, and other factors[4].

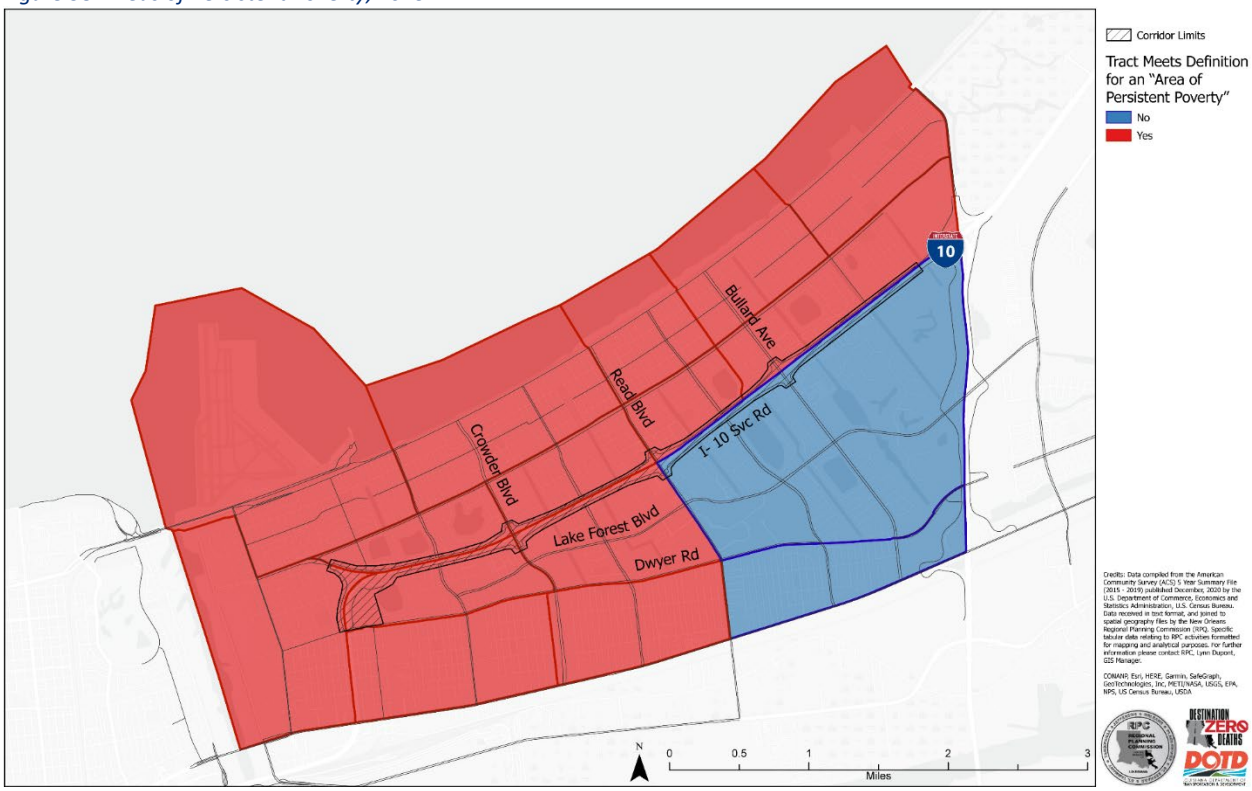
Only the southeast quadrant of the study area south of I-10 and east of Read Boulevard is not designated as an APP (Figure 38). Likewise, the southeast quadrant along I-10 is not designated as an HDC. The area adjacent to I-510 north of I-10 is also not designated as an HDC.

Comments from the NOE stakeholders have pointed out that areas designated as APP or HDC contain a number of middle- to upper-middle-class residents who take exception to the language used by the federal government. The concern is that the words portray the areas in a negative light, discouraging

[4] *https://www.whitehouse.gov/wp-content/uploads/2021/07/M-21-28.pdf*

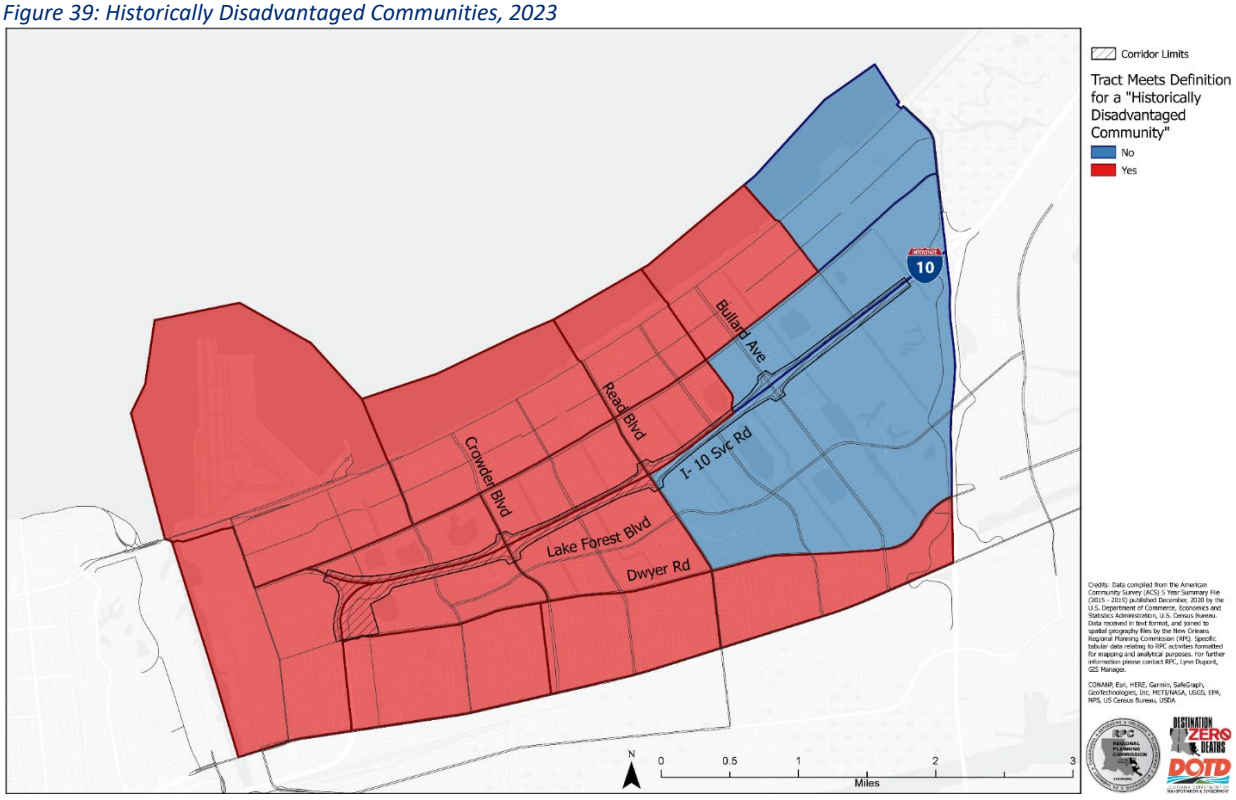
private investment, a goal for many of the residents in the area. For this reason, this report prefers to identify the areas using the terms “targeted for public investment” and Justice40 or EJ communities. However, until the language and criteria in the IIJA Grant Programs are revised, these designations must be acknowledged.

Figure 38: Areas of Persistent Poverty, 2023



Source: HNTB Analysis, 2023; U.S. Census ACS 5-Year Estimates, 2015-2019

Figure 39: Historically Disadvantaged Communities, 2023



Source: HNTB Analysis, 2023; U.S. Census ACS 5-Year Estimates, 2015-2019

LAND USE AND DESIGN REGULATIONS

LOCAL REGULATIONS

The project corridor falls within the boundaries of the Eastern New Orleans Renaissance Corridor (ENORC) Use Restriction Overlay District and the CT-1 ENORC Sub-District (Article 18 of the New Orleans Comprehensive Zoning Ordinance (CZO)). The ENORC Overlay District places restrictions on certain uses within the district, and the CT-1 Sub-District requires proposed development that meet or exceed certain thresholds to undergo a development plan and design review process prior to construction. Neither district contains requirements that would prohibit the establishment of pedestrian or cyclist facilities. In addition, Chapter 146 of the Code of Ordinances for the City of New Orleans covers the regulations for the installation of pedestrian facilities. Unless otherwise regulated, sidewalks must meet a minimum width of four (4) feet and all access elements must be ADA-compliant.

STATE REGULATIONS

In 2010, DOTD adopted a Complete Streets policy, which requires all new and reconstructed state transportation projects that involve Federal or state funding or approval to consider the needs of all users, including vulnerable users. In addition, all preservation, operations, rehabilitation, and/or replacement projects must consider integration into the larger transportation network in a context-sensitive manner. In support of this policy, DOTD maintains a list of minimum design guidelines for bike and pedestrian paths. The guidelines state that sidewalks in urban environments must provide a useable width of five (5) feet with a two (2) foot offset from the travel lane. A right-of-way permit for the construction of sidewalks adjacent to state roads must be obtained from DOTD prior to construction.

FATAL AND SERIOUS INJURY CRASH DATA REVIEW

In a concerted effort to encourage active transportation, the CNO and the RPC have taken action to increase the modal share of walking and biking. To support this initiative, safety of these vulnerable road users must be considered. To that end, a five-year crash history from 2017 to 2021 was analyzed to identify specific road segments and intersections with a higher frequency or severity of crashes involving pedestrians and bicyclists. This analysis was used to identify specific locations where safety improvements should be a priority within the project area and to provide an understanding of how these improvements can be expected to impact vulnerable road user safety. Crash data related to bicycles and pedestrians between 2017 to 2021 in the study corridor was compiled and reviewed.

The five-year history of bicycle and pedestrian crashes on the I-10 Service Roads paints a concerning picture of the need for protections for vulnerable road users. The high number of crashes that occurred on the roadway signals the need for adequate off-road facilities. Related to the lighting analysis described above that concluded that there is little to no lighting on the service roads, the high number of crashes that occurred at night show that lighting is likely inadequate. In addition, the high number of bike-related crashes in intersections point toward a need for safety investments at these critical locations.

METHODOLOGY

The RPC provided crash data from Louisiana Center for Analytics and Research in Transportation Safety (CARTS), by location within the study corridor. The analysis of these data consisted of two phases: GIS mapping followed by a spreadsheet-based analysis. The data was mapped by latitude and longitude in GIS and spot checked for accuracy. The crashes were then visualized by travel mode (pedestrians and bicyclists) and by severity of the crash on a five-tiered scale from “no apparent injury” to “fatal injury.” Crash hotspots were identified using heatmap symbology to illustrate the density of crashes involving bicyclists and pedestrians by location. The spreadsheet analysis of the five-year crash data investigated severity, lighting, on or off-roadway, and intersection vs. non-intersection crashes to identify trends.

FINDINGS

The map of crash hot spots is shown below in Figure 40 with the bicycle and pedestrian traffic counts overlaid. Insets of the four interchange areas show the hot spots in greater detail. Based on the heatmap, the highest concentrations of crashes on the service road corridor during the five-year period occurred at major interchanges: Dwyer Rd (Hot spot 1), Crowder Blvd (Hot spot 2), Read Blvd (Hot spot 4), and Bullard Ave (Hot spot 5). Two less dense hot spots were located on the corridor near intersections with smaller residential roads: just east of Crowder Blvd between Crowder Blvd and Read Blvd (Hot spot 3) and between Bullard Ave and I-510 (Hot spot 6). As shown on the insets, the most intense hot spots are located at Dwyer Rd and the I-10 Service Rd, Read Blvd and the northside service road, Read Blvd and the southside interstate ramp termini, and Bullard Ave and the southside service road.

In addition, crashes involving bicycles and pedestrians that occurred on the I-10 were identified to demonstrate the need for facilities that allow vulnerable road users to cross the interstate safely. Of the crashes that occurred within the study corridor, eight (8) were on the interstate. This includes one in hot spot 6, two at hot spot 4, three at hot spot 3, and two along the curve at the western end of the corridor.

Figure 40: Heatmap of Pedestrian and Bicycle Crashes, 2017-2021, with Pedestrian and Bicycle Counts, 2023

Note: Totals may not add to 100% due to rounding.

Source: HNTB Analysis, 2023; Louisiana Center for Analytics and Research in Transportation Safety (CARTS), 2023

Crash Severity

Crash severity provides an indication of which locations may be less safe than others based on how severe the crashes are at each location. From 2017 through 2021 the I-10 Service Rd study corridor had a total of 51 bike and pedestrian crashes of varying severity as shown in Figure 41, Figure 42, and Figure 43. There were more crashes involving people who walk than people who bike as expected based on their being more people walking than biking seen during the traffic counts. Four (4) of the pedestrian crashes resulted in fatal injuries. In the City of New Orleans during the same period there were a total of 72 pedestrian fatalities (City of New Orleans, 2023), meaning that 6% of the city's fatal crashes involving pedestrians occurred on the service roads, a relatively high proportion when considering the size of the city.

Figure 41: Crashes 2017 -2021 by Severity and Travel Mode

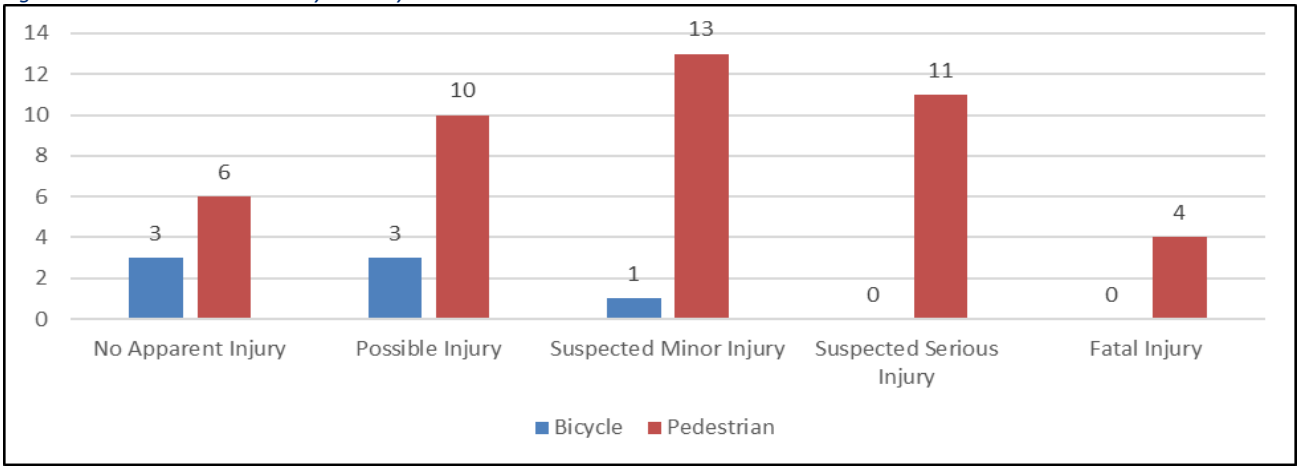


Figure 42: Bicycle Crashes 2017-2021 by Severity

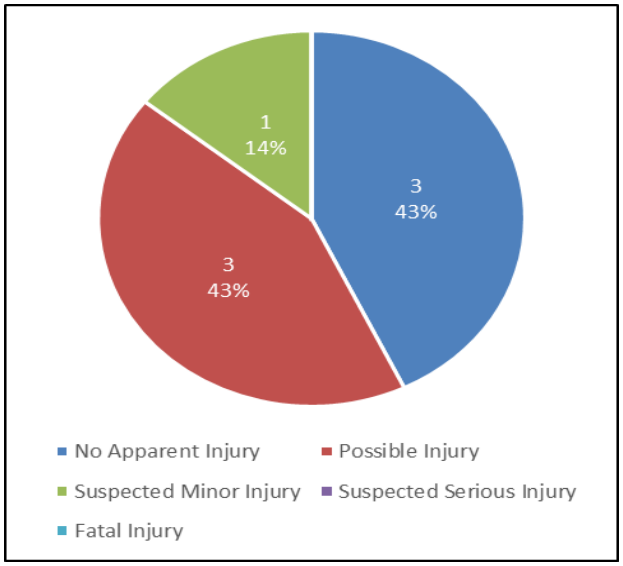
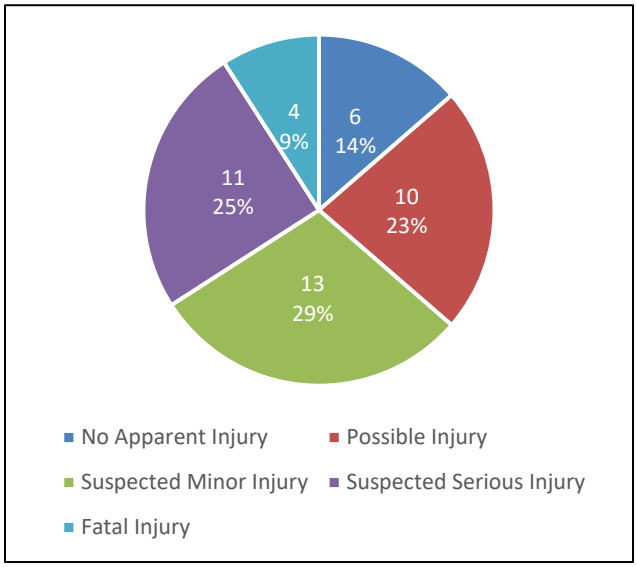


Figure 43: Pedestrian Crashes 2017-2021 by Severity



Note: Totals may not add to 100% due to rounding.

Source: HNTB Analysis, 2023; Louisiana Center for Analytics and Research in Transportation Safety (CARTS), 2023

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Lighting

The crash data includes information on the lighting conditions at the time of each crash. Data is provided on whether the crash occurred during daylight or in the dark and whether there were streetlights or not. Of the 51 total bicycle and pedestrian crashes, 34 (67 percent) occurred in the dark and 13 (25 percent) occurred during daylight (Figure 44). Four (4) crashes did not include data on daylight vs dark conditions or were reported as "unknown." Although the majority of crashes happened in dark conditions, more crashes involving people on bicycles occurred during daylight than in the dark (Figure 45).

Figure 44: Crashes 2017 -2021, Daylight or Dark

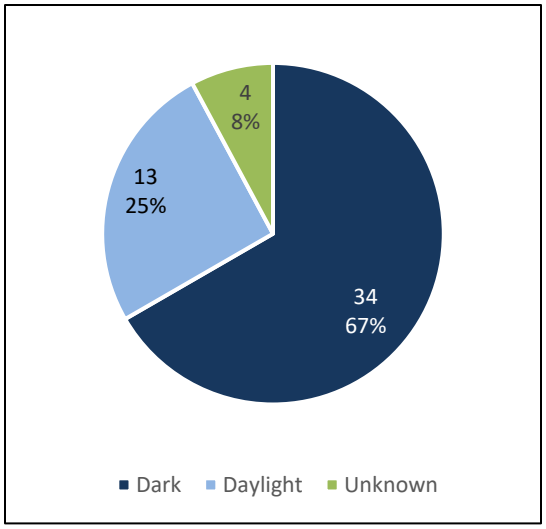
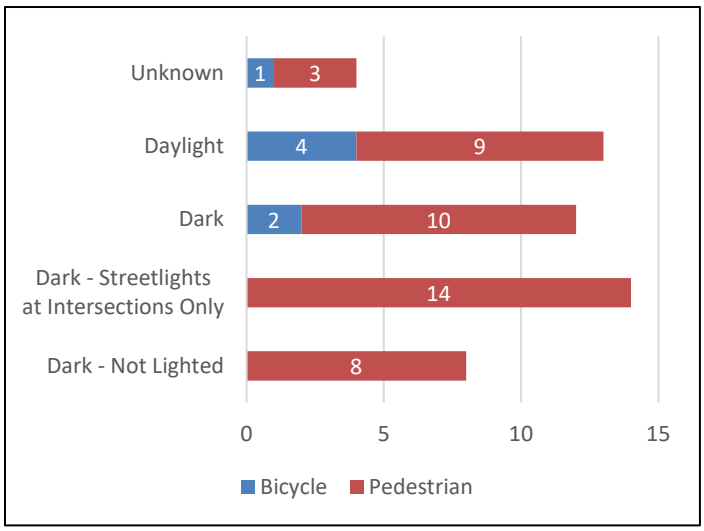


Figure 45: Crashes 2017 -2021 by Mode, Daylight or Dark

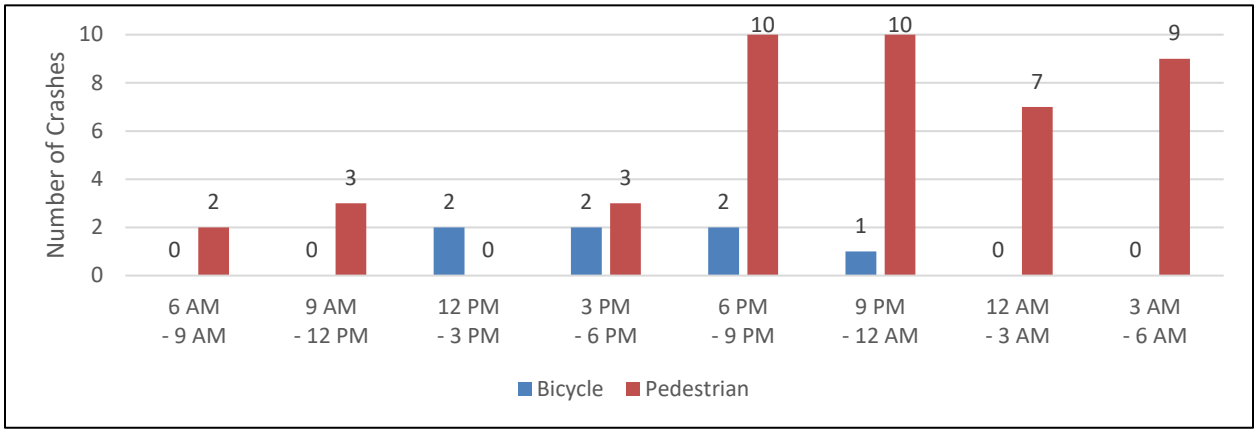


Note: Totals may not add to 100% due to rounding.

Source: HNTB Analysis, 2023; Louisiana Center for Analytics and Research in Transportation Safety (CARTS), 2023

The 2017-2021 crash data was grouped by time-of-day range to capture more detailed differences in the time of day that crashes occurred. In the study corridor, reported crashes involving bicycles occurred exclusively between noon and midnight (Figure 46). In contrast, pedestrian crashes occurred mainly between 6 PM and 6 AM.

Figure 46: Crashes 2017 -2021 by Hour Range and Travel Mode



Note: Totals may not add to 100% due to rounding.

Source: HNTB Analysis, 2023; Louisiana Center for Analytics and Research in Transportation Safety (CARTS), 2023

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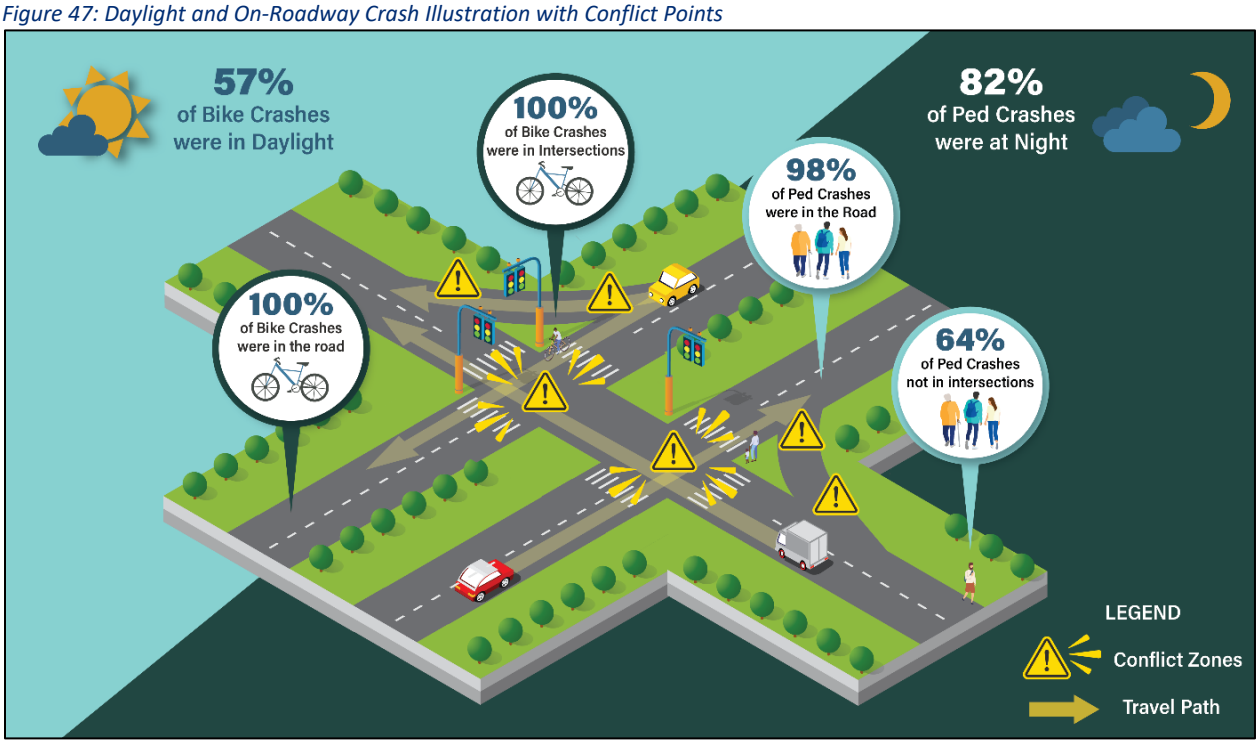
On and Off-Roadway Crashes

Additional context for on-roadway crashes can be identified based on whether crashes occurred primarily on or off the roadway and whether they were at intersections or not. In the study corridor, 100 percent (7 crashes) of the bike-related crashes were in on the roadway and at an intersection (Figure 47). Of pedestrian-related crashes, 37 percent (16 crashes) were in an intersection and 98 percent were on the roadway, as opposed to in a median or off the road. Only one pedestrian-related crash took place off the roadway on the right shoulder.

Vulnerable road-user crashes often occur on the roadway when there are inadequate off-road facilities, forcing people who walk, bike, or who use other modes of transportation to travel in the roadway. This increases the number of potential conflict zones between cars and vulnerable road users, increasing the odds of a crash. Figure 47 shows conflict zones that occur where pedestrians and bicyclists come into the path of automotive traffic in intersections to illustrate the idea of conflict zones. The illustration is based on the intersection of the N. I-10 Service Rd and Bullard Ave and includes the results of the on and off-roadway crash data as well as the lighting conditions above to demonstrate how conflict zones correlate with trends in crashes.

Figure 47: Daylight and On-Roadway Crash Illustration with Conflict Points



Source: HNTB Analysis, 2023; Louisiana Center for Analytics and Research in Transportation Safety (CARTS), 2023

It is important to note that the crash data does not include the last two years, but anecdotal evidence exists that crashes involving pedestrians and bicyclists continue to occur, sometimes with fatal consequences. Figure 48 illustrates a September 26, 2023, event of a pedestrian fatality involving multiple vehicles.

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Figure 48: Pedestrian Fatality Event involving Multiple Vehicles

Pedestrian hit by multiple vehicles, killed while crossing I-10, New Orleans police say

BY KASEY BUBNASH | STAFF WRITER SEP 6, 2023

STAFF FILE PHOTO

A pedestrian was killed in the Read Boulevard East area Tuesday night after he was hit by multiple vehicles while crossing I-10 on foot, according to the New Orleans Police Department.

The pedestrian was crossing I-10 East near its Bullard Avenue exit when he was struck by multiple vehicles, police said. Officers were called at 10:40 p.m. to the scene, where the pedestrian was found lying in the far left lane of the interstate. He was declared dead there.

All of the drivers involved stayed on scene and cooperated with the investigation, police said.

Police did not immediately release more information.

Source: NOLA.com, 2023

FEASIBILITY ANALYSIS

This feasibility analysis outlines the process of developing a conceptual plan for improvements to the I-10 Service Road study corridor. The following factors were considered in determining the types of facilities that would be feasible to improve safety for people who walk, bike, and other vulnerable road users.

Table 3: Feasibility Analysis Categories and Corresponding Factors

Category	Factor
Best Practices	FHWA Proven Safety Countermeasures
	New Orleans Bikeway Blueprint
	National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide
Demand	Counts of People Walking and Biking
	Pedestrian Desire Paths
	Latent Demand
Connectivity	Existing Network
	Key Destinations
	Planned Improvements
Accessibility	ADA Compliance
	Transit Stops
Existing Conditions of the Roadway	Speeds (Posted and Real)
	Traffic Volume
	Paved Road Width
Crash Hot Spots	Major Intersections
	Road Segments
Public Opinion	Feedback at Public Meetings
	Survey Reponses

ANALYSIS

Demand

Based on the counts of people walking and biking and desire paths on the service roads there is considerable demand for walking and biking facilities on the service roads. In addition, the presence of vulnerable populations as seen in the demographic profile illustrates the potential for latent demand. Latent pedestrian and bicycle facility demand refers to the potential for increased activity based on the number of people who don't or can't travel because of obstacles to walking or biking who are then able to use the mode when facilities are in place. When the obstacle is removed (i.e., a path is implemented), people who couldn't travel by foot or by bike are given the opportunity, and use of the facilities increases.

In areas with a population consisting of people with low resources and/or belonging to vulnerable populations, the absence of sidewalks limits the ability to walk as a viable mode of travel. Where sidewalks do exist such as at the interchanges, the volume, speeds, and turning movements in all directions of motorized vehicles increases the level of stress for people who walk or bike, which also reduces the demand by vulnerable users. Without an affordable way to travel, mobility for many is restricted, making it difficult to access essential services, connect with neighbors, pursue education or employment opportunities, and engage in community activities. By building or improving the pedestrian and bicycle network, a portion of the latent demand for active transportation can be induced or realized.

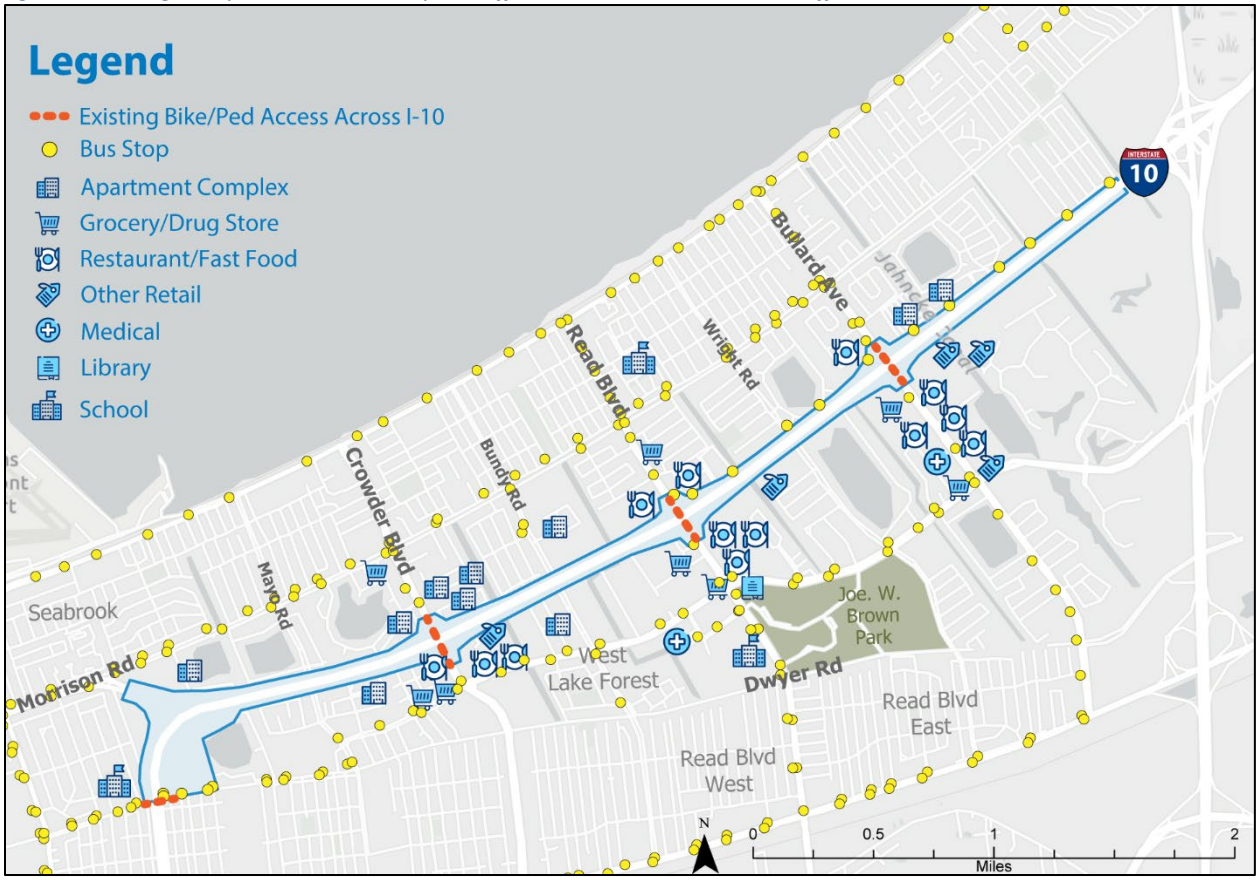
Connectivity

I-10 has been identified as a major impediment to community access in New Orleans East that can be addressed as part of this project. The feasibility analysis included an analysis of the existing network to determine how investments in pedestrian and bicycle facilities along the I-10 Service Roads could improve connectivity for those who walk and bike.

Currently, the only places where people are supposed to travel from one side of the interstate to the other are along Dwyer Rd, Crowder Blvd, Read Blvd, and Bullard Ave. Crossing under the I-10 overpass bridges is uncomfortable for people walking or biking when they need to cross under the interstate. Bullard Ave does not have any sidewalks and only Dwyer Road (south side) provides a multiuse path with a wide separation from the travel lanes. The other sidewalks can be as narrow as 4 feet with an average of 5 feet of separation from the curb on one side and the overpass piles on the other.

Figure 49 shows the locations of commercial areas as well as the locations of multifamily apartment complexes and amenities (libraries, schools, bus stops etc.) along the corridor that are likely to generate foot and bike traffic. As shown, there are many businesses, residences, bus stops, and other amenities on both sides of I-10 that people on the opposite side may desire to reach. For those on foot or bike this poses considerable difficulty unless one is starting near one of the roads that has access across the interstate.

Figure 49: Average Daily Pedestrian and Bicycle Traffic Counts, Desire Paths, and Traffic Generators on the Service Roads



Source: ITS Regional, 2023; RTA, 2023; Google Maps (February 2023), Retrieved July 1, 2023

Accessibility

ADA-compliant ramps on shared-use paths or sidewalks ensure accessibility for individuals with disabilities. They provide a smooth and safe transition between the elevated sidewalk or path and the road, making it possible for people using mobility aids such as wheelchairs, walkers, or crutches along with strollers and shopping carts to navigate the path. The conceptual plan for the I-10 Service Roads project includes ramps at all intersections.

Speed and AADT

The speed and amount of traffic on the I-10 Service Roads are key factors in determining the best options for vulnerable road user safety. In the case of the service roads, the speed limit of the corridor varies from 25 MPH to 35 MPH, and actual average speeds approach 60 MPH. AADT and traffic counts showed from just under 1,000 vehicles per day to over 6,000 vehicles.

The City of New Orleans' Bikeway Blueprint contains detailed information on the types of facilities that are appropriate for each level of AADT and speed on the city's roadways. The recommendations in the Blueprint reflect best practices as outlined in the Urban Bikeway Design Guide. As shown in Table 4, according to the Urban Bikeway Design Guide, roads with speeds of 25 MPH and over 6,000 vehicle per day call for protected bike lanes.

Table 4: NACTO Contextual Guidance for Selecting All Ages and Abilities Bikeways (2014)

<table>
<tr><th colspan="4">Roadway Context</th><th rowspan="2">All Ages & Abilities Bicycle Facility</th></tr>
<tr><th>Target Motor Vehicle Speed*</th><th>Target Motor Vehicle Volume (ADT)</th><th>Motor Vehicle Lanes</th><th>Key Operational Considerations</th></tr>
<tr><td colspan="2">Any</td><td>Any</td><td>Any of the following: high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts</td><td>Protected Bicycle Lane</td></tr>
<tr><td>< 10 MPH</td><td>Less relevant</td><td rowspan="2">No centerline, or single lane one-way</td><td>Pedestrians share the roadway</td><td>Shared Street</td></tr>
<tr><td>≤ 20 MPH</td><td>≤ 1,000 – 2,000</td><td>< 50 motor vehicles per hour in the peak direction at peak hour</td><td>Bicycle Boulevard</td></tr>
<tr><td rowspan="4">≤ 25 MPH</td><td>≤ 500 – 1,500</td><td rowspan="3">Single lane each direction, or single lane one-way</td><td rowspan="4">Low curbside activity, or low congestion pressure</td><td>Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane</td></tr>
<tr><td>≤ 1,500 – 3,000</td><td>Buffered or Protected Bicycle Lane</td></tr>
<tr><td>≤ 3,000 – 6,000</td><td rowspan="2">Protected Bicycle Lane</td></tr>
<tr><td>Greater than 6,000</td><td>Any</td><td>Multiple lanes per direction</td></tr>
<tr><td>Greater than 25 MPH†</td><td>≤ 6,000</td><td>Single lane each direction</td><td>Low curbside activity, or low congestion pressure</td><td>Protected Bicycle Lane, or Reduce Speed</td></tr>
</table>

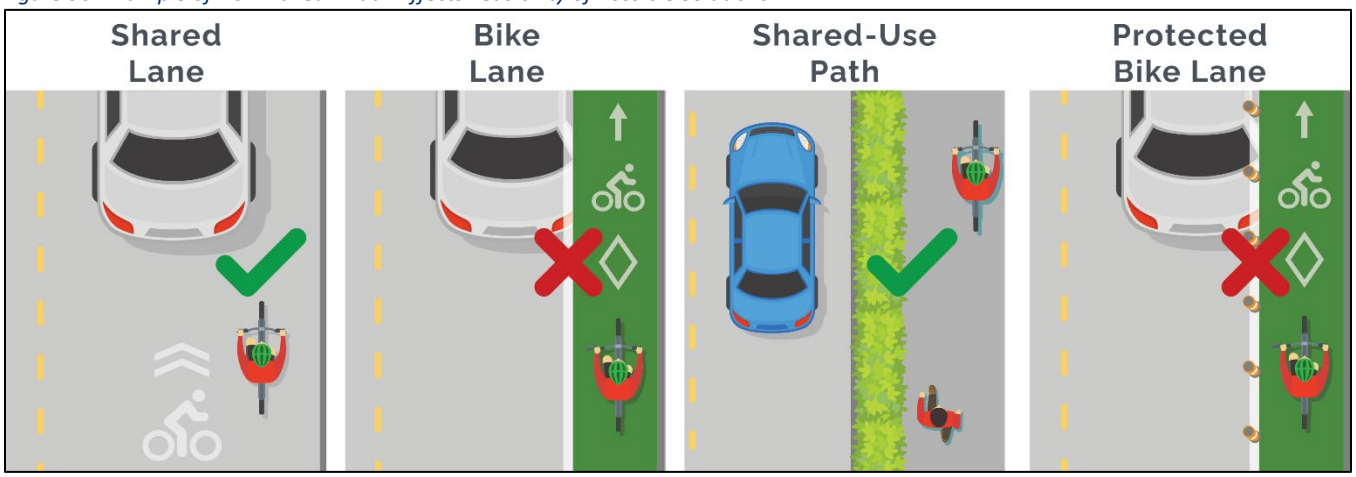
Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed*	**Target Motor Vehicle Volume (ADT)**	**Motor Vehicle Lanes**	**Key Operational Considerations**	
		Multiple lanes per direction		Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed
	Greater than 6,000	Any	Any	Protected Bicycle Lane
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts	Any		High pedestrian volume	Bike Path with Separate Walkway or Protected Bicycle Lane
			Low pedestrian volume	Shared-Use Path or Protected Bicycle Lane

Source: NACTO, 2014

Paved Road Width

The width of the paved roadway places limitations on the types of facilities that can be implemented. The service roads are 24 feet wide with single travel lanes in each direction, as shown in Figure 26. The infographic in Figure 50 depicts how the paved width affects the type of facility that can fit in the roadway. The figures marked with a green check are feasible based on this analysis and those marked with a red "X" are not. The 24-foot service road cannot accommodate any additional bike lanes, meaning that an off-road, shared-use path is the only feasible option.

Figure 50: Example of How Paved Width Affects Feasibility of Possible Solutions



Source: HNTB, 2023

Crash Hot Spots

High numbers of crashes can be an indication that there are unsafe conflict points between motor vehicles and people who walk and bike. This can mean that intersections do not have adequate safety controls for people who walk (such as crosswalks, crossing signals, or pedestrian refuges) or that characteristics of the roadway could be leading to unsafe driving.

The detailed crash analysis conducted for this project has allowed us to pinpoint areas of highest need for safety investments. Specifically, four major intersections and two road segments have been identified as crash hot spots. Intersections and road segments are both important considerations when it comes to improving safety, as their characteristics can have a major impact on the risk of crashes. Intersections can be especially dangerous due to potential conflicts between vehicles, pedestrians and cyclists, while road segments may be unsafe due to factors such as speeding or the lack of sidewalks. These hot spots should be considered a top priority as the phasing plan for the project is developed.

In addition to the crashes included in the crash analysis, there were several crashes involving pedestrians and bicyclists in 2022, two of which were fatal. A pedestrian pushing a person in a wheelchair was struck and the wheelchair user killed in daylight near Bundy Rd on the I-10 Service Road[5]. A bicyclist was struck and killed on the I-10 Service Rd just west of Mayo Blvd during the night[6]. Both of these crashes occurred in the main travel lanes.

Roadway characteristics that could lead to unsafe driving include the width of travel lanes, uninterrupted line of sight along the roadway, and the absence of traffic controls (such as stop signs or signals)[7]. Conditions such as these can lead to drivers becoming less attentive and/or to gradually increase their speed as they travel because their field of vision and path is uninterrupted[8]. Figure 51 shows how a road can be designed to foster cautious and attentive driving by narrowing the field of vision and creating friction at the edges that heightens driver awareness.

Figure 52 and Figure 53 show the locations of the two crash hot spots away from the interchanges on the service roads to illustrate an environment where conditions encourage speeding. These locations are characterized by long, relatively straight stretches of road with few traffic control measures and very little friction, creating an environment where drivers are likely to increase their speeds. As evidence of this, the average actual speeds seen on the service roads was relatively high compared to the speed limit; often ten (10) to twenty (20) miles over the limit (see Figure 20).

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[5] https://www.wwltv.com/article/news/local/orleans/new-orleans-east-hit-and-run-woman-wheelchair-killed/289-4b522f31-c772-4f7d-a84f-3bbe46ba4b1b

[6] https://www.wdsu.com/article/bicyclist-hit-killed-on-i-10-service-road/40197679#

[7] https://highways.dot.gov/safety/proven-safety-countermeasures/appropriate-speed-limits-all-road-users

[8] https://www.strongtowns.org/journal/2021/8/6/the-key-to-slowing-traffic-is-street-design-not-speed-limits

Figure 51: Example of a Road that is Designed for a Slower Target Speed[9]

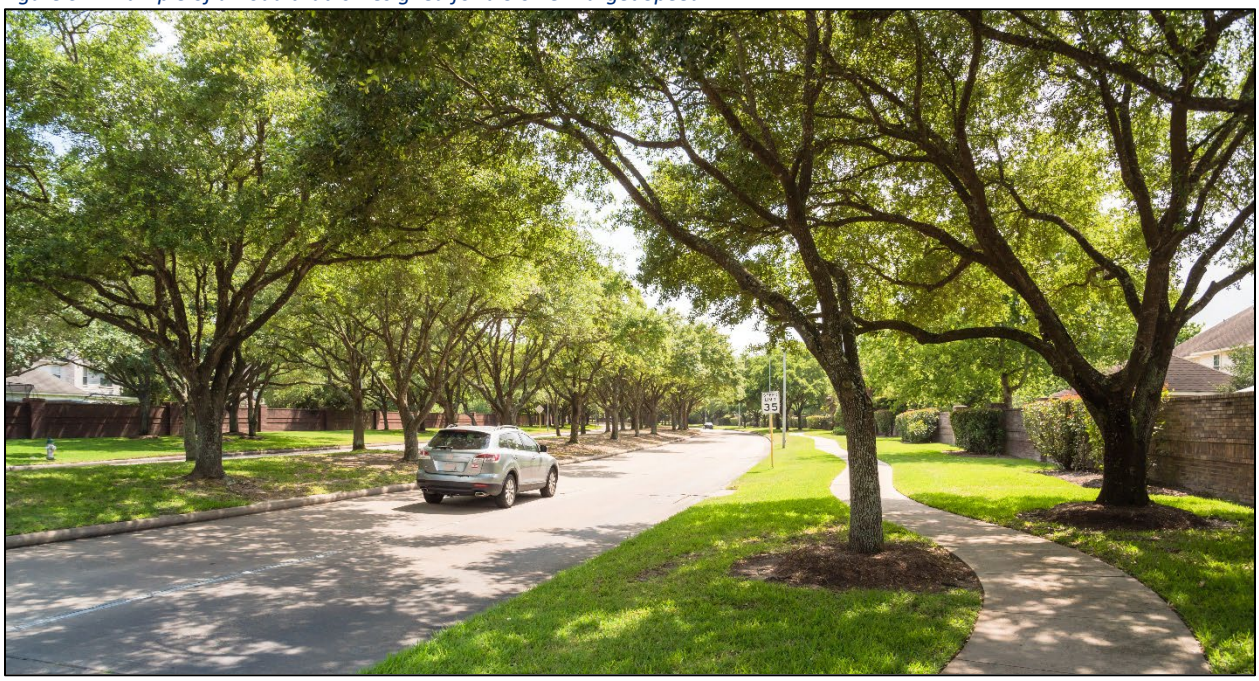


Figure 52: S. I-10 Service Rd and Tara Ln (West of Bundy Rd), Hot Spot 3 (looking west)

Source: Google Street View (February 2023), Retrieved August 1, 2023

[9] The "target speed" is the speed that traffic engineers and transportation planners intend to accommodate.

