APPENDIX A
STAKEHOLDER AND PUBLIC OUTREACH
H.015428

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

FINAL STAKEHOLDER & PUBLIC OUTREACH PLAN

LOWER ST. BERNARD PARISH, LA
ROADWAY NETWORK & RESILIENCE STUDY

RPC "STAGE 0" FEASIBILITY STUDY

RPC TASK: LIT_STB; STATE PROJECT NO. H.015428

February 10, 2025

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

I. PROJECT OVERVIEW

The Regional Planning Commission (RPC), in coordination with the Port of New Orleans (Port NOLA) and St. Bernard Parish, is conducting a "Stage 0" Feasibility Study (herein after referred to as "Study") to evaluate impacts and assess potential improvements to the surface transportation network in lower St. Bernard Parish, including impacts associated with implementation of the proposed Port NOLA Louisiana International Terminal (LIT) project, in Violet, Louisiana, as well as other downriver developments.

The Louisiana International Terminal (LIT) Project

Port NOLA is planning to build a new intermodal container terminal facility in lower St. Bernard Parish. The planned Louisiana International Terminal (LIT) facility will be a $1.5 billion container terminal with an anticipated annual capacity of 2 million twenty-foot equivalent units (TEUs) annually. The proposed terminal site in Violet, LA was selected following a site feasibility analysis conducted from 2018-2020 due to its naturally deep water, proximity to existing rail networks, and location inside the levee system. Port NOLA recently finalized the purchase of approximately 1,200 acres in Violet for the proposed LIT site (with an anticipated facility footprint of approximately 400 acres) and has initiated the permitting process with the U.S. Army Corps of Engineers (USACE). Learn more at: https://louisianainternationalterminal.com/.

The RPC Study aims to broaden the scope of analysis completed by Port NOLA and consider the feasibility of improvements to manage the anticipated increased freight and employment traffic in lower St. Bernard Parish from both the proposed Port NOLA project and other downriver projects impacting the future quality of life in the Parish. This study acknowledges that the future growth in the Parish could pose negative traffic impacts to the region if transportation impacts are not assessed, planned for, and implemented to support the region and impacted communities. To this effect, the Study will identify feasible traffic mitigation options through (but not limited to):

- An assessment of anticipated LIT project impacts;
- Development of conceptual alternatives, including a new direct connection to the Interstate system via the LA 47/I-510 corridor to the LIT site in Violet;
- An analysis of economic, environmental, community, and transportation-related impacts of different alternatives;
- Assessment of vulnerabilities;
- Assessment of financial feasibility; and
- Review and analysis of feedback solicited through a proactive, robust community input process.

At a minimum, this Stakeholder & Public Outreach Plan aims to proactively engage residents and stakeholders and solicit feedback through an effective community input process; meet project requirements; and comply with RPC's Public Involvement Plan and Title VI Program.

FIGURE 1. PROJECT AREA OF INTEREST (AOI)

II. BEST PRACTICES IN OUTREACH & ENGAGEMENT

Development of feasible traffic mitigation improvements that truly anticipate and mitigate the negative effects of the future development in St. Bernard (including anticipated impacts of the Port NOLA LIT Project) must build from historical data, research on best practices, and analysis of emerging trends and challenges. This information should then be refined, corrected, and prioritized through collaboration and engagement with local organizations, stakeholders, and the public.

This Stakeholder and Public Outreach Plan (herein after referred to as the "Outreach Plan") was developed at the start of the Study to best ensure that a diverse range of community groups are identified and engaged, that their feedback and experience is included in consideration of alternative concepts, and that the RPC provides the public ample opportunities to participate in the planning process.

To this effect, a variety of engagement strategies will be utilized as part of this Study, including regular monthly Project Leadership Meetings, community workshops, stakeholder meetings, online surveys, social media, and (as needed) interactive in-person activities at festivals and community events.

These methods will facilitate the sharing of diverse perspectives, consultation with critical communities impacted by planned development, and authentic collaboration necessary to envision the future of St. Bernard's transportation network, including improvements that will ensure a high quality of life for all.

Outreach, engagement, and data-gathering efforts of the Outreach Plan will focus on the needs and experience of residents, businesses, and stakeholders in St. Bernard to develop data-driven, inclusive, and equitable planning documents and associated recommendations. To this effect, outreach efforts will meet locals where they are, draw from specific examples provided through survey and mapping exercises (described in Section VI in more detail), incorporate analysis of common comments or statistically significant data points, and learn from and incorporate outcomes of ongoing, in-person engagement.

III. PARTICIPATION GOALS

1. Inform the public that the RPC Stage "0" Feasibility Study planning process is underway.
2. Inform residents about how they can engage with the planning process and how valuable their participation is to the process and future of the Parish.
3. Capture public sentiment from a large and diverse group of residents and stakeholders through multiple avenues.
4. Present and explain proposed conceptual alternatives to communities and regional stakeholders in a way that is clear and transparent.
5. Demonstrate to residents and stakeholders how their participation impacted the final recommendations of the Study.
6. Track and make a record of all who are participating in the planning process overall.

IV. PARTICIPATION OBJECTIVES

1. Identify specific Title VI vulnerable populations.
2. Leverage previous and ongoing outreach efforts associated with the Port NOLA LIT project.
3. Document and leverage previous and ongoing public comments and survey results to produce Study recommendations tailored to local context and needs.
4. Increase public awareness of planning efforts during the production of the Study by publicizing opportunities for engagement and disseminating project information through a variety of media types.
5. Support meaningful participation in outreach and engagement opportunities and events that are diverse and accessible to all.
6. Facilitate in-person, online survey, and public comment periods to increase resident and stakeholder participation in development of conceptual alternatives during the production of the Study.

7. Produce a Final Report that is data-driven, inclusive, equitable, and reflective of the Parish's long-term transportation needs.

V. DESIRED OUTCOMES

1. Stakeholders are empowered to explain their concerns regarding potential positive and negative impacts associated with future planned development in the Parish, both in the immediate project area and surrounding areas.
2. Port NOLA, the Parish, Stakeholders and the public are confident that their feedback was considered, and final report recommendations represent the values and needs of St. Bernard communities and the region at large.
3. The process of gathering and analyzing feedback prioritized equity and fostered trust among participants.
4. Community participants offered constructive input and sought common ground and understanding with each other and with the project team members and partners.
5. There is consensus within the region in support of the final transportation improvement recommendations and the path forward.
6. The Public and stakeholder groups demonstrate increased awareness, interest, and trust in the RPC's planning processes.

VI. OUTREACH & ENGAGEMENT STRATEGY

6.1 A LIVING DOCUMENT

This Outreach Plan is a living document: it is intended to be updated, refined, and made more inclusive as a result of an ongoing, interactive, and coordinated engagement process. It was initially released in January 2024, prior to Public Meeting No. 1, and updated and republished in June 2024, prior to Public Meeting No. 2.

6.2 PLAN ALIGNMENT

This Outreach Plan is in alignment with the RPC's **2022 Public Participation Plan (PPP):** it provides a clear consensus-building process by identifying public participation methods, strategies for public engagement and outreach, and acknowledges the means and methods for ensuring state and federal regulatory compliance for public participation. Further, this Outreach Plan is in alignment with the RPC's **Title VI Non-Discrimination Program and Language Assistance Plan**, which prohibits discrimination on the basis of race or national origin under any program or activity receiving federal financial assistance, including extensions to Title VI protections to low-income populations.

6.3 PARTICIPATION APPROACH

The Plan approach aims to accurately and effectively communicate to residents and Parish stakeholders the importance of long-term transportation planning and their opportunity to take part in regional and local transportation planning efforts underway. Efforts aim to result in robust, local, lived experience and invaluable institutional knowledge incorporated in the development of draft and final conceptual alternatives and long-term transportation strategies.

Efforts specifically include: Project branding, a webpage, a digital mapping survey for spatially specific transportation improvement comments, an online community survey, direct email updates through a publicly available signup form, a trifold brochure for in-person events, a paper community survey for in-person events, comment cards for in-person events, an in-person mark-the-map activity at the first public meeting, two public meetings, bi-monthly project leadership meetings, stakeholder interviews and meetings, and in-person outreach at a local community festival.

The Outreach Plan approach also incorporates and acknowledges engagement efforts managed by Port NOLA and the Parish to date, the RPC's 3C planning process, an 11-month project timeline, best practices, and the experience of trusted community groups and Parish stakeholders. To this effect:

- Project branding, public messaging, and outreach efforts focus on supporting the public's interest at critical stages of study and throughout the planning process.

- Public messaging will be tailored to an 8th grade reading level to enhance accessibility and tailored to reflect local conditions.
- Public meeting facilitation will also be respectful of local culture and widely publicized in advance to help ensure a representative engagement process.

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 Outreach Plan documents how the Title VI requirements are met during the subject study.

Public involvement efforts for this project are designed to meaningfully engage elderly residents, persons with a disability, and the transportation disadvantaged (those without access to an automobile) to assure that these disadvantaged groups are not excluded from participation. All public meetings will be held at central, easily accessible locations that are convenient for the population affected by the project. Meetings will also be held outside of regular work hours to try to accommodate the schedules of those in the community who may have rigid work schedules.

Advertisements for public meetings will be distributed in print (local media and newspaper advertisements) and digital format hosted on the RPC website. 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 will attend meetings of the Port of New Orleans Community Advisory Councils (for St. Bernard Parish and for Violet). The team has also engaged representatives from local government as members of the Project Leadership Team and plans to "meet stakeholders where they are" by distributing outreach materials at festivals that draw attendees who may otherwise be missed by standard outreach methods including those residents who are busy with family obligations, who have limited schedule availability during the work week, or who may hear about the project through "word-of-mouth" or may share a dwelling with festival attendees.

6.4 THE PROJECT LEADERSHIP TEAM (PLT)

The Project Leadership Team was formed from nominations of the RPC and Project Team to guide the development of the Study. Throughout the course of Project Leadership Team Meetings, members will work to actively expand and broaden the list of stakeholders to ensure the opportunity to comment and be involved in the planning process is as inclusive and transparent as possible. PLT members meet regularly throughout the project timeline, to plan, discuss, and guide high-level project milestones and dates.

TABLE 1. PROJECT LEADERSHIP TEAM MEETINGS & MILESTONES

MEETING DATE	HIGH-LEVEL MILESTONES
October 2, 2023	Project Leadership Team Kickoff Meeting to review project goals, objectives, and timeline.
October 23, 2023	Discuss approach to project branding, website, survey, and press release development, as well as the outreach efforts in November re: Project Launch, including live website, published Outreach Plan, live "Mark the Map" Survey; and final press release shared with Parish, Stakeholders and Community groups able to sign up online to be kept informed of project updates.
November 20, 2023	• Review plans for Project Launch, including preparation of analysis of survey responses, questions received to-date; and • Assess opportunities to boost engagement via RPC, Parish, and Port communication channels, up-coming events; and

	• Review status of Task 2 - Review of Plans/Data and Task 3 - Data Collection.
January 22, 2024	• Review online and social media Project Launch effect and questions received to-date; and • Assess opportunities to boost engagement via RPC, Parish, and Port communication channels, up-coming events; and • Plan meeting approach / logistics for **Public Meeting No. 1** (4/11/2023), based on findings and comments to-date; and • Determine schedule of **Stakeholder Interviews/Briefing Sessions** held prior to Public Meeting No. 1.
March 18, 2024	• Updated analysis of survey responses, questions received to-date; and • Assess opportunities to boost engagement via RPC, Parish, and Port communication channels, up-coming festivals/events; and • Review outcomes of Task 4 (complete as of 3/14/24); and • Review and discuss conceptual plans in development.
May 20, 2024	• Review outcomes of **Public Meeting No. 1** (4/11/2024), including outcomes of meeting exercise, updated analysis of survey responses, and questions received to-date; and • Incorporate special considerations and community feedback into final conceptual plan recommendations; and • Submission of traffic analysis submittals, Chapter 1 and Appendix B; and • Initiation of Existing Conditions Analysis; and • Development of Long-Term Alternatives; and • Assess progress on Task 5 – Conceptual Plan Development.
June 24, 2024	• Submission of Existing Safety Analysis; and • Submission of Existing and No Build Analysis; and • Initiating 2030 and 2050 Build Analysis; and • Continued development of Long-Term alternatives; and • Submission of Draft Environmental Review of Project Area; and • Plan for **Public Meeting No. 2** to review and explain how community feedback was incorporated into final transportation improvement recommendations.
January 16, 2025	• Assess opportunities to boost engagement for Public Meeting No. 2 via RPC, Parish, and Port communication channels; and • Review alternative analysis, discuss Public meeting No. 2 materials, including interactive exercise; and • Finalize schedule to complete Report.

TABLE 2. PROJECT LEADERSHIP TEAM (PLT) MEMBERS

NAME	ASSOCIATION/ TITLE	NAME	ASSOCIATION/TITLE
Jeffrey Roesel	RPC, Executive Director	**Anthony "Tony" Evett**	Port NOLA, Chief Engineer
Karen Parsons	RPC, Principal Planner	**Sarah Porteous**	Port NOLA, Vice President of External Affairs and Chief of Staff
Lynn Dupont	RPC, Principal Planner	**Chris Cole**	LA DOTD, Assistant Pavement Management Engineer
Tosha Shanableh	RPC, Transportation Planner	**Scott Boyle**	LA DOTD, Assistant Pavement Management Engineer
Malissa Givhan	RPC, Public Outreach Coordinator	**Kimberly Bryant**	LA DOTD, DOTD Traffic Engineering

Louis Pomes	St. Bernard Parish President	**Bao Le**	LA DOTD, District Traffic Ops Engineer
Justin Frank	St. Bernard Parish, Finance Director	**Kurt Brauner**	LA DOTD
John Lane	St. Bernard Parish, Coastal Manager	**Morgan Kelley**	LA DOTD
Dr. Jerry Graves	St. Bernard Parish, Coastal Advisor	**Tanya Moore**	LA DOTD, Traffic Headquarters
Donnie Bourgeois	St. Bernard Parish, Chief Administrative Officer	**Robert Lott**	LA DOTD, Environmental
Rachel Sigur	St. Bernard Parish, Government Access Channel Manager	**Nicole Rizzo**	LA DOTD, District 02
Jason Stopa	St. Bernard Parish, Director of Community Development	**Angela Murrell**	LA DOTD
Jacob M. Loeske	GIS Engineering, Director of Operations	**Sarah Moss**	LA DOTD
Connor McCarthy	GIS, Engineering, Engineer Intern	**Kayla Bankston**	LA DOTD Environmental, Engineer Intern
Sam Mestayer	GIS Engineering, Project Manager	**Laura Phillips**	LA-FHWA, Transportation Planner
Brandi Fontenot	GIS Engineering, Deputy Project Manager	**John Broemmelsiek**	LA-FHWA, Traffic Engineer
Nicole Stewart	Urban Systems, Inc. President / Transportation Engineer	**David Dupre**	Meyer Engineers, Supervising Engineer
Alison Michel	Urban Systems, Inc. VP / Transportation Engineer	**Ann Theriot**	Meyer Engineers, Project Engineer
Fadi Madi	Urban Systems, Inc. Transportation Engineer	**Alex Gelpi Carter**	Meyer Engineers, Public Outreach Coordinator
Kamran Khan	CDM Smith, Toll Practice Leader	**Evelyn Campo**	Meyer Engineers, Public Outreach Coordinator
Richard Tillery	CDM Smith, Sr. Project Manager	**Gregory "Greg" Trahan**	AECOM, Civil Engineer
Derek Chisholm	AECOM, Deputy Planning Manager	**Tom Hunter**	AECOM, Planning Department Manager
Mark Sisson	AECOM, Senior Port Planner / Analyst		

The Project Leadership team supported the development of this Outreach Plan; will review and provide insight and feedback on the format of Community and Stakeholder meetings; and will review and provide feedback on the Study development, content, strategies and recommendations.

6.5 SPECIAL INTEREST GROUPS

6.5.1 Stakeholder Meetings and Interviews

Stakeholder meetings and interviews provide a critical opportunity to gather diverse insights, engage participants with specialized knowledge more directly, tailor discussions, address unique needs, and facilitate targeted consensus-building.

The Project Leadership Team convened stakeholder groups (**Table 3**) as part of the planning process in March 2024 upon establishing initial project findings. Stakeholder meetings and interviews help to ensure all perspectives of an issue are well represented in the Study, promote transparency, and increase stakeholders' ability to influence Study outcomes and recommendations.

As additional special interest groups engage with the project and as the PLT identifies additional special interest or stakeholder groups, they will add such groups to the table below.

TABLE 3. STAKEHOLDER AND SPECIAL INTEREST GROUPS

NAME	ROLE / FOCUS	WEBSITE / LOCATION INFORMATION
ECONOMIC DEVELOPMENT / PRIVATE INDUSTRY		
St. Bernard, Harbor & Terminal District "The St. Bernard Port	**Local Port, Harbor and Terminal** An economic driver in the Parish, the St. Bernard Port manages all lands, waterways, rivers, lakes and navigable bodies comprising and lying within the limits of and boundaries of St. Bernard Parish.	St. Bernard Port, Harbor and Terminal District PO Box 1331, Chalmette, LA 70044-1331 (504) 277-8418 https://www.stbernardport.com/
Norfolk Southern Railroad	**Transportation Provider / Railing Shipping** - Network extends into study area, serves global trade via port connections; helps move the global economy and support global trade by working with port partners to develop, maintain, and grow rail-supported cargo.	https://www.norfolksouthern.com/en/ship-by-rail/our-rail-network/ports-international/port-directory#accordion-86a9618807-item-800cdb48a5
Trucking Companies / Private Businesses	**IMC** Intermodal trucking and container drayage company that provides intermodal logistics and transportation services to clients in New Orleans, LA and the surrounding areas	https://www.imcc.com/companies/new-orleans/
Trucking Companies / Private Businesses	**ARL Network** Provides Flatbed, Dry Van, Refrigerated, and Intermodal Drayage to New Orleans based terminals	https://www.arlnetwork.com/terminals
Trucking Companies / Private Businesses	**Acme Truck Line, Inc** Provides transportation of equipment, materials, and supplies. Operates terminals in New Orleans including multiple terminals throughout Louisiana.	http://www.acmetruck.com/terminal-network/
Trucking Companies / Private Businesses	**Andy's Freight Terminal, Inc.** *(1-truck)* Andy's Freight Terminal, Inc. is an active DOT registered motor operating under USDOT Number 2215703 and MC Number 253140.	6128 Old Gentilly Rd, New Orleans, LA 70126 (504) 241-0808 https://safer.fmcsa.dot.gov/query.asp?searchtype=ANY&query_type=queryCarrierSnapshot&query_param=MC_MX&query_string=253140&Go.x=13&Go.y=8
Trucking Companies / Private Businesses	**Arst-Alex, Inc.** *(3 trucks)* Arst-Alex, Inc. is an active DOT registered motor carrier operating under USDOT Number 703786 and MC Number 325453.	2501 Florida Avenue Kenner, LA 70062 (504) 628-0437 https://safer.fmcsa.dot.gov/query.asp?searchtype=ANY&query_type=queryCarrierSnapshot&query_param=USDOT&query_string=703786

NAME	ROLE / FOCUS	WEBSITE / LOCATION INFORMATION
ISO shipping services & Trucking	**Private Business / Boasso Global - Chalmette, Louisiana** Boasso Global offers local and long-haul trucking, ISO shipping services, and chemical tank/container refurbishing at their St. Bernard Port ISO Shipping Terminal location in Chalmette, Louisiana since 2002	100 Intermodal Dr Chalmette, LA 70043 (504) 279-8544 https://stage.boassoglobal.com/Depots/North-America/New-Orleans
Warehousing & Trucking	**Private Business / Meyers Warehouse** Meyers Warehouse provides high-quality food-grade warehousing and trucking services to corporations throughout the US including American Sugar Refining-Domino Sugar warehouse located at the Port's Chalmette Terminal and American Sugar Refining-Domino Sugar Chalmette Refinery	7417 N Peters St Arabi, LA 70032 (504) 682-0004 https://www.meyerswarehouse.com/
Entergy Louisiana, LLC	**Electricity provider –** Serves electric customers in St. Bernard Parish. Planning re: overhead power lines.	(800) 368-3749 https://www.entergy-louisiana.com/ https://www.entergy.com/contact/
RESOURCE AGENCIES AND GOVERNMENT ENTITIES		
Wetlands-DNR	**Resource Agency/ Permits/ Mitigation Division -** Regulates development activities and manages the resources of the Coastal Zone to help ensure the management and reasonable use of the state's coastal wetlands, including dredge and fill work, bulkhead construction, shoreline maintenance, and other development projects.	Office of Coastal Management P.O. Box 44487, Baton Rouge, Louisiana 70804-4487
US Army Corps of Engineers	**Resource Agency/New Orleans USACE District** – Reviews permit application submitted by the Port NOLA to construct a new commercial container terminal, realign E. St. Bernard Highway and the Norfolk Southern railroad track segment, relocation of W. Smith Jr. Elementary School, and Violet No. 2 Park.	Department Of The Army Corps Of Engineers, New Orleans District 7400 Leake Avenue New Orleans, Louisiana 70118 (504) 862-2099 https://www.mvn.usace.army.mil/
SE LA flood protection authority	**Resource Agency / Regional Levee Authority** – Coordinates plans, projects, and procedures to better protect citizens in the event of future storms.	Flood Protection Authority-East 6920 Franklin Ave. New Orleans, LA 70122 Phone: 504-286-3100 https://www.floodauthority.org/about-us/contact-us/

NAME	ROLE / FOCUS	WEBSITE / LOCATION INFORMATION
Coast Guard	**Resource Agency/U.S. Coast Guard Sector New Orleans** - Supports a wide range of Coast Guard operations to include search and rescue, maritime law enforcement, marine environmental protection, aids to navigation, and ports, waterways, and coastal security.	Eighth Coast Guard District Hale Boggs Federal Building 500 Poydras St., Suite 1324 New Orleans, LA 70130 https://www.atlanticarea.uscg.mil/Our-Organization/District-8/Contact-Information/
St. Bernard Parish Government	**Community Development** – Enforces the Parish Comprehensive Plan and seeks opportunities to mitigate future flood risk **Office of Coastal Zone Management** - Processes Coastal Use Permits (CUPs) and serves as a liaison between St. Bernard Parish and all state and federal coastal wetlands regulatory agencies. **Public Works Dept.** – Manages the operation and improvement of drainage, sewer, and water infrastructure. **Capital Projects Dept.** – Manages project expenditure of Parish and grant funds. **Communications Dept.** – Manages public communications on behalf of the Parish.	St. Bernard Parish Government 8201 West Judge Perez Drive Chalmette, Louisiana 70043 (504) 278-4200 www.sbpg.net
St. Bernard Tourist Commission	**Local Tourist Commission -** Promotes and markets St. Bernard's rich history, culture, festivals and recreational opportunities s to enhance the economic fabric of the Parish. Coordination, re: festivals and tabling events.	St. Bernard Parish Office of Tourism 409 Aycock Street, Arabi, LA 70032 (504) 278-4242 https://www.visitstbernard.com/play/annual-events
Federal Highway Administration (FHWA)	**Resource Agency** within the U.S. Department of Transportation that supports State and local governments in the design, construction, and maintenance of the Nation's highway system and various federally and tribal-owned lands.	Louisiana Division, Federal Highway Administration 5304 Flanders Dr., Ste. A Baton Rouge, LA 70808
State Historic Preservation Office (SHPO)	**Resource Agency** responsible for coordinating and implementing state and federal guidelines for the investigation and preservation of prehistoric and historic sites on land and underwater. Division issues permits for archaeological investigations, supports the use of a state-wide GIS Cultural Resource Map, and provides guidance with required site forms and Section 106 inquiries.	Louisiana Office of Cultural Development P.O. Box 44247 Baton Rouge, LA 70804-4241 section106@crt.la.gov https://www.crt.state.la.us/cultural-development/historic-preservation/section-106-review/index
Louisiana Department Wildlife and Fisheries (LDWF)	**Resource Agency** responsible for managing and protecting Louisiana's abundant natural resources	Louisiana Department of Wildlife and Fisheries PO Box 98000, Baton Rouge, LA 70898

NAME	ROLE / FOCUS	WEBSITE / LOCATION INFORMATION
		(800) 256-2749 (225) 765-2800 https://www.wlf.louisiana.gov/
STAKEHOLDERS – COORDINATING AND CONSULTED ENTITIES		
Port NOLA sponsored community groups	**Community Advisory Councils (CAC)** – Groups meet regularly re: project updates, discussions about terminal-related subjects, and opportunities for members to provide feedback and insight. One CAC consists of Violet residents and community leaders. The other consists of community and business leaders from throughout St. Bernard Parish. CAC members were nominated by community and local government leaders.	Community Connection Office 6201A E. St. Bernard Highway Violet, Louisiana (504) 528-3227 https://louisianainternationalterminal.com/community/connect
Federally Recognized Tribal Governments	**Coordinating Entities** with interest in historic sites / tribal land / activities in St. Bernard Parish	Alabama-Quassarte Tribal Town P.O. Box 187, Wetumka, OK 74883 http://www.alabama-quassarte.org/ Apache Tribe of Oklahoma 511 East Colorado, Anadarko, OK 73005 http://www.apachetribe.org/ Chitimacha Tribe of Louisiana 155 Chitimacha Loop, Charenton, LA 70523 http://www.chitimacha.gov Choctaw Nation of Oklahoma 1802 Chukka Hina Dr., Durant, OK 74701 http://www.choctawnation.com Coushatta Tribe of Louisiana 1940 C.C. Bel Road, Elton, LA 70532 http://koasatiheritage.org/ Jena Band of Choctaw Indians P.O. Box 14, Jena, LA 71342-0014 http://www.jenachoctaw.org Mississippi Band of Choctaw Indians 101 Industrial Rd., Choctaw, MS 39350 http://www.choctaw.org Muscogee (Creek) Nation

NAME	ROLE / FOCUS	WEBSITE / LOCATION INFORMATION
		1007 East Eufaula St., Okmulgee, OK 74447 http://www.mcn-nsn.gov Seminole Tribe of Florida 6300 Stirling Road, Hollywood, FL 33024 http://www.semtribe.com United Houma Nation 400 Monarch Dr., Houma, LA 70364 https://unitedhoumanation.org/contact/ Inter-Tribal Council of Louisiana (ITC) 991 Grand Caillou Rd., Houma, LA 70363 Louisiana Governor's Office of Indian Affairs 900 N. Third St., Baton Rouge, LA 70804 https://gov.louisiana.gov/page/indian-affairs
Los Isleños Heritage and Cultural Society	**Cultural Group** - Preserves and promotes the cultural heritage of the Isleños community through educational programs, festivals, and the maintenance of historical sites.	1357 Bayou Rd, St Bernard, LA 70085, USA (504) 277-4681 losislenos2011@gmail.com https://www.losislenos.org/
STAKEHOLDERS - COMMUNITY GROUPS		
Meraux Foundation/Docville Farms	**Environmental and Preservation Group** - Focuses on the preservation of the environment and historical sites and supports community development through various educational and cultural programs.	5128 E. St. Bernard Hwy., Violet, LA 70092 https://www.merauxfoundation.org/
Lake Pontchartrain Basin Foundation	**Environmental and Preservation Group** - Dedicated to restoring and preserving the Pontchartrain Basin's water quality and natural habitats through scientific research, education, and advocacy.	8001 Lakeshore Drive New Orleans, LA 70124 (504) 282-2134 kristi@scienceforourcoast.org https://scienceforourcoast.org/
Chalmette Battlefield (part of Jean Lafitte National Historical Park and Preserve)	**Environmental and Preservation Group** - Preserves the historical site of the Battle of New Orleans and educates the public about its historical significance and environmental importance.	1 Battlefield Rd Chalmette, LA 70043 (504) 281-0510 https://www.nps.gov/jela/planyourvisit/chalmette-battlefield.htm
St. Bernard Parish School Board	**Educational Institutions** - Oversees public education in St. Bernard Parish, ensuring quality education and promoting academic excellence for all students.	200 East St. Bernard Hwy.,

NAME	ROLE / FOCUS	WEBSITE / LOCATION INFORMATION
		Chalmette, LA 70043 (504) 301-2000 https://www.sbpsb.org/
Family Violence Program of St. Bernard	**Social Services and Aid Organization** - Provides comprehensive services to victims of domestic violence, including emergency shelter, counseling, and advocacy.	P.O. Box 7, Arabi, LA 70032 (504) 277-3177 https://fvpsb.org/
Arc of Greater New Orleans	**Social Services and Aid Organization** - Supports individuals with intellectual and developmental disabilities through advocacy, services, and community engagement.	925 Labarre Rd, Metairie, LA 70001 (504) 324-1919 https://arcgno.org/
St. Bernard Council on Aging	**Senior Centers and Organizations** - Offers various programs and services to enhance the quality of life for senior citizens in St. Bernard Parish, including nutrition, transportation, and recreational activities.	8201-A West Judge Perez Drive Chalmette, LA 70043 (504) 278-7335 https://www.sbcoa.org/
Rotary Club District 6840	**Civic Organization** - Promotes community service and supports local and international humanitarian projects through volunteerism and fundraising.	District Administrative Assistant Samantha Walley RotaryDistrict6840@gmail.com 833-840-6840 https://www.rotary6840.org/sitepage/district-administration
Kiwanis Club of St. Bernard-Arabi	**Civic Organization** - Focuses on serving the children of the world through local service projects, fundraising, and community programs.	St. Bernard Kiwanis P.O. Box 202 Arabi, LA 70032 (504) 616-7312 https://www.stbernardkiwanis.org/
Louisiana Fair Housing Action Center	**Non-Profit and Community Development Organization** - Works to eradicate housing discrimination and promote equitable and inclusive communities through advocacy, education, and legal assistance.	Louisiana Fair Housing Action Center 1340 Poydras St Suite #710 New Orleans, LA 70112 (504) 596-2100 https://lafairhousing.org/
SBP	**Non-Profit and Community Development Organization** - Rebuilds homes and lives disrupted by disasters, focusing on resilience and reducing the time between disaster and recovery.	2645 Toulouse Street New Orleans, Louisiana 70119 (504) 277-6831 https://sbpusa.org/
St. Bernard Parish Italian-American Cultural Center	**Cultural Group** - Celebrates and promotes Italian-American culture and heritage through educational programs, cultural events, and community outreach.	537 South Peters Street, New Orleans, LA, 70130 (504) 522-7294 https://americanitalianculturalcenter.com/

6.5.2 Stakeholder meetings and interviews included:

1. **10/10/23 - Port NOLA Outreach Stakeholder Meeting**
   - **Attendees:** PortNOLA: Laura Mellem, Anthony Evett, Kylie Mills, Rachel Haney (HDR, Inc), Renee Aragon, Suchitra Satpathi, Kayla Santiago, Jessica Ragusa, Meagan Morvant; Project Team: Evelyn Campo, Sam Mestayer,

Karen Parsons, Brandi Fontenot, Jacob Loeske, Ann Theriot, David Dupre, Malissa Dietch-Givhan, Tosha Shanableh

- **Meeting Summary:** Reviewed project objectives & discussed Port of NOLA outreach efforts to-date; aligned outreach efforts to complement Outreach Plan in development.

2. **10/10/23 - St. Bernard Parish Staff Outreach Stakeholder Meeting #1**
   - **Attendees:** Parish: Jason Stopa; Project team: Evelyn Campo, Sam Mestayer, Karen Parsons, Brandi Fontenot, Jacob Loeske, David Dupre, Ann Theriot, Tosha Shanableh
   - **Meeting Summary:** Introduced RPC project to the Parish; addressed questions and concerns; and invited insight and input on the development of the Outreach Plan.

3. **01/18/24 - Port NOLA CAC Meeting**
   - **Attendees:** Port Representatives: Renee Aragon, Tony Evett, Jeanne Ferrer, Chris Gilmore, Kylie Mills, Sarah Porteous, Kayla Santiago, Joe Toomy; CAC Members (St Bernard): Joe Addison, Dwayne Boudreaux, Bob Buckley, Steve Edler, Dedra Major, Meaghan McCormack, Charlie Ponstein; CAC Members (Violet): Ryan Austin, Trina Brian, Carol Brown, Eugene Campbell, Melanie Doane, Kevin Gabriel, Jeff McClain, Jude Meyers, Keisa Rodney, Jill Sino; Project Team: Evelyn Campo, Sam Mestayer, Karen Parsons, Brandi Fontenot, Jacob Loeske, David Dupre, Ann Theriot, Tosha Shanableh
   - **Meeting Summary:** Introduced the St. Bernard and Violet Community Advisory Committee (CAC) to the Lower St. Bernard/Louisiana International Terminal Roadway Network and Resilience Study project. Discussions included the initial data collection phase, adherence to federal guidelines, and the importance of transparent communication about the project. Key takeaways emphasized ongoing public outreach efforts, the Regional Planning Commissions (RPC) ongoing efforts to gather input on future transportation projects in the study area, and the creation of project webpage for public engagement and updates. The need for clear and transparent dissemination of information about the project, regardless of outcomes, was highlighted.

4. **02/05/24 - St. Bernard Parish Staff Outreach Stakeholder Meeting #2**
   - **Attendees:** Parish: Jerry Graves, Rachel Sigur, Mike Davenport, John Lane; Project team: Evelyn Campo, Mark Salvadore, Julia Marshal
   - **Meeting Summary:** Coordinated with the Parish to enhance information sharing regarding upcoming meetings and key project updates through the parish website, social media accounts, and Government Access TV Channel. Discussed support for engaging event organizers for upcoming in-person Community Events and Festivals as part of the study's outreach efforts.

5. **02/23/2024 - Meeting with St. Bernard Parish President Pomes**
   - **Attendees:** Parish: Louis Pomes; Project Team: Jacob Loeske
   - **Meeting Summary:** Introduced RPC project and provided the latest project updates to the Parish President Louis Pomes; addressed questions and concerns.

6. **03/05/2024 - Stakeholder Meeting No. 1 – Economic Development and Private Sector**
   - **Attendees:** Stakeholders: Jerry Graves, Joshua L Logelin, Randy Guillot; Project Team: Alexandra Carter, Ann Theriot, Anthony Evett, Brandi Fontenot, Connor McCarthy, David Dupre, Evelyn Campo, Greg Trahan, Jacob Loeske, John Broemmelsiek, Karen Parsons, Kayla Bankston, Malissa Dietsch-Givhan, Mark Salvadore, Nicole Stewart, Sam Mestayer, Scott Boyle, Thomas Hunter, Tosha Shanableh
   - **Meeting Summary:** Presented the St. Bernard Transportation Study to stakeholders in economic development and the private sector. Discussions covered the project timeline, potential impacts of delaying the project, alternative solutions to improve infrastructure, and the importance of community and stakeholder engagement. Key takeaways included the need for detailed input from trucking and rail industries on infrastructure needs and operational impacts, with a specific emphasis on safety at road/rail crossings and the condition of existing infrastructure.

7. **03/06/2024 - Stakeholder Meeting No. 2 – Resource and Government Agencies**
   - **Attendees:** Stakeholders: Chris Davis, Christine Charrier, Dominique Seibert, Donald Jerolleman, Gillis McCloskey, Jennie Garcia, Jerry Graves, John Lane, Kyle Balkum, Laura Phillips, Rachel Sigur, William Stewart, Zachary Chain; Project Team: Alexandra Carter, Ann Theriot, Anthony Evett, Brandi Fontenot, Connor McCarthy,

David Dupre, Evelyn Campo, Fadi Madi, Jacob Loeske, Julia Marshall, Karen Parsons, Kayla Bankston, Lynn Dupont, Mark Salvadore, Sam Mestayer, Scott Boyle, Thomas Hunter, Tosha Shanableh

- **Meeting Summary:** Presented the St. Bernard Transportation Study to stakeholders in resource agencies and governmental bodies. Discussions included engagement updates, the scope of the study, impacts on traffic flow due to infrastructure repairs, and potential environmental impacts. Key takeaways emphasized the need for clear communication and community engagement, the importance of addressing traffic impacts during the construction period of the new port, and concerns about environmental impacts on wetlands and scenic systems.

8. **03/07/2024 - Stakeholder Meeting No. 3**
   - **Attendees:** Stakeholders: Gail Gowland, Jerry Graves, Kylie Mills, Moe Moore, Robert Lott, Sara Felt, Susan McNeil; Project Team: Alexandra Carter, Ann Theriot, Anthony Evett, Brandi Fontenot, Connor McCarthy, David Dupre, Gregory Trahan, Jacob Loeske, Julia Marshall, Karen Parsons, Kayla Bankston, Mark Salvadore, Nicole Stewart, Sam Mestayer, Tosha Shanableh
   - **Meeting Summary:** Introduced the St. Bernard Transportation Study to community groups, focusing on maintaining community character amidst increased traffic and development. Discussions focused on road safety concerns, transportation services, potential impacts of port development, and hurricane evacuation preparedness. Key takeaways emphasized the need for community engagement in future meetings and surveys, the impact of increased traffic on local infrastructure and services, and the potential benefits of job creation from port development.

9. **03/12/2024 - St. Bernard Parish Staff Project Update**
   - **Attendees:** Parish: John Lane, Donnie Bourgeois; Project Team: Karen Parsons, Jeff Roesel, Jacob Loeske, Brandi Fontenot
   - **Meeting Summary:** Meeting with St. Bernard Parish to provide local leadership with the latest project updates.

10. **03/19/2024 - Port NOLA CAC Meeting (Violet)**
    - **Attendees:** Port Representatives: Renee Aragon, Tony Evett, Jeanne Ferrer, Chris Gilmore, Kylie Mills, Sarah Porteous, Kayla Santiago, Joe Toomy; CAC Members (St Bernard): Joe Addison, Dwayne Boudreaux, Bob Buckley, Steve Edler, Dedra Major, Meaghan McCormack, Charlie Ponstein; CAC Members (Violet): Ryan Austin, Trina Brian, Carol Brown, Eugene Campbell, Melanie Doane, Kevin Gabriel, Jeff McClain, Jude Meyers, Keisa Rodney, Jill Sino ; Project Team: Karen Parsons, Jacob Loeske
    - **Meeting Summary:** Attended the Port NOLA CAC Meeting and delivered a presentation to introduce the RPC project and provide updates.

11. **03/20/2024 - Port NOLA CAC Meeting (St. Bernard)**
    - **Attendees:** Port Representatives: Renee Aragon, Tony Evett, Jeanne Ferrer, Chris Gilmore, Kylie Mills, Sarah Porteous, Kayla Santiago, Joe Toomy; CAC Members (St Bernard): Joe Addison, Dwayne Boudreaux, Bob Buckley, Steve Edler, Dedra Major, Meaghan McCormack, Charlie Ponstein; CAC Members (Violet): Ryan Austin, Trina Brian, Carol Brown, Eugene Campbell, Melanie Doane, Kevin Gabriel, Jeff McClain, Jude Meyers, Keisa Rodney, Jill Sino; Project Team: Karen Parsons, Jacob Loeske
    - **Meeting Summary:** Attended the Port NOLA CAC Meeting and delivered a presentation to introduce the RPC project and provide updates.

12. **04/01/2024 - Norfolk Southern Meeting No. 1**
    - **Attendees:** Project Team: Karen Parsons, Greg Trahan, Thomas Hunter, Mark Sisson, Jeff Roesel, Sam Mestayer, Jacob Loeske; Norfolk Southern: Joshua Logelin, Elizabeth Lawlor
    - **Meeting Summary:** Discussed existing train operations on the Chalmette Branch, including daily train movements, industrial facilities served, potential growth, operating speeds, and restrictions. Key takeaways included a request to Norfolk Southern to provide data on forecast growth, train schedules, and crossing details, as well as potential rail projects and capacity increases related to the Lower St. Bernard/Louisiana International Terminal Roadway Network and Resilience Study.

13. **06/11/2024 – St. Bernard Parish School Board Meeting**
    - **Attendees:** Project Team: Jacob Loeske, Karen Parsons

- **Meeting Summary:** Attended the St. Bernard Parish School Board Meeting and delivered a presentation to introduce the RPC project and provide updates.

6.6 THE PROJECT AREA AND IMPACTED POPULATIONS

6.6.1 Social Vulnerability Analysis for Outreach Meeting Location Strategy

Methodology

In addition to the Title VI Demographic Profile, the project team considered where social vulnerability markers were the highest and mapped these Census Block Groups in **Figure 2** for the purpose of determining where to hold public meetings.

Findings

The study area includes all Census Block Groups in St. Bernard Parish, La, which generally have medium to high overall social vulnerability.

TABLE 4. DATA DESCRIPTION AND SOURCE FOR FIGURE 2.

METRIC	VARIABLE	DESCRIPTION
% Over Age 65	EP_65OVER	Percentage of persons aged 65 and older estimate
% Disabled	EP_DISAB	Percentile percentage of civilian noninstitutionalized population with a disability estimate
% Limited English	EP_LIMENG	Percentile percentage of persons (age 5+) who speak English "less than well" estimate
% Poverty	EP_150POV	Percentage of persons below 150% poverty estimate
% Minority	EP_MINRTY	Percentage minority estimate
% No Vehicle	EP_NOVEH	Percentage of households with no vehicle available estimate

Data compiled from the American Community Survey (ACS) 5 Year Summary File (2017 – 2021) published December 2022 by the U.S. Department of Commerce, Economics and Statistics Administration, U.S. Census Bureau. Data received in text format and joined to spatial geography files by the New Orleans Regional Planning Commission (RPC). Specific tabular data relating to RPC activities formatted for mapping and analytical purposes. For further information please contact RPC, Lynn Dupont, GIS Manager.

FIGURE 2. HIGHEST CONCENTRATIONS OF VULNERABLE POPULATION BY CENSUS BLOCK GROUP MAP

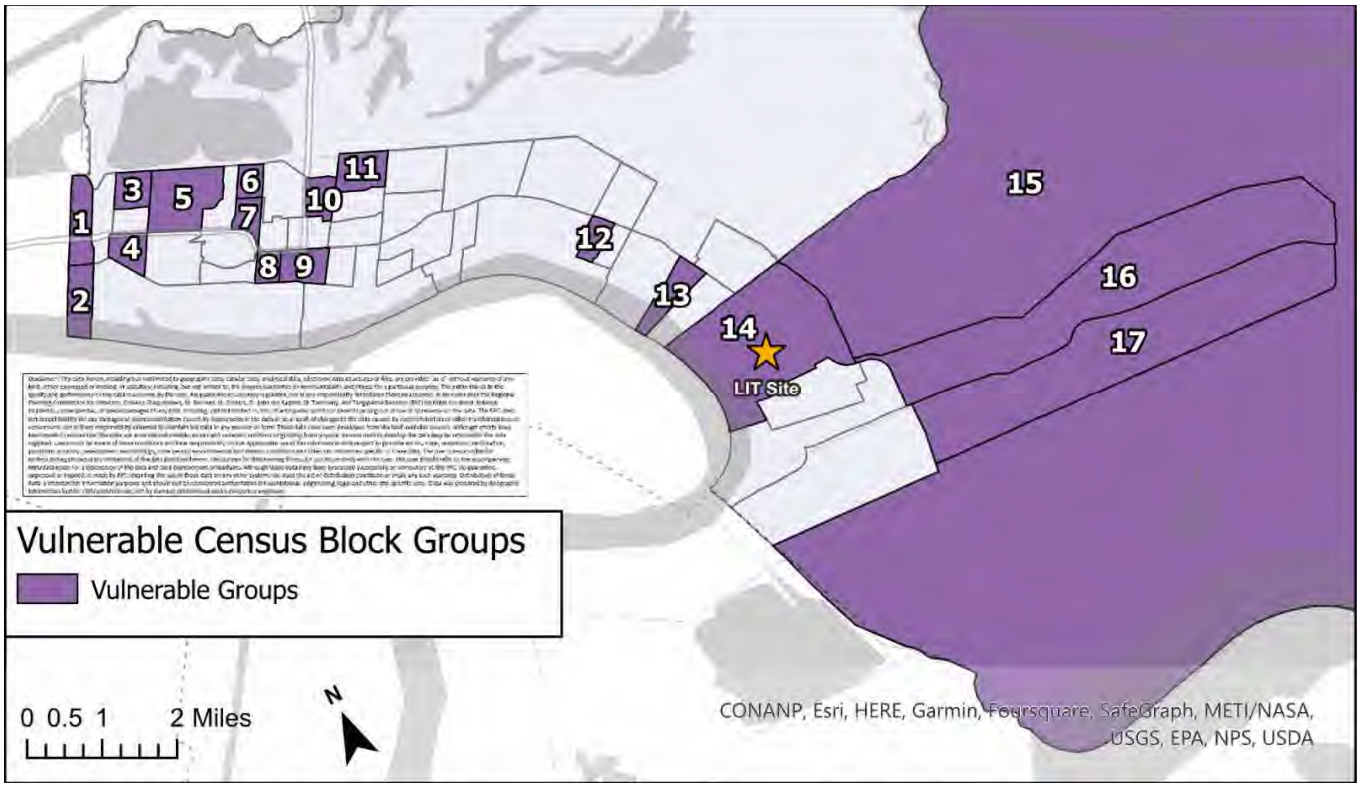

TABLE 5. DATA TABLE FOR HIGHEST CONCENTRATIONS OF VULNERABLE POPULATION BY CENSUS BLOCK GROUP MAP

Vulnerable Group ID	Census Block Group (BG)	% Over Age 65	% Disabled	% Limited English	Environmental Justice Awareness		% No Vehicle
					% Poverty	% Minority	
1	BG 1, Tract 303	9.81%	19.79%	0.00%	52.81%	44.59%	16.34%
2	BG 2, Tract 303	28.95%	19.79%	2.05%	26.25%	13.47%	16.34%
3	BG 1, Tract 305	8.91%	18.46%	0.00%	64.67%	46.84%	7.46%
4	BG 3, Tract 305	9.16%	18.46%	4.83%	20.90%	22.16%	7.46%
5	BG 1, Tract 306.01	5.74%	10.60%	7.65%	29.51%	64.09%	4.77%
6	BG 1, Tract 306.03	1.72%	13.77%	3.06%	56.93%	83.33%	19.59%
7	BG 2, Tract 306.03	1.12%	13.77%	0.00%	69.35%	88.04%	19.59%
8	BG 1, Tract 307	27.36%	25.42%	0.00%	40.23%	19.38%	16.11%
9	BG 2, Tract 307	12.34%	25.42%	0.00%	38.41%	11.87%	16.11%
10	BG 2, Tract 308	7.68%	17.62%	0.00%	48.46%	67.15%	9.14%
11	BG 3, Tract 302.07	14.08%	13.40%	5.99%	24.61%	38.33%	2.38%
12	BG 3, Tract 302.09	19.02%	23.07%	0.00%	21.41%	8.24%	1.09%
13	BG 3, Tract 302.04	30.78%	16.92%	4.00%	56.94%	95.55%	9.10%
14	BG 1, Tract 301.03	17.97%	20.48%	0.00%	10.97%	92.53%	7.80%
15	BG 2, Tract 301.05	38.95%	16.32%	0.00%	45.26%	33.68%	3.48%
16	BG 1, Tract 301.04	24.93%	21.27%	0.00%	24.67%	23.34%	4.80%
17	BG 2, Tract 301.04	8.93%	21.27%	0.00%	24.97%	41.86%	4.80%

Disclaimer: The data herein, including but not limited to geographic data, tabular data, analytical data, electronic data structures or files, are provided "as is" without warranty of any kind, either expressed or implied, or statutory, including, but not limited to, the implied warranties or merchantability and fitness for a particular purpose. The entire risk as to the quality and performance of the data is assumed by the user. No guarantee of accuracy is granted, nor is any responsibility for reliance thereon assumed. In no event shall the Regional Planning Commission for Jefferson, Orleans, Plaquemines, St. Bernard, St. Charles, St. John the Baptist, St. Tammany, and Tangipahoa Parishes (RPC) be liable for direct, indirect, incidental, consequential, or special damages of any kind, including, but not limited to, loss of anticipated profits or benefits arising out of use of or reliance on the data. The RPC does not accept liability for any damages or misrepresentation caused by inaccuracies in the data or as a result of changes to the data caused by system transfers or other transformations or conversions, nor is there responsibility assumed to maintain the data in any manner or form. These data have been developed from the best available sources. Although efforts have been made to ensure that the data are accurate and reliable, errors and variable conditions originating from physical sources used to develop the data may be reflected in the data supplied. Users must be aware of these conditions and bear responsibility for the appropriate use of the information with respect to possible errors, scale, resolution, rectification, positional accuracy, development methodology, time period, environmental and climatic conditions and other circumstances specific to these data. The user is responsible for understanding the accuracy limitations of the data provided herein. The burden for determining fitness for use lies entirely with the user. The user should refer to the accompanying metadata notes for a description of the data and data development procedures. Although these data have been processed successfully on computers at the RPC, no guarantee, expressed or implied, is made by RPC regarding the use of these data on any other system, nor does the act of distribution constitute or imply any such warranty. Distribution of these data is intended for information purposes and should not be considered authoritative for navigational, engineering, legal and other site-specific uses. Data was prepared by Geographic Information System (GIS) professionals, not by licensed professional land surveyors or engineers.