Figure 53: N. I-10 Service Road and Lake Carmel, Hot Spot 6

Source: Google Street View (February 2023), Retrieved August 1, 2023

Public Opinion

Feedback from the New Orleans East community was collected at public meetings and via online and print surveys as described in APPENDIX B1: PUBLIC MEETING Summaries. The input that was collected indicated a need for walking and biking facilities for people who currently walk, bike, or use other alternative modes of transportation as well as high latent demand for such facilities. According to the surveys, many people do not walk or bike at all on the service roads because there are no sidewalks or bike paths, they can't cross the street safely, sidewalks that do exist are damaged or uneven, and there is inadequate lighting. Most respondents also reported that they would walk or bike if it were less dangerous and there were adequate facilities in place. Detailed results of the public surveys can be seen in the third PMC presentation included in the appendix.

In addition to the surveys, illustrations of how different facilities might look on the service roads were shared for feedback at the first public meeting. These illustrations are shown in Figure 54, Figure 55, and Figure 56 below. Participants overwhelmingly selected the off-road shared-use path as the most desirable of the options shown.

Figure 54: Speed Reduction and Shared Lane on Service Roads with New Off-Road Sidewalk

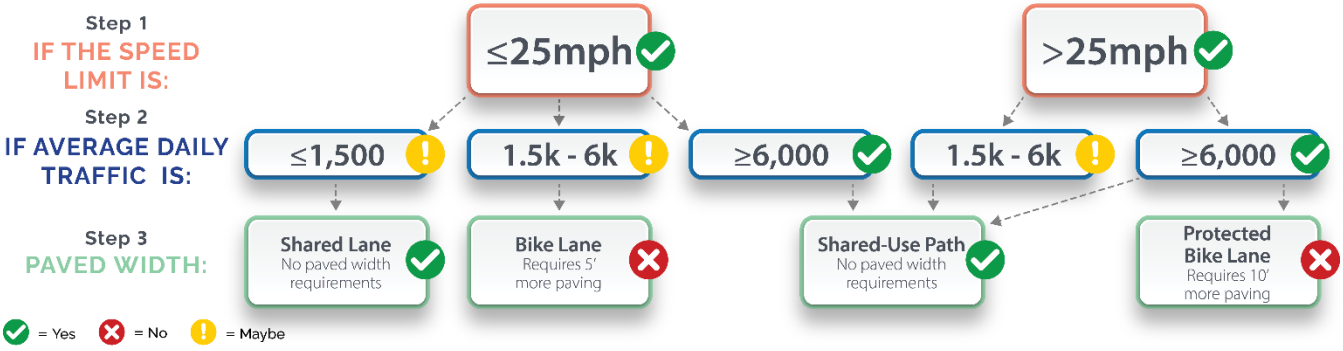
Figure 55: Speed Reduction and Bike Lane on Service Roads with New Off-Road Sidewalk

Figure 56: New Off-Road Shared-Use Path

CONCLUSION

The final feasibility of potential solutions for the corridor was determined based on the feasibility factors described above that most limit the viable alternative solutions. This includes the speed of traffic, AADT, and width of the roadway. The decision tree shown in Figure 57 illustrates the final key limitations affecting this analysis. Based on this analysis an off-road shared-use path with grade-separated north-south connections over the interstate at key locations is the best solution.

Figure 57: Decision Tree of Feasibility Factors



Source: HNTB Analysis, 2023

FUTURE STUDIES

Future study of potential traffic calming measures is recommended to address speeding on the service roads and safety for drivers as well as vulnerable road users. Traffic calming is the practice of mitigating speeding through road design. This approach includes measures such as traffic circles, chicanes, raised crosswalks, speed humps, or pedestrian refuge islands to improve safety for all road users by slowing

vehicles down, increasing driver attention, encouraging drivers to yield to pedestrians, and providing protected pedestrian refuges such as median islands.

Chicanes (Figure 58) were discussed in detail by the PMC as a potential alternative. Chicanes are typically implemented on straight or slightly curved roads and involve the placement of a series of alternating curb extensions or islands to introduce geometric changes to the road layout that force drivers to navigate an irregular path through the chicanes, thereby reducing their travel speed. Chicanes and other traffic calming measures are valuable tools in managing speed and safety including making streets safer for people who walk and bike.

According to DOTD representation at the PMC, there is no precedent for this type of reconfiguration of a state highway. Should DOTD decide to look at this option a thorough study of traffic calming alternatives will be needed to determine whether chicanes are the best option for the purpose. Alternatively, the service roads could be transferred to local ownership via the Road Transfer Program and then studied for reconfiguration by the local entity.

Figure 58: Chicanes in Thornton, Colorado

Source: Dan Burden for the Pedestrian and Bicycle Information Center (PBIC), 2023

Additional future analysis of the following would also be of benefit as this project moves into future phases:

- Access management
- Signals
- Intersection design
- Pedestrian islands or refuges
- Markings
- Signage
- Signal timing

CONCEPTUAL PLAN

The existing conditions of the study corridor highlight an urgent need for improvements in safety infrastructure for vulnerable road users, such as pedestrians and bicyclists. The corridor is suffering from a high number of injuries and fatalities involving pedestrians and bicyclists, as well as a lack of existing infrastructure to protect them. The high number of people walking and biking on the corridor combined with the high speeds of traffic make the corridor inherently unsafe for these vulnerable road users. This section of the Stage 0 report details the recommended conceptual plan on the I-10 Service Roads.

The proposed concept for the I-10 Service Roads consists of a 10-foot shared-use path, which would run along the outside edge of the service roads on both the north and south sides for the entire length of the corridor with additional connections to existing facilities on Dwyer Rd at the western end. This plan also includes ADA ramps and crosswalks at all intersections, as well as pedestrian crossing signals at the major intersections of Crowder Blvd and Bullard Ave. Appropriate lighting to accommodate pedestrians has been included in the conceptual plan. Trees and landscaping have been included to make the corridor visually appealing and comfortable, providing shade for walkers and bikers and visual friction for drivers.

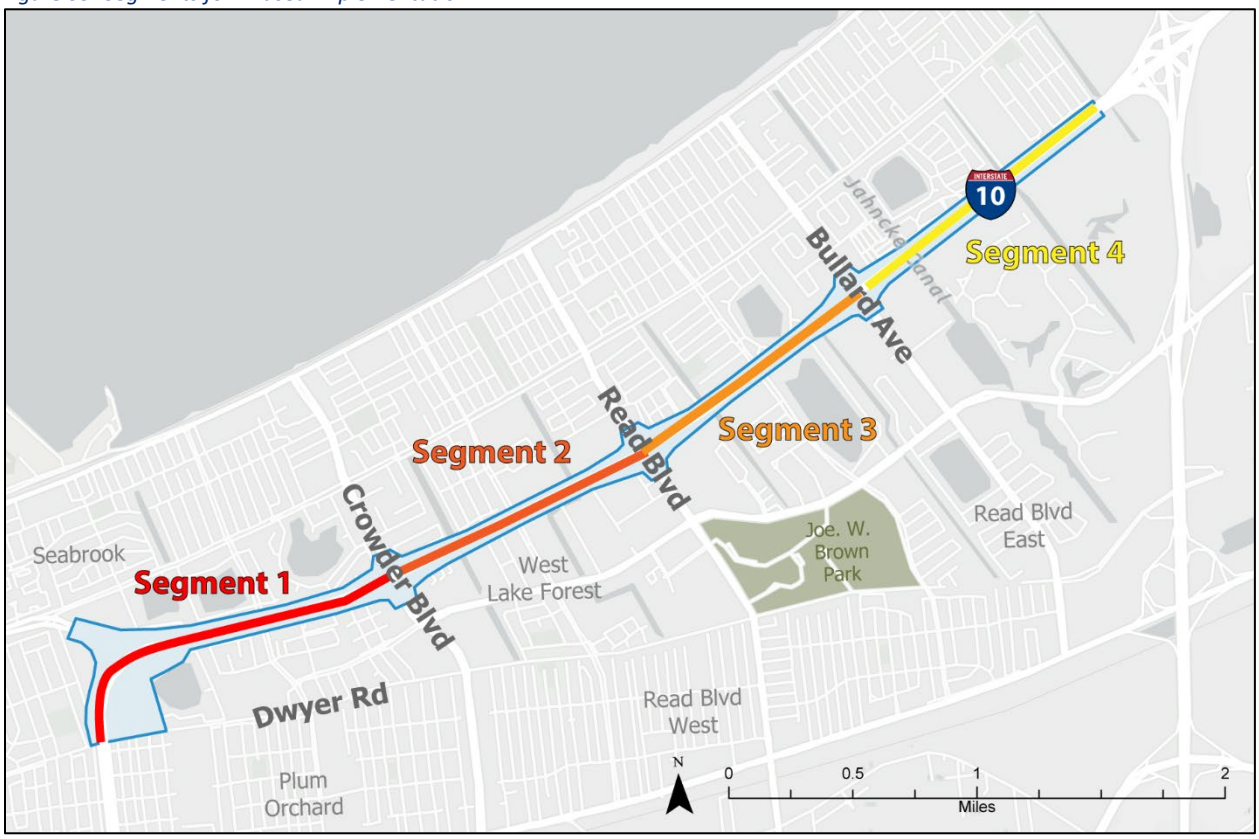
Connecting the shared-use paths between the interchanges, three pedestrian bridges crossing the interstate are included at Mayo Rd, Bundy Rd, and Wright Rd to accommodate connectivity between the north and south sides of the interstate. The bridges shown in the conceptual plans include three bridge designs to demonstrate options: one scissor crossing, one u-crossing, and one spiral crossing. The alignments included at the end of this section of the report show the conceptual alignment for the shared use path and bridges as well as the possible connections to Dwyer Rd.

Pedestrian scale lighting is included in the conceptual plan along the service roads to provide lighting at an appropriate level for vulnerable road users. Lighting was a community priority. Alternatives include lighting as part of each project phase and if funding for both lighting and path infrastructure is insufficient, should be accomplished first as an initial phase. Further lighting analysis may be necessary to assess if current lighting is sufficient for the pedestrian bridge crossings of I-10.

CORRIDOR SEGMENT

Due to the extensive length of the corridor (5.2 miles) a phased approach to implementation was considered likely necessary. To facilitate the phasing plan, the corridor was divided into four distinct segments, shown in the following map and cost estimate summary. These segments included a north and south side, which were labeled as sub-segments a and b, respectively. Table 6 lists the segment limits as well as the preliminary cost estimate for each segment and Figure 59 shows the locations of the segments on a map of the corridor. The costs of the pedestrian bridges crossing the interstate are included in the below estimates. Each bridge is estimated to cost $7.5M in addition to the other costs noted. Detailed cost estimates for the shared use path and supporting infrastructure follow.

Figure 59: Segments for Phased Implementation



PHASING ALTERNATIVES

In addition to discussions regarding the alignment of the shared-use path, the PMC's discussion included possible phasing plans to moderate expenditures over time. During these discussions the PMC thoroughly considered a variety of factors from the analysis included in this report, including the locations of key destinations, pedestrian and bicycle traffic counts, population density, bus stop locations, and crash numbers. The PMC determined that the far eastern end of the corridor was likely a good starting point for construction. Additional analysis of the prioritization factors is recommended to determine the most appropriate approach.

During the phasing discussion, community feedback was also taken into account, which revealed that pedestrian facilities missing at the eastern end of the corridor should be addressed early in the project due to high latent demand indicated by the presence of shopping destinations, such as Walmart, and apartment complexes. Additionally, a safe crossing over the interstate was identified as necessary between Read Blvd and Bullard Ave, based on the community's knowledge of the routes that people take in the area. Based on this information and the cost of the project, three potential phasing alternatives were identified.

Alternative #1: Single-Side Approach

In alternative 1, each phase would be constructed in a segmented fashion with the north side as the first segment and the south side following. For example, Phase 1A would be completed before Phase 1B was started. Phases would be built in order from west to east. In this alternative the bridges over the interstate

could either be built at the same time as one of the Phases that align with them or separately when funding becomes available.

Alternative #2: Concurrent Construction

Alternative 2 includes construction of the north and south sides of each segment concurrently in order of priority as identified by the PMC and in community feedback. This alternative would begin with Phase 4A & 4B, followed by the remaining phases in order from east to west, finishing with Phase 1. Like alternative 1, the bridges over the interstate could either be built at the same time as one of the Phases that align with them or separately when funding becomes available.

Alternative #3: Prioritized Phasing

Alternative 3 calls for additional analysis of the prioritization factors. In this alternative a matrix of factors would be developed, and the following weighed against one another to determine the appropriate order for the phases to be built.

- Locations of HDC and APP census tracts
- Nearby land uses
- Safety
- Environment
- Traffic generators
- Connectivity
- Lighting
- Bus stop locations

Cost Estimates by Segment

Table 5: Estimate of Preliminary Soft Cost plus Construction

Soft Cost Estimate	
Engineering Design	$ 3,130,000.00
Additional Traffic Analyses	$ 500,000.00
Environmental Planning	$ 150,000.00
Utility Relocations	$ 125,000.00
Construction (including construction traffic management)	$ 52,156,541.10
Total Project Cost	**$ 56,061,541.10**

Table 6: Preliminary Cost Estimate Summary for Shared-Use Path by Phase and Sub-Phase

Cost Estimate Summary		
Segment	**Limits**	**Cost**
1A	Dwyer Rd to Crowder Blvd	$12,386,535.00
1B	Dwyer Rd to Crowder Blvd	$4,349,833.60
2A	Crowder Blvd to Read Blvd	$11,634,233.75
2B	Crowder Blvd to Read Blvd	$3,004,403.75
3A	Read Blvd to Bullard Ave	$11,482,146.25
3B	Read Blvd to Bullard Ave	$2,924,536.25
4A	Bullard Ave to I-510	$3,142,432.50
4B	Bullard Ave to I-510	$3,232,420.00
	TOTAL	**$52,156,541.10**

Table 7: Cost Estimate for Segment 1A, North Service Road – Dwyer Rd to Crowder Blvd

Item No	Item Description	Unit	Unit Cost	Quantity	Total Cost
201-01-00100	Clearing and Grubbing	ACRE	$5,000.00	3	$15,000.00
202-02-00010	Removal of Trees	EA	$2,100.00	8	$16,800.00
202-02-06100	Removal of Concrete Walks and Drives	SY	$25.00	1125	$28,125.00
203-01-00100	General Excavation	CY	$25.00	1420	$35,500.00
203-04-00200	Non-Plastic Embankment (Sand)	CY	$45.00	300	$13,500.00
702-04-00100	Adjusting Manholes	EA	$3,500.00	15	$52,500.00
702-04-00200	Adjusting Catch Basins	EA	$4,000.00	21	$84,000.00
702-04-00300	Adjusting Junction Boxes	EA	$2,500.00	12	$30,000.00
705-09-00100	Rebuilt Fence	LF	$50.00	2800	$140,000.00
706-01-00100	Concrete Walk (4" Thick)	SY	$80.00	400	$32,000.00
706-01-00300	Concrete Walk (6" Thick)	SY	$105.00	8800	$924,000.00
706-02-00200	Concrete Drive (6" Thick)	SY	$105.00	100	$10,500.00
706-02-00300	Concrete Drive (8" Thick)	SY	$165.00	625	$103,125.00
706-04-00110	Curb Ramps	SY	$275.00	30	$8,250.00
707-01-00100	Concrete Curb (Barrier)	LF	$30.00	4000	$120,000.00
714-01-00100	Slab sodding (Bermuda Grass)	SY	$15.00	300	$4,500.00
719-01-01080	Plants (Tree) (Balled and Burlapped) (3" cal)	EA	$2,200.00	100	$220,000.00
719-01-06060	Plants (Plant) (Container) (3 gallon)	EA	$40.00	500	$20,000.00
729-01-00100	Sign (Type A)	SF	$45.00	80	$3,600.00

Item No	Item Description	Unit	Unit Cost	Quantity	Total Cost
729-21-00100	U-Channel Post	EA	$250.00	20	$5,000.00
732-01-02080	Plastic Pavement Striping (24" Width) (Thermoplastic 125 mil)	LF	$30.00	2300	$69,000.00
736-04-00100	Signal System (Including ped)	EA	$275,000.00	1	$275,000.00
805-12-00900	Bridge Superstructure and Substructure (I-10 Crossing) (90 Degree Crossing)	EA	$7,500,000.00	1	$7,500,000.00
805-12-00900	Bridge Superstructure and Substructure (Canal Crossing) (90 Degree Crossing)	EA	$500,000.00	1	$500,000.00
822-02-00500	Conduit w/Conductors	LF	$14.50	8000	$116,000.00
822-05-00600	Light Pole (40') (Alum)	EA	$7,500.00	50	$375,000.00
822-07-04020	Luminairie (Low Mast) (LED) (4K)	EA	$750.00	50	$37,500.00
822-08-00100	Electrical Service Point (Pedestal)	EA	$16,000.00	2	$32,000.00
				Sub-Total	**$10,770,900.00**
				15% Contingency	**$1,615,635.00**
				Phase Total	**$12,386,535.00**

Table 8: Cost Estimate for Segment 1B, South Service Road – Dwyer Rd to Crowder Blvd

Item No	Item Description	Unit	Unit Cost	Quantity	Total Cost
201-01-00100	Clearing and Grubbing	ACRE	$5,000.00	4	$20,000.00
202-02-00010	Removal of Trees	EA	$2,100.00	8	$16,800.00
202-02-06100	Removal of Concrete Walks and Drives	SY	$25.00	1325	$33,125.00
203-01-00100	General Excavation	CY	$25.00	1858	$46,450.00
203-04-00200	Non-Plastic Embankment (Sand)	CY	$45.00	500	$22,500.00
702-04-00100	Adjusting Manholes	EA	$3,500.00	19	$66,500.00
702-04-00200	Adjusting Catch Basins	EA	$4,000.00	27	$108,000.00
702-04-00300	Adjusting Junction Boxes	EA	$2,500.00	16	$40,000.00
705-09-00100	Rebuilt Fence	LF	$50.00	3200	$160,000.00
706-01-00100	Concrete Walk (4" Thick)	SY	$80.00	500	$40,000.00
706-01-00300	Concrete Walk (6" Thick)	SY	$105.00	11150	$1,170,750.00

Item No	Item Description	Unit	Unit Cost	Quantity	Total Cost
706-02-00200	Concrete Drive (6" Thick)	SY	$105.00	150	$15,750.00
706-02-00300	Concrete Drive (8" Thick)	SY	$165.00	675	$111,375.00
706-04-00110	Curb Ramps	SY	$275.00	36	$9,900.00
707-01-00100	Concrete Curb (Barrier)	LF	$30.00	4600	$138,000.00
714-01-00100	Slab sodding (Bermuda Grass)	SY	$15.00	500	$7,500.00
719-01-01080	Plants (Tree) (Balled and Burlapped) (3" cal)	EA	$2,200.00	100	$220,000.00
719-01-06060	Plants (Plant) (Container) (3 gallon)	EA	$40.00	500	$20,000.00
729-01-00100	Sign (Type A)	SF	$45.00	80	$3,600.00
729-21-00100	U-Channel Post	EA	$250.00	20	$5,000.00
732-01-02080	Plastic Pavement Striping (24" Width) (Thermoplastic 125 mil)	LF	$30.00	1300	$39,000.00
736-04-00100	Signal System (Including ped)	EA	$275,000.00	1	$275,000.00
805-12-00900	Bridge Superstructure and Substructure (Canal Crossing) (90 Degree Crossing)	EA	$500,000.00	1	$500,000.00
822-02-00500	Conduit w/Conductors	LF	$14.50	10032	$145,464.00
822-05-00600	Light Pole (40') (Alum)	EA	$7,500.00	63	$472,500.00
822-07-04020	Luminairie (Low Mast) (LED) (4K)	EA	$750.00	63	$47,250.00
822-08-00100	Electrical Service Point (Pedestal)	EA	$16,000.00	3	$48,000.00
				Sub-Total	**$3,782,464.00**
				15% Contingency	**$567,369.60**
				Phase Total	**$4,349,833.60**

Table 9: Cost Estimate for Segment 2A, North Service Road – Crowder Blvd to Read Blvd

Item No	Item Description	Unit	Unit Cost	Quantity	Total Cost
201-01-00100	Clearing and Grubbing	ACRE	$5,000.00	3	$15,000.00
202-02-00010	Removal of Trees	EA	$2,100.00	13	$27,300.00
202-02-06100	Removal of Concrete Walks and Drives	SY	$25.00	900	$22,500.00
203-01-00100	General Excavation	CY	$25.00	1185	$29,625.00
203-04-00200	Non-Plastic Embankment (Sand)	CY	$45.00	300	$13,500.00
702-04-00100	Adjusting Manholes	EA	$3,500.00	12	$42,000.00

Item No	Item Description	Unit	Unit Cost	Quantity	Total Cost
702-04-00200	Adjusting Catch Basins	EA	$4,000.00	17	$68,000.00
702-04-00300	Adjusting Junction Boxes	EA	$2,500.00	10	$25,000.00
705-09-00100	Rebuilt Fence	LF	$50.00	2500	$125,000.00
706-01-00100	Concrete Walk (4" Thick)	SY	$80.00	350	$28,000.00
706-01-00300	Concrete Walk (6" Thick)	SY	$105.00	7200	$756,000.00
706-02-00200	Concrete Drive (6" Thick)	SY	$105.00	0	$0.00
706-02-00300	Concrete Drive (8" Thick)	SY	$165.00	550	$90,750.00
706-04-00110	Curb Ramps	SY	$275.00	38	$10,450.00
707-01-00100	Concrete Curb (Barrier)	LF	$30.00	3600	$108,000.00
714-01-00100	Slab sodding (Bermuda Grass)	SY	$15.00	280	$4,200.00
719-01-01080	Plants (Tree) (Balled and Burlapped) (3" cal)	EA	$2,200.00	100	$220,000.00
719-01-06060	Plants (Plant) (Container) (3 gallon)	EA	$40.00	500	$20,000.00
729-01-00100	Sign (Type A)	SF	$45.00	80	$3,600.00
729-21-00100	U-Channel Post	EA	$250.00	20	$5,000.00
732-01-02080	Plastic Pavement Striping (24" Width) (Thermoplastic 125 mil)	LF	$30.00	1600	$48,000.00
736-04-00100	Signal System (Including ped)	EA	$275,000.00	0	$0.00
805-12-00900	Bridge Superstructure and Substructure (I-10 Crossing) (90 Degree Crossing)	EA	$7,500,000.00	1	$7,500,000.00
805-12-00900	Bridge Superstructure and Substructure (Canal Crossing) (90 Degree Crossing)	EA	$500,000.00	1	$500,000.00
822-02-00500	Conduit w/Conductors	LF	$14.50	6400	$92,800.00
822-05-00600	Light Pole (40') (Alum)	EA	$7,500.00	40	$300,000.00
822-07-04020	Luminairie (Low Mast) (LED) (4K)	EA	$750.00	40	$30,000.00
				Sub-Total	**$10,116,725.00**
				15% Contingency	**$1,517,508.75**
				Phase Total	**$11,634,233.75**

Table 10: Cost Estimate for Segment 2B, South Service Road – Crowder Blvd to Read Blvd

Item No	Item Description	Unit	Unit Cost	Quantity	Total Cost
201-01-00100	Clearing and Grubbing	ACRE	$5,000.00	3	$15,000.00
202-02-00010	Removal of Trees	EA	$2,100.00	11	$23,100.00
202-02-06100	Removal of Concrete Walks and Drives	SY	$25.00	900	$22,500.00
203-01-00100	General Excavation	CY	$25.00	1185	$29,625.00
203-04-00200	Non-Plastic Embankment (Sand)	CY	$45.00	300	$13,500.00
702-04-00100	Adjusting Manholes	EA	$3,500.00	12	$42,000.00
702-04-00200	Adjusting Catch Basins	EA	$4,000.00	17	$68,000.00
702-04-00300	Adjusting Junction Boxes	EA	$2,500.00	10	$25,000.00
705-09-00100	Rebuilt Fence	LF	$50.00	2500	$125,000.00
706-01-00100	Concrete Walk (4" Thick)	SY	$80.00	350	$28,000.00
706-01-00300	Concrete Walk (6" Thick)	SY	$105.00	7200	$756,000.00
706-02-00200	Concrete Drive (6" Thick)	SY	$105.00	0	$0.00
706-02-00300	Concrete Drive (8" Thick)	SY	$165.00	550	$90,750.00
706-04-00110	Curb Ramps	SY	$275.00	38	$10,450.00
707-01-00100	Concrete Curb (Barrier)	LF	$30.00	3600	$108,000.00
714-01-00100	Slab sodding (Bermuda Grass)	SY	$15.00	280	$4,200.00
719-01-01080	Plants (Tree) (Balled and Burlapped) (3" cal)	EA	$2,200.00	100	$220,000.00
719-01-06060	Plants (Plant) (Container) (3 gallon)	EA	$40.00	500	$20,000.00
729-01-00100	Sign (Type A)	SF	$45.00	80	$3,600.00
729-21-00100	U-Channel Post	EA	$250.00	20	$5,000.00
732-01-02080	Plastic Pavement Striping (24" Width) (Thermoplastic 125 mil)	LF	$30.00	1600	$48,000.00
736-04-00100	Signal System (Including ped)	EA	$275,000.00	0	$0.00
805-12-00900	Bridge Superstructure and Substructure (Canal Crossing) (90 Degree Crossing)	EA	$500,000.00	1	$500,000.00
822-02-00500	Conduit w/Conductors	LF	$14.50	6400	$92,800.00
822-05-00600	Light Pole (40') (Alum)	EA	$7,500.00	40	$300,000.00
822-07-04020	Luminairie (Low Mast) (LED) (4K)	EA	$750.00	40	$30,000.00

Item No	Item Description	Unit	Unit Cost	Quantity	Total Cost
822-08-00100	Electrical Service Point (Pedestal)	EA	$16,000.00	2	$32,000.00
				Sub-Total	**$2,612,525.00**
				15% Contingency	**$391,878.75**
				Phase Total	**$3,004,403.75**

Table 11: Cost Estimate for Segment 3A, North Service Road – Read Blvd to Bullard Ave

Item No	Item Description	Unit	Unit Cost	Quantity	Total Cost
201-01-00100	Clearing and Grubbing	ACRE	$5,000.00	3	$15,000.00
202-02-00010	Removal of Trees	EA	$2,100.00	19	$39,900.00
202-02-06100	Removal of Concrete Walks and Drives	SY	$25.00	1150	$28,750.00
203-01-00100	General Excavation	CY	$25.00	1185	$29,625.00
203-04-00200	Non-Plastic Embankment (Sand)	CY	$45.00	300	$13,500.00
702-04-00100	Adjusting Manholes	EA	$3,500.00	12	$42,000.00
702-04-00200	Adjusting Catch Basins	EA	$4,000.00	17	$68,000.00
702-04-00300	Adjusting Junction Boxes	EA	$2,500.00	10	$25,000.00
705-09-00100	Rebuilt Fence	LF	$50.00	2500	$125,000.00
706-01-00100	Concrete Walk (4" Thick)	SY	$80.00	350	$28,000.00
706-01-00300	Concrete Walk (6" Thick)	SY	$105.00	7200	$756,000.00
706-02-00200	Concrete Drive (6" Thick)	SY	$105.00	400	$42,000.00
706-02-00300	Concrete Drive (8" Thick)	SY	$165.00	750	$123,750.00
706-04-00110	Curb Ramps	SY	$275.00	34	$9,350.00
707-01-00100	Concrete Curb (Barrier)	LF	$30.00	3600	$108,000.00
714-01-00100	Slab sodding (Bermuda Grass)	SY	$15.00	280	$4,200.00
719-01-01080	Plants (Tree) (Balled and Burlapped) (3" cal)	EA	$2,200.00	100	$220,000.00
719-01-06060	Plants (Plant) (Container) (3 gallon)	EA	$40.00	500	$20,000.00
729-01-00100	Sign (Type A)	SF	$45.00	80	$3,600.00
729-21-00100	U-Channel Post	EA	$250.00	20	$5,000.00
732-01-02080	Plastic Pavement Striping (24" Width) (Thermoplastic 125 mil)	LF	$30.00	1600	$48,000.00
736-04-00100	Signal System (Including ped)	EA	$275,000.00	1	$275,000.00

Item No	Item Description	Unit	Unit Cost	Quantity	Total Cost
805-12-00900	Bridge Superstructure and Substructure (Canal Crossing) (90 Degree Crossing)	EA	$7,500,000.00	1	$7,500,000.00
805-12-00900	Bridge Superstructure and Substructure (Canal Crossing) (90 Degree Crossing)	EA	$500,000.00	0	$0.00
822-02-00500	Conduit w/Conductors	LF	$14.50	6400	$92,800.00
822-05-00600	Light Pole (40') (Alum)	EA	$7,500.00	40	$300,000.00
822-07-04020	Luminairie (Low Mast) (LED) (4K)	EA	$750.00	40	$30,000.00
822-08-00100	Electrical Service Point (Pedestal)	EA	$16,000.00	2	$32,000.00
				Sub-Total	**$9,984,475.00**
				15% Contingency	**$1,497,671.25**
				Phase Total	**$11,482,146.25**

Table 12: Cost Estimate for Segment 3B, South Service Road – Read Blvd to Bullard Ave

Item No	Item Description	Unit	Unit Cost	Quantity	Total Cost
201-01-00100	Clearing and Grubbing	ACRE	$5,000.00	3	$15,000.00
202-02-00010	Removal of Trees	EA	$2,100.00	9	$18,900.00
202-02-06100	Removal of Concrete Walks and Drives	SY	$25.00	1500	$37,500.00
203-01-00100	General Excavation	CY	$25.00	1185	$29,625.00
203-04-00200	Non-Plastic Embankment (Sand)	CY	$45.00	300	$13,500.00
702-04-00100	Adjusting Manholes	EA	$3,500.00	12	$42,000.00
702-04-00200	Adjusting Catch Basins	EA	$4,000.00	17	$68,000.00
702-04-00300	Adjusting Junction Boxes	EA	$2,500.00	10	$25,000.00
705-09-00100	Rebuilt Fence	LF	$50.00	2500	$125,000.00
706-01-00100	Concrete Walk (4" Thick)	SY	$80.00	350	$28,000.00
706-01-00300	Concrete Walk (6" Thick)	SY	$105.00	7200	$756,000.00
706-02-00200	Concrete Drive (6" Thick)	SY	$105.00	200	$21,000.00
706-02-00300	Concrete Drive (8" Thick)	SY	$165.00	1300	$214,500.00
706-04-00110	Curb Ramps	SY	$275.00	38	$10,450.00
707-01-00100	Concrete Curb (Barrier)	LF	$30.00	3600	$108,000.00
714-01-00100	Slab sodding (Bermuda Grass)	SY	$15.00	280	$4,200.00

Item No	Item Description	Unit	Unit Cost	Quantity	Total Cost
719-01-01080	Plants (Tree) (Balled and Burlapped) (3" cal)	EA	$2,200.00	100	$220,000.00
719-01-06060	Plants (Plant) (Container) (3 gallon)	EA	$40.00	500	$20,000.00
729-01-00100	Sign (Type A)	SF	$45.00	80	$3,600.00
729-21-00100	U-Channel Post	EA	$250.00	20	$5,000.00
732-01-02080	Plastic Pavement Striping (24" Width) (Thermoplastic 125 mil)	LF	$30.00	1600	$48,000.00
736-04-00100	Signal System (Including ped)	EA	$275,000.00	1	$275,000.00
805-12-00900	Bridge Superstructure and Substructure (Canal Crossing) (90 Degree Crossing)	EA	$500,000.00	0	$0.00
822-02-00500	Conduit w/Conductors	LF	$14.50	6400	$92,800.00
822-05-00600	Light Pole (40') (Alum)	EA	$7,500.00	40	$300,000.00
822-07-04020	Luminairie (Low Mast) (LED) (4K)	EA	$750.00	40	$30,000.00
822-08-00100	Electrical Service Point (Pedestal)	EA	$16,000.00	2	$32,000.00
				Sub-Total	**$2,543,075.00**
				15% Contingency	**$381,461.25**
				Phase Total	**$2,924,536.25**

Table 13: Cost Estimate for Segment 4A, North Service Road – Bullard Ave to I-510

Item No	Item Description	Unit	Unit Cost	Quantity	Total Cost
201-01-00100	Clearing and Grubbing	ACRE	$5,000.00	3	$15,000.00
202-02-00010	Removal of Trees	EA	$2,100.00	0	$0.00
202-02-06100	Removal of Concrete Walks and Drives	SY	$25.00	500	$12,500.00
203-01-00100	General Excavation	CY	$25.00	1280	$32,000.00
203-04-00200	Non-Plastic Embankment (Sand)	CY	$45.00	400	$18,000.00
702-04-00100	Adjusting Manholes	EA	$3,500.00	13	$45,500.00
702-04-00200	Adjusting Catch Basins	EA	$4,000.00	19	$76,000.00
702-04-00300	Adjusting Junction Boxes	EA	$2,500.00	11	$27,500.00
705-09-00100	Rebuilt Fence	LF	$50.00	3000	$150,000.00
706-01-00100	Concrete Walk (4" Thick)	SY	$80.00	300	$24,000.00
706-01-00300	Concrete Walk (6" Thick)	SY	$105.00	7700	$808,500.00

Item No	Item Description	Unit	Unit Cost	Quantity	Total Cost
706-02-00200	Concrete Drive (6" Thick)	SY	$105.00	0	$0.00
706-02-00300	Concrete Drive (8" Thick)	SY	$165.00	500	$82,500.00
706-04-00110	Curb Ramps	SY	$275.00	36	$9,900.00
707-01-00100	Concrete Curb (Barrier)	LF	$30.00	3800	$114,000.00
714-01-00100	Slab sodding (Bermuda Grass)	SY	$15.00	300	$4,500.00
719-01-01080	Plants (Tree) (Balled and Burlapped) (3" cal)	EA	$2,200.00	100	$220,000.00
719-01-06060	Plants (Plant) (Container) (3 gallon)	EA	$40.00	500	$20,000.00
729-01-00100	Sign (Type A)	SF	$45.00	80	$3,600.00
729-21-00100	U-Channel Post	EA	$250.00	20	$5,000.00
732-01-02080	Plastic Pavement Striping (24" Width) (Thermoplastic 125 mil)	LF	$30.00	2300	$69,000.00
736-04-00100	Signal System (Including ped)	EA	$275,000.00	0	$0.00
805-12-00900	Bridge Superstructure and Substructure (Canal Crossing) (90 Degree Crossing)	EA	$500,000.00	1	$500,000.00
822-02-00500	Conduit w/Conductors	LF	$14.50	6900	$100,050.00
822-05-00600	Light Pole (40') (Alum)	EA	$7,500.00	44	$330,000.00
822-07-04020	Luminairie (Low Mast) (LED) (4K)	EA	$750.00	44	$33,000.00
822-08-00100	Electrical Service Point (Pedestal)	EA	$16,000.00	2	$32,000.00
				Sub-Total	**$2,732,550.00**
				15% Contingency	**$409,882.50**
				Phase Total	**$3,142,432.50**

Table 14: Cost Estimate for Segment 4B, South Service Road – Bullard Ave to I-510

Item No	Item Description	Unit	Unit Cost	Quantity	Total Cost
201-01-00100	Clearing and Grubbing	ACRE	$5,000.00	3	$15,000.00
202-02-00010	Removal of Trees	EA	$2,100.00	1	$2,100.00
202-02-06100	Removal of Concrete Walks and Drives	SY	$25.00	850	$21,250.00
203-01-00100	General Excavation	CY	$25.00	1280	$32,000.00
203-04-00200	Non-Plastic Embankment (Sand)	CY	$45.00	400	$18,000.00
702-04-00100	Adjusting Manholes	EA	$3,500.00	13	$45,500.00
702-04-00200	Adjusting Catch Basins	EA	$4,000.00	19	$76,000.00

Item No	Item Description	Unit	Unit Cost	Quantity	Total Cost
702-04-00300	Adjusting Junction Boxes	EA	$2,500.00	11	$27,500.00
705-09-00100	Rebuilt Fence	LF	$50.00	3000	$150,000.00
706-01-00100	Concrete Walk (4" Thick)	SY	$80.00	400	$32,000.00
706-01-00300	Concrete Walk (6" Thick)	SY	$105.00	7700	$808,500.00
706-02-00200	Concrete Drive (6" Thick)	SY	$105.00	0	$0.00
706-02-00300	Concrete Drive (8" Thick)	SY	$165.00	850	$140,250.00
706-04-00110	Curb Ramps	SY	$275.00	42	$11,550.00
707-01-00100	Concrete Curb (Barrier)	LF	$30.00	3800	$114,000.00
714-01-00100	Slab sodding (Bermuda Grass)	SY	$15.00	300	$4,500.00
719-01-01080	Plants (Tree) (Balled and Burlapped) (3" cal)	EA	$2,200.00	100	$220,000.00
719-01-06060	Plants (Plant) (Container) (3 gallon)	EA	$40.00	500	$20,000.00
729-01-00100	Sign (Type A)	SF	$45.00	80	$3,600.00
729-21-00100	U-Channel Post	EA	$250.00	20	$5,000.00
732-01-02080	Plastic Pavement Striping (24" Width) (Thermoplastic 125 mil)	LF	$30.00	2300	$69,000.00
736-04-00100	Signal System (Including ped)	EA	$275,000.00	0	$0.00
805-12-00900	Bridge Superstructure and Substructure (Canal Crossing) (90 Degree Crossing)	EA	$500,000.00	1	$500,000.00
822-02-00500	Conduit w/Conductors	LF	$14.50	6900	$100,050.00
822-05-00600	Light Pole (40') (Alum)	EA	$7,500.00	44	$330,000.00
822-07-04020	Luminairie (Low Mast) (LED) (4K)	EA	$750.00	44	$33,000.00
822-08-00100	Electrical Service Point (Pedestal)	EA	$16,000.00	2	$32,000.00
				Sub-Total	**$2,810,800.00**
				15% Contingency	**$421,620.00**
				Phase Total	**$3,232,420.00**

APPENDIX A: PROJECT MANAGEMENT COMMITTEE

Table A-1: Project Management Committee Members

Name	Agency	Email	Phone
Karen Parsons	RPC	kparsons@norpc.org	504-483-8511
Jeff Roesel	RPC	jroesel@norpc.org	504-483-8528
Jason Sappington	RPC	jsappington@norpc.org	504-483-8507
Melissa Guilbeau	New Orleans Regional Traffic Safety Coalition/RPC	mguilbeau@norpc.org	5041759045
Malissa Dietsch-Givhan	RPC	mgivhan@norpc.org	
Laura Riggs	DOTD	Laura.Riggs@LA.GOV	
Adriane McRae	DOTD	Adriane.McRae@la.gov	
Jessica Deville	DOTD	Jessica.Deville@la.gov	225/379-1950
Scott Boyle	DOTD	scott.boyle@la.gov	5044373101
Laura Phillips	FHWA	laura.phillips@dot.gov	225-757-7622
David Lee Simmons	RTA	dsimmons@rtaforward.com	
Joanna Farley	RTA	jfarley@rtaforward.org	
Oliver Thomas	New Orleans City Council District E	Oliver.Thomas@nola.gov	(504) 658-1050
Wesley Bishop	City Council	Wesley.Bishop@nola.gov	5046581050
Larry Massey	CNO Planning Commission	lwmassey@nola.gov	504-658-7033
Marin Stephens	CNO Planning Commission	Marin.Stephens@nola.gov	
Louis Haywood	CNO DPW	lrhaywood@nola.gov	504-329-9555
Jennifer Ruley	CNO DPW Mobility and Safety Division Manager (and Mayor's Complete Streets Working Group)	jeruley@nola.gov	504-658-8063
Kathryn F Jennings	CNO DPW Traffic Engineering Division	Kathryn.Jennings@nola.gov	5046588054
Elisabeth Stancioff	RTA (and Mayor's Complete Streets Working Group)	estancioff@rtaforward.org	
Sydney Shivers	CNO Office of Community Assets and Investment	sydney.shivers@nola.gov	(504) 658-4364
Tyler Russell	CNO Office of Community Assets and Investment	mrussell@nola.gov	
Dan Jatres	Mayor's Office of Transportation	daniel.jatres@nola.gov	504.658.4947
Allene La Spina	Bike Easy	allene@bikeeasy.org	504-321-1247
Lynette White-Colin	East New Orleans Business Development District Senior Vice President, Small Business at New Orleans Business Alliance	lwhite-colin@nolaba.org	

Name	Agency	Email	Phone
Aaron Jordan	Greater New Orleans East Business Alliance (GNOEBA)	gnoealliance@gmail.com	
Muriel Lewis	District E Business Alliance (DEBA)	buznezlady@yahoo.com	(504) 715-1191
Sherman Copelin	New Orleans East Business Association	sncopelin@aol.com	
Dawn Hebert	East New Orleans Neighborhood Advisory Commission (ENONAC)	dhebert28@cox.com	504-875-0352
Commelita McKee	New Orleans East Matters Coalition	cmckee@noematterscoalition.org	504.612.5449
Tangee Wall	New Orleans East Matters Coalition	tangeyon@yahoo.com	
Daphney Young	Le Sanctuary, Inc.	dyoung@aarp.org	(504) 416-2747
Eugene J. Green, Jr.	New Orleans City Council District D	councildistrictd@nola.gov	(504) 658-1040
Sam Buckley	RIDE NOLA	samuel@rideneworleans.org	(504) 383-5069
Candace N. Newell	State Representative - District 99	hse099@legis.la.gov	(504) 240-3435
Jason Hughes	State Representative - District 100	hse100@legis.la.gov	5047158525
Matthew Willard	State Representative - District 97	hse097@legis.la.gov	(504) 283-4261
Joseph Bouie Jr.	State Senator - District 3	bouiej@legis.la.gov	(504)286-1033
Jimmy Harris	State Senator - District 4	harrisj@legis.la.gov	(504)286-1960

APPENDIX A1: PROJECT MANAGEMENT COMMITTEE PRESENTATIONS

Figure A1-1: PMC #1 Presentation

NOE I-10 Service Roads Corridor
Safety Analysis

1. Project Team

HNTB

The City of New Orleans

New Orleans Regional Planning Commission

The Hawthorne Agency

ITS Regional, LLC

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Getting Around the East WALKING • BIKING

NOE I-10 Service Roads Corridor
Safety Analysis

2. Welcome & Introductions

Karen Parsons, AICP

New Orleans Regional Planning Commission

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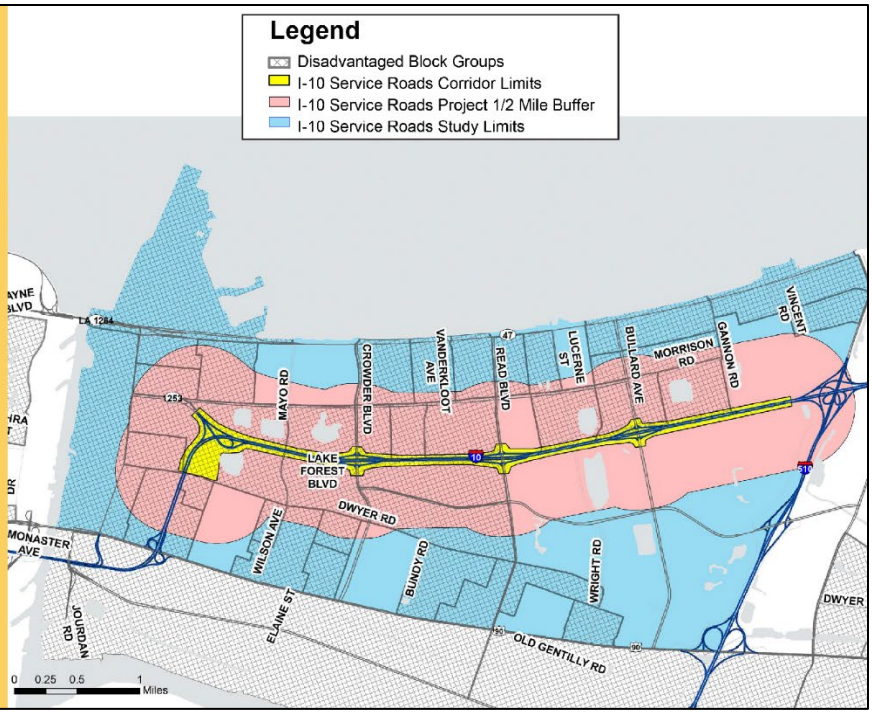
Getting Around the East WALKING • BIKING

NOE I-10 Service Roads Corridor
Safety Analysis

3. Project Limits & Area of Interest



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NOE I-10 Service Roads Corridor
Safety Analysis

4a. Example Corridor Segments

Getting Around the East
WALKING • BIKING

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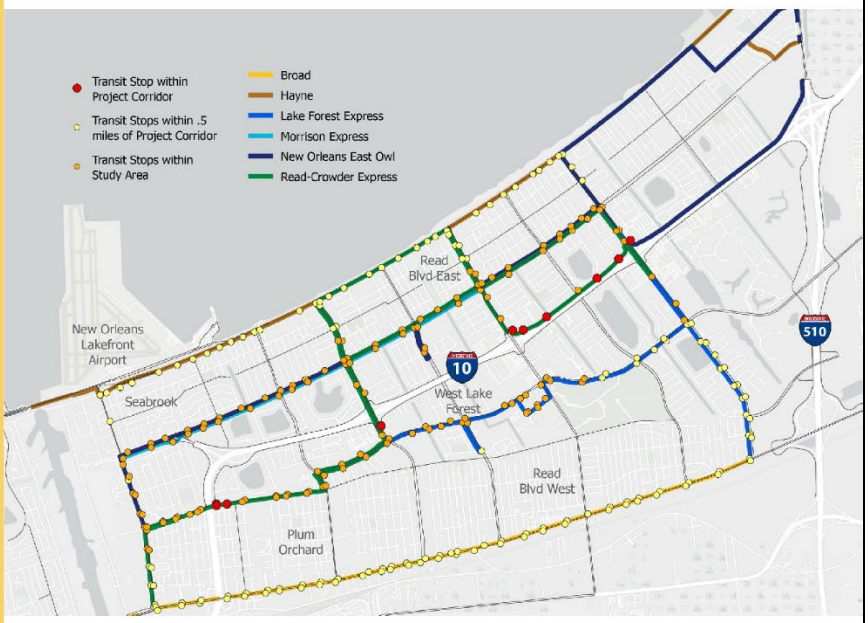
NOE I-10 Service Roads Corridor
Safety Analysis

4b. Transit Routes & Stops



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NOE I-10 Service Roads Corridor
Safety Analysis

5a. RPC & CNO Goals

- Safe and accessible network
- Prioritize economically disadvantaged communities
- Prioritize areas with higher fatalities/injuries for people walking and biking
- Support equitable infrastructure
- Remove barriers to access
- Increase mode-share

Getting Around the East
WALKING • BIKING

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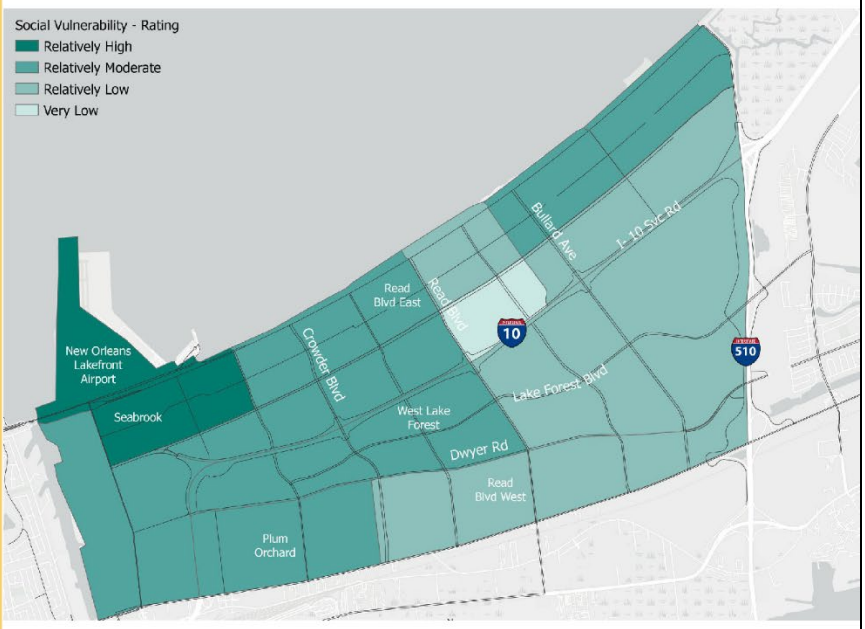
NOE I-10 Service Roads Corridor
Safety Analysis

5b. Social Vulnerability



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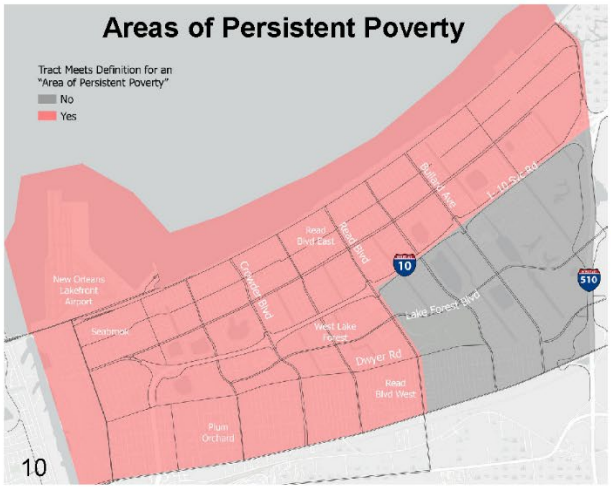
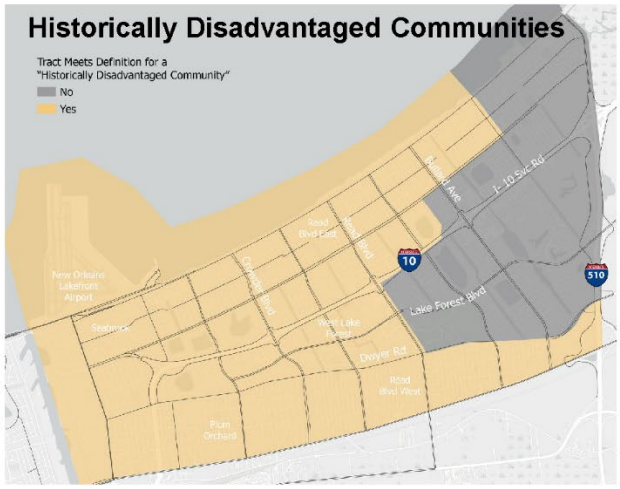
NOE I-10 Service Roads Corridor
Safety Analysis

5c. Federal Designations





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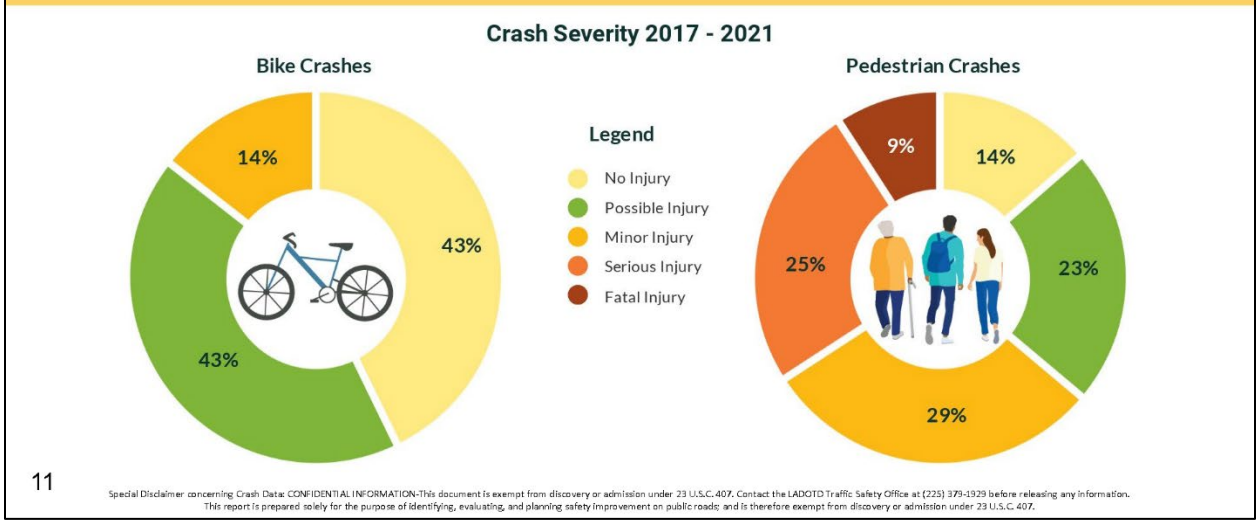
NOE I-10 Service Roads Corridor
Safety Analysis

5e. Safety Data



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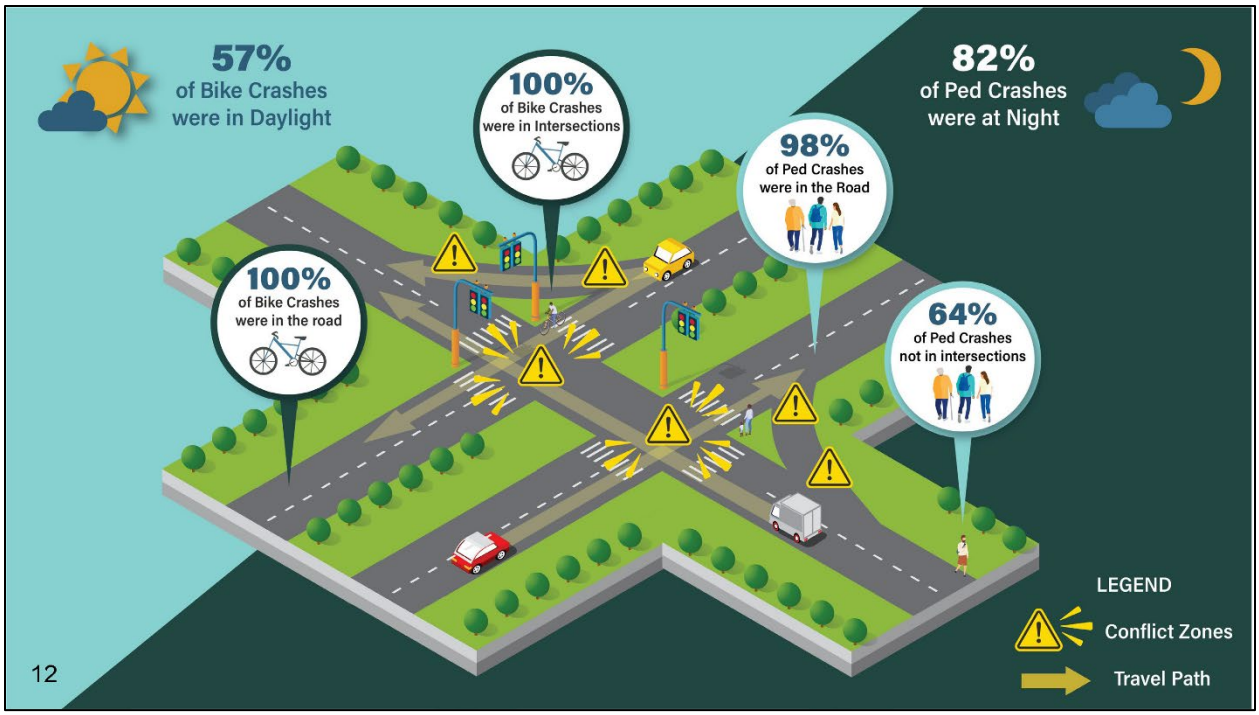

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NOE I-10 Service Roads Corridor
Safety Analysis

6. Project Purpose

Evaluate how to:

- **Improve bicycle and pedestrian safety**
- **Improve connections**
- **Improve street crossings**
- **Improve accessibility**

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Getting Around the East WALKING • BIKING

NOE I-10 Service Roads Corridor
Safety Analysis

6a. Complete Streets

Complete Streets are streets that are for everyone, regardless of travel mode or ability.

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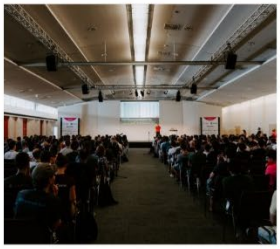
NOE I-10 Service Roads Corridor
Safety Analysis

7. Public Engagement & Outreach Plan



Public Meetings

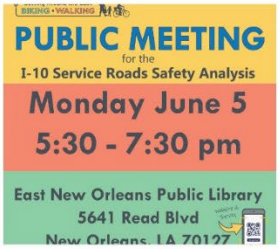
Two public meetings will be held to present the study and gather input and feedback in person from the community.

Online Survey

A survey on the RPC website will be used to collect information on how people walk, bike, and use other non-motorized transportation.

Online Map

A map hosted through the City of New Orleans will be used to collect information about specific locations in the area.



Print Materials

Door hangers will be distributed to all homes along the corridor and flyers and yard signs will be printed and distributed.

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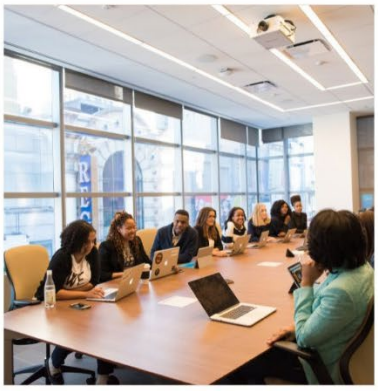
NOE I-10 Service Roads Corridor
Safety Analysis

7a. Public Engagement Contacts

Churches



Civic Associations

Neighborhood Associations

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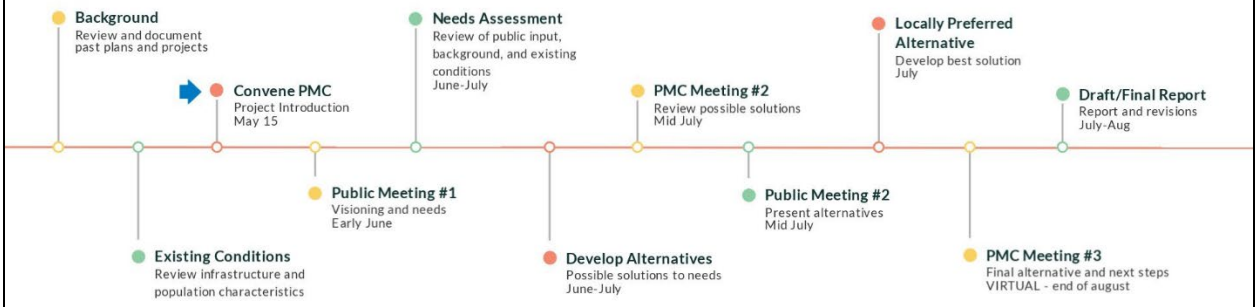
Feedback & Guidance

8. Discussion Break

17

NOE I-10 Service Roads Corridor
Safety Analysis

8. Key Milestones



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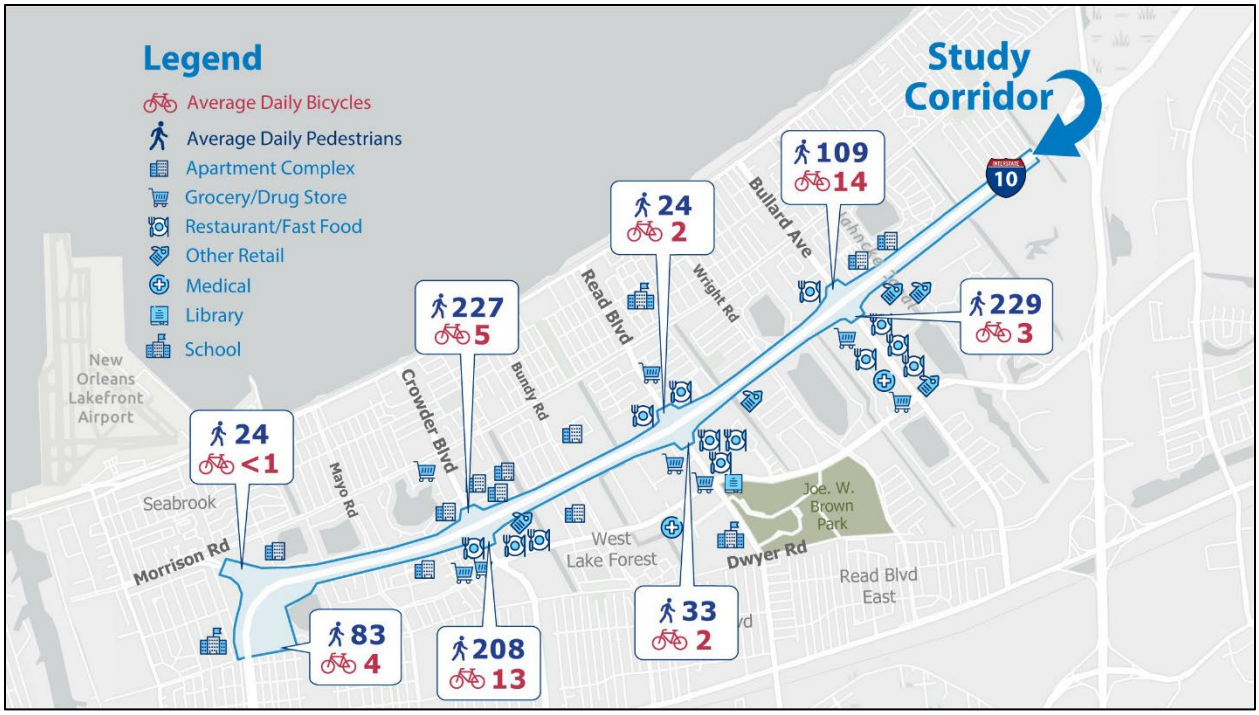
Contact Us

New Orleans Regional Planning Commission
Karen J Parsons, AICP
kparson@norpc.org
(504) 483-8511

HNTB
Kate Múspell, AICP
kmuspell@hntb.com
(504) 872-3024

Figure A1-2: PMC # 2 Presentation

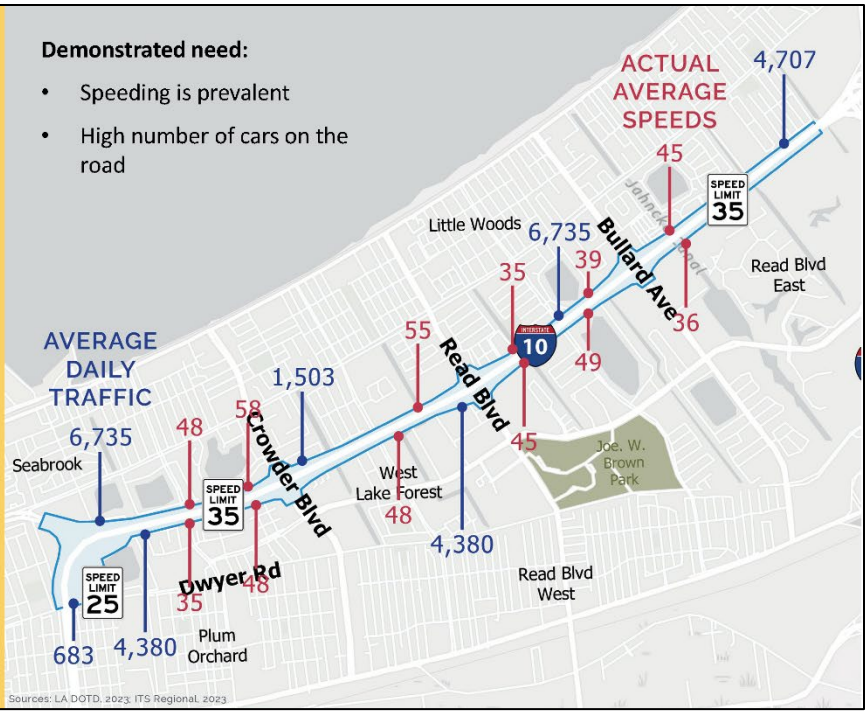


NOE I-10 Service Roads Corridor Safety Analysis

1. Demonstrated Need

Demonstrated need:

- Speeding is prevalent
- High number of cars on the road



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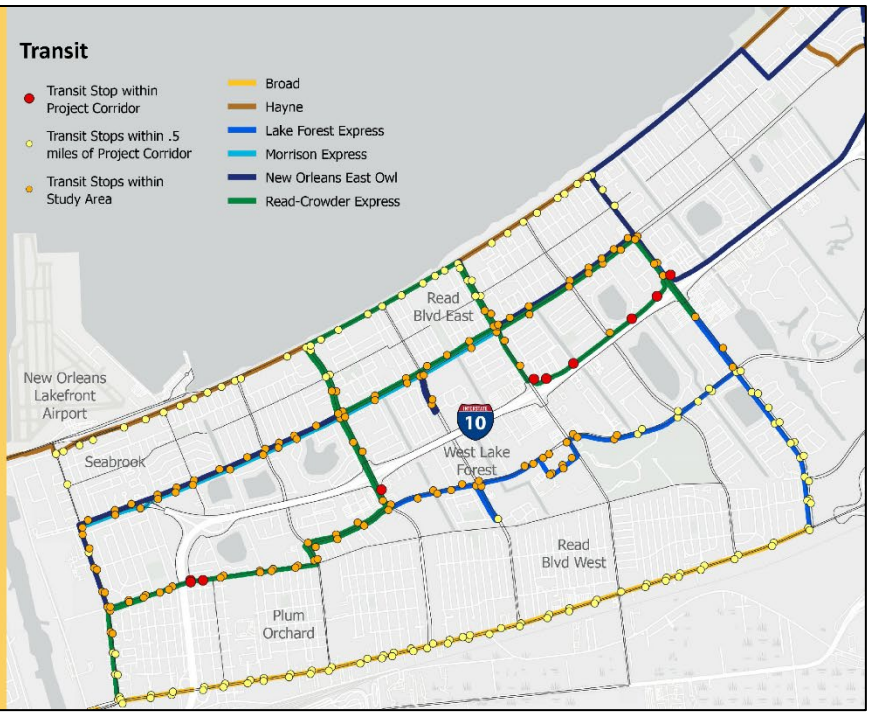
NOE I-10 Service Roads Corridor Safety Analysis

1. Demonstrated Need



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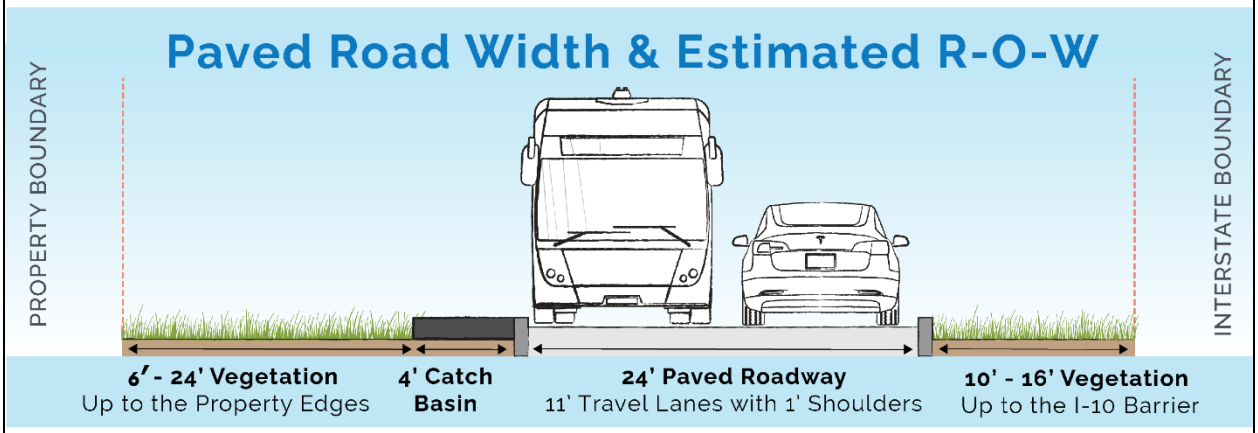
NOE I-10 Service Roads Corridor
Safety Analysis

2. Feasibility



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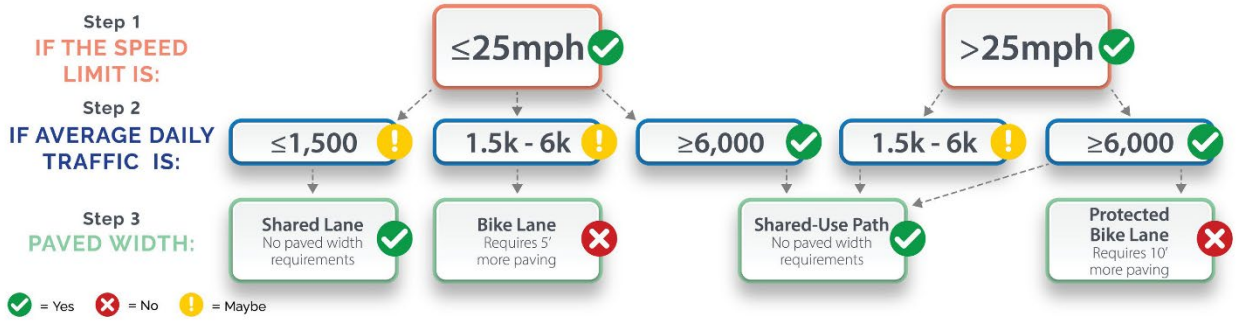
Getting Around the East WALKING • BIKING

NOE I-10 Service Roads Corridor
Safety Analysis

2. Feasibility

Feasibility decision tree:



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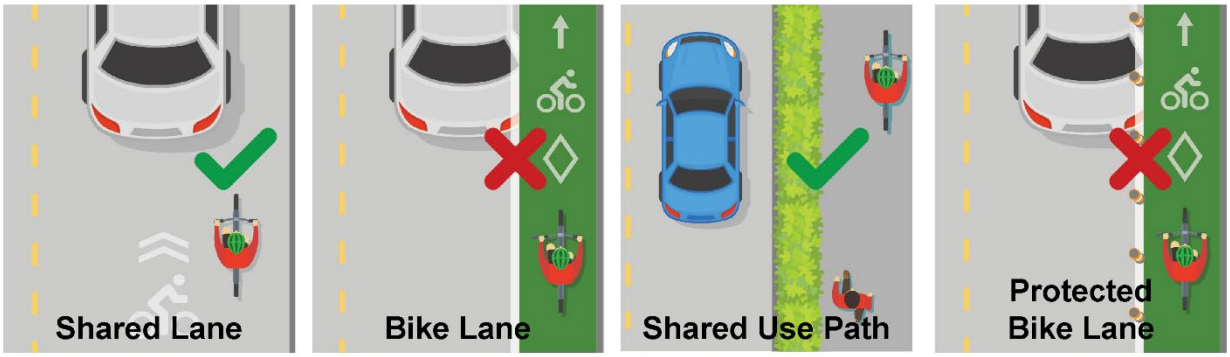
Getting Around the East WALKING • BIKING

NOE I-10 Service Roads Corridor
Safety Analysis

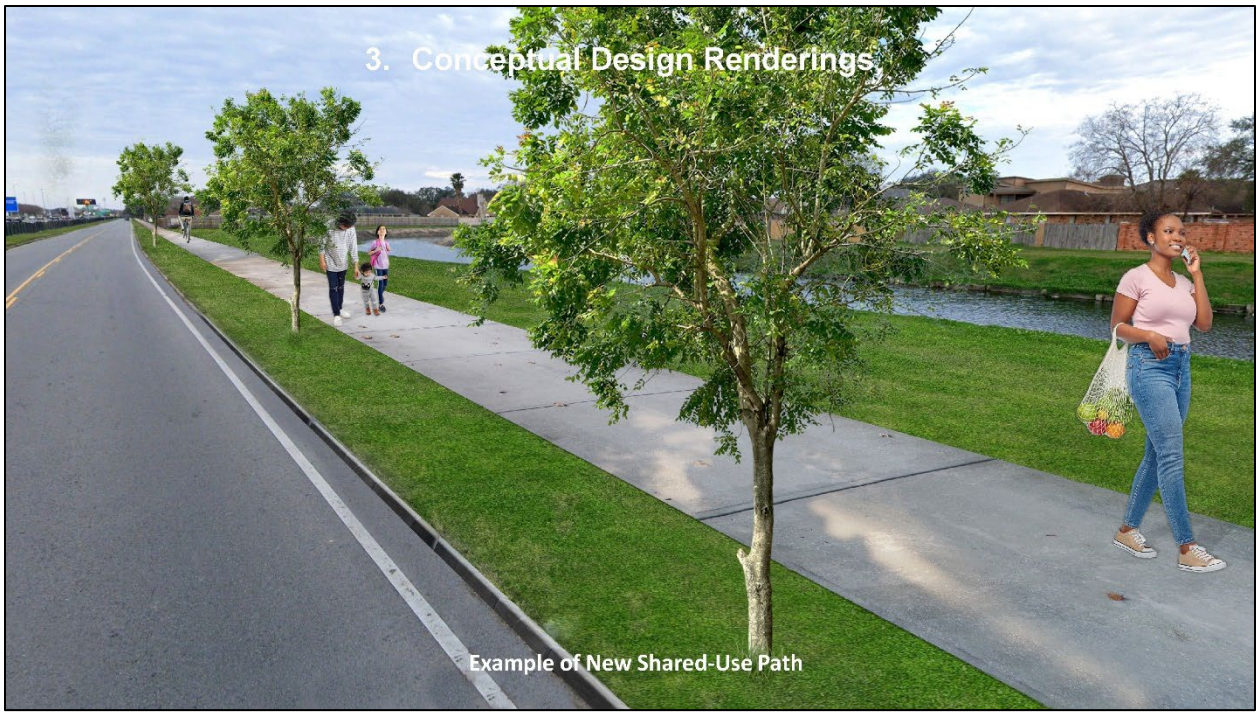
2. Feasibility



Shared Lane	Bike Lane	Shared Use Path	Protected Bike Lane
A shared travel lane **will work** where the speed limit is 25mph and there are less than 1,500 vehicles per day	A bike lane **won't work** because the paved roadway is not wide enough for travel lanes and the 5' bike lane	A shared lane **will work** because it doesn't require any additional paved road width. It is the only feasible option.	A protected lane **won't work** because the paved roadway is not wide enough for travel lanes and the 5' bike lane

3. Conceptual Design Renderings


3. Conceptual Design Renderings
ONE WAY
Example of Added Bike Lane with Lane Reduction to One Way Street and New Sidewalk


3. Conceptual Design Renderings
Example of New Shared-Use Path

NOE I-10 Service Roads Corridor
Safety Analysis

4. Results of public meeting

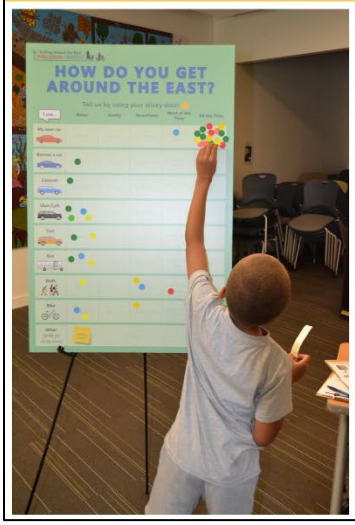
What we heard:

- "Privacy a safety issue for homeowners if constructed behind homes - place sidewalk closest to I-10 to preserve privacy of homeowners"
- "North side Bundy to Read - lots of pedestrians walk in the street with their groceries, laundry, and baby strollers"
- "There is a great need for each block to have sidewalks completed"

Getting Around the East WALKING • BIKING

NOE I-10 Service Roads Corridor
Safety Analysis

4. Results of public meeting



What we heard:

- "Some sort of passive measures are required to slow down drivers. White paint alone does not save lives."
- "It would be great to have a walking path or bridge across the interstate."
- "Ensure there is significant distance from drivers."
- "State cuts grass infrequently and homeowners cut in between"

Getting Around the East WALKING • BIKING

NOE I-10 Service Roads Corridor Safety Analysis

4. Results of public meeting

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Responses to the design ideas:

- "2-way traffic essential due to distances between access roadways (intersections)"
- "We need a fourth option: bike lane on same side as sidewalk"
- "Pedestrian/bike path needs to be protected with barriers"
- "Speed reduction needs barriers not just signs"
- "Cars will not obey speed reduction"
- "Pedestrian road - two way"
- "I don't think this is a good idea. The Service Roads were never meant for walking or biking. It was built to get around in vehicles"

NOE I-10 Service Roads Corridor Safety Analysis

4. Results of public meeting

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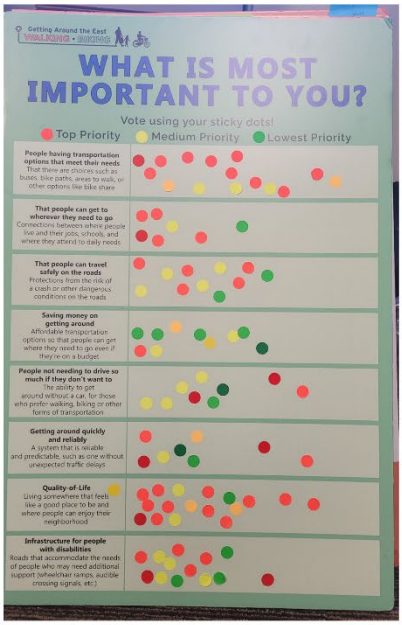
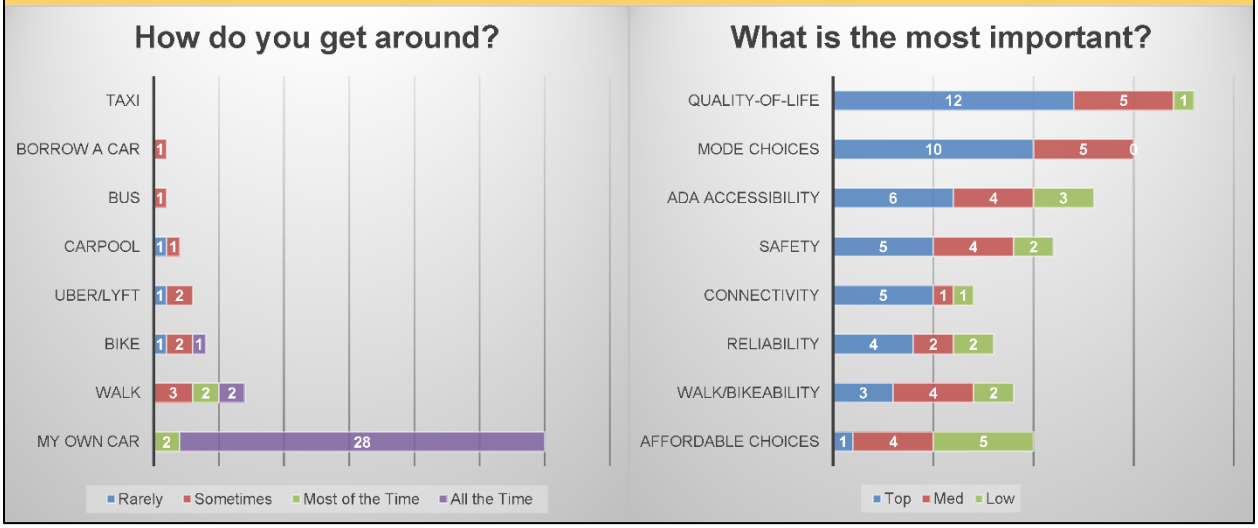


NOE I-10 Service Roads Corridor
Safety Analysis

4. Results of public meeting



NOE I-10 Service Roads Corridor
Safety Analysis

5. Results of Online Survey

1. Is there anything that you would like to tell us about the walking, biking, or other alternative transportation conditions in the area?

"This community needs space and access to safe streets that allow use for all users."

"Make sure there are trash Receptacles along the way."

"…walking or biking in this area seems unsafe…there is large trash everywhere. There is limited to no sidewalk or walking trails."

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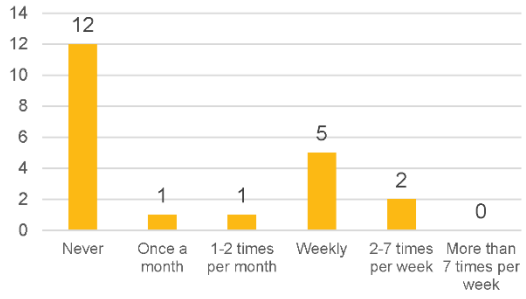
Getting Around the East
WALKING • BIKING

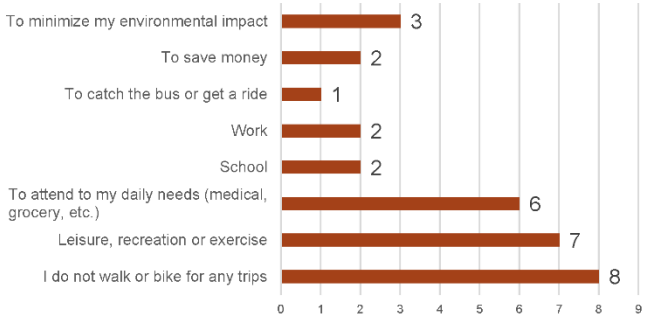
NOE I-10 Service Roads Corridor
Safety Analysis

5. Results of Online Survey

2. On average, how often do you walk, bike, use a scooter, or other mobility device for travel in the I-10 Service Roads corridor?



3. If you do walk, bike, use a scooter, or other mobility device in the Service Roads corridor, what are the purposes of your trips?*



*respondents could select all that were relevant

Getting Around the East WALKING • BIKING

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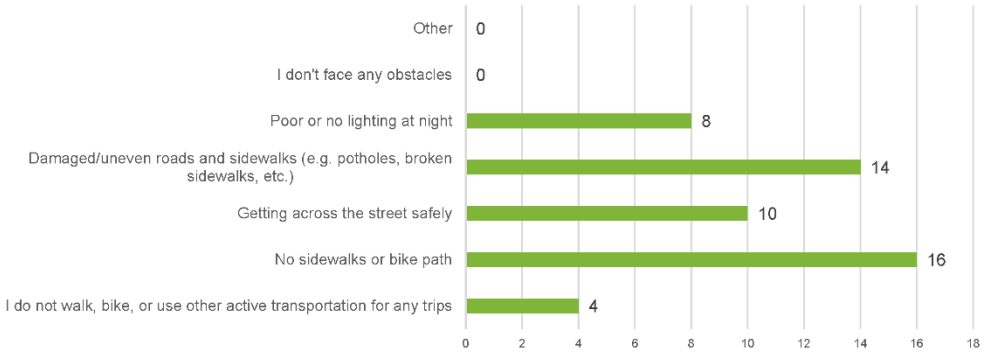
NOE I-10 Service Roads Corridor
Safety Analysis

5. Results of Online Survey

4. What are the main obstacles you face when walking, biking, using a scooter, or other mobility device in the Service Roads corridor?*



Getting Around the East WALKING • BIKING

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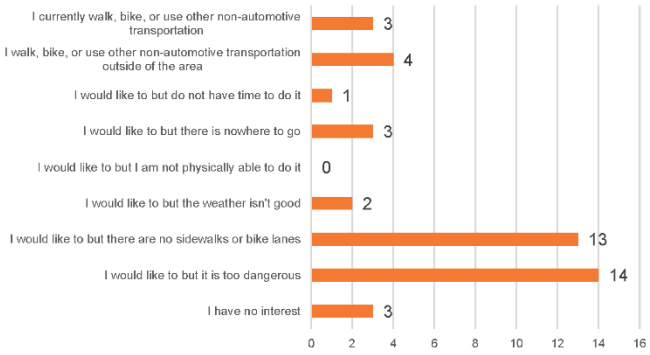
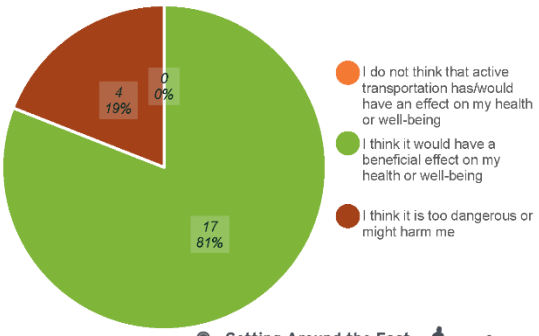
NOE I-10 Service Roads Corridor
Safety Analysis

5. Results of Online Survey

5. If you do not currently walk, bike, or use other non-automotive transportation in the area, why not?*



6. How do you think active transportation like walking or biking would affect your overall health and well-being?



Getting Around the East WALKING • BIKING

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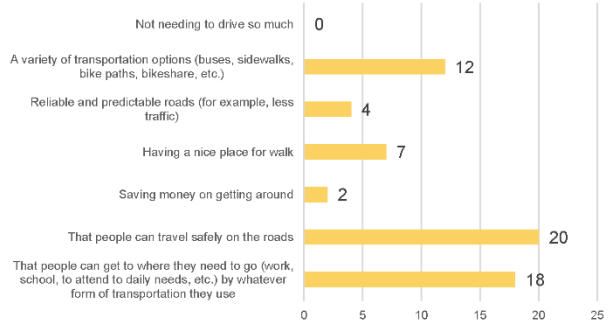
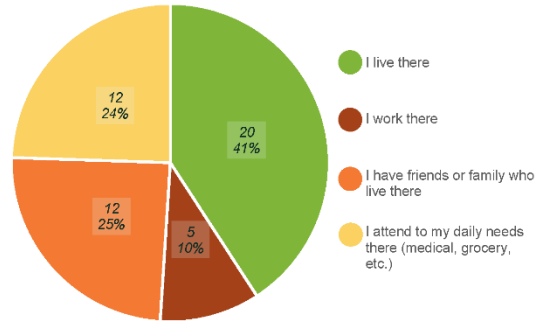
NOE I-10 Service Roads Corridor
Safety Analysis

5. Results of Online Survey

7. Which of the following are the most important to you? (Choose your top 3)



8. Do you live, work or spend other time in New Orleans East?*



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NOE I-10 Service Roads Corridor
Safety Analysis

6. Summary of Opportunities & Challenges

Opportunities

- Manage Traffic Speed and Safety
- Educate and Raise Awareness
- Address Security Concerns
  - Lighting
  - Loitering

Challenges

- Available Right-of-Way
- Path Maintenance
  - Trash
  - Grass
- Cost
  - Length of Corridor/Phased Implementation
  - Prioritization of Phases

Example of Hardened Centerline for Traffic Control

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NOE I-10 Service Roads Corridor
Safety Analysis

7. Investment Alternatives

Alignment:

- 10’ Shared-Use Path on North and South Service Roads
- Follows the outside of the Service Roads
- Bridges at the three canal crossings
- Includes three alternatives to get from the eastbound Service Road on south side to the existing Dwyer Road ped path
- Includes bike/ped foot bridges across the interstate at
  - Mayo
  - Bundy
  - Wright