Upon review of **Figure 2** and **Table 5**, there is not a geographically unique proportion of residents having social vulnerabilities, but instead, a more dispersed pattern that extends both east and west across the Parish.

The study area includes a relatively high proportion of residents who self-identify as minorities, with the highest concentrations in Census Block Group 2, Tract 306.03 (88.04%), Census Block Group 3, Tract 302.04 (95.55%), and Census Block Group 1, Tract 301.03 (92.53%), which suggests the Project Team should host public meetings in or near Census Block Group 2, Tract 306.03 and Census Block Group 3, Tract 302.04 (shown as "Vulnerable Group ID" 7 and 13 in Figure 2) to support equitable representation in the outreach and engagement process.

The study area includes a significant, but not geographically unique proportion of residents that are over the age of 65 in Census Block Group 2, Tract 303 (28.95%), Census Block Group 3, Tract 302.04 (30.78%), and Census Block Group 2, Tract 301.05 (38.95%). Residents with a disability are more concentrated in Census Block Group 1, Tract 307 (25.42%), Census Block Group 2, Tract 307 (25.42%), and Census Block Group 3, Tract 302.09 (23.07%). Residents with no vehicle are concentrated in Census Block Group 1, Tract 303 (16.34%), Census Block Group 2, Tract 303 (16.34%), Census Block Group 1, Tract 306.03 (19.59%), Census Block Group 2, Tract 306.03 (19.59%), Census Block Group 1, Tract 307 (16.11%), and Census Block Group 2, Tract 307 (16.11%). This further suggests the Project Team should work in or near Census Block Group 2, Tract 306.03 to support improved accessibility for residents who may experience difficulty attending public meetings, as well as provide online options for enhanced participation within these groups.

The study area includes some areas with residents with limited English proficiency, with the highest concentrations in Census Block Group 3, Tract 305 (4.83%), Census Block Group 1, Tract 306.01 (7.65%), and Census Block Group 3, Tract 302.07 (5.99%), however, the percentages in this category are relatively low, with most residents with Limited English Proficiency speaking Spanish or Vietnamese. Considering the prevalence of residents speaking languages other than English, outreach activities should offer materials that include translation options for Spanish and Vietnamese.

6.6.2 Basic Demographic Profile and Title VI Assessment Data.

Methodology

The project team compiled Parish and State data to produce a basic demographic profile for St. Bernard Parish. Basic demographic profile data was sourced from U.S. Census American Community Survey 5-Year Estimate data and was categorized into the categories for a Title VI assessment, which include:

- Poverty / Households Poverty
- Minority
- Elderly
- Limited English Proficiency
- Disabled Populations
- Zero Car Household
- Environmental Justice (minority + poverty)

Within each category, the project team reviewed Parish, MSA, and State data and identified Census Block Groups where the values for each category exceeded the Parish average, flagging such Block Groups in maps and tables shown in the following sections.

Title VI Focus: Poverty

FIGURE 3. POVERTY FLAGGED BLOCK GROUPS

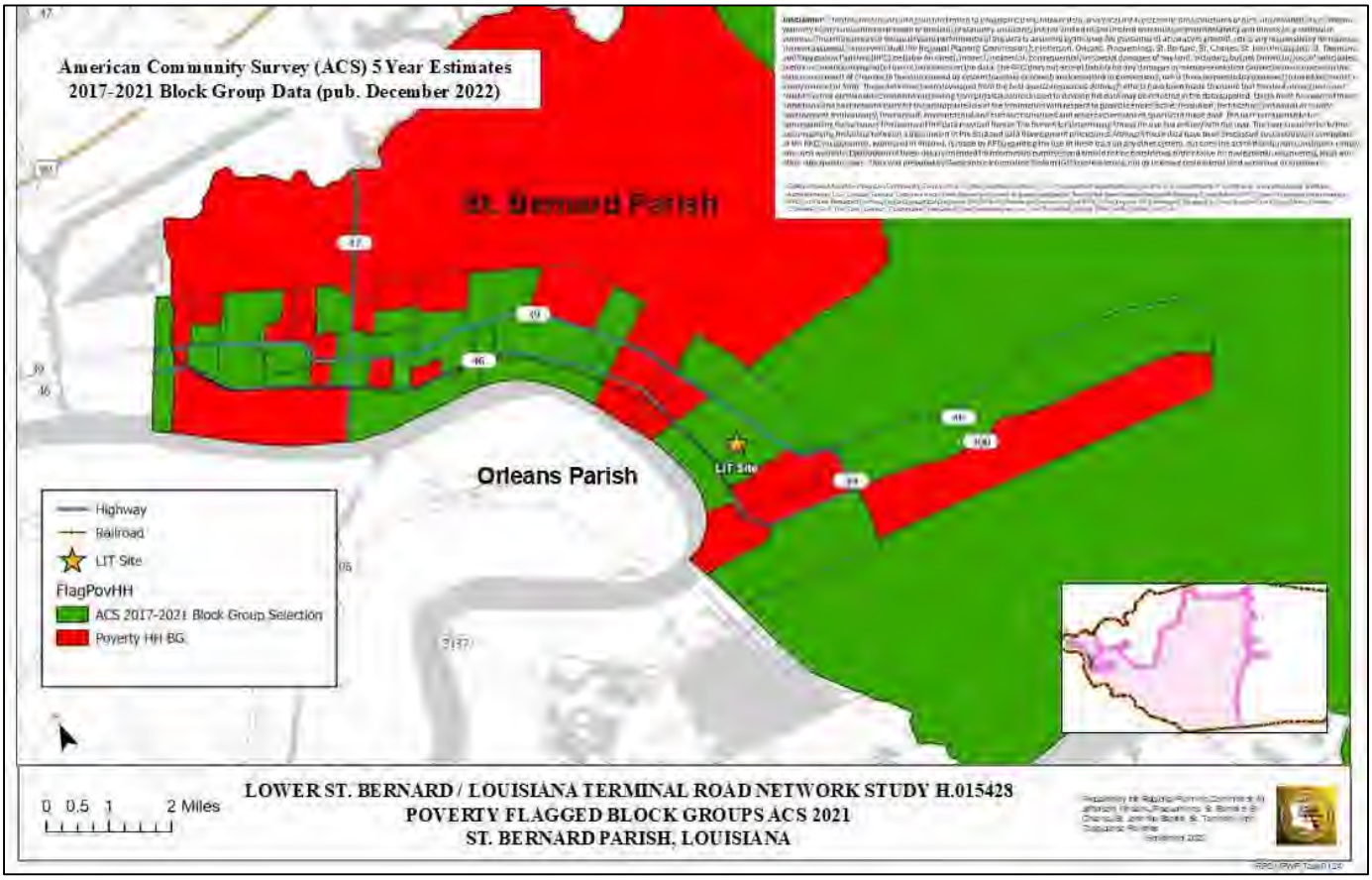

TABLE 6. POVERTY FLAGGED BLOCK GROUPS IN THE PARISH

CENSUS BLOCK GROUP	Block Group Median HH Income (2021 Dollars)	Parish Median HH Income (2021 Dollars)
Block Group 1, Census Tract 301.04, St. Bernard Parish, Louisiana	$42,344.00	$52,538.00
Block Group 2, Census Tract 302.03, St. Bernard Parish, Louisiana	$31,630.00	$52,538.00
Block Group 1, Census Tract 304, St. Bernard Parish, Louisiana	$46,875.00	$52,538.00
Block Group 1, Census Tract 307, St. Bernard Parish, Louisiana	$39,205.00	$52,538.00
Block Group 2, Census Tract 301.03, St. Bernard Parish, Louisiana	$46,685.00	$52,538.00
Block Group 1, Census Tract 302.03, St. Bernard Parish, Louisiana	$50,000.00	$52,538.00
Block Group 3, Census Tract 301.03, St. Bernard Parish, Louisiana	$46,615.00	$52,538.00
Block Group 4, Census Tract 302.03, St. Bernard Parish, Louisiana	$36,771.00	$52,538.00
Block Group 4, Census Tract 302.04, St. Bernard Parish, Louisiana	$32,946.00	$52,538.00
Block Group 3, Census Tract 302.04, St. Bernard Parish, Louisiana	$21,094.00	$52,538.00
Block Group 4, Census Tract 308, St. Bernard Parish, Louisiana	$43,553.00	$52,538.00
Block Group 5, Census Tract 302.04, St. Bernard Parish, Louisiana	$43,802.00	$52,538.00
Block Group 2, Census Tract 302.07, St. Bernard Parish, Louisiana	$46,806.00	$52,538.00
Block Group 2, Census Tract 306.03, St. Bernard Parish, Louisiana	$21,563.00	$52,538.00
Block Group 1, Census Tract 302.09, St. Bernard Parish, Louisiana	$50,238.00	$52,538.00
Block Group 3, Census Tract 302.09, St. Bernard Parish, Louisiana	$50,980.00	$52,538.00
Block Group 2, Census Tract 303, St. Bernard Parish, Louisiana	$50,625.00	$52,538.00
Block Group 1, Census Tract 305, St. Bernard Parish, Louisiana	$41,700.00	$52,538.00
Block Group 2, Census Tract 306.01, St. Bernard Parish, Louisiana	$45,573.00	$52,538.00
Block Group 1, Census Tract 306.02, St. Bernard Parish, Louisiana	$42,768.00	$52,538.00
Block Group 1, Census Tract 306.03, St. Bernard Parish, Louisiana	$31,719.00	$52,538.00
Block Group 1, Census Tract 308, St. Bernard Parish, Louisiana	$36,165.00	$52,538.00
Block Group 2, Census Tract 308, St. Bernard Parish, Louisiana	$33,125.00	$52,538.00

TABLE 7. PARISH INCOME STATISTICS

ACS 5 YEAR ESTIMATES (2017 -2021) TITLE VI – INCOME	
Geographic area	Household Income
	Median HH Income (2021 Dollars)
St. Bernard	$52,538
New Orleans-Metairie MSA	$57,656
Louisiana	$53,571

TABLE 8. PARISH POVERTY STATISTICS

ACS 5 YEAR ESTIMATES (2017 -2021) TITLE VI – POVERTY									
Geographic area	Population in Poverty			Households in Poverty			Families in Poverty		
	Total Population*[1]	Population in Poverty	Percent Population in Poverty	Total Households	Households in Poverty	Percent Households in Poverty	Total Families	Families in Poverty	Percent Families in Poverty
St. Bernard	43,456	9,428	21.70%	15,472	3,333	21.54%	10,460	1,841	17.60%
New Orleans-Metairie MSA	988,316	185,468	18.77%	396,264	74,491	18.80%	227,841	31,307	13.74%
Louisiana	4,531,545	850,486	18.77%	1,748,688	322,771	18.46%	1,115,692	156,479	14.03%

*[1] Poverty population includes individuals in housing units and noninstitutional group quarters. The poverty universe excludes children under the age of 15 who are not related to the householder, people living in institutional group quarters (e.g., nursing homes or correctional facilities), and people living in college dormitories or military barracks.

Poverty Analysis

Based on an analysis of population experiencing poverty, households experiencing poverty, and families experiencing poverty; poverty is most concentrated in the Census Block Groups listed in **Table 6** and shown in red in **Figure 3**.

These block groups were flagged because either the percentage of individuals, households, or families experiencing poverty in the subject block group exceeds the percentage of individuals, households, or families experiencing poverty in the Parish overall. If any of the three populations (individuals, households, or families) exceeded the parish percentage, the subject Census Block Group was flagged. Because Census Block Groups flagged for poverty lie on the east and west side of the subject site and are dispersed further west of the subject site, outreach efforts to members of this group should include numerous advertisements, across multiple channels of communication to attract residents to meetings regarding the subject study and such meetings should be held in two locations across the Parish to make meeting attendance as easy as possible for residents who live toward the eastern or western end of the Parish. In order to accomplish this goal, the project team will attempt to hold two meetings in EJ Awareness locations within the Parish.

KEY STRATEGIES TO ENGAGE RESIDENTS EXPERIENCING POVERTY:

- Print advertisements, electronic advertisements, use government access channel, and post paper public notices for meetings
- Hold public meetings in two locations
- Gather income information from electronic survey respondents, ensure that those experiencing poverty are represented

Title VI Focus: Minority Populations

FIGURE 4. MINORITY FLAGGED BLOCK GROUPS

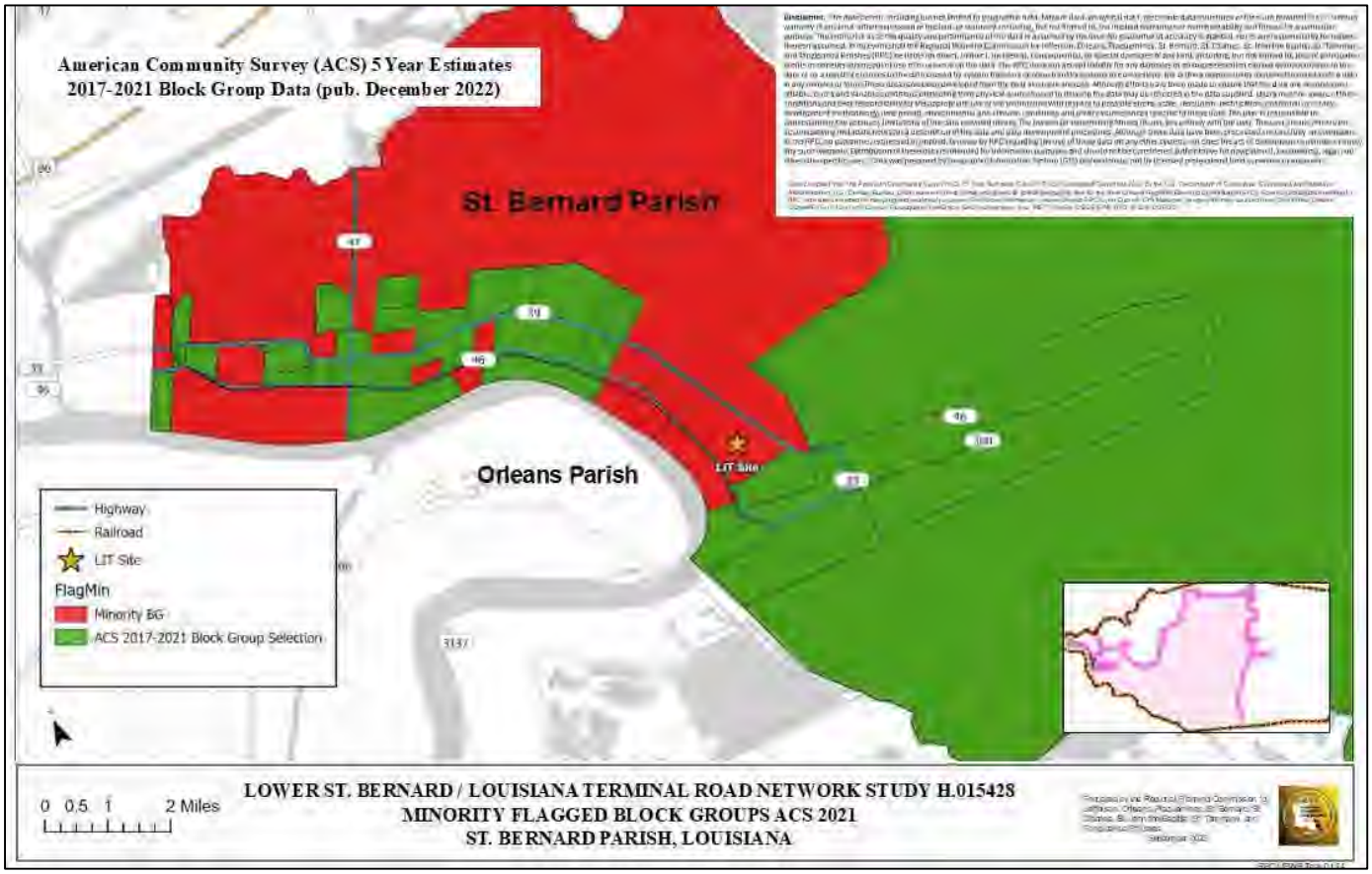

FIGURE 5. MINORITY FLAGGED BLOCK GROUPS (WITH HISPANIC / LATINO FLAGGED BLOCK GROUPS)

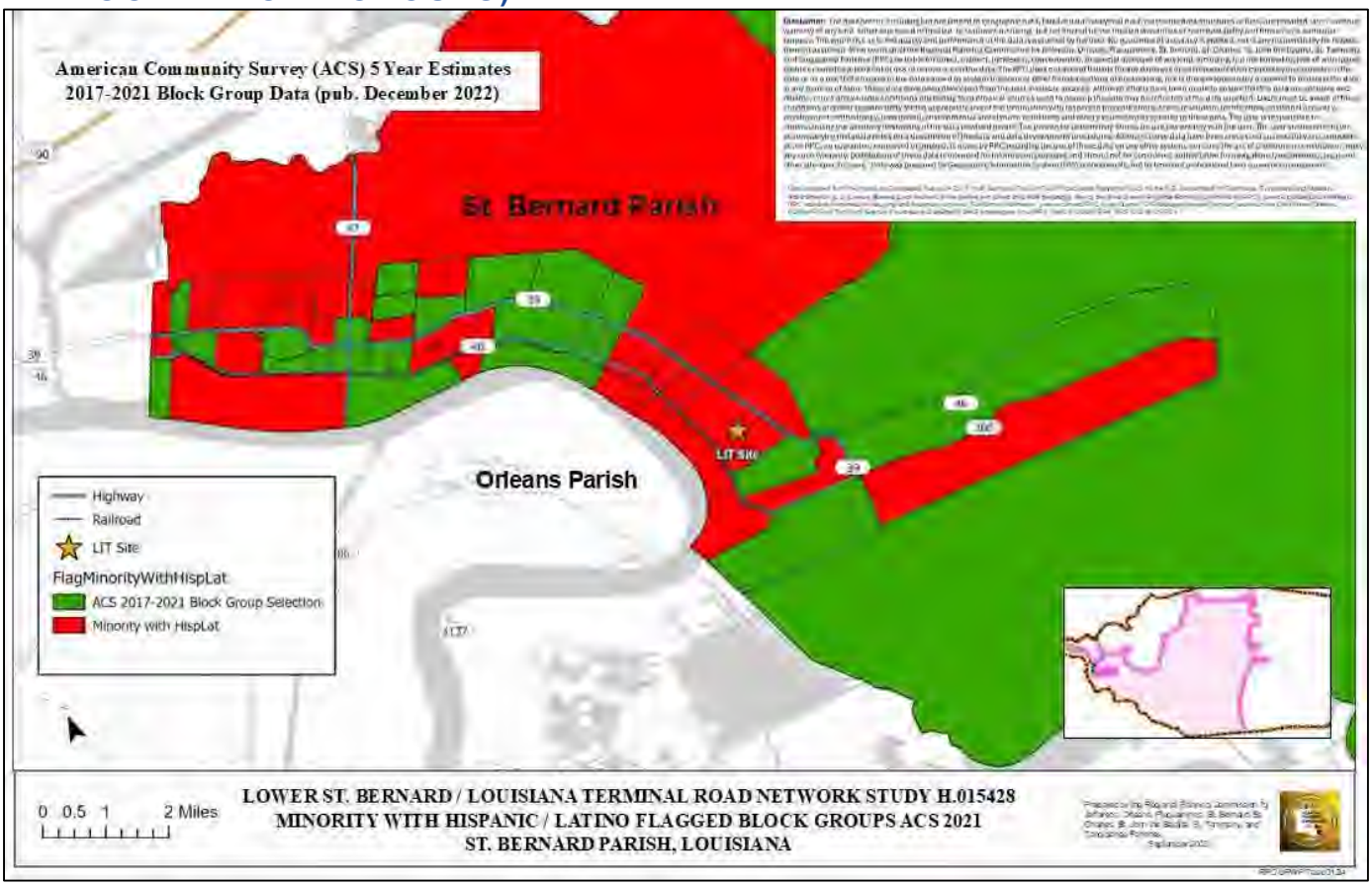

FIGURE 6. HISPANIC / LATINO FLAGGED BLOCK GROUPS

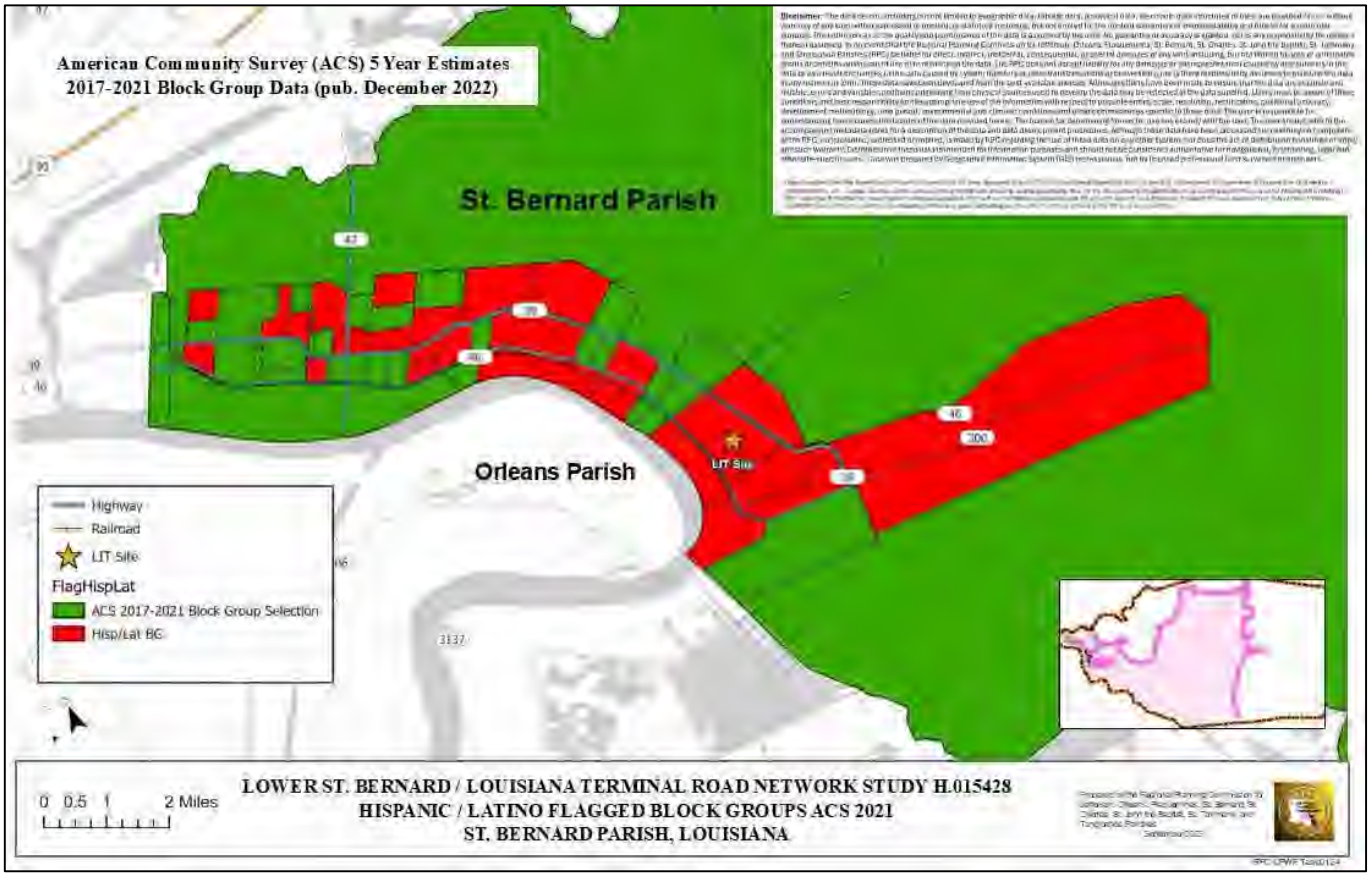

TABLE 9. MINORITY POPULATIONS IN THE PARISH

Census Block Group	Block Group Percent Minority Population	Parish Percent Minority Population	Block Group Percent Hispanic/Latino Population	Parish Percent Hispanic/Latino Population	Block Group Percent Minority w/ Hispanic/Latino Population	Parish Percent Minority w/ Hispanic/Latino Population
BG 2, Tract 301.04	22.44%	33.34%	**41.13%**	10.27%	**41.86%**	39.13%
BG 2, Tract 302.03	**39.14%**	33.34%	**11.31%**	10.27%	**42.71%**	39.13%
BG 1, Tract 304	**42.79%**	33.34%	7.10%	10.27%	**45.96%**	39.13%
BG 1, Tract 307	10.75%	33.34%	**12.21%**	10.27%	19.38%	39.13%
BG 2, Tract 301.03	16.85%	33.34%	**11.59%**	10.27%	20.67%	39.13%
BG 3, Tract 301.03	23.88%	33.34%	**28.67%**	10.27%	**49.95%**	39.13%
BG 2, Tract 302.04	**75.73%**	33.34%	**13.09%**	10.27%	**80.54%**	39.13%
BG 4, Tract 302.04	**45.19%**	33.34%	1.18%	10.27%	**46.37%**	39.13%
BG 3, Tract 302.04	**95.55%**	33.34%	1.78%	10.27%	**95.55%**	39.13%
BG 4, Tract 308	**44.27%**	33.34%	4.43%	10.27%	**47.18%**	39.13%
BG 5, Tract 302.04	**76.96%**	33.34%	6.43%	10.27%	**81.25%**	39.13%
BG 1, Tract 302.06	**43.38%**	33.34%	1.85%	10.27%	**45.23%**	39.13%
BG 3, Tract 302.07	30.43%	33.34%	**12.90%**	10.27%	38.33%	39.13%
BG 2, Tract 306.03	**63.93%**	33.34%	**42.43%**	10.27%	**88.04%**	39.13%
BG 2, Tract 302.08	23.64%	33.34%	**13.63%**	10.27%	29.19%	39.13%
BG 1, Tract 305	**45.06%**	33.34%	**11.99%**	10.27%	**46.84%**	39.13%
BG 2, Tract 306.01	**54.68%**	33.34%	**15.50%**	10.27%	**59.80%**	39.13%
BG 1, Tract 306.01	**61.95%**	33.34%	2.80%	10.27%	**64.09%**	39.13%
BG 1, Tract 306.02	**48.60%**	33.34%	7.67%	10.27%	**50.72%**	39.13%
BG 1, Tract 306.03	**82.22%**	33.34%	8.76%	10.27%	**83.33%**	39.13%
BG 2, Tract 308	**67.15%**	33.34%	7.68%	10.27%	**67.15%**	39.13%

Key: Value above flag threshold (Parish percentage)

TABLE 10. PARISH MINORITY POPULATION STATISTICS

ACS 5 YEAR ESTIMATES (2017 -2021) TITLE VI – MINORITY AND ETHNIC POPULATIONS				
Geographic area	Minority & Ethnic Populations			
	Total Population	Percent Minority Population	Total Population	Percent Hispanic/Latino
St. Bernard	43,821	33.34%	43,821	10.27%
New Orleans-Metairie MSA	1,006,238	51.71%	1,006,238	9.89%
Louisiana	4,657,305	39.75%	4,657,305	5.34%
Race and Ethnicity data from ACS 5 year estimates (2017-2021) block group estimates coinciding with RPC GIS geographic mapping scale for Title VI and summed by parish.				

Minority Analysis

Based on an analysis of minority populations and Hispanic / Latino populations, minority populations are most concentrated in the Census Block Groups shown in **Table 9** and shown in red in **Figures 4 - 6**.

These block groups were flagged because the percentage of minority population exceeded the parish percentage (**Figure 4**), because the percentage of minority population including Hispanic / Latino populations exceeded the parish percentage (**Figure 5**), or because the percentage of respondents identifying as Hispanic or Latino exceeded the parish percentage (**Figure 6**). Census block groups featuring residents identifying as minorities or Hispanic / Latino are concentrated in the area of the subject study and dispersed broadly across the Parish. This means that an outreach strategy based on meetings / events in two locations will enable these residents to participate. An electronic survey including self-disclosed information on race / ethnicity will also enable the outreach team to make sure that survey responses include representation from minority and Hispanic / Latino community members.

KEY STRATEGIES TO ENGAGE MEMBERS OF MINORITY POPLATIONS:

- **Hold public meetings in two locations.**
- **Collect race / ethnicity information in electronic surveys.**
- **Focus outreach efforts on cultural events that include minority or Hispanic / Latino-identifying communities.**

Title VI Focus: Elderly Population

FIGURE 7. ELDERLY FLAGGED BLOCK GROUPS

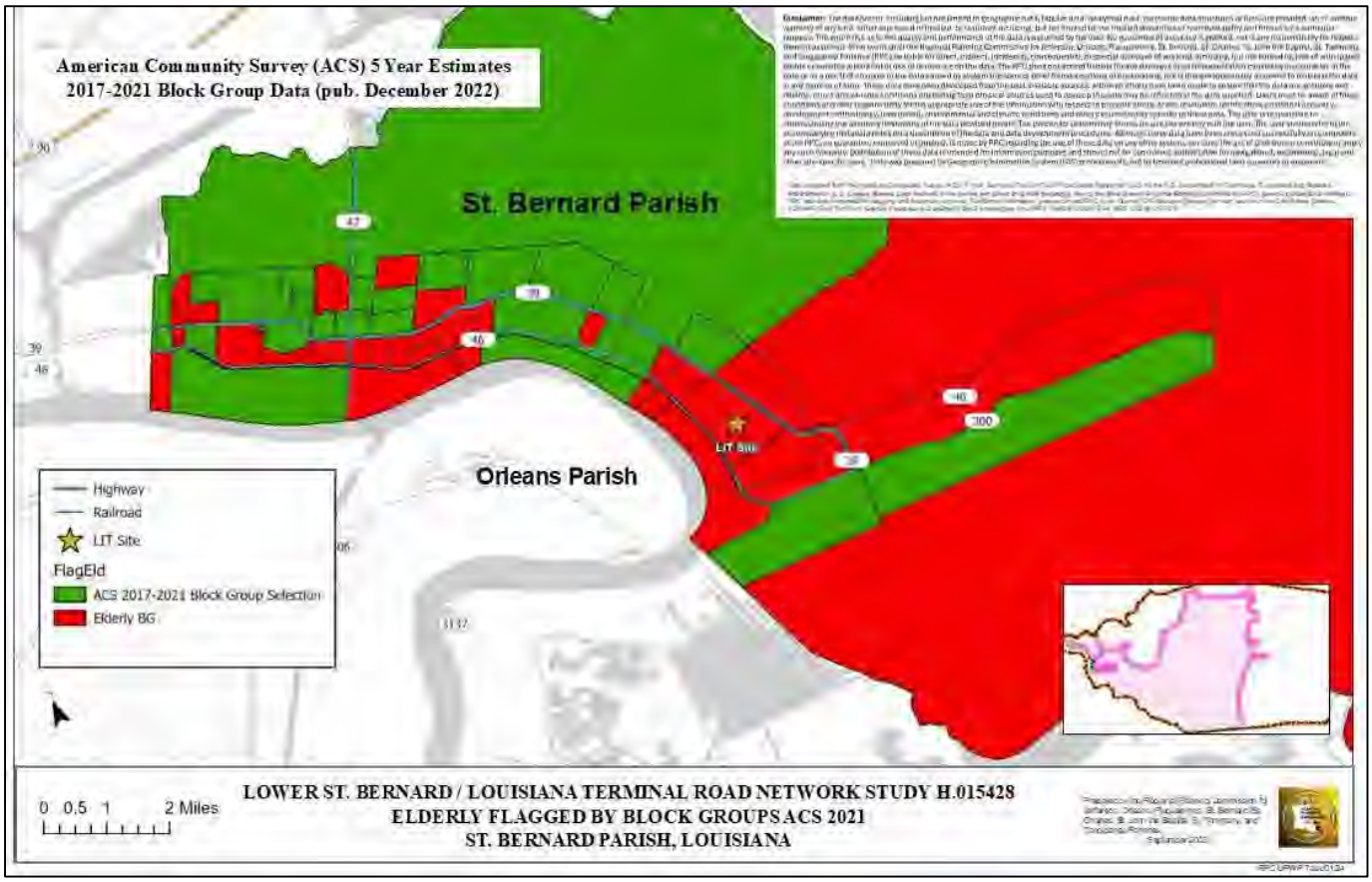

TABLE 11. ELDERLY POPULATION FLAGGED BLOCK GROUPS IN THE PARISH

Census Block Group	Block Group Percent Elderly Ages 65 and Over	Parish Percent Elderly Ages 65 and Over
Block Group 1, Census Tract 301.04, St. Bernard Parish, Louisiana	24.93%	11.63%
Block Group 2, Census Tract 301.05, St. Bernard Parish, Louisiana	38.95%	11.63%
Block Group 2, Census Tract 302.03, St. Bernard Parish, Louisiana	14.29%	11.63%
Block Group 1, Census Tract 307, St. Bernard Parish, Louisiana	27.36%	11.63%
Block Group 1, Census Tract 301.03, St. Bernard Parish, Louisiana	17.97%	11.63%
Block Group 2, Census Tract 301.03, St. Bernard Parish, Louisiana	16.98%	11.63%
Block Group 1, Census Tract 302.03, St. Bernard Parish, Louisiana	17.22%	11.63%
Block Group 3, Census Tract 301.03, St. Bernard Parish, Louisiana	12.59%	11.63%
Block Group 3, Census Tract 302.03, St. Bernard Parish, Louisiana	20.05%	11.63%
Block Group 4, Census Tract 302.03, St. Bernard Parish, Louisiana	17.46%	11.63%
Block Group 4, Census Tract 302.04, St. Bernard Parish, Louisiana	19.06%	11.63%
Block Group 3, Census Tract 302.04, St. Bernard Parish, Louisiana	30.78%	11.63%
Block Group 2, Census Tract 302.06, St. Bernard Parish, Louisiana	12.13%	11.63%
Block Group 3, Census Tract 302.07, St. Bernard Parish, Louisiana	14.08%	11.63%
Block Group 1, Census Tract 302.09, St. Bernard Parish, Louisiana	15.57%	11.63%
Block Group 3, Census Tract 302.09, St. Bernard Parish, Louisiana	19.02%	11.63%
Block Group 2, Census Tract 303, St. Bernard Parish, Louisiana	28.95%	11.63%
Block Group 2, Census Tract 304, St. Bernard Parish, Louisiana	19.95%	11.63%
Block Group 2, Census Tract 305, St. Bernard Parish, Louisiana	12.64%	11.63%
Block Group 1, Census Tract 306.02, St. Bernard Parish, Louisiana	13.97%	11.63%
Block Group 2, Census Tract 307, St. Bernard Parish, Louisiana	12.34%	11.63%
Block Group 2, Census Tract 306.02, St. Bernard Parish, Louisiana	12.20%	11.63%
Block Group 1, Census Tract 308, St. Bernard Parish, Louisiana	22.55%	11.63%

TABLE 12. PARISH ELDERLY STATISTICS

ACS 5 Year Estimates (2017 -2021) Title VI – Elderly Population		
Geographic area	Elderly Population	
	Total Population	Percent Elderly Ages 65 and Over
St. Bernard	43,821	11.63%
New Orleans-Metairie MSA	1,006,238	15.83%
Louisiana	4,657,305	15.51%
Population by age and sex from ACS 5 year estimates (2017-2021) block group estimates coinciding with RPC GIS geographic mapping scale for Title VI and summed by parish.		

Elderly Analysis

Based on an analysis of population ages 65 and over, elderly residents are most concentrated in the Census Block Groups shown in **Table 11** and shown in red in **Figure 7**.

These block groups were flagged because the percentage of individuals age 65 or older in each census block group shown as red in **Figure 7** below exceeds the percentage of individuals age 65 or older in the Parish. Because Census Block Groups flagged for elderly populations are dispersed across the Parish, two outreach meetings will be needed to provide engagement opportunities for elderly residents. Meetings should also be advertised well in advance of their occurrence so that residents can plan for transportation or family support in attending these meetings and should be advertised in print and electronic media to reach residents who may subscribe to print media rather than email. Finally, the stakeholders for this project should include entities like the St. Bernard Council on Aging and other groups that may have specific access and insight regarding the elderly population.

KEY STRATEGIES TO ENGAGE ELDERLY RESIDENTS:

- Print advertisements, electronic advertisements, use government access channel, and post paper public notices for meetings
- Work with stakeholder groups engaged with elderly residents

Title VI Focus: Residents with Limited English Proficiency

FIGURE 8. LIMITED ENGLISH PROFICIENCY FLAGGED BLOCK GROUPS

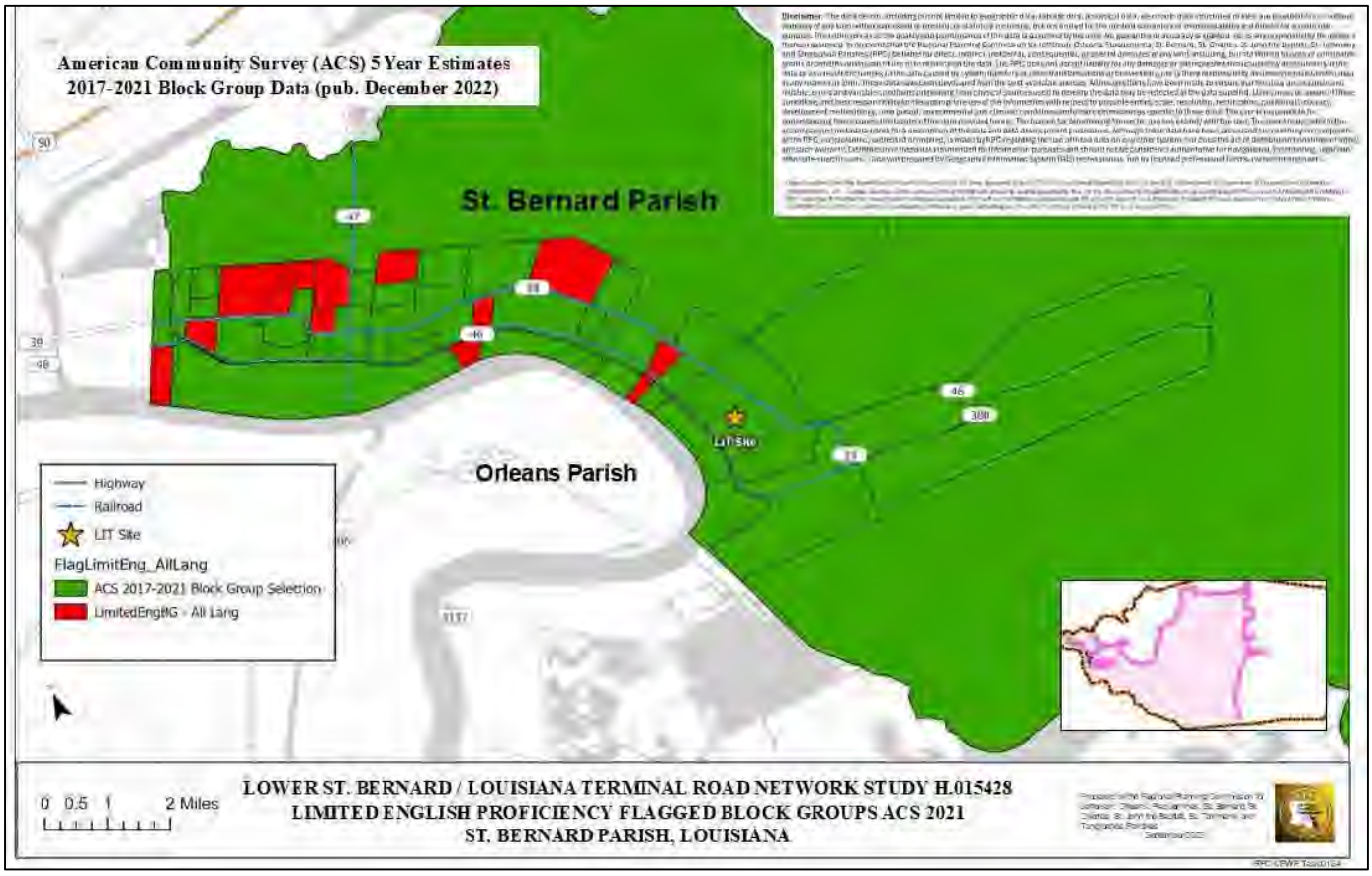

TABLE 13. LIMITED ENGLISH-SPEAKING HOUSEHOLDS IN THE PARISH

Census Block Group	Block Group Percent Limited English-speaking HH	Parish Percent Limited English-speaking HH
Block Group 3, Census Tract 305, St. Bernard Parish, Louisiana	4.83%	0.86%
Block Group 3, Census Tract 302.04, St. Bernard Parish, Louisiana	4.00%	0.86%
Block Group 4, Census Tract 308, St. Bernard Parish, Louisiana	4.29%	0.86%
Block Group 3, Census Tract 302.07, St. Bernard Parish, Louisiana	5.99%	0.86%
Block Group 2, Census Tract 302.08, St. Bernard Parish, Louisiana	2.69%	0.86%
Block Group 1, Census Tract 302.09, St. Bernard Parish, Louisiana	4.74%	0.86%
Block Group 2, Census Tract 303, St. Bernard Parish, Louisiana	2.05%	0.86%
Block Group 2, Census Tract 306.01, St. Bernard Parish, Louisiana	1.40%	0.86%
Block Group 1, Census Tract 306.01, St. Bernard Parish, Louisiana	7.65%	0.86%
Block Group 1, Census Tract 306.03, St. Bernard Parish, Louisiana	3.06%	0.86%
Block Group 1, Census Tract 308, St. Bernard Parish, Louisiana	4.48%	0.86%

TABLE 14. PARISH LIMITED ENGLISH-SPEAKING HOUSEHOLD STATISTICS

ACS 5 YEAR ESTIMATES ('17 – '21) TITLE VI LIMITED ENGLISH-SPEAKING HOUSEHOLDS			
	Limited English-Speaking Households		
Geographic area	Total Households	Limited English-speaking HH	Percent Limited English-speaking HH
St. Bernard	15,472	133	0.86%
New Orleans-Metairie MSA	396,264	12,269	3.10%
Louisiana	1,748,688	31,553	1.80%
Household Language data from ACS 5 year estimates (2017-2021) block group estimates coinciding with RPC GIS geographic mapping scale for Title VI and summed by parish.			

Limited English Proficiency Analysis

Based on an analysis of limited English-speaking households shown in **Table 21**, limited English-speaking households are most concentrated in the Census Block Groups shown in the table below and shown in red in **Figure 8.**

These block groups were flagged because the percentage of limited English-speaking households in each census block group shown as red in **Figure 8** below exceeds the percentage of limited English-speaking households in the Parish. The largest proportion of limited English-speaking households lie in the northern part of the Parish. According to the U.S. Department of Justice – Civil Rights Division LEP map[1], the majority of residents in the study area with limited English-proficiency speak either Spanish / Spanish Creole or Vietnamese, therefore outreach materials should specifically include translations of content into these languages.

[1] U.S. DOJ Civil Rights Division LEP Viewer, https://www.lep.gov/maps/lma2015/Final accessed on 12/5/23.

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

KEY STRATEGIES TO ENGAGE RESIDENTS WITH LIMITED ENGLISH PROFICIENCY:

- Provide translation services at meetings and provide materials in Spanish and Vietnamese.
- Hold public meetings in two locations.

Title VI Focus: Residents with Disabilities

FIGURE 9. DISABILITY FLAGGED BLOCK GROUPS

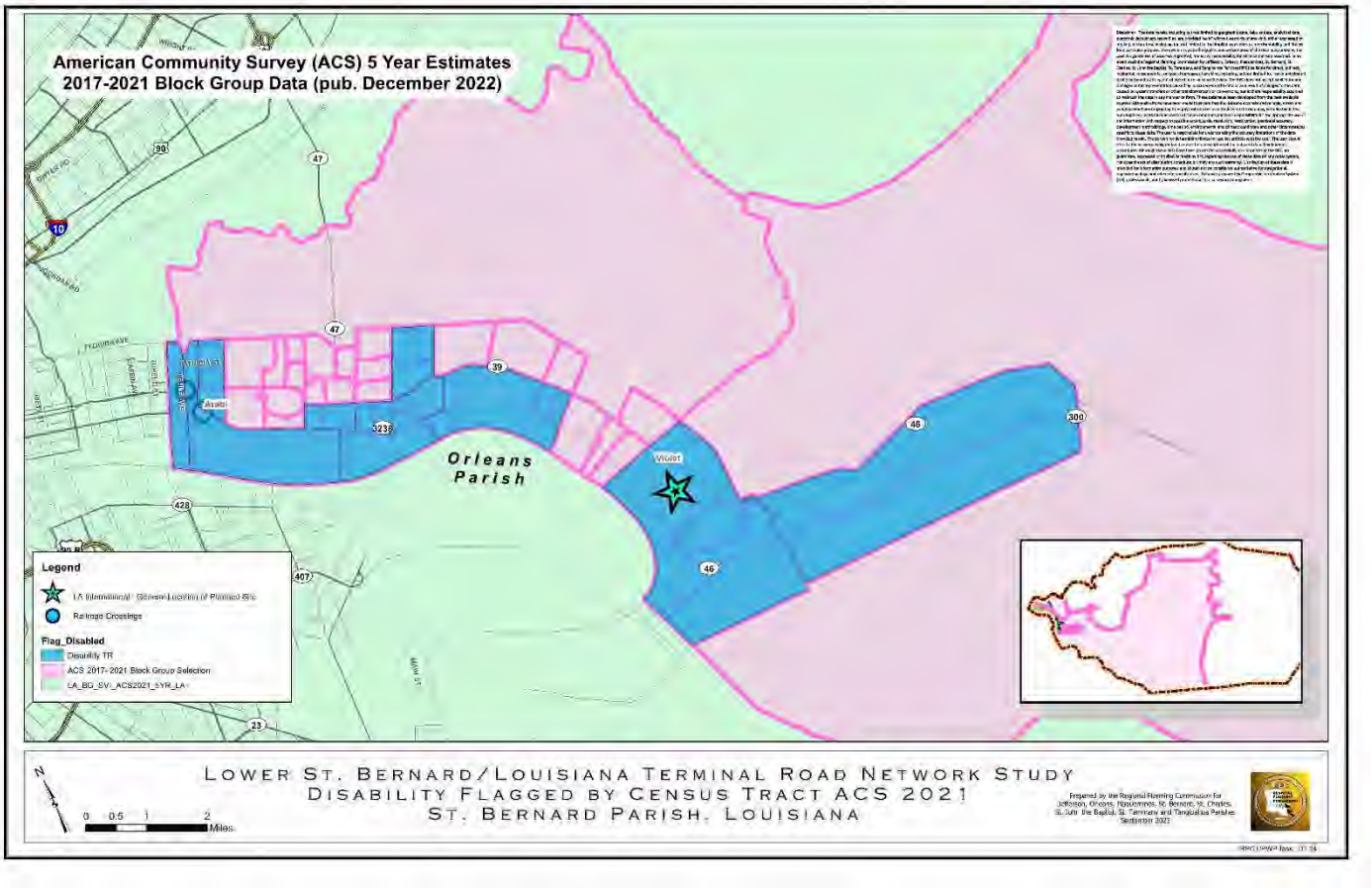

TABLE 15. RESIDENTS WITH A DISABILITY IN THE PARISH

Census Tract	Tract Percent of Civilian Noninstitutional Population with a Disability	Parish Percent of Civilian Noninstitutional Population with a Disability
Census Tract 301.03, St. Bernard Parish, Louisiana	20.48%	18.01%
Census Tract 301.04, St. Bernard Parish, Louisiana	21.27%	18.01%
Census Tract 305, St. Bernard Parish, Louisiana	18.46%	18.01%
Census Tract 302.03, St. Bernard Parish, Louisiana	21.76%	18.01%
Census Tract 302.06, St. Bernard Parish, Louisiana	19.67%	18.01%
Census Tract 302.09, St. Bernard Parish, Louisiana	23.07%	18.01%
Census Tract 303, St. Bernard Parish, Louisiana	19.79%	18.01%
Census Tract 304, St. Bernard Parish, Louisiana	18.64%	18.01%
Census Tract 307, St. Bernard Parish, Louisiana	25.42%	18.01%

TABLE 16. PARISH DISABILITY STATISTICS

ACS 5 YEAR ESTIMATES (2017 -2021) TITLE VI - DISABILITY		
Geographic Area	Overall Disability Civilian Noninstitutionalized Population	
	Total Civilian Noninstitutional Population	Percent of Civilian Noninstitutional Population with a Disability
St. Bernard	43,572	18.01%
New Orleans-Metairie MSA	993,896	14.68%
Louisiana	4,555,079	15.48%
Population by age and disability from ACS 5 year estimates (2017-2021) Census Tract estimates coinciding with RPC GIS geographic mapping scale for Title VI and summed by parish. Noninstitutional Population (0 thru 18 Yrs.) equates to ACS attribute for Under 19.		