Getting Around the East WALKING • BIKING

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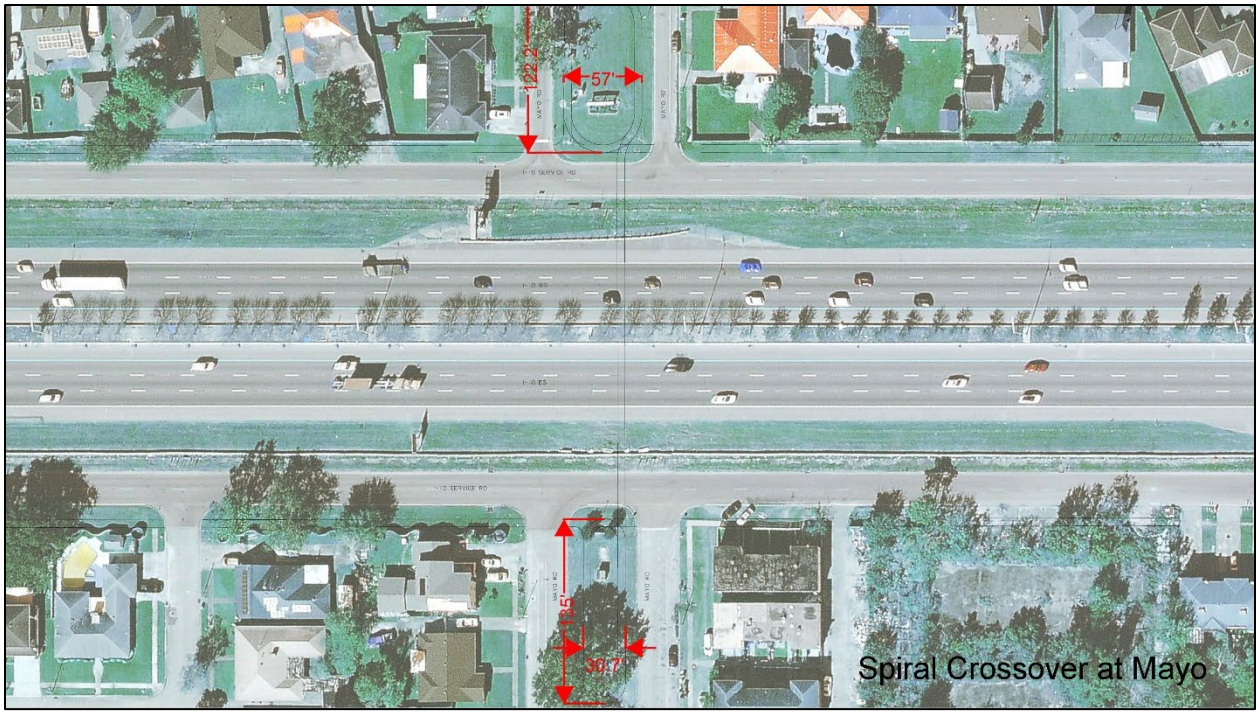
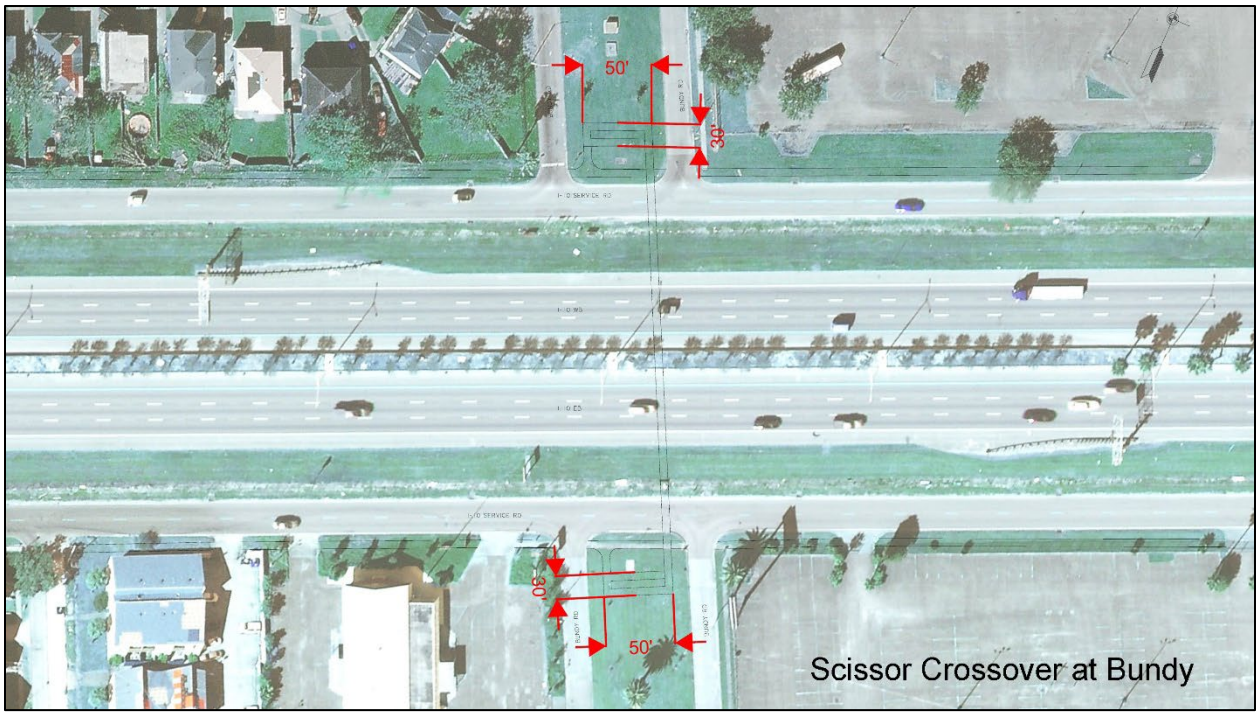
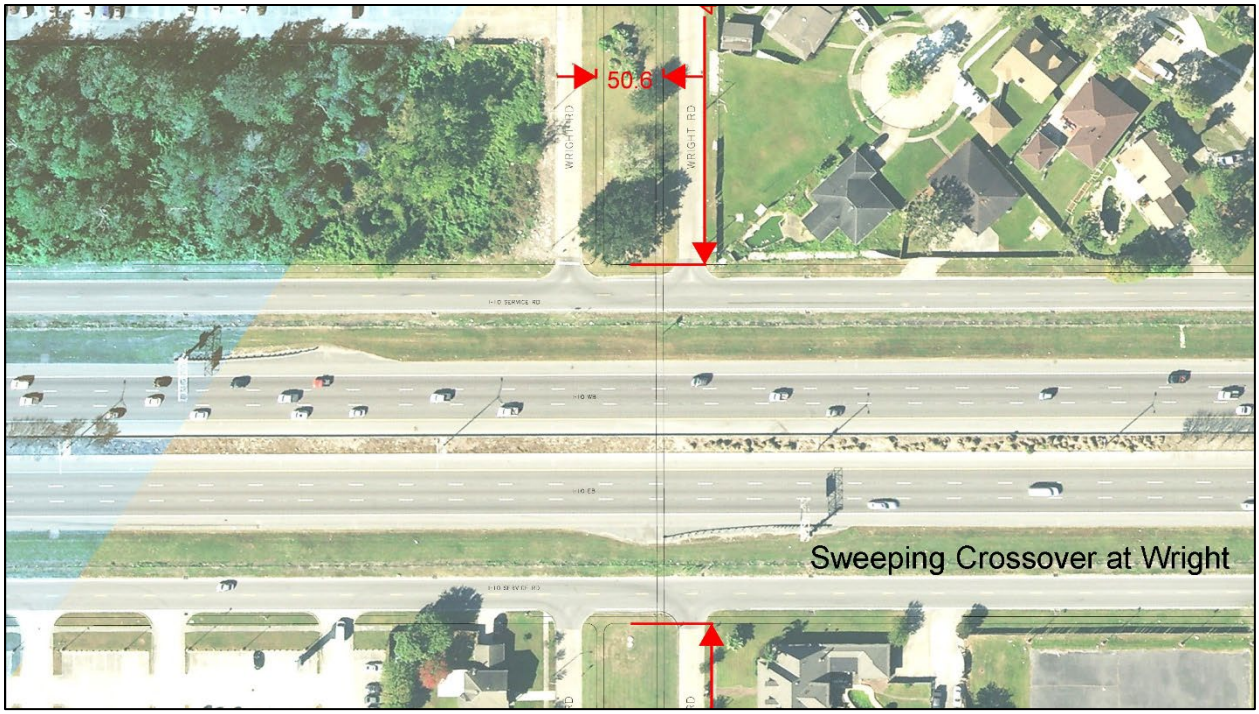

122.2'
57'
135'
30.7'
Spiral Crossover at Mayo


50'
30'
30'
50'
Scissor Crossover at Bundy


50.6
WRIGHT RD
Sweeping Crossover at Wright


Scissor Crossover at Bundy on the North Service Road
N. I-10 Service Rd
Bundy

NOE I-10 Service Roads Corridor
Safety Analysis

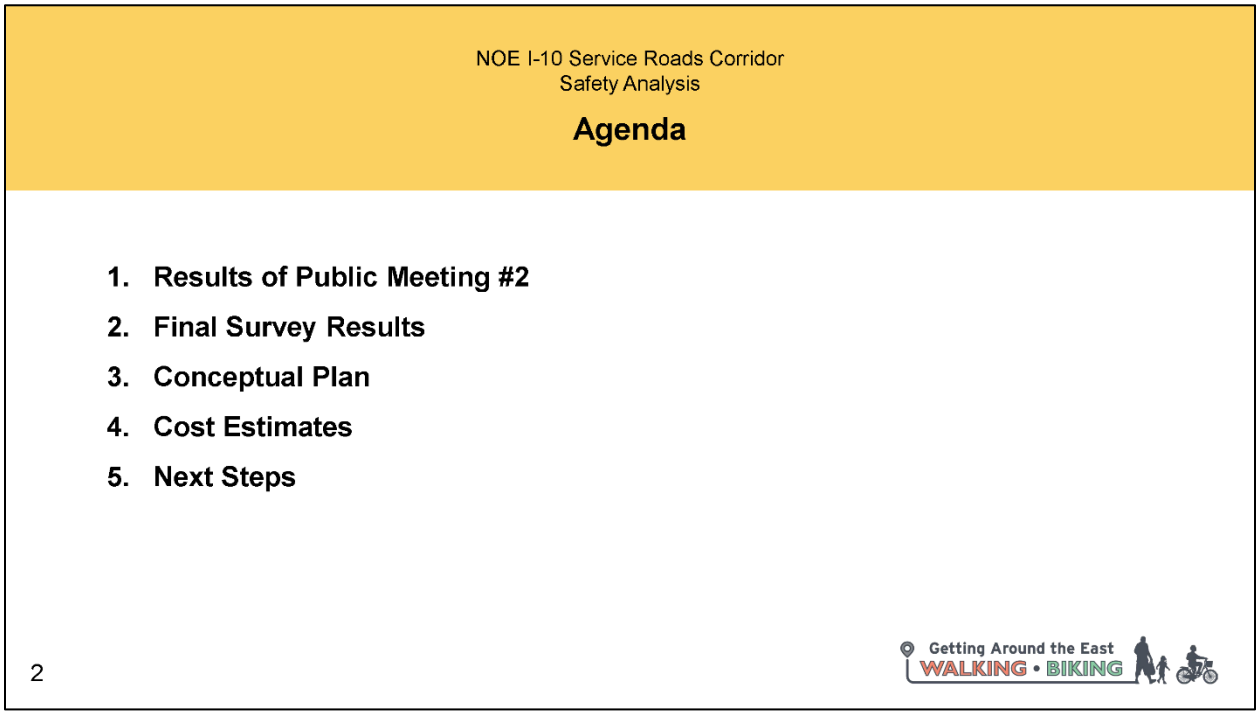
8. Next Steps

Contact Us

New Orleans Regional Planning Commission
Karen J Parsons, AICP
kparson@norpc.org
(504) 483-8511

HNTB
Kate Múspell, AICP
kmuspell@hntb.com
(504) 872-3024

Figure A1-3: PMC # 3 Presentation



Getting Around the East
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1. Results of Public Meeting #2

NOE I-10 Service Roads Corridor Safety Analysis

1. Results of Public Meeting

Results of Public Meeting #2/July 19, 2023:

1. 27 people attended, representing multiple neighborhoods
2. Participants were highly engaged with the presentation and map
3. Participants noted problem areas and insightful local land use knowledge
4. Participants made multiple and varied recommendations
5. Project team surveyed transit users prior to the meeting

4

Getting Around the East
WALKING • BIKING

NOE I-10 Service Roads Corridor
Safety Analysis

1. Results of Public Meeting




What we heard:

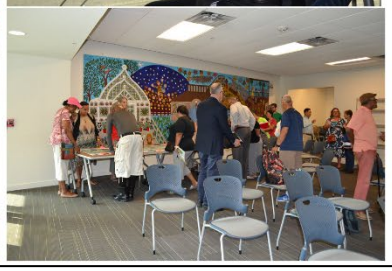
- "Most needed: sidewalk all the way down and ADA ramp at every intersection"
- "People coming off interstate killed some of the pedestrians in the crashes"
- "Bullard needs sidewalk between apartments and Walmart"
- "Lots of motor scooters too"

Getting Around the East WALKING • BIKING

NOE I-10 Service Roads Corridor
Safety Analysis

1. Results of public meeting





Map comments:

- Northbound i-10 side, next to Bundy Rd:
  - "Prioritize 1. lighting everywhere
  - 2. bridge at bundy"
- On Wright Rd crossing I-10: "Lighting 1st where there is no existing lighting AND where interstate lights are out"
- Edge of map on south end of Bullard: "Connectivity to resources that exist currently should be prioritized"

Getting Around the East WALKING • BIKING

Getting Around the East
WALKING • BIKING

2. Final Survey Results

NOE I-10 Service Roads Corridor Safety Analysis

2. Final Survey Results

9 Additional Online Surveys Collected

29 Print Surveys Collected

For a Total of 59

People expressed that:

a. Many people would walk and bike if there were facilities
b. Bicycle and pedestrian facilities are needed on main corridors
c. It is difficult to access neighborhoods and commercial areas on the other side of the interstate
d. Pedestrian and bike facilities would benefit people's health

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Getting Around the East
WALKING • BIKING

NOE I-10 Service Roads Corridor
Safety Analysis

2. Final Survey Results

1. Is there anything that you would like to tell us about the walking, biking, or other alternative transportation conditions in the area?

"There are [no walking and biking facilities]! When you look around New Orleans East, tell me where do you see complete streets? This community needs space and access to safe streets that allow use for all users. The conditions are not conducive for this area. We are a population dense area and we have people who like to ride their bikes, walk, etc but there's no designated area do so in a safe manner."

Walking and biking are basically impossible. You can only do so safely within the subdivisions and neighborhoods, but going from one to the other is dangerous. Residents must literally walk in the street to get to the stores. There are no sidewalks or path. Paths to other areas, like the levee for walking, are nonexistent."

Getting Around the East WALKING • BIKING

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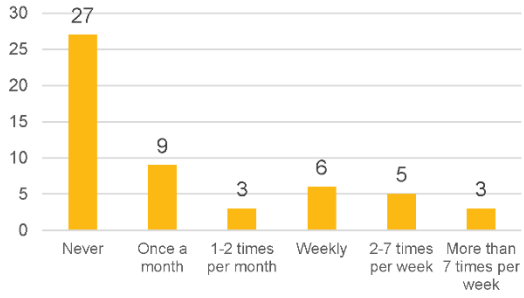
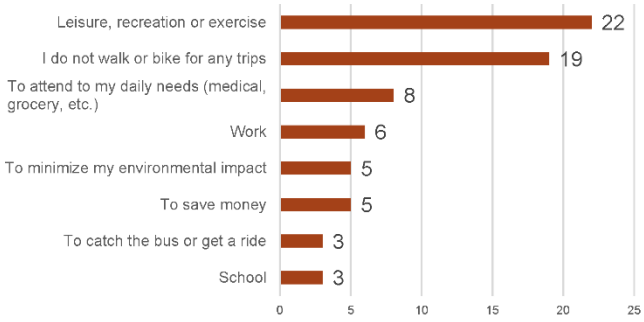
NOE I-10 Service Roads Corridor
Safety Analysis

5. Results of Online Survey

2. On average, how often do you walk, bike, use a scooter, or other mobility device for travel in the I-10 Service Roads corridor?



3. If you do walk, bike, use a scooter, or other mobility device in the Service Roads corridor, what are the purposes of your trips?*



*respondents could select all that were relevant

Getting Around the East WALKING • BIKING

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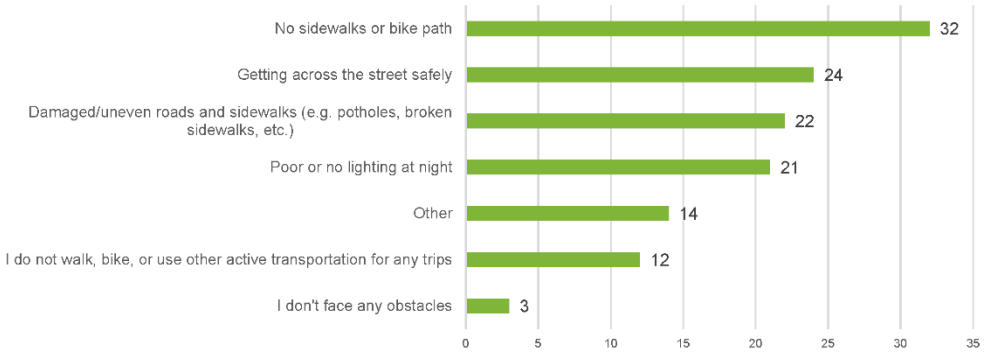
NOE I-10 Service Roads Corridor
Safety Analysis

5. Results of Online Survey

4. What are the main obstacles you face when walking, biking, using a scooter, or other mobility device in the Service Roads corridor?*



Getting Around the East WALKING • BIKING

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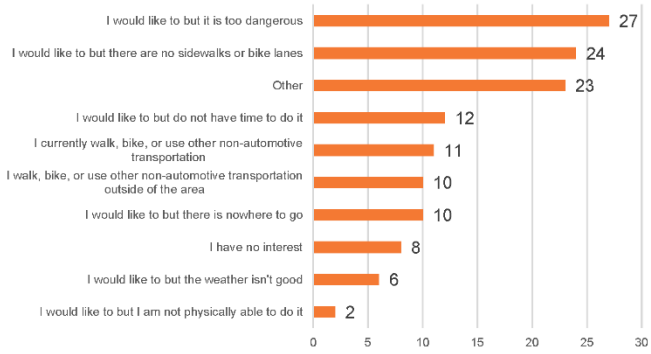
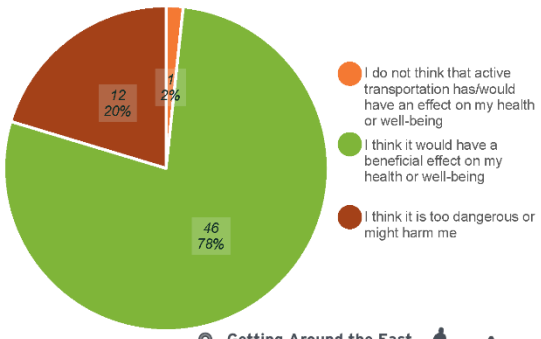
NOE I-10 Service Roads Corridor
Safety Analysis

5. Results of Online Survey

5. If you do not currently walk, bike, or use other non-automotive transportation in the area, why not?*



6. How do you think active transportation like walking or biking would affect your overall health and well-being?



Getting Around the East WALKING • BIKING

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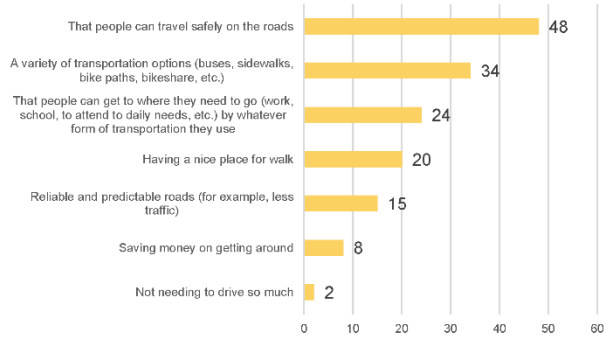
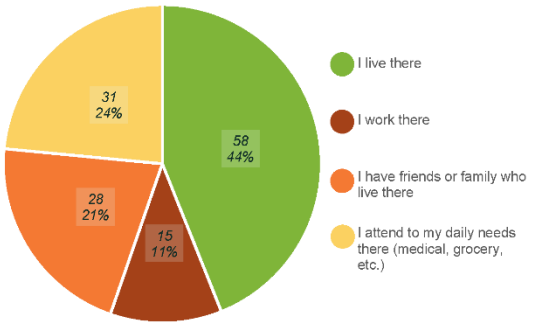
NOE I-10 Service Roads Corridor
Safety Analysis

5. Results of Online Survey

7. Which of the following are the most important to you? (Choose your top 3)



8. Do you live, work or spend other time in New Orleans East?*



*respondents could select all that were relevant

Getting Around the East
WALKING • BIKING

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Getting Around the East
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3. Conceptual Plan

NOE I-10 Service Roads Corridor Safety Analysis

3. Conceptual Plan

Challenges

a) Connectivity
b) Paved road width
c) Available off-road width
d) Speeds
e) Cost
f) Protections at major street crossings

Solutions

a) Continuous facility
b) 10’ off-road shared-use path
c) Long term policy changes may be needed to address dangerous speeds of vehicles
d) Phased approach including bridges
e) Pedestrian facilities are needed at intersections

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Getting Around the East WALKING • BIKING

Getting Around the East WALKING • BIKING

4. Cost Estimates

NOE I-10 Service Roads Corridor Safety Analysis

4. Cost Estimates

Divided into 4 segments and by north and south sides

Total $25.4M

Approximate cost of a single pedestrian bridge: $6.85M

Includes:

- Clearing/grubbing
- Paving
- Striping
- Crosswalks and signals
- Small foot bridges along Service Road
- Interstate overpass pedestrian bridges are included in north side estimates
- Curb ramps
- Lighting
- Sodding
- Trees/plantings

Getting Around the East WALKING • BIKING

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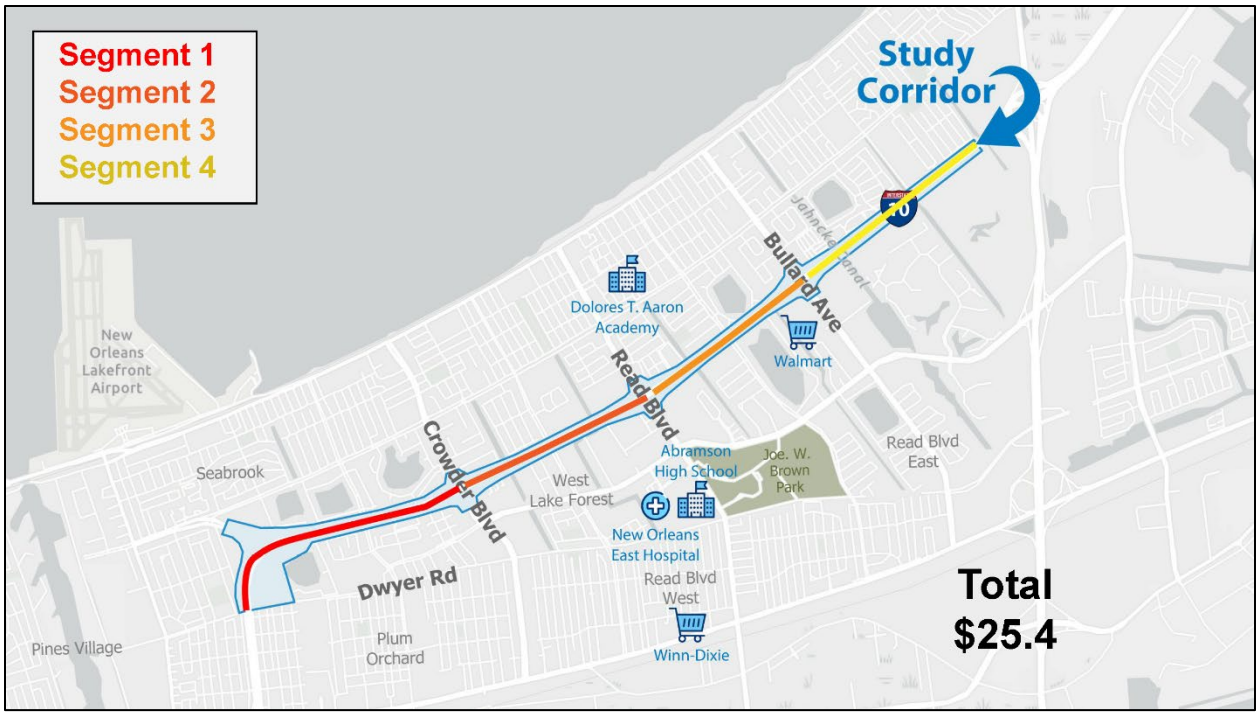


NOE I-10 Service Roads Corridor
Safety Analysis

5. Next Steps

Contact Us

New Orleans Regional Planning Commission
Karen J Parsons, AICP
kparson@norpc.org
(504) 483-8511

HNTB
Kate Múspell, AICP
kmuspell@hntb.com
(504) 872-3024

APPENDIX B: TITLE VI – PUBLIC COORDINATION DOCUMENTATION

SUMMARY OF PUBLIC COORDINATION

Pursuant to Title VI of the 1964 Civil Rights Act, no individual shall be excluded from participation in, denied the benefits of, or otherwise subjected to discrimination on the basis of race, color, national origin, income, gender, age, or disability in any program or activity receiving federal financial assistance. The Regional Planning Commission (RPC) is a recipient of federal funding, and thus is subject to the requirements of Title VI, as are all federally funded consultants contracted by the Commission. This appendix is intended to document how the Title VI requirements were met during the New Orleans East I-10 Service Roads Corridor Safety Study.

Public involvement efforts for this project were designed to meaningfully engage the elderly, persons with a disability, and the transportation disadvantaged (those without access to an automobile) to assure that these disadvantaged groups were not excluded from participation. All public meetings were held at a central, easily accessible location that was convenient for the population affected by the project. Meetings were also held outside of regular work hours to try and accommodate the schedules of those in the community. Advertisements for public meetings were distributed in print, digital format hosted on the RPC website, and through text message via the City of New Orleans' RoadWorkNOLA community engagement department. Likewise, materials and exhibits included both print and online surveys to collect feedback on the project.

As a part of our mission to develop a nuanced understanding of the affected population, the project team attended meetings held by two civic associations, the East New Orleans Neighborhood Advisory Commission and the New Orleans East Matters Coalition. The team has also engaged representatives from New Orleans East community groups, local and state government, and advocacy organizations as well as councilpersons and state representatives to form a project management committee (PMC) to help guide development. Details about the PMC are included in Appendix A: Project Management Committee.

APPENDIX B1: PUBLIC MEETING SUMMARIES

PURPOSE OF THE PUBLIC MEETINGS

The project team hosted public meetings on June 6th, 2023 (Public Meeting #1) and July 19th, 2023 (Public Meeting #2) to present findings and gather feedback and input on the New Orleans East I-10 Service Roads Corridor Safety Analysis. The purpose of the meetings was to gather information that would inform the development of conceptual alternatives for vulnerable road user safety improvements on the segment of the I-10 Service Roads corridor that is included in this project. The following subsections describe outreach methods for these meetings, the location, meeting materials, and summaries of the two meetings including attendance and layout of the meeting room.

PUBLIC MEETING NOTIFICATION

The public was notified about the meetings through printed and digital means including the delivery of door hanger notices to the residences along the service roads, through engaging City Councilmembers to raise awareness of the project and upcoming meeting through their newsletters, and by recruiting local organizations such as churches, civic associations, neighborhood associations, apartment complexes, and businesses along the project corridor to assist in the publication of the project via announcements and by distributing flyers to these locations. Details about the content of the public meetings follows. Copies of the notifications are included in Appendix B2. Public Meeting Notifications. Meeting notification materials were sent to groups representing Spanish-speaking and Vietnamese-speaking populations for translation and distribution to non-English-speaking members.

COLLATERAL MATERIALS

Collateral materials were made available to attendees at the public meeting including a fact sheet that explained the project, print and online surveys, comment cards, interactive exhibits (i.e., voting on priorities, interests, modes of transportation, etc.), and a large map depicting the study corridor that attendees could comment on via sticky note. The public meetings consisted of stations set up throughout the venue to present study information and obtain feedback from the attendees. Illustrations of the venue layout are included in the summary for each public meeting below. Collateral materials are included in Appendix B3. Public Meeting Collateral Materials. Exhibits and presentations are shown in Appendix B4. Public Meeting Presentations and Exhibits. The two public meetings are described in detail below.

PUBLIC MEETING #1

The first meeting was held from 4:30 p.m. to 6:30 p.m. at East New Orleans Regional Library, 5641 Read Blvd, New Orleans, LA 70127. This venue is a well-known, centralized location within the study area that meets the Americans with Disabilities Act (ADA) accessibility requirements, is on a bus route, and is accessible via bike facilities. The meeting was an open house event where people came and went at their own pace, individually interacting with meeting materials and project staff.

The room was organized with several exhibits presenting background information on the existing conditions of the study corridor at the front of the room to provide a foundation for further understanding of the project purpose. Following those exhibits were several images illustrating conceptual designs for the corridor as well as a large-scale aerial roll plot map of the corridor where they could provide input on any characteristics that may be of note to the study team. They were also asked to engage with voting

stations where they were encouraged to provide input on how they travel through the area (travel mode) and what their priorities are for the project. The exhibits for these activities are included in Appendix B4. Public Meeting Presentations and Exhibits and the results of the interactive exhibits are shown in. Members of the project team were stationed at each exhibit to guide participants through the content and to collect verbal feedback.

In addition to exhibits, a public comment station was set up where participants could verbally relay additional comments to a project team member or could fill out a written comment card. As a bonus activity, an online survey regarding the health benefits of walking was set up on a laptop at the comment table. Participants who did the online survey were given a gold star sticker to acknowledge their participation. All comments that were received are included by the format in which it was received in Appendix B5. Public Meeting Feedback Received.

Attendance

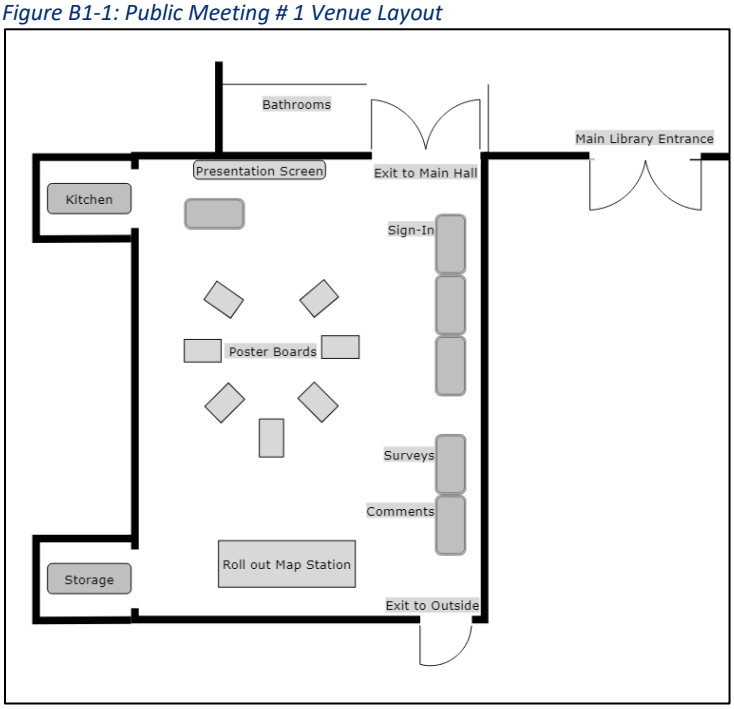
The attendance at the first public meeting was 53 individuals, consisting of residents, officials, and members of the project team. See Appendix B7. Public Meeting Sign-In Sheets for copies of the sign-in sheets.

Meeting Layout

Table B1-1. Public Meeting #1 Stations

Station	Description
Sign-in Table	Project team members welcomed attendees, asked that they sign-in, and handed them an information sheet.
Exhibits	Exhibits included informational and interactive posterboards.
Roll Plot	The Roll Plot station included a map of concept plan. This was available for viewing before and after the presentations.
Comments and Additional Surveys	The Comments station included a table with supplies and a comment box for attendees to fill out the comment form. Project team members were available to help attendees fill out their comment cards as needed and hand out surveys.

Figure B1-1: Public Meeting # 1 Venue Layout



PUBLIC MEETING #2

The second public meeting was held in the same location as Public Meeting #1. The meeting started at 5pm, with a presentation on the existing conditions, analysis of the corridor held from 5:15pm until about 5:45pm, and then an open house-style discussion of the project from 5:45pm to 6:30pm with an aerial roll plot map of the conceptual alignment as the focal point of the discussion. A copy of the presentation is included in Appendix B4. Public Meeting Presentations and Exhibits, and written and verbal comments that were received are included in Appendix B5. Public Meeting Feedback Received.

Attendance

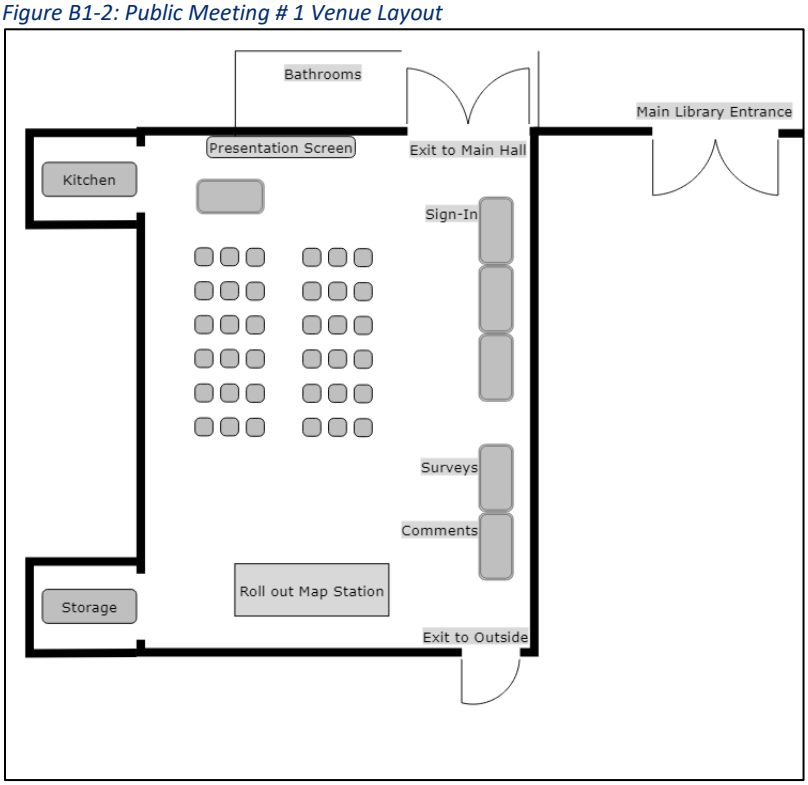
The approximate attendance at the second public meeting was 38. See Appendix B7. Public Meeting Sign-In Sheets for copies of the sign-in sheets.

Meeting Layout

Table B1-2. Public Meeting #2 Stations

Station	Description
Sign-in Table	Where project team members welcomed attendees, asked that they sign-in, and handed them an information sheet and survey packet.
Presentation	The project team presented study findings via the Presentation Screen.
Roll Plot	The Roll Plot station included a map of concept plan. This was available for viewing before and after the presentations.
Comments and Additional Surveys	The Comments station included a table with supplies and a comment box for attendees to fill out the comment form. Project team members were available to help attendees fill out their comment cards as needed and hand out surveys.

Figure B1-2: Public Meeting # 1 Venue Layout



SURVEYS

In addition to the public meetings, an online survey was created to solicit information on travel mode and priorities that relate to the project corridor. The survey was hosted via Microsoft Forms and distributed both on the project website and with the help of RIDE New Orleans, a local advocacy organization focused on transit in the city. To get more people to respond to the survey, project team members went out in advance of Public Meeting #2 and canvassed the area near the bus stop—a transfer hub for the area—to ask individuals if they would participate by filling out the survey by hand or by verbally relaying responses to a team member. Attendees of Public Meeting #2 were also given the opportunity to fill out a print version of the survey. A total of 59 survey responses were received. Copies of the completed print surveys and a report of the online results are included in Appendix B6. Public Survey Results.

PHOTOS

Photographs taken during the public meetings were compiled in a photolog provided in Appendix B8. Public Meetings Photos.

APPENDIX B2. PUBLIC MEETING NOTIFICATIONS

Figure B2-1: Flyer for Public Meeting #1

Figure B2-2: Door Hanger for Public Meeting #1

Figure B2-3: Yard Sign for Public Meeting #1

Figure B2-4: Flyer for Public Meeting #2

Figure B2-5: Door Hanger for Public Meeting #2

Figure B2-6: Yard Sign for Public Meeting #2

APPENDIX B3. PUBLIC MEETING COLLATERAL MATERIALS

Figure B3-1: Fact Sheet Page 1

Getting Around the East
WALKING • BIKING

PROJECT FACT SHEET

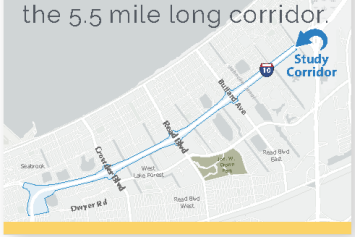
New Orleans East I-10 Service Roads Corridor Safety Analysis

What is it?

The New Orleans Regional Planning Commission and the City of New Orleans are working together to assess infrastructure investment concepts, costs, and feasibility for making walking and biking safer along the I-10 Service Roads. This is part of an overall effort to invest in "Getting Around the East" safely.

Where?

Both the north and south service roads including the major intersections of the 5.5 mile long corridor.



Who for?

The Regional Planning Commission (RPC) and the City of New Orleans acknowledge that some communities experience a higher number of crashes with resultant fatalities or injuries to people walking and biking.

Why?

The I-10 corridor in New Orleans East divides New Orleans East, obstructs local travel, and makes access to local services difficult. Crash data shows a high number of incidents have occurred in the area.

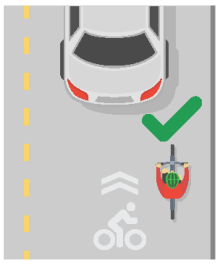
Feasibility

The purpose of the study is to gather information on existing traffic and roadway conditions, and to evaluate a suite of alternative potential investments in walking and biking facilities along the project corridor. The information being studied includes:

Safety | Width | Traffic Volume | Speed | Connectivity | Accessibility

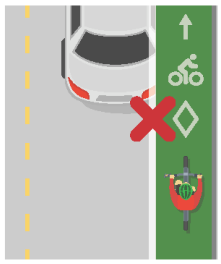
Example Alternatives

Shared Lane



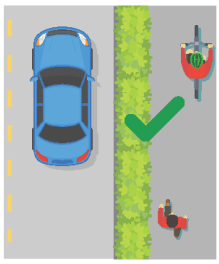
Works best with lower speeds and lower traffic volumes.

Bike Lane



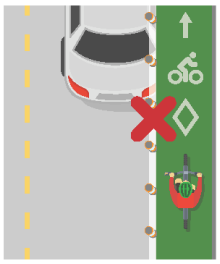
Needs more paved width than the Service Roads have*.

Shared-Use Path



Works anywhere that there is space alongside the road.

Protected Lane



Needs more paved width than the Service Roads have*.

*In certain places bike lanes may work such as at major intersections where sufficient pavement is available.

1

Figure B3-2: Fact Sheet Page 2

Getting Around the East
WALKING • BIKING

Website & Survey

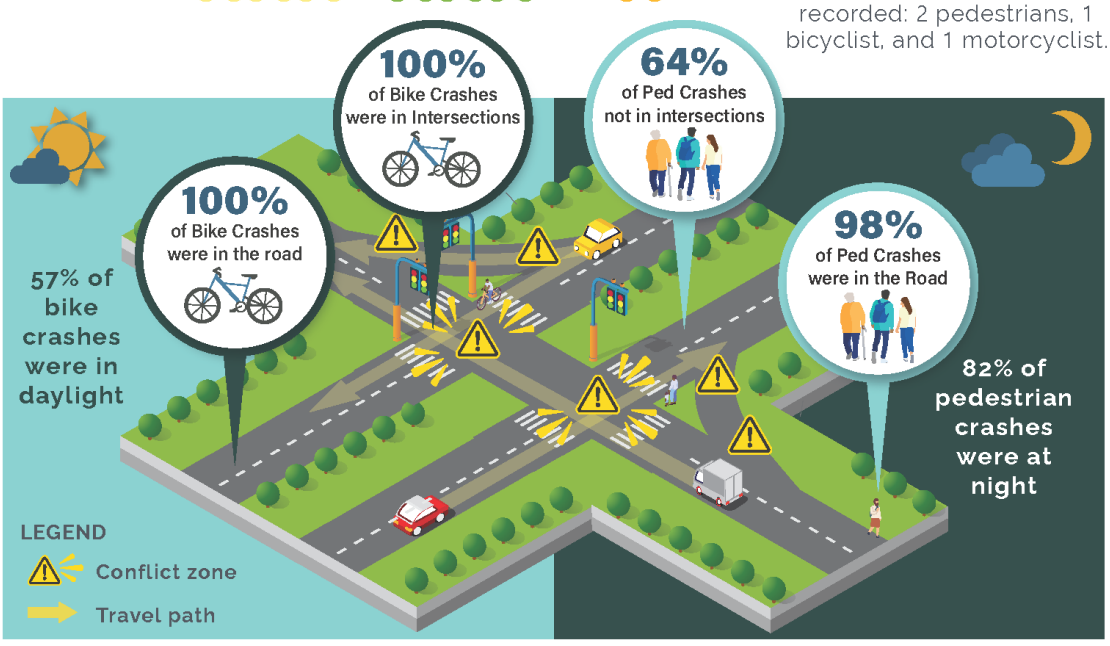
Demonstrated Need for Walking & Biking Investments

The crash statistics for the New Orleans East Service Roads from 2017 through 2021 show patterns that can be an indicator of the places where people who are traveling by foot and by bicycle might face conditions that may benefit from safety investments.

Crash Severity on the I-10 Service Roads 2017-2021

	NO INJURY	POSSIBLE INJURY	MINOR INJURY	SERIOUS INJURY	FATAL INJURY
PEDESTRIAN	43% (6)	23% (10)	29% (13)	25% (11)	9% (4)
BICYCLIST	14% (3)	43% (3)	14% (1)	0%	0%

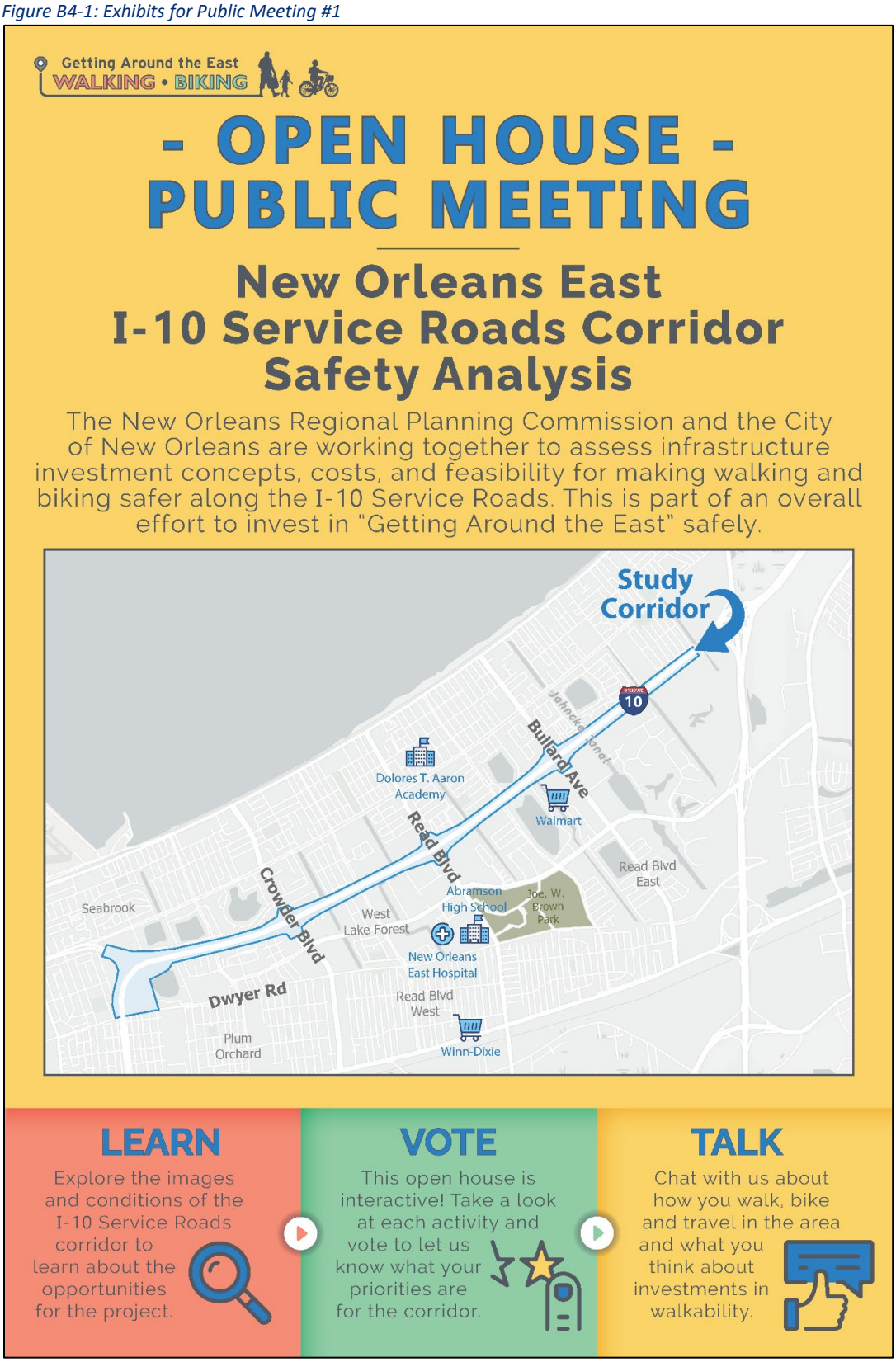
In 2022 4 more fatalities were recorded: 2 pedestrians, 1 bicyclist, and 1 motorcyclist.



2

APPENDIX B4. PUBLIC MEETING PRESENTATIONS AND EXHIBITS

Figure B4-1: Exhibits for Public Meeting #1

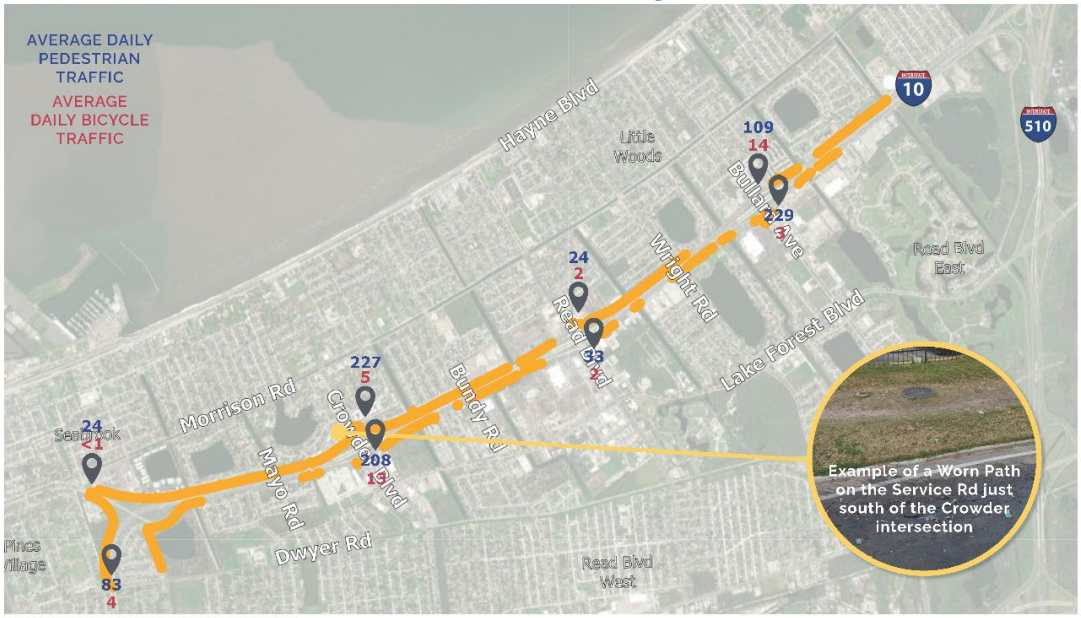


Getting Around the East
WALKING • BIKING

DEMONSTRATED NEED

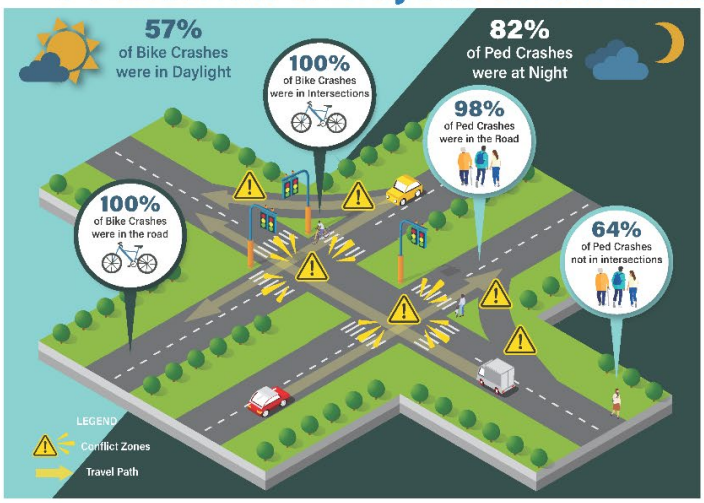
Pedestrian and bicycle travel on the **I-10** Service Roads

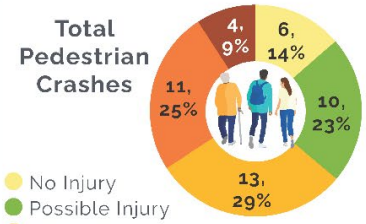
Worn Paths & Pedestrian/ Bicycle Traffic Counts

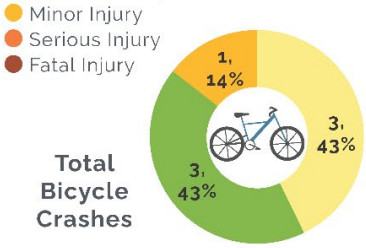


Source: Averages are based on one-week traffic counts conducted by ITE Regions... 2023

Pedestrian & Bicycle Crash Statistics 2017-2021







The crash statistics from 2017 through 2021 show patterns regarding where people who are traveling by foot and by bicycle face conditions that may need safety investments.

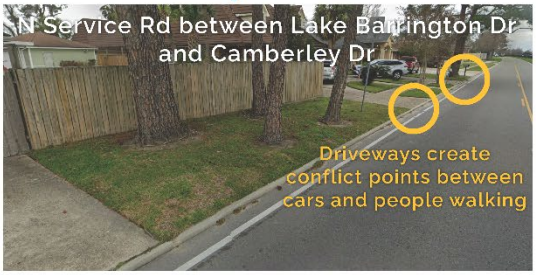
Special Disclaimer concerning Crash Data: CONFIDENTIAL INFORMATION – This report is prepared solely for the purpose of identifying, evaluating, and planning safety improvement on public roads; and is therefore exempt from discovery or admission under 23 U.S.C. 407.

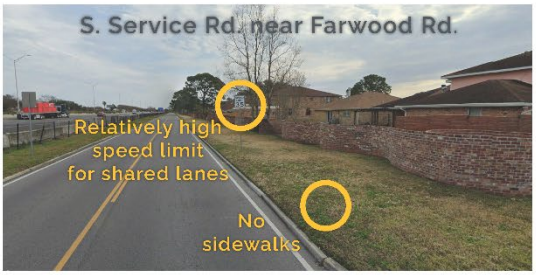
Getting Around the East
WALKING • BIKING

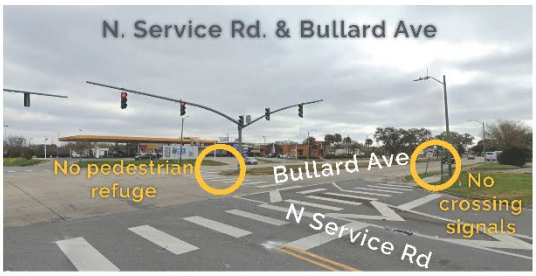
I-10 SERVICE ROAD CONDITIONS

Characteristics of the Service Roads that affect safe travel

Example Conditions on the Service Roads







These conditions show some of the ways that the Service Roads are not designed to accommodate pedestrians and bicyclists.

Transit Routes & Stops in the Project Area

There are 140 bus stops within a half mile of the I-10 Service Roads corridor. A half-mile is the average distance that people can walk from where they are going or coming from and where they catch the bus.

Getting Around the East
WALKING • BIKING

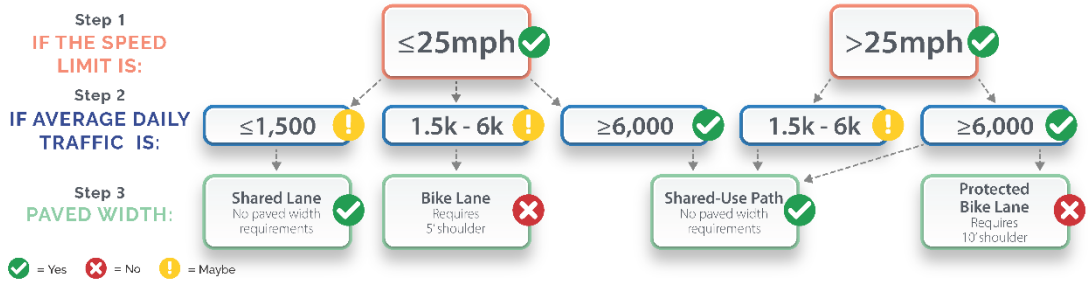
FEASIBILITY FACTORS

The measurements and characteristics that affect what investment alternatives are available

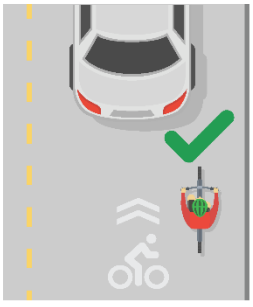
Speeds & Average Daily Traffic

Although speed limits are 25mph to 35mph on the I-10 Service Roads, average travel speeds are up to 58mph, based on 2023 traffic counts.

What investments will work on the Service Roads?

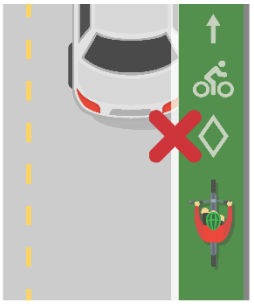


Shared Lane



A shared travel lane **works best** where the speed limit is 25mph and there are less than 1,500 vehicles per day

Bike Lane

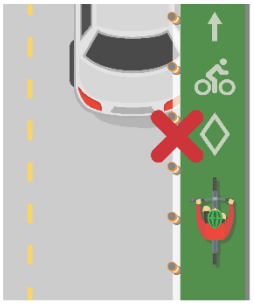


A bike lane **won't work** because the paved roadway is not wide enough for 2 travel lanes and the 5' bike lane

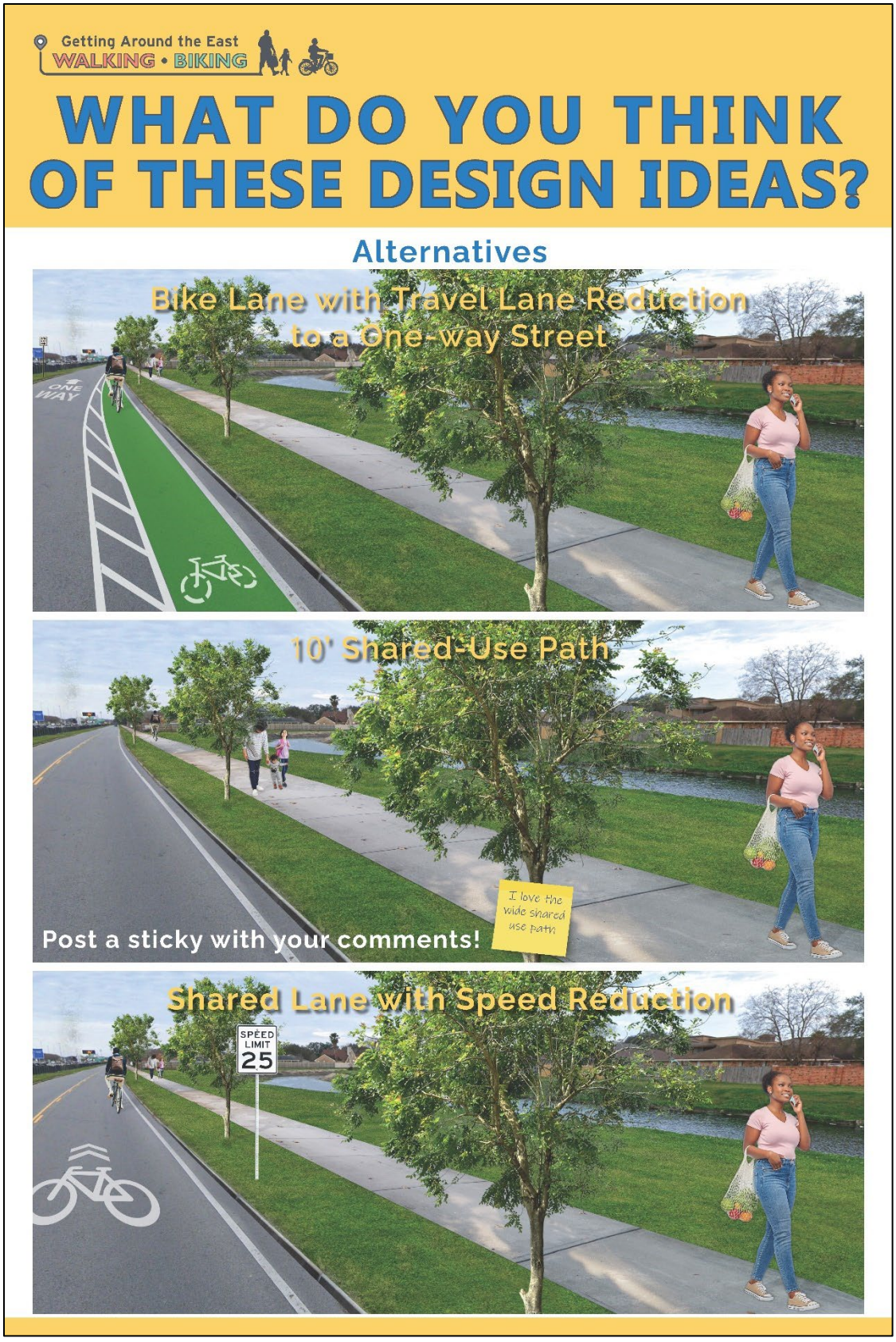
Shared-Use Path

A shared lane **will work** along the entire corridor because it doesn't require any additional paved road width.

Protected Bike Lane



A protected lane **won't work** because the paved roadway is not wide enough for 2 travel lanes and the 5' bike lane


Getting Around the East
WALKING • BIKING
WHAT DO YOU THINK OF THESE DESIGN IDEAS?
Alternatives
Bike Lane with Travel Lane Reduction to a One-way Street
ONE WAY
10' Shared-Use Path
I love the wide shared use path
Post a sticky with your comments!
Shared Lane with Speed Reduction
SPEED LIMIT 25

Getting Around the East
WALKING • BIKING

HOW DO YOU GET AROUND THE EAST?

Tell us by using your sticky dots!

I use...	Never	Rarely	Sometimes	Most of the Time	All the Time
My own car 	Never	Rarely	Sometimes	Most of the Time	All the Time
Borrow a car 	Never	Rarely	Sometimes	Most of the Time	All the Time
Carpool 	Never	Rarely	Sometimes	Most of the Time	All the Time
Uber/Lyft 	Never	Rarely	Sometimes	Most of the Time	All the Time
Taxi 	Never	Rarely	Sometimes	Most of the Time	All the Time
Bus 	Never	Rarely	Sometimes	Most of the Time	All the Time
Walk 	Never	Rarely	Sometimes	Most of the Time	All the Time
Bike 	Never	Rarely	Sometimes	Most of the Time	All the Time
Other (write on sticky note)			I use a....		

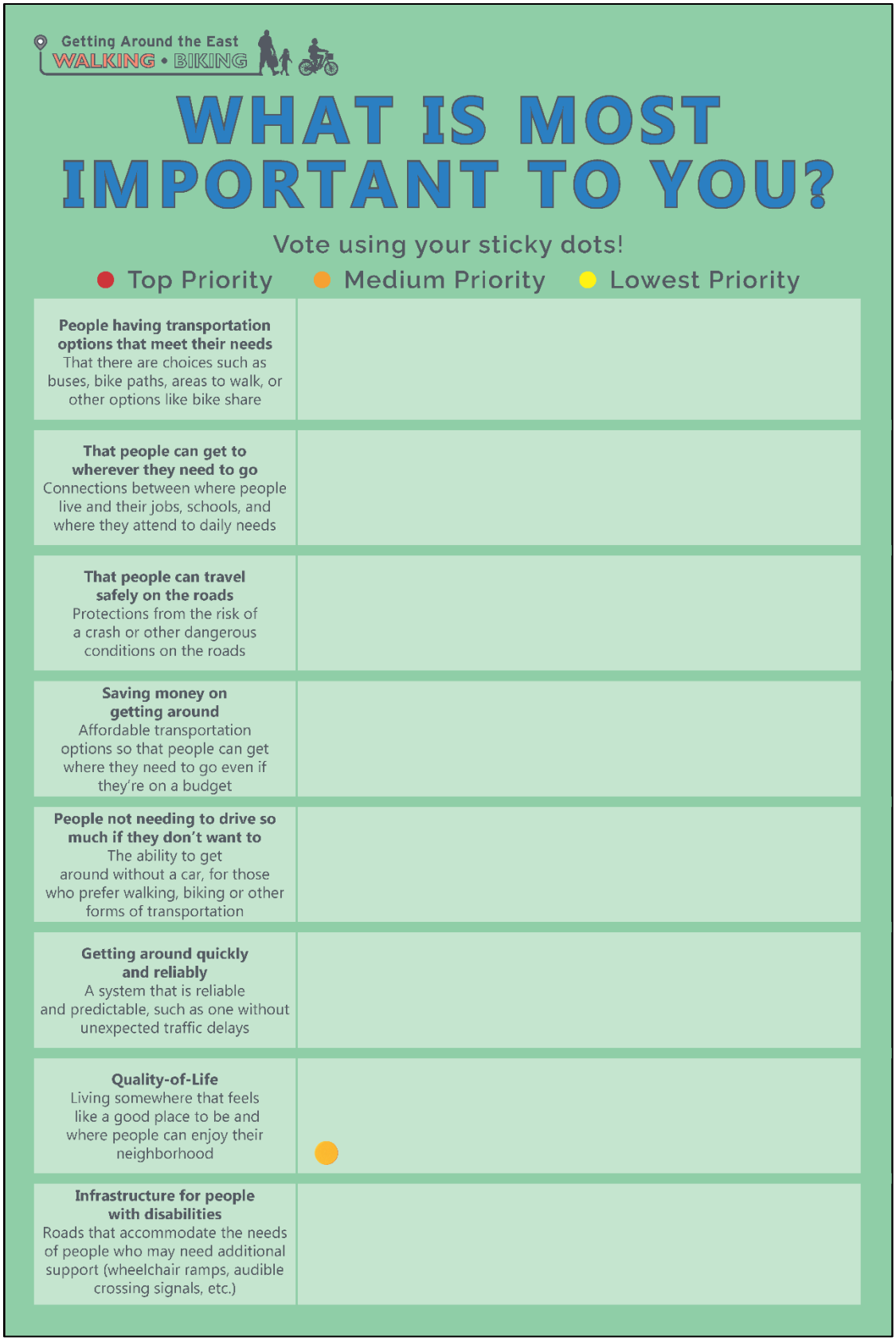
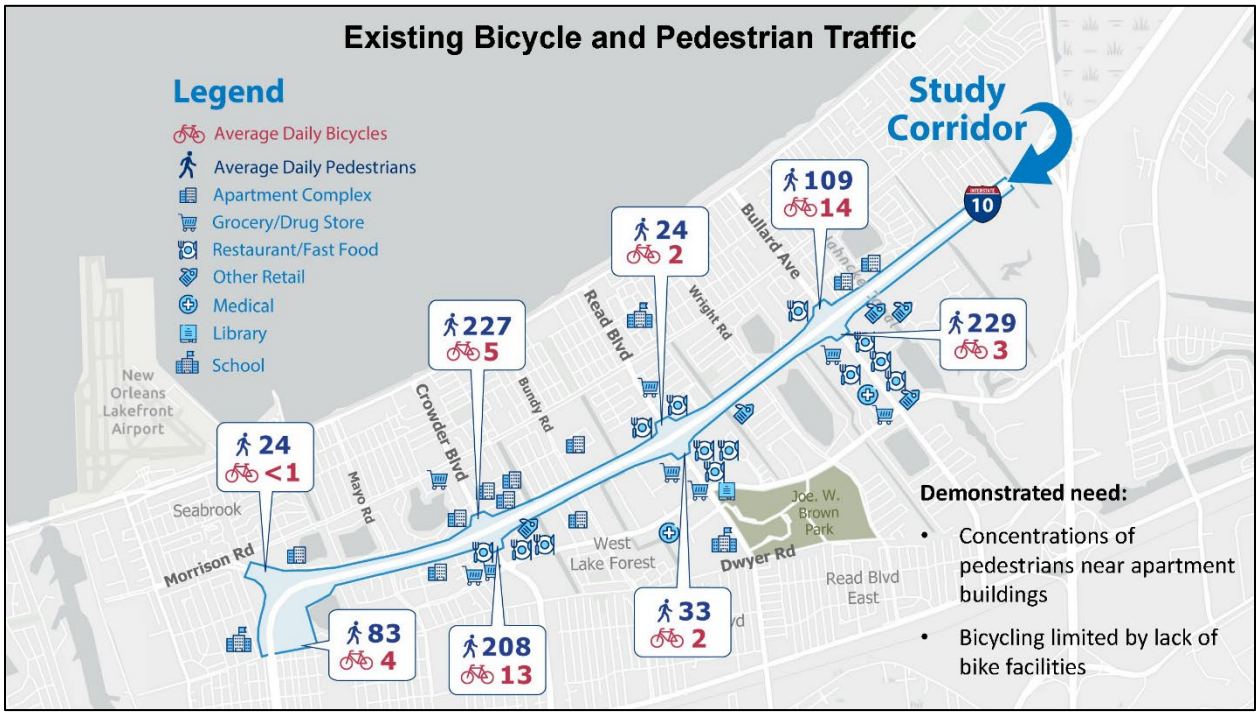
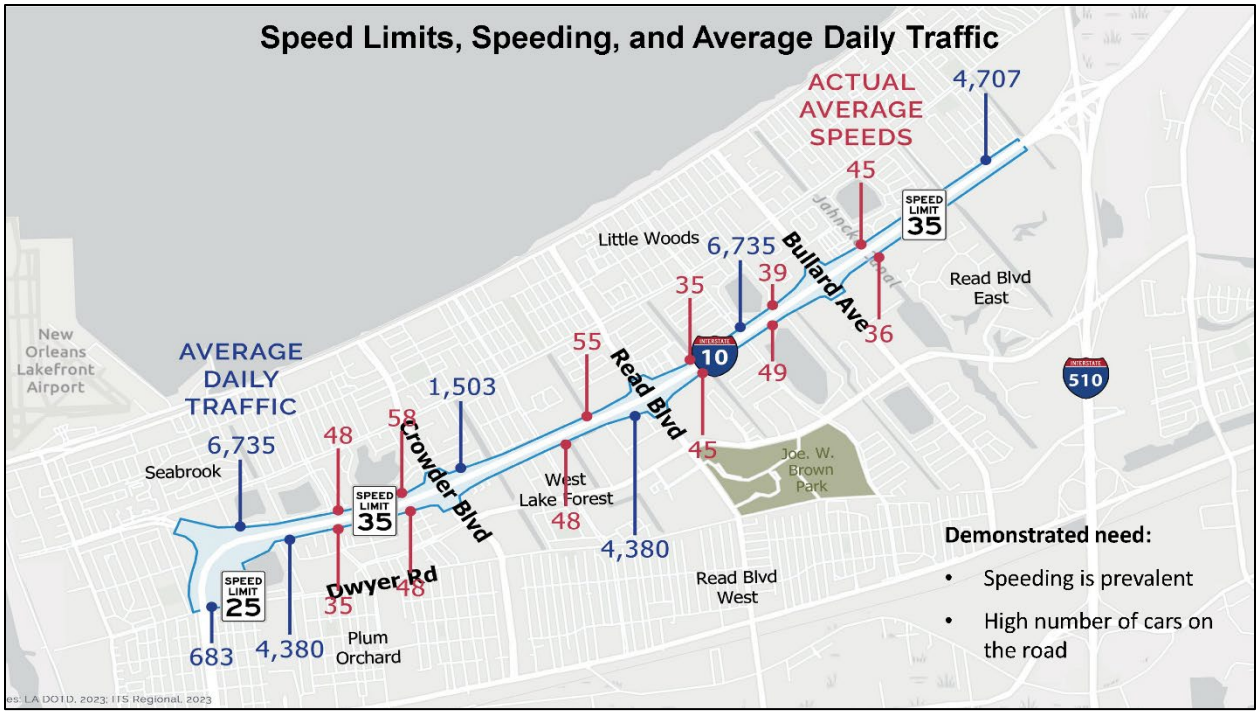

Getting Around the East
WALKING • BIKING
WHAT IS MOST IMPORTANT TO YOU?
Vote using your sticky dots!
Top Priority
Medium Priority
Lowest Priority
People having transportation options that meet their needs
That there are choices such as buses, bike paths, areas to walk, or other options like bike share
That people can get to wherever they need to go
Connections between where people live and their jobs, schools, and where they attend to daily needs
That people can travel safely on the roads
Protections from the risk of a crash or other dangerous conditions on the roads
Saving money on getting around
Affordable transportation options so that people can get where they need to go even if they're on a budget
People not needing to drive so much if they don't want to
The ability to get around without a car, for those who prefer walking, biking or other forms of transportation
Getting around quickly and reliably
A system that is reliable and predictable, such as one without unexpected traffic delays
Quality-of-Life
Living somewhere that feels like a good place to be and where people can enjoy their neighborhood
Infrastructure for people with disabilities
Roads that accommodate the needs of people who may need additional support (wheelchair ramps, audible crossing signals, etc.)

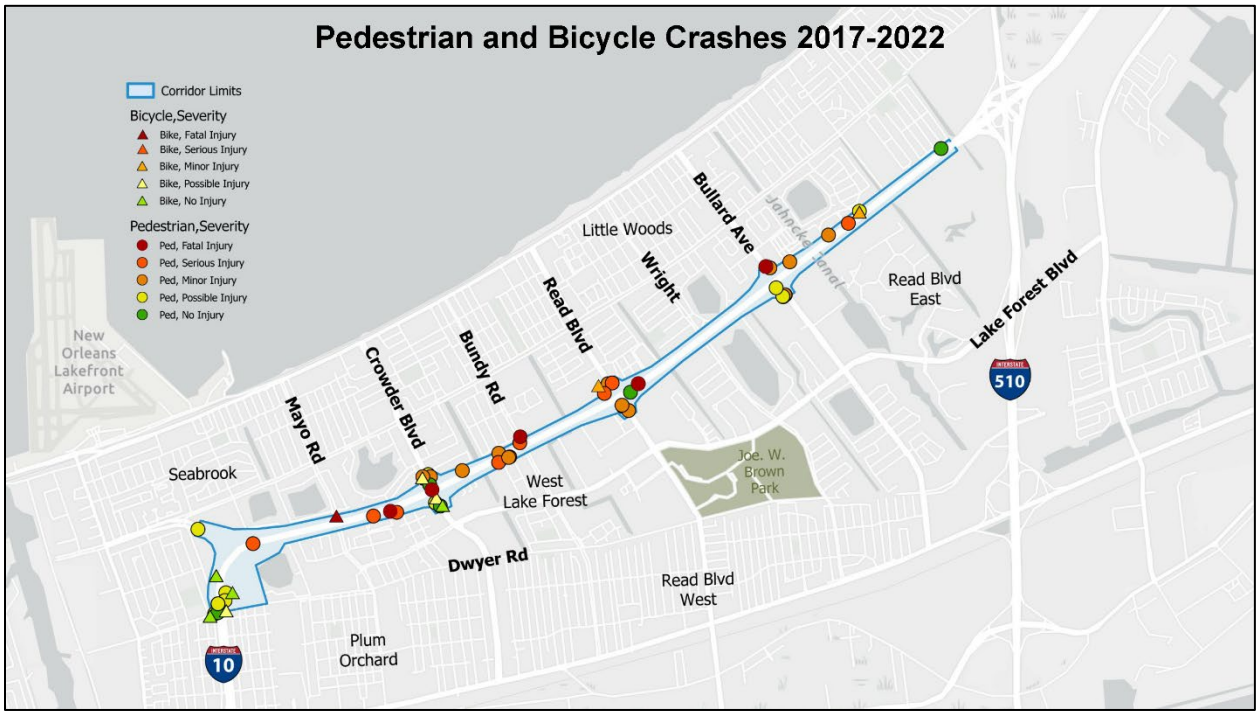
Figure B4-2: Presentation for Public Meeting #2

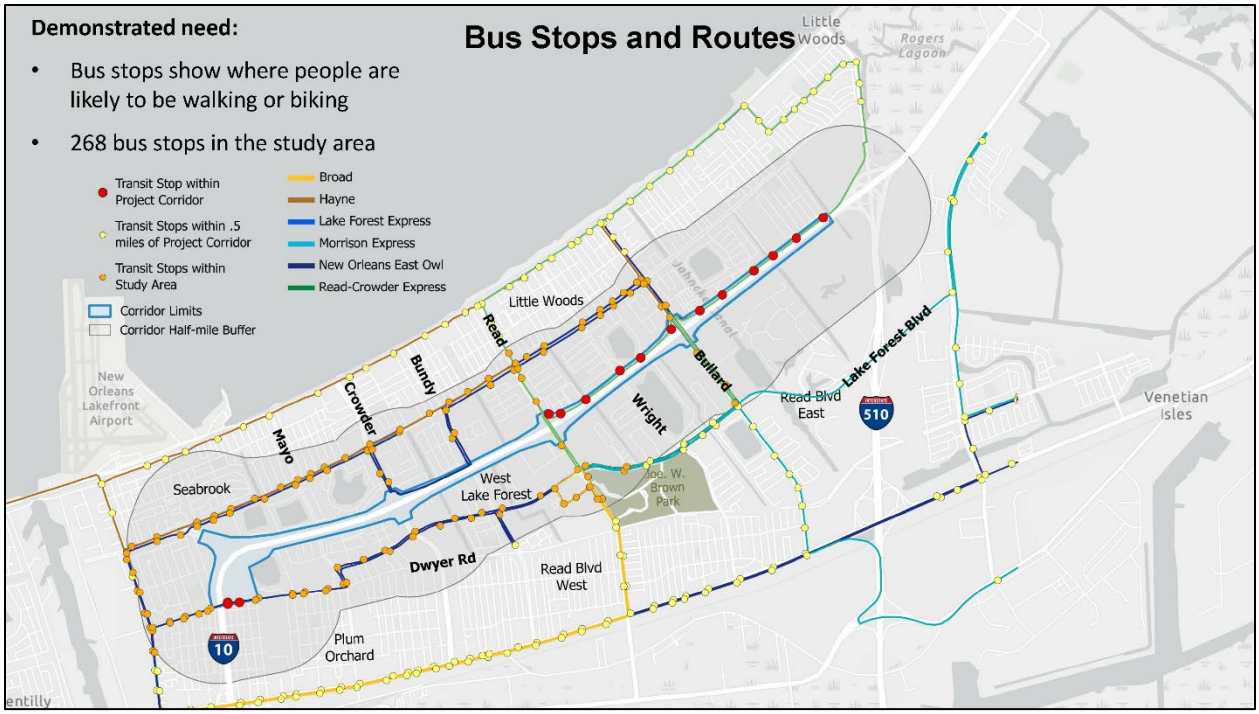
Getting Around the East
WALKING • BIKING

1. Demonstrated Need




Speed Limits, Speeding, and Average Daily Traffic
ACTUAL AVERAGE SPEEDS
4,707
45
SPEED LIMIT 35
Little Woods
6,735
39
35
Bullard Ave
Read Blvd East
36
49
55
Read Blvd
10
510
AVERAGE DAILY TRAFFIC
1,503
58
48
Crowder Blvd
45
Joe. W. Brown Park
6,735
Seabrook
SPEED LIMIT 35
West Lake Forest
48
4,380
Read Blvd West
Demonstrated need:
• Speeding is prevalent
• High number of cars on the road
SPEED LIMIT 25
Dwyer Rd
48
35
683
4,380
Plum Orchard
New Orleans Lakefront Airport


Pedestrian and Bicycle Crashes 2017-2022
Corridor Limits
Bicycle,Severity
Bike, Fatal Injury
Bike, Serious Injury
Bike, Minor Injury
Bike, Possible Injury
Bike, No Injury
Pedestrian,Severity
Ped, Fatal Injury
Ped, Serious Injury
Ped, Minor Injury
Ped, Possible Injury
Ped, No Injury
Little Woods
Bullard Ave
Wright
Read Blvd
Read Blvd East
Lake Forest Blvd
Mayo Rd
Crowder Blvd
Bundy Rd
510
Seabrook
West Lake Forest
Joe. W. Brown Park
Dwyer Rd
Read Blvd West
Plum Orchard
10
New Orleans Lakefront Airport



Getting Around the East
WALKING • BIKING

2. Review of Possible Solution Factors

NOE I-10 Service Roads Corridor
Safety Analysis

2. Review of Possible Solution Factors

Priorities in determining possible solutions:

- **Fully connected pathways**
- **Must use existing paved roadway**
- **Off-road shared-use facilities where possible**
- **Intersections**
- **Connections with existing and planned sidewalks/bike lanes**
- **Transit stops**
- **Pedestrian bridges over the interstates**
- **Policies and Regulations**

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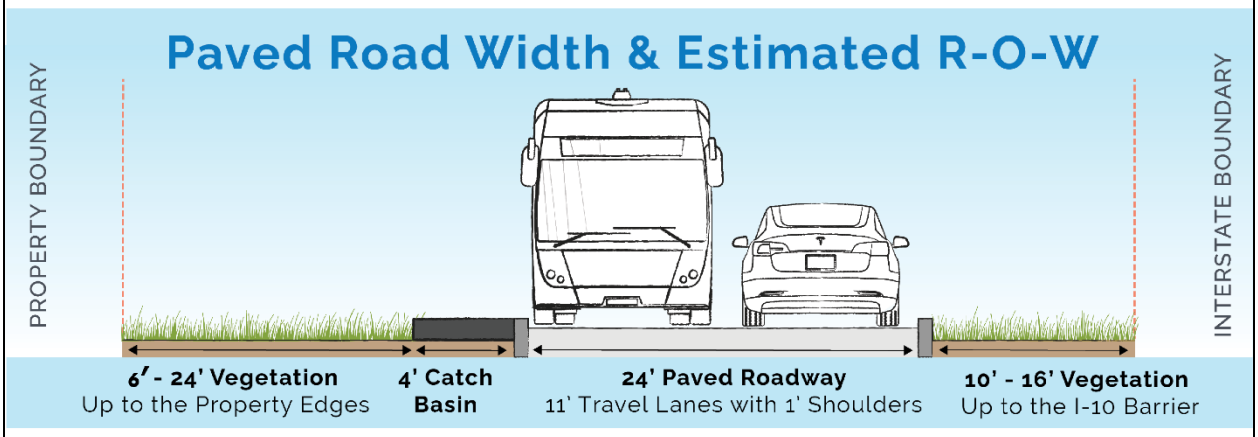
Getting Around the East WALKING • BIKING

NOE I-10 Service Roads Corridor
Safety Analysis

2. Review of Possible Solution Factors



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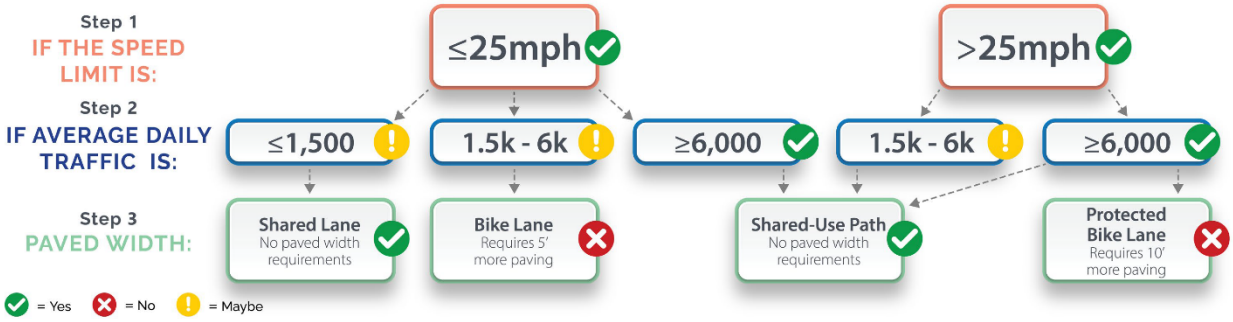
Getting Around the East WALKING • BIKING

NOE I-10 Service Roads Corridor
Safety Analysis

2. Review of Possible Solution Factors

Feasibility decision tree:



Sources: National Association of City Transportation Officials, Urban Bikeway Design Guide, "Contextual Guidance for Selecting All Ages & Abilities Bikeways;" New Orleans Bikeway Design Guide, 2021.

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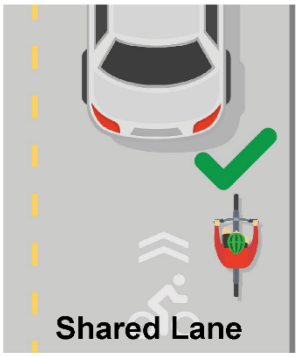
Getting Around the East
WALKING • BIKING

NOE I-10 Service Roads Corridor
Safety Analysis

2. Review of Possible Solution Factors



A shared travel lane **will work** where the speed limit is 25mph and there are less than 1,500 vehicles per day

A bike lane **won't work** because the paved roadway is not wide enough for travel lanes and the 5' bike lane

A shared lane **will work** because it doesn't require any additional paved road width. It is the only feasible option.

A protected lane **won't work** because the paved roadway is not wide enough for travel lanes and the 5' bike lane

Getting Around the East
WALKING • BIKING

3. Design Concepts


3. Design Concepts
ONE WAY
Example of Added Bike Lane with Lane Reduction to One Way Street and New Sidewalk


3. Design Concepts
Example of New Shared-Use Path

Getting Around the East
WALKING • BIKING

4. Results of public meeting

NOE I-10 Service Roads Corridor
Safety Analysis

4. Results of public meeting

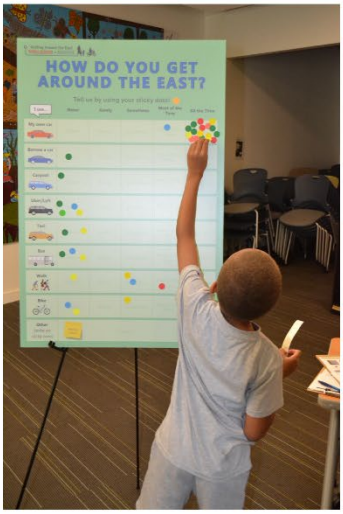
What we heard:

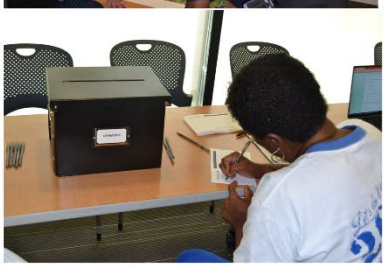
- "Privacy a safety issue for homeowners if constructed behind homes - place sidewalk closest to I-10 to preserve privacy of homeowners"
- "North side Bundy to Read - lots of pedestrians walk in the street with their groceries, laundry, and baby strollers"
- "There is a great need for each block to have sidewalks completed"

Getting Around the East
WALKING • BIKING

NOE I-10 Service Roads Corridor
Safety Analysis

4. Results of public meeting





What we heard:

- "Some sort of passive measures are required to slow down drivers. White paint alone does not save lives."
- "It would be great to have a walking path or bridge across the interstate."
- "Ensure there is significant distance from drivers."
- "State cuts grass infrequently and homeowners cut in between"

Getting Around the East
WALKING • BIKING

NOE I-10 Service Roads Corridor
Safety Analysis

4. Results of public meeting

Responses to the design ideas:

- "2-way traffic essential due to distances between access roadways (intersections)"
- "We need a fourth option: bike lane on same side as sidewalk"
- "Pedestrian/bike path needs to be protected with barriers"
- "Speed reduction needs barriers not just signs"
- "Cars will not obey speed reduction"
- "Pedestrian road - two way"
- "I don't think this is a good idea. The Service Roads were never meant for walking or biking. It was built to get around in vehicles"

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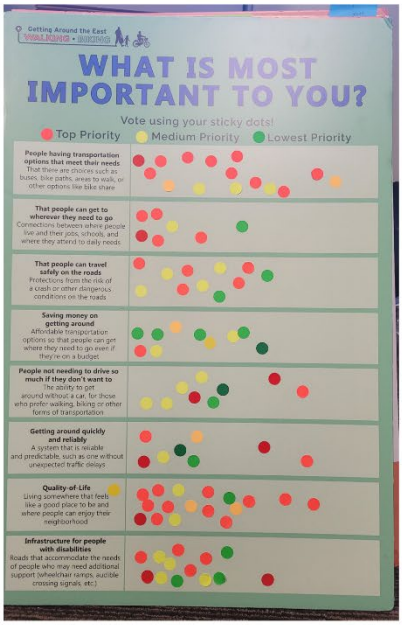
NOE I-10 Service Roads Corridor
Safety Analysis

4. Results of public meeting



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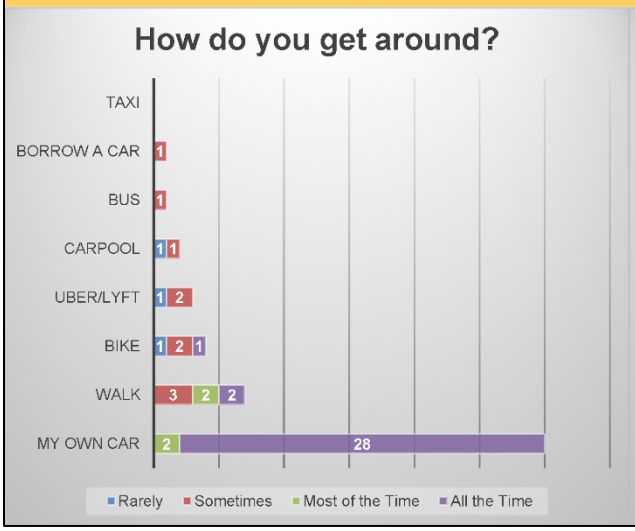
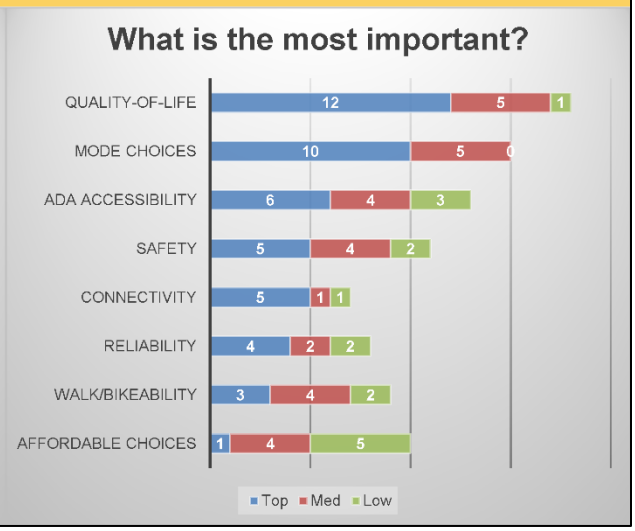
NOE I-10 Service Roads Corridor
Safety Analysis

4. Results of public meeting





Getting Around the East
WALKING • BIKING

5. Results of Online Survey

NOE I-10 Service Roads Corridor
Safety Analysis

5. Results of Online Survey

1. Is there anything that you would like to tell us about the walking, biking, or other alternative transportation conditions in the area?

"This community needs space and access to safe streets that allow use for all users."

"Make sure there are trash Receptacles along the way."

"…walking or biking in this area seems unsafe…there is large trash everywhere. There is limited to no sidewalk or walking trails."

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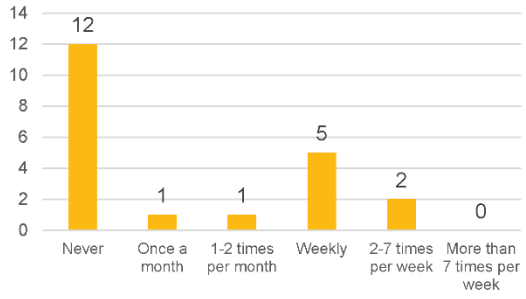
Getting Around the East
WALKING • BIKING

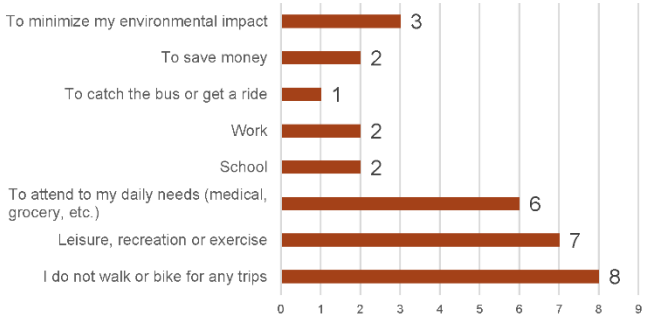
NOE I-10 Service Roads Corridor
Safety Analysis

5. Results of Online Survey

2. On average, how often do you walk, bike, use a scooter, or other mobility device for travel in the I-10 Service Roads corridor?