Disability Analysis

Based on an analysis of residents with a disability in the Parish, residents with a disability are spread geographically across the Parish and are especially concentrated in the Census Block Groups shown in **Table 15** and shown in blue in **Figure 9**.

To equitably engage residents with a disability, outreach efforts should ensure use of multiple modes of communication, the availability of remote meeting options, and the use of venues that are accessible for those with physical limitations or limited mobility.

KEY STRATEGIES TO ENGAGE RESIDENTS WITH A DISABILITY:

- Use accessible venues across the Parish.
- Ensure materials are available in different modes of communication.

Title VI Focus: Zero Car Households

FIGURE 10. ZERO CAR HOUSEHOLDS

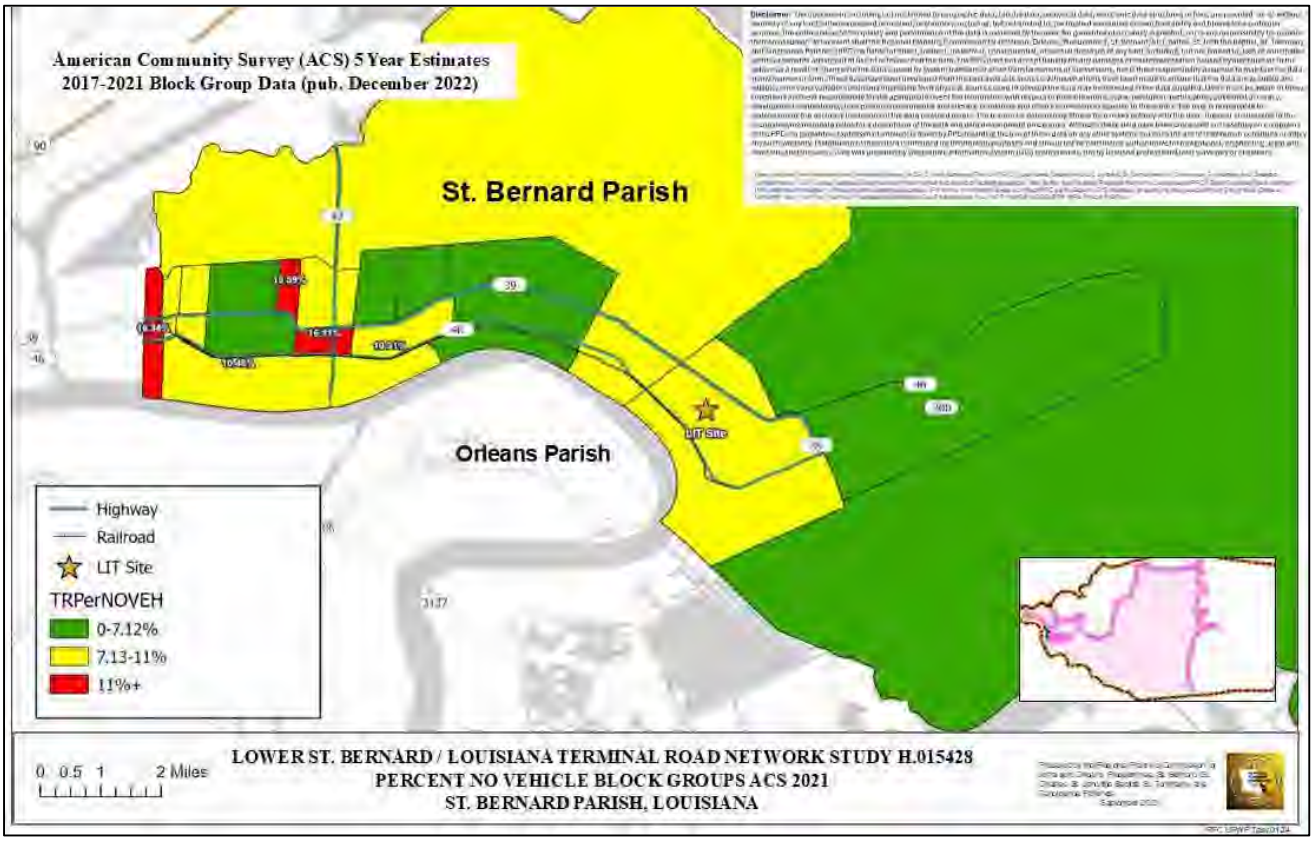

TABLE 17. ZERO CAR HOUSEHOLDS IN THE PARISH

Census Tract	Tract Percent Households without a Car	Parish Percent Households without a Car
Census Tract 301.03, St. Bernard Parish, Louisiana	7.80%	7.12%
Census Tract 302.04, St. Bernard Parish, Louisiana	9.10%	7.12%
Census Tract 305, St. Bernard Parish, Louisiana	7.46%	7.12%
Census Tract 302.03, St. Bernard Parish, Louisiana	10.31%	7.12%
Census Tract 303, St. Bernard Parish, Louisiana	16.34%	7.12%
Census Tract 304, St. Bernard Parish, Louisiana	10.48%	7.12%
Census Tract 306.03, St. Bernard Parish, Louisiana	19.59%	7.12%
Census Tract 307, St. Bernard Parish, Louisiana	16.11%	7.12%
Census Tract 308, St. Bernard Parish, Louisiana	9.14%	7.12%

TABLE 18. PARISH ZERO CAR HOUSEHOLD STATISTICS

ACS 5 YEAR ESTIMATES (2017 -2021) TITLE VI – ZERO CAR HOUSEHOLDS			
Geographic area	Zero car households		
	Total Households	Households without a Car	Percent Households without a Car
St. Bernard	15,472	1,102	7.12%
New Orleans - Metairie MSA	495,557	47,759	9.64%
Louisiana	1,748,688	144,906	8.29%
U.S. Census Bureau. "PHYSICAL HOUSING CHARACTERISTICS FOR OCCUPIED HOUSING UNITS." American Community Survey, ACS 5-Year Estimates Subject Tables, Table S2504, 2021			

Zero-Car Household Analysis

Based on an analysis of the percentage of households in each Census Tract without access to a vehicle, the greatest percentages of such households lie in the western and central portions of the parish, however the subject study area includes Census Tracts with between 5 and 20% of households without a vehicle.

In order to equitably engage residents and households without access to a vehicle, the project team must seek two locations for public meetings and must use multiple channels of receiving feedback from interested parties and residents so that residents do not miss an opportunity to give input simply because they are unable to get to an in-person meeting. Online survey methods can support empowered participation by those without a vehicle.

KEY STRATEGIES TO ENGAGE HOUSEHOLDS WITHOUT A CAR:

- Hold public meetings in two locations
- Ensure materials are available online and in-person

Title VI Focus: Environmental Justice

FIGURE 11. ENVIRONMENTAL JUSTICE FLAGGED BLOCK GROUPS

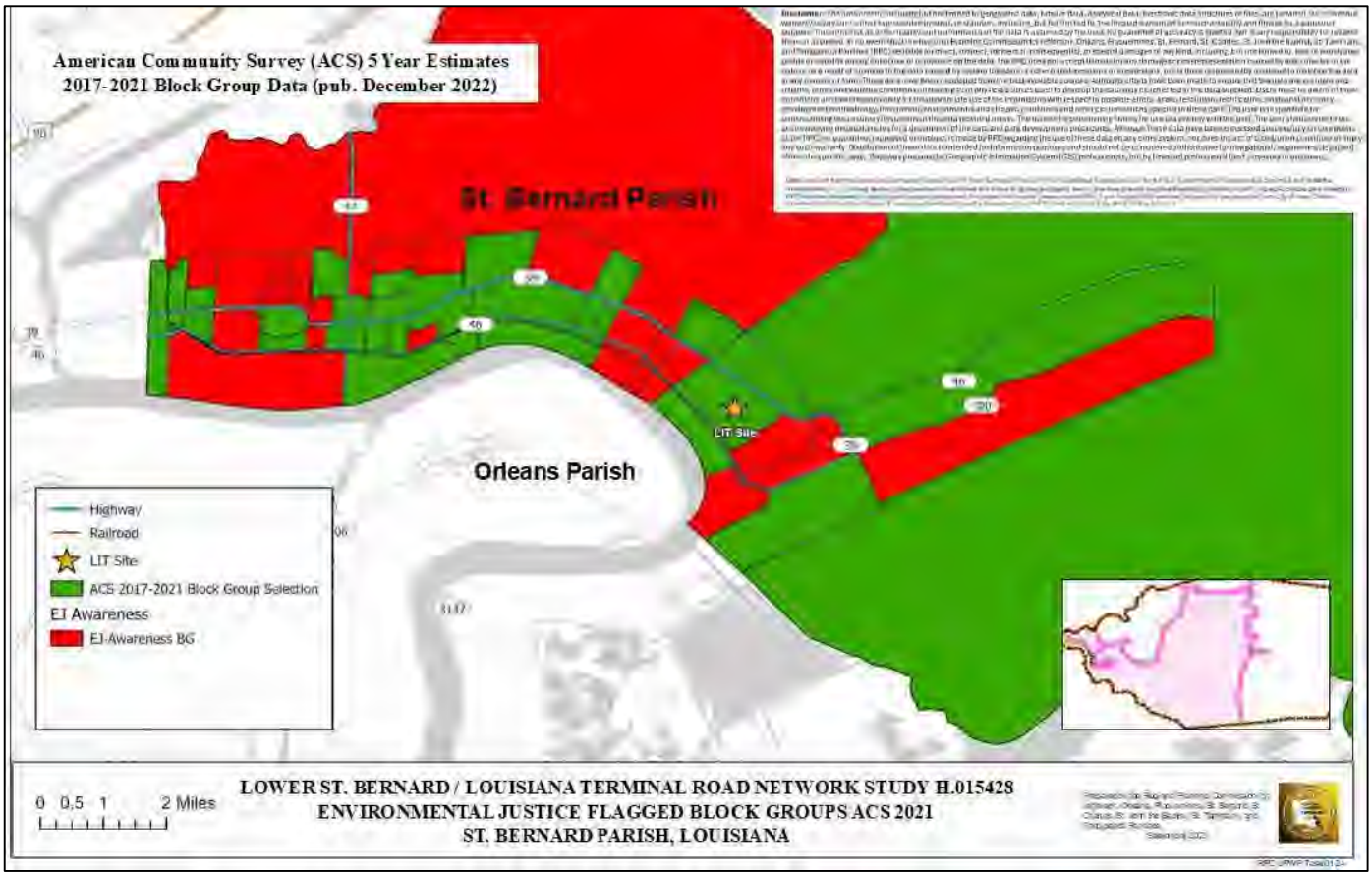

TABLE 19. ENVIRONMENTAL JUSTICE IN THE PARISH

Census Block Groups	BG Percent Minority Pop	Parish Percent Minority Pop	BG Percent Hispanic/ Latino Pop	Parish Percent Hispanic/ Latino Pop	BG Percent Minority w/ Hispanic/ Latino Pop	Parish Percent Minority w/ Hispanic/ Latino Pop	BG Percent Pop in Poverty	Parish Percent Pop in Poverty	BG Percent Families in Poverty	Parish Percent Families in Poverty	BG Percent HH in Poverty	Parish Percent HH in Poverty
BG 2, Tract 301.04	22.44%	33.34%	41.13%	10.27%	41.86%	39.13%	19.90%	21.70%	23.81%	17.60%	29.26%	21.54%
BG 2, Tract 302.03	39.14%	33.34%	11.31%	10.27%	42.71%	39.13%	24.26%	21.70%	26.71%	17.60%	36.00%	21.54%
BG 1, Tract 304	42.79%	33.34%	7.10%	10.27%	45.96%	39.13%	11.25%	21.70%	8.80%	17.60%	23.48%	21.54%
BG 1, Tract 307	10.75%	33.34%	12.21%	10.27%	19.38%	39.13%	24.59%	21.70%	16.67%	17.60%	23.01%	21.54%
BG 2, Tract 301.03	16.85%	33.34%	11.59%	10.27%	20.67%	39.13%	28.24%	21.70%	25.71%	17.60%	22.86%	21.54%
BG 3, Tract 301.03	23.88%	33.34%	28.67%	10.27%	49.95%	39.13%	18.48%	21.70%	24.44%	17.60%	22.98%	21.54%
BG 2, Tract 302.04	75.73%	33.34%	13.09%	10.27%	80.54%	39.13%	35.79%	21.70%	22.12%	17.60%	30.51%	21.54%
BG 4, Tract 302.04	45.19%	33.34%	1.18%	10.27%	46.37%	39.13%	27.15%	21.70%	14.78%	17.60%	35.00%	21.54%
BG 3, Tract 302.04	95.55%	33.34%	1.78%	10.27%	95.55%	39.13%	26.33%	21.70%	17.31%	17.60%	25.60%	21.54%
BG 4, Tract 308	44.27%	33.34%	4.43%	10.27%	47.18%	39.13%	30.99%	21.70%	30.15%	17.60%	30.00%	21.54%
BG 5, Tract 302.04	76.96%	33.34%	6.43%	10.27%	81.25%	39.13%	27.14%	21.70%	15.21%	17.60%	24.29%	21.54%
BG 1, Tract 302.06	43.38%	33.34%	1.85%	10.27%	45.23%	39.13%	24.16%	21.70%	20.42%	17.60%	27.51%	21.54%
BG 3, Tract 302.07	30.43%	33.34%	12.90%	10.27%	38.33%	39.13%	18.80%	21.70%	26.79%	17.60%	25.00%	21.54%
BG 2, Tract 306.03	63.93%	33.34%	42.43%	10.27%	88.04%	39.13%	60.56%	21.70%	70.16%	17.60%	56.91%	21.54%
BG 2, Tract 302.08	23.64%	33.34%	13.63%	10.27%	29.19%	39.13%	25.34%	21.70%	21.83%	17.60%	23.42%	21.54%
BG 1, Tract 305	45.06%	33.34%	11.99%	10.27%	46.84%	39.13%	39.38%	21.70%	37.76%	17.60%	38.10%	21.54%
BG 2, Tract 306.01	54.68%	33.34%	15.50%	10.27%	59.80%	39.13%	16.52%	21.70%	14.74%	17.60%	23.26%	21.54%
BG 1, Tract 306.01	61.95%	33.34%	2.80%	10.27%	64.09%	39.13%	16.29%	21.70%	21.39%	17.60%	20.77%	21.54%
BG 1, Tract 306.02	48.60%	33.34%	7.67%	10.27%	50.72%	39.13%	17.24%	21.70%	19.64%	17.60%	21.46%	21.54%
BG 1, Tract 306.03	82.22%	33.34%	8.76%	10.27%	83.33%	39.13%	44.48%	21.70%	39.72%	17.60%	41.94%	21.54%
BG 2, Tract 308	67.15%	33.34%	7.68%	10.27%	67.15%	39.13%	42.82%	21.70%	32.81%	17.60%	41.72%	21.54%

Key: Value above threshold

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TABLE 20. PARISH ENVIRONMENTAL JUSTICE STATISTICS

ACS 5 YEAR ESTIMATES (2017 -2021) TITLE VI – POVERTY									
Geographic area	Population in Poverty			Households in Poverty			Families in Poverty		
	Total Population*[1]	Pop in Poverty	Percent Pop in Poverty	Total Households	HH in Poverty	Percent HH in Poverty	Total Families	Families in Poverty	Percent Families in Poverty
St. Bernard	43,456	9,428	21.70%	15,472	3,333	21.54%	10,460	1,841	17.60%
New Orleans-Metairie MSA	988,316	185,468	18.77%	396,264	74,491	18.80%	227,841	31,307	13.74%
Louisiana	4,531,545	850,486	18.77%	1,748,688	322,771	18.46%	1,115,692	156,479	14.03%

*[1] Poverty population includes individuals in housing units and noninstitutional group quarters. The poverty universe excludes children under the age of 15 who are not related to the householder, people living in institutional group quarters (e.g., nursing homes or correctional facilities), and people living in college dormitories or military barracks.

ACS 5 YEAR ESTIMATES (2017 -2021) TITLE VI – MINORITY AND ETHNIC POPULATIONS				
Geographic area	Minority & Ethnic Populations			
	Total Population	Percent Minority Population	Total Population	Percent Hispanic/Latino
St. Bernard	43,821	33.34%	43,821	10.27%
New Orleans-Metairie MSA	1,006,238	51.71%	1,006,238	9.89%
Louisiana	4,657,305	39.75%	4,657,305	5.34%

Race and Ethnicity data from ACS 5 year estimates (2017-2021) block group estimates coinciding with RPC GIS geographic mapping scale for Title VI and summed by parish.

Environmental Justice Analysis

Preceding sections describe poverty and minority status within the Parish. Environmental Justice awareness designation for the purpose of this analysis indicates Census Block Groups that are over the Parish threshold for family, household, or population poverty and are also over the Parish threshold for minority or ethnicity using the American Community Survey 5 Year Estimates 2017 – 2021.

Census Block Groups flagged as Environmental Justice Awareness Block Groups are dispersed throughout the Parish, with concentration of these Block Groups toward the northwestern side of the Parish. Because of the geographic spread of this characteristic, the project team should focus on parish-wide outreach so that residents from these block groups can participate effectively. Materials gathering public comment should also include questions about income and race / ethnicity to verify that outreach methods have been effective in equitable representation.

In order to effectively conduct outreach to residents of Environmental Justice Awareness Block Groups, the project team should ensure that public meetings are held in two locations across the Parish and are available electronically and in-person. The project team should also provide translators/interpreters for meetings, if requested, and ensuring take-a-way materials are developed at an 8th grade or below reading level for the broadest accessibility.

KEY STRATEGIES TO ENGAGE ENVIRONMENTAL JUSTICE AWARENESS BLOCK GROUP RESIDENTS:

- Hold public meetings in two locations.
- Ensure materials are available online and in-person.
- Collect race / ethnicity information in electronic surveys.

6.6.2 Measures to be taken to ensure compliance and equitable representation

The Project Team has made a significant effort to reduce barriers to participation and to support more equitable representation in this Study's planning process, including:

- Requesting (via public records request) stakeholder and resident contact information from Port NOLA project planning efforts to leverage existing, extensive ongoing community engagement – and to keep those involved in the process informed of RPC Study events and findings.
- Hosting Public Meetings at locations accessible to persons with a disability, bus riders, and bicyclists, that are convenient to neighborhoods with a concentration of minority and low-income persons.
- Providing translators/interpreters for meetings, if requested, and ensuring take-a-way materials are developed at an 8th grade or below reading level for the broadest accessibility.
- Providing translators/interpreters for meetings, if requested, and ensuring take-a-way materials are developed at an 8th grade or below reading level for the broadest accessibility.
- Providing both in-person and online engagement opportunities.
- Including a statement at the bottom of all meeting notices in English, Spanish, and Vietnamese indicating that an interpreter, materials in alternate formats, or other accommodations will be made available if requested, at least 48 hours prior to the meeting.
- Providing information, including meeting notices and press releases, to news media, including the St Bernard Voice, the St. Bernard Parish CivicEngage platform, the PortNOLA newsletter and news releases, and the St. Bernard Government Access Channel.

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6.7 PUBLIC ENGAGEMENT

6.7.1 Alignment and Coordination with Previous and Ongoing Efforts

Members of the Project Leadership Team met with both Port NOLA and St. Bernard Parish Leadership on October 10, 2023, to support the Outreach Plan development, specifically with a focus on:

1. Maximizing residents limited time for engagement by leveraging existing, effective communication outlets for the purposes of this study; and
2. Avoiding confusion between Port NOLA's LIT planning and permitting processes and the RPC's assessment of future transportation improvements needed to mitigate impacts of the Port NOLA LIT Project; and
3. Incorporating and building upon ongoing and previous outreach and engagement efforts (including community feedback provided to-date) to avoid asking unnecessary questions of the community and to focus project goals on isolating transportation solutions needed to address anticipated challenges of the LIT Project and other downriver projects.

Both entities were asked a series of questions to support these goals, including:

1. Describe the Port NOLA LIT Project planning process to date.
   a. What methods of engagement have been employed?
   b. Have these been successful?
   c. What would you do differently?
2. How has the Community responded?
   a. What has been the main focus of comments submitted to date?
   b. How have you responded to these comments?
   c. Would you say that most community members and stakeholders understand the context, challenges, and opportunities associated with the LIT Project?
3. Have you tracked community comments by location, resident age, or disability?
   a. What efforts have been made to improve accessibility?
   b. Have there been any complaints, re: accessibility?

6.7.2 Port NOLA and Parish Meeting Outcomes / Lessons Learned

Port NOLA has made extensive efforts to engage the community in visioning the LIT project. Some of the most successful outreach has been targeted to specific neighborhoods anticipating site impacts and has countered disinformation disseminated about the project. Transportation concerns (associated with demand for a connector road and concerns about train traffic leading to congestion in Arabi) emerged repeatedly throughout the public engagement process surrounding LIT. Port NOLA tracked public comments through the use of a database. Port NOLA also recommended public information be provided in venues that many are familiar with, with ADA accessibility, with **a virtual attendance option**, and takeaway materials that are at an 8th grade or below reading level for the broadest accessibility.

The Parish highlighted the need to clearly explain the distinction between the RPC study and the LIT project and to examine and acknowledge that the Parish is changing and has land use changes downriver of the LIT site. The Parish recommended the Project Team describe the full process of funding and constructing any transportation improvements that are considered in the feasibility study. The Parish also recommended posting advertisements for outreach events in the newspaper, and to maintain contact with Parish staff throughout the course of the project.

6.7.3 Communication Tools

The Project Leadership Team will implement the communication methods and tools described in **Table 28** to expand awareness and solicit feedback on the RPC Study planning process.

TABLE 28. COMMUNICATION METHODS

TOOL	PURPOSE OR UTILITY
Parish, RPC, and Port NOLA website	• Leverage established web presence to share information related to project activities such as presentations, press releases/eblasts, updates and events. • Update calendars with Public Meetings open to the public. • Coordinate the posting of press releases at critical project milestones.
Local news media advertisements	Provide information, including meeting notices and press releases, to the St Bernard Voice, the St. Bernard Parish CivicEngage platform, the PortNOLA newsletter and news releases, and the St. Bernard Government Access Channel.
Emails (e.g., e-blasts to mailing list)	Provide semi-regular updates to recipients subscribed to email mailing list for study-related announcements and updates.
Virtual or in-person meetings	• **Stakeholder Meetings:** Engage specific stakeholders or audiences on topics that require interactive discussion or input and are crucial to the refinement of conceptual plan recommendations.

	• **Community Workshops:** Facilitate presentations, round-table discussion of study findings and host a community open house to discuss and review project recommendations.
Parish, RPC, and Port NOLA social media accounts	• Distribute information about upcoming meetings or key project updates. • Share photos or videos that educate and inform the public and help to creatively encourage public participation in the process.
Interactive "Mark the Map" Online Comment Portal	An Interactive "Mark the Map" Comment Portal in ArcGIS Online and Survey123 to leverage local knowledge and understand traffic and transportation network concerns to incorporate into Study analysis and recommendations. The Comment Portal is a valuable tool for collecting feedback and input from residents and travelers in St. Bernard Parish regarding transportation-related matters. It is a great way to understand the community's needs, identify opportunities for improvement, and plan for future transportation projects.
Community Survey	The Community survey is designed to gather information to develop a detailed understanding of transportation-related issues and needs in St. Bernard Parish. It focuses on gathering information and insight on: 1) *Survey Response Assessment:* Understanding the characteristics of survey respondents is crucial for ensuring that data collected is representative of the area's population. This can help in identifying potential disparities in transportation needs based on age, income, and other factors. 2) *Connectivity to the Larger Region*: Assessing residents' access to goods and services, as well as their access to a vehicle, is essential for understanding the level of connectivity within the community. This information can reveal whether there are areas or populations with limited access to essential services and transportation options. 3) *Transportation Usage for Work and Evacuation:* Investigating how residents use the transportation network for commuting to work and for evacuation purposes is highly relevant, particularly in a region prone to natural disasters. This data can help in planning for more effective evacuation routes and disaster preparedness. 4) *Level of Difficulty*: Examining the difficulties residents face in using the transportation network for work and evacuation can highlight specific pain points and areas that require attention. This feedback can be instrumental in identifying areas for improvement.
Community Event / Tabling	Interact with the public by meeting them where they are. Materials presented at tabling events may include infographics, surveys, and other interactive exhibits.

6.7.4. In-person Community Event / Festival Outreach Efforts (as needed)

- **March 2024 - Los Islenos Fiesta**
  Goals: Distribute trifold project brochure, direct traffic to online surveys, facilitate community input via paper community survey and comment cards, answer community questions, and advertise upcoming Public Meeting in April.
  Note: The Los Islenos Board of Directors denied a request to table the Fiesta on 02/17/2024.

- **April 20-21, 2024 – Our Lady of Prompt Succor Tomato Festival (11-3pm)**
  Goals: Distribute trifold project brochure, direct attendees to project website and online surveys, facilitate community input via paper community survey and comment cards, answer community questions, and advertise upcoming Public Meeting in June.

  On Saturday and Sunday, April 20 and 21st, the Project Team tabled a local festival, titled "the OLPS Tomato Festival" hosted by Our Lady of Prompt Succor, a local catholic school located at 2320 Paris Road, Chalmette, La 70043 shown in **Figure 12.**

  The Team set up at 10:00 a.m. both mornings before the Festival began at 11:00 a.m. and tabled until 3:00 p.m.

During both days, the team set up a tent with a project banner sign indicating the study's title and a poster that directed festival attendees to the parish website and advised of upcoming critical dates (including the survey closing date and upcoming Public Meeting No.2). The Team distributed paper surveys, comment cards, and project brochures. The festival MC regularly encouraged festival attendees over the stage loudspeaker to visit the project tent and talk to the RPC Project Team about their transportation concerns and needs.

On day 1: Brandi Fontenot from GIS, Karen Parsons from the RPC, and Eric Lundin from Desire Line setup and manned an information booth near the festival entrance from 11:00 AM to 3:00 PM. Most individuals spoken with chose to take the trifold handout to either go online and provide input later or to pass it on to a relative or friend they thought would be interested in providing a comment. One comment card was completed at the table. An announcement about the booth and the purpose of the outreach was made by the festival MC/DJ.

On day 2: Festival attendees largely either scanned the QR code on the poster and filled out the online survey immediately or took project brochures and advised the Team they would read over the material and planned to participate in online surveys. Comment cards and conversations with festival goers confirmed that most attendees were local residents of St. Bernard Parish and were largely struggling with long wait times at existing lights along Judge Perez, specifically that the vehicles detection systems seem not to be working, or the time setting was incorrect – resulting in 8-minute long red lights, short green lights, and a build-up of traffic on Judge Perez.

6.7.5 Public Meetings

The PLT hosted two Public Meetings to support the project planning process:

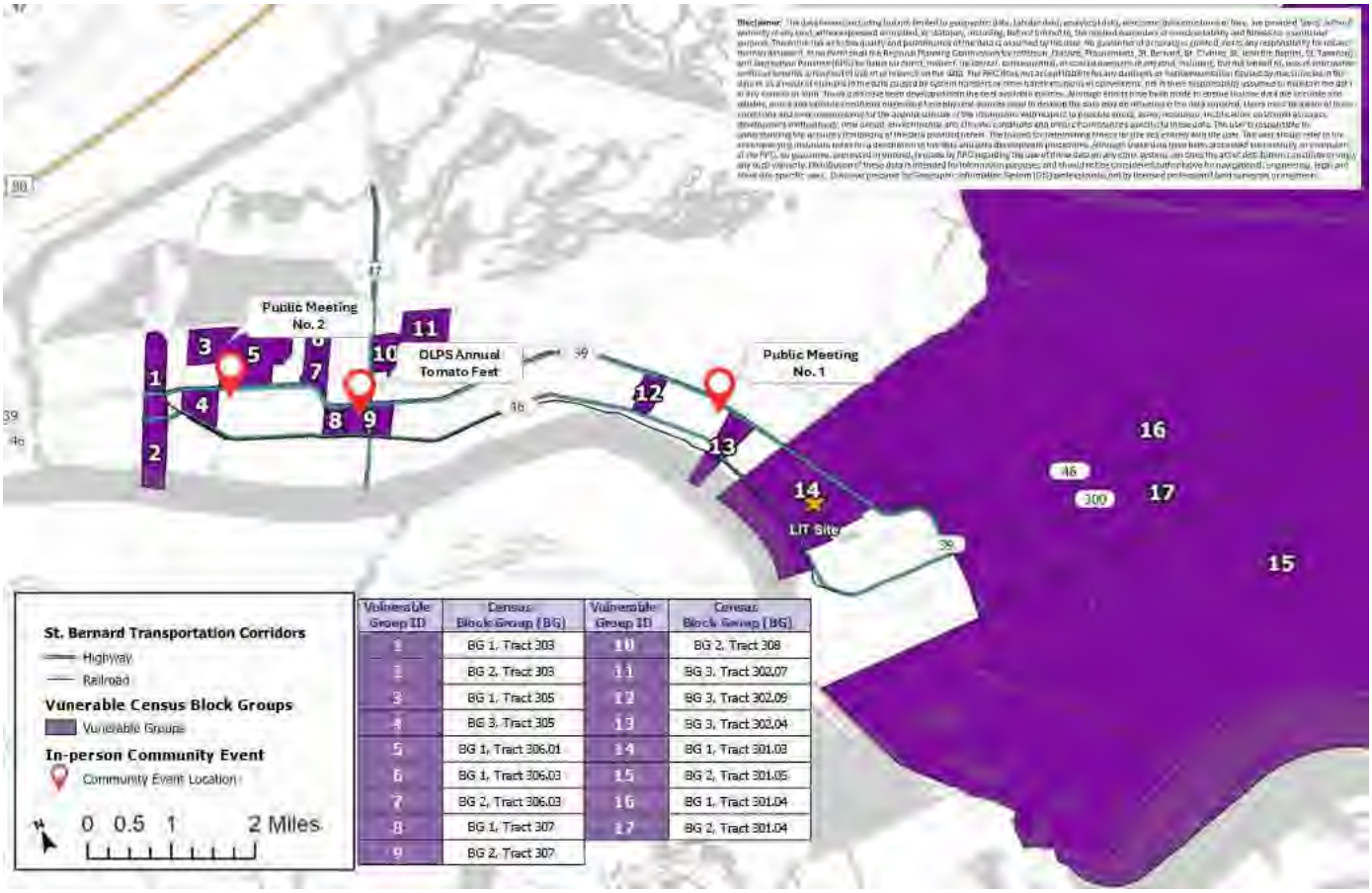
- **Public Meeting No. 1: April 11, 2024**
  This public meeting was initially planned to be hosted in or near Census Block Group 2, Tract 306.03 (shown as "Vulnerable Group ID" 7 in **Figure 12**), and preparations included presentations and round-table discussion of study findings and collection of feedback on initial project recommendations.

  Public Meeting No. 1 was held at a location available and near targeted vulnerable populations, specifically at Granderson Hunter Hall (2425 Beachhead Ln, Violet, LA 70092), near Census Block Group 3, Tract 302.04 (shown as "Vulnerable Group ID" 13 in **Figure 12**). Venues in or near Census Block Group 2, Tract 306.03, were not available due to hosts' concerns of "appearing to support" the construction of the Louisiana International Terminal in St. Bernard Parish.

- **Public Meeting No. 2 – February 4, 2025**
  The second public meeting was held at the St. Bernard Fredrick J. Sigur Civic Center, South Ballroom having an address of 3220 Jean Lafitte Parkway, Chalmette, La 70043. This location supported efforts to host community meetings throughout the Parish to increase accessibility of vulnerable populations.

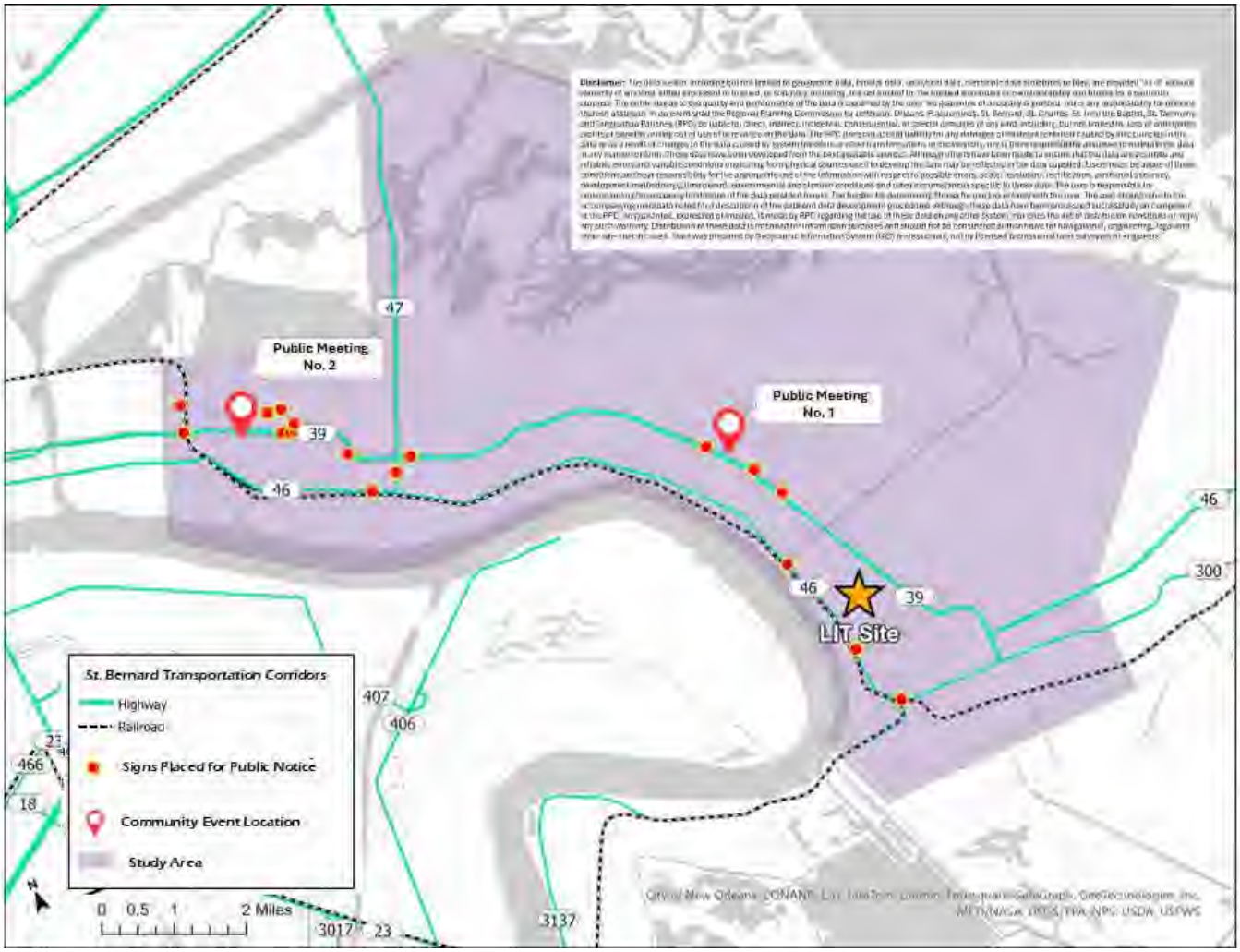
  In preparation for Public Meeting No. 2, the PLT advertised the meeting through many communication channels, including newspaper advertisement, Parish digital communications, emails to project stakeholders, and the placement of physical notices in multiple locations in the Parish (see **Figure 13**). This meeting used an "open house" format enabling attendees to ask specific questions about the project, and enabling an activity where meeting attendees could express their preferences for potential project alternatives.

FIGURE 12. LOCATIONS OF PUBLIC MEETINGS AND TABLING EVENTS



Vulnerable Group ID	Census Block Group (BG)	Vulnerable Group ID	Census Block Group (BG)
1	BG 1, Tract 303	10	BG 2, Tract 308
2	BG 2, Tract 303	11	BG 3, Tract 302.07
3	BG 1, Tract 305	12	BG 3, Tract 302.09
4	BG 3, Tract 305	13	BG 3, Tract 302.04
5	BG 1, Tract 306.01	14	BG 1, Tract 301.03
6	BG 1, Tract 306.03	15	BG 2, Tract 301.05
7	BG 2, Tract 306.03	16	BG 1, Tract 301.04
8	BG 1, Tract 307	17	BG 2, Tract 301.04
9	BG 2, Tract 307		

FIGURE 13. LOCATIONS OF NOTICES FOR PUBLIC MEETING NO. 2



6.8 COVID-19 RESPONSIVENESS

The Project Team continually monitors the state's COVID-19 safety statistics and updates (https://ldh.la.gov/Coronavirus/) and is prepared to adjust plans for in-person meetings accordingly, should the need arise.

VII. MEETING STRATEGY & SEQUENCING OF EVENTS

The following is a summary of planning activities anticipated to take place during the project 18-month timeline (October 2023 – April 2025). The Project Team will use a meeting invite, agenda, sign in sheet, and summary template to ensure concise and consistent communication across all meetings, as well as a monthly reporting form to track and adaptively manage the outreach and engagement process.

- **October 2023**
  - Project Kick-Off and Outreach Plan Development, including strategic meetings with the Parish (10/10) and Port NOLA (10/10) and the PLT (10/2, 10/23) to inform the Public Engagement Strategy.
  - Assessment of the project area and impacted populations.
  - Identification and collection of outreach efforts/outcomes to-date.
  - Review and assemble initial list of stakeholder and special interest groups.

- Begin preparation of project branding materials, webpage, one-page summary, "Mark the Map" interactive survey, social media, contact forms, and press releases for November Project Launch.

- **December 2023**
  Project Launch includes an introduction of the project to local and regional stakeholders including launch of the "Mark the Map" online survey, public press releases, social media posts, and release of an informational project trifold brochure shared and released by the RPC.

- **December 2023 – January 2024**
  Initial Project Findings and Stakeholder Meeting Preparation.

- **February – March 2024**
  Stakeholder Meetings and Interviews take place both in person and online (as preferred by the stakeholder). As needed community event outreach at festivals.

- **April 2024**
  Public Meeting No. 1, included a project introductory presentation, followed by **round-table exercises** utilized to review and collect community feedback on transportation challenges and opportunities across the Parish. The Project Team also facilitated an in-person "Mark the Map" exercise and were available to assist meeting attendees in completing online surveys.

- **May – June 2024**
  As needed community event outreach at festivals, update to the Outreach and Engagement plan, and initial analysis of findings to-date in anticipation of Public Meeting No. 2

- **July 2024 – December 2024**
  Study analysis and coordination with DOTD.

- **January – February 2025**
  Public Meeting No. 2, includes an **open house meeting format** review of engagement analysis and the impact of engagement efforts on final study recommendations.

- **March – April 2025**
  Final Stage 0 Feasibility Report Completion.

VIII. RESPONSE PROCEDURES

The Project Team is committed to an inclusive and transparent feedback process. The following steps outline a procedure for collecting feedback and providing responses.

1. Ensure all meetings have a sign-in sheet, registration log, or written record of attendees.
2. Use comment cards for all in-person meetings.
3. Call for feedback multiple times during a virtual meeting, have clear rules for feedback, such as a time limit per speaker, enabled chat functions, and clear audio/usage instructions.
4. Provide a mailing address and email address for written comment and have this included on all project communications.
5. Set a deadline for feedback.
6. Assign staff to monitor all feedback and compile it on a regular basis.
7. Issue a brief report-out document following the completion of outreach events that tracks responses to stakeholder feedback and questions and include this report as part of the final Outreach Plan.

IX. PROJECT BRANDING APPROACH

9.1 UNIQUE CONSIDERATIONS

Confusion can create mistrust and upend much needed transportation improvements for the Parish. To this effect, branding for this Study requires careful consideration of a number of critical project features that may create additional challenges if not addressed in a deliberate and consistent manner, including:

1. **Branding differentiation is needed between the Port NOLA Terminal project and this RPC Study**. Because—while these projects are related—they are not the same. Namely, this RPC study is focused on isolating long-term, sustainable transportation alternatives in Lower St. Bernard Parish, and—as part of this assessment—must account for the potential impacts of the LIT project amongst other considerations.

2. **Branding cannot be so different to disassociate the two efforts and becoming misleading.** If the branding between the RPC projects is extremely different than the Port NOLA LIT project, the public may infer there is a purposeful intent to avoid association with the Port NOLA LIT project, which is not the intent of this Study.

3. **Language must clearly and consistently denote the broader RPC study intent (beyond the Port NOLA LIT project) to assess and recommend long-term transportation improvements in the Parish.**

9.2 BRANDING APPROACH

Project Branding includes:

1. **Uniting color schemes** associated with the Port NOLA, St. Bernard Parish, and the RPC (see color palette, below).
2. **Emphasizing broader transportation implications** of this Study, where the project logo resembles a map, roads, safety, and transportation resilience (see logo, below).

TRANSPORTATION STUDY
Planning For Future St. Bernard

R: 145 / G: 103 / B: 171

R: 191 / G: 85 / B: 43

R: 14 / G: 23 / B: 106

R: 84 / G: 79 / B: 159

R: 65 / G: 165 / B: 170

Alexandra Carter

Subject:	H.015428 RPC St. Bernard Transportation Study - Stakeholder Meeting No. 1 (Economic Development / Private Industry)
Location:	Microsoft Teams Meeting
Start:	Tue 3/5/2024 2:00 PM
End:	Tue 3/5/2024 3:00 PM
Recurrence:	(none)
Meeting Status:	Meeting organizer
Organizer:	Alexandra Carter
Required Attendees:	Alexandra Carter; [redacted]; Mark Salvadore; Julia Marshall; Evelyn Campo
Optional Attendees:	Sam Mestayer; Jacob Loeske; Brandi Fontenot; kparsons; Jeff Roesel; Malissa Givhan; Karen Parsons; [redacted]; David Dupre; Jeff Louis; Tosha Shanableh; Logelin, Joshua L; Rhett Pritchard; Alison Michel; Chris Cole; Connor McCarthy; Trahan, Greg; John Broemmelsiek; Khan, Kamran A. (Lisle; Kayla Bankston; Lynn Dupont; Nicole Stewart; tilleryrk; Scott Boyle; tom.hunter; Tony Evett; Jerry Graves - St. Bernard; Chantelle Meyers Wilson; Angelle Jones; Hannah Rachlis
Categories:	Virtual Meeting

Meeting Objective: Introduce attendees to the St. Bernard Transportation Study, review outreach efforts to date and planned in the near future, explain how to participate, and collect initial feedback from meeting attendees.
Learn more and participate in advance at: https://www.norpc.org/transportation/projects/lower-st-bernard-parish-la-roadway-network-resilience-study/

Meeting agenda and presentation attached herein.
Thank you for your time and we hope to see you (virtually) soon!

- The Project Study Team

Microsoft Teams meeting
On behalf of the RPC and GIS, please join on your computer, mobile app or room device by following the link below:
https://teams.microsoft.com/l/meetup-join/19%3ameeting_YmQxNzk4M2UtYzJmNC00YTk4LTgzZDktYzY2NDA4YTYxMjI4%40thread.v2/0?context=%7b%22Tid%22%3a%2290c278db-977e-4fa3-8395-3498ba4d8c29%22%2c%22Oid%22%3a%2261214910-7892-4d2b-aa60-0926eb0aafb7%22%7d

Meeting ID: 259 200 667 928
Passcode: VYxorf
https://www.microsoft.com/en-us/microsoft-teams/download-app | https://www.microsoft.com/microsoft-teams/join-a-meeting
https://aka.ms/JoinTeamsMeeting | https://teams.microsoft.com/meetingOptions/?organizerId=61214910-7892-4d2b-aa60-0926eb0aafb7&tenantId=90c278db-977e-4fa3-8395-3498ba4d8c29&threadId=19_meeting_YmQxNzk4M2UtYzJmNC00YTk4LTgzZDktYzY2NDA4YTYxMjI4@thread.v2&messageId=0&language=en-US

TRANSLATION SUPPORT SERVICES

If you require translation support services, please contact TranslationSupport@Desire-Line.com at least 1-week in advance of the meeting.

Si necesitas servicios de apoyo de traducción, por favor contáctanos en TranslationSupport@Desire-Line.com al menos con 1 semana de anticipación a la reunión.

Nếu bạn cần dịch vụ hỗ trợ dịch thuật, vui lòng liên hệ với TranslationSupport@Desire-Line.com ít nhất là 1 tuần trước cuộc họp.

**Please note that information collected in support of this Study may be used in a future NEPA Process.*

STAKEHOLDER BRIEFING

ECONOMIC DEVELOPMENT / PRIVATE INDUSTRY

REGIONAL PLANNING COMMISSION (RPC) ROADWAY NETWORK & RESILIENCE STUDY

PROJECT NO. H.015428 - STAGE 0 LOWER ST. BERNARD TRANSPORTATION NETWORK FEASIBILITY STUDY

TRANSPORTATION STUDY
Planning For Future St. Bernard

Time and Date: March 5, 2024 @ 2pm

Meeting Location: Virtual Meeting via Microsoft TEAMS https://teams.microsoft.com/l/meetup-join/19%3ameeting_YmQxNzk4M2UtYzJmNC00YTk4LTgzZDktYzY2NDA4YTYxMjI4%40thread.v2/0?context=%7b%22Tid%22%3a%2290c278db-977e-4fa3-8395-3498ba4d8c29%22%2c%22Oid%22%3a%2261214910-7892-4d2b-aa60-0926eb0aafb7%22%7d

Meeting ID: 259 200 667 928

Passcode: VYxorf

AGENDA

PART I - STUDY INTRODUCTION

1. Summary
2. Timeline
3. Goals
4. Study Area
5. Preliminary Purpose and Need

PART II – DOTD PROCESS

1. Context
2. Initiation

PART III – OUTREACH & ENGAGEMENT

1. Participation Goals
2. How to Stay Informed and Get Involved

PART IV – GROUP DISCUSSION

1. How We Will Utilize Feedback
2. ***Tell Us What You Think!***
3. Closing and Next Steps

Note: Please note that information collected in support of this study may be used in a future NEPA process.