3. If you do walk, bike, use a scooter, or other mobility device in the Service Roads corridor, what are the purposes of your trips?*



*respondents could select all that were relevant

Getting Around the East WALKING • BIKING

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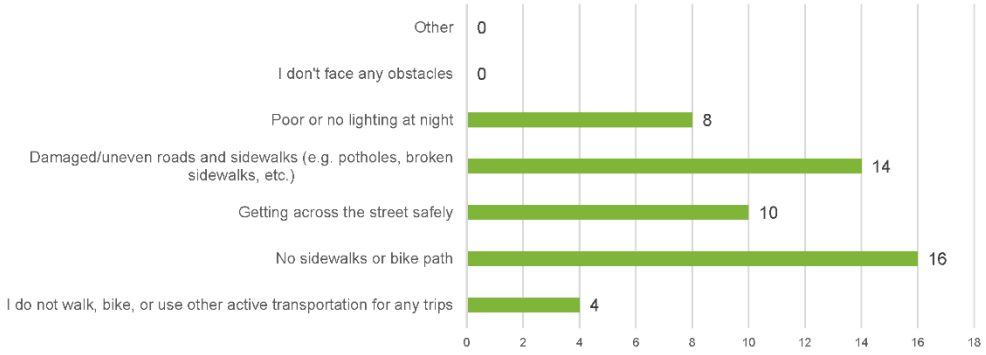
NOE I-10 Service Roads Corridor
Safety Analysis

5. Results of Online Survey

4. What are the main obstacles you face when walking, biking, using a scooter, or other mobility device in the Service Roads corridor?*



Getting Around the East WALKING • BIKING

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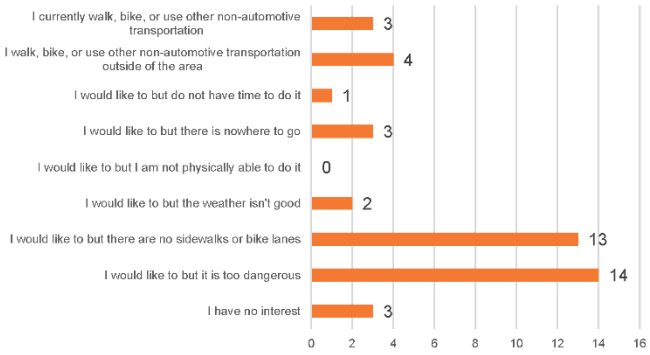
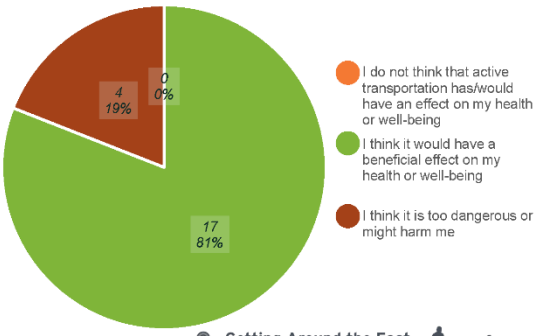
NOE I-10 Service Roads Corridor
Safety Analysis

5. Results of Online Survey

5. If you do not currently walk, bike, or use other non-automotive transportation in the area, why not?*



6. How do you think active transportation like walking or biking would affect your overall health and well-being?



Getting Around the East
WALKING • BIKING

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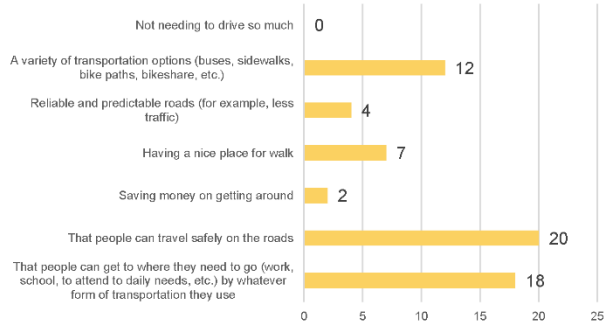
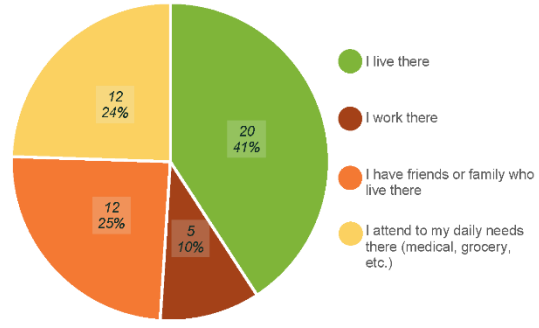
NOE I-10 Service Roads Corridor
Safety Analysis

5. Results of Online Survey

7. Which of the following are the most important to you? (Choose your top 3)



8. Do you live, work or spend other time in New Orleans East?*



Getting Around the East
WALKING • BIKING

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Getting Around the East
WALKING • BIKING

6. Summary of Challenges

NOE I-10 Service Roads Corridor
Safety Analysis

6. Summary of Challenges

Challenges

- Available Roadway Width too Narrow for a Bike Lane
- Available Right-of-Way Width Varies
- Right-of-Way trees or utility equipment obstructions
- Long-Term Maintenance (Path and Right-of-Way)
- High Cost of Infrastructure (number of bridge facilities and length of roadway: ~11 miles)
- Need to Prioritize Segments/Phase Segments

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Getting Around the East
WALKING • BIKING

Getting Around the East
WALKING • BIKING

7. Conceptual Solutions

NOE I-10 Service Roads Corridor
Safety Analysis

7. Conceptual Solutions

Treatments:

- Lighting
- 10' Bike/Foot Path along the Service Roads/located on outside-opposite Interstate
- Mix of treatments to address available width for path:
  - 5' or 6' sidewalk
  - 8' shared use path where there are width limitations
- 3 new Bike/Foot bridges over existing canals along Service Roads
- 3 new Bike/Foot bridges over Interstate 10 at Mayo, Bundy, & Wright
- Connect a new eastbound south side Service Road path to existing sidewalk on Dwyer Rd.


Example of Shared-Use Path

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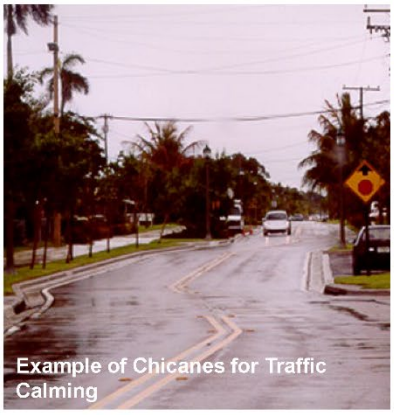
Getting Around the East
WALKING • BIKING

NOE I-10 Service Roads Corridor
Safety Analysis

7. Conceptual Solutions

Other considerations requiring future analysis:

- Manage Traffic Speed
  - Traffic calming
  - Roadway geometry
- Manage Traffic Safety
  - Physical barriers
- Driveway consolidation
- Maintenance



Example of Chicanes for Traffic Calming

Example of Hardened Centerlines for Traffic Safety Control

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Getting Around the East
WALKING • BIKING

NOE I-10 Service Roads Corridor
Safety Analysis

8. Next Steps

Getting Around the East
WALKING • BIKING

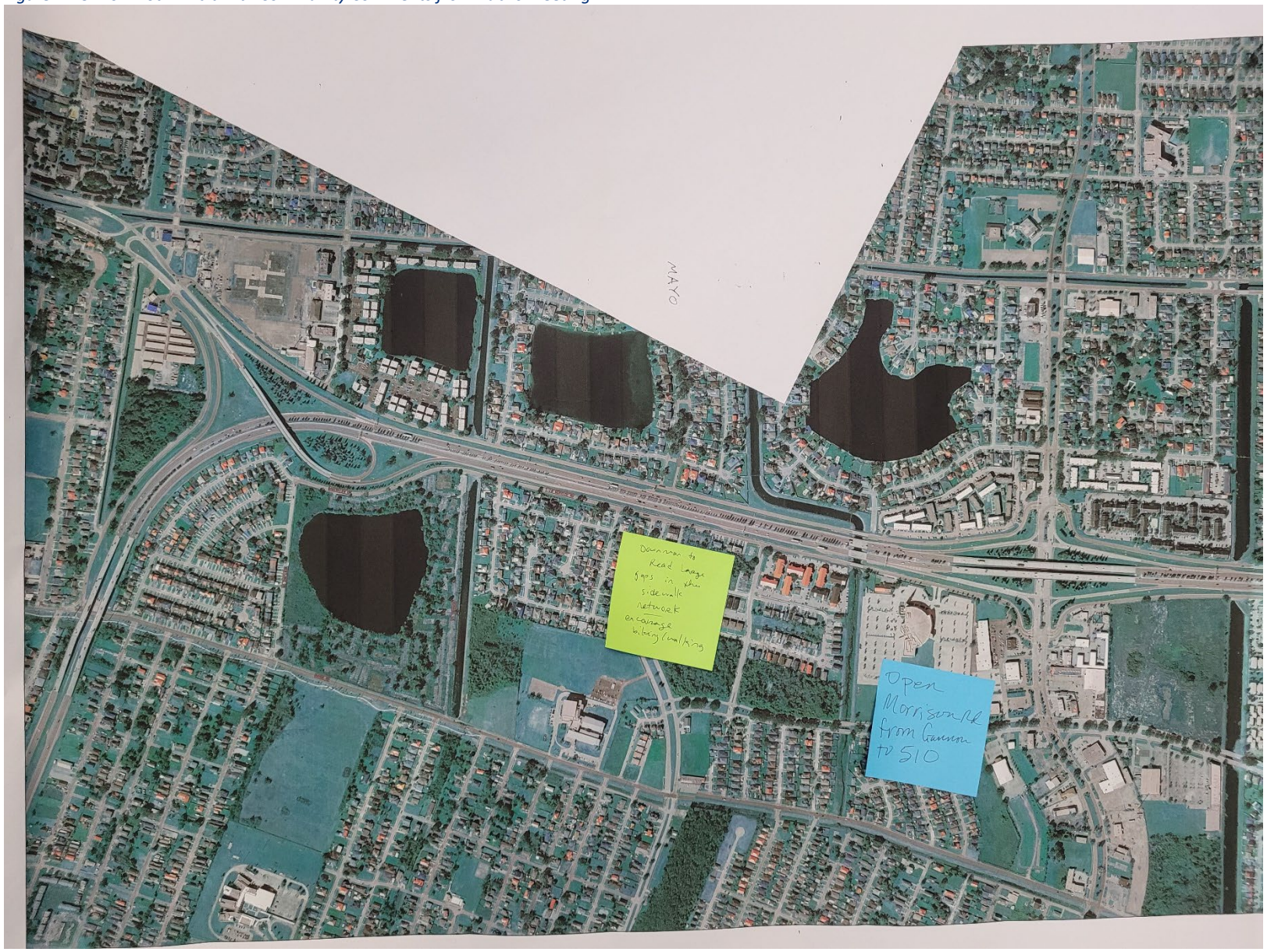
9. Breakout Session

Contact Us

New Orleans Regional Planning Commission
Karen J Parsons, AICP
kparson@norpc.org
(504) 483-8511

HNTB
Kate Múspell, AICP
kmuspell@hntb.com
(504) 872-3024

Figure B4-3: Roll Plot Exhibit with Community Comments from Public Meeting #2




Service Road
Bullard Road


Bullard I-10 crossing need sidewalks
Sidewalk
Pedestrian Bridge

APPENDIX B5. PUBLIC MEETING FEEDBACK RECEIVED

PUBLIC MEETING # 1

Voting Board Results

Table B5- 1: Priorities Voting Board Results

Priorities	Abbreviation	Top	Med	Low	Total
Saving money on getting around **Affordable transportation options so that people can get where they need to go even if they're on a budget**	Affordable Choices	1	4	5	10
People not needing to drive so much if they don't want to **The ability to get around without a car, for those who prefer walking, biking or other forms of transportation**	Walk/Bikeability	3	4	2	9
Getting around quickly and reliably **A system that is reliable and predictable, such as one without unexpected traffic delays**	Reliability	4	2	2	8
That people can get to wherever they need to go **Connections between where people live and their jobs, schools, and where they attend to daily needs**	Connectivity	5	1	1	7
That people can travel safely on the roads **Protections from the risk of a crash or other dangerous conditions on the roads**	Safety	5	4	2	11
Infrastructure for people with disabilities **Roads that accommodate the needs of people who may need additional support (wheelchair ramps, audible crossing signals, etc.)**	ADA Accessibility	6	4	3	13
People having transportation options that meet their needs **That there are choices such as buses, bike paths, areas to walk, or other options like bike share**	Mode Choices	10	5	0	15
Quality-of-Life **Living somewhere that feels like a good place to be and where people can enjoy their neighborhood**	Quality-of-life	12	5	1	18
Total		**46**	**29**	**16**	**91**

Figure B5- 1: Priorities Voting Board Results

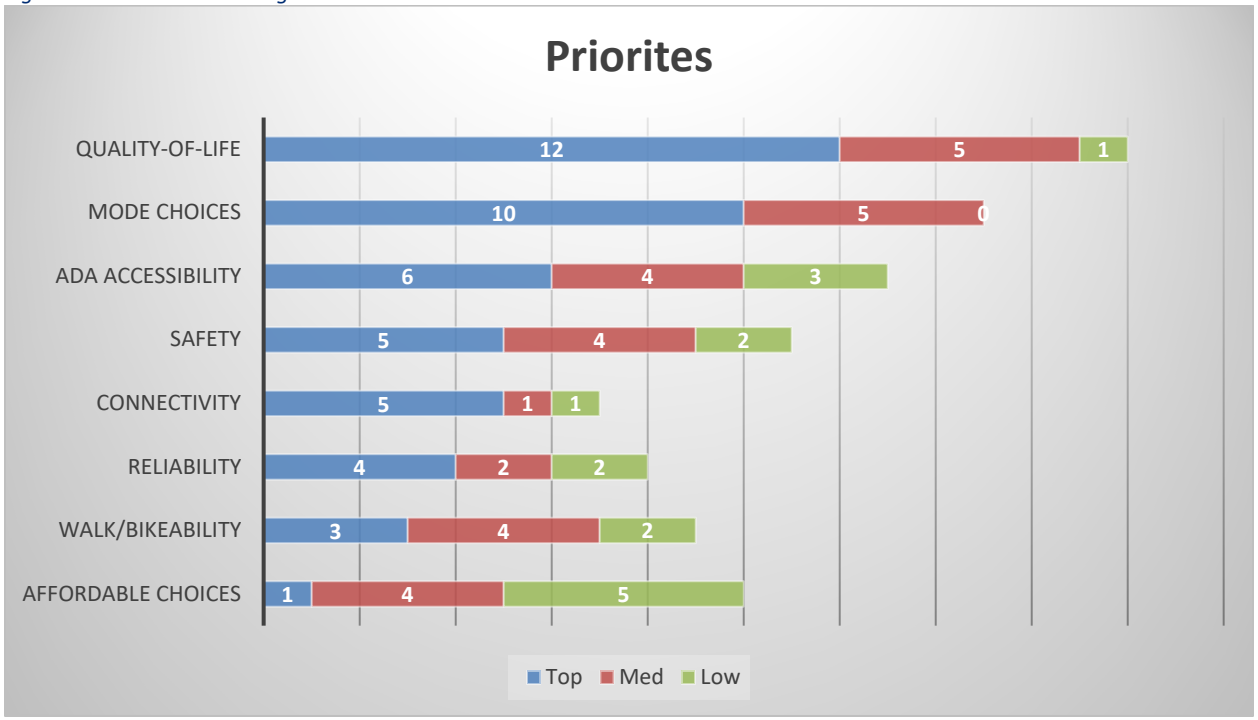
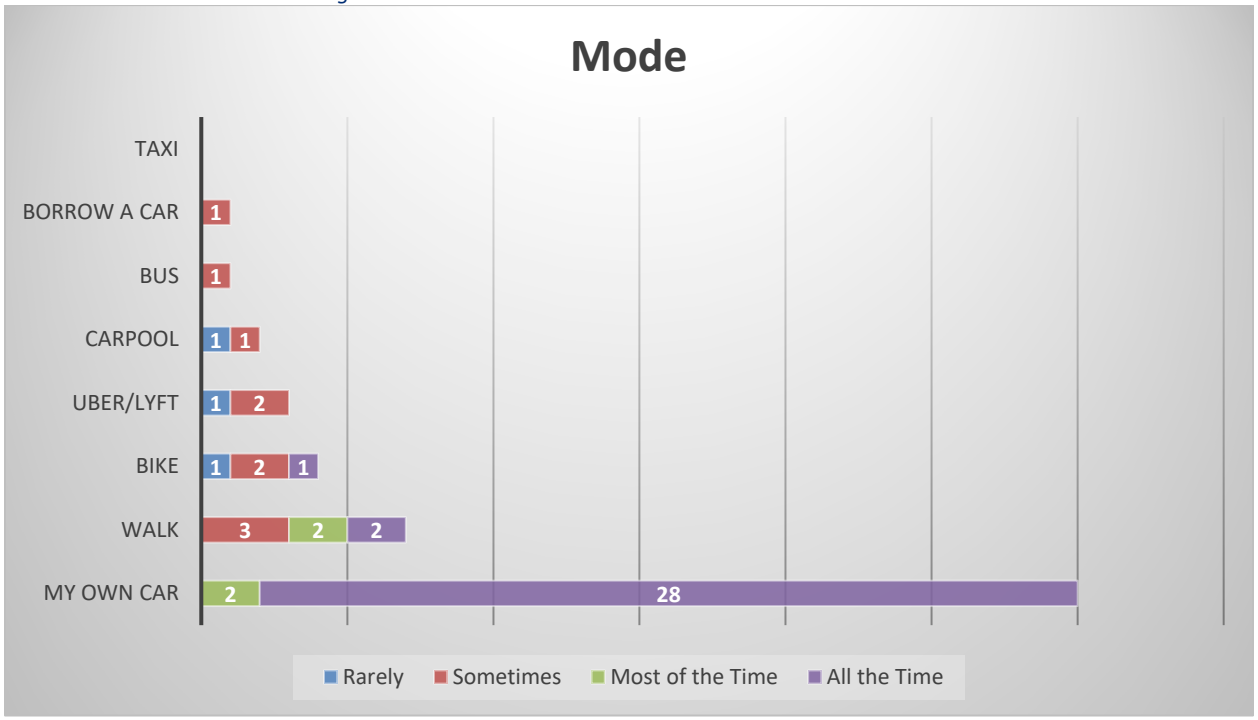


Table B5- 2: Travel Mode Voting Board Results

Mode	Never	Rarely	Sometimes	Most of the Time	All the Time	Total
My own car				2	28	**30**
Walk	2		3	2	2	**9**
Bike	4	1	2		1	**8**
Uber/Lyft	5	1	2			**8**
Carpool	2	1	1			**4**
Bus	5		1			**6**
Borrow a car	1		1			**2**
Taxi	4					**4**
Total	**23**	**3**	**10**	**4**	**31**	

Table B-1. D. 1: Travel Mode Voting Board Results



Sticky Note Comments on Exhibits

Table B5- 3: Comments on Image of One Way with Bike Lane

Comment
Very few residents in my subdivision use public transportation. We don't need or want a bus stop at Mayo & N. I-10 Service Rd. The proximity of the bus stop to my driveway will make me feel unsafe
Still unsafe! Without enforcement
Average speed is not 58. I live on the Service Road. The average is 70-80 MPH
Speed reduction alone is not enough. Enforcement is the only solution
2-way traffic essential due to distances between access roadways (intersections)
We need a fourth option -bike lane on same side as sidewalk -that's dedicated to bikes
Study needs to include data on number of car crashes on the Service. Bike and pedestrian traffic will be negatively impacted
Pedestrian/bike path needs to be protected with barriers
10' Shared Use Path √√√√√
Put lighting on service corr. While completing paths
No! Terrible idea
Too close to street - drivers ignore speed laws
The speed of cars on I-10 parallel to Service Road walkers & riders
I am against any plan that will require the taking of my property in whole or part (imminent domain)
A lot of good ideas posted on y'all study. Thanks for the N.O. East
I don't think this is a good idea. The Service Roads were never meant for walking or biking. It was built to get around in vehicles
As a longtime resident I do not want people walking or biking on it
Need barrier - cement along lane

Table B5- 4: Comments on Image of Shared-use Path

Comment
Best of the 3 plans
Improved walkways. Extremely dangerous for pedestrians
Logically this is the best option of those depicted
Pathways walkways are a great improvement
Need ped & bikers to have a shared use path
We need more lanes due to traffic back up on interstate
Pedestrian road - two way
Will encourage more walking and residents will lose their privacy. Should be on outside of roadway not on residential side
Better option among the rest - need lines on walkway for bikes
I like the 10' shared-use path
N.O. East needs more Service Rd. for when the interstate is back-up

Comment
Pedestrian/bike path should work with traffic patterns not increasing problems by not taking bad driving habits into consideration
Shared walk/bike
This is best
Do not decrease streets

Table B5- 5: Comments on Image of Shared-use Lane

Comment
White paint does not save lives
No - car speed and no enforcement = accidents
Cars will not obey speed reduction
Speed reduction needs barriers not just signs
Insufficient width available

Comment Cards

Table B5- 6: Comment Cards Collected at Public Meeting #1

Comment	Date	Name	Organization	Zip	Email	Phone
Keep grass cut. Sidewalk on Service Rd	6/5/2023	Ware		70128		
Prefer bikes not at Bullard & I-10 Service Rds. Should retest w/every driver's license renewal	6/6/2023	Linda P Adams				
Some sort of passive measures are required to slow down drivers. Enforcement is a lost cause. White paint alone does not save lives.	6/6/2023	Clark Thompson	Ghost Bikes			
Thank you for the information and data provided. Please consider collecting data regarding the number of vehicles that have entered the homes and properties of residents along the I-10 Service Road. This data is missing from your data collection and is critical to the safety of bikers and walkers.	6/6/2023	Gail Armant		70126	gfarmant@yahoo.com	5042447274
It would be great to have a walking path or bridge across the interstate. Maintain the walking/bike path - remove rocks & debris, repair cracks & humps in path. Ensure there is significant distance from drivers. Work with law enforcement to ensure laws are adhered to. DOT needs to educate drivers of safety practices.	6/6/2023	Daphne F.			daphnep.phd@gmail.com	
Open Dwyer Rd pass Wright Rd so that bikes and pedestrians can use that area. This will allow for auto & buses to use our narrow streets.	6/6/2023	Claudia Celestand	Fauberg	70128	celfarm2@yahoo.com	
Thanks for not including where New Orleans East begins. Downman and Dwyer deserves the same services, we are not in Pines Village. Would love to have a conversation with the planning committee.	6/6/2023	Lavon Jackson	Melia Subdivision	70126	lavonjackson38@hotmail.com	
Elevated pedestrian walkway (designated by the community) to connect the community.	6/6/2023	Gladdis Brisco		70117	yaimoe@cox.net	
They need lighting too. The service roads need more lighting. Sometimes you can't see them. They need reflective clothing.	6/6/2023	Wilhemina J. Anderson		70128		
Excellent project - would love bike lanes (dedicated) on the same side as sidewalk (raised) where pedestrians feel safest. Also pedestrian bridges to be built along Bullard, Crowder area.	6/6/2023	Abraham	Passport New Orleans Grant Consulting	70128	passportneworleansevents@gmail.com	5044071882
I hope this comes to fruition the people in NOE really need walks down the service roads. No street lights. Pedestrians are walking in the street.	6/6/2023	Brenda Jackson	NOE resident	70128		
Not enough police coverage to add bike lanes/sidewalks or additional pedestrian areas. People should be charged a fee/written test to have driver's license renewed due to new types of roads/service roads. 110% against bike lanes. Police coverage before changing anything out here.	6/6/2023	Linda P. Adams		70128	lpadams@att.net	5047105402
Happy for the concerns for safety for the New Orleans East community. Particularly interested in a safe walking area for the service road (north side) that runs from Bullard Rd to Paris Rd. Many pedestrians walking in the street often at night with very little lighting.	6/6/2023	Vicki Davenport	Lake Carmel	70128	vhdavenport@gmail.com	5042748699
Shared-use path - preferred Litter collection is a priority	6/6/2023	Andre Baugh		70126	andrebaugh44@gmail.com	5042440842

Comment	Date	Name	Organization	Zip	Email	Phone
All communications must include url's to access study and submit comments QRC not adequate: hyperlink the QRC Can't use QR code when reading email on phone	6/6/2023		Eastern New Orleans Civic Association		enolacivic@gmail.com	
No enforcement - proper signage - no loud music - no loitering - no trash dumping - speed on service - privacy and security (too close to my home) - place sidewalk on I-10 side, not behind fences on residential side - trash/dumping, maintenance, grass cutting - quality of life: graffiti on sidewalk and signage - no buses please damage to streets: use Morrison - install a "walking and biking" etiquette sign	6/5/2023	Mike and A. Bevrotte		70126	abevrotte1@cox.net	
More law enforcement is needed! To slow down! Stop riding. Bike lanes are not maintained. If not cleared - not conducive to bikers or walkers. Select shared-use path of all facilities.	Jun-23	Daphne F.				
Accidents happen off the street in yards. State is not cutting the grass between Crowder and Read on north side Worry about people loitering and gathering						
They need to be permeable surfaces Options: -wider roadway up to and including the sidewalk row -keep grassy separation but convert to permeable pavers w/6' sidewalk (improves visibility for people walking normally hidden by tall grass and vice versa)	6/6/2023	Calvin D Lopes	Eastern New Orleans Civic Association	70187	enolacivic@gmail.com	
Concerns: -Privacy a safety issue for homeowners if constructed behind homes -Trash -Loitering -Need signage *place sidewalk closest to I-10 to preserve privacy of homeowners	6/6/2023	Mike Devrotte				
Concerns: -Mayo and Service Rd - cars cross grass, fence and enter yard and houses -state cuts grass infrequently and homeowners cut in between	6/6/2023					
Please focus on sanitation of canals. I recommend closing the canals and the roads completely. I have seen rats in the apartment complexes in the water at least one meter in length or longer. Why wait for an epidemic to occur. Can we be proactive instead of inactive about these concerns.	6/6/2023	Adolf Randall		70126		7062548657
The rats that I observed at least are a meter in length without the tail	6/6/2023	Adolf Randall				
We think a bike lane will be hazardous	6/6/2023	Raymond Washington		70127		5042465531

Comment	Date	Name	Organization	Zip	Email	Phone
No stop sign between Read and Crowder North side Bundy to Read - lots of pedestrians walk in the street with their groceries, laundry, and baby strollers Grocery and Walgreens @ Read Concrete walkway is hidden by grass! 600 housing units in my subdivision	6/6/2023	Ann Legaux				
I live at 9431 Morrison Rd. There is a great need for each block to have sidewalks completed. On Morrison Rd 70127 from Read to Bundy Road many sidewalks are missing/never constructed This is a serious safety issue because mothers, babies in strollers, elderly are walking oncoming cars. DANGER. Please help!	6/6/2023	Ann Legaux	Villa Sites Neighborhood Association	70127	legauxann@gmail.com	5049053665

PUBLIC MEETING # 2

Verbal Comments

Table B5- 7: Verbal Comments Received by Project Team Members

Comment
Listen to riders about buses: - redesign horrible - too many transfers, - costs a lot of time, - Little Woods used to be one bus - Morrison bus doesn't need to go to the other side of town bus back to Delgado
Walmart lot for hub and go down Chef HWY; connect to Folgers jobs
-don't need bridges -unsafe: encourages people to throw things off the bridge -graffiti stops at Canal near Metairie because they have better services -Why here?
-most needed sidewalk all the way down -ADA ramp at every intersection
-bike path not needed here -where are you from to make this decision?
-interstate side sidewalk not residential -people coming off interstate killed some of the people -Bullard needs sidewalk between apartments and Walmart -lots of motor scooters too

Comments Left on Sticky Notes on Roll Plot Map

Table B5- 8: Map Comments

Comment
at proposed bridge site on Mayo Rd intersection with interstate: "concern people will camp under ramp bridge"
at intersection area of Crowder Blvd. with interstate (southwest corner): "grocery store here"
near intersection of Crowder and interstate, Northeast corner next to canal: "apartments/density"

Comment
southbound i-10 between Crowder and Bundy: "shopping carts (presumably from Winn Dixie) left around this area"
northbound i-10 side, next to Bundy Rd: "prioritize 1. lighting everywhere 2. bridge at Bundy"
between Bundy Rd and Read Blvd., southbound i-10 side: "STEM NOLA Campus E of Ctr" and "Goodwill Complex Business Office, Retail Store, Ben(?) Store, Job Training Ctr."
between Bundy Rd canal and Read Blvd., northbound i-10 side: "Anthony Captain America Studio/movies purchased"
On Wright Rd crossing i-10: "Lighting 1st where there is no existing lighting AND where interstate lights are out"
edge of map on south end of Bullard: "connectivity to resources that exist currently should be prioritized"
near Northeast corner of intersection between i-10 and Bullard: "LaQuinta here has been demolished"
northbound i-10 side, canal near Bullard: "dark stretch here, no lighting, prioritize" and "prioritize phased implementation at/near bus stops along the service road"
note on farthest end of map: "I support sidewalks along the service road. I am against pedestrian bridges. My experience is that they are usually located in depressed areas. Will it deter future development by retail developer?"

Comment Cards

Table B5- 9: Comment Cards Collected at Public Meeting #2

Comment	Date	Name	Organization	Zip	Email	Phone
Priority concerning safety should be more police coverage in New Orleans East Period: POLICE COVERAGE. ALL OTHER INTEREST SHOULD BE PUT ON THE BACK BURNER Thank You	7/19/2023	Linda P. Adams	N/A	70187-0464	LPAdams3@att.net	5047105402

APPENDIX B6. PUBLIC SURVEY RESULTS

Table B6- 1: Survey Results Collected Online

ID	Is there anything that you would like to tell us about the walking, biking, or other alternative transportation conditions in the area? (If not, leave blank)	On average, how often do you walk, bike, use a scooter, or other mobility device for travel in the I-10 Service Roads corridor?	If you do walk, bike, use a scooter, or other mobility device in the Service Roads corridor, what are the purposes of your trips? (Choose all that apply)	What are the main obstacles you face when walking, biking, using a scooter, or other mobility device in the Service Roads corridor? (Choose all that apply)	If you do not currently walk, bike, or use other non-automotive transportation in the area, why not? (Choose all that apply)	How do you think active transportation like walking or biking would affect your overall health and well-being?	Which of the following are the most important to you? (Choose your top 3)?	Do you live, work or spend other time in New Orleans East? (Choose all that apply)	Would you like to tell us your name and address? (If not, leave blank)
1	I hope the road used for the safety road is prepared for the walking/biking trails. Hopefully the signs are not just painted on the horrible road as is!!!	Once a month	To attend to my daily needs School Work To catch the bus or get a ride To minimize my environmental impact	No sidewalks or bike path Getting across the street safely Damaged/uneven roads and sidewalks (e.g., potholes, broken sidewalks, etc.) Poor or no lighting at night	I walk, bike, or use other non-automotive transportation **outside of the area**	I think it would have **beneficial** effect on my health or well-being	That people can **get where they need to go** by whatever form of transportation, they use That people can **travel safely** on the roads A variety of **transportation options**	I live there	Gypsy 7519 Tricia Ct New Orleans, LA 70128
2	Signage and blinking lights would be a plus for bikers and walkers. I think it's a plus for people that want to out on the i-10 which I see constantly putting themselves in harm's way to getting around so many blocks and miles	Never	I do not walk or bike for any trips	I do not walk, bike, or use other active transportation for any trips	I would like to, but **it is too dangerous** I would like to but there are **no sidewalks or bike lanes** I would like to but there is **nowhere to go within a reasonable time or distance**	I think it would have **beneficial** effect on my health or well-being	That people can **travel safely** on the roads Having a **nice place** for walks Reliable and predictable roads (**less traffic**)	I live there I work there I have friends or family who live there I attend to my daily needs there	Michelle Lewis Davis
3	Road needs to be fixed at faster rate	Once a month	Leisure, recreation, or exercise	Damaged/uneven roads and sidewalks	I would like to but there is **nowhere to go within a reasonable time or distance** I walk, bike, or use other non-automotive transportation **outside of the area** I currently walk, bike, or use other non-automotive transportation within the area	I think it would have **beneficial** effect on my health or well-being	That people can **travel safely** on the roads **Saving money** on getting around Reliable and predictable roads	I live there	
4		1-2 times a month	Leisure, recreation or exercise	No sidewalks or bike path Damaged/uneven roads and sidewalks Poor or no lighting at night		I think it would have **beneficial** effect on my health or well-being	Having a **nice place** for walks Reliable and predictable roads A variety of **transportation options**	I live there	
5		Once a month	Leisure, recreation or exercise	Damaged/uneven roads and sidewalks	Other	I think it is too **dangerous** or might harm me	That people can **get where they need to go** by whatever form of transportation, they use **Saving money** on getting around Reliable and predictable roads	I live there	
6	It seems that biking and walking lanes were deliberately omitted so the area would be more hospitable to car owners	Once a month	To attend to my daily needs (pick up a car from Enterprise)	No sidewalks or bike path Damaged/uneven roads and sidewalks	I would like to but there are **no sidewalks or bike lanes** I currently walk, bike, or use other non-automotive transportation within the area	I think it would have **beneficial** effect on my health or well-being	That people can **get where they need to go** by whatever form of transportation, they use That people can **travel safely** on the roads	I live there I attend to my daily needs there	Dean Gilbert 11284 Lake Forest Blvd

ID	Is there anything that you would like to tell us about the walking, biking, or other alternative transportation conditions in the area? (If not, leave blank)	On average, how often do you walk, bike, use a scooter, or other mobility device for travel in the I-10 Service Roads corridor?	If you do walk, bike, use a scooter, or other mobility device in the Service Roads corridor, what are the purposes of your trips? (Choose all that apply)	What are the main obstacles you face when walking, biking, using a scooter, or other mobility device in the Service Roads corridor? (Choose all that apply)	If you do not currently walk, bike, or use other non-automotive transportation in the area, why not? (Choose all that apply)	How do you think active transportation like walking or biking would affect your overall health and well-being?	Which of the following are the most important to you? (Choose your top 3)?	Do you live, work or spend other time in New Orleans East? (Choose all that apply)	Would you like to tell us your name and address? (If not, leave blank)
							A variety of **transportation options**		
7		Once a month	Leisure, recreation or exercise	Getting across the street safely	I would like to, but the **weather isn't good** I would like to but there is **nowhere to go within a reasonable time or distance**	I think it would have **beneficial** effect on my health or well-being	That people can **get where they need to go** by whatever form of transportation, they use Having a **nice place** for walks A variety of **transportation options**	I live there	
8		Once a month	Leisure, recreation or exercise	Getting across the street safely	I would like to, but the **weather isn't good** I would like to but there is **nowhere to go within a reasonable time or distance**	I think it would have **beneficial** effect on my health or well-being	That people can **get where they need to go** by whatever form of transportation, they use Having a **nice place** for walks A variety of **transportation options**	I live there I have friends or family who live there	
9	I think a bicycle lane would be great if a safety lane is installed	More than 7 times per week	Leisure, recreation or exercise To attend to my daily needs Work To save money	No sidewalks or bike path Getting across the street safely Damaged/uneven roads and sidewalks (e.g., potholes, broken sidewalks, etc.) Poor or no lighting at night	I currently walk, bike, or use other non-automotive transportation within the area	I think it would have **beneficial** effect on my health or well-being	That people can **get where they need to go** by whatever form of transportation, they use That people can **travel safely** on roads **Saving money** on getting around A variety of **transportation options**	I live there I have friends or family who live there I attend to my daily needs there	
10	There are too many vehicles on the street that are causing accidents. A bike lane running along the side of the street is not the answer to being safe riding a bike. They are also unattractive. I have nothing against people riding their bikes, but just as pedestrians use a sidewalk and vehicles use the street, bikes should use a bike path that is safe and does not interfere with a walkway or street. Bikes should use the same protocol as vehicles and pedestrians.	1-2 times a month	Leisure, recreation or exercise	No sidewalks or bike path Damaged/uneven roads and sidewalks (e.g., potholes, broken sidewalks, etc.)	Other	I think it would have **beneficial** effect on my health or well-being	That people can **get where they need to go** by whatever form of transportation, they use That people can **travel safely** on the roads Reliable and predictable roads	I work there I have friends or family who live there	
11	Hayne Blvd. is an area that needs a bike lane and sidewalks that are handicap accessible	Once a month	To catch the bus or get a ride	No sidewalks or bike path Poor or no lighting at night	I would like to but there are **no sidewalks or bike lanes** I would like to but there is **nowhere to go within a reasonable time or distance** I walk, bike, or use other non-automotive transportation **outside of the area**	I think it would have **beneficial** effect on my health or well-being	That people can **get where they need to go** by whatever form of transportation, they use That people can **travel safely** on roads **Saving money** on getting around	I live there I attend to my daily needs there	Lorraine Washington 9630 Hayne Blvd I am in support.

ID	Is there anything that you would like to tell us about the walking, biking, or other alternative transportation conditions in the area? (If not, leave blank)	On average, how often do you walk, bike, use a scooter, or other mobility device for travel in the I-10 Service Roads corridor?	If you do walk, bike, use a scooter, or other mobility device in the Service Roads corridor, what are the purposes of your trips? (Choose all that apply)	What are the main obstacles you face when walking, biking, using a scooter, or other mobility device in the Service Roads corridor? (Choose all that apply)	If you do not currently walk, bike, or use other non-automotive transportation in the area, why not? (Choose all that apply)	How do you think active transportation like walking or biking would affect your overall health and well-being?	Which of the following are the most important to you? (Choose your top 3)?	Do you live, work or spend other time in New Orleans East? (Choose all that apply)	Would you like to tell us your name and address? (If not, leave blank)
					I currently walk, bike, or use other non-automotive transportation within the area				
12					I would like to, but it is **too dangerous** Other: Crime is the main issue	I think it is too **dangerous** or might harm me (crime)	That people can **travel safely** on the roads Reliable and predictable roads	I live there I work there I have friends or family who live there I attend to my daily needs there	Gina Rochon 7100 Grey Oaks Drive New Orleans, LA 70126
13		2-7 times per week	I do not walk or bike for any trips	I don't face any obstacles Other: People speeding	I have no interest	I think it would have **beneficial** effect on my health or well-being	That people can **travel safely** on the roads Having a **nice place** for walks A variety of **transportation options**	I live there	
14		Never		No sidewalks or bike path Getting across the street safely Damaged/uneven roads and sidewalks (e.g., potholes, broken sidewalks, etc.) Poor or no lighting at night	I would like to but it is **too dangerous** I would like to but there are **no sidewalks or bike lanes** I would like to but **I am not physically able** to do it I would like to but there is **nowhere to go within a reasonable time or distance** I currently walk, bike, or use other non-automotive transportation within the area	I think it is too **dangerous** or might harm me	That people can **get where they need to go** by whatever form of transportation, they use Having a **nice place** for walks A variety of **transportation options**	I live there I work there I have friends or family who live there I attend to my daily needs there	
15		Never	I do not walk or bike for any trips	I do not walk, bike, or use other active transportation for any trips	I would like to, but it is **too dangerous** I would like to but there are **no sidewalks or bike lanes**	I think it would have **beneficial** effect on my health or well-being	That people can **get where they need to go** by whatever form of transportation, they use That people can **travel safely** on the roads A variety of **transportation options**	I live there I have friends or family who live there I attend to my daily needs there	
16		Never	Leisure, recreation or exercise	No sidewalks or bike path	I would like to but there are **no sidewalks or bike lanes**	I think it is too **dangerous** or might harm me	That people can **travel safely** on the roads Having a **nice place** for walks Reliable and predictable roads (**less traffic**)	I live there I have friends or family who live there I attend to my daily	N/A

ID	Is there anything that you would like to tell us about the walking, biking, or other alternative transportation conditions in the area? (If not, leave blank)	On average, how often do you walk, bike, use a scooter, or other mobility device for travel in the I-10 Service Roads corridor?	If you do walk, bike, use a scooter, or other mobility device in the Service Roads corridor, what are the purposes of your trips? (Choose all that apply)	What are the main obstacles you face when walking, biking, using a scooter, or other mobility device in the Service Roads corridor? (Choose all that apply)	If you do not currently walk, bike, or use other non-automotive transportation in the area, why not? (Choose all that apply)	How do you think active transportation like walking or biking would affect your overall health and well-being?	Which of the following are the most important to you? (Choose your top 3)?	Do you live, work or spend other time in New Orleans East? (Choose all that apply)	Would you like to tell us your name and address? (If not, leave blank)
								needs there	
17	Eastern New Orleans need sidewalks on Lake Forest Blvd	Never	I do not walk or bike for any trips	I do not walk, bike, or use other active transportation for any trips	I would like to but **do not have time** to do it	I think it would have **beneficial** effect on my health or well-being	That people can **travel safely** on the roads Having a **nice place** for walks A variety of **transportation options**	I live there	
18		Once a month	Leisure, recreation or exercise	Getting across the street safely	I would like to, but the **weather isn't good**	I think it would have **beneficial** effect on my health or well-being	That people can **get where they need to go** by whatever form of transportation, they use **Saving money** on getting around Having a **nice place** for walks	I live there	
19		Never	I do not walk or bike for any trips	I do not walk, bike, or use other active transportation for any trips	I have no interest	I **do not think** that active transportation has/would have an on my health or well-being	That people can **get where they need to go** by whatever form of transportation, they use That people can **travel safely** on the roads	I live there	Feltus Lee 7931 Sandpiper Dr
20		Never			I have no interest			I live there	
21		Never	I do not walk or bike for any trips	I do not walk, bike, or use other active transportation for any trips	I would like to, but it is **too dangerous** I would like to but there are **no sidewalks or bike lanes**	I think it would have **beneficial** effect on my health or well-being I think it is too **dangerous** or might harm me	That people can **get where they need to go** by whatever form of transportation, they use That people can **travel safely** on the roads A variety of **transportation options**	I live there I attend to my daily needs there	Andre Baugh M.D. 7210 Arbor Dr NOLA 70126
22	There should be a separate bike lane, cars do not obey signage	Never	I do not walk or bike for any trips	I do not walk, bike, or use other active transportation for any trips	I have no interest ("because its" with an arrow pointing to "dangerous") I would like to, but it is **too dangerous**	I think it would have **beneficial** effect on my health or well-being	That people can **get where they need to go** by whatever form of transportation, they use That people can **travel safely** on the roads Reliable and predictable roads	I live there	
23		Never	I do not walk or bike for any trips	No sidewalks or bike path Getting across the street safely	I would like to but it's **too dangerous** I would like to but there are **no sidewalks or bike lanes** I would like to, but **I am not physically able** to do it	I think it is too **dangerous** or might harm me	That people can **get where they need to go** by whatever form of transportation, they use That people can **travel safely** on the roads Having a **nice place** for walks	I live there	
24	if there was a bike lane	Never Once a month Occasionally	I do not walk or bike for any trips To attend to my daily needs	No sidewalks or bike path Damaged/uneven roads and sidewalks Poor or no lighting at night	I would like to but there are **no sidewalks or bike lanes**	I think it would have **beneficial** effect on my health or well-being	That people can **get where they need to go** by whatever form of transportation, they use That people can **travel safely** on the roads Having a **nice place** for walks	I live there	John 4604 Haydel St 70126
25		2-7 times per week	Work	I don't face any obstacles	Other	I think it would have **beneficial** effect on my health or well-being	**Saving money** on getting around	I live there	

ID	Is there anything that you would like to tell us about the walking, biking, or other alternative transportation conditions in the area? (If not, leave blank)	On average, how often do you walk, bike, use a scooter, or other mobility device for travel in the I-10 Service Roads corridor?	If you do walk, bike, use a scooter, or other mobility device in the Service Roads corridor, what are the purposes of your trips? (Choose all that apply)	What are the main obstacles you face when walking, biking, using a scooter, or other mobility device in the Service Roads corridor? (Choose all that apply)	If you do not currently walk, bike, or use other non-automotive transportation in the area, why not? (Choose all that apply)	How do you think active transportation like walking or biking would affect your overall health and well-being?	Which of the following are the most important to you? (Choose your top 3)?	Do you live, work or spend other time in New Orleans East? (Choose all that apply)	Would you like to tell us your name and address? (If not, leave blank)
26			Leisure, recreation or exercise	No sidewalks or bike path Getting across the street safely Damaged/uneven roads and sidewalks Poor or no lighting at night		I think it would have **beneficial** effect on my health or well-being	That people can **travel safely** on the roads Having a **nice place** for walks A variety of **transportation options**	I live there I attend to my daily needs there	Brittany Chambliss
27	N/A	Never	Leisure, recreation or exercise	Getting across the street safely Damaged/uneven roads and sidewalks Poor or no lighting at night	I would like to, but it is **too dangerous** I would like to, but **I am not physically able** to do it	I think it would have **beneficial** effect on my health or well-being	A variety of **transportation options**	I live there	
28		More than 7 times per week	Leisure, recreation or exercise	I don't face any obstacles	I walk, bike, or use other non-automotive transportation **outside of the area**	I think it would have **beneficial** effect on my health or well-being	That people can **get where they need to go** by whatever form of transportation, they use That people can **travel safely** on the roads Reliable and predictable roads	I live there	(signature)
29		1-2 times a month	To attend to my daily needs	Damaged/uneven roads and sidewalks	I walk, bike, or use other non-automotive transportation **outside of the area**	I think it would have **beneficial** effect on my health or well-being	That people can **get where they need to go** by whatever form of transportation, they use That people can **travel safely** on the roads A variety of **transportation options**	I live there I work there I have friends or family who live there I attend to my daily needs there	

Table B6- 2: Survey Results Collected in Print at Public Meeting #2

ID	Start time	Completion time	Is there anything that you would like to tell us about the walking, biking, or other alternative transportation conditions in the area? (If not, leave blank)	On average, how often do you walk, bike, use a scooter, or other mobility device for travel in the I-10 Service Roads corridor?	If you do walk, bike, use a scooter, or other mobility device in the Service Roads corridor, what are the purposes of your trips? (Choose all that apply)	What are the main obstacles you face when walking, biking, using a scooter, or other mobility device in the Service Roads corridor? (Choose all that apply)	If you do not currently walk, bike, or use other non-automotive transportation in the area, why not? (Choose all that apply)	How do you think active transportation like walking or biking would affect your overall health and well-being?	Which of the following are the most important to you? (Choose your top 3)?	Do you live, work or spend other time in New Orleans East? (Choose all that apply)	Would you like to tell us your name and address? (If not, leave blank)
1	5/23/23 16:32:44	5/23/23 16:46:05	I believe that it is a great alternative when there are issues with transportation and/or alternative for health exercise purpose. But under the current circumstance it can be scary and dangerous.	Never	I do not walk or bike for any trips;	No sidewalks or bike path; Poor or no lighting at night;	I would like to but there are no sidewalks or bike lanes; I would like to but it is too dangerous; I would like to but the weather isn't good;	I think it would have a beneficial effect on my health or well-being	That people can get to where they need to go (work, school, to attend to daily needs, etc.) by whatever form of transportation they use; A variety of transportation options (buses, sidewalks, bike paths, bikeshare, etc.); That people can travel safely on the roads;	I live there; I attend to my daily needs there (medical, grocery, etc.);	Terry Taylor

ID	Start time	Completion time	Is there anything that you would like to tell us about the walking, biking, or other alternative transportation conditions in the area? (If not, leave blank)	On average, how often do you walk, bike, use a scooter, or other mobility device for travel in the I-10 Service Roads corridor?	If you do walk, bike, use a scooter, or other mobility device in the Service Roads corridor, what are the purposes of your trips? (Choose all that apply)	What are the main obstacles you face when walking, biking, using a scooter, or other mobility device in the Service Roads corridor? (Choose all that apply)	If you do not currently walk, bike, or use other non-automotive transportation in the area, why not? (Choose all that apply)	How do you think active transportation like walking or biking would affect your overall health and well-being?	Which of the following are the most important to you? (Choose your top 3)?	Do you live, work or spend other time in New Orleans East? (Choose all that apply)	Would you like to tell us your name and address? (If not, leave blank)
2	5/23/23 19:06:58	5/23/23 19:11:21	There are none! When you look around New Orleans East, tell me where do you see complete streets? This community needs space and access to safe streets that allow use for all users. The conditions are not conducive for this area. We are a population dense area and we have people who like to ride their bikes, walk, etc but there's no designated area do so in a safe manner.	Never	I do not walk or bike for any trips; To attend to my daily needs (medical, grocery, etc.);	No sidewalks or bike path; Getting across the street safely; Damaged/uneven roads and sidewalks (e.g. potholes, broken sidewalks, etc.);Poor or no lighting at night;	I would like to but there are no sidewalks or bike lanes; I would like to but it is too dangerous; I walk, bike, or use other non-automotive transportation outside of the area;	I think it would have a beneficial effect on my health or well-being	Having a nice place for walks; A variety of transportation options (buses, sidewalks, bike paths, bikeshare, etc.);That people can get to where they need to go (work, school, to attend to daily needs, etc.) by whatever form of transportation they use;	I live there; I have friends or family who live there; I attend to my daily needs there (medical, grocery, etc.);I work there;	Candice Taylor 10930 Hayne Blvd
3	5/23/23 22:54:09	5/23/23 23:01:31	Make sure there are trash Receptacles along the way.	2-7 times per week	To save money; Leisure, recreation or exercise;	Getting across the street safely; Poor or no lighting at night; Damaged/uneven roads and sidewalks (e.g. potholes, broken sidewalks, etc.);No sidewalks or bike path;	I would like to but the weather isn't good; I would like to but there are no sidewalks or bike lanes; I would like to but do not have time to do it;	I think it would have a beneficial effect on my health or well-being	Saving money on getting around; A variety of transportation options (buses, sidewalks, bike paths, bikeshare, etc.);That people can travel safely on the roads;	I attend to my daily needs there (medical, grocery, etc.);	
4	6/1/23 10:44:13	6/1/23 10:48:38	Infrastructure on Morrison Road are dangerous for vehicles and definitely bicycles between Lake Willow Dr and Bullard . Need more bike lanes along safer routes, not I-10 Service Roads	Never		No sidewalks or bike path; Damaged/uneven roads and sidewalks (e.g. potholes, broken sidewalks, etc.);	I would like to but it is too dangerous; I would like to but there are no sidewalks or bike lanes;	I think it would have a beneficial effect on my health or well-being	That people can travel safely on the roads; That people can get to where they need to go (work, school, to attend to daily needs, etc.) by whatever form of transportation they use; A variety of transportation options (buses, sidewalks, bike paths, bikeshare, etc.);	I live there;	Dawn Hebert 6846 Lake Willow Dr 70126
5	6/1/23 12:03:18	6/1/23 12:12:25	I am not a walker or biker. However, it is imperative that your group does outreach to working class citizens we see daily. Most of them will not come to the community meetings. Respectfully D. Martin Director of Community Engagement for Councilman Oliver Thomas Dist E.	Never	I do not walk or bike for any trips;	I do not walk, bike, or use other active transportation for any trips;	I would like to but there are no sidewalks or bike lanes; I would like to but it is too dangerous;	I think it would have a beneficial effect on my health or well-being	That people can travel safely on the roads; That people can get to where they need to go (work, school, to attend to daily needs, etc.) by whatever form of transportation they use; A variety of transportation options (buses, sidewalks, bike paths, bikeshare, etc.);	I live there; I work there; I have friends or family who live there; I attend to my daily needs there (medical, grocery, etc.);	Darren Martin Sr.

ID	Start time	Completion time	Is there anything that you would like to tell us about the walking, biking, or other alternative transportation conditions in the area? (If not, leave blank)	On average, how often do you walk, bike, use a scooter, or other mobility device for travel in the I-10 Service Roads corridor?	If you do walk, bike, use a scooter, or other mobility device in the Service Roads corridor, what are the purposes of your trips? (Choose all that apply)	What are the main obstacles you face when walking, biking, using a scooter, or other mobility device in the Service Roads corridor? (Choose all that apply)	If you do not currently walk, bike, or use other non-automotive transportation in the area, why not? (Choose all that apply)	How do you think active transportation like walking or biking would affect your overall health and well-being?	Which of the following are the most important to you? (Choose your top 3)?	Do you live, work or spend other time in New Orleans East? (Choose all that apply)	Would you like to tell us your name and address? (If not, leave blank)
6	6/1/23 12:55:01	6/1/23 13:02:34	Walking and biking are basically impossible. You can only do so safely within the subdivisions and neighborhoods, but going from one to the other is dangerous. Residents must literally walk in the street to get to the stores. There are no sidewalks or path. Paths to other areas, like the. levee for walking, are nonexistent. As a child I would walk from Kingswood to church on Gannon Road and the entire walk was in the street. My child does not go anywhere outside of the neighborhood.	Never	I do not walk or bike for any trips;	Damaged/uneven roads and sidewalks (e.g. potholes, broken sidewalks, etc.);Poor or no lighting at night; Getting across the street safely; No sidewalks or bike path;	I would like to but it is too dangerous; I would like to but there are no sidewalks or bike lanes; I would like to but there is nowhere to go within a reasonable time or distance; I walk, bike, or use other non-automotive transportation outside of the area;	I think it would have a beneficial effect on my health or well-being	That people can get to where they need to go (work, school, to attend to daily needs, etc.) by whatever form of transportation they use; That people can travel safely on the roads; Having a nice place for walks;	I live there;	Mary Staes, 14100 Kingswood Drive, New Orleans, LA 70128
7	6/1/23 13:00:15	6/1/23 13:04:52	I live near this area, and walking or biking in this area seems unsafe. The grass is not always maintained. There is large trash everywhere. There is limited to no side walk or walking trails.	Never	Work; I do not walk or bike for any trips;	No sidewalks or bike path; Getting across the street safely; Damaged/uneven roads and sidewalks (e.g. potholes, broken sidewalks, etc.);Poor or no lighting at night;	I would like to but it is too dangerous; I would like to but there are no sidewalks or bike lanes; I would like to but there is nowhere to go within a reasonable time or distance; I walk, bike, or use other non-automotive transportation outside of the area;	I think it would have a beneficial effect on my health or well-being	That people can get to where they need to go (work, school, to attend to daily needs, etc.) by whatever form of transportation they use; That people can travel safely on the roads; Having a nice place for walks;	I live there;	
8	6/1/23 22:16:21	6/1/23 22:30:36	Sidewalks are needed on the I-10 service rds to provide pedestrians safe access to Walmart, CVS, and other needs. Biking lanes are unsafe and hazardous for both cars and bikers due to turning restrictions into streets. No bike lanes on access roads.	Never	I do not walk or bike for any trips;	I do not walk, bike, or use other active transportation for any trips;	I have no interest;	I think it is too dangerous or might harm me	That people can travel safely on the roads; That people can get to where they need to go (work, school, to attend to daily needs, etc.) by whatever form of transportation they use; Reliable and predictable roads (for example, less traffic);	I live there; I have friends or family who live there; I attend to my daily needs there (medical, grocery, etc.);	I live there; I have friends or family who live there; I attend to my daily needs there (medical, grocery, etc.);
9	6/6/23 15:24:49	6/6/23 15:36:34	I am opposed to constructing sidewalks along the service roads in the East. Cars speed along the service roads	Never	I do not walk or bike for any trips;	I do not walk, bike, or use other active transportation for any trips;	I would like to but it is too dangerous;	I think it is too dangerous or might harm me	That people can travel safely on the roads; Reliable and predictable roads (for example, less traffic);That people can		

ID	Start time	Completion time	Is there anything that you would like to tell us about the walking, biking, or other alternative transportation conditions in the area? (If not, leave blank)	On average, how often do you walk, bike, use a scooter, or other mobility device for travel in the I-10 Service Roads corridor?	If you do walk, bike, use a scooter, or other mobility device in the Service Roads corridor, what are the purposes of your trips? (Choose all that apply)	What are the main obstacles you face when walking, biking, using a scooter, or other mobility device in the Service Roads corridor? (Choose all that apply)	If you do not currently walk, bike, or use other non-automotive transportation in the area, why not? (Choose all that apply)	How do you think active transportation like walking or biking would affect your overall health and well-being?	Which of the following are the most important to you? (Choose your top 3)?	Do you live, work or spend other time in New Orleans East? (Choose all that apply)	Would you like to tell us your name and address? (If not, leave blank)
			without consequence which is a risk to pedestrians. Additionally, the service road as well as much of the interstate is unlit at night, which poses an additional hazard for pedestrians, bikers, etc. Lastly, this initiative may produce the unwanted result of increasing crime in neighborhoods by making homes along this corridor more accessible to criminals.						get to where they need to go (work, school, to attend to daily needs, etc.) by whatever form of transportation they use;		
10	6/16/23 22:44:06	6/16/23 22:50:14		Never	Leisure, recreation or exercise;	No sidewalks or bike path; Getting across the street safely; Damaged/uneven roads and sidewalks (e.g. potholes, broken sidewalks, etc.);Poor or no lighting at night;	I would like to but it is too dangerous; I would like to but there are no sidewalks or bike lanes;	I think it would have a beneficial effect on my health or well-being	That people can travel safely on the roads; A variety of transportation options (buses, sidewalks, bike paths, bikeshare, etc.);Having a nice place for walks;	I live there; I work there; I have friends or family who live there; I attend to my daily needs there (medical, grocery, etc.);	I live there; I attend to my daily needs there (medical, grocery, etc.);
11	6/16/23 22:49:41	6/16/23 22:54:14		Once a month	To attend to my daily needs (medical, grocery, etc.);	No sidewalks or bike path; Damaged/uneven roads and sidewalks (e.g. potholes, broken sidewalks, etc.);Getting across the street safely;	I currently walk, bike, or use other non-automotive transportation within the area;	I think it would have a beneficial effect on my health or well-being	That people can travel safely on the roads; That people can get to where they need to go (work, school, to attend to daily needs, etc.) by whatever form of transportation they use; A variety of transportation options (buses, sidewalks, bike paths, bikeshare, etc.);		
12	6/16/23 23:04:27	6/16/23 23:09:37		Never	Leisure, recreation or exercise;	No sidewalks or bike path;	I would like to but it is too dangerous; I would like to but there are no sidewalks or bike lanes; I walk, bike, or use other non-automotive transportation outside of the area;	I think it would have a beneficial effect on my health or well-being	That people can travel safely on the roads; A variety of transportation options (buses, sidewalks, bike paths, bikeshare, etc.);That people can get to where they need to go (work, school, to attend to daily needs, etc.) by whatever form of transportation they use;	I live there;	Nichole 70128

ID	Start time	Completion time	Is there anything that you would like to tell us about the walking, biking, or other alternative transportation conditions in the area? (If not, leave blank)	On average, how often do you walk, bike, use a scooter, or other mobility device for travel in the I-10 Service Roads corridor?	If you do walk, bike, use a scooter, or other mobility device in the Service Roads corridor, what are the purposes of your trips? (Choose all that apply)	What are the main obstacles you face when walking, biking, using a scooter, or other mobility device in the Service Roads corridor? (Choose all that apply)	If you do not currently walk, bike, or use other non-automotive transportation in the area, why not? (Choose all that apply)	How do you think active transportation like walking or biking would affect your overall health and well-being?	Which of the following are the most important to you? (Choose your top 3)?	Do you live, work or spend other time in New Orleans East? (Choose all that apply)	Would you like to tell us your name and address? (If not, leave blank)
13	6/17/23 2:24:19	6/17/23 2:30:05	It is not a good idea in New Orleans East because it is a safety issue. People drive too fast and most will not respect the green areas. There is very, very few bikes in our community and this money can better be spend on crime in our area.	Never	I do not walk or bike for any trips;	I do not walk, bike, or use other active transportation for any trips;	I have no interest;	I think it is too dangerous or might harm me	That people can travel safely on the roads; Reliable and predictable roads (for example, less traffic);That people can get to where they need to go (work, school, to attend to daily needs, etc.) by whatever form of transportation they use;	I live there;	
14	6/17/23 9:41:22	6/17/23 9:45:44	There needs to be more sidewalks on the main roads like Morrison and the service roads. They need to be handicap accessible. Also much more lighting is needed.	Weekly	Leisure, recreation or exercise; To minimize my environmental impact;	No sidewalks or bike path; Getting across the street safely; Damaged/uneven roads and sidewalks (e.g. potholes, broken sidewalks, etc.);Poor or no lighting at night;	I currently walk, bike, or use other non-automotive transportation within the area;	I think it would have a beneficial effect on my health or well-being	That people can get to where they need to go (work, school, to attend to daily needs, etc.) by whatever form of transportation they use; That people can travel safely on the roads; Having a nice place for walks;	I live there; I have friends or family who live there; I attend to my daily needs there (medical, grocery, etc.);	
15	6/17/23 13:18:14	6/17/23 13:23:05	I bicycle from the Hayne boulevard side of I-10 to the Joe Brown Park side and intersections near the highway are terrifying.	1-2 times per month	Leisure, recreation or exercise; To attend to my daily needs (medical, grocery, etc.);	No sidewalks or bike path; Getting across the street safely; Damaged/uneven roads and sidewalks (e.g. potholes, broken sidewalks, etc.);	I would like to but it is too dangerous;	I think it would have a beneficial effect on my health or well-being	That people can get to where they need to go (work, school, to attend to daily needs, etc.) by whatever form of transportation they use; That people can travel safely on the roads; Saving money on getting around;	I live there; I have friends or family who live there; I attend to my daily needs there (medical, grocery, etc.);	Tricia Mims on Lafourche St
16	6/18/23 7:35:47	6/18/23 7:39:10	We need sidewalks all over New Orleans East. Kids and especially non driving residents need safe spaces to walk in the East.	2-7 times per week	To attend to my daily needs (medical, grocery, etc.);	No sidewalks or bike path;	I would like to but there are no sidewalks or bike lanes;	I think it would have a beneficial effect on my health or well-being	That people can get to where they need to go (work, school, to attend to daily needs, etc.) by whatever form of transportation they use; That people can travel safely on the roads; A variety of transportation options (buses, sidewalks, bike paths, bikeshare, etc.);	I live there; I work there; I have friends or family who live there; I attend to my daily needs there (medical, grocery, etc.);	
17	6/19/23 4:28:24	6/19/23 4:38:13	The room on this road is dark, needs lighting, Ada sidewalks, and has room for a biking sidewalk path that can be done and useful.	Weekly	Work; School; To attend to my daily needs (medical, grocery, etc.);	No sidewalks or bike path; Damaged/uneven roads and sidewalks (e.g. potholes, broken sidewalks, etc.);Poor or no lighting at night;	I would like to but it is too dangerous; I would like to but there are no sidewalks or bike lanes;	I think it would have a beneficial effect on my health or well-being	That people can get to where they need to go (work, school, to attend to daily needs, etc.) by whatever form of transportation they use;	I live there;	I 10 service road , In little woods area

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									A variety of transportation options (buses, sidewalks, bike paths, bikeshare, etc.);That people can travel safely on the roads;		
18	6/19/23 7:48:17	6/19/23 7:52:40	I think the focus should be fixing the potholes first. And finding that serial killer. Hello?!	Never		Crime; Damaged/uneven roads and sidewalks (e.g. potholes, broken sidewalks, etc.);	I would like to but it is too dangerous; I have no interest;	I think it is too dangerous or might harm me	That people can travel safely on the roads; That people can get to where they need to go (work, school, to attend to daily needs, etc.) by whatever form of transportation they use; Reliable and predictable roads (for example, less traffic);	I live there; I have friends or family who live there; I attend to my daily needs there (medical, grocery, etc.);	
19	6/19/23 15:42:24	6/19/23 15:50:08		Weekly	Leisure, recreation or exercise; To minimize my environmental impact; To save money;	No sidewalks or bike path; Damaged/uneven roads and sidewalks (e.g. potholes, broken sidewalks, etc.);Poor or no lighting at night;	I would like to but it is too dangerous; I would like to but there are no sidewalks or bike lanes;	I think it would have a beneficial effect on my health or well-being	That people can get to where they need to go (work, school, to attend to daily needs, etc.) by whatever form of transportation they use; That people can travel safely on the roads; A variety of transportation options (buses, sidewalks, bike paths, bikeshare, etc.);	I live there; I work there; I have friends or family who live there; I attend to my daily needs there (medical, grocery, etc.);I love it here in New Orleans East;	Minister Ryan 10930 Hayne Blvd
20	6/21/23 17:59:27	6/21/23 18:03:41	Using the neutral grounds to create a safe space to walk or bike. The service roads need some type of walking path because many of the people using the service road are walking in the street which is not safe.	Weekly	Leisure, recreation or exercise;	No sidewalks or bike path; Damaged/uneven roads and sidewalks (e.g. potholes, broken sidewalks, etc.);Getting across the street safely;	I currently walk, bike, or use other non-automotive transportation within the area;	I think it would have a beneficial effect on my health or well-being	That people can travel safely on the roads; Having a nice place for walks; A variety of transportation options (buses, sidewalks, bike paths, bikeshare, etc.);	I live there; I have friends or family who live there; I attend to my daily needs there (medical, grocery, etc.); I live there; I have friends or family who live there; I attend to my daily needs there (medical, grocery, etc.);	I live there; I work there; I have friends or family who live there; I attend to my daily needs there (medical, grocery, etc.);
21	6/24/23 10:12:53	6/24/23 10:19:04		Weekly	To attend to my daily needs (medical, grocery, etc.);To catch the bus or get a ride; School; To minimize my environmental impact;	No sidewalks or bike path; Getting across the street safely; Damaged/uneven roads and sidewalks (e.g. potholes, broken sidewalks, etc.);Poor or no lighting at night;	I would like to but it is too dangerous; I would like to but there are no sidewalks or bike lanes; I would like to but there is nowhere to go within a reasonable time or distance;	I think it would have a beneficial effect on my health or well-being	That people can get to where they need to go (work, school, to attend to daily needs, etc.) by whatever form of transportation they use; That people can travel safely on the roads; Having a nice place for walks;		

ID	Start time	Completion time	Is there anything that you would like to tell us about the walking, biking, or other alternative transportation conditions in the area? (If not, leave blank)	On average, how often do you walk, bike, use a scooter, or other mobility device for travel in the I-10 Service Roads corridor?	If you do walk, bike, use a scooter, or other mobility device in the Service Roads corridor, what are the purposes of your trips? (Choose all that apply)	What are the main obstacles you face when walking, biking, using a scooter, or other mobility device in the Service Roads corridor? (Choose all that apply)	If you do not currently walk, bike, or use other non-automotive transportation in the area, why not? (Choose all that apply)	How do you think active transportation like walking or biking would affect your overall health and well-being?	Which of the following are the most important to you? (Choose your top 3)?	Do you live, work or spend other time in New Orleans East? (Choose all that apply)	Would you like to tell us your name and address? (If not, leave blank)
22	7/16/23 7:54:29	7/16/23 7:57:52	No sidewalks or bike paths. Unsafe	Weekly	Leisure, recreation or exercise;	No sidewalks or bike path; Getting across the street safely;	I would like to but there are no sidewalks or bike lanes; I would like to but it is too dangerous;	I think it would have a beneficial effect on my health or well-being	That people can get to where they need to go (work, school, to attend to daily needs, etc.) by whatever form of transportation they use; That people can travel safely on the roads; A variety of transportation options (buses, sidewalks, bike paths, bikeshare, etc.);		
23	7/18/23 14:52:56	7/18/23 14:56:05		Never	I do not walk or bike for any trips;	I do not walk, bike, or use other active transportation for any trips;	I have no interest;	I think it is too dangerous or might harm me	That people can get to where they need to go (work, school, to attend to daily needs, etc.) by whatever form of transportation they use; That people can travel safely on the roads; A variety of transportation options (buses, sidewalks, bike paths, bikeshare, etc.);	I live there; I have friends or family who live there;	
24	7/19/23 18:56:31	7/19/23 19:03:47	Want a raised path that contains a biking and walking path for safe travel that isn't part of the road or take from cars.	More than 7 times per week	To attend to my daily needs (medical, grocery, etc.);	No sidewalks or bike path; Getting across the street safely; Damaged/uneven roads and sidewalks (e.g. potholes, broken sidewalks, etc.);Poor or no lighting at night;	I would like to but it is too dangerous; I would like to but there are no sidewalks or bike lanes; I would like to but the weather isn't good;	I think it would have a beneficial effect on my health or well-being	That people can get to where they need to go (work, school, to attend to daily needs, etc.) by whatever form of transportation they use; That people can travel safely on the roads; A variety of transportation options (buses, sidewalks, bike paths, bikeshare, etc.);	I live there; I have friends or family who live there; I attend to my daily needs there (medical, grocery, etc.);	Abraham mcneil , little woods. 13123 I 10 service road 70128
25	7/20/23 7:05:04	7/20/23 7:11:50	There are entirely too many accidents on or near the service road and the main intersection (Morrison exit, Crowder, Read, and Bullard) to even think about putting a bike lane in those areas as indicated on the map.	Never			I would like to but there is nowhere to go within a reasonable time or distance; I would like to but it is too dangerous;	I think it is too dangerous or might harm me	Reliable and predictable roads (for example, less traffic);A variety of transportation options (buses, sidewalks, bike paths, bikeshare, etc.);That people can travel safely on the roads;	I live there; I work there; I have friends or family who live there; I attend to my daily needs there (medical, grocery, etc.);	
26	7/20/23 8:04:16	7/20/23 8:06:45		1-2 times per month	Leisure, recreation or exercise; To save money;	No sidewalks or bike path; Getting across the street safely;	I currently walk, bike, or use other non-automotive	I think it would have a beneficial effect on my health or well-being	That people can get to where they need to go (work, school, to attend	I live there; I have friends or family who live there; I attend to my	Shavonda Fortè

ID	Start time	Completion time	Is there anything that you would like to tell us about the walking, biking, or other alternative transportation conditions in the area? (If not, leave blank)	On average, how often do you walk, bike, use a scooter, or other mobility device for travel in the I-10 Service Roads corridor?	If you do walk, bike, use a scooter, or other mobility device in the Service Roads corridor, what are the purposes of your trips? (Choose all that apply)	What are the main obstacles you face when walking, biking, using a scooter, or other mobility device in the Service Roads corridor? (Choose all that apply)	If you do not currently walk, bike, or use other non-automotive transportation in the area, why not? (Choose all that apply)	How do you think active transportation like walking or biking would affect your overall health and well-being?	Which of the following are the most important to you? (Choose your top 3)?	Do you live, work or spend other time in New Orleans East? (Choose all that apply)	Would you like to tell us your name and address? (If not, leave blank)
					To minimize my environmental impact;	Damaged/uneven roads and sidewalks (e.g. potholes, broken sidewalks, etc.);Poor or no lighting at night;	transportation within the area;		to daily needs, etc.) by whatever form of transportation they use; Having a nice place for walks; Not needing to drive so much;	daily needs there (medical, grocery, etc.);	
27	7/20/23 13:27:19	7/20/23 13:36:51		1-2 times per month	Leisure, recreation or exercise;	No sidewalks or bike path; Damaged/uneven roads and sidewalks (e.g. potholes, broken sidewalks, etc.);Poor or no lighting at night; Getting across the street safely;	I currently walk, bike, or use other non-automotive transportation within the area;	I think it would have a beneficial effect on my health or well-being	That people can get to where they need to go (work, school, to attend to daily needs, etc.) by whatever form of transportation they use; That people can travel safely on the roads; A variety of transportation options (buses, sidewalks, bike paths, bikeshare, etc.);	I live there; I have friends or family who live there;	People in my household work in the East.;
28	7/21/23 13:39:36	7/21/23 13:46:25	There is a high school (Living School) at 6003 Bullard Ave Suite 16, New Orleans, LA 70128. At one point they were planning on opening a student-run bicycle repair shop. They may be a good community partner in or some capacity or be able to promote the project and provide input.	Never			I walk, bike, or use other non-automotive transportation outside of the area;	I think it would have a beneficial effect on my health or well-being	That people can travel safely on the roads; A variety of transportation options (buses, sidewalks, bike paths, bikeshare, etc.);Not needing to drive so much;		
29	7/21/23 17:18:00	7/21/23 17:22:02	See to many disable in a mobile wheelchair doing back and forth doing errands	Never	I do not walk or bike for any trips;	I do not walk, bike, or use other active transportation for any trips;	I would like to but it is too dangerous;	I think it would have a beneficial effect on my health or well-being	Reliable and predictable roads (for example, less traffic);A variety of transportation options (buses, sidewalks, bike paths, bikeshare, etc.);That people can travel safely on the roads;	I work there; I live there; I attend to my daily needs there (medical, grocery, etc.);	I have friends or family who live there;
30	7/24/23 13:32:31	7/24/23 13:37:20	I wish i could feel safer while commuting this route on bicycle (along with many others in New Orleans)	2-7 times per week	Leisure, recreation or exercise; To minimize my environmental impact; To save money; Work; To attend to my daily needs (medical, grocery, etc.);	No sidewalks or bike path; Getting across the street safely; Damaged/uneven roads and sidewalks (e.g. potholes, broken sidewalks, etc.);	I do use it to bike, but often in fear for it is quite dangerous;	I think it would have a beneficial effect on my health or well-being	That people can get to where they need to go (work, school, to attend to daily needs, etc.) by whatever form of transportation they use; That people can travel safely on the roads; A variety of transportation		

ID	Start time	Completion time	Is there anything that you would like to tell us about the walking, biking, or other alternative transportation conditions in the area? (If not, leave blank)	On average, how often do you walk, bike, use a scooter, or other mobility device for travel in the I-10 Service Roads corridor?	If you do walk, bike, use a scooter, or other mobility device in the Service Roads corridor, what are the purposes of your trips? (Choose all that apply)	What are the main obstacles you face when walking, biking, using a scooter, or other mobility device in the Service Roads corridor? (Choose all that apply)	If you do not currently walk, bike, or use other non-automotive transportation in the area, why not? (Choose all that apply)	How do you think active transportation like walking or biking would affect your overall health and well-being?	Which of the following are the most important to you? (Choose your top 3)?	Do you live, work or spend other time in New Orleans East? (Choose all that apply)	Would you like to tell us your name and address? (If not, leave blank)
									options (buses, sidewalks, bike paths, bikeshare, etc.);		

APPENDIX B7. PUBLIC MEETING SIGN-IN SHEETS

Table B7-1: Sign-In Sheet for Public Meeting #1

First Name	Last Name	Current Mailing Address	City	State	Zip	Email	Organization	Phone	How were you informed about this event?
Michael and Avis	Bevrotte	6925 Neptune Ct	New Orleans	LA	70126	abevrotte1@cox.net			Email
Barbara	Woods	12521 Carmel Place	New Orleans	LA	70128	bwoods44@att.net	Lake Carmel and ENONAC		Email & other
Dawn	Hebert	6846 Lake Willow Dr	New Orleans	LA	70126	dhebert28@cox.net	East New Orleans Neighborhood Advisory Commission	5048750352	Email, word of mouth, & other
Gloria	Selmon	7448 Woodbine	New Orleans						Word of mouth
Abraham	McNeil	PO Box 870710	New Orleans	LA	70128	passportneworleansevents@gmail.com	Passport New Orleans Events	5044071882	Word of mouth
Andre	Baugh	7210 Arbor Dr	New Orleans	LA	70126	andrebaugh44@gmail.com		5042440842	Other (SLNA)
Eva	Washington	4636 Donna Dr	New Orleans	LA	70127	eva_washington@bellsouth.net	Donna Ville	5044537580	Email & other (church)
Tilman	Hardy	6916 Cambeley Dr	New Orleans	LA	70128	tilmanhardy@gmail.com	Core USA	5042379556	Other
Anika	Ofori	11702 Hayne Ave	New Orleans	LA	70128	anikaofori@gmail.com	UNO Transportation Inst	5045414079	Other (UNOTI)
Ann M	Legawy	9431 Morrison	New Orleans	LA	70127		Villa Sites South Shore Association	5049053665	Email
Sheila Clemons			New Orleans	LA		queenfox181@yahoo.com	Villa Sites		Other (signs)
Clark	Thompson	3201 DeSoto	New Orleans	LA	70119	clarkthompson@gmail.com	NOLA Ghost Bikes	5043824879	Email
Wayne	Roberts	10121 Chevy Chase Dr	New Orleans	LA	70127	sugabare@cox.net			
Edward J	Davidson III	7000 W Tamaron Blvd	New Orleans	LA	70128	edwardd7531@yahoo.com		5042254147	Email
Wayne	Lemelle	13634 Dwyer Blvd	New Orleans	LA	70129	lemellew@yahoo.com		5044912457	Word of mouth, Other (signs)
Gail	Armant	7511 Springlake Dr	New Orleans	LA	70126	gfarmant@yahoo.com		5042447274	Email
Vicki	Davenport	12340 N Lake Carmel Dr	New Orleans	LA	70128	vhdavenport@gmail.com		5042745699	Email, Other (signs)
Antoinette	Brown		New Orleans	LA	70126	sammgreen@msn.com		5049130735	Other (signs)
Daphne	Ferdinand	5970 Winchester Pk Dr	New Orleans	LA	70128				Other (signs)
Allene	La Spina	2100 Oretha Castle Haley Blvd	New Orleans	LA	70113	allene@bikeeasy.org	Bike Easy		Email, Word of mouth (colleagues)
William	Bickham	4842 Eunice Dr	New Orleans	LA	70127	wmbick@yahoo.com		5047565132	Email, Other (sign)

First Name	Last Name	Current Mailing Address	City	State	Zip	Email	Organization	Phone	How were you informed about this event?
Calvin A	Lopes	7450 Mayo Blvd	New Orleans	LA	70126-2044	enolacivic@gmail.com	Eastern New Orleans Civic Assoc.		Email
Gladdis C	Brisco	PO Box 770436	New Orleans	LA	70177			5049577598	Email
Mary	Leaper	PO Box 872574	New Orleans	LA	70187			5042465531	
Raymond		4619 Hauck Dr	New Orleans	LA	70127			5042465531	
Marin	Stephens		New Orleans	LA		marin.stephens@nola.gov	CPC		Email
Arthur L	Busby	7984 Edgelake Court	New Orleans	LA	70126-1922	albusby@att.net	Edgelake	5042584341	Email
Lavon	Jackson	4802 Shallmard	New Orleans	LA	70126	lavonjackson38@hotmail.com	Melia Subdivision	504606035	
Marcia	McWilliams	8300 Lomend Rd	New Orleans	LA		mpmc@att.net	North Kenilworth	5044731646	Email
Wilhelmina and Rene	Anderson	7300 Camberley Dr	New Orleans	LA	70128	wilhelminaanderson@yahoo.com		5043439815	Other (sign)
Linda P	Adams		New Orleans	LA		lpadams3@att.net		5047105402	
Danielle	Atkins	8411 Beechwood Ct	New Orleans	LA	70127	dami21082@gmail.com		5042566511	Other (signs)
Adolph	Randall	7722 Swift St	New Orleans	LA	70126			7062548657	Other (signs)
Phern and Nelson	Ware	7311 Camberley Dr	New Orleans	LA	70128	phernware@yahoo.com			Other

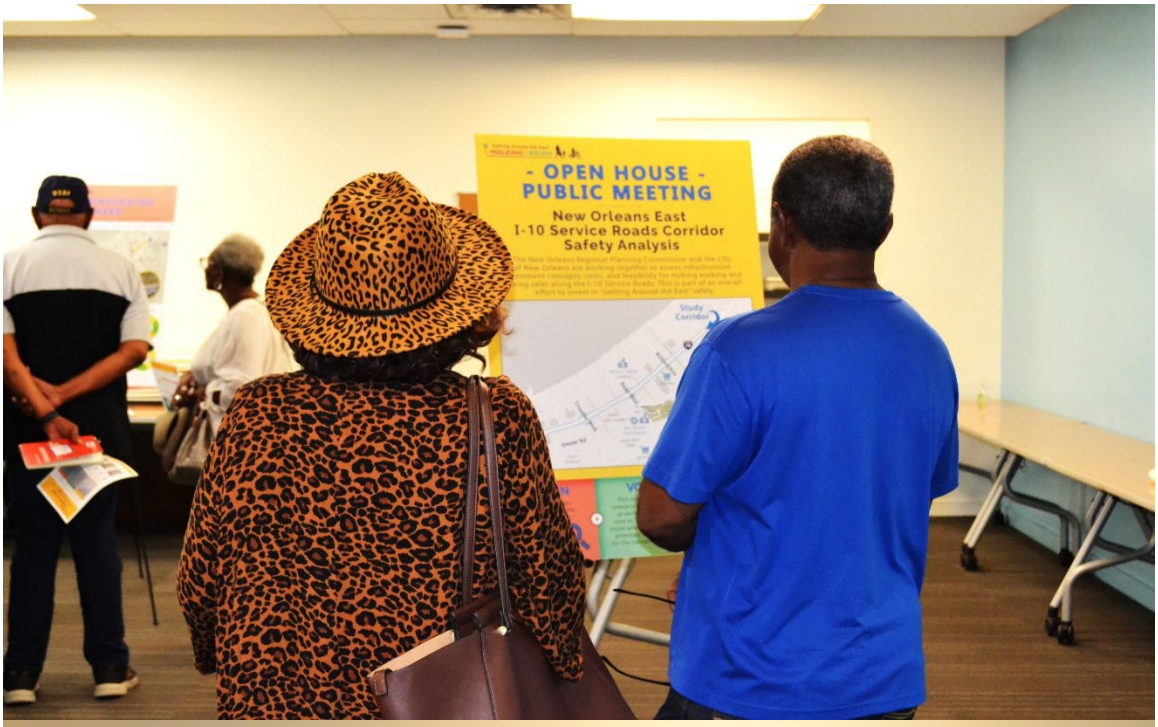
Table B7-2: Sign-In Sheet for Public Meeting #2

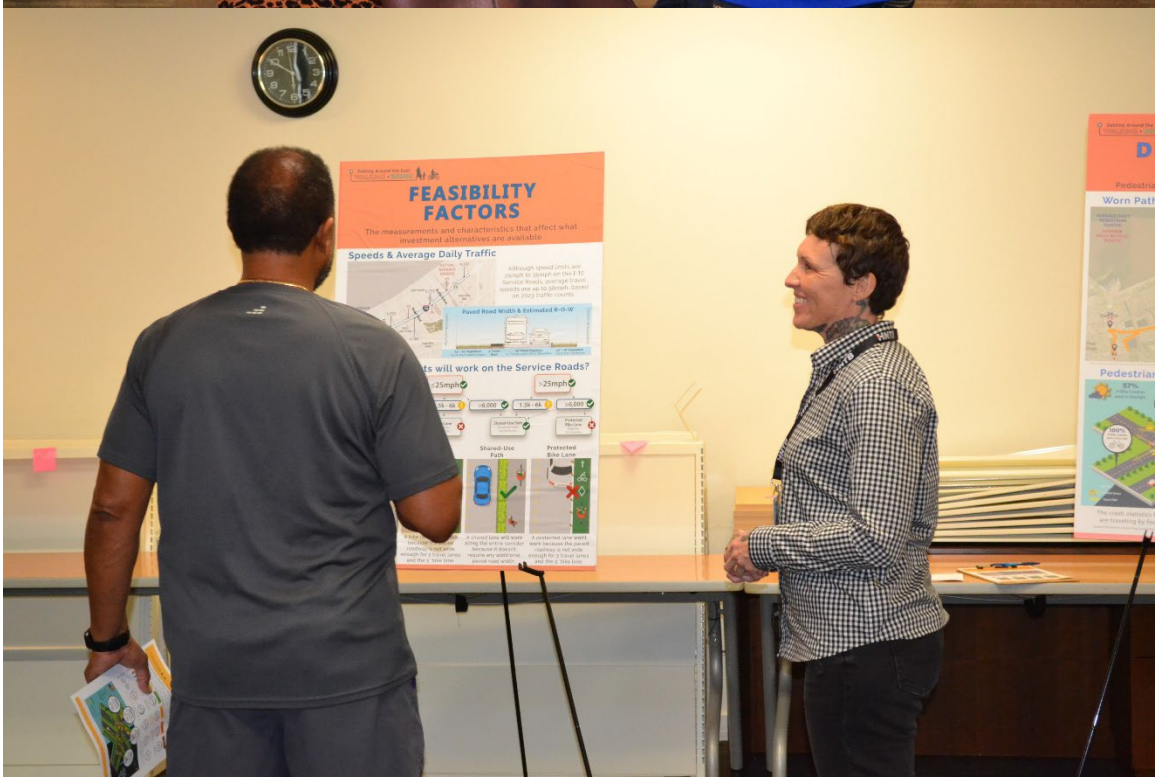
First Name	Last Name	Current Mailing Address	City	State	Zip	Email	Organization	Phone	How were you informed about this event?
Lois	Jones	11141 Parkwood CT N	New Orleans	LA	70128	lois9599@aol.com		5045839185	Email and Other: Signs
Greta	Cappelman n	3705 Piedmont Dr	New Orleans	LA	70122	gretacapp@gmail.com	Bike Easy	5047225062	Word of Mouth
Samuel	Buckley	3216 Bienville	New Orleans	LA	70119	samuelbuckleyiv@gmail.com	Ride New Orleans	5047565445	Email
Cheryl	Martin	7181 Queensway Dr	New Orleans	LA	70128	darrennchemartin@bellsouth.net		3183446116	Other: Signs
Darren	Martin	7181 Queensway Dr	New Orleans	LA	70128	darrennchemartin@bellsouth.net		3183446116	Other: Signs
Allene	La Spina	2905 Pine St	New Orleans	LA	70125	allene@bikeeasy.org	Bike Easy		Other
Jerry	Cook	10101 Lake Forest	New Orleans	LA	70127	cookjerry1943@gmail.com			
Aaron	Jordan	11258 Asphodel Dr	New Orleans	LA	70128	gndalliance@gmail.com	Greater New Orleans East Business Alliance	5049573568	Other: Signs
Farity	Henry	14516 Beekman Road	New Orleans	LA	70128	farityh@yahoo.com			
Andre	Baugh	7210 Arbor Dr	New Orleans	LA	70126	andrebaugh44@gmail.com		5042440842	Email
Commelita	McKee	7431 Lake Barrington Drive	New Orleans	LA	70128	cmckee0163@gmail.com		5046125449	Email
Raymond	Washington	4619 Hauck Dr	New Orleans	LA	70127				Other: Signs
Dawn	Hebert	6848 Lake Willow Dr	New Orleans	LA	70126	dhebert2P@cox.net	East New Orleans Neighborhood Advisory Committee		
Eric	Jones	7406 Maivern Drive	New Orleans	LA	70126	drericjjones@gmail.com		5044818442	Word of Mouth
Katherine	Grinstead	7421 Sheffield St	New Orleans	LA	70126				Other: Church
Dorothy	Comadore	14218 Intrepid St	New Orleans	LA	70129	commodores42000@outlook.com		5042218269	Word of Mouth
Feltus	Lee	7931 Sandpiper Dr	New Orleans	LA	70128	feltusfactor@yahoo.com			Other: News
Linda P	Adams	P.O. Box 870464	New Orleans	LA	70128-1203	lpadams3@att.net	N/A	5047105402	Other
Kevin	Woods	9777 W Wheaton Circle	New Orleans	LA	70127	wood2005@bellsouth.net		5049085390	Other
Wilfred	Norris	7220 Willbrae Dr	New Orleans	LA	70129	wilfrednorris5@yahoo.com	N/A		
Cynthia	Matthews	7519 Tricia Ct	New Orleans	LA	70128	sandcprater@gmail.com		5042050526	Word of Mouth
Yasmeen	Singleton					ysingleton@wwltv.com	WWLTV		

First Name	Last Name	Current Mailing Address	City	State	Zip	Email	Organization	Phone	How were you informed about this event?
Pearl	Cantrelle	7620 Crestmont Dr	New Orleans	LA	70128	pmcantrelle@gmail.com	Kenilworth Improvement District		Email
Michael	Bevrotte	6925 Neptune Ct	New Orleans	LA	70126	abevrotte1@cox.net			Other
Sabrina	Buxton	7166 Lamb Road	New Orleans	LA	70126				Other: Flyer
Karen	Comeaux	7330 Arbor Drive	New Orleans	LA	70126	kacomeaux_esq@hotmail.com	Spring Lake Neighborhood Association		Email and Word of Mouth
Gina	Rochon	7100 Grey Oaks Drive	New Orleans	LA	70126	ginarba6@comcast.net			Email and Word of Mouth

APPENDIX B8. PUBLIC MEETINGS PHOTOS

PUBLIC MEETING #1



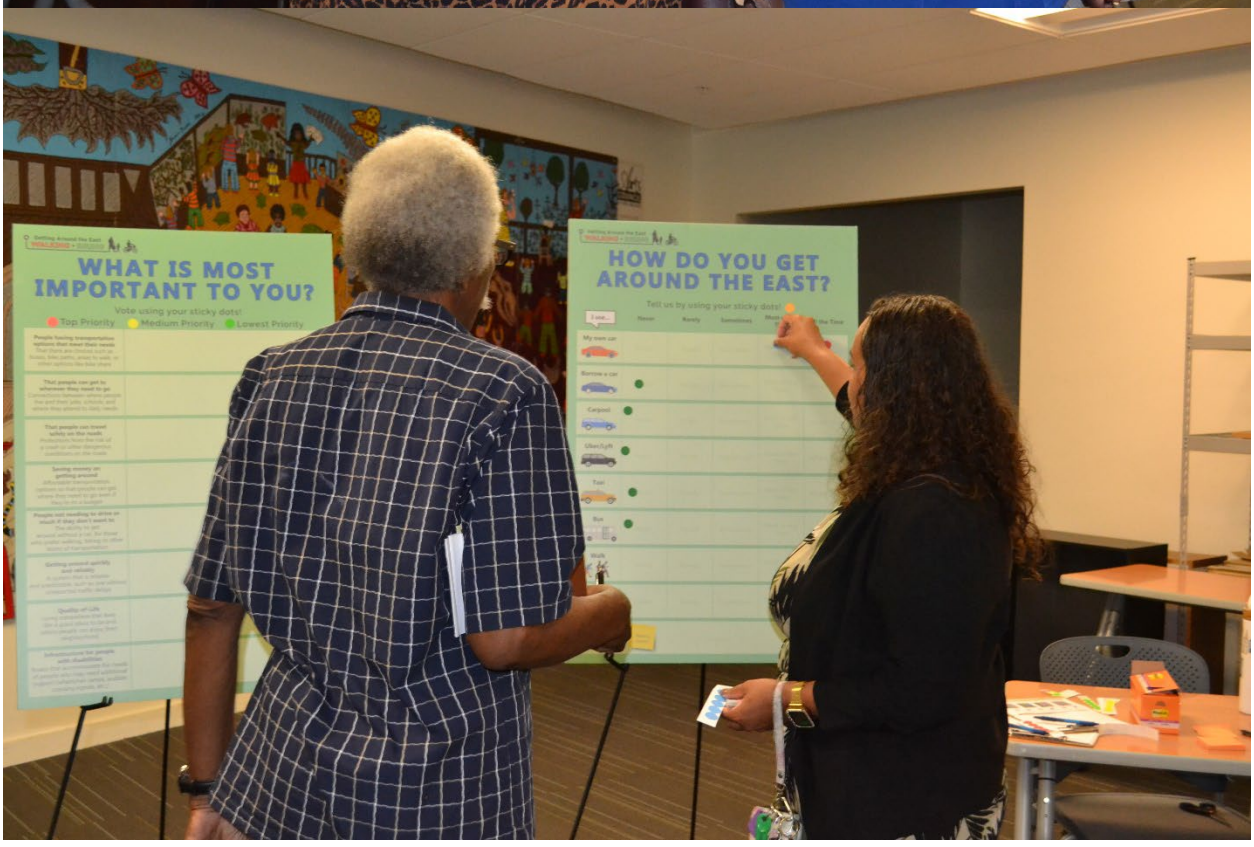



USAF
RETIRED

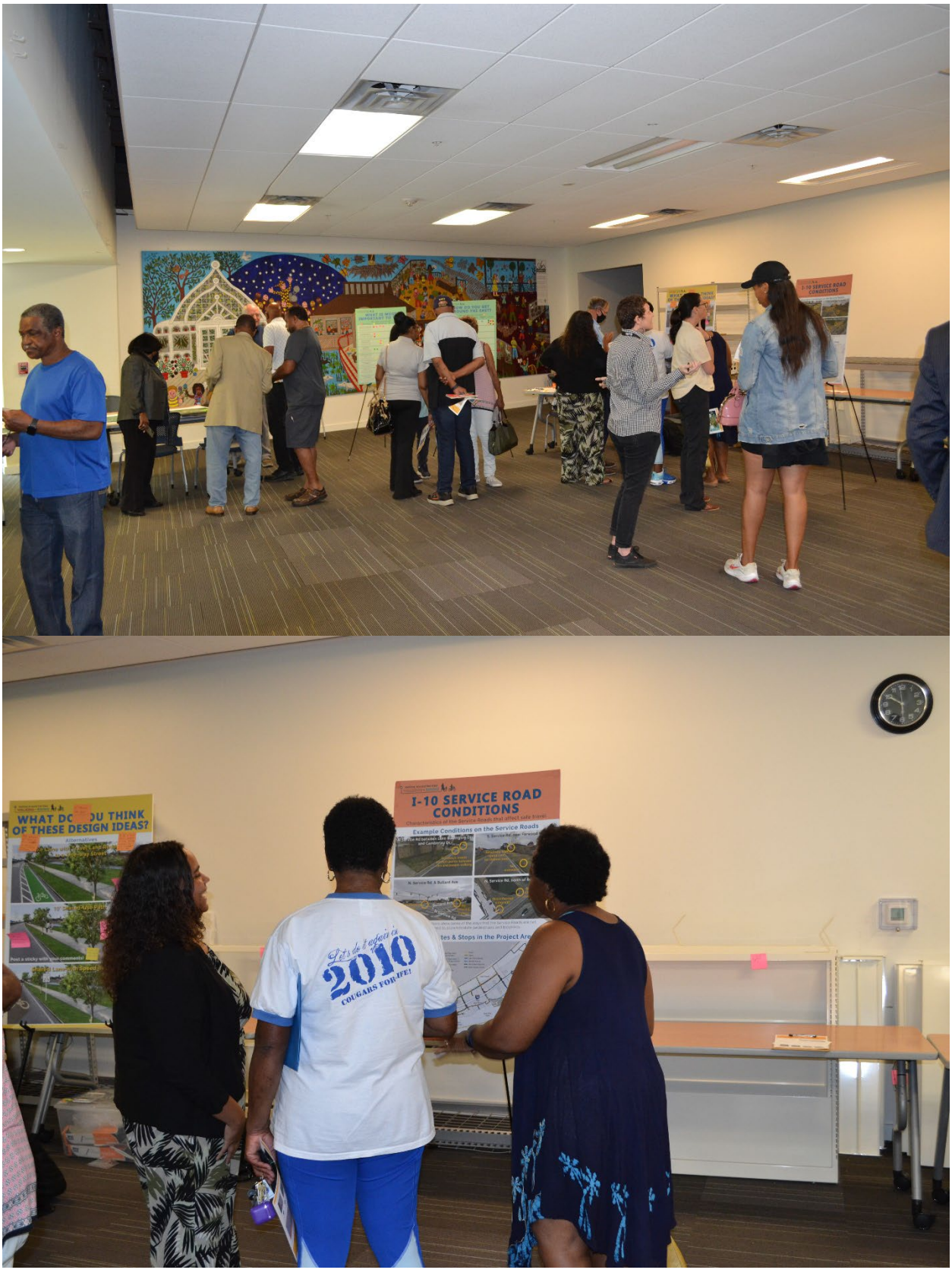

WHAT DO YOU THINK OF THESE DESIGN IDEAS?
Alternatives


EXIT


FEASIBILITY FACTORS
Speeds & Average Daily Traffic
DEMONSTRATED NEED


WHAT IS MOST IMPORTANT TO YOU?
Vote using your sticky dots!
Top Priority
Medium Priority
Lowest Priority
HOW DO YOU GET AROUND THE EAST?