STAKEHOLDER BRIEFING

Economic Development / Private Industry

March 5, 2024 @ 2pm

Via: Microsoft TEAMS Meeting

REGIONAL PLANNING COMMISSION (RPC) ROADWAY NETWORK & RESILIENCE STUDY

H.015428 - Stage 0 Lower St. Bernard Transportation Network Feasibility Study

Please note that information collected in support of this study may be used in a future NEPA process.

TRANSPORTATION STUDY

Planning For Future St. Bernard

PART I - STUDY INTRODUCTION

- Summary
- Timeline
- Goals
- Study Area
- Preliminary Purpose and Need

PART II – DOTD PROCESS

- Context
- Initiation

PART III – OUTREACH & ENGAGEMENT

- Participation Goals
- How to Stay Informed and Get Involved

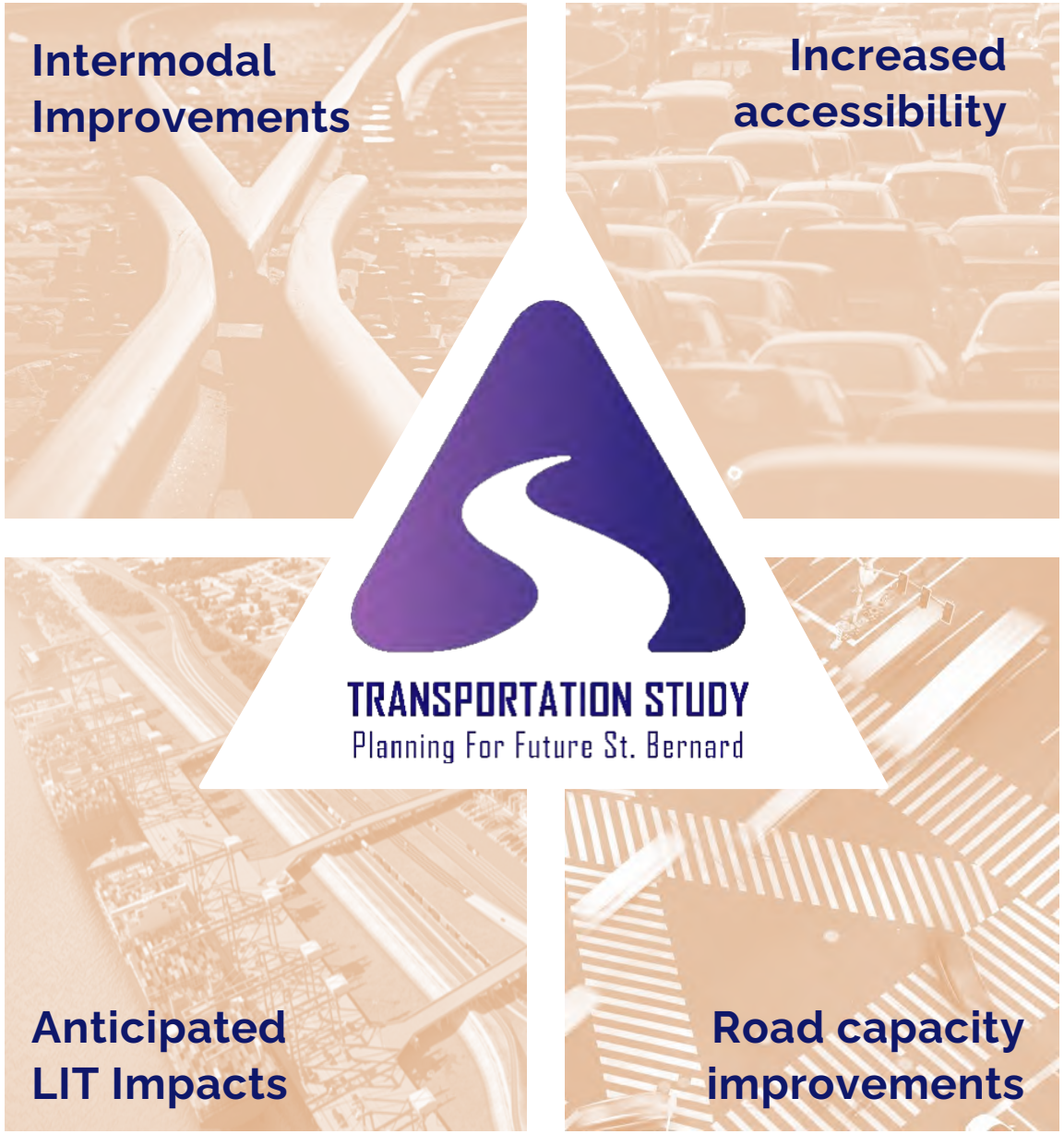
PART IV – GROUP DISCUSSION

- How We Will Utilize Feedback
- ***Tell us what you think!***
- Closing and Next Steps

TRANSPORTATION STUDY
Planning For Future St. Bernard

PRESENTATION OVERVIEW

RPC
REGIONAL PLANNING COMMISSION
FOR THE PARISHES OF
LOUISIANA



STUDY SUMMARY

Planning for Future St. Bernard

The Regional Planning Commission (RPC), in coordination with the Port of New Orleans (Port NOLA) and St. Bernard Parish, is conducting a feasibility study to identify future needed transportation network improvements for St. Bernard Parish. This study investigates impacts and alternative transportation solutions to manage traffic accompanying the proposed Port NOLA Louisiana International Terminal (LIT) project and associated land use development.

LOUISIANA INTERNATIONAL TERMINAL ST. BERNARD

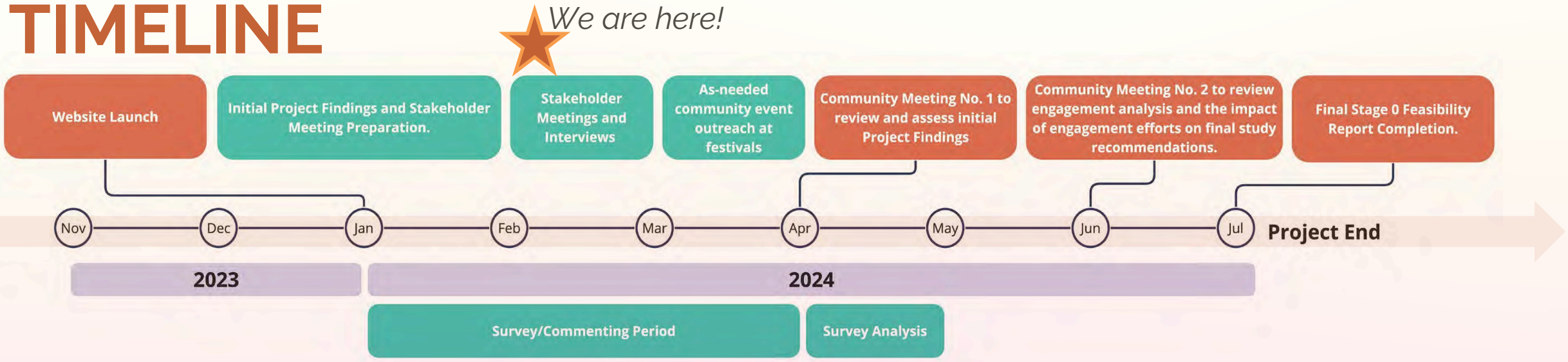
STUDY SUMMARY *(continued)*

Consider Alternatives and Community Feedback

The study includes:

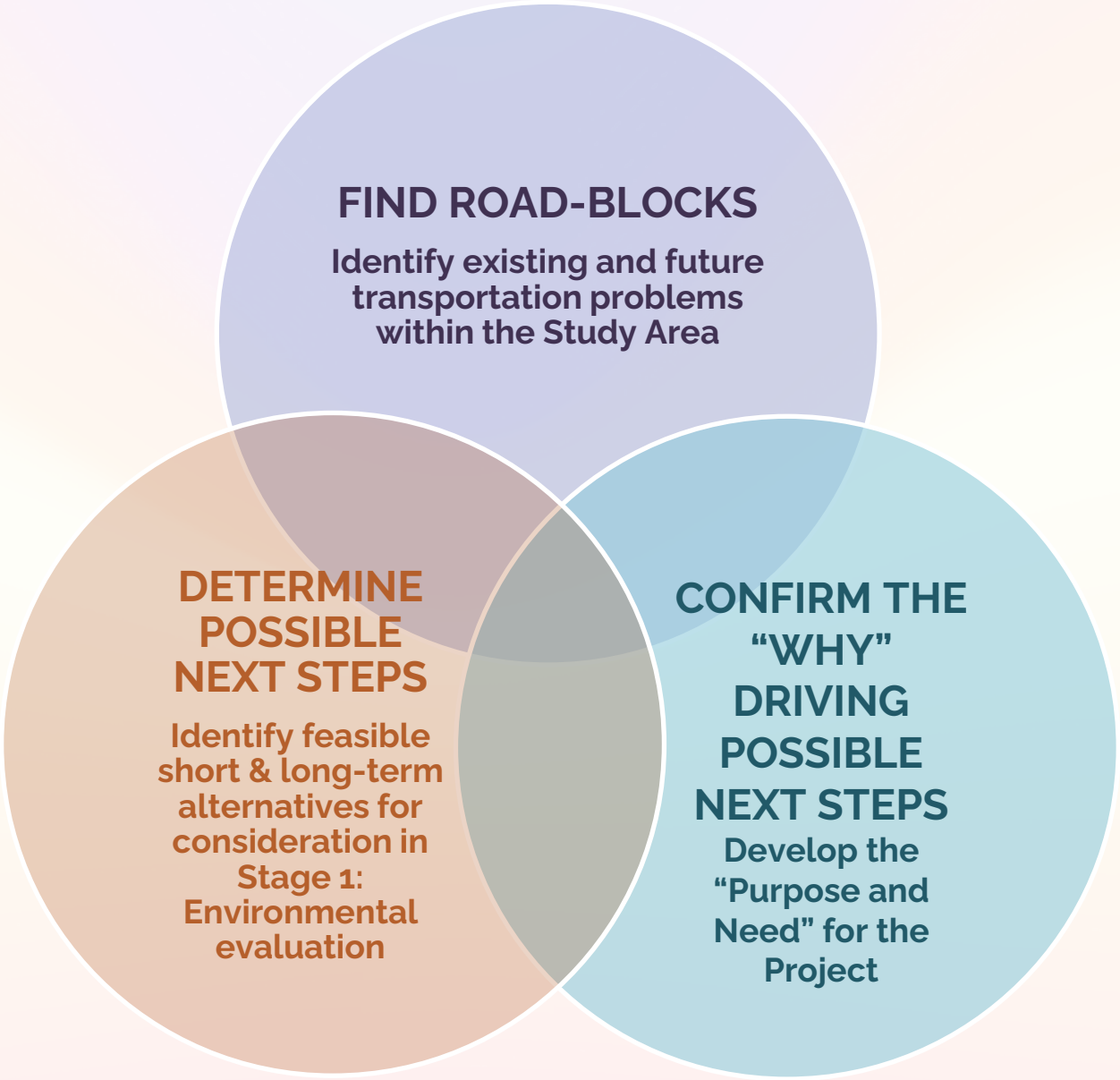
- An assessment of anticipated LIT project impacts and associated land use development
- An evaluation of economic, environmental, community, vulnerability, financial feasibility and transportation-related impacts of different alternatives
- A review and analysis through a proactive community input process

TIMELINE



STUDY GOALS

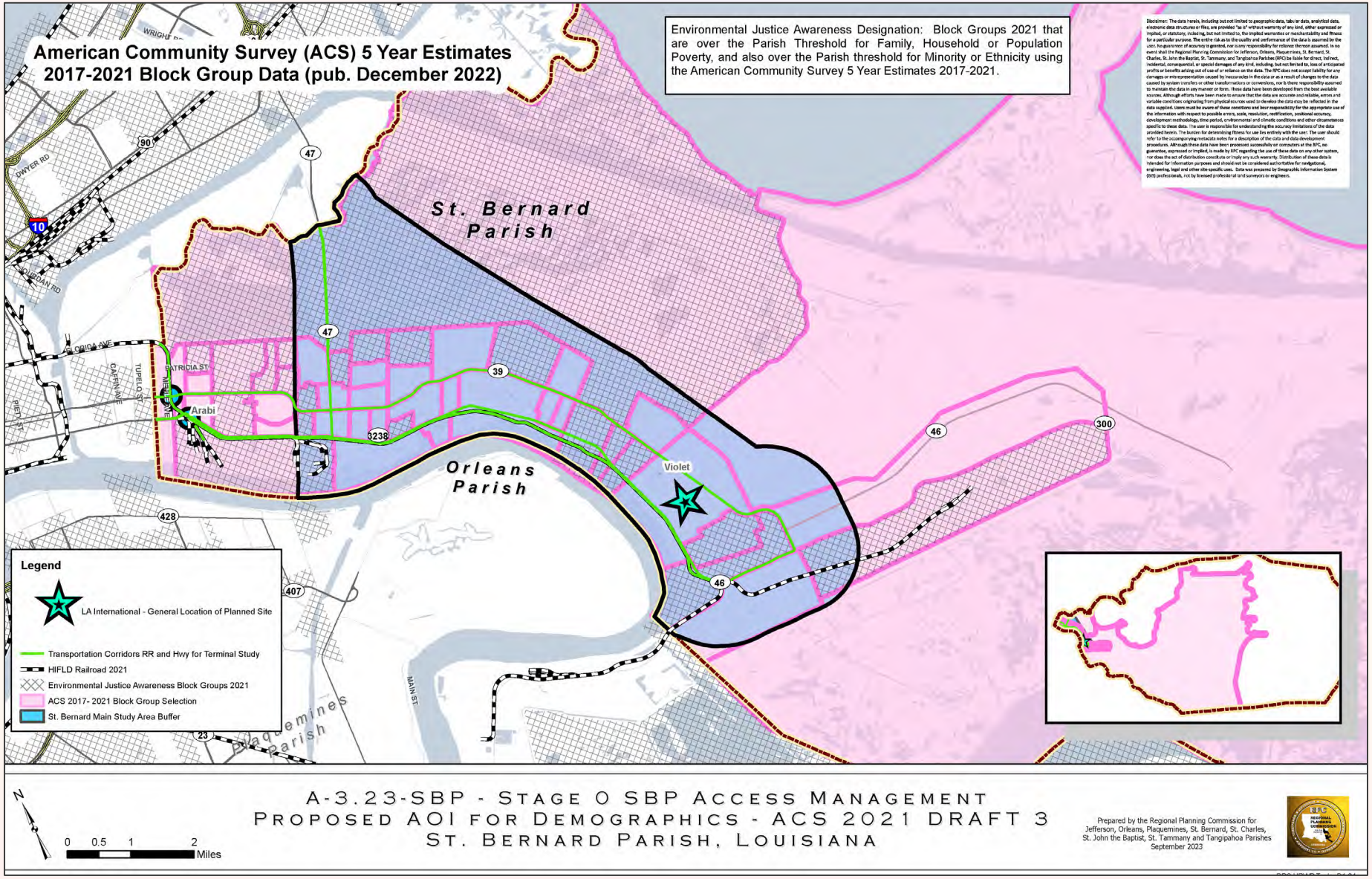
Provide an opportunity for the community to inform the final study report.



STUDY AREA

The *study area* includes all Census Block Groups in St. Bernard Parish, La.

A Block Group is a geographical unit used by the Census to divide an area for data analysis.



PRELIMINARY PURPOSE & NEED

Purpose

- To evaluate feasible **short-term and long-term improvements** to the transportation network within the lower St. Bernard Region, more specifically:
  - **Between I-10/I-510 and lower St. Bernard Parish** (including Judge Perez Drive (LA 39), St. Bernard Highway (LA 46) and
  - **Paris Road (LA 47)**
- To provide efficient access and egress to accommodate projected land use changes, including the Louisiana International Terminal (LIT) intermodal facility and associated traffic.

Need

- **System Linkage** to improve connectivity between the I-10/I-510 and Lower St. Bernard Parish to accommodate proposed economic development and growth.
- **Intermodal Relationships** provide improved and efficient access to existing and planned intermodal port and rail facilities within the lower St. Bernard Region.
- **Economic Development** accommodate future economic development associated with the LIT intermodal port facility and other land use changes within the lower St. Bernard Region.
- **Capacity Improvements** provide capacity necessary to address the existing and projected future traffic growth within the transportation network of the lower St. Bernard Region.
- **Hurricane Evacuation** to provide improved and resilient evacuation routes for residents in Lower St. Bernard Parish and the East Bank of Plaquemines Parish.

LA DOTD PROJECT DELIVERY PROCESS

Each LA DOTD Transportation project goes through <u>distinct phases</u> during its life-cycle, from feasibility analysis** (where we are now) **to operation.

We are here!

Stage 0: Feasibility
- **Duration:** 1 year
- **Objective:** Feasibility Analysis of Proposed Project

Stage 1: Planning /Environmental
- **Duration**: 1 to 2 years
- **Objective:** Detailed Planning & Environmental Analysis

Stage 2: Funding Identification
Identifying funding for design and construction. Identifying project delivery date

Stage 3: Final Design Process
- **Duration**: 1 to 3 years
- **Objective:** Development of Final Plans & Specifications

Stage 4: Construction Letting
- **Duration**: 1 Year
- **Objective**: Bid Letting Process

Stage 5: Construction
- **Duration:** 1 to 3 years
- **Objective:** Project Construction

Stage 6: Operation
- **Duration:** Indefinite
- **Objective:** Ongoing Monitoring of Operation & Maintenance

This process (from start to finish) could take between 4 and 15 years (or longer). Depending on the funding source, the project could be operational sooner.

LA DOTD PROJECT DELIVERY PROCESS

WHO/WHAT CAN INITIATE A "STAGE 0 STUDY"?

A "Stage 0" Feasibility Study gets the wheels turning *(pun intended)* **on a potential project. This process can be initiated by:**

Long Range Plan: A future-focused plan for enhancing transportation, covering everything from new roads to improved public transit.

Elected Officials: Think of your mayors and council members. They can propose transportation projects to improve safety and ease of travel.

Metropolitan Planning Organization (MPO): These organizations oversee transportation planning across regions, ensuring infrastructure meets needs.

Districts: Local DOTD offices pinpoint and tackle regional transport needs, planning projects accordingly.

Public: That's you! Regular folks can suggest ideas or highlight issues in their daily commutes that might kick off a project.

PARTICIPATION GOALS

Scan the QR code here to check out the full Outreach and Engagement Plan!

Notify the public that the RPC Stage "0" Feasibility Study planning process is underway.

Inform residents about how they can engage with the planning process and how valuable their participation is to the process and future of the Parish.

Capture public sentiment from a large and diverse group of residents and stakeholders through multiple avenues.

Present and explain proposed conceptual alternatives to communities and regional stakeholders clearly and transparently.

Demonstrate to residents and stakeholders how their participation impacted the final recommendations of the Study.

Track and make a record of all who are participating in the planning process overall.

STAY INFORMED AND GET INVOLVED

Find all Study information and updates by going to: http://tinyurl.com/sb-study or scan the QR code here:

Take the community survey!

Help us gather input on transportation challenges and needs in St. Bernard Parish, so we can better plan for the future.

Mark the map!

Provide location-specific feedback on the map to identify transportation improvements needed in the area.

WHY TAKE THE SURVEY?

Help us understand your transportation needs and challenges. What's working, what isn't, and what would make movement in St. Bernard easier?

Shape Your Community

Your opinions ensure projects meet the community's needs and preserve its character

Informed Decision-Making

Feedback provides critical insights for planning and decision-making

Enhanced Quality of Life

Participation has the power to influence decisions on traffic flow, public safety, the environment, and accessibility

WHY MARK THE MAP?

Location-specific stakeholder feedback is crucial to shaping transportation policies and projects that can best serve the needs of the people in St. Bernard Parish.

Gather feedback on what's working well

Ask residents what they enjoy most about the area

Identify Areas Needing Improvement

Have residents identify transportation challenges and concerns

Collect ideas for transportation improvements

Gather input on potential transportation upgrades from residents

Group Discussion

TRANSPORTATION STUDY
Planning For Future St. Bernard

HOW WE WILL UTILIZE FEEDBACK

1. **We'll continuously review feedback and ideas** from surveys, maps, interviews, and meetings to identify transportation system needs, challenges, and opportunities in St. Bernard.

2. **We'll focus on what matters most to you.** Input will help us to understand your priorities and identify all community goals.

3. Our meetings **will refine transportation alternatives and inform the preliminary purpose and need statement** for future consideration as part of the potential LA DOTD environmental review process.

4. **All feedback will be considered** and incorporated into the final report and – to the extent that there is broad consensus - reflect the values and needs of St. Bernard Parish and the broader region.

Tell us what you think! Let's Discuss…

Truckers/Transportation/Shipping Stakeholders

1. **Road Accessibility and Conditions:** "Can you identify any specific roads or routes that frequently pose challenges due to their age, condition or design, and how do these issues affect your operation?"

2. **Toll and Fee Roads:** "What are your thoughts on a toll or fees for a new road that serves St. Bernard? What are the benefits and disadvantages?"

3. **What are your biggest concerns about the transportation impacts of the potential LIT project in St. Bernard?** What might the positive and negative impacts be?

Please note that information collected in support of this study may be used in a future NEPA process.

Tell us what you think! Let's Discuss…

Business Owner Stakeholders

1. **Customer Accessibility:** "What are your concerns about traffic flow and customer accessibility to your business, and what enhancements would you propose?"

2. **Site Access and Material Delivery:** "What are your main concerns regarding site access for personnel and deliveries and what changes do you propose could address these concerns?"

3. **Economic Impact of Transportation Infrastructure:** "In what ways do you believe transportation infrastructure improvements could boost your business or the local economy, and what specific projects would you prioritize?"

4. **What are your biggest concerns about the transportation impacts of the potential LIT project in St. Bernard?** What might the positive and negative impacts be?

Please note that information collected in support of this study may be used in a future NEPA process.

Upcoming Community Meeting

Date: Thursday, April 11, 2024
Time: 6:00 p.m. to 8:00 p.m.
Place: Granderson Hunter Hall at Corinne Missionary Baptist Church
Address: 2425 Beachhead Ln, Violet, LA 70092

Closing and Next Steps

TRANSPORTATION STUDY
Planning For Future St. Bernard

Stay Informed and Get Involved

Go to: http://tinyurl.com/sb-study or scan the QR code here:

TRANSPORTATION STUDY
Planning For Future St. Bernard

Take the community survey!

THANK YOU!!!

and don't forget to...

Mark the map!

Note: The planning products produced in the planning process may be adopted during a subsequent environmental review process.

H.015428 RPC St. Bernard Transportation Study - Stakeholder Meeting No. 1 (Economic Development / Private Industry)

03/05/2024 @ 2pm

Meeting Attendee List		
Full Name	**Organization**	**Position/Department/Division**
Alexandra Carter	Meyer Engineers, Ltd.	
Ann Theriot	Meyer Engineers, Ltd.	
Anthony Evett	Port of New Orleans	Infrastructure
Brandi Fontenot	GIS Engineering	Deputy Project Manager
John Broemmelsiek	Louisiana Division, Federal Highway Administration	ITS/Traffic Engineer
Connor McCarthy	GIS Engineering	Engineer Intern II
David Dupre	Meyer Engineers, Ltd.	
Evelyn Campo	Meyer Engineers, Ltd.	CFM
Thomas Hunter	AECOM	
Jacob Loeske	GIS Engineering	Project Manager
Jerry Graves	Graves Public Services LLC	
Karen Parsons	New Orleans Regional Planning Commission (RPC)	Principal Planner
Kayla Bankston	LADOTD	Environmental
Joshua L Logelin	Norfolk Southern	
Malissa Dietsch-Givhan	New Orleans Regional Planning Commission (RPC)	
Mark Salvadore	Meyer Engineers, Ltd.	
Nicole Stewart	Urban Systems, Inc	
Randy Guillot	Triple G Express, Inc	
Sam Mestayer	GIS Engineering	Deputy Project Manager
Scott Boyle	LADOTD	District 02
Tosha Shanableh	New Orleans Regional Planning Commission (RPC)	Transportation Planner
Greg Trahan	AECOM	

Meeting Summary

Project Timeline: There's uncertainty about whether the road project is a short-term (4 years) or a long-term (20 years) endeavor, affecting planning and expectation management.

Impact Analysis: Participants expressed a desire for the study to consider the ramifications of not proceeding with the road project or delaying its phases, particularly on local traffic congestion and the efficiency of existing roads and rail infrastructure.

Alternative Solutions: Suggestions include changing port operation hours to reduce congestion during peak times and examining other infrastructure improvements or operational changes as alternatives to immediate road construction.

Community and Stakeholder Engagement: The need for broader community consultation and involving stakeholders in proposing and reviewing potential solutions to ensure the project effectively addresses community needs and concerns.

Port and Rail Operations: The discussion includes considerations about the impact of port and rail operations on local infrastructure, including safety and efficiency, and the need for collaboration with service providers like Norfolk Southern to ensure that infrastructure development accommodates the operational needs and safety concerns of both the community and commercial operators.

Traffic and Safety Concerns: The meeting touches on specific concerns about traffic congestion, road safety, and the condition of local infrastructure, noting the importance of planning for the existing and future needs of heavy and industrial transportation, including the loads commonly transported by the port customers.

Toll roads: Generally opposed by truck operators as an inefficient way to fund improvements. The trucking industry does not support private or tolled roads.

Meeting Notes

Input from Trucking Industry

Randy Guillot (randy@triplegexpress.com) with Triple G Express
Randy introduced himself as a former chairman of American Trucking Associations and business owner of Triple G Express.

Key input from Randy is as follows:

- Trucking companies and truckers (trucking industry) support robust infrastructure improvements
- Trucking companies and truckers are in favor of robust infrastructure up to and including a road to get to the new terminal in St Bernard.
- Current infrastructure in St Bernard is not efficient, it would need to be improved to support increased volume of traffic to new port.
- Current loads transported at Port of New Orleans not normal 80,000 lb. combination loads. They are normally higher loads, in the range of 86,000 - 90,000 lb. Loads are typically from chemical Industry which include plastics, polymers, etc.
- Trucking companies and truckers would **NOT** be in favor any road tolls or private roads to access to the new terminal in St Bernard
    - Shipping companies don't subsidize truckers on toll and private road access costs. This cost falls on the trucker/trucking industry which is often not factored into shipping costs.
- Suggested inviting state and national trucking associations to comment on project and potential impacts:
    - Louisiana Motor Transport Association
    - American Trucking Associations
    - LMTA Foundation
- Suggested looking into alternatives for dealing with traffic volume issues like offsetting operating hours of terminal to late evening/overnight to reduce impacts on normal daily traffic.

Input from Rail Industry

Joshua L Logelin (joshua.logelin@nscorp.com) with Norfolk Southern
Joshua is the Manager of Strategic Planning at Norfolk Southern.

Key input from Joshua is as follows:

- Norfolk Southern is the only rail provider in St Bernard.
- Norfolk Southern wants to make sure their customers on Chalmette branch (Refineries like Domino Sugar and American Sugar in the area) are protected, and that the shipping operations for their customers are not disrupted.
- They would be particularly concerned about safety at road/rail crossings due to increased traffic.
- Norfolk Southern would like to know when the new terminal is coming online and where it would be located to know how they would need to adjust their operations.
- Norfolk Southern would like to know what's in their right of way, concerns over what might block crossings and blocked access of emergency vehicles at crossings.
- RPC to reach out to Joshua to set up a meeting with Norfolk Southern to discuss concerns further. Joshua's phone number is 404-276-0806.

Input from LADOTD

Scott Boyle (scott.boyle@la.gov) with LADOTD:

Scott Boyle is a District Engineer Administrator for LADOTD.

Key input from Scott is as follows:

- The LADOT is currently having challenges with infrastructure on various routes in the area, particularly on LA 47 at the Bayou Bienvenue Bridge, LA 39 at the Claiborne Bridge, and LA 46 bridge which is owned by the Port of New Orleans.
    - These structures are very old and LADOTD is doing its best to maintain and keep these structures in serviceable condition, but these repairs are costly and will take some time to complete.
- At LA-47, LADOTD is dealing with challenges due oversized permit loads coming from Interstate 10 into St Bernard parish. LADOT is trying to get the Bayou Bienvenue Bridge repaired and currently has restrictions in place on this bridge.
- LADOTD expressed concerns about the limited access points into St. Bernard Parish and the capability to manage the increased traffic to the new port. Specifically, there is worry about the increase in heavy trucks and the rise in oversized and heavier permit loads on the aging infrastructure.

Alexandra Carter

Subject:	H.015428 St. Bernard Transportation Study - Stakeholder Meeting No. 2 (Resource Agencies and Governmental Entities)
Location:	Microsoft Teams Meeting
Start:	Wed 3/6/2024 2:00 PM
End:	Wed 3/6/2024 3:00 PM
Recurrence:	(none)
Meeting Status:	Meeting organizer
Organizer:	Alexandra Carter
Required Attendees:	Alexandra Carter; [redacted]
Optional Attendees:	Sam Mestayer; Jacob Loeske; Brandi Fontenot; Evelyn Campo; Mark Salvadore; Julia Marshall; Karen Parsons; Malissa Givhan; kparsons; Jeff Roesel; atheriot@meyer-e-l.com; David Dupre; [redacted]; Christine Charrier; Ray Lauga; Dave Butler; Zachary Chain; Alison Michel; Chris Cole; Connor McCarthy; Trahan, Greg; Khan, Kamran A. (Lisle; Kayla Bankston; Lynn Dupont; Nicole Stewart; tilleryrk; Scott Boyle; tom.hunter; Tony Evett; Gillis McCloskey; Hannah Rachlis; Fadi Madi
Categories:	Virtual Meeting

Meeting Objective: Introduce attendees to the St. Bernard Transportation Study, review outreach efforts to date and planned in the near future, explain how to participate, and collect initial feedback from meeting attendees.
Learn more and participate in advance at: https://www.norpc.org/transportation/projects/lower-st-bernard-parish-la-roadway-network-resilience-study/.

Meeting agenda and presentation attached herein.
Thank you for your time and we hope to see you (virtually) soon!

- The Project Study Team

Microsoft Teams meeting

Join on your computer, mobile app or room device
Click here to join the meeting
Meeting ID: 268 588 431 392
Passcode: Wyw8xH
Download Teams | Join on the web
Learn More | Meeting options

TRANSLATION SUPPORT SERVICES

If you require translation support services, please contact TranslationSupport@Desire-Line.com at least 1-week in advance of the meeting.

Si necesitas servicios de apoyo de traducción, por favor contáctanos en TranslationSupport@Desire-Line.com al menos con 1 semana de anticipación a la reunión.

Nếu bạn cần dịch vụ hỗ trợ dịch thuật, vui lòng liên hệ với TranslationSupport@Desire-Line.com ít nhất là 1 tuần trước cuộc họp.

**Please note that information collected in support of this Study may be used in a future NEPA Process.*

STAKEHOLDER BRIEFING

RESOURCE AGENCIES / GOVERNMENTAL ENTITIES

REGIONAL PLANNING COMMISSION (RPC) ROADWAY NETWORK & RESILIENCE STUDY

PROJECT NO. H.015428 - STAGE 0 LOWER ST. BERNARD TRANSPORTATION NETWORK FEASIBILITY STUDY

TRANSPORTATION STUDY
Planning For Future St. Bernard

Time and Date: March 6, 2024 @ 2pm

Meeting Location: Virtual Meeting via Microsoft TEAMS https://teams.microsoft.com/l/meetup-join/19%3ameeting_NjA3YWJiZjEtZmJhYy00YzRmLThkNmEtMmRmNTE1ZTgyNWY3%40thread.v2/0?context=%7b%22Tid%22%3a%2290c278db-977e-4fa3-8395-3498ba4d8c29%22%2c%22Oid%22%3a%2261214910-7892-4d2b-aa60-0926eb0aafb7%22%7d
Meeting ID: 268 588 431 392
Passcode: Wyw8xH

AGENDA

PART I - STUDY INTRODUCTION

1. Summary
2. Timeline
3. Goals
4. Study Area
5. Preliminary Purpose and Need

PART II – DOTD PROCESS

1. Context
2. Initiation

PART III – OUTREACH & ENGAGEMENT

1. Participation Goals
2. How to Stay Informed and Get Involved

PART IV – GROUP DISCUSSION

1. How We Will Utilize Feedback
2. ***Tell Us What You Think!***
3. Closing and Next Steps

Note: Please note that information collected in support of this study may be used in a future NEPA process.

STAKEHOLDER BRIEFING

Resource Agencies / Governmental Entities

March 6, 2024 @ 2pm
Via Microsoft TEAMS

REGIONAL PLANNING COMMISSION (RPC) ROADWAY NETWORK & RESILIENCE STUDY

H.015428 - Stage 0 Lower St. Bernard Transportation Network Feasibility Study

Please note that information collected in support of this study may be used in a future NEPA process.

TRANSPORTATION STUDY
Planning For Future St. Bernard

PART I - STUDY INTRODUCTION

- Summary
- Timeline
- Goals
- Study Area
- Preliminary Purpose and Need

PART II – DOTD PROCESS

- Context
- Initiation

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- Participation Goals
- How to Stay Informed and Get Involved

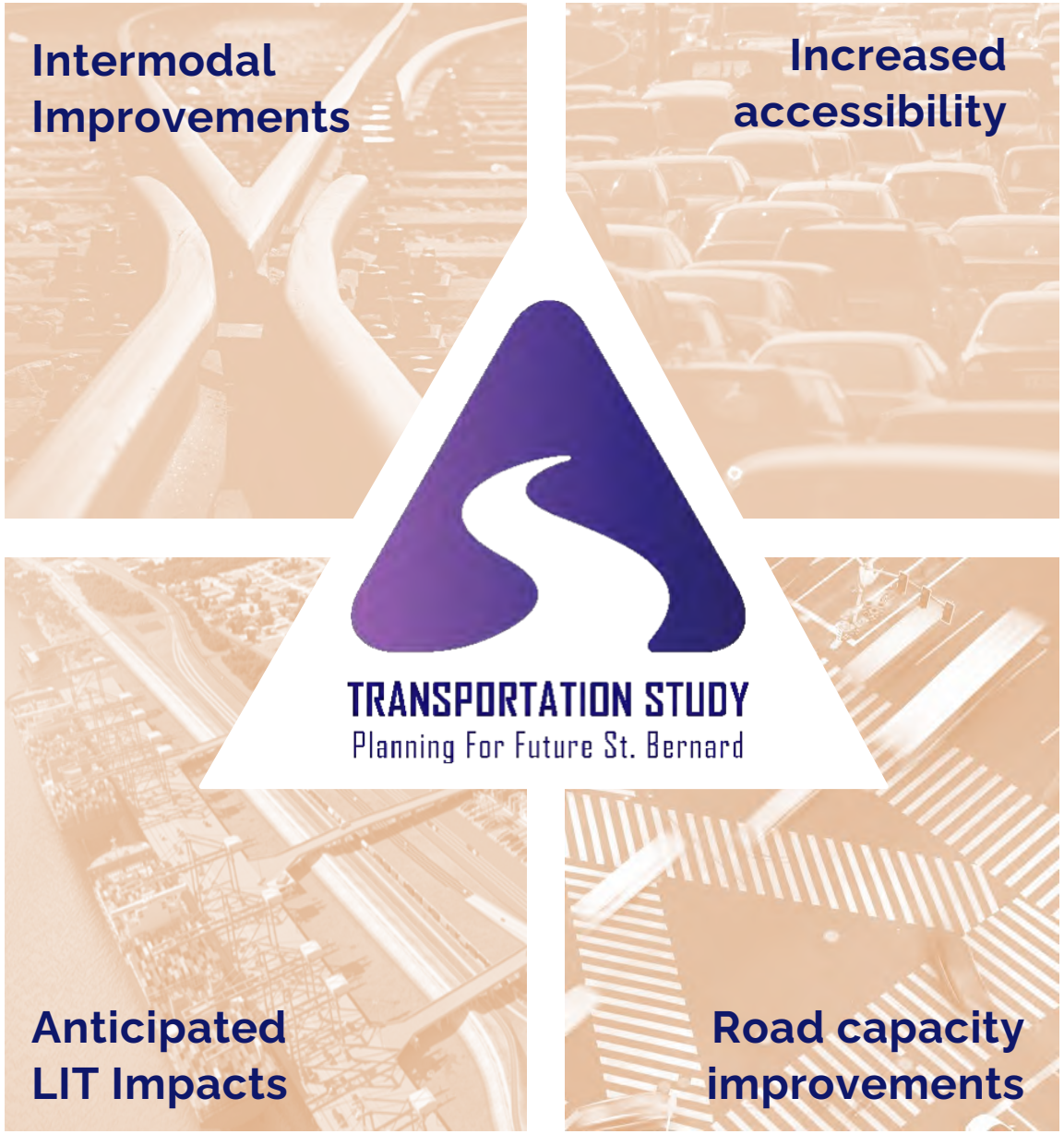
PART IV – GROUP DISCUSSION

- How We Will Utilize Feedback
- ***Tell us what you think!***
- Closing and Next Steps

TRANSPORTATION STUDY
Planning For Future St. Bernard

PRESENTATION OVERVIEW

RPC
REGIONAL PLANNING COMMISSION
FOR THE PARISHES OF
LOUISIANA



STUDY SUMMARY

Planning for Future St. Bernard

The Regional Planning Commission (RPC), in coordination with the Port of New Orleans (Port NOLA) and St. Bernard Parish, is conducting a feasibility study to identify future needed transportation network improvements for St. Bernard Parish. This study investigates impacts and alternative transportation solutions to manage traffic accompanying the proposed Port NOLA Louisiana International Terminal (LIT) project and associated land use development.

LOUISIANA INTERNATIONAL TERMINAL ST. BERNARD

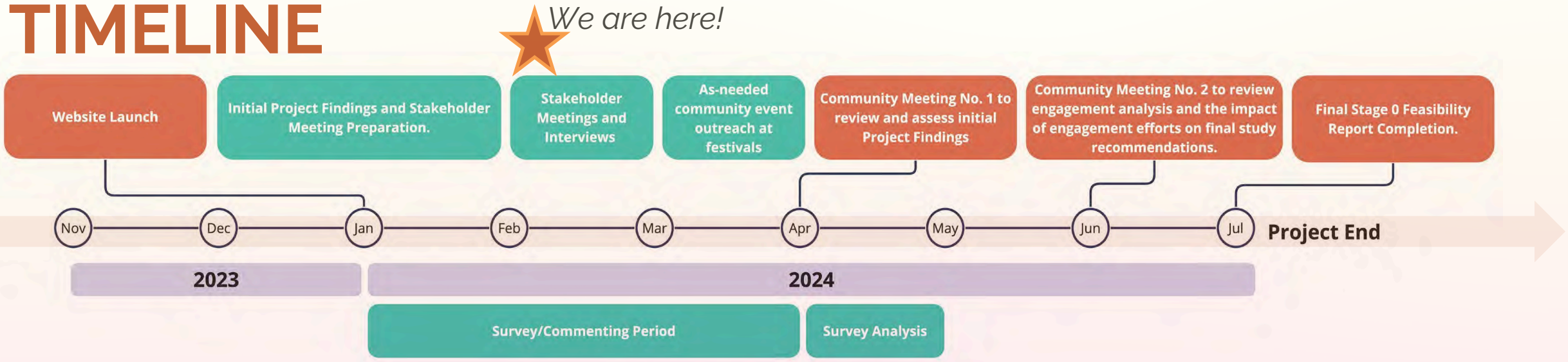
STUDY SUMMARY *(continued)*

Consider Alternatives and Community Feedback

The study includes:

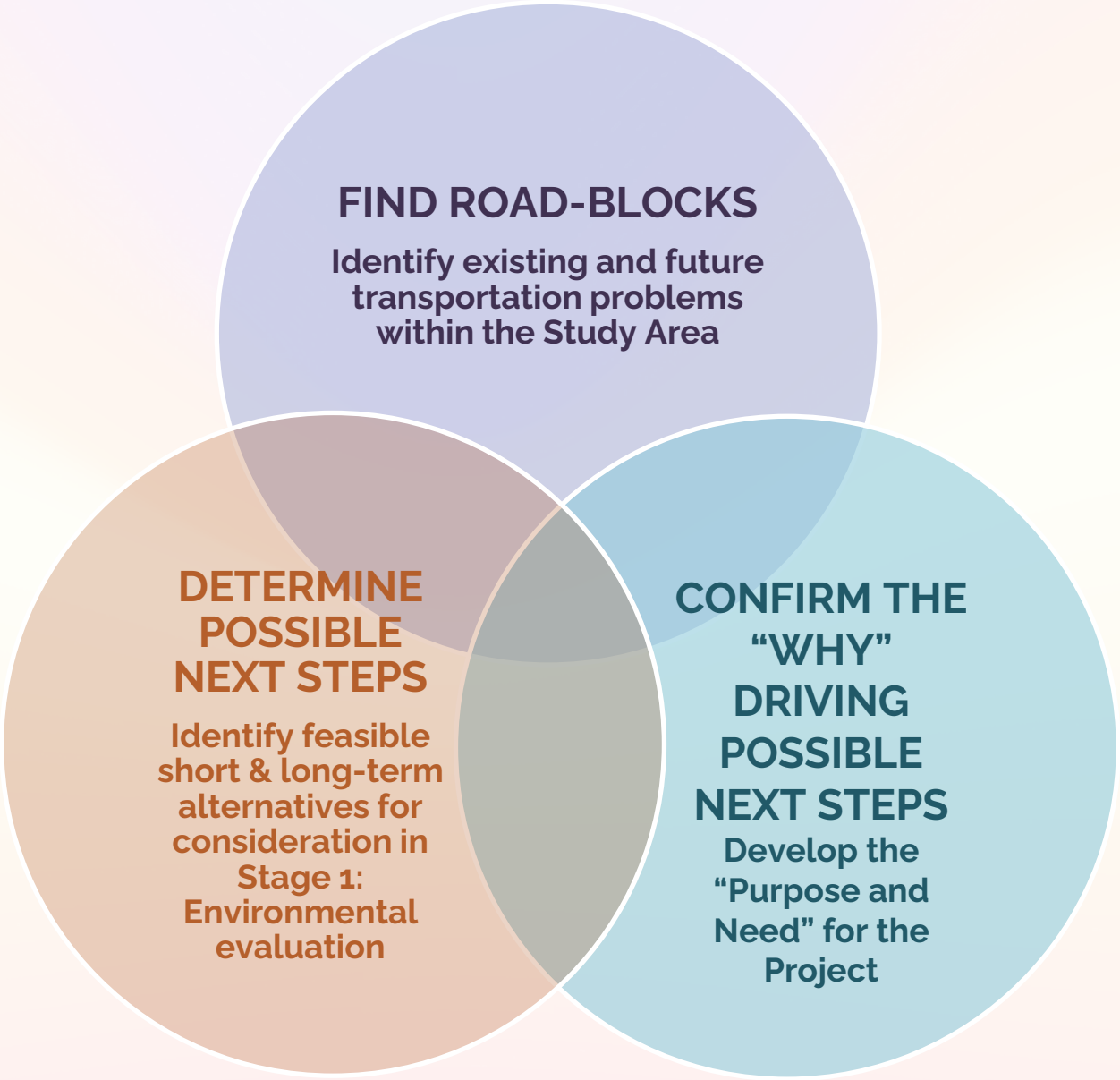
- An assessment of anticipated LIT project impacts and associated land use development
- An evaluation of economic, environmental, community, vulnerability, financial feasibility and transportation-related impacts of different alternatives
- A review and analysis through a proactive community input process

TIMELINE



STUDY GOALS

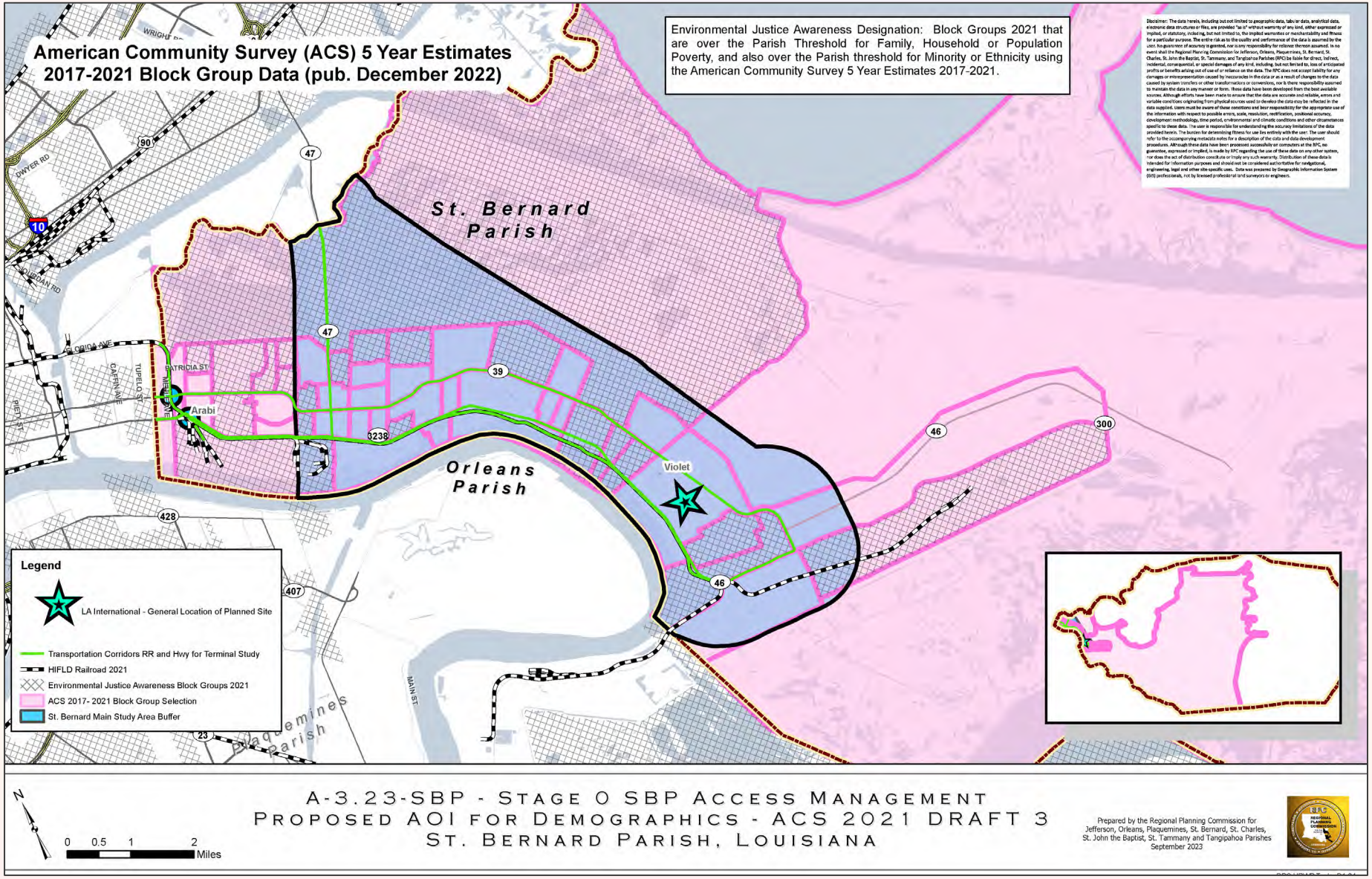
Provide an opportunity for the community to inform the study report.



STUDY AREA

The *study area* includes all Census Block Groups in St. Bernard Parish, La.

A Block Group is a geographical unit used by the Census to divide an area for data analysis.



PRELIMINARY PURPOSE & NEED

Purpose

- To evaluate feasible **short-term and long-term improvements** to the transportation network within the lower St. Bernard Region, more specifically:
  - **Between I-10/I-510 and lower St. Bernard Parish** (including Judge Perez Drive (LA 39), St. Bernard Highway (LA 46) and
  - **Paris Road (LA 47)**
- To provide efficient access and egress to accommodate projected land use changes, including the Louisiana International Terminal (LIT) intermodal facility and associated traffic.

Need

- **System Linkage** to improve connectivity between the I-10/I-510 and Lower St. Bernard Parish to accommodate proposed economic development and growth.
- **Intermodal Relationships** provide improved and efficient access to existing and planned intermodal port and rail facilities within the lower St. Bernard Region.
- **Economic Development** accommodate future economic development associated with the LIT intermodal port facility and other land use changes within the lower St. Bernard Region.
- **Capacity Improvements** provide capacity necessary to address the existing and projected future traffic growth within the transportation network of the lower St. Bernard Region.
- **Hurricane Evacuation** to provide improved and resilient evacuation routes for residents in Lower St. Bernard Parish and the East Bank of Plaquemines Parish.

LA DOTD PROJECT DELIVERY PROCESS

Each LA DOTD Transportation project goes through <u>distinct phases</u> during its life-cycle, from feasibility analysis** (where we are now) **to operation.

We are here!

Stage 0: Feasibility
- **Duration:** 1 year
- **Objective:** Feasibility Analysis of Proposed Project

Stage 1: Planning /Environmental
- **Duration**: 1 to 2 years
- **Objective:** Detailed Planning & Environmental Analysis

Stage 2: Funding Identification
Identifying funding for design and construction. Identifying project delivery date

Stage 3: Final Design Process
- **Duration**: 1 to 3 years
- **Objective:** Development of Final Plans & Specifications

Stage 4: Construction Letting
- **Duration**: 1 Year
- **Objective**: Bid Letting Process

Stage 5: Construction
- **Duration:** 1 to 3 years
- **Objective:** Project Construction

Stage 6: Operation
- **Duration:** Indefinite
- **Objective:** Ongoing Monitoring of Operation & Maintenance

This process (from start to finish) could take between 4 and 15 years (or longer). Depending on the funding source, the project could be operational sooner.

LA DOTD PROJECT DELIVERY PROCESS

WHO/WHAT CAN INITIATE A "STAGE 0 STUDY"?

A "Stage 0" Feasibility Study gets the wheels turning *(pun intended)* **on a potential project. This process can be initiated by:**

Long Range Plan: A future-focused plan for enhancing transportation, covering everything from new roads to improved public transit.

Elected Officials: Think of your mayors and council members. They can propose transportation projects to improve safety and ease of travel.

Metropolitan Planning Organization (MPO): These organizations oversee transportation planning across regions, ensuring infrastructure meets needs.

Districts: Local DOTD offices pinpoint and tackle regional transport needs, planning projects accordingly.

Public: That's you! Regular folks can suggest ideas or highlight issues in their daily commutes that might kick off a project.

PARTICIPATION GOALS

Scan the QR code here to check out the full Outreach and Engagement Plan!

Notify the public that the RPC Stage "0" Feasibility Study planning process is underway.

Inform residents about how they can engage with the planning process and how valuable their participation is to the process and future of the Parish.

Capture public sentiment from a large and diverse group of residents and stakeholders through multiple avenues.

Present and explain proposed conceptual alternatives to communities and regional stakeholders clearly and transparently.

Demonstrate to residents and stakeholders how their participation impacted the final recommendations of the Study.

Track and make a record of all who are participating in the planning process overall.

STAY INFORMED AND GET INVOLVED

Find all Study information and updates by going to: http://tinyurl.com/sb-study or scan the QR code here:

Take the community survey!

Help us gather input on transportation challenges and needs in St. Bernard Parish, so we can better plan for the future.

Mark the map!

Provide location-specific feedback on the map to identify transportation improvements needed in the area.

WHY TAKE THE SURVEY?

Help us understand your transportation needs and challenges. What's working, what isn't, and what would make movement in St. Bernard easier?

Shape Your Community

Your opinions ensure projects meet the community's needs and preserve its character

Informed Decision-Making

Feedback provides critical insights for planning and decision-making

Enhanced Quality of Life

Participation has the power to influence decisions on traffic flow, public safety, the environment, and accessibility

WHY MARK THE MAP?

Location-specific stakeholder feedback is crucial to shaping transportation policies and projects that can best serve the needs of the people in St. Bernard Parish.

Gather feedback on what's working well

Ask residents what they enjoy most about the area

Identify Areas Needing Improvement

Have residents identify transportation challenges and concerns

Collect ideas for transportation improvements

Gather input on potential transportation upgrades from residents

Group Discussion

TRANSPORTATION STUDY
Planning For Future St. Bernard

HOW WE WILL UTILIZE FEEDBACK

1. **We'll continuously review feedback and ideas** from surveys, maps, interviews, and meetings to identify transportation system needs, challenges, and opportunities in St. Bernard.

2. **We'll focus on what matters most to you.** Input will help us to understand your priorities and identify all community goals.

3. Our meetings **will refine transportation alternatives and inform the preliminary purpose and need statement** for future consideration as part of the potential LA DOTD environmental review process.

4. **All feedback will be considered** and incorporated into the final report and – to the extent that there is broad consensus - reflect the values and needs of St. Bernard Parish and the broader region.

Tell us what you think! Let's Discuss…

Resource Agencies

1. **Concurrent Projects:** Are there concurrent projects underway within your agency that we should plan and account for as part of the development and consideration of project alternatives and other transportation system improvements?

2. **Agency Relevance:** Are there anticipated impacts that we should consider and plan to align with in regard to your agency's mission and focus?

3. **Any concerns or questions to raise for our ongoing awareness or follow-up?**

Please note that information collected in support of this study may be used in a future NEPA process.

Upcoming Community Meeting

Date: Thursday, April 11, 2024
Time: 6:00 p.m. to 8:00 p.m.
Place: Granderson Hunter Hall at Corinne Missionary Baptist Church
Address: 2425 Beachhead Ln, Violet, LA 70092

Closing and Next Steps

TRANSPORTATION STUDY
Planning For Future St. Bernard

Stay Informed and Get Involved

Go to: http://tinyurl.com/sb-study or scan the QR code here:

TRANSPORTATION STUDY
Planning For Future St. Bernard

Take the community survey!

THANK YOU!!!

and don't forget to...

Mark the map!

Note: The planning products produced in the planning process may be adopted during a subsequent environmental review process.

H.015428 RPC St. Bernard Transportation Study - Stakeholder Meeting No. 2 (Resource Agencies and Government Entities)

03/06/2024 @ 2pm

Meeting Attendee List		
Full Name	**Organization**	**Position/Department/Division**
Alexandra Carter	Meyer Engineers, Ltd.	AICP
Andrew (Guest)		
Ann Theriot	Meyer Engineers, Ltd.	
Anthony Evett	Port of New Orleans	Infrastructure
Brandi Fontenot	GIS Engineering	Deputy Project Manager
Chris Davis	Louisiana Department of Wildlife and Fisheries	
Christine Charrier	Office of Coastal Management	Coastal Resources Scientist Manager - Permits
Connor McCarthy	GIS Engineering	Engineer Intern II
David Dupre	Meyer Engineers, Ltd.	
Dominique Seibert	LSU AgCenter	
Donald Jerolleman	Southeast Louisiana Flood Protection Authority East	Sr. Project Manager
Evelyn Campo	Meyer Engineers, Ltd.	CFM
Fadi Madi	Urban Systems Inc	
Gillis McCloskey (on call with John Lane)	St Bernard Parish Government	Council Member At Large West
Jacob Loeske	GIS Engineering	Project Manager
Jennie Garcia	Office Of Cultural Development/The Division of Historic Preservation	Section 106 Reviewer, Survey & Planning Grants Coordinator, GIS
Jerry Graves	Graves Public Services LLC	
John Lane	St Bernard Parish Government	Coastal Manager
Julia Marshall	Meyer Engineers, Ltd.	Planner II
Karen Parsons	New Orleans Regional Planning Commission (RPC)	Principal Planner
Kayla Bankston	LADOTD	Environmental

Meeting Attendee List (Continued)		
Full Name	**Organization**	**Position/Department/Division**
Kyle Balkum	Louisiana Department of Energy and Natural Resources	
Laura Phillips	Federal Highway Administration (FHWA, LA Division	Transportation Planner
Lynn Dupont	New Orleans Regional Planning Commission (RPC)	
Mark Salvadore	Meyer/Desire Line	
Rachel Sigur	St Bernard Parish Government	Government Access Channel Manager
Sam Mestayer	GIS Engineering	Deputy Project Manager
Scott Boyle	LADOTD	District 02
Thomas Hunter	AECOM	
Tosha Shanableh	New Orleans Regional Planning Commission (RPC)	Transportation Planner
William Stewart	United States Coast Guard	Waterways Management
Zachary Chain	Louisiana Department of Wildlife and Fisheries	Biologist Program Manager, Fisheries Habitat

Meeting Summary

Engagement Update: An end-of-month update is planned, aimed at summarizing the interaction counts and feedback received online and in-person, to be disseminated via social media and directly to stakeholders.

Future Engagement Reminder: Reminders about an upcoming community meeting in April are planned, encouraging active participation. Paper versions of surveys and electronic devices will be available to allow attendees to give feedback.

Scope of Study: St Bernard Councilmember-at-large Gillis McCluskey had questions about areas considered and the time frame the feasibility study covers. He asked that traffic impacts during the construction period of the new port be considered.

Impacts Due to Repairs to Bayou Bienvenue Bridge: Questions about the impact repairs to Bayou Bienvenue bridge will have on traffic flow during construction of the new port.

Impacts to Wetlands: Both Louisiana Department of Energy and Natural Resources and Louisiana Department of Wildlife and Fisheries expressed concern about impacts to wetlands and scenic systems.

Adjustments to Phrasing: Discussion revolved around potential amendments to the project's presentation materials, specifically regarding removing use of the term "new" to prevent misconceptions about the projects' finality.

Contentious Language Concerns: St Bernard Parish Government officials had concerns about language in materials sent to them to promote the project (removal of language: "Future St Bernard"). Worry that certain terms might give the impression that project decisions are already finalized, which could hinder genuine community engagement and feedback. Parish to follow up with amended language.

Separate Projects Clarification: Effort to clarify that the comprehensive study is distinct from any specific project proposals (namely the LIT project), aiming to ensure that community feedback is fully informed and meaningful.

Plans for Communication Refinement: Discussion about refining project descriptions and communication to the public to emphasize the project's openness to feedback and the non-finality of proposed alternatives.

Meeting Notes

Input from St. Bernard Parish Government (SBPG)

John Lane with St. Bernard Parish Government (SBPG). John is the Public Information Officer for the Parish.

Key input from John is as follows:

- Surveys for this study have been published on SBPG website, waiting until after meeting to put information on social media.
- Asked if attendees at community meeting on Apil 11th will have the option of filling out paper versions of the online surveys. Yes, paper versions of the surveys will be available at the meeting as well as electronic devices to take the surveys digitally.
- Asked about adjustments to language of material provided to parish to promote the Transportation Study project. Specifically, to prevent misconceptions about the projects' finality. They want to ensure people provide good feedback regarding transportation issues in the parish, and not just use the surveys as a forum to complain about the new port.

Gillis McCluskey with St. Bernard Parish Council
Gillis is the Councilmember at large for the St. Bernard Parish Council.

Councilmember Gillis had the following remarks and asked the following questions (answers in green):

- Asked for clarification about Planning and Environment Linkages (PEL) process and how it relates to the NEPA process. Karen Parsons with the RPC and Laura Phillips with the FHWA explained the PEL process and how it supports NEPA process.
- Asked if NEPA process would be specific to the roadways or roadways and entire LIT project. The process is for the roadways, not the LIT project. This is a transportation evaluation of impacts from potential port growth and any associated land use growth over the next 30 years.
- Will data from this feasibility study be used to fulfill transportation study requirements for the new port? No, a separate traffic study will be conducted for the terminal itself.
- Is RPC conducting study for the new port? No.
- What is the current modeling framework? Are you studying how many cars are loaded and unloaded in Saint Bernard? Are you studying the amount of times that those crafts cross the highways? Are you studying trends, say starting at 2020 up through now? Are you studying trends, say starting from 2020 up through now? Can you give me a little bit of insight as to as to how this is how, how you're approaching the rail conversation? We have multiple facets on freight and rail, and we are conducting a speed study on the rail. We're looking at crossings. Will be meeting with Norfolk Southern soon with regards to this study.
- Is data going to be published, current rail trends over last 3 years (rail traffic)? RPC hopes to get data from Norfolk Southern, though this is not guaranteed. Due to some information being proprietary this data may not end up in the final report.
- Regarding container on barge, is there any modeling regarding expected pass through at the locks that would impede east and west traffic in and out of St Bernard Parish? The study is not looking at barge traffic, there is no expectation that barge traffic will increase due to the new port.
- Does the study account for the Bayou Bienvenue bridge closing and the impacts it will have on construction?
    - LADOT responded that they plan to keep the bridge open, there are no plans for any full long-term closures. There may be intermittent closures of different lanes as repairs are under way, but LADOT will do its best to keep the bridge open, which may require reducing load capacity at times.
    - LADOT is trying to lift load capacity restrictions on Judge Seeber bridge to provide an alternative route for heavy equipment when repairs of Bayou Bienvenue bridge are under way.
    - Gillis remarked closing or limiting load capacity on the Bayou Bienvenue bridge will limit traffic for the construction of the terminal to the east-west

corridor, which already has high traffic volumes and impeded by a rail crossing and two bridges that services the lock in the industrial canal.
    - Gillis clarified, Is the study examining the impact of repairs to the Bayou Bienvenue Bridge on traffic, specifically focusing on the increased traffic due to the construction of the new port through the east-west corridor in St. Bernard Parish because of closures and load restrictions on the Bayou Bienvenue Bridge? The current scope of study is looking at impacts to traffic after construction of new port. It is not currently considering traffic impacts during construction period of new port. RPC will coordinate with the team working on the study to see if it would be possible to include this consideration.
- Councilmember Gillis remarked that based on his previous experience with the NEPA process on Inner Harbor Navigation Canal (IHNC) Lock Replacement project that the traffic study was required to include impacts during the construction and post-construction time periods. He asked again that this feasibility study include modeling of impacts during the construction period of the new port. Karen Parsons with the RPC acknowledged that they would take this into consideration.

Input from Louisiana Department of Wildlife & Fisheries

Zachary Chain (zchain@wlf.la.gov) with Louisiana Department of Wildlife & Fisheries
Zachary Chain is a Biologist Program Manager at the Louisiana Department of Wildlife and Fisheries.

Key input from Zachary is as follows:

- Remarked there isn't enough information about the study or the LIT project for them to provide much feedback at this time.
- Concerns about some scenic systems in area that could be affected, specifically Bayou Chaperon and Bashman Bayou.

Input from Louisiana Department of Energy and Natural Resources

Kyle Balkum (Kyle.Balkum2@la.gov) with Louisiana Department of Energy and Natural Resources
Kyle Balkum is an Administrator at the Louisiana Department of Energy and Natural Resources.

Key input from Kyle is as follows:

- The biggest concern for his agency is the impact to wetlands.

- How to minimize impacts to prevent fragmentation and changes to surface hydrology (like stream flow).

Alexandra Carter

Subject:	H.015428 St. Bernard Transportation Study - Stakeholder Meeting No. 3 (Community Groups)
Location:	Microsoft Teams Meeting
Start:	Thu 3/7/2024 2:00 PM
End:	Thu 3/7/2024 3:00 PM
Recurrence:	(none)
Meeting Status:	Meeting organizer
Organizer:	Alexandra Carter
Required Attendees:	Alexandra Carter; [redacted]; [redacted]
Optional Attendees:	Sam Mestayer; Jacob Loeske; Brandi Fontenot; Evelyn Campo; Mark Salvadore; Julia Marshall; kparsons; Jeff Roesel; Malissa Givhan; Karen Parsons; Tosha Shanableh; Sarah Porteous; Erica Beck; Sidney Torres; David Dupre; [redacted] m; Alison Michel; Chris Cole; Connor McCarthy; Trahan, Greg; John Broemmelsiek; Khan, Kamran A. (Lisle; Kayla Bankston; Lynn Dupont; Nicole Stewart; tilleryrk; Scott Boyle; tom.hunter; Tony Evett; Jerry Graves - St. Bernard; Felt, Sara; Hannah Rachlis; kmorgan@sbpusa.org
Categories:	Virtual Meeting

Meeting Objective: Introduce attendees to the St. Bernard Transportation Study, review outreach efforts to date and planned in the near future, explain how to participate, and collect initial feedback from meeting attendees.
Learn more and participate in advance at: https://www.norpc.org/transportation/projects/lower-st-bernard-parish-la-roadway-network-resilience-study/.

Meeting agenda and presentation attached herein.
Thank you for your time and we hope to see you (virtually) soon!

- The Project Study Team

Microsoft Teams meeting

Join on your computer, mobile app or room device
Click here to join the meeting
Meeting ID: 222 057 257 461
Passcode: TWZx57
Download Teams | Join on the web
Learn More | Meeting options

TRANSLATION SUPPORT SERVICES

If you require translation support services, please contact TranslationSupport@Desire-Line.com at least 1-week in advance of the meeting.

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Nếu bạn cần dịch vụ hỗ trợ dịch thuật, vui lòng liên hệ với TranslationSupport@Desire-Line.com ít nhất là 1 tuần trước cuộc họp.

**Please note that information collected in support of this Study may be used in a future NEPA Process.*

STAKEHOLDER BRIEFING

COMMUNITY GROUPS

REGIONAL PLANNING COMMISSION (RPC) ROADWAY NETWORK & RESILIENCE STUDY

PROJECT NO. H.015428 - STAGE 0 LOWER ST. BERNARD TRANSPORTATION NETWORK FEASIBILITY STUDY

TRANSPORTATION STUDY
Planning For Future St. Bernard

Time and Date: March 7, 2024 @ 2pm

Meeting Location: Virtual Meeting via Microsoft TEAMS https://teams.microsoft.com/l/meetup-join/19%3ameeting_MWZjODRhNDEtYjAwZi00MTM1LWJkMGEtNWE3NTJkNjlhNjY1%40thread.v2/0?context=%7b%22Tid%22%3a%2290c278db-977e-4fa3-8395-3498ba4d8c29%22%2c%22Oid%22%3a%2261214910-7892-4d2b-aa60-0926eb0aafb7%22%7d

Meeting ID: 222 057 257 461

Passcode: TWZx57

AGENDA

PART I - STUDY INTRODUCTION

1. Summary
2. Timeline
3. Goals
4. Study Area
5. Preliminary Purpose and Need

PART II – DOTD PROCESS

1. Context
2. Initiation

PART III – OUTREACH & ENGAGEMENT

1. Participation Goals
2. How to Stay Informed and Get Involved

PART IV – GROUP DISCUSSION

1. How We Will Utilize Feedback
2. ***Tell Us What You Think!***
3. Closing and Next Steps

Note: Please note that information collected in support of this study may be used in a future NEPA process.

STAKEHOLDER BRIEFING

Community Groups

March 7, 2024 @ 2pm
Via Microsoft TEAMS

REGIONAL PLANNING COMMISSION (RPC) ROADWAY NETWORK & RESILIENCE STUDY

H.015428 - Stage 0 Lower St. Bernard Transportation Network Feasibility Study

Please note that information collected in support of this study may be used in a future NEPA process.

TRANSPORTATION STUDY
Planning For Future St. Bernard

PART I - STUDY INTRODUCTION

- Summary
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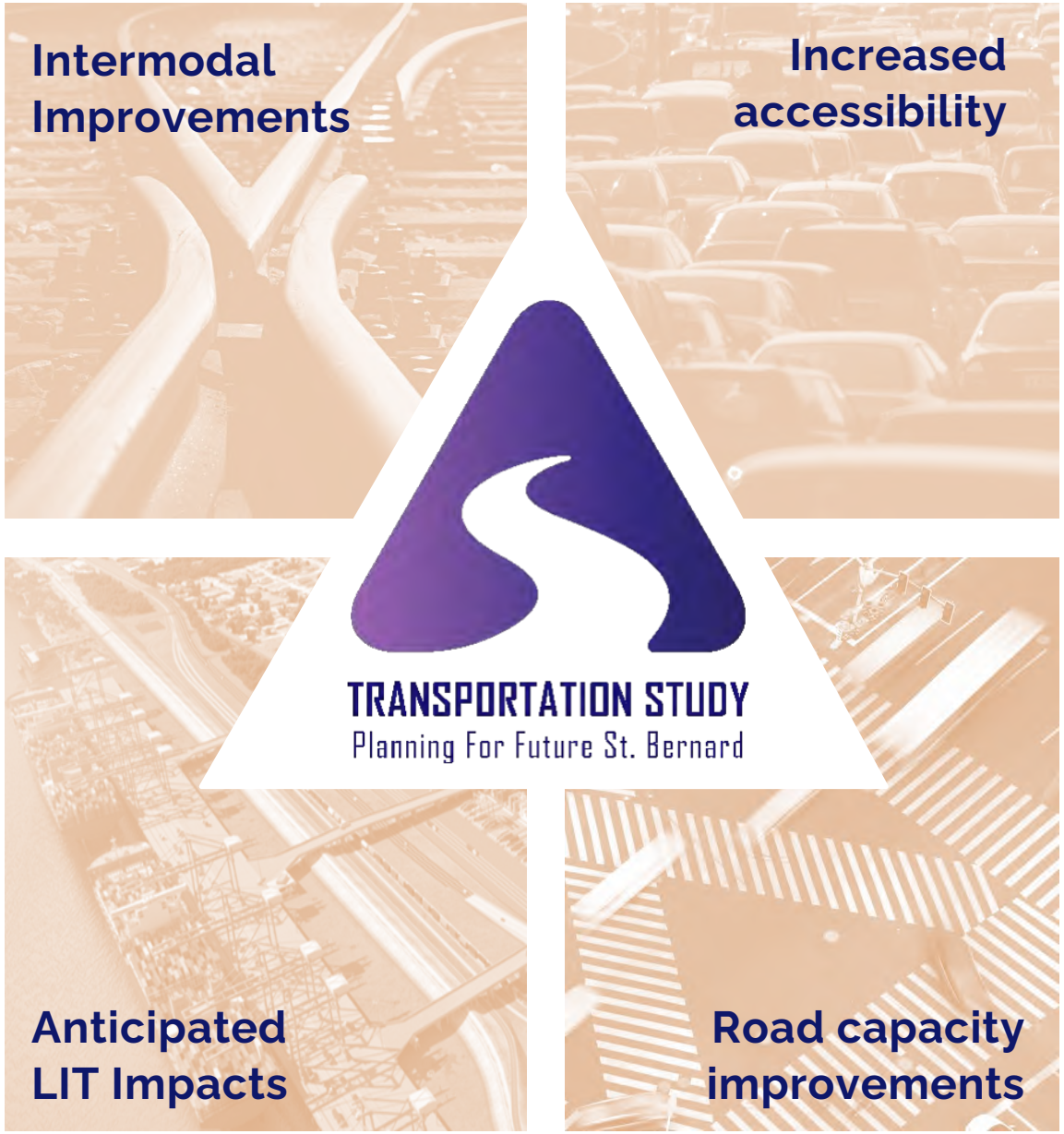
PART VI – GROUP DISCUSSION

- How We Will Utilize Feedback
- ***Tell us what you think!***
- Closing and Next Steps

TRANSPORTATION STUDY
Planning For Future St. Bernard

PRESENTATION OVERVIEW

RPC
REGIONAL PLANNING COMMISSION
FOR THE PARISHES OF
LOUISIANA



STUDY SUMMARY

Planning for Future St. Bernard

The Regional Planning Commission (RPC), in coordination with the Port of New Orleans (Port NOLA) and St. Bernard Parish, is conducting a feasibility study to identify future needed transportation network improvements for St. Bernard Parish. This study investigates impacts and alternative transportation solutions to manage traffic accompanying the proposed Port NOLA Louisiana International Terminal (LIT) project and associated land use development.

LOUISIANA INTERNATIONAL TERMINAL ST. BERNARD

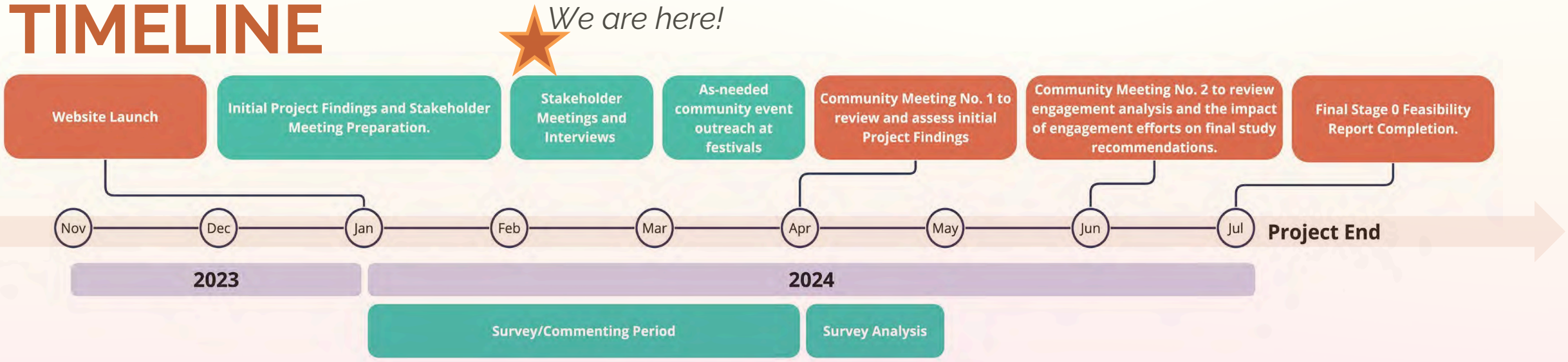
STUDY SUMMARY *(continued)*

Consider Alternatives and Community Feedback

The study includes:

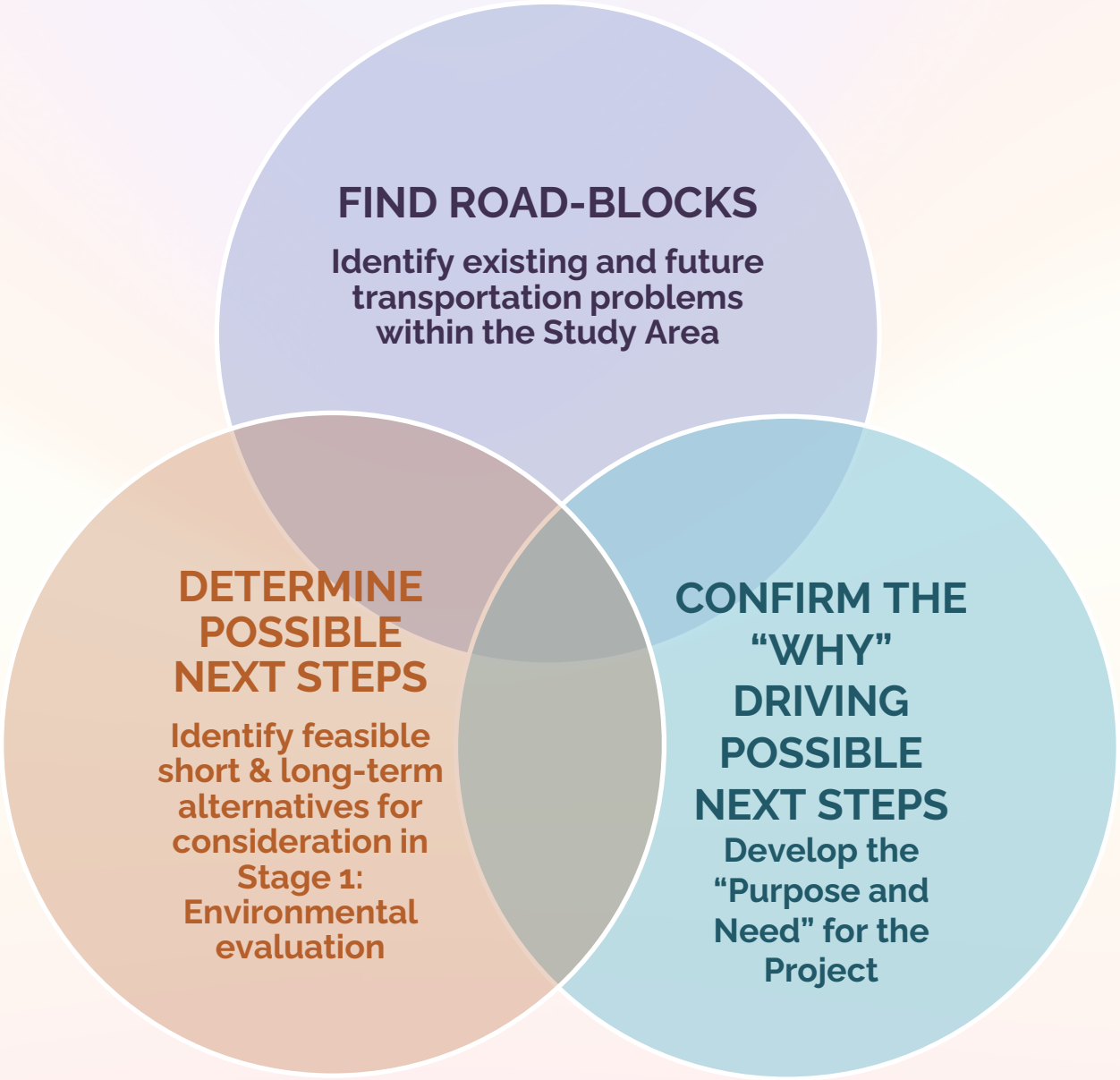
- An assessment of anticipated LIT project impacts and associated land use development
- An evaluation of economic, environmental, community, vulnerability, financial feasibility and transportation-related impacts of different alternatives
- A review and analysis through a proactive community input process

TIMELINE



STUDY GOALS

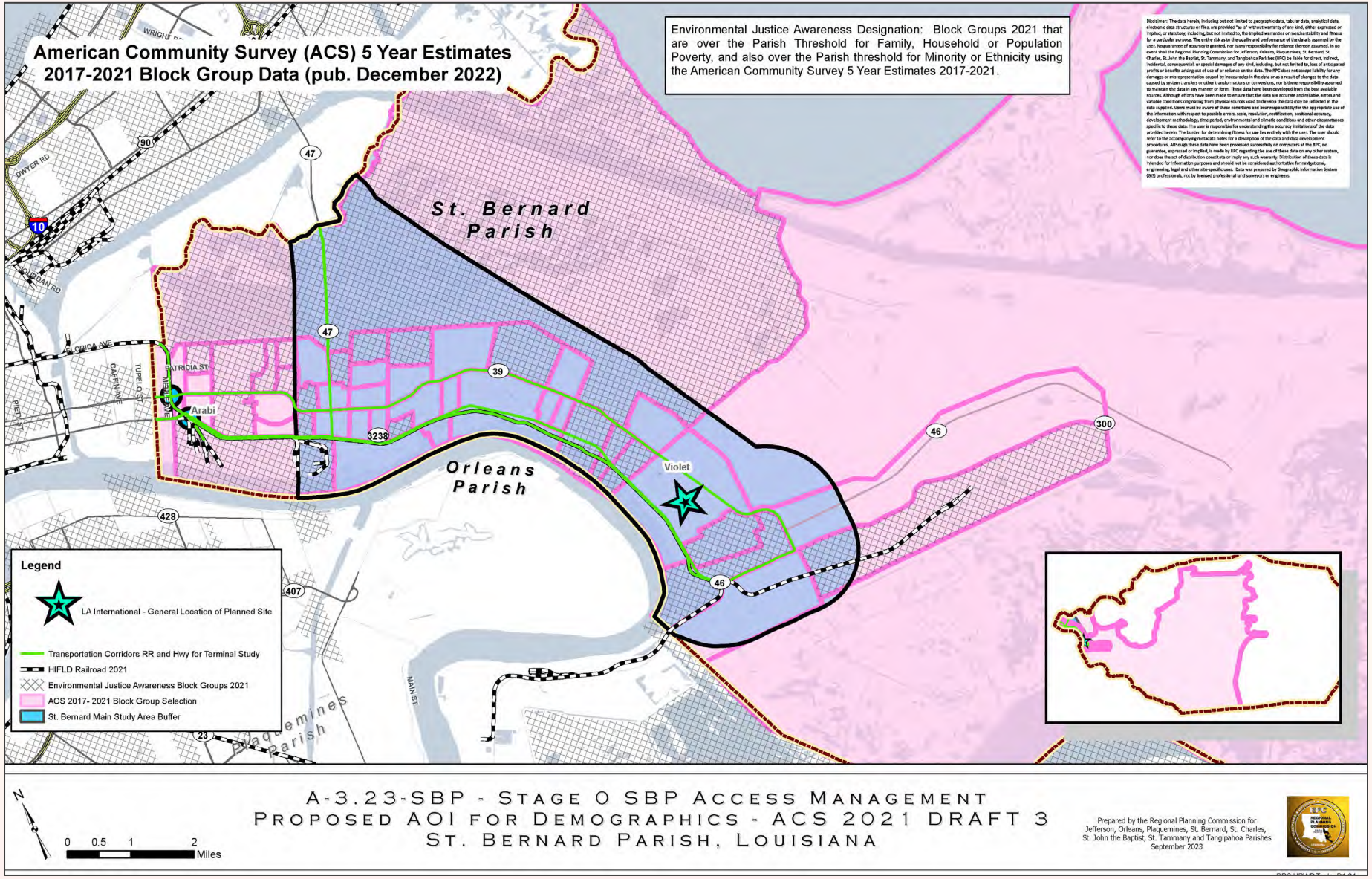
Provide an opportunity for the community to inform the study report.



STUDY AREA

The *study area* includes all Census Block Groups in St. Bernard Parish, La.

A Block Group is a geographical unit used by the Census to divide an area for data analysis.



PRELIMINARY PURPOSE & NEED

Purpose

- To evaluate feasible **short-term and long-term improvements** to the transportation network within the lower St. Bernard Region, more specifically:
  - **Between I-10/I-510 and lower St. Bernard Parish** (including Judge Perez Drive (LA 39), St. Bernard Highway (LA 46) and
  - **Paris Road (LA 47)**
- To provide efficient access and egress to accommodate projected land use changes, including the Louisiana International Terminal (LIT) intermodal facility and associated traffic.

Need

- **System Linkage** to improve connectivity between the I-10/I-510 and Lower St. Bernard Parish to accommodate proposed economic development and growth.
- **Intermodal Relationships** provide improved and efficient access to existing and planned intermodal port and rail facilities within the lower St. Bernard Region.
- **Economic Development** accommodate future economic development associated with the LIT intermodal port facility and other land use changes within the lower St. Bernard Region.
- **Capacity Improvements** provide capacity necessary to address the existing and projected future traffic growth within the transportation network of the lower St. Bernard Region.
- **Hurricane Evacuation** to provide improved and resilient evacuation routes for residents in Lower St. Bernard Parish and the East Bank of Plaquemines Parish.

LA DOTD PROJECT DELIVERY PROCESS

Each LA DOTD Transportation project goes through <u>distinct phases</u> during its life-cycle, from feasibility analysis** (where we are now) **to operation.

We are here!

Stage 0: Feasibility
- **Duration:** 1 year
- **Objective:** Feasibility Analysis of Proposed Project

Stage 1: Planning /Environmental
- **Duration**: 1 to 2 years
- **Objective:** Detailed Planning & Environmental Analysis

Stage 2: Funding Identification
Identifying funding for design and construction. Identifying project delivery date

Stage 3: Final Design Process
- **Duration**: 1 to 3 years
- **Objective:** Development of Final Plans & Specifications

Stage 4: Construction Letting
- **Duration**: 1 Year
- **Objective**: Bid Letting Process

Stage 5: Construction
- **Duration:** 1 to 3 years
- **Objective:** Project Construction

Stage 6: Operation
- **Duration:** Indefinite
- **Objective:** Ongoing Monitoring of Operation & Maintenance

This process (from start to finish) could take between 4 and 15 years (or longer). Depending on the funding source, the project could be operational sooner.

LA DOTD PROJECT DELIVERY PROCESS

WHO/WHAT CAN INITIATE A "STAGE 0 STUDY"?

A "Stage 0" Feasibility Study gets the wheels turning *(pun intended)* **on a potential project. This process can be initiated by:**

Long Range Plan: A future-focused plan for enhancing transportation, covering everything from new roads to improved public transit.

Elected Officials: Think of your mayors and council members. They can propose transportation projects to improve safety and ease of travel.

Metropolitan Planning Organization (MPO): These organizations oversee transportation planning across regions, ensuring infrastructure meets needs.

Districts: Local DOTD offices pinpoint and tackle regional transport needs, planning projects accordingly.

Public: That's you! Regular folks can suggest ideas or highlight issues in their daily commutes that might kick off a project.

PARTICIPATION GOALS

Scan the QR code here to check out the full Outreach and Engagement Plan!

Notify the public that the RPC Stage "0" Feasibility Study planning process is underway.

Inform residents about how they can engage with the planning process and how valuable their participation is to the process and future of the Parish.

Capture public sentiment from a large and diverse group of residents and stakeholders through multiple avenues.

Present and explain proposed conceptual alternatives to communities and regional stakeholders clearly and transparently.

Demonstrate to residents and stakeholders how their participation impacted the final recommendations of the Study.

Track and make a record of all who are participating in the planning process overall.

STAY INFORMED AND GET INVOLVED

Find all Study information and updates by going to: http://tinyurl.com/sb-study or scan the QR code here:

Take the community survey!

Help us gather input on transportation challenges and needs in St. Bernard Parish, so we can better plan for the future.

Mark the map!

Provide location-specific feedback on the map to identify transportation improvements needed in the area.

WHY TAKE THE SURVEY?

Help us understand your transportation needs and challenges. What's working, what isn't, and what would make movement in St. Bernard easier?

Shape Your Community

Your opinions ensure projects meet the community's needs and preserve its character

Informed Decision-Making

Feedback provides critical insights for planning and decision-making

Enhanced Quality of Life

Participation has the power to influence decisions on traffic flow, public safety, the environment, and accessibility

WHY MARK THE MAP?

Location-specific stakeholder feedback is crucial to shaping transportation policies and projects that can best serve the needs of the people in St. Bernard Parish.

Gather feedback on what's working well

Ask residents what they enjoy most about the area

Identify Areas Needing Improvement

Have residents identify transportation challenges and concerns

Collect ideas for transportation improvements

Gather input on potential transportation upgrades from residents

Group Discussion

TRANSPORTATION STUDY
Planning For Future St. Bernard

HOW WE WILL UTILIZE FEEDBACK

1. **We'll continuously review feedback and ideas** from surveys, maps, interviews, and meetings to identify transportation system needs, challenges, and opportunities in St. Bernard.

2. **We'll focus on what matters most to you.** Input will help us to understand your priorities and identify all community goals.

3. Our meetings **will refine transportation alternatives and inform the preliminary purpose and need statement** for future consideration as part of the potential LA DOTD environmental review process.

4. **All feedback will be considered** and incorporated into the final report and – to the extent that there is broad consensus - reflect the values and needs of St. Bernard Parish and the broader region.

Tell us what you think! Let's Discuss…

Community Groups

1. **Transportation Access and Congestion:** "What are your concerns about accessibility and delay to or from your home or business, and what changes would enhance your commute?"

2. **Safety and Infrastructure Concerns:** "Do you have concerns regarding safety (for vehicles, pedestrians, and/or cyclists) due to current road layouts or traffic patterns, and what specific improvements do you envision to solve these issues?"

3. **What are your biggest concerns about the transportation impacts of the potential LIT project in St. Bernard?** What might the positive and negative impacts be?

Please note that information collected in support of this study may be used in a future NEPA process.

Upcoming Community Meeting

Date: Thursday, April 11, 2024
Time: 6:00 p.m. to 8:00 p.m.
Place: Granderson Hunter Hall at Corinne Missionary Baptist Church
Address: 2425 Beachhead Ln, Violet, LA 70092

Closing and Next Steps

TRANSPORTATION STUDY
Planning For Future St. Bernard

Stay Informed and Get Involved

Go to: http://tinyurl.com/sb-study or scan the QR code here:

TRANSPORTATION STUDY
Planning For Future St. Bernard

Take the community survey!

THANK YOU!!!

and don't forget to...

Mark the map!

Please note that information collected in support of this study may be used in a future NEPA process.

H.015428 RPC St. Bernard Transportation Study - Stakeholder Meeting No. 3 (Community Groups)

03/07/2024 @ 2pm

Meeting Attendee List		
Full Name	**Organization**	**Position/Department/Division**
Alexandra Carter	Meyer Engineers, Ltd.	AICP
Ann Theriot	Meyer Engineers, Ltd.	
Anthony Evett	Port of New Orleans	Infrastructure
Robert Lott	LADOTD	
Brandi Fontenot	GIS Engineering	Deputy Project Manager
Connor McCarthy	GIS Engineering	Engineer Intern II
David Dupre	Meyer Engineers, Ltd.	
Gail Gowland	Family Violence Program of St Bernard	
Gregory Trahan	AECOM	Project Engineer
Jacob Loeske	GIS Engineering	Project Manager
Jerry Graves	Graves Public Services LLC	
Julia Marshall	Meyer Engineers, Ltd.	Planner II
Karen Parsons	New Orleans Regional Planning Commission (RPC)	Principal Planner
Kayla Bankston	LADOTD	Environmental
Kylie Mills	Port of New Orleans	Community Engagement Manager
Mark Salvadore	Desire Line	
Moe Moore	Louisiana Fair Housing	
Nicole Stewart	Urban Systems Inc	
Sara Felt	St. Bernard Parish School Board	Communications
Sam Mestayer	GIS Engineering	Deputy Project Manager
Susan McNeil	St. Bernard Council on Aging	
Tosha Shanableh	New Orleans Regional Planning Commission (RPC)	Transportation Planner

Meeting Summary

Community Concerns and Character: Importance of maintaining community character amidst increased traffic. Concerns about the impact of large trucks and infrastructure on small communities/residential areas. Similarities are drawn to disruptions caused by interstates in neighborhoods. Concerns regarding development scale vs community scale.

Transportation Services: Discussion on services provided to seniors, including transportation for meals, activities, and medical needs. Challenges faced during school times due to bus and school zone traffic.

Road Safety and Traffic: Use of Judge Perez vs. Saint Bernard Highway based on traffic lights and two-way traffic safety. Impact of congestion on daily operations of service organizations/how increased traffic would impact travel on limited infrastructure.

Concerns About Port Development: Worry about what is being transported and how it impacts community safety (hazardous cargo). Concern regarding the unknowns associated with new developments.

Family Violence Program Transportation Issues: Challenges in providing transportation for shelter residents who work in the city, especially after hours and on weekends. Bus routes/schedules limited or cease operations before these residents get off of work.

Hurricane Evacuation and Preparedness: Historical context of evacuation habits post-Hurricane Katrina. The importance of early evacuation for elderly and vulnerable populations.

Potential Positive Impacts of Port Development: Acknowledgment that jobs could be a positive outcome of development. General resistance from the community due to concerns about change, scale, and safety.

Future Community Engagement: Plans for an April 11th community meeting to further discuss and gather community feedback. Encouragement for community members to participate in surveys and attend future meetings for more comprehensive planning.

Meeting Notes

<u>Input from St. Bernard Council on Aging</u>

Susan McNeil (susankmcneil@yahoo.com) with St. Bernard Council on Aging
Susan McNeil is the Executive Director at the St. Bernard Council on Aging.

Key input from Susan is as follows:

- There are worries particularly with the senior/elderly community in St. Bernard Parish about the increase in traffic and related risks on St. Bernard Highway and Judge Perez Drive. These concerns encompass:
    - Heightened roadway noise stemming from the port's operations and any construction noise associated with roadway infrastructure improvements intended to support the port.
    - An increase in traffic infiltrating their neighborhoods.
    - Elevated safety risks due to potential of hazardous materials being transported to and from new port in proximity of their neighborhoods. Changes to the character of the neighborhoods. Families, some spanning multiple generations, have chosen to settle in their respective neighborhoods specifically because of their quiet nature, minimal through traffic, and overall safety.
- Spoke about traffic flow and safety issues regarding density of traffic lights on St Bernard Highway and Judge Perez Drive. Judge Perez has more traffic lights but higher concentrations of traffic, whereas St Bernard Highway has few lights resulting in lower concentrations of traffic, but at an increased risk to safety when entering or crossing the highway.
- The St. Bernard Council on Aging operates a 14-passenger bus and a truck in St. Bernard, providing transportation for seniors. The bus typically makes two rounds each day, usually at full capacity, and the truck also makes about two rounds a day, often transporting 5 to 6 passengers.
    - Expressed concerns that increases in traffic could cause delays or create hardships for their passenger transportation operations.

<u>Input from Family Violence Program of St Bernard</u>

Gail Gowland (gailg@fvpsb.org) with Family Violence Program of St Bernard
Gail is the Executive Director at Family Violence Program of St. Bernard.

Key input from Gail is as follows:

- The Family Violence Program of St Bernard operates an emergency shelter and provides transportation for victims of domestic violence and their families.
    - Gail highlighted an issue with public transportation ceasing operations before a lot of their shelter residents get off work.
    - This creates a burden on the Family Violence Program of St Bernard to provide transportation for these residents back to shelter in the evenings.

<u>Input from Louisiana Fair Housing Action Center</u>

Moe Moore (mmoore@lafairhousing.org) with Louisiana Fair Housing Action Center
Moe Moore is an Education Coordinator at the Louisiana Fair Housing Action Center.

Moe asked the following question (answer in green):

- Inquired about addressing road access and maintenance issues, as well as the need for improvements, particularly in disadvantaged areas of the city. Encouraged LA Fair Housing Action Center to provide feedback of these issues using the available surveys on the Transportation Study website and encourage their clients/constituents to do the same as this data will go into the final report which will be shared with the St Bernard Parish Government.

H.015428 St. Bernard Transportation Study - Stakeholder Meeting with Community Groups Thursday, March 7th @ 2pm (Virtual Meeting) List of Community Groups Contacted by Phone to Confirm Attendance	
Group	**Contacted**
Rotary Club of St. Bernard	Called, phone number was given to the proper person, but was not available. she will call me back.
Kiwanis Club of St. Bernard-Arabi	Called, no voicemail set up
Louisiana Fair Housing Action Center	Previous comment:Confirmed will attaend update: called and left a message
SBP USA	Got a call back and sent information to the correct person. kmorgan@sbpusa.org
Los Isleños Heritage and Cultural Society	Recieved, unsure if they will be able to attend
St. Bernard Parish Italian-American Cultural Center	Will not be attending
Meraux Foundation	Talked to one person who did not recieve an email, and was transferred to another person. Left a voicemail **update: cannot attend**
The Arc Greater New Orleans	Left a voicemail
Family Violence Program	Forward email to **gailg@fvpsb.org**
Lake Pontchartrain Basin Foundation	Same phone number as Pontchartrain Conservancy. Left voicemail
St. Bernard Parish School Board	Did not recieve an invite. Forwarded to **dvoitier@sbpsb.org**
St. Bernard Council on Aging	Confirmed will attaend
Pontchartain Conservancy	Called and left a voicemail

REGIONAL PLANNING COMMISSION

JEFFERSON, ORLEANS, PLAQUEMINES, ST. BERNARD, ST. CHARLES, ST. JOHN THE BAPTIST, ST. TAMMANY AND TANGIPAHOA PARISHES

March 15, 2024

To: **Federally Recognized Tribal Governments in Louisiana**

From: **The Regional Planning Commission for Jefferson, Orleans, Plaquemines, St Bernard, St. Charles, St. John, St. Tammany, and Tangipahoa Parishes**

RE: **Invitation to Engage in St. Bernard Parish Transportation Study**
Regional Planning Commission (RPC) Roadway Network & Resilience Study
Project No. H.015428 - Stage 0 Lower St. Bernard Transportation Network Feasibility Study

To whom it may concern,

I am reaching out on behalf of the Regional Planning Commission (RPC), in coordination with Port of New Orleans (Port NOLA) and St. Bernard Parish, to inform you about an ongoing Transportation Study that includes areas of significant potential impact in Lower St. Bernard Parish. Recognizing your tribe's interest and historical ties to Louisiana, specifically to areas within or adjacent to St. Bernard Parish, we understand it is crucial to involve you and your community early in this planning process.