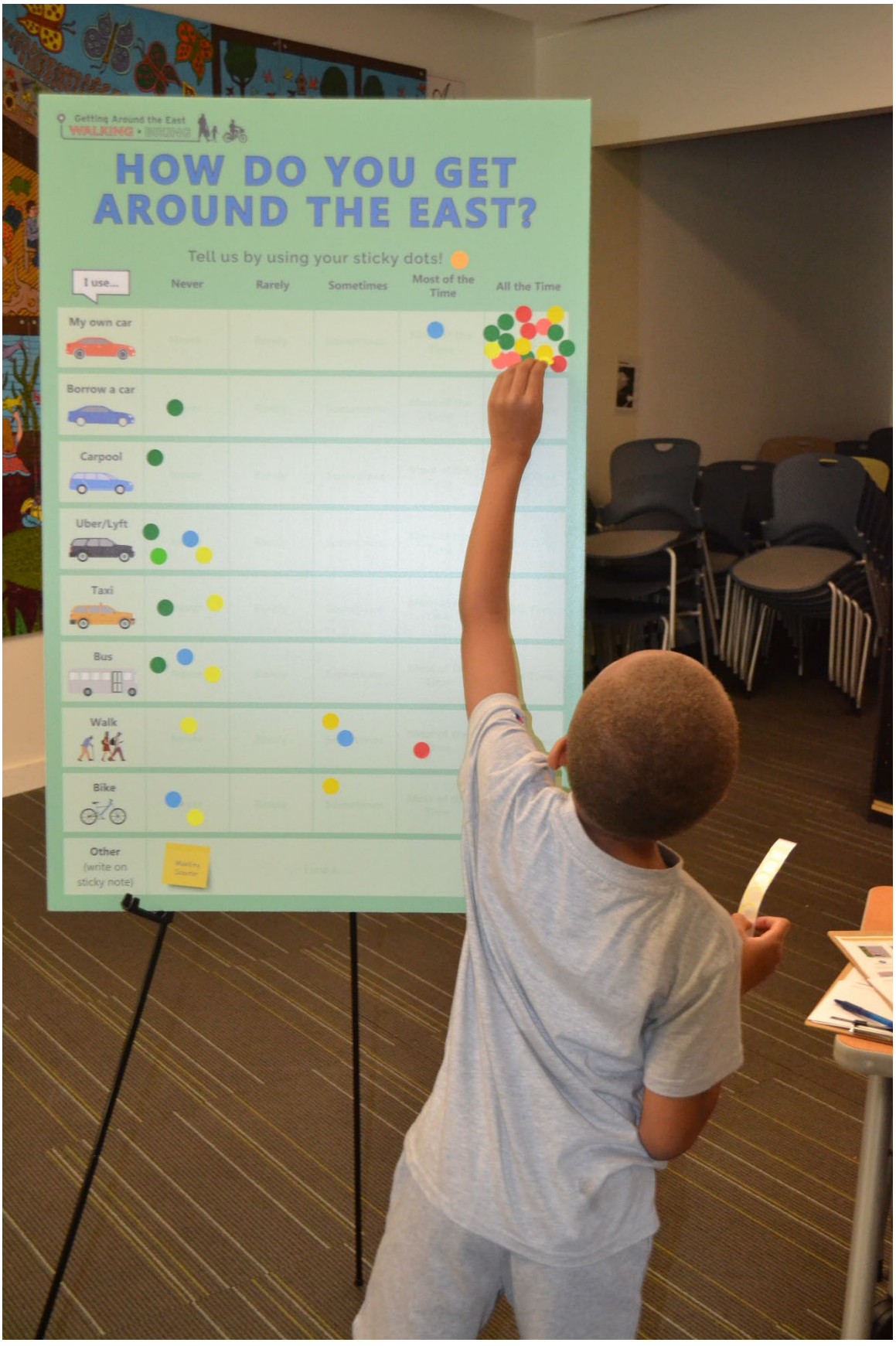

USAF
RETIRED
WHAT DO YOU THINK OF THESE DESIGN IDEAS?
Alternatives
10' Shared-Use Path
Lane w/ Pt Speed Reduction


I-10 SERVICE ROAD CONDITIONS
Example Conditions on the Service Roads
WHAT DO YOU THINK OF THESE DESIGN IDEAS?
Let's do it again in 2010
COUGARS FOR LIFE!


DEMONSTRATED NEED
Pedestrian and bicycle travel on the I-10 Service Roads
Paths & Pedestrian/ Bicycle Traffic Counts
HNTB

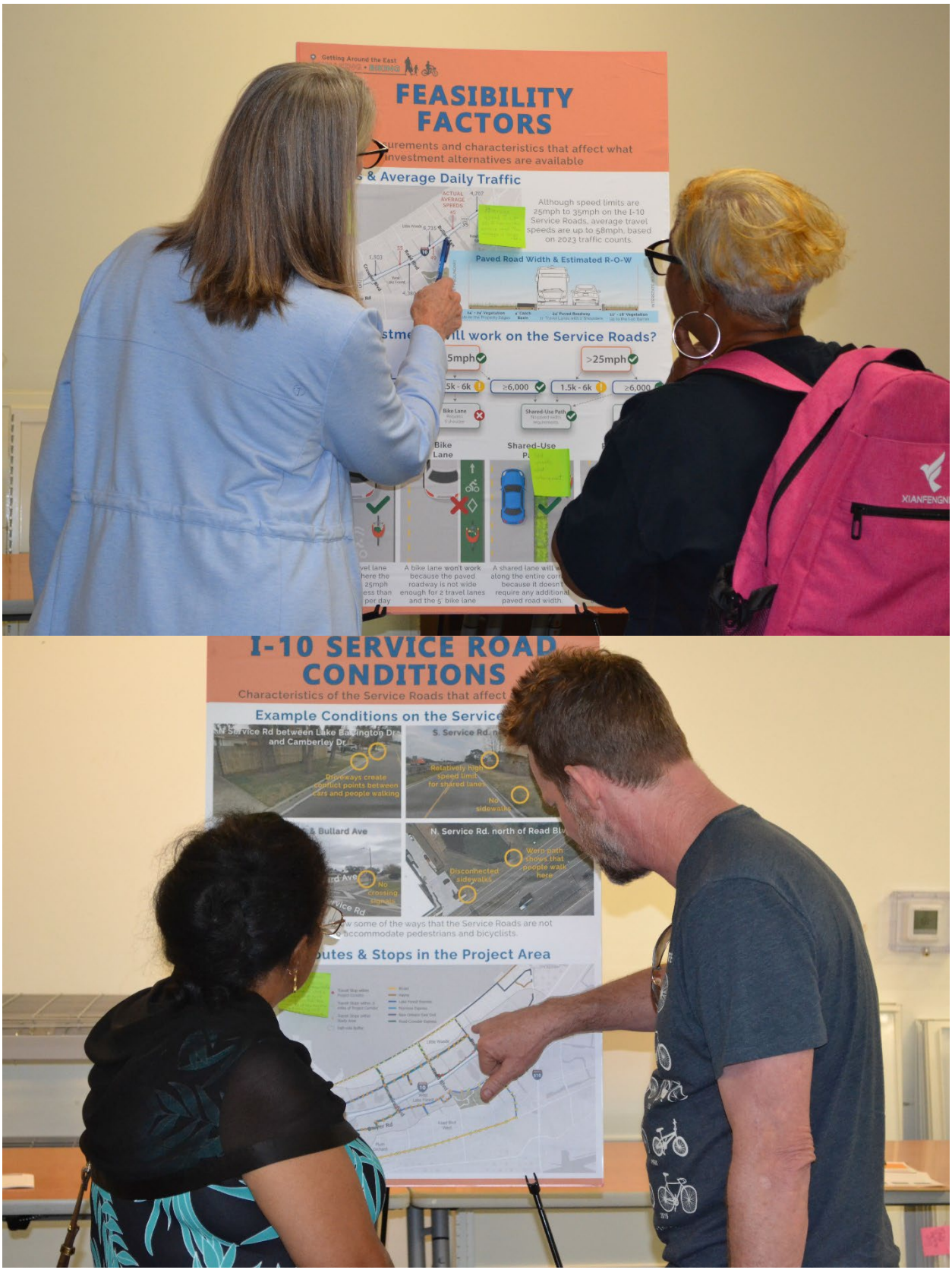

COMMENTS


NSTRATED
NEED
Bicycle Traffic Counts


Getting Around the East
WALKING • BIKING
HOW DO YOU GET AROUND THE EAST?
Tell us by using your sticky dots!
I use...
Never
Rarely
Sometimes
Most of the Time
All the Time
My own car
Borrow a car
Carpool
Uber/Lyft
Taxi
Bus
Walk
Bike
Other
(write on sticky note)


Getting Around the East
WALKING • BIKING
- OPEN HOUSE -
PUBLIC MEETING
New Orleans East
I-10 Service Roads Corridor
Safety Analysis
The New Orleans Regional Planning Commission and the City of New Orleans are working together to assess infrastructure investment concepts, costs, and feasibility for making walking and biking safer along the I-10 Service Roads. This is part of an overall effort to invest in "Getting Around the East" safely.
Study Corridor
LEARN
Explore the images and conditions of the I-10 Service Roads corridor to learn about the opportunities for the project.
VOTE
This open house is interactive! Take a look at each activity and vote to let us know what your priorities are for the corridor.
TALK
Chat with us about how you walk, bike and travel in the area and what you think about investments in walkability.
HANDOUTS


WHAT IS MOST IMPORTANT TO YOU?


FEASIBILITY FACTORS
& Average Daily Traffic
Although speed limits are 25mph to 35mph on the I-10 Service Roads, average travel speeds are up to 58mph, based on 2023 traffic counts.
Paved Road Width & Estimated R-O-W
Bike Lane
Shared-Use
A bike lane won't work because the paved roadway is not wide enough for 2 travel lanes and the 5' bike lane
I-10 SERVICE ROAD CONDITIONS
Characteristics of the Service Roads that affect
Example Conditions on the Service
Driveways create conflict points between cars and people walking
Relatively high speed limit for shared lanes
No sidewalks
Disconnected sidewalks
Worn path shows that people walk here
No crossing signals
utes & Stops in the Project Area


WHAT IS MOST IMPORTANT TO YOU?
Vote using your sticky dots!
Top Priority
Medium Priority
Lowest Priority

PUBLIC MEETING #2


Getting Around the East
WALKING • BIKING
NOE I-10 Service Roads Corridor
Safety Analysis
Public Meeting #2


OPEN HOUSE
PUBLIC MEETING
I-10 Service Roads Corridor
Safety Analysis
Please Sign In


2. Review of Possible Solution Factors
Paved Road Width & Estimated R-O-W
INTERSTATE BOUNDARY


Scissor Crossover at Bundy on the North Service Road
- OPEN HOUSE -
PUBLIC MEETING
New Orleans East
10 Service Roads Corridor
Safety Analysis
Study Corridor
VOTE
TALK


Scissor Crossover at Bundy on the North

APPENDIX C. TRAFFIC COUNTS

Included in attached zip file.

APPENDIX D. STAGE 0 ENVIRONMENTAL CHECKLIST

Route I-10 Service Roads (Routeid: 999 I-10 2 4 036 to 040) Parish: Orleans

C.S. 450-90 Begin Log mile (CS logmile = 10.978, LRS logmile = 0.530) End Log mile CS: 16.062, LRS: 0.452

ADJACENT LAND USE: Commercial (48.99%), Single-Family Residential (22.49%), Low-Density Residential (16.66%) and Multi-Unit Residential (11.87%)

Any property owned by a Native American Tribe?
(Y or N or Unknown) If so, which Tribe? **N:** The closest tribal lands are those of the Chitimacha Tribe of Louisiana, located in St. Mary Parish, approximately 106 miles south-east of the project area boundary, and will not be impacted by this development.

Any property enrolled into the Wetland Reserve Program?
(Y or N or Unknown) If so, give the location: **N:** None of the proposed developments are located in a property enrolled in the Wetland Reserve Program.

Are there any other known wetlands in the area?
(Y or N) If so, give the location **Y:** Nearby wetlands itemized below.

- **L1UBHx** (Lacustrine Limnetic Unconsolidated Bottom Permanently Flooded Excavated)
  1. Jahncke Canal (extending south from a point near the intersection of Hayne Boulevard and Jahncke Road, running parallel to Jahncke Road and crossing Morrison Road near the intersection of Morrison Road and Jahncke Road, the I-10 and I-10 Service Roads, Lake Forest Boulevard near the intersection of Lake Forest Boulevard and Eastover Drive, at Dwyer Road and once more at Paris Road before terminating near the intersection of Paris Road and the US-90) crossing @ Morrison Road, the I-10 and I-10 Service Roads, Lake Forest Boulevard, Dwyer Road and Paris Road.
  2. Unnamed lake (occupying an area bounded by the rear lot lines of lots fronting on the I-10 South Service Road to the north, the rear lot lines of lots fronting on Winchester Park Drive to the east and south, and the rear lot lines of lots fronting on Wright Road to the west).
  3. Lake Willow (occupying an area bounded by the rear lot lines of lots fronting on Morrison Road to the north, the rear lot lines of lots fronting on Thornley Drive and Westhaven Drive to the east, and the rear lot lines of lots fronting on Lake Willow Drive to the south and west).

- **PEM1A** (Palustrine Emergent Persistent Temporarily Flooded)
  1. Shrubland near the intersection on the I-10 North Service Road and Vincent Canal (occupying an area bounded by Morrison Road to the north, LA-47/Paris Road to the east, the I-10 North Service Road to the south, and Vincent Canal/Pinebrook Drive to the west).
  2. Shrubland near Gannon Canal (occupying an area bounded by the rear lot lines of lots fronting on the I-10 South Service Road to the north, Gannon Canal to the east, the north-side lot lines of lots fronting on South Muirfield Circle to the south and the east-side lot lines of lots fronting on Eastover/Greenbrier Private Streets to the west).

- **PEM1Fx** (Palustrine Emergent Persistent Semipermanently Flooded Excavated)
  1. Shrubland near the intersection on the I-10 South Service Road and Vincent Canal (occupying an area bounded by the I-10 South Service Road to the north, east and south, and Vincent Canal to the west).

- **PSS1A** (Palustrine Scrub-Shrub Broad-Leaved Deciduous Temporarily Flooded)

1. Shrubland near the intersection of South Muirfield Circle & Carnousite Court (occupying an area bounded by the rear lot lines of lots fronting on the I-10 South Service Road to the north, the rear lot lines of lots fronting on South Muirfield Circle to the east, the front lot lines of lots fronting South Muirfield Circle to the south, and the side lot line of a lot with frontage on both South Muirfield Circle and Eastover Drive to the east).

- **PUBHx** (Palustrine Unconsolidated Bottom Permanently Flooded Excavated)
  1. Vincent Canal (extending from south of Morrison Road to north of the I-10 South Service Road, running parallel to Pinebrook Drive and crossing the I-10 Service Roads before terminating at the I-10 South Service Road) crossing @ the I-10 Service Roads.
  2. Gannon Canal (extending south from a point near the intersection of Morrison Road and Gannon Road, crossing the I-10 and the I-10 Service Roads before terminating near the intersection of Paris Road and Lake Forest Boulevard) crossing @ the I-10 Service Roads.
  3. Lake Carmel (occupying an area bounded by the rear lot lines of lots fronting on North Lake Carmel Drive to the north, the rear lot lines of lots fronting on Beauvoir Court to the east, the rear lot lines of lots fronting on Carmel Place to the south, and the rear lot lines of lots fronting on Chatelain Drive to the west).
  4. Berg Canal (extending south from a point near the intersection of Morrison Road and Camberley Drive and crossing the I-10 and I-10 Service Roads, and Lake Forest Boulevard near the intersection of Lake Forest Boulevard and Louis Prima Drive West/Stillwater Drive before flowing into Dwyer Canal, running parallel to Dwyer Road) crossing @ the I-10 and I-10 Service Roads and Lake Forest Boulevard.
  5. Lake Barrington (occupying an area bounded by the rear lot lines of lots fronting on Lake Barrington Drive to the west and north, the rear lot lines of lots fronting on Camberley Drive to the east, and the rear lot lines of lots fronting on the I-10 North Service Road to the south).
  6. Farrar Canal (extending south from a point near the intersection of Morrison Road and Restgate Road, crossing the I-10 and the I-10 Service Roads, Lake Forest Boulevard near the intersections of Lake Forest Boulevard and Kensington Boulevard, and Dwyer Road before flowing into Dwyer Canal, running parallel to Dwyer Road) crossing @ the I-10 and I-10 Service Roads, Lake Forest Boulevard and Dwyer Boulevard.
  7. Citrus Canal (extending north from Dwyer Canal, crossing Lake Forest Boulevard near the intersection of Lake Forest Boulevard and Plaza Drive, the I-10 and I-10 Service Roads, Morrison Road near the intersections of Morrison Road and Poitevent Avenue and Shubrick Avenue, and once more at Hayne Boulevard before flowing into Lake Pontchartrain) crossing @ Hayne Boulevard, Morrison Avenue, the I-10 and I-10 Service Roads and Lake Forest Boulevard.
  8. Benson Canal (extending south from a point near the intersection of Morrison Road and Benson Court, running parallel to Benson Court and crossing the I-10 and I-10 Service Roads, Lake Forest Boulevard and Dwyer Road near the intersection of Dwyer Road and Norgate Drive, before flowing into Dwyer Canal, running parallel to Dwyer Road) crossing @ the I-10 and I-10 Service Roads, Lake Forest Boulevard and Dwyer Road.
  9. Lawrence Canal (extending south from a point near the intersection of Morrison Road and Mayo Road, running parallel to Neptune Court and crossing the I-10 and I-10 Service Roads, Lake Forest Boulevard near the intersection of Lake Forest Boulevard and Bently Drive, and Dwyer Road near the intersection of Dwyer Road and Francisco Verrette Drive, before flowing into Dwyer Canal, running parallel to Dwyer Road) crossing @ the I-10 and I-10 Service Roads, Lake Forest Boulevard and Dwyer Road.
  10. Spring Lake (occupying an area bounded by the rear lot lines of lots fronting on Springlake Drive to the north, the rear lot lines of lots fronting on Mayo Boulevard to the east, the rear lot lines of lots fronting on Arbor Drive to the south, and the rear lot lines of lots fronting on Cove Drive to the west).
  11. Lake Kenilworth (occupying an area within a single parcel bounded by Morrison Road to the north, the Saint Charles Canal to the east, the I-10 North Service Road to the south, and Martin Drive to the west).

12. Unnamed Lake (occupying an area intersecting with three parcels, bounded by Basinview Drive to the north, Seagull Lane to the east, Dwyer Road to the south, and Westlake Drive to the west).

- **R2AB4Hx** (Riverine Lower Perennial Aquatic Bed Floating Vascular Permanently Flooded Excavated)
  1. Berg Canal (extending south from a point near the intersection of Morrison Road and Camberley Drive and crossing the I-10 and I-10 Service Roads, and Lake Forest Boulevard near the intersection of Lake Forest Boulevard and Louis Prima Drive West/Stillwater Drive before flowing into Dwyer Canal, running parallel to Dwyer Road) crossing @ the I-10 and I-10 Service Roads and Lake Forest Boulevard.
  2. Farrar Canal (extending south from a point near the intersection of Morrison Road and Restgate Road, crossing the I-10 and the I-10 Service Roads, and Lake Forest Boulevard near the intersection of Lake Forest Boulevard and Kensington Boulevard and Dwyer Road before flowing into Dwyer Canal, running parallel to Dwyer Road) crossing @ the I-10 and I-10 Service Roads, Lake Forest Boulevard and Dwyer Boulevard.

- **R2UBHx** (Riverine Lower Perennial Unconsolidated Bottom Permanently Flooded Excavated)
  1. Vincent Canal (extending from south of Morrison Road to north of the I-10 South Service Road, running parallel to Pinebrook Drive and crossing the I-10 and I-10 Service Roads before terminating at the I-10 South Service Road) crossing @ the I-10 Service Roads.
  2. Gannon Canal (extending south from a point near the intersection of Morrison Road and Gannon Road, crossing the I-10 and the I-10 Service Roads before terminating near the intersection of Paris Road and Lake Forest Boulevard) crossing @ the I-10 Service Roads.
  3. Jahncke Canal (extending south from the intersection of Hayne Boulevard and Jahncke Road, running parallel to Jahncke Road and crossing Morrison Road near the intersection of Morrison Road and Jahncke Road, the I-10 and I-10 Service Roads, Lake Forest Boulevard near the intersection of Lake Forest Boulevard and Eastover Drive, at Dwyer Road and once more at Paris Road before terminating near the intersection of Paris Road and the US-90) crossing @ Morrison Road, the I-10 and I-10 Service Roads, Lake Forest Boulevard, Dwyer Road and Paris Road.
  4. Berg Canal (extending south from a point near the intersection of Morrison Road and Camberley Drive and crossing the I-10 and I-10 Service Roads, and Lake Forest Boulevard near the intersection of Lake Forest Boulevard and Louis Prima Drive West/Stillwater Drive before flowing into Dwyer Canal, running parallel to Dwyer Road) crossing @ the I-10 and I-10 Service Roads and Lake Forest Boulevard.
  5. Farrar Canal (extending south from a point near the intersection of Morrison Road and Restgate Road, crossing the I-10 and the I-10 Service Roads, and Lake Forest Boulevard near the intersection of Lake Forest Boulevard and Kensington Boulevard and Dwyer Road before flowing into Dwyer Canal, running parallel to Dwyer Road) crossing @ the I-10 and I-10 Service Roads, Lake Forest Boulevard and Dwyer Boulevard.
  6. Citrus Canal (extending north from Dwyer Canal, crossing Lake Forest Boulevard near the intersection of Lake Forest Boulevard and Plaza Drive, the I-10 and I-10 Service Roads, Morrison Road near the intersections of Morrison Road and Poitevent Avenue and Shubrick Avenue, and once more at Hayne Boulevard before flowing into Lake Pontchartrain) crossing @ Hayne Boulevard, Morrison Avenue, the I-10 and I-10 Service Roads and Lake Forest Boulevard.
  7. Benson Canal (extending south from a point near the intersection of Morrison Road and Benson Court, running parallel to Benson Court and crossing the I-10 and I-10 Service Roads, Lake Forest Boulevard and Dwyer Road near the intersection of Dwyer Road and Norgate Drive, before flowing into Dwyer Canal, running parallel to Dwyer Road) crossing @ the I-10 and I-10 Service Roads, Lake Forest Boulevard and Dwyer Road.
  8. Lawrence Canal (extending south from a point near the intersection of Morrison Road and Mayo Road, running parallel to Neptune Court and crossing the I-10 and I-10 Service Roads, Lake Forest Boulevard near the intersection of Lake Forest Boulevard and Bently Drive, and Dwyer Road near the intersection of Dwyer Road and Francisco Verrette Drive, before flowing into Dwyer Canal,

running parallel to Dwyer Road) crossing @ the I-10 and I-10 Service Roads, Lake Forest Boulevard and Dwyer Road.

9. St. Charles Canal (extending from a point near the intersection of Danube Road and Wales Street to the corner of Seagull Land and Edgewater Lane, running parallel to Crestmont Road and crossing Morrison Road near the intersection of Morrison Road and Sheffield Street and again at the I-10 and I-10 Service Roads before terminating near the intersection of Dwyer Road and Seagull Lane) crossing @ Morrison Road, the I-10 and the I-10 Service Roads.

- **R5UBHx** (Riverine Unknown Perennial Unconsolidated Bottom Permanently Flooded Excavated)
  1. Vincent Canal (extending from south of Morrison Road to north of the I-10 South Service Road, running parallel to Pinebrook Drive and crossing the I-10 Service Roads before terminating at the I-10 South Service Road) crossing @ the I-10 Service Roads.

- **R5UBFx** (Riverine Unknown Perennial Unconsolidated Bottom Semipermanently Flooded Excavated)
  1. Lamb Canal (running parallel to Morrison Road between Crestmont Road to the east and Jourdan Road to the west and crossing near the intersection of Morrison Road and LA-1253 before terminating near the intersection of Lamb Road and the I-10 Service Road) crossing @ Martin Drive, New Castle Street, Morrison Road, Foch Road and Downman Road.
  2. Berg Canal (extending south from a point near the intersection of Morrison Road and Camberley Drive and crossing the I-10 and I-10 Service Roads, and Lake Forest Boulevard near the intersection of Lake Forest Boulevard and Louis Prima Drive West/Stillwater Drive before flowing into Dwyer Canal, running parallel to Dwyer Road) crossing @ the I-10 and I-10 Service Roads and Lake Forest Boulevard.
  3. Farrar Canal (extending south from a point near the intersection of Morrison Road and Restgate Road, crossing the I-10 and the I-10 Service Roads, and Lake Forest Boulevard near the intersection of Lake Forest Boulevard and Kensington Boulevard and Dwyer Road before flowing into Dwyer Canal, running parallel to Dwyer Road) crossing @ the I-10 and I-10 Service Roads, Lake Forest Boulevard and Dwyer Boulevard.
  4. Lawrence Canal (extending south from a point near the intersection of Morrison Road and Mayo Road, running parallel to Neptune Court and crossing the I-10 and I-10 Service Roads, Lake Forest Boulevard near the intersection of Lake Forest Boulevard and Bently Drive, and Dwyer Road near the intersection of Dwyer Road and Francisco Verrette Drive, before flowing into Dwyer Canal, running parallel to Dwyer Road) crossing @ the I-10 and I-10 Service Roads, Lake Forest Boulevard and Dwyer Road.

- **R5UBH** (Riverine Unknown Perennial Unconsolidated Bottom Permanently Flooded)
  1. Berg Canal (extending south from a point near the intersection of Morrison Road and Camberley Drive and crossing the I-10 and I-10 Service Roads, and Lake Forest Boulevard near the intersection of Lake Forest Boulevard and Louis Prima Drive West/Stillwater Drive before flowing into Dwyer Canal, running parallel to Dwyer Road) crossing @ the I-10 and I-10 Service Roads and Lake Forest Boulevard.
  2. Farrar Canal (extending south from a point near the intersection of Morrison Road and Restgate Road, crossing the I-10 and the I-10 Service Roads, and Lake Forest Boulevard near the intersection of Lake Forest Boulevard and Kensington Boulevard and Dwyer Road before flowing into Dwyer Canal, running parallel to Dwyer Road) crossing @ the I-10 and I-10 Service Roads, Lake Forest Boulevard and Dwyer Boulevard.
  3. Lawrence Canal (extending south from a point near the intersection of Morrison Road and Mayo Road, running parallel to Neptune Court and crossing the I-10 and I-10 Service Roads, Lake Forest Boulevard near the intersection of Lake Forest Boulevard and Bently Drive, and Dwyer Road near the intersection of Dwyer Road and Francisco Verrette Drive, before flowing into Dwyer Canal, running parallel to Dwyer Road) crossing @ the I-10 and I-10 Service Roads, Lake Forest Boulevard and Dwyer Road.

Community Elements: Is the project impacting or adjacent to any (if the answer is yes, list names and locations):

(Y or N) Cemeteries N

(Y or N) Churches Y Household of Faith Church: 9300 i-10 Service Rd, NOLA 70127. 504-347-0127

(Y or N) Schools N

(Y or N) Public Facilities (i.e., fire station, library, etc.) N

(Y or N) Community water well/supply N

Section 4(f) issue: Is the project impacting or adjacent to any (if the answer is yes, list names and locations):

(Y or N) Public recreation areas N

(Y or N) Public parks N

(Y or N) Wildlife Refuges N

(Y or N) Historic Sites N

Is the project impacting, or adjacent to, a property listed on the National Register of Historic Places? (Y or N) **Is the project within a historic district or a national landmark district?** (Y or N)
If the answer is yes to either question, list names and locations below:

N

Do <u>you know</u> of any threatened or endangered species in the area? (Y or N)
If so, list species and location. N

- Brown Pelican, Orleans Parish
    - **Delisted, Under Ongoing Monitoring**: this species prefers inhabits coastal beaches and lagoons. The proposed developments are not located in the preferred habitat for this species, so no adverse effects or impacts are likely to occur.

- Gulf Sturgeon, Orleans Parish
    - **Threatened**: this species prefers groundwater springs with firm beds at spawn, and cooler, deeper, slower-moving water as adults and older juveniles. The proposed developments are not located in the preferred habitat for this species, so no adverse effects or impacts are likely to occur.

- Louisiana Black Bear, Orleans Parish
    - **Delisted, Under Ongoing Monitoring**: this species inhabits densely forested areas ranging from wetlands to upland pine forests. The proposed developments are not located in the preferred habitat for this species, so no adverse effects or impacts are likely to occur.

- Monarch Butterfly, Orleans Parish
    - **Candidate for Threatened Status**: this species is presently being recommended for threatened status due to the ongoing degradation and loss of its breeding, migratory and overwintering habitats. This species inhabits a broad range of environments from forests to agricultural fields to urban centers and is unlikely to suffer any adverse effects or impacts due to the proposed developments.

- Sprague's Pipit, Orleans Parish
    - **Candidate for Threatened/Endangered Status**: this species is presently being recommended for endangered status due to the ongoing loss of population related to the conversion of its preferred habitat - native mixed-grass prairie – to seeded pasture, hayfield, and cropland. The proposed developments are not located in the preferred habitat for this species, so no adverse effects or impacts are likely to occur.

Does the project impact or adjacent to a stream protected by the Louisiana Scenic Rivers Act? (Y or N) If yes, name the stream. N

Are there any Significant Trees as defined by EDSM I.1.1.21 within proposed ROW? (Y or N) If so, where? N

What year was the existing bridge built? See table below:

Structure Number	Latitude Longitude	Roadway	Location	Waterway Crossing	Construction Year
023604509014882	30° 02' 54.92" 089° 57' 27.36"	I-10 South Service Road	4.8 mi East of US 90	Jahncke Canal	1972
023604509014883	30° 02' 52.98" 089° 57' 27.00"	I-10 North Service Road	4.8 mi East of US 90	Jahncke Canal	1972
023630029895822	30° 02' 12.19" 089° 57' 30.67"	I-10 North Service Road	0.2 mi East.of Wright Road	Berg Canal	1975
023604509013194	30° 02' 07.08" 089° 58' 52.68"	I-10 North Service Road	3.1 mi East of US 90	Citrus Canal	1970
023604509013192	30° 02' 06.83" 089° 58' 51.24"	I-10 South Service Road	3.1 mi East of US 90	Citrus Canal	1970
023604509012081	30° 01' 41.92" 089° 59' 53.16"	I-10 North Service Road	2.0 mi East of US 90	Lawrence Canal	1970
023604509012082	30° 01' 42.96" 089° 59' 52.08"	I-10 South Service Road	2.0 mi East of US 90	Lawrence Canal	1970

Are any waterways impacted by the project considered navigable? (Y or N) If unknown, state so, list the waterways: N

Hazardous Material: Have you checked the following DEQ and EPA databases for potential problems? (If the answer is yes, list names and locations.)

(Y or N) Leaking Underground Storage Tanks None Found

(Y or N) CERCLIS None Listed

(Y or N) ERNS None reported 2016-Current

(Y or N) Enforcement and Compliance History No violations noted in the area

Underground Storage Tanks (UST): Are there any Gasoline Stations or other facilities that may have UST on or adjacent to the project? (Y or N) Y
If so, give the name and location:

- Bayou Nissan LLC, 13050 I-10 Service Road, New Orleans, LA 70128;
- Premier Honda, 11801 I-10 Service Road, New Orleans, LA 70128;
- Shell Store #137504, 6041 Bullard Avenue, New Orleans, LA 70128;
- Benson Volkswagen, 10920 E I-10 Service Road, New Orleans, LA 70128;
- Road Show Coach & RV of New Orleans, 10940 E I-10 Service Road, New Orleans, LA 70128;
- Walmart Supercenter #912, 6901 Bundy Road, New Orleans, LA 70128;
- MJ Chevron, 7000 Crowder Boulevard, New Orleans, LA 70128;
- Crowder Center, 5769 Crowder Boulevard, New Orleans. LA 70128;
- Brothers Food Mart #127, 7001 Bullard Avenue, New Orleans, LA 70128;
- Two Brothers Ventures LLC - Chevron Convenience Store, 7020 Bullard Avenue, New Orleans, LA 70128

Any chemical plants, refineries or landfills adjacent to the project? (Y or N) **Any large manufacturing facilities adjacent to the project?** (Y or N) **Dry Cleaners?** (Y or N) If yes to any, give names and locations: N; no chemical plants, refineries, landfills, large manufacturing facilities or dry cleaners exist within 200 feet of the project area

Oil/Gas wells: Have you checked DNR database for registered oil and gas wells? (Y or N) List the type and location of wells being impacted by the project. Yes, the DNR database was checked; no oil or gas wells exist within 200 feet of the project area

Are there any possible residential or commercial relocations/displacements? (Y or N)
How many? N; all proposed work will take place within the existing right-of-way of the I-10 Service Roads and will not require any displacements in order to comply with local land development codes.

Do you know of any sensitive community or cultural issues related to the project? (Y or N)
If so, explain Y: lack of businesses, lack of police presence/safety, negative perceptions of the area

Is the project area population minority or low income? (Y or N) Y; the project is located in an area where the majority of the census block groups are low-income and majority of the population within the project area is minority

What type of detour/closures could be used on the job? It is anticipated that travel lane closures will be allowed during work times specified by DOTD. DOTD's Temporary Traffic Control (TTC-10) standards will be implemented. Sidewalk detours will also be necessary. Pedestrian traffic will be rerouted to the other side of the street. Signage will be implemented at each end of block including "Sidewalk Closed" and "Pedestrian Detour;" pedestrians will be directed through a temporary crosswalk to the other side of the street.

Did you notice anything of environmental concern during your site/windshield survey of the area? If so, explain below.

N

Shannon Haynes, HNTB
Point of Contact

(504) 872-3006
Phone Number

11/08/2023
Date

General Explanation:

To adequately consider projects in Stage 0, some consideration must be given to the human and natural environment which will be impacted by the project. The Environmental Checklist was designed knowing that some environmental issues may surface later in the process. This checklist was designed to obtain basic information, which is readily accessible by reviewing public databases and by visiting the site. It is recognized that some information may be more accessible than other information. Some items on the checklist may be more important than others depending on the type of project. It is recommended that the individual completing the checklist do their best to answer the questions accurately. Feel free to comment or write any explanatory comments at the end of the checklist.

The Databases:

To assist in gathering public information, the previous sheet includes web addresses for some of the databases that need to be consulted to complete the checklist. As of February 2011, these addresses were accurate.

Note that you will not have access to the location of any threatened or endangered (T&E) species. The web address lists only the threatened or endangered species in Louisiana by Parish. It will generally describe their habitat and other information. If you know of any species in the project area, please state so, but you will not be able to confirm it yourself. If you feel this may be an issue, please contact the Environmental Section. We have biologist on staff who can confirm the presence of a species.

Why is this information important?

Land Use? Indicator of biological issues such as T&E species or wetlands.

Tribal Land Ownership? Tells us whether coordination with tribal nations will be required.

WRP properties? Farmland that is converted back into wetlands. The Federal government has a permanent easement which cannot be expropriated by the State. Program is operated through the Natural Resources Conservation Service (formerly the Soil Conservation Service).

Community Elements? DOTD would like to limit adverse impacts to communities. Also, public facilities may be costly to relocate.

Section 4(f) issues? USDOT agencies are required by law to avoid certain properties, unless a prudent or feasible alternative is not available.

Historic Properties? Tells us if we have a Section 106 issue on the project. (Section 106 of the National Historic Preservation Act) See http://www.achp.gov/work106.html for more details.

Scenic Streams? Scenic streams require a permit and may require restricted construction activities.

Significant Trees? Need coordination and can be important to community.

Age of Bridge? Section 106 may apply. Bridges over 50 years old are evaluated to determine if they are eligible for the National Register of Historic Places.

Navigability? If navigable, will require an assessment of present and future navigation needs and US Coast Guard permit.

Hazardous Material? Don't want to purchase property if contaminated. Also, a safety issue for construction workers if right-of-way is contaminated.

Oil and Gas Wells? Expensive if project hits a well.

Relocations? Important to community. Real Estate costs can be substantial depending on location of project. Can result in organized opposition to a project.

Sensitive Issues? Identification of sensitive issues early greatly assists project team in designing public involvement plan.

Minority/Low Income Populations? Executive Order requires Federal Agencies to identify and address disproportionately high and adverse human health and environmental effects on minority or low income populations. (Often referred to as Environmental Justice)

Detours? The detour route may have as many or more impacts. Should be looked at with project. May be unacceptable to the public.

Louisiana Governor's Office of Indian Affairs:
https://gov.louisiana.gov/page/indian-affairs

Louisiana Wetlands Reserve Program:
https://www.nrcs.usda.gov/wps/portal/nrcs/main/national/programs/easements/

Community Water Well/Supply
https://www.sonris.com/

Louisiana Department of Wildlife and Fisheries – Wildlife Refuges
https://www.wlf.louisiana.gov/page/state-wildlife-refuge
http://www.fws.gov/refuges/profiles/ByState.cfm?state=LA
https://www.fws.gov/refuge/Delta/map.html

U.S. Fish & Wildlife Service – National Wetlands Inventory:
http://www.fws.gov/wetlands/

Louisiana State Historic Sites:
https://www.louisianatravel.com/state-historic-sites

National Register of Historic Places (Louisiana):
https://www.crt.state.la.us/cultural-development/historic-preservation/national-register/database/index

National Historic Landmarks Program:
https://www.nps.gov/orgs/1582/index.htm

Threatened and Endangered Species Databases:
https://www.fws.gov/refuges/databases/tes.html

Louisiana Scenic Rivers:
https://www.wlf.louisiana.gov/page/scenic-rivers

Significant Tree Policy (EDSM I.1.1.21)
http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/EDSM/EDSM/EDSM_I_1_1_21.pdf
(Live Oak, Red Oak, White Oak, Magnolia or Cypress that is considered aesthetically important, 18" or greater in diameter at breast height (4'-6" above the ground), and having a form that separates it from the surrounding vegetation or is considered historic.)

CERCLIS (Superfund Sites):
https://cumulis.epa.gov/supercpad/cursites/srchsites.cfm
http://www.epa.gov/enviro/html/cerclis/cerclis_query.html

ERNS - Emergency Response Notification System - Database of oil and hazardous substances spill reports:
https://cfpub.epa.gov/si/si_public_record_report.cfm?Lab=&dirEntryId=2874#:~:text=Description%3A,discharges%20and%20hazardous%20substances%20releases.&text=ERNS%20provides%20the%20most%20comprehensive,releases%20in%20the%20United%20States

Enforcement & Compliance History (ECHO)
https://echo.epa.gov/

DEQ – Underground Storage Tank Program Information:
http://deq.louisiana.gov/page/underground-storage-tank

Leaking Underground Storage Tanks:
https://www.epa.gov/ust/leaking-underground-storage-tanks-corrective-action-resources

SONRIS – Oil and Gas Well Information & Water Well Information
http://sonris.com/default.htm

Environmental Justice (minority & low income)
https://www.fhwa.dot.gov/environment/environmental_justice/overview/index.cfm

Demographics
http://www.census.gov/

FHWA's Environmental Website
https://www.fhwa.dot.gov/environment/index.cfm

Additional Databases Checked

Other Comments:

Appendix

Figure 1: Wetlands Data along study corridor.

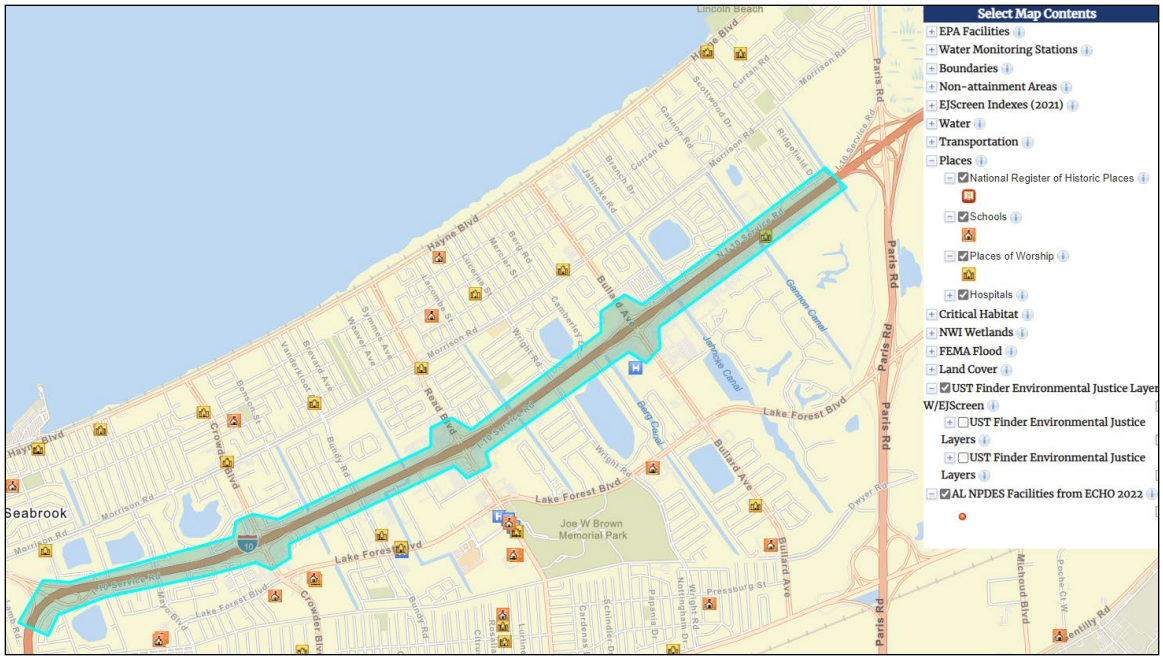


Figure 2: Places of Worship within or adjacent to the study corridor.

PLACES OF WORSHIP:
Household of Faith Church: 9300 i-10 Service Rd, NOLA 70127. 504-347-0127

Figure 3: Underground Storage Tank locations along study corridor.

CLOSED UST
Bayou Nissan LLC, 13050 I-10 Service Rd NOLA 70128
Premier Honda, 11801 I-10 Service Road NOLA 70128
Walmart Supercenter #912, 6901 Bundy Rd NOLA 70128
Benson Volkswagen, 10920 E I-10 Service Rd NOLA 70128
Road Show Coach & RV of New Orleans, 10940 EI-10 Service Rd NOLA 70128

OPEN UST
Shell Store #137504, 6041 Bullard Ave NOLA 70128
Two Brothers Ventures LLC - Chevron Convenience Store, 7020 Bullard Ave NOLA 70128
Brothers Food Mart #127, 7001 Bullard Ave NOLA70128
MJ Chevron, 7000 Crowder Blvd NOLA 70128
Crowder Center, 5769 Crowder Blvd NOLA 70128