About the Project

The Study is a "Stage 0" Feasibility Study aimed at evaluating the effects of future development in Lower St. Bernard, including the potential development of a new Port project in Violet, Louisiana. Study objectives include (1) identifying how land use changes might influence local transportation systems and (2) isolating projects and strategies that lessen these impacts to support at better quality of life for the surrounding communities the Parish, and the potential Port NOLA Louisiana International Terminal (LIT) project. Detailed information about this RPC Study can be found at https://tinyurl.com/sb-study, and more information about the LIT Project can be viewed at: https://louisianainternationalterminal.com.

Your Involvement

While your tribal lands may not lie within St. Bernard Parish's immediate vicinity, the implications of this transportation study may resonate with your community's interests or affect areas of importance to your tribal members. Thus, we extend this invitation for you to participate and share insights that will assist in shaping a future transportation network in St. Bernard Parish that is respectful and inclusive of tribal perspectives.

Join our First Public Meeting

Date:	Thursday, April 11, 2024
Time:	6:00p.m. to 8:00 p.m.
Place:	Granderson Hunter Hall at Corinne Missionary Baptist Church
Address:	2425 Beachhead Ln, Violet, LA 70092

This meeting is free and open to the public.

Other Ways to Get Involved

Visit the Website and Participate
Go to https://tinyurl.com/sb-study, or scan this QR code to learn more about the project and provide feedback through online surveys.

Given the potential broader implications of this work, we are dedicated to ensuring that your voice is heard and considered. Should you require translation support, please contact us at TranslationSupport@Desire-Line.com.

We deeply value the opportunity to engage with your community and are committed to a transparent and inclusive approach. Thank you for considering our invitation to participate. We look forward to any insights you can offer and to the possibility of working together to support St. Bernard Parish and its neighbors' future transportation network.

Stay Informed of Project Progress
For ongoing updates and detailed information regarding the Study's progress, please sign up using this QR code:

Sincerely,

Karen J Parsons

Karen J Parsons, AICP
Principal Planner and Project Manager for LIT Transportation Study
10 Veterans Blvd.
New Orleans, LA 70124
(504) 483-8511

Note: Information collected, and the products produced in the planning process may be utilized as part of a subsequent environmental review or NEPA process.

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Tribal Name	Mailing Address	Mailing Location	Last Name	First Name	Title
Alabama-Quassarte Tribal Town	P.O. Box 187	Wetumka, OK, 74883	Yahola	Ben	Tribal Historic Preservation Officer (THPO)
Alabama-Quassarte Tribal Town	P.O. Box 187	Wetumka, OK, 74883	Yargee	Wilson	Chief
Apache Tribe of Oklahoma	P.O. Box 1330	Anadarko, OK, 73005	Cooper	Durell	Chairman
Apache Tribe of Oklahoma	P.O. Box 1330	Anadarko, OK, 73005	Komardley	Bobby	Chairman
Chitimacha Tribe of Louisiana	P.O. Box 661	Charenton, LA, 70523	Darden	Melissa	Chairman
Chitimacha Tribe of Louisiana	P.O. Box 661	Charenton, LA, 70523	Walden	Kimberly	Tribal Historic Preservation Officer (THPO)
Choctaw Nation of Oklahoma	P.O. Drawer 1210	Durant, OK, 74702	Batton	Gary	Chief
Choctaw Nation of Oklahoma	P.O. Drawer 1210	Durant, OK, 74702	Thompson	Ian	Tribal Historic Preservation Officer (THPO)
Coushatta Tribe of Louisiana	P.O. Box 10	Elton, LA, 70532	Cernek	Jonathan	Chairman
Coushatta Tribe of Louisiana	P.O. Box 10	Elton, LA, 70532	Poncho	Kristian	Tribal Historic Preservation Officer (THPO)
Jena Band of Choctaw Indians	P.O. Box 14	Jena, LA, 71342	Flynn	Johnna	Tribal Historic Preservation Officer (THPO)
Jena Band of Choctaw Indians	P.O. Box 14	Jena, LA, 71342	Rogers	Libby	Tribal Chief
Mississippi Band of Choctaw Indians	P.O. Box 6010 Choctaw Branch	Choctaw, Mississippi, 39350	Ben	Cyrus	Chief
Muscogee (Creek) Nation	P.O. Box 10	Elton, LA, 70532	Hill	David	Principal Chief
Muscogee (Creek) Nation	P.O. Box 10	Elton, LA, 70532	Hunt	Turner	Tribal Historic Preservation Officer (THPO)
Seminole Tribe of Florida	6300 Stirling Road	Hollywood, FL, 33024	Osceola	Marcellus	Chairman
Seminole Tribe of Florida	6300 Stirling Road	Hollywood, FL, 33024	Osceola	Tina Marie	Tribal Historic Preservation Officer (THPO)

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

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FREEDOM

ATTN: Ben Yahola, Tribal Historic Preservation Officer (THPO)
Alabama-Quassarte Tribal Town
P.O. Box 187
Wetumka, OK, 74883

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

FREEDOM

ATTN: Wilson Yargee, Chief
Alabama-Quassarte Tribal Town
P.O. Box 187
Wetumka, OK, 74883

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Note: 2/28/2024: Meeting of the United Houma Nation. Shared social media post and project update narrative with the United Houma Nation for distribution at a regular meeting.

WHAT'S IN HERE?

Page 1: Project 1-Pager

Page 2: Social Media ImagWe Post (with accompanying language below).

The RPC is conducting a Study on Future Transportation in St. Bernard Parish. We encourage you to visit the project page (http://tinyurl.com/sb-study) to learn more and get involved!

This is the first of many steps and early feedback will support initial community engagement and transportation project scoping efforts. Thank you in advance for your participation!

Si necesitas servicios de apoyo en traducción, por favor contáctanos en TranslationSupport@Desire-Line.com ¡y estaremos en contacto contigo!

Nếu bạn cần dịch vụ hỗ trợ dịch thuật, vui lòng liên hệ với chúng tôi tại TranslationSupport@Desire-Line.com và chúng tôi sẽ liên hệ với bạn!row

**Please note that information collected in support of this Study may be used in a future NEPA process.*

TRANSPORTATION STUDY

Planning For Future St. Bernard

Hello!

The **Regional Planning Commission** (RPC) is studying the transportation network in lower St. Bernard and **wants to hear from you!**

How to get involved:

- Check out the **project website** and Outreach Plan to **learn more** about this **RPC Study.**
- **Provide your feedback** on the transportation network by **Marking the Map.**
- Tell us more about yourself and your transportation experience by completing the **Community Survey**.
- **Stay informed** of project progress and community meetings by signing up for project updates on the website!

Participate and find Study information by going to: http://tinyurl.com/sb-study or scan the QR code here

This is the first of many steps in this project's Outreach Plan. This early feedback will support initial community engagement and transportation project scoping efforts —Thank you in advance for your participation!

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*Please note that information collected in support of this Study may be used in a future NEPA process.

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TRANSPORTATION STUDY

Planning For Future St. Bernard

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- **Stay informed** of project progress and community meetings by signing up for project updates on the website!

Visit the website and participate by scanning the QR code here:

**Please note that information collected in support of this Study may be used in a future NEPA process.*

ST. BERNARD PARISH TRANSPORTATION STUDY

PLANNING FOR FUTURE ST. BERNARD

SCAN TO LEARN MORE

TRANSPORTATION STUDY
Planning For Future St. Bernard

The **Regional Planning Commission** (RPC) is studying the transportation network in lower St. Bernard and wants to **hear from you!**

Visit our website to learn more:
https://tinyurl.com/sb-study

Scan the code to go there now

Join us at this upcoming community meeting to discuss this "Stage 0" Feasibility Study currently underway in St. Bernard

Upcoming Community Meeting	
Date:	Thursday, April 11, 2024
Time:	6:00 p.m. to 8:00 p.m.
Place:	Granderson Hunter Hall at Corinne Missionary Baptist Church
Address:	2425 Beachhead Ln, Violet, LA 70092

**Please note information collected in support of this Study may be used in a future NEPA process.*

STAY INFORMED & GET INVOLVED!

Find all Study Information by scanning the QR code below or visiting:
tinyurl.com/sb-study

TAKE THE COMMUNITY SURVEY!

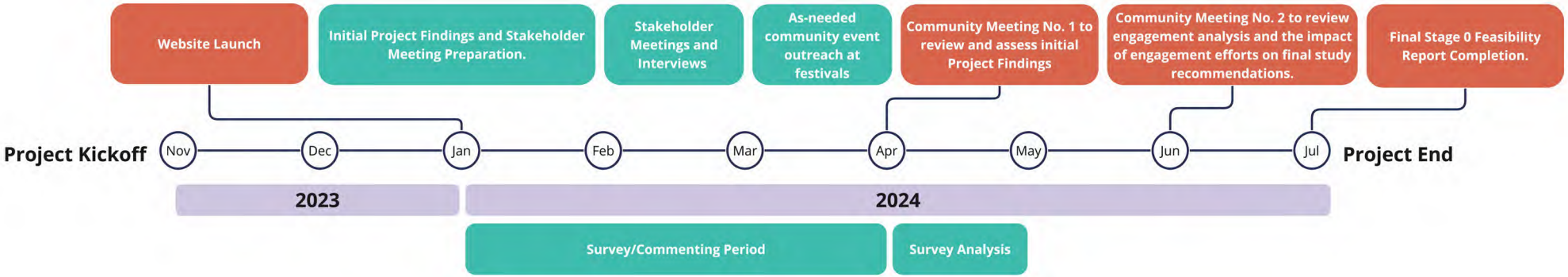
Scan the code below to tell us about transportation challenges and needs in St. Bernard Parish.

MARK THE MAP!

Scan the code to provide location-specific feedback on the map to identify transportation improvements needed in the area.

TIMELINE

Please note that information collected in support of this study may be used in a future NEPA process.



STUDY SUMMARY

Planning for a Future St. Bernard

The Regional Planning Commission (RPC), in coordination with the Port of New Orleans (Port NOLA) and St. Bernard Parish, is conducting a feasibility study to identify future needed transportation network improvements for St. Bernard Parish. This study investigates impacts and alternative transportation solutions to manage traffic accompanying the proposed Port NOLA Louisiana International Terminal (LIT) project and associated land use development.

THIS TRANSPORTATION STUDY ENCOMPASSES:

- **Assessing growth and changes in St. Bernard**
- **Evaluating current and future demands on the road and rail transportation system**
- **Planning for traffic management and expansion of job opportunities**
- **Ensuring community engagement and input.**

DIFFICULT TO PARTICIPATE?

We are here to support you!

- **Everyone's Voice Matters:** If you require translation services, please contact **TranslationSupport@Desire-Line.com**
- **Celebrating Seniors:** Are you 65 or older? We want to listen and help ensure public spaces, streets, and transport options are accessible, safe, and convenient.
- **Accessibility for All:** Navigating streets and transportation systems shouldn't be a puzzle, especially if you're living with a disability. Tell us how we can make your journey smoother.
- **On the Move Without a Car?** Your perspective is critical! Tell us how we can boost our public transport, develop more bike-friendly paths, and create more walkable communities.
- **Your Travel, Your Say:** Just finding it tough to get around? We want to hear from you. Regardless of what may make you hesitant to participate, your feedback is our guide to exploring solutions that make travel easier.

TRANSPORTATION STUDY

Planning For Future St. Bernard

REGIONAL PLANNING COMMISSION (RPC) ROADWAY NETWORK & RESILIENCE STUDY

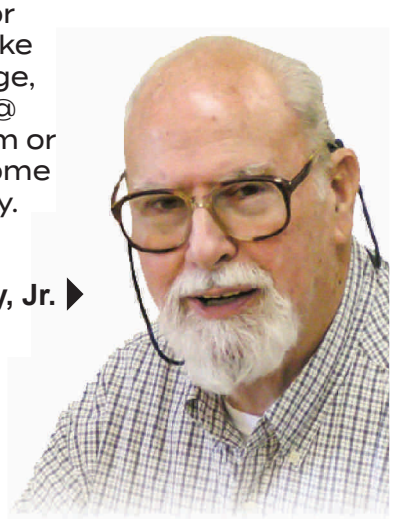
H.015428 - Stage 0 Lower St. Bernard Transportation Network Feasibility Study

Please note that information collected in support of this study may be used in a future NEPA process.

Who's Who, What's What

If there's an event or meeting you would like to include on this page, please email edroy@thestbernardvoice.com or call 504.279.7488. Some restrictions do apply.

Edwin M. Roy, Jr.



NOW THROUGH APRIL 15

VITA Offers Free Tax Help

United Way of Southeast Louisiana (UWSELA), in partnership with Entergy Corporation, the Asset Building Coalition and Capital One, is amplifying its commitment to the financial well-being of the community through its Volunteer Income Tax Assistance (VITA) sites offering free person-to-person and virtual tax preparation services to low- to moderate-income individuals, including persons with disabilities, older adults and limited English-speaking taxpayers. There will be a VITA site at Nunez Community College, 3710 Paris Rd., Chalmette (Room 103 of the AST Building) now through April 15 on Tuesdays, Wednesdays and Thursdays from 9 a.m. to 2 p.m. Closed for campus holidays. To view the sites in other neighboring parishes and find more information about this program, visit https://www.unitedwaysela.org/vita

MARCH 9

Chalmette Reign 12u Buncos Fundraiser

Come have fun, play buncos and support the Chalmette Reign 12 under Team as they head to Branson, Missouri, for the World Series. The fundraiser will be held at Borgnemouth Gym, next to Joseph J. Davies Elementary School, in Meraux, starting at 6:30 p.m. $20 per person. BYOL. Let us know if you would like to play. We will have 50/50 raffle and a wipeout board. For more information, visit the event's Facebook page.

MARCH 12

St. Bernard-Arabi Kiwanis Club Meeting

The St. Bernard-Arabi Kiwanis Club will have a meeting on Tuesday, March 12, from 12 p.m. to 1 p.m. at Rocky and Carlo's Restaurant, 613 W. St. Bernard Highway, Chalmette. Louisiana State Representative of District 103, Mike Bayham, will be the guest speaker.

MARCH 12

Knights of Nemesis Social Club & Parade will host its Social Meeting

The Knights of Nemesis Social Club & Parade will host its Social Meeting on Tuesday, March 12, at 6:30 p.m. at Frozen Fantasies, 3120 E. Judge Perez Drive, Meraux. All members and prospective members are invited to attend. Food will be provided. The Knights of Nemesis organization was formed in 2004 and has paraded in the parish for the past 18 years. The 19th Annual Knights of Nemesis Parade is scheduled for Saturday, February 22, 2025 at 1 p.m. For information about the social or parade, contact Billy Showalter, 504.583.3998 or visit www.knightsofnemesis.org

MARCH 13

NARFE Next Monthly Luncheon/Meeting

NARFE Vernon N. Landry Chapter 1398 will hold its next monthly luncheon/meeting on Wednesday, March 13, at 11 a.m., in the Sicilian Room of Rocky and Carlo's Restaurant, 613 St. Bernard Highway, Chalmette. We would like to invite active/retired federal and postal employees in the area, as well as other surrounding chapter members to join us. Important information: There will not be a monthly meeting in February. NARFE's January/February Action Alert: Contact your lawmakers urging them to cosponsor the Equal COLA Act, H.R. 866/S.3194. This vital bill seeks to rectify the unfair policy that limits COLAs for Federal Employees Retirement System (FERS) retirees.

MARCH 14

Sippin' in the Sunset

Sippin' in the Sunset is a seasonal festival series that features live music, local food, arts and crafts for sale, and a well-stocked beverage bar sponsored by the Old Arabi Neighborhood Association. Please join us for delicious, local food, wine, live music, unique arts & crafts and so much more on Thursday, March 14 from 6 p.m. to 9 p.m. at Aycock Barn, 409 Aycock St., in Old Arabi.

MARCH 15

Nunez Adult Education Department to Host Open House

The Adult Education Department at Nunez Community College will show off its range March 15 during an Open House and Mini-Conference. Nunez Adult Ed. will welcome the business community, local government, educators, civic leaders, curious citizens and, of course, potential students to the Nunez campus to learn about the full range of services offered at Nunez. The event will take place from 8:30 a.m. to 12 p.m. in the Kane Building on the Nunez campus. Guests will receive four distinct presentations: Program Introduction, High School Equivalency, English Language Acquisition and Career Preparation. Nunez Director of Adult Education Bradley Narcisse believes the Adult Education courses at Nunez have the potential to make a much larger contribution to the local economy if more people were aware they existed, and at no cost. For more information on the program visit Nunez.edu/adult-education. Questions about the Open House and Mini-Conference can be emailed to bnarcisse@nunez.edu.

MARCH 17

Volunteers Needed for Bayou Clean-Up

The Bayou Clean-Up folks are seeking volunteers to help with litter and debris pick-up from our waterways on Sunday, March 17, at Campo's Marina, starting at 9 a.m. Fried catfish, jambalaya and music by DJ Kenji will be provided following the clean-up for all volunteers. Contact Jimmy Corley at 504.258.4431 for more information.

MARCH 17

First Lady Easter Egg Hunt

Come join the fun at the First Lady Easter Egg Hunt from 10 a.m. to 12 p.m. at Torres Park, 8301 W. Judge Perez Dr., in Chalmette. Children ages 10 and under and their families will enjoy a traditional Easter egg hunt, posing for pictures with the Easter Bunny, train rides, inflatables, music, refreshments and more.

MARCH 19

St. Bernard-Arabi Kiwanis Club Meeting

The St. Bernard-Arabi Kiwanis Club will have a meeting on Tuesday, March 19, from 12 p.m. to 1 p.m. at Rocky and Carlo's Restaurant, 613 W. St. Bernard Highway, Chalmette. Torrie Farley, member of Down Syndrome of Greater New Orleans (DSAGNO).

MARCH 21-24

Louisiana Crawfish Festival 2024

A family tradition since 1975, come enjoy live music, cajun cuisine, and carnival rides, the LA Crawfish Festival will be held from Thursday, March 21 to Sunday, March 24 on the Frederick Sigur Civic Center grounds in Chalmette. Indulge in the authentic flavors of Louisiana as we celebrate our love for crawfish. From savory boils to mouthwatering étouffée, our festival will satisfy your cravings for delicious Cajun cuisine. Feast on succulent crawfish prepared in various delectable ways, accompanied by traditional sides and refreshing beverages. But, it's not just about the food! Immerse yourself in the lively atmosphere filled with live music, exciting activities and much more! Tickets are available on Eventbrite. For more information and entertainment lineup, visit louisianacrawfishfestival.com.

MARCH 22

St. Bernard Schools' Special Olympics

The St. Bernard Parish Public School System's Special Olympics will return to Bobby Nuss Stadium on the Chalmette High School campus on Friday, March 22. Marking its 13th annual day of celebration and competition and boasting one of the largest Special Olympics Programs in the state, the event features student athletes, volunteers, buddies and sponsors coming together to cheer on the athletes who hope to qualify for the State Special Olympics to be held later this spring. Much of the program's success is a credit to the varied sponsors who make the Games possible. Community groups and organizations interested in participating can contact Joseph Cipollone at 504.301.2000.

MARCH 23

AgMagic on the River

Free and open to the public! AgMagic on the River, held from 10 a.m. to 2 p.m. at Docville Farm, 5124 E. St. Bernard Hwy., in Violet on Saturday, March 23; is an interactive, visually stimulating experience, linking food and fiber products we use every day to the forests, field crops and livestock produced by Louisiana farmers, ranchers and forest landowners. Featured crops will be displayed in various stages of development, and the importance of interaction between agriculture, the environment and society at large will be highlighted.

MARCH 26

St. Bernard-Arabi Kiwanis Club Meeting

The St. Bernard-Arabi Kiwanis Club will have a meeting on Tuesday, March 26, from 5:30 p.m. to 7 p.m. at Rocky and Carlo's Restaurant, 613 W. St. Bernard Highway, Chalmette.

SHERIFF'S SALES

34TH JUDICIAL DISTRICT COURT
PARISH OF ST. BERNARD
STATE OF LOUISIANA
DOCKET NO. 22-0123

ROCKET MORTGAGE, LLC F/K/A QUICKEN LOANS, LLC F/K/A QUICKEN LOANS INC.

VS

CHRIS JOSEPH ROBIN, JR.

BY VIRTUE OF A WRIT OF SEIZURE AND SALE to me directed by the Honorable 34th Judicial District Court, in and for the Parish of St. Bernard, in the above entitled and numbered cause, I will proceed to sell by Public Auction at the St. Bernard Parish Courthouse, Chalmette, Louisiana, 10:00 a.m., Wednesday, **April 10, 2024** described property TO-WIT:

A CERTAIN PIECE OR PORTION OF GROUND, together with all the buildings and improvements thereon, situated in the Parish of St. Bernard, State of Louisiana, in that part known as Kare-Sue Subdivision, Extension Number 2 and said lot is known as and designated as LOT NO. 231-A, being a resubdivision of Lots 231 and 232, and in accordance with the plat of survey by R. W. Krebs, L.L.C. dated 05/20/15, recorded in COB 1114 Page 815. Lot 231-A commences at a distance of 258.01 feet from the intersection of Palmisano Boulevard and Magistrate Street and measures thence 120 feet front on Palmisano Boulevard, the same in width in the rear, by a depth of 107.66 feet on each side line; subject to restrictions, servitudes, rights-of-way and outstanding mineral rights of record affecting the property.

TERMS OF SALE - CASH

St. Bernard Voice
March 8, 2024
April 5, 2024

JAMES POHLMANN, SHERIFF

Mumfrey's Pharmacy
WHERE QUALITY BRINGS YOU IN AND COURTESY BRINGS YOU BACK
1021 W. Judge Perez Drive
504-279-6312

PUBLIC MEETING NOTICE

The Regional Planning Commission (RPC) will host a public meeting to collect community and stakeholder feedback on a Preliminary Transportation Study (or Study). This Study aims to identify improvements to St. Bernard Parish's future transportation network. Specifically, Project H.015428 includes: (1) an assessment of anticipated Louisiana International Terminal (or LIT) project impacts and associated land use development; (2) an evaluation short- and long-term transportation-related project alternatives (including effects on the economy, environment, community, vulnerable populations, and financial feasibility); and (3) a review and analysis of community input through a proactive outreach and engagement process. To learn more about the project and participate in an on-line survey to provide feedback, visit: **http://tinyurl.com/sb-study** or scan the code here:

Meeting:	St. Bernard Transportation Study
Date:	Thursday, April 11, 2024
Time:	6:00 p.m. to 8:00 p.m.
Place:	Granderson Hunter Hall at Corinne Missionary Baptist Church
Address:	2425 Beachhead Ln, Violet, LA 70092

This meeting is free and open to the public.

Note: The information collected, and the products produced in the planning process may be utilized as part of a subsequent environmental review or NEPA process.

Si necesitas servicios de apoyo en traducción, por favor contáctanos en TranslationSupport@Desire-Line.com ¡y estaremos en contacto contigo!

Nếu bạn cần dịch vụ hỗ trợ dịch thuật, vui lòng liên hệ với chúng tôi tại TranslationSupport@Desire-Line.com và chúng tôi sẽ liên hệ với bạn!

The subject building is ADA accessible, if you would like accessibility or language accommodation, please contact the Title VI Coordinator at RPC at 504-483-8535 or email mgivhan@norpc.org.

March 8, 22, April 5, 2024

PUBLIC NOTICE

The St. Bernard Parish **Planning Commission** will hold a public hearing on **Tuesday, March 26, 2024, at 4:00 p.m.** in the St. Bernard Parish Council Chambers, located at 8201 W. Judge Perez Drive, Chalmette, Louisiana 70043 for the following docket items only.

S-2024-008 Requesting a re-subdivision of Lots 20, 21, & 22 into Lot 22-A, Square 8, Chalmette Subdivision, St. Bernard Parish, Louisiana, as shown on survey by C. Randall Dixon, A Louisiana licensed surveyor. Site Location: 101 Third St. Chalmette, LA 70043. Petitioner: Laurie C. Lyons.

S-2024-009 Requesting a re-subdivision of Lot 59A1 into Lots 59A2 & 230-A, Mumphrey Subdivision, Extension 2, St. Bernard Parish, Louisiana, as shown on survey by Jens Lorenz, A Louisiana licensed surveyor. Site Location: 3901 Mumphrey Rd. & 3900 Charles Dr. Chalmette, LA 70043. Petitioner: Mustafa Rabee.

S-2024-010 Requesting a re-subdivision of Lots 45, and 46 into Lot 46-A, Square 9, Jackson Park Subdivision, St. Bernard Louisiana as shown on survey by Richard T. Dading, A Louisiana licensed surveyor. Site Location: 3422 Rose Ave. Chalmette, LA 70043. Petitioner TW Construction.

S-2024-011 Requesting a re-subdivision of Lot B into Lots B-1 & B-2, Pamela Place Subdivision, St. Bernard Louisiana as shown on survey by Richard T. Dading, A Louisiana licensed surveyor. Site Location:8 Pamela Place Arabi, LA 70032. Petitioner Garofalo Investments.

S-2024-012 Requesting a re-subdivision of Lots 251 & 252 into Lots 251-A & 252-A, Gallo Park Extension 2, St. Bernard Louisiana as shown on survey by Richmond W. Krebs, A Louisiana licensed surveyor. Site Location:3921 & 3925 Charles Dr. Chalmette, LA 70043. Petitioner: Alexander Mrozer & Brian Milam.

Z-2024-002 Petition of Chris Manino for a Zoning Change from C-1 with Conditional Use (Neighborhood Commercial) to C-2 (General Commercial). Site Location: 118 W. Genie St. Chalmette, LA 70043.

Z-2024-003 Petition of Josh Sloan for a Zoning Change from R-1 (Single-Family Residential) to C-1 (Neighborhood Commercial). Site Location: 7205 Claiborne Ct. Arabi, LA 70032.

Z-2024-004 Petition of Park Investments Properties for a Conditional Use for a proposed RV Park. Site Location: 3401 E. LA Hwy 46, St. Bernard LA 70085.

March 8, 15, 22, 2024

YEARS AGO

25 YEARS AGO

• Sonny and Jewell Knobloch and Rene and Betty Dauterive have just returned from an adventurous cruise around Cape Horn. They set out from Buenos Aires, Argentina, and ended in Santiago, Chile.

• Debbie Duperon from Portland Oregon took advantage of a business trip to Atlanta and swung by our area last week for a quick visit with her mom, Irene Dutruch, her sister Judy Roy, and other relatives and friends. During her visit, Debbie enjoyed all the local cuisine possible!

• Holy Cross School defensive back Neil Ponstein has accepted a full athletic scholarship for football at Northwestern State University. Ponstein, captain of the Tiger football team, is a four year letterman in football. He also has distinguished himself as a three year letterman in baseball and a one year letterman in basketball.

• The St. Bernard Parish 'Older Worker of the Year' for 1998, Betty Jeanfreau, with nominees Pete Savoye, Isabel Kitchens, Elora Mancuso, Philip A. Gioia, Sr., and Leola Cutrer. Other nominated for the title included Robert E. Vetter, Warren Erato and Verlene Showalter.

• Judge Robert Buckley swore in officers of the St. Bernard Justices of the Peace and Constables Association for 1999. They were Justices of the Peace Charles Licciardi, Ward H, Secretary; Debra Bouterie, Ward D president; and Audrey Phillips, Ward J. vice-president; Constable Glenn Landry, Ward I, treasurer and Justice of the Peace, Stan Sirgo, Ward C. Chaplain.

• The new Meraux Post Office located at 2800 E. Judge Perez Drive will open its doors to the public March 22, according to Postmaster Ronnie Dauterive. The new facility has a generous parking area with convenient spots for the handicapped. Available for rent are more than 1,900 post office boxes, including large boxes for commercial customers. The lobby of the building has stamp vending and copying machines and will be open 24 hours a day. Parking areas are well lighted.

50 YEARS AGO

• A special welcome to Mrs. Josie Dutruch who is a new resident of St. Bernard Parish.

• Mrs. Nelson Landry (Elaine), mother of three little girls, recently had her tonsils removed. How's that for a switch?

• Mrs. Thelma Nunez of Arabi, was elected president of the Louisiana China Painting Teachers' Organization at the group's recent seminar in Shreveport.

• Holy Cross Brother Lawrence Sandstrom, C.S.C., has been appointed director of student residential programs at Fr. Flanagan's Boys' Town in Boys' Town, Nebraska.

• Mrs. Dennis Lorio, an Arabi resident, has been named chairman, with Miss Thelma Deano also of Arabi, vice-chairman, of the St. Bernard Division of the Metropolitan Area Group for the fall United Fund Campaign.

• Farmers and fishermen of St. Bernard and Plaquemines parishes who encounter problems with obtaining enough fuel to continue their operations are asked to contact Luke Provenzano, County Agent for St. Bernard and Plaquemines parishes.

• The old Southern Railway warehouse at the Chalmette Slip is being demolished to make way for a new, modern structure which will better meet the needs of today's shippers. The Slip facility, including ware-houses, was constructed in 1907.

• Members of the St. Bernard Association of Firefighters, Local 1468 met March 13, and adopted a resolution which calls for picketing the Chalmette Courthouse if the Police Jury fails to agree to an immediate meeting with the leaders of the union. The firefighters claim they have several grievances and a primary one is the question of pay. Many of the men complained that they were only receiving $1.67 an hour in pay, and all other parish employees have had two raises within the past six months. The firemen say they have not had a raise since 1970.

75 YEARS AGO

• Miss Gerry Roy is confined to bed by the grippe.

• Mr. and Mrs. Louis G. Heier, Jr., are being congratulated upon the arrival Wednesday of a fine baby boy.

• Mrs. Ralph E. Moore, of Arkansas, has returned home after spending the carnival season here with her parents, Mr. and Mrs. Joseph Dorn.

• Mrs. Frances Garcia and family, of Baltimore, Maryland, were recent visitors of Mr. and Mrs. Joseph Dorn. Mrs. Garcia is a former resident of Violet, having moved away 23 years ago.

• Murray Stinson has returned to the service station business. He has opened a station at 5229 St. Claude Ave. Murray is not new to the lower section of New Orleans and St. Bernard, as he was engaged in the auto wrecking and service station business for many years. His many friends are glad to see him back in business and wish him success.

100+ YEARS AGO

• Adam Nunez, of Violet, was a visitor to New Orleans this week.

• R. Crozat, a prominent businessman of New Orleans, was at the stockyards last Monday.

• Mr. and Mrs. Emile Reuter and little daughter, of Morgan City, La., are spending some time with relatives.

• Among visitors in Arabi during the week from other sections of the parish were Judges Sam Crespo and Leon Esteves, Mrs. Seraphine Serigne, J.C. Meraux, Jonn Esteves, Michel Palmisano and Gus Langa.

• Harold Reuter ignited gun powder while at play with his little friends on Wednesday and was badly burned about the face and hands.

• Mr. and Mrs. J.A. Roy and daughter, Miss Marie, and Mrs. Raoul Laudumiey, of New Orleans, were the guests of relatives in the parish last Sunday.

• Lucien Heier has renovated his place of business, on North Peters, between Mehle and Esteben, and increased his stock of meats, fruits, vegetables and oysters, so as to meet the growing trade. Mr. Heier is showing the right spirit and has put himself in line for a good meed of success.

• Mr. and Mrs. Fidele Venza, for many years residents of Arabi, where they conducted a fruit and vegetable stand, have removed to New Orleans, following the passing of the property which they occupied into new hands. The aged couple, who had the misfortune of losing two of their sons who were their mainstay and ran the business for them, will be greatly missed by the many who knew them for a quarter of a century or more, and who can bear witness to the hard work which they did unceasingly and uncomplainingly.

• Colonel John Taaffe has recovered from the grippe.

• The river is rising again and is not likely to fall before the latter part of May.

• The Voice received an agreeable visit from its good friend, Fritz Appe, during the week.

• The Slaughter House Company will manufacture ice for consumption by the public. It is also reported that the company will build a manufactory of fertilizers.

• Last Monday, N.H. Nunez, the newly appointed member of the School Board, visited the first ward school and was pleased with the results of his inspection.

• A son of sunny Italy, who was well known at the stock yeards and was deemed trustworthy and honest, has departed for the old country, leaving something like $1,500 in debts behind. The stock merchants and wholesale butchers are his victims, and some have preferred charges.

FOR THE RECORD

As a service to its readers, The St. Bernard Voice reports arrests and suits filed in the St. Bernard Parish. Information listed here is obtained from sources believed to be reliable, but due to the possibility of human or mechanical errors in filing, entering, and transcribing documents, this information is not guaranteed. Before acting on this information, please consult the official records.

St. Bernard Parish Arrest Reports

March 15, 2024

Alphonse Douglas, 58, Chalmette: bench warrant.

Warren Gayle, 66, Chalmette: 2 bench warrants, 3 fugitive warrants (JPSO), fugitive warrant (NOPD).

March 16, 2024

Wilbert Green, 41, Violet: violations of protective orders.

Jimmie Joseph Roach, 19, New Orleans: possession of schedule II (2 counts), illegal possession of weapons in the presence of a controlled dangerous substance, obscuring view of windshield.

Tiffany Lynn Landry, 40, Arabi: disturbing the peace - language, 3 bench warrants, 2 fugitive warrants (JPSO).

March 17, 2024

Rose Fontenot, 47, St. Bernard: aggravated assault, unauthorized use of a movable.

Deandra Payne, 29, Chalmette: 3 bench warrants.

Zane Bryant, 28, St. Bernard: unauthorized use of a moveable, hit and run.

March 18, 2024

Duane Daniels, 46, Jefferson: illegal possession of stolen things, possession of cocaine, possession of drug paraphernalia, operating vehicle with a suspended driver's license, fugitive warrant (JPSO).

Christopher Michael Ryan, 44, Meraux: illegal use of weapons or dangerous instrumentalities.

David Andrew Jeansonne, 33, Arabi: hit and run.

Devin Burgo, 28, Marrero: bench warrant

March 19, 2024

Tyrone Ceasar, 37, Violet: domestic abuse battery - child endangerment, 3 bench warrants.

Jim Al Alphonso, 49, Chalmette: bench warrant, fugitive warrant (JPSO).

Leo Travis Neumeier, 25, Chalmette: possession of schedule II, fugitive warrant (Arkansas Board of Parole).

Domonique Mercadel, 25, New Orleans: careless operation of a motor, operating a vehicle with suspended driver's license, possession of drug paraphernalia, possession of schedule I controlled dangerous substance with intent to distribute, 3 fugitive warrants (JPSO).

Abigail Hepburn, 20, Arabi: possession of schedule I controlled dangerous substance with intent to distribute, possession of schedule I narcotics (2 counts), prohibited acts - schedule II - penalties, possession of drug paraphernalia.

Kassi Massett, 27, Chalmette: domestic abuse battery, fugitive warrant (JPSO), fugitive warrant (Gretna PD).

March 20, 2024

Dymous Henry, 66, Chalmette: operating a vehicle while intoxicated.

Troy Renee Jones, 30, Chalmette: stop signs/yield signs violations, turning movements require signals, possession of drug paraphernalia, possession of marijuana or synthetic (first possession), 2 fugitive warrants (KPD).

David Williams, 51, Kenner: possession of drug paraphernalia, possession of marijuana or synthetic (first possession), possession of cocaine, possession of schedule II, fugitive warrant (KPD).

Kyandre Shia Jicole Moten, 29, Slidell: simple criminal damage to property.

Ryan Patrick Laylle, 41, Chalmette: theft.

St. Bernard Parish Suits Filed

March 13, 2024

Suit #24-0322-B: Mariner Finance LLC vs. Carl Mcleod - Promissory Note

Suit #24-0323-C: Succession of Alexies Amond, Alexies Amond Schiro – Succession.

Suit #24-0324-B: Mariner Finance LLC vs. Alexander Dotson - Promissory Note.

Suit #24-0325-E: LVNV Funding LLC vs. Keisha D Berry – Contract.

Suit #24-0326-C: Kim A. Simmons vs. Melvin Jerome Lee - TRO-PET.

Suit #24-0327-C: State of Louisiana through the DCFS, Rainy Kay, Remmi Rico, Rosario Rico vs. Ronald Kay – Paternity.

Suit #24-0328-E: State of Louisiana through the DCFS, Jaycee Davis, Jamir Davis, Jamar Davis Jr., Andreisha Hills vs. Jamar Davis Sr - Child Support.

Suit #24-0329-A: State of Louisiana through the DCFS, Laila Armstrong, Holly Foucha vs. Terrence Armstrong - Child Support.

24-0330-D: Kenjuanore Stripling, Brenda Smith vs. Progressive Security Insurance Company, Tammy Martinez - Damage-Auto.

March 14, 2024

Suit #24-0331-D: Geico Secure Insurance Company, Basil Hamdan vs. Doris Brandy Lang, Progressive Paloverde Insurance Company - Damage-Auto.

Suit #24-0332-A: Succession of Lillian R. Gonzales – Succession.

Suit #24-0333-C: Synchrony Bank vs. Elizabeth Falgoust - Open Account.

Suit #24-0334-D: Succession of Ruby S. Micheu – Succession.

Suit #24-0335-B: Danna Connerly Wilson vs. Curtis Reynard Hutchinson - Domestic Abuse.

Suit #24-0336-B: William Carnesi vs. Louisiana Insurance Guaranty Association - Damage-Other.

Suit #24-0337-E: Maria Jose Urbina Velasquez vs. Erick David Urbina Gomez - Domestic Abuse.

PUBLIC MEETING NOTICE

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Meeting:	St. Bernard Transportation Study
Date:	Thursday, April 11, 2024
Time:	6:00 p.m. to 8:00 p.m.
Place:	Granderson Hunter Hall at Corinne Missionary Baptist Church
Address:	2425 Beachhead Ln, Violet, LA 70092

This meeting is free and open to the public.

Note: The information collected, and the products produced in the planning process may be utilized as part of a subsequent environmental review or NEPA process.

Si necesitas servicios de apoyo en traducción, por favor contáctanos en TranslationSupport@Desire-Line.com ¡y estaremos en contacto contigo!

Nếu bạn cần dịch vụ hỗ trợ dịch thuật, vui lòng liên hệ với chúng tôi tại TranslationSupport@Desire-Line.com và chúng tôi sẽ liên hệ với bạn!

The subject building is ADA accessible, if you would like accessibility or language accommodation, please contact the Title VI Coordinator at RPC at 504-483-8535 or email mgivhan@norpc.org.

March 8, 15, 22, 2024

OBITUARIES

Richard R. Brown

Richard R. Brown departed this life on Thursday, March 14, 2024 at his home at the age of 79. Mr. Brown, a native of St. Bernard parish and a resident of Violet, LA, was born to the late Elder Jules Brown, Sr. and Rosalie Brown. He was employed in the French Quarter, where he attended and trained horses. Richard is survived by his loving wife, Beverly A. Brown of 57 years; daughter, Cherie M. Brown; three stepchildren; six grandchildren, Tiante J. Wimberley, Kurtis L., Dannell J., Ashante R., Richard L. and Quindeja S. Brown; nine step-grandchildren; 23 step-great-grandchildren; four brothers; four sisters; four sisters-in-law; two brothers-in-law and a host of nieces, nephews, great-nieces and -nephews, other relatives and friends. In addition to his parents, Mr. Brown is also preceded in death by four brothers. Relatives and friends of the family attended a Visitation and Celebration Service honoring the life and legacy of the late Mr. Richard R. Brown at Charbonnet Family Services, 4917 E. Judge Perez Dr., in Violet, on Thursday, April 4, 2024. Interment: Private. Please sign the online guestbook at www.charbonnetfuneralhome.com.

William Landwehr Jr.

William Landwehr, Jr., beloved husband, father, grandfather and friend; passed away peacefully at the age of 75. He leaves behind a legacy of love, laughter, and cherished memories. He was a devoted husband, having shared 20 beautiful years of marriage with his beloved wife, Andrea Bondio Landwehr. Proud father to Cynthia Landwehr and William E. Landwehr. Caring grandfather to eight grandchildren; great-grandfather to one great-grandchild; brother to Elizabeth Landwehr. He is preceded in death by his parents, William F. and Eunice Landwehr, his daughter Theresa L. Barnes. He will be deeply missed by us all, but his memory will live forever in our hearts. To view and sign the Family Guestbook, please visit www.stbernardmemorial.com.

Glenda "Glinda" Fay Johnson Owens

Glenda "Glinda" Fay Johnson Owens got her pair of wings on the morning of Sunday, March 31, 2024 in Tangipahoa, La., at the age of 85. She was born October 16, 1938 in Slager, La., to the late Edward and Beatrice Johnson. She lived in St. Bernard Parish for over 40 years before returning to her husband's family area in Washington Parish following the destruction of Hurricane Katrina. She was a devout woman who relied on GOD to bring her through life's challenges. Additionally, Glenda was a member of Clifton Baptist Church. After her husband passed on August 31, 2020, she started living between her daughter, Monica, and son, Garry's, homes. These past three months she has been with her son and his wife, Stephanie, taking care of her needs. Glenda loved working in her flower beds so she could give flower plants to others and her church family. She loved playing with her grandchildren and great-grandchildren. Glenda was always a loving person and those that had a chance to meet her and talk with Glenda would not forget her soft kind words and were blessed to have met such a beautiful person like her. Glenda is also survived by her Son & Daughter-in-Law James Garry Owens (Stephanie Nicholas Owens), daughter & Son-in-Law Monica Faye Emerick (Mark Emerick), 11 grandchildren: James G Quinlan, Steven L. Quinlan, Scott E. Quinlan, Nicholas J. Owens, Melissa Weems, Mark Emerick, Melinda Emerick, Amy Owens, Asher Emerick, Nayeli Weems, Ever Kyzar, Kit Kyzar and five great-grandchildren: Quinlan Jamie, Eli, Avalyn / Owens Nolan, Mason, and two great-great-grandchildren: Austin L, Lauralye D. White; Nieces and nephew: Wanda, Edward III, Norman. She was preceded in death by her loving husband, James Fairest Owens, son Gregory Owens, Parent Edward Sr. and Beatrice Johnson, siblings Edward Jr., Gordon W, Gloria J. and Nephew Andrew. Relatives and friends of the family are invited to attend a Visitation and Funeral Mass to be held on Friday, April 5, 2024 at Crain Funeral Home, 1109 Bene St., in Franklinton, La. Visitation: 9 a.m. to 11 a.m. Mass: 11 a.m. Interment: Oak Grove Baptist Cemetery, Franklinton, La.

Earl Thomas Smith

Earl Thomas Smith, beloved husband, father, grandfather and friend; entered into eternal life at his residence in Chalmette, La., on Saturday, March 30, 2024 at the age of 84. Earl was born in New Orleans, LA on July 15, 1939 and was a lifelong resident of St. Bernard Parish. He was a proud Alum of Holy Cross High School, New Orleans, Class of 1957. He also attended the University of New Orleans (UNO). Earl went on to have a prosperous 35-year career at Murphy Oil Refinery where he served in numerous capacities and retired as the Manager of Permitting Marketing Constructions in 2007. Earl is survived by the love of his life, Brenda Heier Smith, who he shared 62 wonderful years. He was the proud father to Earl Jr. (Michelle), Patrick (Deborah), Michael (Amanda) and Craig (Gretchen). He was a doting grandfather to Bryce, Macie, Victoria, Elizabeth, Colin Thomas, Colin Joshua, and Taylor (Karl); great-grandfather to RileyKate; and brother to Lynn Crissinger (the late Michael). Earl was a true outdoorsman. He found solace in the simplicity of nature, whether it was golfing, duck hunting, or fishing down in Delacroix. He embraced life's simple pleasures with enthusiasm and gratitude. Yet, his greatest joy came from sharing history with his family, especially his grandchildren, who held a special place in his heart. Earl was a walking historian who loved to share his knowledge with anyone who was willing to listen. Earl is preceded in death by his parents, Samuel and Rosalie Smith and his sister Ann Marchese (the late Vincent). Earl will be deeply missed by all who knew him, but his memory will live on forever in our hearts and the lives of the people he touched. The family would like to thank Ochsner Hospital and the many staff that have been involved in Earl's care, but especially, Dr. Marc Motrana and Dr. Esther Dupepe. In lieu of flowers, please consider a donation to Ochsner Cancer Center, Ochsner Children's Hospital, or any church or charitable organization of your choice. All those whose lives were touched by Earl are invited to attend a Visitation and Funeral Mass to be held on Friday, April 5, 2024 at Our Lady of Lourdes Catholic Church, 2621 Colonial Blvd., in Violet. Visitation: 10 a.m. to 12 p.m. Funeral Mass: 12 p.m. Interment: St. Bernard Catholic Cemetery, St. Bernard, La. To view and sign the Family Guestbook, please visit www.stbernardmemorial.com.

SEND US YOUR LOVED ONES' OBITUARIES.

Please email obits to copy@thestbernardvoice.com

Mumfrey's Pharmacy

WHERE QUALITY BRINGS YOU IN AND COURTESY BRINGS YOU BACK

1021 W. Judge Perez Drive

504-279-6312

PUBLIC HEARING NOTICE

The St. Bernard Parish **Planning Commission** will hold a public hearing on **Tuesday, April 26, 2024, at 4:00 p.m.** in the St. Bernard Parish Council Chambers, located at 8201 W. Judge Perez Drive, Chalmette, Louisiana 70043 for the following docket items only.

S-2024-013 Requesting a re-subdivision of Parcel A into Lots A1, A2, A3, A4 & A5, Portion of Original Lot 39 of Corinne-Myrtle Grove Plantation, Section 2, T13S-R13E, St. Bernard Parish, Louisiana, as shown on survey Richard T. Dading, A Louisiana licensed surveyor. Site Location: 4000 E. Genie St. Meraux, LA 70075. Petitioners: David and Rachel Fradella.

S-2024-014 Requesting a re-subdivision of Lots 569 & 570 into Lot 569-A, Square 3, Lexington Place Subdivision, St. Bernard Parish, Louisiana, as shown on survey by Jene Lorene, A Louisiana licensed surveyor. Site Location: 3901 Mumphrey Rd. 4228 Florida Ave. Meraux, LA 70075. Petitioner: Ronald Stigler Jr.

S-2024-015 Requesting a re-subdivision of Lot I-9-A-1 into Lots I-9-C, I-9-D, I-9-E, and I-9-G, Poydras Plantation Subdivision, St. Bernard Louisiana as shown on survey by Richard T. Dading, Tildon J. Dufrene Jr., A Louisiana licensed surveyor. Site Location: 2201 Nicosia Dr. St. Bernard, LA 70085. Petitioner Mason Rasor II.

Z-2024-005 Petition of MDAS Property Investments LLC for a Zoning Change from R-1 (Single-Family Residential) Zoning to R-2 (Two-Family Residential) Zoning to allow the construction of a new two-family residence. Site Location: 3217 Pakenham Dr. Chalmette, LA 70043.

April 5, 12, 19, 2024

PUBLIC HEARING NOTICE

St. Bernard Parish Government
Community Development Block Grant Disaster Recovery
(CDBG-DR)
Resilient Communities Infrastructure Program (RCIP)

St. Bernard Parish Government (SBPG) is hereby notifying citizens that a public meeting will be held on the 16th day of April 2024 at 6:00 p.m. to consider unmet infrastructure recovery needs in areas impacted by storm events in 2020 and 2021. The US Department of Housing and Urban Development (HUD) has allocated CDBG–DR funding to the State of Louisiana for ongoing recovery efforts. The Louisiana Office of Community Development (OCD) has made $1,958,708.34 available to St. Bernard Parish through the RCIP.

The following specific projects will be discussed at the public meeting:

- Val Reiss Park Rehabilitation;
- SBPG Complex Signage; and
- Any other potential projects identified by the public.

All citizens of St. Bernard Parish are encouraged to attend the public meeting and/or submit written questions and comments via mail or email to:

Mrs. Clarisa A. Duplessis
St. Bernard Parish Government
8201 W. Judge Perez Drive
Chalmette, LA 70043
causbrooks@sbpg.net

April 5, 2024

AUCTION NOTICE

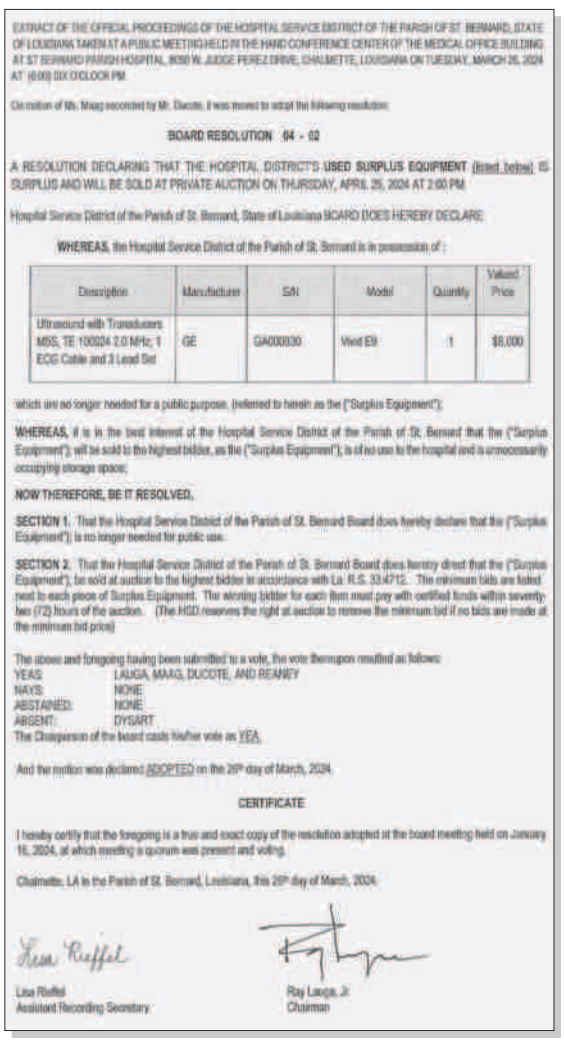
AUCTION OF USED SURPLUS EQUIPMENT

Hospital Service District of the Parish of St. Bernard,State of Louisiana, will sell the following property:

Description	Ultrasound with Transducers M5S, TE 100024 2.0 MHz; 1 ECG Cable and 3 Lead Set
Manufacturer	GE
S/N	GA000830
Model	Vivid E9
Quantity	1
Valued Price	$8,000

The said property has been declared surplus and will be sold to the highest bidder at public auction "As Is" with minimum bids as listed. The auction will be held on Thursday, April 25, 2024 at 2:00 pm at St. Bernard Parish Hospital, Medical Office Building, 8050 W. Judge Perez Dr., Suite 2700, Chalmette, LA 70043 located in Administration, in the Executive Boardroom. The winning bidder must pay with certified funds within 72 hours of the auction. (The HSD reserves the right at auction to remove the minimum bid if no bids are made at the minimum bid price.)

April 5, 12, 2024



EXTRACT OF THE OFFICIAL PROCEEDINGS OF THE HOSPITAL SERVICE DISTRICT OF THE PARISH OF ST. BERNARD, STATE OF LOUISIANA TAKEN AT A PUBLIC MEETING HELD IN THE HAND CONFERENCE CENTER OF THE MEDICAL OFFICE BUILDING AT ST BERNARD PARISH HOSPITAL, 8050 W. JUDGE PEREZ DRIVE, CHALMETTE, LOUISIANA ON TUESDAY, MARCH 26, 2024 AT (6:00) SIX O'CLOCK PM.

On motion of Ms. Maag seconded by Mr. Ducote, it was moved to adopt the following resolution:

BOARD RESOLUTION 04 - 02

A RESOLUTION DECLARING THAT THE HOSPITAL DISTRICT'S **USED SURPLUS EQUIPMENT** (listed below) IS SURPLUS AND WILL BE SOLD AT PRIVATE AUCTION ON THURSDAY, APRIL 25, 2024 AT 2:00 PM

Hospital Service District of the Parish of St. Bernard, State of Louisiana BOARD DOES HEREBY DECLARE:

WHEREAS, the Hospital Service District of the Parish of St. Bernard is in possession of :

Description	Manufacturer	S/N	Model	Quantity	Valued Price
Ultrasound with Transducers M5S, TE 100024 2.0 MHz; 1 ECG Cable and 3 Lead Set	GE	GA000830	Vivid E9	1	$8,000

which are no longer needed for a public purpose, (referred to herein as the ("Surplus Equipment");

WHEREAS, it is in the best interest of the Hospital Service District of the Parish of St. Bernard that the ("Surplus Equipment"); will be sold to the highest bidder, as the ("Surplus Equipment"); is of no use to the hospital and is unnecessarily occupying storage space;

NOW THEREFORE, BE IT RESOLVED,

SECTION 1. That the Hospital Service District of the Parish of St. Bernard Board does hereby declare that the ("Surplus Equipment"); is no longer needed for public use.

SECTION 2. That the Hospital Service District of the Parish of St. Bernard Board does hereby direct that the ("Surplus Equipment"); be sold at auction to the highest bidder in accordance with La. R.S. 33:4712. The minimum bids are listed next to each piece of Surplus Equipment. The winning bidder for each item must pay with certified funds within seventy-two (72) hours of the auction. (The HSD reserves the right at auction to remove the minimum bid if no bids are made at the minimum bid price)

The above and foregoing having been submitted to a vote, the vote thereupon resulted as follows:
YEAS: LAUGA, MAAG, DUCOTE, AND REANEY
NAYS: NONE
ABSTAINED: NONE
ABSENT: DYSART
The Chairperson of the board casts his/her vote as YEA.

And the motion was declared ADOPTED on the 26th day of March, 2024.

CERTIFICATE

I hereby certify that the foregoing is a true and exact copy of the resolution adopted at the board meeting held on January 16, 2024, at which meeting a quorum was present and voting.

Chalmette, LA in the Parish of St. Bernard, Louisiana, this 26th day of March, 2024.

Lisa Ruffel
Assistant Recording Secretary

Ray Lauga, Jr.
Chairman

PUBLIC MEETING NOTICE

The Regional Planning Commission (RPC) will host a public meeting to collect community and stakeholder feedback on a Preliminary Transportation Study (or Study). This Study aims to identify improvements to St. Bernard Parish's future transportation network. Specifically, Project H.015428 includes: (1) an assessment of anticipated Louisiana International Terminal (or LIT) project impacts and associated land use development; (2) an evaluation short- and long-term transportation-related project alternatives (including effects on the economy, environment, community, vulnerable populations, and financial feasibility); and (3) a review and analysis of community input through a proactive outreach and engagement process. To learn more about the project and participate in an on-line survey to provide feedback, visit: **http://tinyurl.com/sb-study** or scan the code here:

Meeting:	St. Bernard Transportation Study
Date:	Thursday, April 11, 2024
Time:	6:00 p.m. to 8:00 p.m.
Place:	Granderson Hunter Hall at Corinne Missionary Baptist Church
Address:	2425 Beachhead Ln, Violet, LA 70092

This meeting is free and open to the public.

Note: The information collected, and the products produced in the planning process may be utilized as part of a subsequent environmental review or NEPA process.

Si necesitas servicios de apoyo en traducción, por favor contáctanos en TranslationSupport@Desire-Line.com ¡y estaremos en contacto contigo!

Nếu bạn cần dịch vụ hỗ trợ dịch thuật, vui lòng liên hệ với chúng tôi tại TranslationSupport@Desire-Line.com và chúng tôi sẽ liên hệ với bạn!

The subject building is ADA accessible, if you would like accessibility or language accommodation, please contact the Title VI Coordinator at RPC at 504-483-8535 or email mgivhan@norpc.org.

March 8, 29, April 5, 2024

ST BERNARD VOICE NEWSPAPER

Invoice

PO BOX 88
ARABI, LA 70032
(504) 279-7488

Date	Invoice #
3/8/2024	21251

Bill To

DESIRE LINE
ATTN: JARED CARTER
3813 DIVISION ST.
METAIRIE, LA 70002

Ship To

P.O. Number	Terms	Rep	Ship	Via	F.O.B.	Project
	Net 30		3/8/2024			

Quantity	Item Code	Description	Price Each	Amount
1	PUBLIC NOTICE	PUBLIC NOTICE THE REGIONAL PLANNING COMMISSION WILL HOST A PUBLIC MEETING ON APRIL 11, 2024 TO DO A ST. BERNARD TRANSPORTATION STUDY PUBLISHED: MARCH 8, 29; APRIL 5, 2024 PLACED BY JULIA MARSHALL	265.00	265.00

Total $265.00

Payments/Credits $0.00

Balance Due **$265.00**

The St. Bernard Voice

P.O.Box 88
Arabi, LA 70032

(504) 279-7488

APRIL 5, 2024

STATE OF LOUISIANA
PARISH OF ST. BERNARD

Publisher's Affidavit

I, Norris J. Babin, Jr., Publisher of The St. Bernard Voice, attest that

PUBLIC NOTICE

REGIONAL PLANNING COMMISSION MEETING ON APRIL 11, 2024, FOR A TRANSPORTATION STUDY

In the issue of:
March 8, 29; April 5, 2024

Norris J. Babin, Jr.
Publisher

PUBLIC MEETING NOTICE

The Regional Planning Commission (RPC) will host a public meeting to collect community and stakeholder feedback on a Preliminary Transportation Study (or Study). This Study aims to identify improvements to St. Bernard Parish's future transportation network. Specifically, Project H.015428 includes: (1) an assessment of anticipated Louisiana International Terminal (or LIT) project impacts and associated land use development; (2) an evaluation short- and long-term transportation-related project alternatives (including effects on the economy, environment, community, vulnerable populations, and financial feasibility); and (3) a review and analysis of community input through a proactive outreach and engagement process. To learn more about the project and participate in an on-line survey to provide feedback, visit: **http://tinyurl.com/sb-study** or scan the code here:

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This meeting is free and open to the public.

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COMMENT CARD

TRANSPORTATION STUDY
Planning For Future St. Bernard

PROJECT NO. H.015428 - STAGE 0 LOWER ST. BERNARD TRANSPORTATION NETWORK FEASIBILITY STUDY

Name: _____

Email: _____

Phone: _____

Address: _____

HOW DID YOU HEAR ABOUT THIS MEETING?

- ☐ Newspaper/Magazine advertisement
- ☐ Announcement on website/social media
- ☐ From a friend/family member
- ☐ Saw a sign/banner posted in the community
- ☐ Email from local government/planning dept
- ☐ Other _____
  (please specify)

COMMENT:

_____

Please note that information collected in support of this Study may be used in a future NEPA process

COMMENT CARD

TRANSPORTATION STUDY
Planning For Future St. Bernard

PROJECT NO. H.015428 - STAGE 0 LOWER ST. BERNARD TRANSPORTATION NETWORK FEASIBILITY STUDY

Name: _____

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- ☐ Saw a sign/banner posted in the community
- ☐ Email from local government/planning dept
- ☐ Other _____
  (please specify)

COMMENT:

_____

Please note that information collected in support of this Study may be used in a future NEPA process

ST. BERNARD ROADWAY NETWORK & RESILIENCE STUDY SURVEY

PROJECT NO. H.015428 - STAGE 0 LOWER ST. BERNARD TRANSPORTATION NETWORK FEASIBILITY STUDY

TRANSPORTATION STUDY
Planning For Future St. Bernard

This survey is about looking at our roads and transportation, seeing how they work for the people living here now, and making plans to make them better for the future in St. Bernard Parish.

1. Where do you live in St. Bernard Parish? (Optional):

_____

2. What is your gender identity?

- ☐ Male
- ☐ Female
- ☐ Non-Binary
- ☐ Prefer not to say

3. What is your age range?

- ☐ 0-17
- ☐ 18-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 65+

4. What is your highest level of education?

- ☐ Less than high school
- ☐ High school graduate or equivalent
- ☐ Some college or associate degree
- ☐ Bachelor's degree
- ☐ Master's degree or higher
- ☐ Prefer not to say

5. What is your household income level?

- ☐ Less than $26,500/yr
- ☐ $26,500 - $54,999/yr
- ☐ $55,000 - $100,000/yr
- ☐ Greater than $100,000/yr
- ☐ Prefer not to say

6. What is your ethnicity?

- ☐ Not of Hispanic, Latino, or Spanish origin
- ☐ Mexican, Mexican American, or Chicano origin
- ☐ Puerto Rican
- ☐ Cuban
- ☐ Another Hispanic, Latino or Spanish origin
- ☐ Prefer not to say

7. What is your race?

- ☐ White
- ☐ Black or African American
- ☐ American Indian and Alaska Native
- ☐ Asian
- ☐ Native Hawaiian and Other Pacific Islander
- ☐ Two or more races
- ☐ Prefer not to say

8. Do you have any disabilities or mobility challenges that impact your transportation options?

- ☐ Yes
- ☐ No

9. How do you typically commute to work or school?

- ☐ Private vehicle
- ☐ Public transportation (bus, train, etc.)
- ☐ Walking or cycling
- ☐ Carpooling or ride sharing
- ☐ Other (Please specify)

_____

10. How far do you usually travel for essential services (e.g., healthcare, grocery shopping)?

- ☐ Within walking distance
- ☐ Within cycling distance
- ☐ Within public transportation service area
- ☐ Within a 10 minute driving distance
- ☐ Within a 20 minute driving distance
- ☐ Within a 30 minute driving distance
- ☐ More than an hour of driving distance

11. What are your top traffic concerns if the Port site in Violet is constructed (select up to 3)?

- ☐ Increased rail crossing delay time
- ☐ Increased congestion on state highways
- ☐ Sound pollution from traffic
- ☐ Difficulty walking along or across state highways
- ☐ Difficulty bicycling along or across state highways
- ☐ Visual pollution from increased traffic
- ☐ Increased vehicle crashes/traffic safety
- ☐ Difficulties accessing shopping
- ☐ Emergency vehicle access difficulties (EMS, Fire or Police)
- ☐ Other (please specify)

_____

_____

_____

12. Do you have access to reliable public transportation options in your neighborhood?

- ☐ Yes, easily accessible
- ☐ Yes, but not very accessible
- ☐ No, limited or no access to public transportation

13. When you last left home for a hurricane, what did you do?

- ☐ Used public evacuation spots
- ☐ Was picked up by friends or family (not in my vehicle)
- ☐ Drove myself in my personal vehicle
- ☐ I have never evacuated

14. If you evacuated, how would you describe your last evacuation experience?

- ☐ Easy and well-coordinated
- ☐ Some challenges, but manageable
- ☐ Difficult and disorganized
- ☐ Extremely challenging, requiring external assistance

15. If you had difficulty during an evacuation, explain what happened?

_____

_____

_____

_____

16. What industry do you primarily work in?

- ☐ Healthcare and Social Assistance
- ☐ Education and Training
- ☐ Manufacturing/Refinery
- ☐ Retail Trade
- ☐ Professional, Scientific, and Technical Services
- ☐ Construction
- ☐ Accommodation and Food Services
- ☐ Transportation and Warehousing
- ☐ Government
- ☐ Other (please specify) _____

17. Is your job close to where you live?

- ☐ Yes, my work is within walking or bicycling distance
- ☐ Yes, my work is within a few miles driving distance
- ☐ No, my work is too far to bike or walk to
- ☐ I work remotely

18. What would you describe as the best feature of the current transportation network?

19. Do you have any additional concerns regarding transportation-related needs in St. Bernard Parish to inform future transportation planning in the area?

Disclaimer: The data herein, including but not limited to geographic data, tabular data, analytical data, electronic data structures or files, are provided "as is" without warranty of any kind, either expressed or implied, or statutory, including, but not limited to, the implied warranties or merchantability and fitness for a particular purpose. The entire risk as to the quality and performance of the data is assumed by the user. No guarantee of accuracy is granted, nor is any responsibility for reliance thereon assumed. In no event shall the Regional Planning Commission for Jefferson, Orleans, Plaquemines, St. Bernard, St. Charles, St. John the Baptist, St. Tammany, and Tangipahoa Parishes (RPC) be liable for direct, indirect, incidental, consequential, or special damages of any kind, including, but not limited to, loss of anticipated profits or benefits arising out of use of or reliance on the data. The RPC does not accept liability for any damages or misrepresentation caused by inaccuracies in the data or as a result of changes to the data caused by system transfers or other transformations or conversions, nor is there responsibility assumed to maintain the data in any manner or form. These data have been developed from the best available sources. Although efforts have been made to ensure that the data are accurate and reliable, errors and variable conditions originating from physical sources used to develop the data may be reflected in the data supplied. Users must be aware of these conditions and bear responsibility for the appropriate use of the information with respect to possible errors, scale, resolution, rectification, positional accuracy, development methodology, time period, environmental and climatic conditions and other circumstances specific to these data. The user is responsible for understanding the accuracy limitations of the data provided herein. The burden for determining fitness for use lies entirely with the user. The user should refer to the accompanying metadata notes for a description of the data and data development procedures. Although these data have been processed successfully on computers at the RPC, no guarantee, expressed or implied, is made by RPC regarding the use of these data on any other system, nor does the act of distribution constitute or imply any such warranty. Distribution of these data is intended for information purposes and should not be considered authoritative for navigational, engineering, legal and other site-specific uses. Data was prepared by Geographic Information System (GIS) professionals, not by licensed professional land surveyors or engineers.

TRANSPORTATION STUDY
Planning For Future St. Bernard

ST. BERNARD PARISH TRANSPORTATION STUDY

Public Meeting No. 1 - Project No H.015428

REGIONAL PLANNING COMMISSION FOR THE PARISHES OF LOUISIANA

Mark the Map Activity ___/___/ 2024

Q: We want to hear from you

Tell us about something you love, something that needs to change, or if you have an idea for a transportation project in St. Bernard Parish

1. Place a dot sticker on the map (give it a number)

2. Write your number and your comment on a sticky note and add it below!

You can also do this activity on your phone by scanning the QR code below!

Please note that information collected in support of this Study may be used in a future NEPA process

ST. BERNARD PARISH TRANSPORTATION STUDY

PROJECT NO. H.015428 - STAGE 0 LOWER ST. BERNARD TRANSPORTATION NETWORK FEASIBILITY STUDY

Public Meeting No. 1

Date: 4/11/2024 6pm - 8pm

SIGN IN SHEET

NAME	EMAIL
BOB ADSETT	[redacted]
MATT HICKS	
Gills McCloskey	
Erica Beck	
CHERYL TUFARO	
BARRY Uhle	
Ann Theriot	
FLOYD GUE	
[illegible]	
DONALD BOURGEOIS	
ROBBY SHAWHEN	
GARY HUETTMANN	
Cecilia Gallaccra	
Cindi Meyer	
[illegible]	
JERRY (GRANT)	
Tony Evatt	
MARK SALVADORE	

ST. BERNARD PARISH TRANSPORTATION STUDY

PROJECT NO. H.015428 - STAGE 0 LOWER ST. BERNARD TRANSPORTATION NETWORK FEASIBILITY STUDY

Public Meeting No. 1

Date: 4/11/2024 6pm - 8pm

SIGN IN SHEET

NAME	EMAIL
Rhonda Williams	[redacted]
Cheryl & Sydney Dobson	
Joshua Robin	
Kylie Mills	
Matt Gresham	
Danielle Raphael	
Tom Hunter	
Kayla Santiago	
[illegible]	
[illegible]	

ST. BERNARD PARISH TRANSPORTATION STUDY

PROJECT NO. H.015428 - STAGE 0 LOWER ST. BERNARD TRANSPORTATION NETWORK FEASIBILITY STUDY

Public Meeting No. 1

Date: 4/11/2024 6pm - 8pm

SIGN IN SHEET

NAME	EMAIL
Bill Haines	[redacted]
Amanda Mones	
MR & MRS STEVEN BRANDT	
HENRY J RODRIGUEZ III	
SIDNEY TORRES	
Carol Ludwig	
Cynthia Giroir	
Scott Giroir	

ST. BERNARD PARISH TRANSPORTATION STUDY

PROJECT NO. H.015428 - STAGE 0 LOWER ST. BERNARD TRANSPORTATION NETWORK FEASIBILITY STUDY

Public Meeting No. 1

Date: 4/11/2024 6pm - 8pm

SIGN IN SHEET

NAME	EMAIL
Pete Matthews	[redacted]
Faith Moran	
Suzanne Kinsey	
Denise Sobera	
Debbie Brandt	
Angela Jacobs	
Lisa Seube	
JUDYTH WIER	

REGIONAL PLANNING COMMISSION (RPC) ROADWAY NETWORK & RESILIENCE STUDY

H.015428 - Stage 0 Lower St. Bernard Transportation Network Feasibility Study

RPC Public Meeting No. 1

Project Introduction and Updates

April 11th, 2024

Please note that information collected in support of this study may be used in a future NEPA process.

TRANSPORTATION STUDY
Planning For Future St. Bernard

MEET THE TEAM

We're here to answer any questions you may have

Alex Carter, AICP
Outreach Coordinator

Karen Parsons, AICP
RPC Project Manager

Jacob Loeske, PE, LSI
Consultant Team Leader

AGENDA

Presentation *(20 minutes)*

- Study Introduction
- DOTD Process
- Study Progress
- Outreach & Engagement
- Feedback Received To Date

Break *(5 minutes)*

Tabling Exercise *(45 minutes)*

- Mark the Map
- Comment Cards
- Online Survey Support

Break *(5 minutes)*

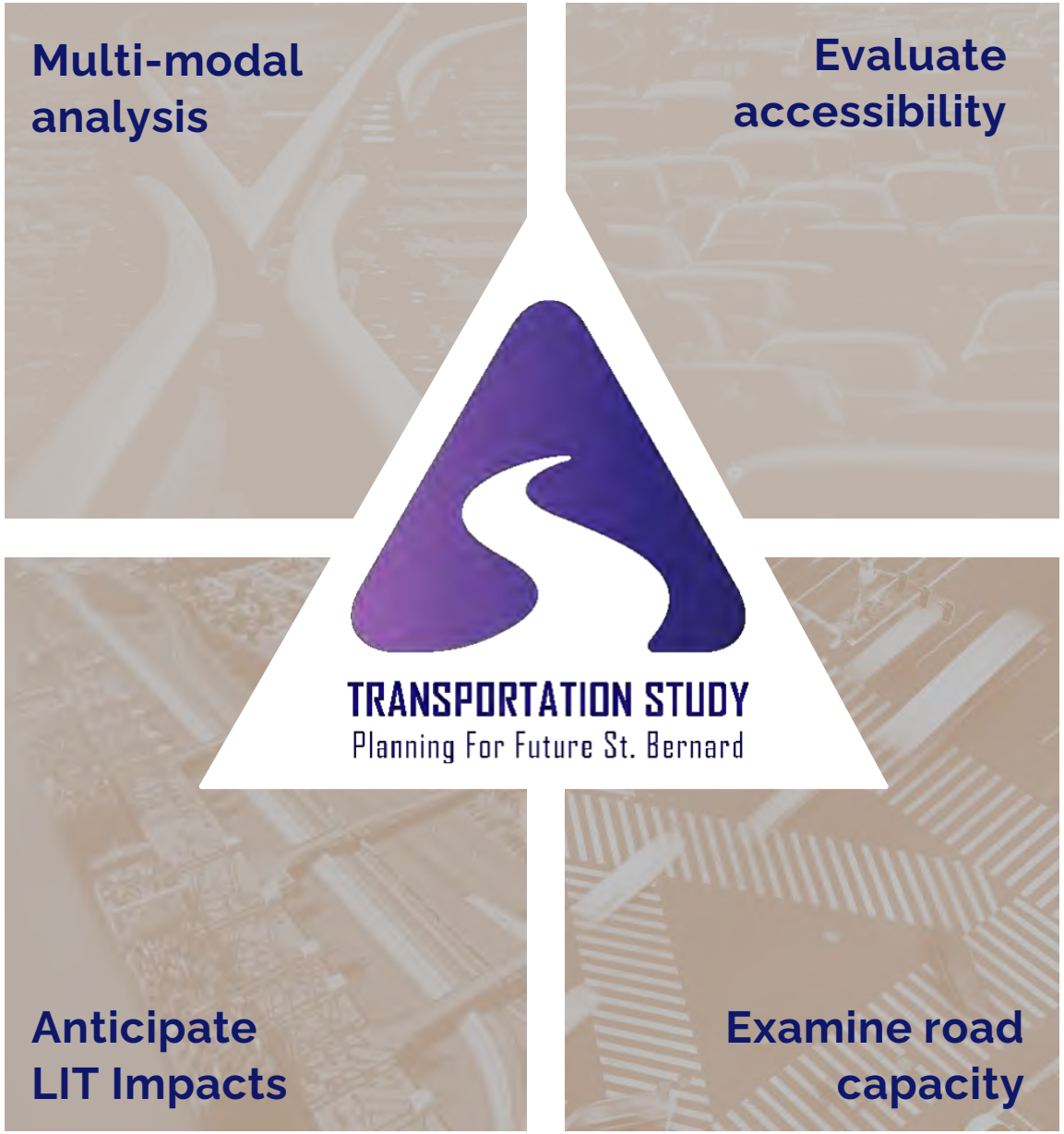
Closing and Next Steps *(10 minutes)*

TRANSPORTATION STUDY
Planning For Future St. Bernard

RPC
REGIONAL PLANNING COMMISSION
FOR THE PARISHES OF
LOUISIANA

Presentation

TRANSPORTATION STUDY
Planning For Future St. Bernard



STUDY SUMMARY

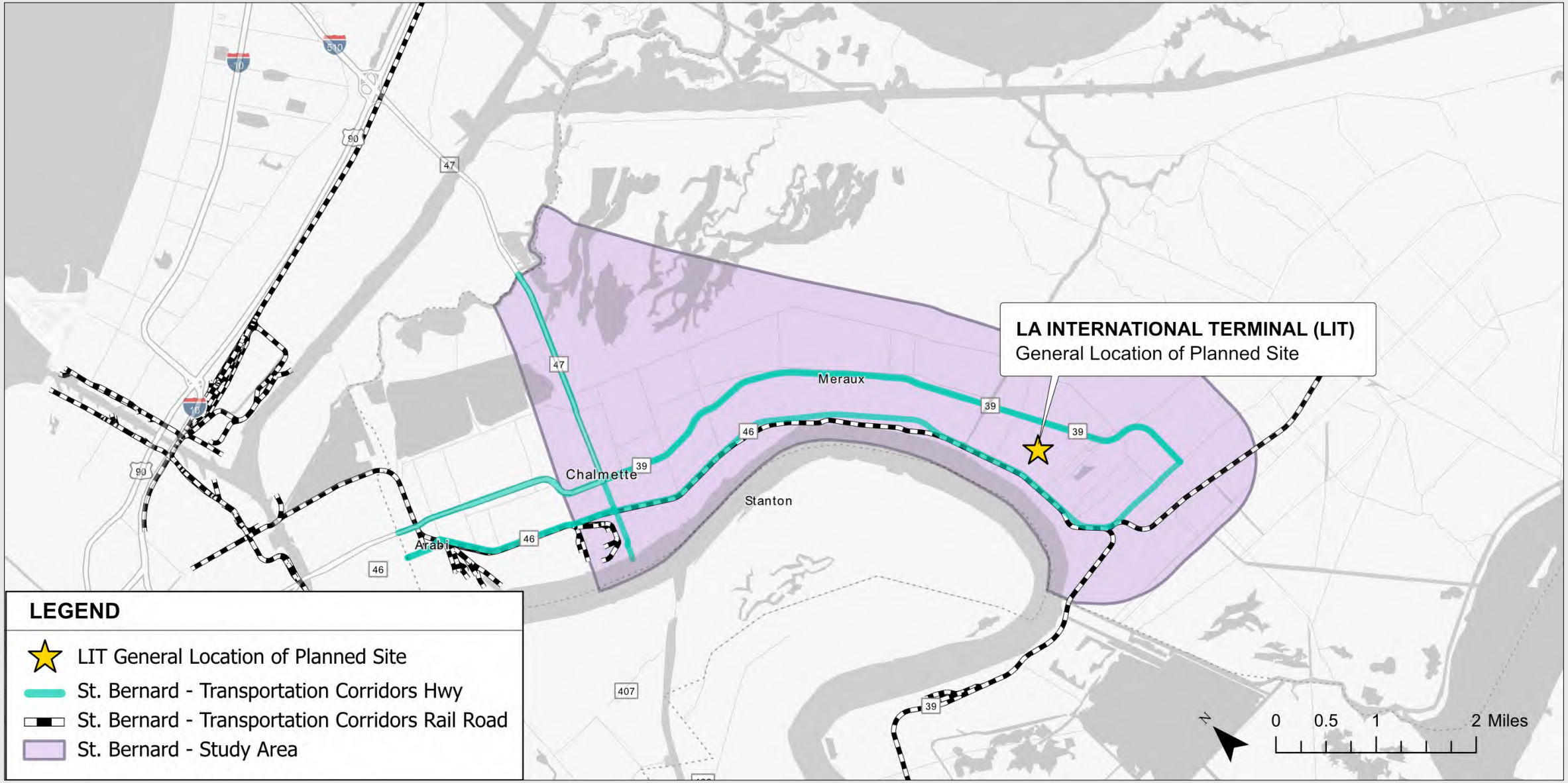
Planning for Future St. Bernard

The Regional Planning Commission (RPC), in coordination with the Port of New Orleans (Port NOLA) and St. Bernard Parish, is conducting a **feasibility study** to identify future needed transportation network improvements for St. Bernard Parish.

This study investigates impacts and alternative transportation solutions to manage traffic accompanying the proposed Port NOLA Louisiana International Terminal (LIT) project and associated land use development.

LOUISIANA INTERNATIONAL TERMINAL ST. BERNARD

STUDY AREA


LA INTERNATIONAL TERMINAL (LIT)
General Location of Planned Site
Meraux
Chalmette
Stanton
Arabi
LEGEND
LIT General Location of Planned Site
St. Bernard - Transportation Corridors Hwy
St. Bernard - Transportation Corridors Rail Road
St. Bernard - Study Area
0 0.5 1 2 Miles
N

HOW IS THIS STUDY RELATED TO THE PORT's LIT PROJECT?

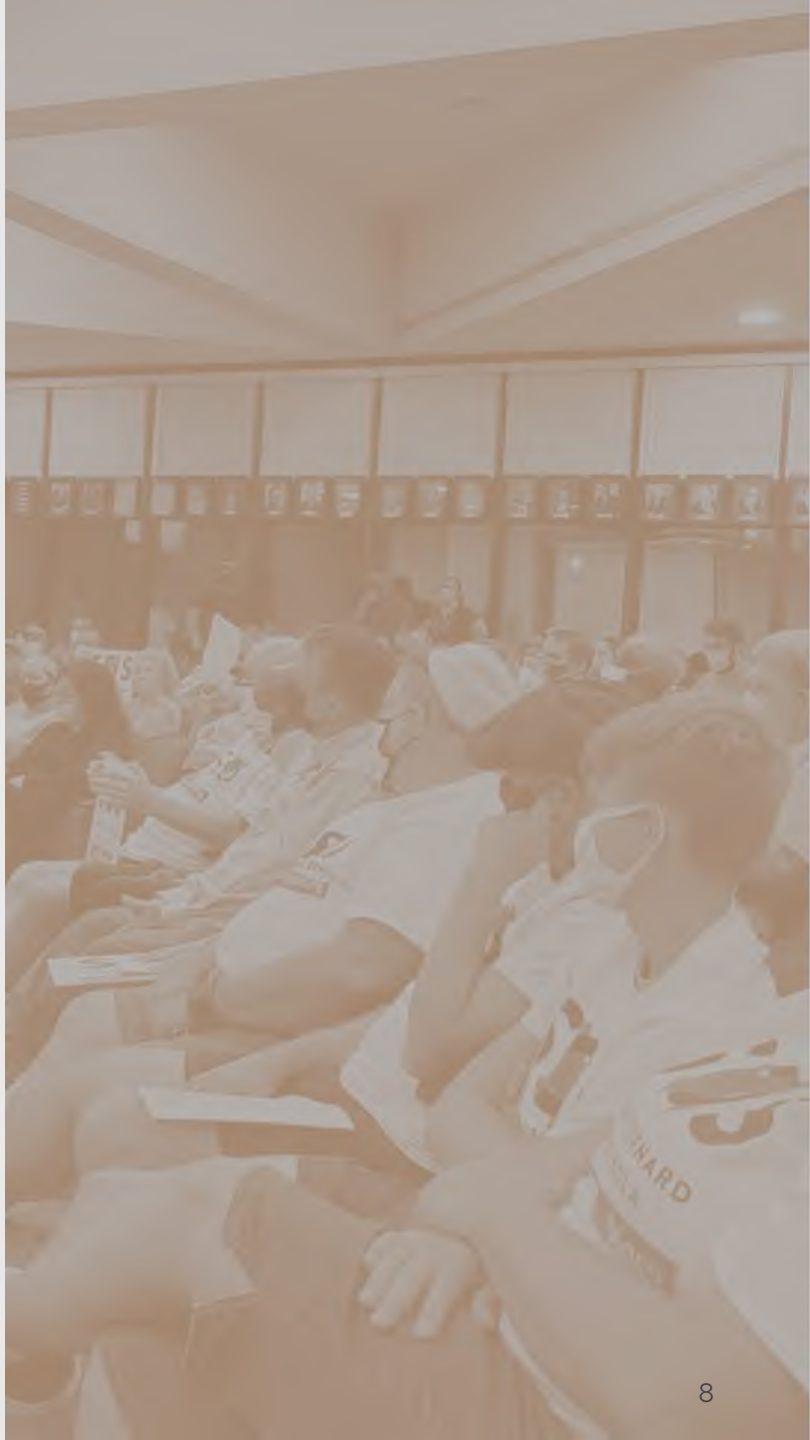
- The Regional Planning Commission (RPC) Study is a road & rail traffic analysis to prepare for the proposed Louisiana International Terminal (LIT) facility AND to anticipate additional transportation needs in St. Bernard Parish.
- The Port NOLA traffic evaluation informs LIT permitting in a separate National Environmental Policy Act (NEPA) process.
- Both are sharing their traffic data.

Please note that information collected in support of this study may be used in a future NEPA process.

WHO DOES THE STUDY INVOLVE?

Study Goal: Capture public sentiment from a large and diverse group of residents and stakeholders through multiple avenues

- St. Bernard Residents
- Local Businesses
- Local Government
- Community Groups
- Economic Development Organizations
- Stakeholders in the Transportation Industry
- Tribes with ancestral interests in St. Bernard



WHAT IS THIS STUDY FOR?

Preliminary Purpose

To evaluate feasible **short-term and long-term improvements** to the transportation network within the lower St. Bernard Region, more specifically:

- **Between I-10/I-510 and lower St. Bernard Parish** (including Judge Perez Drive (LA 39), St. Bernard Highway (LA 46) and
- **Paris Road (LA 47)**

To provide efficient access and egress to accommodate projected land use changes, including the Louisiana International Terminal (LIT) intermodal facility and associated traffic.

WHAT IS THIS STUDY FOR? (continued)

Preliminary Need

System Linkage to improve connectivity between the I-10/I-510 and Lower St. Bernard Parish to accommodate proposed economic development and growth.

Intermodal Relationships provide improved and efficient access to existing and planned intermodal port and rail facilities within the lower St. Bernard Region.

Economic Development accommodate future economic development associated with the LIT intermodal port facility and other land use changes within the lower St. Bernard Region.

Capacity Improvements provide capacity necessary to address the existing and projected future traffic growth within the transportation network of the lower St. Bernard Region.

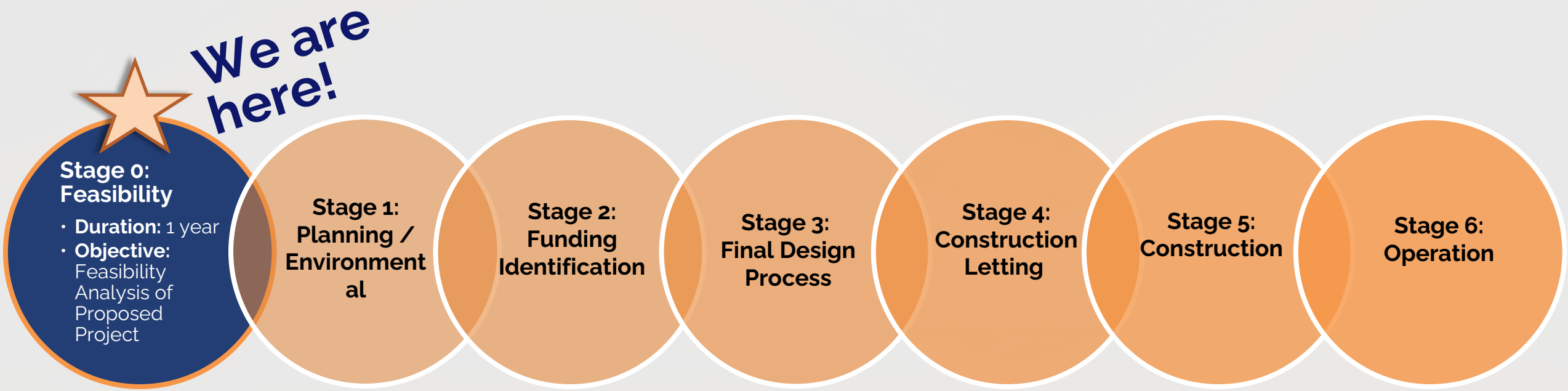
Hurricane Evacuation to provide improved and resilient evacuation routes for residents in Lower St. Bernard Parish and the East Bank of Plaquemines Parish.

WHAT IS THE ANTICIPATED OUTCOME OF THIS STUDY ?

1. Development of **different project alternatives** to respond to future traffic scenarios.
2. Technical evaluation and feedback informs which concepts are forwarded to the Louisiana Department of Transportation and Development (LA DOTD) for consideration.
3. Further analysis may be pursued by the LA DOTD after the RPC Study is complete to make a final decision within an environmental review process on whether or not one or more project solution(s) should be constructed.
4. If selected for construction, a cost estimate will be created for engineering design.
5. Once funded, construction for the selected project alternative(s) may begin.

LA DOTD PROJECT DELIVERY PROCESS

Each LA DOTD Transportation project goes through <u>distinct phases</u> during its life-cycle, from feasibility analysis** (where we are now) **to operation.



This process (from start to finish) could be as early as 4 years.
Depending on the funding source, the project could be operational sooner.

STUDY TIMELINE

MILESTONES

Internal:

External:

2023

- **Nov** – Project Kickoff
- **Dec**

2024

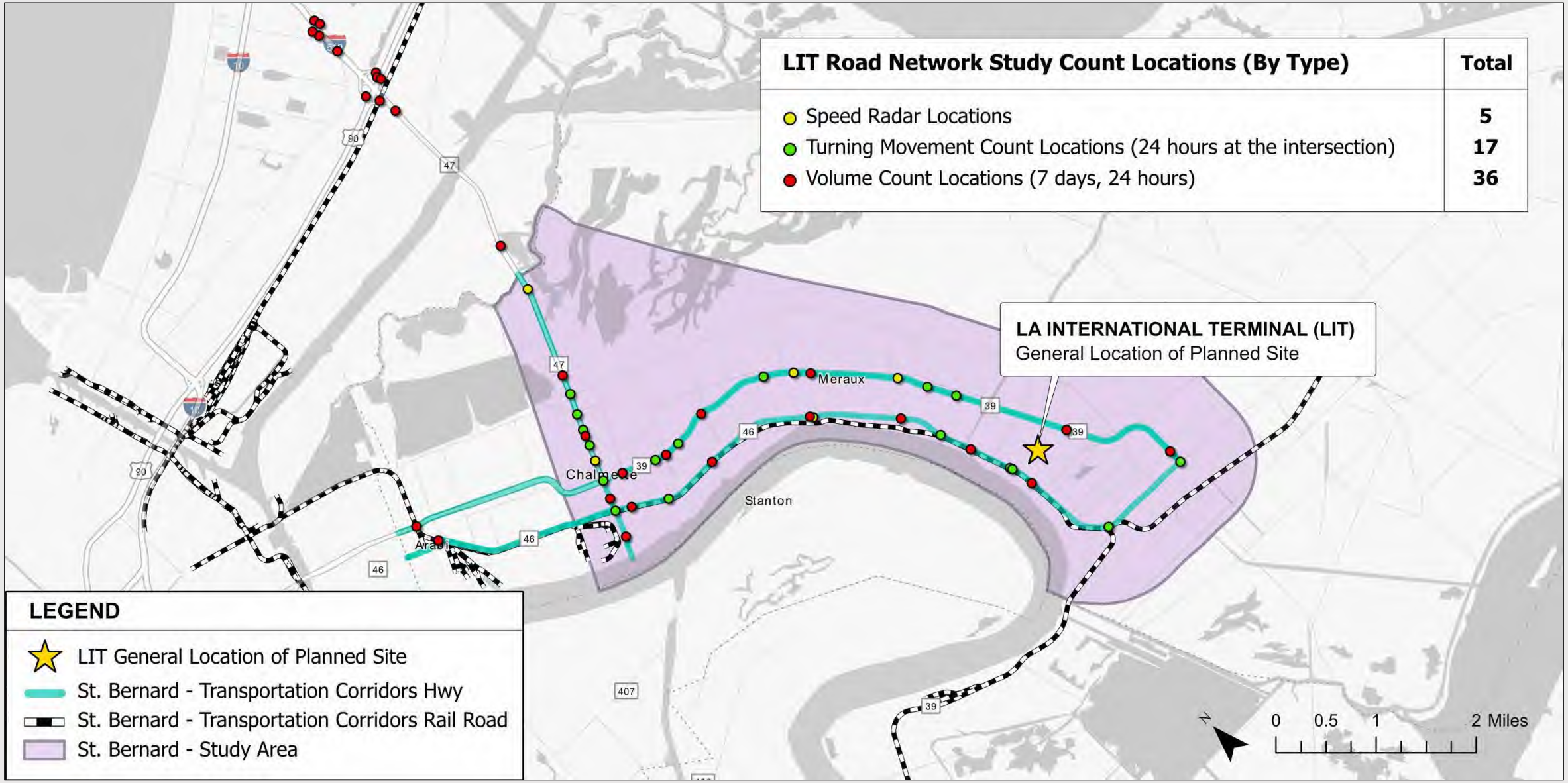
- **Jan** – Website Launch; Start of Survey/Commenting Period (Jan – Apr)
- **Feb** – Initial Project Findings and Stakeholder Meeting Preparation
- **Mar** – Stakeholder Meetings and Interviews; Community Event Outreach: Port NOLA CAC Meetings
- **Apr** – RPC Public Meeting No. 1 - Project Introduction and Updates; Community Event Outreach: Tomato Festival - Apr 20 & 21; Survey Analysis

We are here!

- **May** – Survey Analysis – Survey Closes May 9 (4 weeks from today)
- **Jun** – RPC Public Meeting No. 2 - Share Analysis and Draft Study Alternatives; Final Analysis
- **Jul** – Final Stage 0 Feasibility Report Completion; Project End

STUDY PROGRESS

Data collection points



STUDY PROGRESS

Data collection at Railroad Crossings

Data collected at the following railroad crossings:

- E Judge Perez
- E St Bernard
- Paris Rd by Ferry Landing

What is being observed:

- Crossing Time/Duration
- Vehicle Delay Time
- Vehicle Queue Length

HOW CAN YOU GET INVOLVED?

Help us understand your transportation needs and challenges. What's working, what isn't, and what would make movement in St. Bernard easier?

Shape Your Community

Your opinions ensure projects meet the community's needs and preserve its character

Informed Decision-Making

Feedback provides critical insights for planning and decision-making

Enhanced Quality of Life

Participation has the power to influence decisions on traffic flow, public safety, the environment, and accessibility

WHAT CAN YOU DO TODAY?

Meet team members and ask questions

Participate in today's "Mark the Map" exercise

Provide feedback by filling out a comment card

Participate in online surveys and tell others

Please note that information collected in support of this study may be used in a future NEPA process.

PARTICIPATE IN ONLINE SURVEYS

Take the community survey!

Help us gather input on transportation challenges and needs in St. Bernard Parish, so we can better plan for the future.

Mark the map!

Provide location-specific feedback on the map to identify transportation improvements needed in the area.

Please note that information collected in support of this study may be used in a future NEPA process.

HOW WE WILL UTILIZE FEEDBACK

1. **We'll continuously review feedback and ideas** from surveys, maps, interviews, and meetings to identify transportation system needs, challenges, and opportunities in St. Bernard.

2. **We'll focus on what matters most to you.** Input will help us to understand your priorities and identify all community goals.

3. **Our meetings will refine transportation alternatives and inform the preliminary purpose and need statement** for future consideration as part of the potential LA DOTD environmental review process.

4. **All feedback will be considered** and incorporated into the final report and – to the extent that there is broad consensus - reflect the values and needs of St. Bernard Parish and the broader region.

Feedback We've Received From the Community So Far

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Planning For Future St. Bernard

SURVEY RESPONSES TO DATE

Community Survey

226

RESPONSES

Mark the Map Survey

17

RESPONSES

Mailing List Sign-Ups

23

SIGN UPS

FREQUENTLY MENTIONED TOPICS*

**As a percentage of total survey responses*

Increased Traffic Congestion

74%

Traffic Safety

59%

Emergency Vehicle Access

44%

WHAT WE'RE HEARING SO FAR...

Common themes from survey respondents to date include the following concerns:

- **Highway congestion**
- **Community character / noise pollution**
- **Traffic safety**
- **Emergency vehicle access**
- **Evacuation troubles**

The feedback we've received underscores the community's need for **improved transportation networks** to **address existing issues** and **accommodate future growth** efficiently and safely.

Visit a table to weigh in about:

- **Community Impact Concerns**
- **Traffic Safety, Congestion, Emergency Vehicle Access**
- **Your Evacuation Challenges**
- **Doing the Mark the Map exercise**

Tabling Exercise

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Planning For Future St. Bernard

WHY MARK THE MAP?

Location-specific stakeholder feedback will help shape transportation alternatives evaluated as part of this Study.

Gather feedback on what's working well

Ask residents what they enjoy most about the area

Identify Areas Needing Improvement

Have residents identify transportation challenges and concerns

Collect ideas for transportation improvements

Gather input on potential transportation upgrades from residents

Please note that information collected in support of this study may be used in a future NEPA process.

Closing and Next Steps

TRANSPORTATION STUDY
Planning For Future St. Bernard

JOIN US AT OUR NEXT COMMUNITY MEETING

TRANSPORTATION STUDY
Planning For Future St. Bernard

RPC
REGIONAL PLANNING COMMISSION
FOR THE PARISHES OF
LOUISIANA

RPC Public Meeting No. 2

Date: Wednesday, June 5, 2024
Time: 5:00-8:00pm
Place: St. Bernard Government Complex
Address: 8201 W Judge Perez Dr,
Chalmette, LA 70043

Our next community meeting will cover:

- Existing Conditions Analysis
- Future Conditions Analysis
- Community Feedback
- Draft Project Alternatives in Development

Stay Informed and Get Involved

Go to: http://tinyurl.com/sb-study or scan the QR code here:

TRANSPORTATION STUDY
Planning For Future St. Bernard

Take the community survey!

Mark the map!

THANK YOU!!!

and don't forget to...

Please note that information collected in support of this study may be used in a future NEPA process.

Hunter
FELLOWSHIP HALL

TAKE THE SURVEY
FIND OUT HOW
COMMENT CARD

AGENDA

EXIT
AGENDA

LA DOTD PROJECT DELIVERY PROCESS
Each LA DOTD Transportation project goes through distinct phases during its life-cycle, from feasibility analysis (where we are now) to operation.
We are here!

TRANSPORTATION STUDY
Planning For Future St. Bernard

COMMENT CARD

PROJECT NO. H.015428 - STAGE 0 LOWER ST. BERNARD TRANSPORTATION NETWORK FEASIBILITY STUDY

Name: Eric Eilers

Email: [redacted]

Phone: [redacted]

Address [redacted]

HOW DID YOU HEAR ABOUT THIS MEETING?

- [ ] Newspaper/Magazine advertisement
- [ ] Announcement on website/social media
- [ ] From a friend/family member
- [x] Saw a sign/banner posted in the community
- [ ] Email from local government/planning dept
- [ ] Other _____ (please specify)

COMMENT:

Economic ~~Devement~~ Development will be a plus. Auto Parts store, Tire Store, Hardware Stores, Rest. Truck stops. In my opion the support Bussiness will be the Biggest winner. The Parish Receive Taxes but we need a road

Please note that information collected in support of this Study may be used in a future NEPA process

TRANSPORTATION STUDY
Planning for Future St. Bernard

COMMENT CARD

PROJECT NO. H.015428 - STAGE 0 LOWER ST. BERNARD TRANSPORTATION NETWORK FEASIBILITY STUDY

Name: Faith Moren

Email: [redacted]

Phone:

Address:

HOW DID YOU HEAR ABOUT THIS MEETING?

- [ ] Newspaper/Magazine advertisement
- [ ] Announcement on website/social media
- [ ] From a friend/family member
- [ ] Saw a sign/banner posted in the community
- [ ] Email from local government/planning dept
- [ ] Other _____ (please specify)

COMMENT:

Why don't you put this project further down river closer to the Gulf?

Please note that information collected in support of this Study may be used in a future NEPA process

COMMENT CARD

TRANSPORTATION STUDY

PROJECT NO. H.015428 - STAGE 0 LOWER ST. BERNARD TRANSPORTATION NETWORK FEASIBILITY STUDY

Name: Ronda B Williams

Email: [redacted]

Phone: [redacted]

Addres [redacted]

HOW DID YOU HEAR ABOUT THIS MEETING?

- [ ] Newspaper/Magazine advertisement
- [ ] Announcement on website/social media
- [ ] From a friend/family member
- [ ] Saw a sign/banner posted in the community
- [ ] Email from local government/planning dept
- [ ] Other _____ (please specify)

COMMENT:

With the influx of new residents living on Chalmette, Meraux and Violet, how will you decrease the influx of traffic coming thru? Will there be another road build to decrease the traffic coming into the houses as well as going out.

Please note that information collected in support of this Study may be used in a future NEPA process

COMMENT CARD

TRANSPORTATION STUDY

PROJECT NO. H.015428 - STAGE 0 LOWER ST. BERNARD TRANSPORTATION NETWORK FEASIBILITY STUDY

Name: Cheryl Dobson

Email:

Phone:

Address:

HOW DID YOU HEAR ABOUT THIS MEETING?

- [ ] Newspaper/Magazine advertisement
- [ ] Announcement on website/social media
- [x] From a friend/family member
- [ ] Saw a sign/banner posted in the community
- [ ] Email from local government/planning dept
- [ ] Other _____ (please specify)

COMMENT:

Trains on Judge Seg & St Bernard Hwy already tie up traffic too long. How will new port impact wait time? Paris Rd. I/SIO already too congested. With extra truck traffic (if accident) lose 1 access out of parish. Streets already in disrepair. More traffic will only make worse. Need more street lights on Paris Rd. Need to make info on project more available to residents, more transparent

Please note that information collected in support of this Study may be used in a future NEPA process

COMMENT CARD

TRANSPORTATION STUDY
Planning For Future St. Bernard

PROJECT NO. H.015428 - STAGE 0 LOWER ST. BERNARD TRANSPORTATION NETWORK FEASIBILITY STUDY

Name: SYDNEY DOBSON

Email: [redacted]

Phone: [redacted]

Address: [redacted]

HOW DID YOU HEAR ABOUT THIS MEETING?

- [ ] Newspaper/Magazine advertisement
- [ ] Announcement on website/social media
- [ ] From a friend/family member
- [ ] Saw a sign/banner posted in the community
- [ ] Email from local government/planning dept
- [ ] Other NONE OF THE ABOVE (please specify)

COMMENT:

RAILROADS?
100 OF THOUSANDS OF DOLLARS
ON THIS SURVEY AND CAN'T
ANSWER ANY QUESTIONS, SENT
THE WRONG PEOPLE.
THESE PEOPLE HAVE NOT DONE
THEIR HOMEWORK.
WHAT'S THIS FOR THE
PEOPLE OF ST BERNARD AND
PLAQUEMINES YOU NEED TO TAKE
CARE OF THESE RESIDENTS

Please note that information collected in support of this Study may be used in a future NEPA process

TRANSPORTATION STUDY

COMMENT CARD

PROJECT NO. H.015428 - STAGE 0 LOWER ST. BERNARD TRANSPORTATION NETWORK FEASIBILITY STUDY

Name: SYDNEY DOBSON

Email:

Phone:

Address:

HOW DID YOU HEAR ABOUT THIS MEETING?

- [ ] Newspaper/Magazine advertisement
- [ ] Announcement on website/social media
- [ ] From a friend/family member
- [ ] Saw a sign/banner posted in the community
- [ ] Email from local government/planning dept
- [ ] Other _____ (please specify)

COMMENT:

A TOLL ROAD THROUGH ST BERNARD PARISH

Please note that information collected in support of this Study may be used in a future NEPA process

COMMENT CARD

TRANSPORTATION STUDY

PROJECT NO. H.015428 - STAGE 0 LOWER ST. BERNARD TRANSPORTATION NETWORK FEASIBILITY STUDY

Name: Denise Spera

Email: [redacted]

Phone: [redacted]

Address: [redacted]

HOW DID YOU HEAR ABOUT THIS MEETING?

- [ ] Newspaper/Magazine advertisement
- [x] Announcement on website/social media
- [ ] From a friend/family member
- [ ] Saw a sign/banner posted in the community
- [ ] Email from local government/planning dept
- [ ] Other _____ (please specify)

COMMENT:

I believe this project is overstating the Revenue it will bring to the parish And state. It is A shame to destroy A wonderful Community for A project that has no possibility of successeding.

Please note that information collected in support of this Study may be used in a future NEPA process

COMMENT CARD

TRANSPORTATION STUDY

PROJECT NO. H.015428 - STAGE 0 LOWER ST. BERNARD TRANSPORTATION NETWORK FEASIBILITY STUDY

Name: Jim DiFatta

Email:

Phone:

Address:

HOW DID YOU HEAR ABOUT THIS MEETING?

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- [ ] From a friend/family member
- [ ] Saw a sign/banner posted in the community
- [ ] Email from local government/planning dept
- [ ] Other _____ (please specify)

COMMENT:

ALLOW ME TO SPEAK
2 MINUTES

Please note that information collected in support of this Study may be used in a future NEPA process

COMMENT CARD

TRANSPORTATION STUDY

PROJECT NO. H.015428 - STAGE 0 LOWER ST. BERNARD TRANSPORTATION NETWORK FEASIBILITY STUDY

Name: ROBERT Showalter

Email: [redacted]

Phone:

Addres

HOW DID YOU HEAR ABOUT THIS MEETING?

- [ ] Newspaper/Magazine advertisement
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- [ ] From a friend/family member
- [ ] Saw a sign/banner posted in the community
- [ ] Email from local government/planning dept
- [ ] Other _____ (please specify)

COMMENT: RPC should not spend money on a failed concept. The future of Louisiana shipping wants their ships to easily dock and be on their way. This location would have been great 50 years ago but looking to the future this needs to be located closer to Gulf. More vision needs to be done. Looking into "Bay"

Please note that information collected in support of this Study may be used in a future NEPA process

The future, Shippers will NOT TRAVEL UP the MISS RIVER. The SMART MONEY WOULD BE TO DEVELOPE A HUB at The Mouth of The RIVER That WOULD Serve The Whole Gulf. Ships COULD DOCK, UNLOAD Their VESSEL Then SMALL SHIPS AND BARGES TO MOVE CONTAINERS UP The RIVER, TO MOBILE, TO Houston AND All points into MEXICO. NEW ORLEANS DOES NOT HAVE The MARKET. MONEY Should be SPENT ON DEVELOPING a STATE of The ART DISTRIBUTION CENTER AND become The PRIMARY POINT for The GULF of MEXICO.

COMMENT CARD

TRANSPORTATION STUDY
Planning For Future St. Bernard

PROJECT NO. H.015428 - STAGE 0 LOWER ST. BERNARD TRANSPORTATION NETWORK FEASIBILITY STUDY

Name: FLOYD GUE'

Email: [redacted]

Phone: [redacted]

Addres [redacted]

HOW DID YOU HEAR ABOUT THIS MEETING?

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- [x] From a friend/family member
- [ ] Saw a sign/banner posted in the community
- [ ] Email from local government/planning dept
- [ ] Other Floyd Gue' (please specify)

COMMENT:

SEE THE VICKERMAN REPORT
THE LIT DOESN'T FIT, IN VIOLET
1758 TRUCKS DAILY OUR
INFRASTRUCTURE WON'T SUPPORT

LEVEE INTEGRITY: ACCIDENT:
LEVEE BREACH — HOW LONG
WILL IT TAKE WATER TO
INUNDATE ENTIRE PARISH
NO LIT IN ST. BERNARD

Please note that information collected in support of this Study may be used in a future NEPA process

TRANSPORTATION STUDY
Planning For Future St. Bernard

COMMENT CARD

PROJECT NO. H.015428 - STAGE 0 LOWER ST. BERNARD TRANSPORTATION NETWORK FEASIBILITY STUDY

Name: Danielle Raphael

Email: [redacted]

Phone: [redacted]

Addres [redacted]

HOW DID YOU HEAR ABOUT THIS MEETING?

- [ ] Newspaper/Magazine advertisement
- [x] Announcement on website/social media
- [ ] From a friend/family member
- [ ] Saw a sign/banner posted in the community
- [ ] Email from local government/planning dept
- [ ] Other _____ (please specify)

COMMENT:

Better ways to communicate with community could be sending letters to local churches so their members can take survey 3 come to the next meeting. Also, I thought the study would also include health hazards that come with construction in the community.

Please note that information collected in support of this Study may be used in a future NEPA process

COMMENT CARD

TRANSPORTATION STUDY
Planning For Future St. Bernard

PROJECT NO. H.015428 - STAGE 0 LOWER ST. BERNARD TRANSPORTATION NETWORK FEASIBILITY STUDY

Name: Carol H. Ludwig

Email: [redacted]

Phone:

Addres

HOW DID YOU HEAR ABOUT THIS MEETING?

- [ ] Newspaper/Magazine advertisement
- [ ] Announcement on website/social media
- [x] From a friend/family member
- [ ] Saw a sign/banner posted in the community
- [ ] Email from local government/planning dept
- [ ] Other _____ (please specify)

COMMENT:

I worry about traffic and safety of the school children. I also worry about the value of my home in Southlake.

Please note that information collected in support of this Study may be used in a future NEPA process

— add to mailing list

COMMENT CARD

the gate opens/closes, more gates

TRANSPORTATION STUDY

PROJECT NO. H.015428 - STAGE 0 LOWER ST. BERNARD TRANSPORTATION NETWORK FEASIBILITY STUDY

Name: darrell Williams

Email: [redacted]

Phone:

Address:

HOW DID YOU HEAR ABOUT THIS MEETING?

- [ ] Newspaper/Magazine advertisement
- [ ] Announcement on website/social media
- [x] From a friend/family member
- [ ] Saw a sign/banner posted in the community
- [ ] Email from local government/planning dept
- [ ] Other _____ (please specify)

COMMENT:

50 trucks, average trucking president of trucking association darrel williams — may be going on strike
Customs they changed security settings — coming out of Port NOLA — effecting business operations (major impact due to the delay)

Please note that information collected in support of this Study may be used in a future NEPA process

TRANSPORTATION STUDY

COMMENT CARD

PROJECT NO. H.015428 - STAGE 0 LOWER ST. BERNARD TRANSPORTATION NETWORK FEASIBILITY STUDY

Name: _____

Email: _____

Phone: _____

Address: _____

HOW DID YOU HEAR ABOUT THIS MEETING?

- [ ] Newspaper/Magazine advertisement
- [ ] Announcement on website/social media
- [ ] From a friend/family member
- [ ] Saw a sign/banner posted in the community
- [x] Email from local government/planning dept
- [ ] Other _____ (please specify)

COMMENT:

The "road" for the "LIT" NEEDS shoulders, crossovers, Emergency Call Boxes, Emergency ~~Vehicles~~ Response Vehicles. St Bernard Hwy Needs shoulders to prevent pedestrian deaths

Please note that information collected in support of this Study may be used in a future NEPA process

COMMENT CARD

TRANSPORTATION STUDY
Planning For Future St. Bernard

PROJECT NO. H.015428 - STAGE 0 LOWER ST. BERNARD TRANSPORTATION NETWORK FEASIBILITY STUDY

Name: BOB ARCETT

Email: [redacted]

Phone [redacted]

Addre [redacted]

HOW DID YOU HEAR ABOUT THIS MEETING?

- [ ] Newspaper/Magazine advertisement
- [ ] Announcement on website/social media
- [x] From a friend/family member
- [ ] Saw a sign/banner posted in the community
- [ ] Email from local government/planning dept
- [ ] Other _____ (please specify)

COMMENT:

1. Additional road loading with port
2. Fully operational port: # of containers/vessel & # of vessels?
3. Split between road & rail of
4. How many additional train movements?

Please note that information collected in support of this Study may be used in a future NEPA process

- tape presentation to replay on website
- why not Port further to river?

COMMENT CARD

TRANSPORTATION STUDY

PROJECT NO. H.015428 - STAGE 0 LOWER ST. BERNARD TRANSPORTATION NETWORK FEASIBILITY STUDY

Name: Debbie Brandt

Email:

Phone:

Address: [redacted]

HOW DID YOU HEAR ABOUT THIS MEETING?

- [ ] Newspaper/Magazine advertisement
- [ ] Announcement on website/social media
- [ ] From a friend/family member
- [ ] Saw a sign/banner posted in the community
- [ ] Email from local government/planning dept
- [x] Other email from Save St Bernard (please specify)

COMMENT:

Traffic concerns - bridge openings over Industrial Canal are challenging for us. Late night train horns that go on forever are a nuisance. Need more street lights on Paris Road. It is too dark. We definitely cannot handle anymore traffic if the new terminal is built. I was told by the foreman overseeing the

(over)

Please note that information collected in support of this Study may be used in a future NEPA process

painting of the green bridge that the bridge was not built to handle all of the truck traffic that would be using it everyday if the terminal is built in Violet.
Why can't a bridge be built that would go across the water + connect to one of the exits that are not used on I 10 East.
That would alleviate traffic from the green bridge.

COMMENT CARD

TRANSPORTATION STUDY

PROJECT NO. H.015428 - STAGE 0 LOWER ST. BERNARD TRANSPORTATION NETWORK FEASIBILITY STUDY

Name: Henry Carroll

Email:

Phone: [redacted]

Address: [redacted]

HOW DID YOU HEAR ABOUT THIS MEETING?

- [ ] Newspaper/Magazine advertisement
- [ ] Announcement on website/social media
- [x] From a friend/family member
- [ ] Saw a sign/banner posted in the community
- [ ] Email from local government/planning dept
- [x] Other radio/tv

(please specify)

COMMENT:

This meeting smells like the port 2 it community meetings if the port wouldn't put this terminal where the parish doesn't want it.

Need: - connection from proposed florida ave. to Elysian fields.

- need St. Bernard Hwy expanded into 4 lanes

- St. Bernard Hwy @ Torres - split the road 3 its cut off

Please note that information collected in support of this Study may be used in a future NEPA process

Would this project still be happening if the Part NOLA project wasn't happening?

TRANSPORTATION STUDY
Planning For Future St Bernard

COMMENT CARD

PROJECT NO. H.015428 - STAGE 0 LOWER ST. BERNARD TRANSPORTATION NETWORK FEASIBILITY STUDY

Name: Barry Uhle

Email: [redacted]

Phone: [redacted]

Address [redacted]

HOW DID YOU HEAR ABOUT THIS MEETING?

- [ ] Newspaper/Magazine advertisement
- [x] Announcement on website/social media
- [ ] From a friend/family member
- [ ] Saw a sign/banner posted in the community
- [ ] Email from local government/planning dept
- [ ] Other _____ (please specify)

COMMENT:

How ~~many~~ big is this port compared to one in Mola. If its the same size.

Florida ave rail discussion

Put total trucks expected per day + year

Please note that information collected in support of this Study may be used in a future NEPA process

TRANSPORTATION STUDY

COMMENT CARD

PROJECT NO. H.015428 - STAGE 0 LOWER ST. BERNARD TRANSPORTATION NETWORK FEASIBILITY STUDY

Name: STEVE BRANAT

Email:

Phone:

Address:

HOW DID YOU HEAR ABOUT THIS MEETING?

- [ ] Newspaper/Magazine advertisement
- [ ] Announcement on website/social media
- [ ] From a friend/family member
- [ ] Saw a sign/banner posted in the community
- [x] Email from local government/planning dept
- [ ] Other _____ (please specify)

COMMENT:

THE PARIS RD BRIDGE IS NOT IN THE BEST CONDITION NOW. IF THE TRUCK FLOW INCREASES DRASTICLY. NEED TO BUILD NEW BRIDGE & CONNECT TO I10 PAST MICHOUD EXIT

Please note that information collected in support of this Study may be used in a future NEPA process

TRANSPORTATION STUDY
Planning For Future St. Bernard

COMMENT CARD

PROJECT NO. H.015428 - STAGE 0 LOWER ST. BERNARD TRANSPORTATION NETWORK FEASIBILITY STUDY

Name: Gillis McCloskey

Email: [redacted]

Phone:

Address

HOW DID YOU HEAR ABOUT THIS MEETING?

- [ ] Newspaper/Magazine advertisement
- [ ] Announcement on website/social media
- [ ] From a friend/family member
- [ ] Saw a sign/banner posted in the community
- [x] Email from local government/planning dept
- [ ] Other _____ (please specify)

COMMENT:

see attached

Please note that information collected in support of this Study may be used in a future NEPA process

TRANSPORTATION STUDY
Planning For Future St. Bernard

COMMENT CARD

PROJECT NO. H.015428 - STAGE 0 LOWER ST. BERNARD TRANSPORTATION NETWORK FEASIBILITY STUDY

Name: Amanda Mores

Email: [redacted]

Phone: [redacted]

Addres [redacted]

HOW DID YOU HEAR ABOUT THIS MEETING?

- [ ] Newspaper/Magazine advertisement
- [x] Announcement on website/social media
- [ ] From a friend/family member
- [ ] Saw a sign/banner posted in the community
- [ ] Email from local government/planning dept
- [ ] Other _____ (please specify)

COMMENT:

See attached paper.

Please note that information collected in support of this Study may be used in a future NEPA process

TRANSPORTATION STUDY
Planning For Future St. Bernard

COMMENT CARD

PROJECT NO. H.015428 - STAGE 0 LOWER ST. BERNARD TRANSPORTATION NETWORK FEASIBILITY STUDY

Name: Cindi Meyer

Email: [redacted]

Phone [redacted]

Addre [redacted]

COMMENT:

See Attached

HOW DID YOU HEAR ABOUT THIS MEETING?

- [ ] Newspaper/Magazine advertisement
- [ ] Announcement on website/social media
- [ ] From a friend/family member
- [ ] Saw a sign/banner posted in the community
- [ ] Email from local government/planning dept
- [ ] Other _____ (please specify)

Please note that information collected in support of this Study may be used in a future NEPA process

ST. BERNARD PARISH
TRANSPORTATION STUDY
Mark the Map Activity
Q: We want to hear from you
Tell us about something you love, something that needs to change, or if you have an idea for a transportation project in St. Bernard Parish
1. Place a dot sticker on the map (give it a number)
2. Write your number and your comment on a sticky note and add it below
YOU ARE HERE
LEGEND
Highways

GILLIS MCCLOSKEY
[redacted]

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SAMANTHA PEREZ, PH.D.

[redacted]

11 April 2024

To the Regional Planning Commission:

My name is Samantha Perez, and I am a lifelong resident of Violet, Louisiana. I currently live at [redacted] in the neighborhood immediately adjacent to Port NOLA's proposed Louisiana International Terminal site. Due to my teaching schedule, I am unable to attend tonight's public meeting at Corinne Missionary Baptist Church in-person, so I am writing this letter to offer my perspective, especially as a resident who will be directly and critically impacted by the LIT. I am writing to the Regional Planning Commission to voice my strong opposition to this project.

I oppose Port NOLA's proposed LIT project in St. Bernard on many grounds but, above all, because of the devastating impact this massive, international terminal will bring to our community in St. Bernard Parish. This site will yield disastrous effects—environmental hazards, unsustainable traffic, health concerns, and other harmful impacts—to our parish at large and our local communities immediately adjacent to the container yard and docks. Given these overwhelming and overwhelmingly negative consequences, knowingly constructing an international terminal in an established residential area is morally wrong.

The LIT site in Violet is not an industrial or unpopulated area that might better handle the expected traffic, noise, pollution, and safety threats. The port would be located in the middle of long-established residential neighborhoods, including my own, and will introduce unnecessary environmental hazards to the families who live here. The LIT will result in the loss of 1100+ acres of marsh and woodland on which we depend for water retention and flood protection. This loss of wetland, critical to our state's protection and economy, is in addition to the other environmental hazards and threats the port will inflict upon St. Bernard Parish. In July 2008, a chemical tank ship collided with a barge near the Crescent City Connection, spilling 300,000 gallons of oil into the Mississippi River. In August 2010, a cargo vessel accident at the Port of New Orleans' Napoleon Avenue wharf released millions of tiny plastic pellets into the river. These pollutants contaminated our waterways and Gulf, were consumed by fish and other wildlife, and created confusion over which agency should respond in clean-up, delaying mitigation for three weeks after the spill. In March 2020, the container ship *Belita* ran aground near Belle Chasse, making clear the vulnerability of the Mississippi River levee that protects us. In July 2021, U.S. Customs and Border Protection identified the arrival of multiple invasive insects, including the tree-killing cerambycidae, that had infested the dunnage of the *Pan Jasmine*, which arrived in New Orleans.

Dangers like these are risks assumed by activity in international shipping but should never be knowingly inflicted upon families and business owners who live in St. Bernard to enjoy the safety of a rural area. As the recent disaster in Baltimore makes clear, there are physical and material risks to such large-scale commerce, and expanding port operations in our neighborhoods deliberately and dramatically increases those risks to our people.

As a proud and devoted resident of Louisiana, I am committed to protecting our state's industries and advancing the wellbeing of our population. However, it is abundantly clear that this location for an international terminal is ill-conceived and woefully short-sighted, especially given the cost (social and financial) to construct in our neighborhoods. This Violet site is far too upriver to sustain long-term commercial convenience, especially as vessels continue to get bigger. Our port systems should be determined on a coordinated state-level, not just those parishes where the Port of New Orleans believes that they have jurisdiction. A large-scale port further downriver, whether in Plaquemines Parish, where they are actively developing an alternative, or near the mouth of the river would be much better choices that could accommodate future growth of the shipping industry and secure New Orleans' position as a major center of commerce. As the recent January 2024 report from Vickerman Associates concludes, the LIT in Violet is a "strategic mistake."

The St. Bernard Parish Council has vocalized unanimous opposition to this project within our parish. In August 2021, Council members voted unanimously to pass Resolution SBPC #2159-08-21, which declared opposition to the Louisiana International Terminal. In January 2022, the Council followed this decision with subsequent resolutions: SBPC #2197-01-22, which demanded that the Port of New Orleans hold a public informational meeting in the parish, and SBPC #2198-01-22, which denounced the terminal's anticipated impact on our already poor air quality. Most recently, the entire slate of newly elected officials from St. Bernard Parish ran in opposition to the port and have pledged to make federal and state agencies aware of the irreversible impact this will yield to our community and our environment. Additionally, a *Times-Picayune* poll in January 2024 reported that 75% of residents strongly oppose this project here. We don't want this, and despite what the Port of New Orleans would like to believe, we deserve a voice to determine what happens in our parish.

Unfortunately, because of the unfair and outdated jurisdiction the Port of New Orleans believes it has over lands in St. Bernard Parish, we are dependent on you, the Regional Planning Commission, and other state agencies responsible for determining the immediate and long-term impact of this project, to protect our health and safety on our behalf. As a historian, I find it reprehensible that the Port of New Orleans believes they have the right to develop in St. Bernard Parish, especially without asking our residents, because of outdated jurisdictions from a decision made in 1896. Back then, according to the 1900 census, St. Bernard had 5,000 residents. Now, with over 43,000 people, we are one of the fastest growing areas in the nation. We need to protect what people love about this parish, not destroy it because of Port NOLA's ambitions. Without question, the LIT of the Port of New Orleans does not belong in our community. Our wellbeing should not be treated as collateral damage for the Port of New Orleans' success.

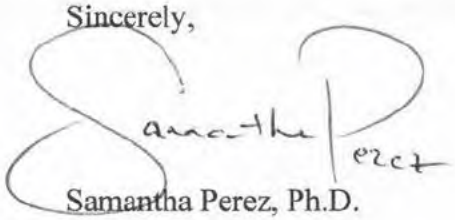
Each of these reasons should be enough to halt the development of LIT in St. Bernard. But, in my core, my reasons for opposition are deeply personal. I live with my husband and my two young children in the house I grew up in, in a neighborhood we love for our family. The trees in my yard outside are memories—the oak planted on my parents' wedding day, another planted on the day I was born, the Japanese maple the day my daughter was born, another oak for my son. My roots, literally, are here, and this area has been my family's home for generations. I worked

very hard to come back to St. Bernard after Hurricane Katrina and create a quality life for myself and my family. This is my home. This is the kitchen table where I teach my kids, in a learning environment without the constant noise and disruptions of an international port next door. These are the streets where my daughter rides her bike and where my son chases bubbles, in the safety of a low-traffic area. I simply do not want to raise my children next to an industrial site, and there are no "benefits" of the LIT that can ever outweigh that.

At risk of ending this letter in a less eloquent tone, **get this mega terminal out of my parish and away from my house, please.**

If you need any additional information or comments from me, you can reach me by email at [redacted] or on my cell, [redacted]

Sincerely,



Samantha Perez, Ph.D.
Violet resident

Cind. Meyer

[redacted]

List of Concerns with Regard to RPC traffic Study for St Bernard in Association with the LIT Project

- Concurrence of the LIT Project Construction time frame and the replacement schedule of the Bayou Bienvenue Bridge
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Amanda Mones

[redacted]

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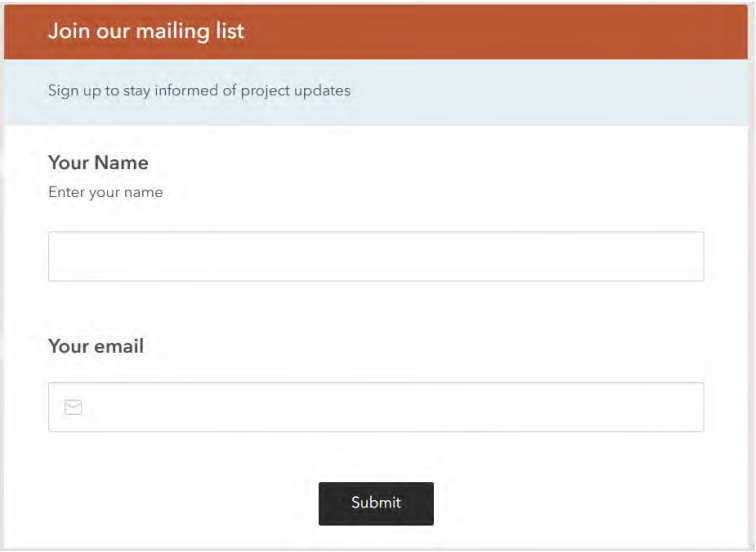
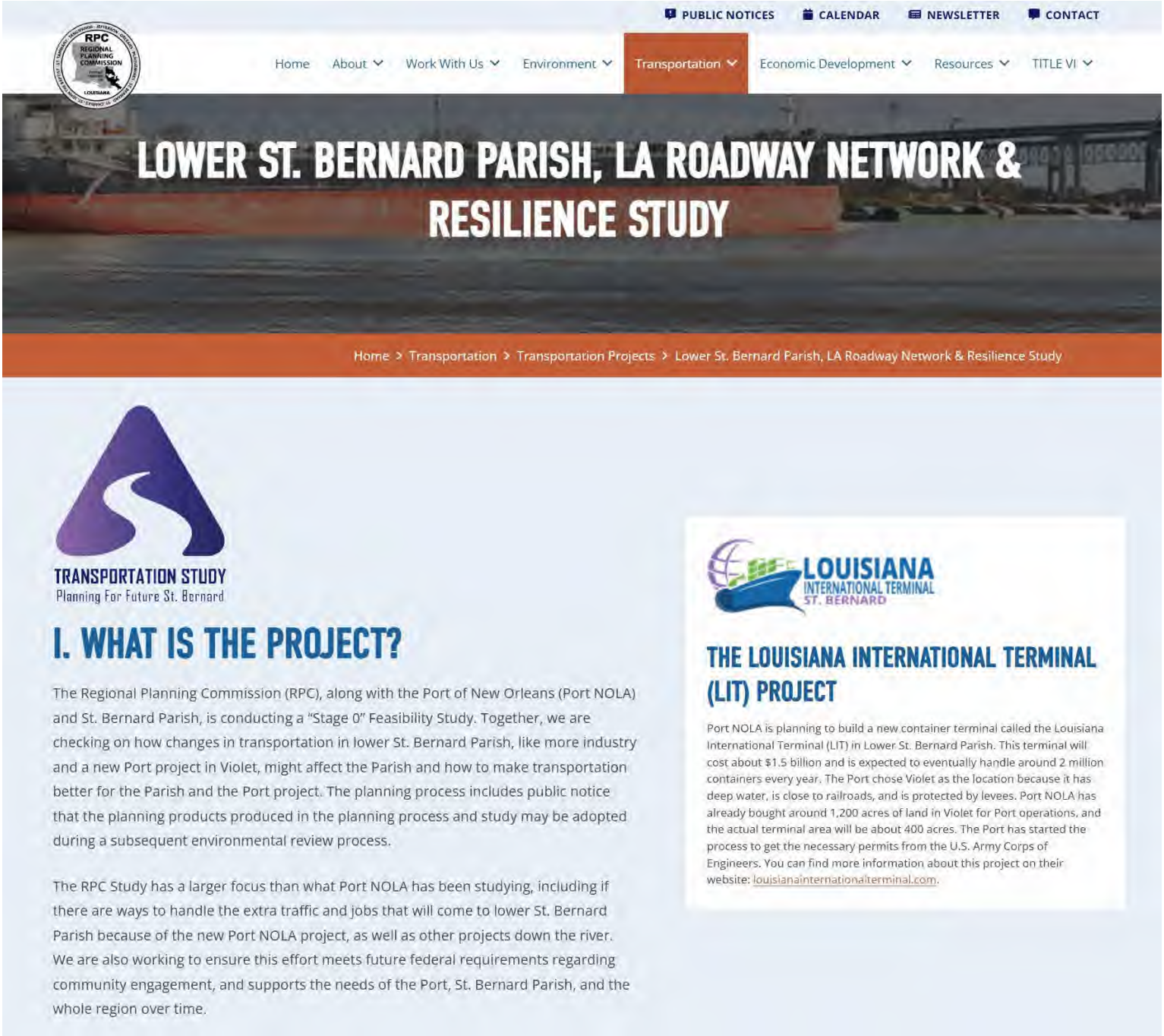
PRC Website Announcement:

Project Mailing List Sign Up Form:



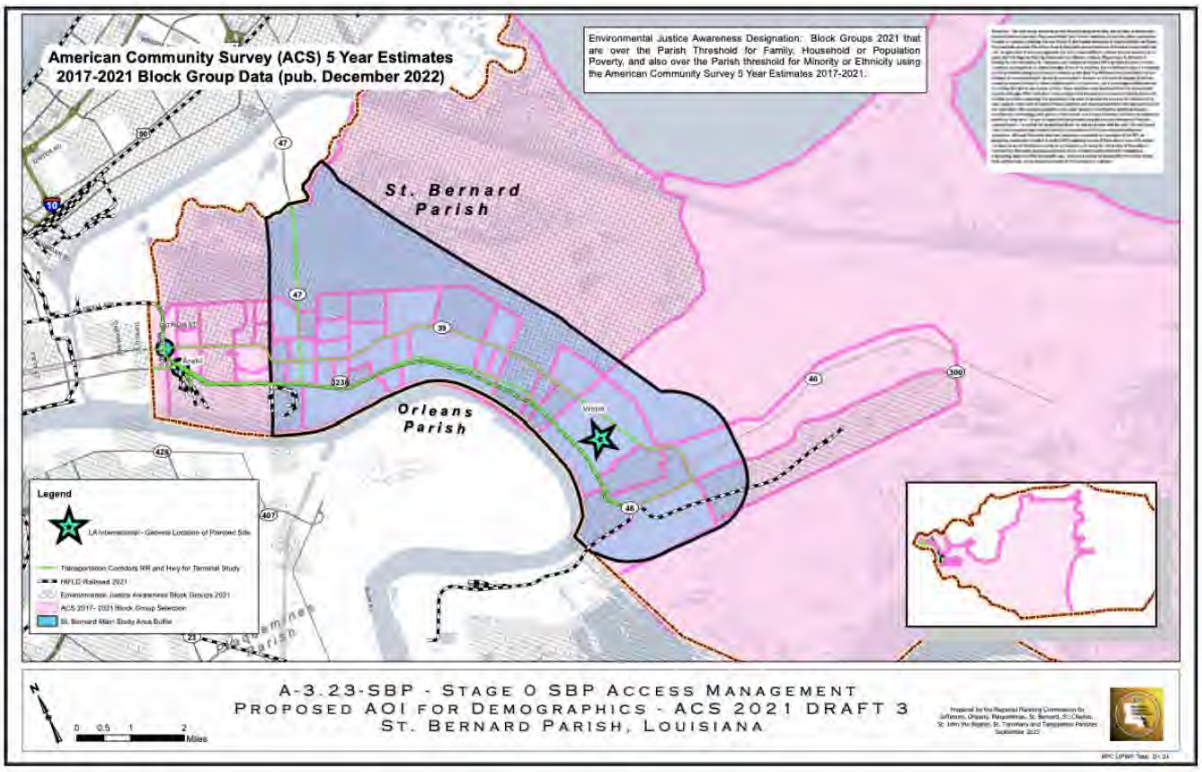
Project Website Managed throughout the Study:



II. WHO DOES IT IMPACT?

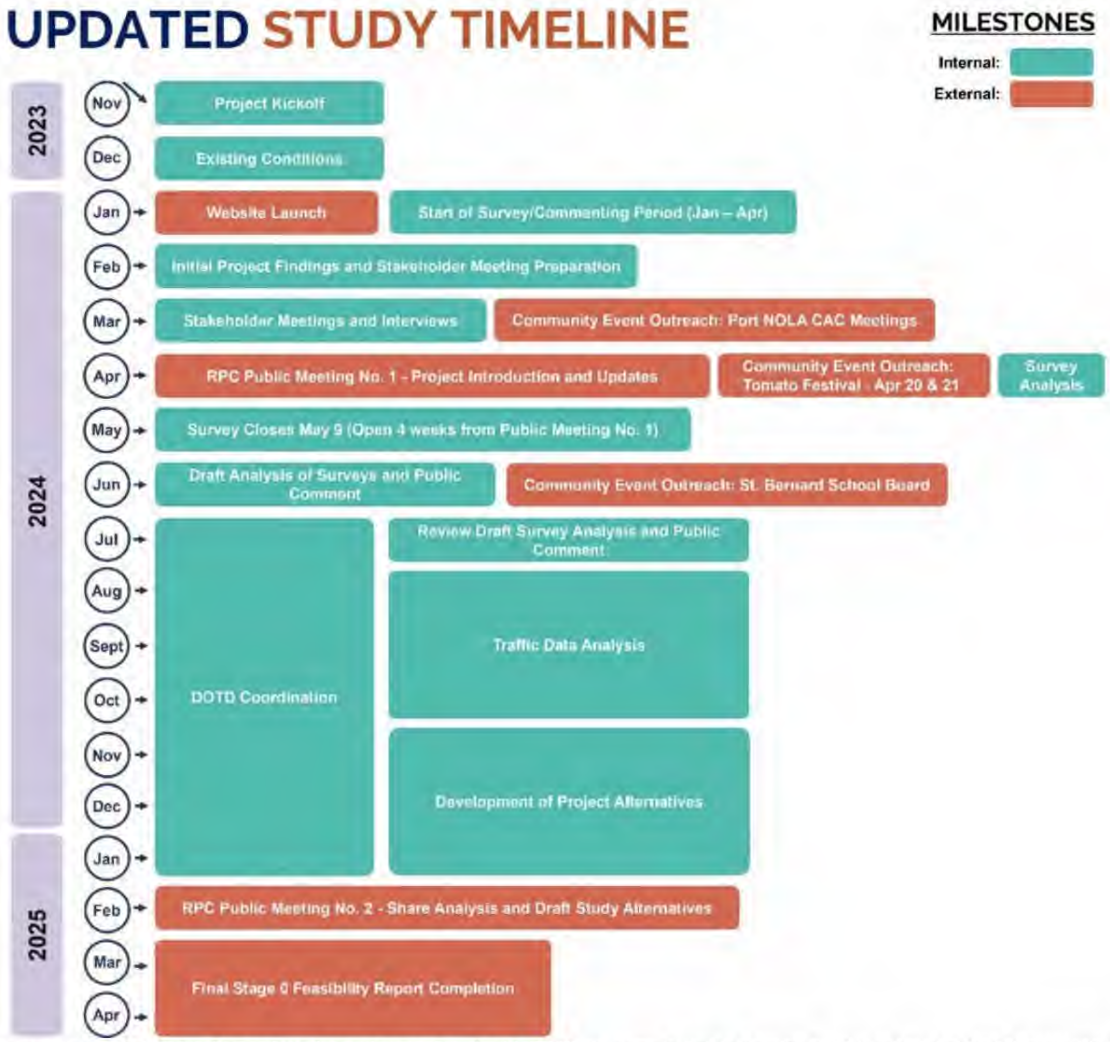
The Study area includes all of St. Bernard Parish, LA, with a focus on understanding how everyone gets around, including people who may not be fluent in English, people over 65, people with disabilities, those without cars, or anyone who finds it difficult to travel.

We want everyone to have the opportunity to tell us what they think about the transportation network (i.e.; roads, rail, and bridges) and how future projects should be designed to best support the community. We've set up different ways for you to participate to support this goal, including online surveys, in person and online community meetings.



DOWNLOAD MAP PDF

III. TIMELINE



*Note: Additional time is needed to develop project alternatives and work with DOTD. As a result, Public Meeting No. 2 is scheduled for February 4th. This study effort is expected to be complete by mid-2025. An updated Timeline is posted above. Thank you for your patience and participation in this important study.

IV. HOW TO STAY INFORMED AND GET INVOLVED

OUTREACH UPDATE: FINDING AND ANALYSIS TO-DATE

We acknowledge there has been unexpected delays in the project schedule, and everyone would benefit from a "refresh" of engagement efforts and feedback received to-date prior to the second public meeting scheduled for February 4, 2025.
Please take a look at the Revised Public Outreach Plan linked herein.
For an overview of the Outreach Efforts thus far, please refer to the Outreach Update to Date linked herein.

PUBLIC MEETING #2 – MATERIALS/FINDINGS (PRESENTED AT PUBLIC MEETING #2 ON FEBRUARY 4 AT 5:30 P.M.-7:30 P.M.)

Click here for all the materials presented at the public meeting on February 4, 2025 from 5:30PM-7:30PM.

If you did not attend the meeting and wish to submit a written comment, comments must be post marked by February 11, 2025.

Mail to:
GIS Engineering, LLC
ATTN: Sam Mestayer
4171 Essen Lane, STE 700
Baton Rouge, LA 70809
smestayer@gisy.com

REGISTER TO ATTEND THE SECOND PUBLIC MEETING!

This meeting is open to the public and registration is only helping the Project Team prepare printouts, etc. You DO NOT need to register to attend. Register by visiting **https://arcg.is/0CKLzy1** or scan the code here:

Meeting: St. Bernard Transportation Study - Public Meeting No. 2

Date: February 4, 2025

Time: 5:30 p.m. to 7:30 p.m.

Format: Open House – attendees are encouraged to arrive anytime between 5:30 p.m. and 7:30 p.m. and will be guided through materials and an exercise to collect feedback.

Address: 3220 Jean Lafitte Parkway, Chalmette, La 70043

The subject building is ADA accessible. If you would like accessibility or language accommodation, please contact Jared Carter, the Chief Operations Officer at Desire Line, at 504-605-7158 or email TranslationSupport@Desire-Line.com.

REVIEW PROJECT PRESENTATIONS

Public Meeting Number 1 Presentation (April 11, 2024)
St. Bernard School Board Presentation (June 11, 2024)

V. COMMON QUESTIONS AND ANSWERS TO READ:

Q1: What will this study look at in terms of community impacts?

A1: This study considers how St. Bernard is growing and changing, and is checking to see if the transportation system—like roads, sidewalks, and bridges—works well for people today and will keep working in the future. The study also looks at ways to reduce or mitigate the potential impacts of the Port of New Orleans Louisiana International Terminal (LIT) Project.

Community impacts considered include how proposed project transportation solutions could impact: (1) new and current housing areas, (2) emergency vehicle access for police or firefighters, (3) evacuation routes, (4) connectivity between Orleans and St. Tammany Parishes, (5) long-term growth, (6) access to local business, and (7) industry access to warehousing and supply chains.

Q2: Is this study only about the Port of New Orleans Louisiana International Terminal (LIT) Project?

A2: It's about more than the Port of New Orleans Louisiana International Terminal (LIT) Project. While the study will focus on reducing negative effects from the Port's potential terminal, it will also help plan for the future growth and needs of the Parish to make the community stronger and more efficient.

This study might lead to more money from the federal, state, and local governments to make the transportation network better, so emergency services can respond faster, the community can bounce back from challenges, and people can get to their jobs more directly.

Q3: Who is paying for this study, and what is the Port of New Orleans' role?

A3: 80% of this study is paid for with federal dollars allocated to the Regional Planning Commission for transportation planning purposes and 20% is paid from funding allocated to the Port by the State legislature. The Port of New Orleans' role is to provide relevant information to the RPC related to freight movements of the proposed downriver terminal in Violet, La.

Q4: When will they start building this project?

A4: Major construction is years away. Right now, we're counting how many cars, trucks, train cars, pedestrians and bicycles usually operate in the area. From this we will estimate how this traffic may grow, and how many more businesses or people it may attract. That information will support development of different project solutions or alternatives to respond to traffic. After careful consideration and community engagement, some ideas will be kept and others will be set aside. Further analysis will be completed by the Louisiana Department of Transportation and Development (LA DOTD) after the Study is complete to make a final decision on whether or not a project solution will be constructed. If selected for construction, LADOTD will create a cost estimate for engineering design. Funds for a project must be dedicated before construction begins. We'll have a better idea of when construction could potentially start after these steps.

Q5: How long will the study take?

A5: The Study is taking about 18 months. It started in October 2023 and should be finished around April 2025.

Mark the Map Online Survey:

Mark the Map Survey

When traveling in St. Bernard Parish - tell us about something you love, something that needs to change, or if you have an idea for a transportation project!

Note: Survey closes on May 9th at midnight

Instructions for using the map

On a browser: Click anywhere on the map to drop a pin. Use your mouse wheel or the +/- buttons on the map to zoom into the map. Click and drag your mouse to move the map.

On a mobile device: Tap the map to enlarge, pinch to zoom in and out to find your desired location and select it by pressing the blue + button on the bottom right of the screen. Finalize your selected location by pressing "Ok" on the top right hand of your phone screen.

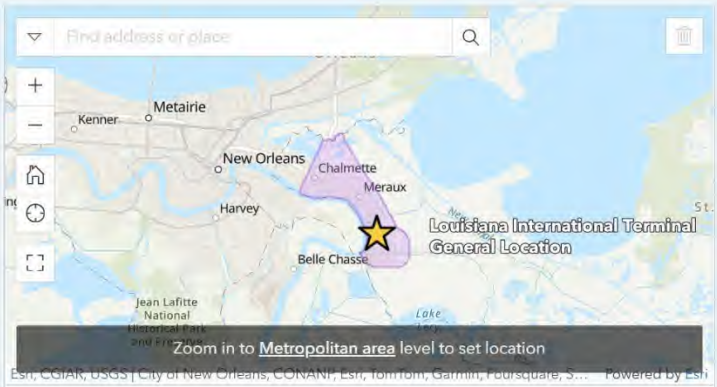
Answer Category*

Select a category from the dropdown menu

-Please select-

Drop a pin on the map*

Note that the Project Area includes the entire Parish, the "Star" indicates the planned Port NOLA LIT site, and transportation corridors and the railroad network are highlighted to help support feedback.



No geometry captured yet.

Tell us about it!*

Submit

Online Community Survey:

St. Bernard Roadway Network & Resilience Study Survey

This survey is about looking at our roads and transportation, seeing how they work for the people living here now, and making plans to make them better for the future in St. Bernard Parish.

Note: Survey closes on May 9th at midnight

Where do you live in St. Bernard Parish? (Optional)

Type your address in the "Find address or place" box below

Lat: 29.93831 Lon: -89.964604

What is your gender identity?

- Male
- Female
- Non-binary
- Prefer not to say

What is your household income level?

- Less than $26,500/yr
- $26,500 - $54,999/yr
- $55,000 - $100,000/yr
- Greater than $100,000/yr
- Prefer not to say

What is your ethnicity?

- Not of Hispanic, Latino, or Spanish origin
- Mexican, Mexican American, or Chicano origin
- Puerto Rican
- Cuban
- Another Hispanic, Latino or Spanish origin
- Prefer not to say

What is your age range?

- 0-17
- 18-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65+

What is your highest level of education?

- Less than high school
- High school graduate or equivalent
- Some college or associate degree
- Bachelor's degree
- Master's degree or higher
- Prefer not to say

What is your race?

- White
- Black or African American
- American Indian and Alaska Native
- Asian
- Native Hawaiian and Other Pacific Islander
- Two or more races
- Prefer not to say

Do you have any disabilities or mobility challenges that impact your transportation options?

- Yes
- No

How do you typically commute to work or school?

- Private vehicle
- Public transportation (bus, train, etc.)
- Walking or cycling
- Carpooling or ride sharing
- Other

How far do you usually travel for essential services (e.g., healthcare, grocery shopping)?

- Within walking distance
- Within cycling distance
- Within public transportation service area
- Within a 10 minute driving distance
- Within a 20 minute driving distance
- Within a 30 minute driving distance
- More than an hour of driving distance

What are your top traffic concerns if the Port site in Violet is constructed (select up to 3)?

- [ ] Increased rail crossing delay time
- [ ] Increased congestion on state highways
- [ ] Sound pollution from traffic
- [ ] Visual pollution from increased traffic
- [ ] Difficulty walking along or across state highways
- [ ] Difficulty bicycling along or across state highways
- [ ] Increased vehicle crashes/traffic safety
- [ ] Emergency vehicle access difficulties (EMS, fire or police)
- [ ] Difficulties accessing shopping
- [ ] Other

Do you have access to reliable public transportation options in your neighborhood?

- Yes, easily accessible
- Yes, but not very accessible
- No, limited or no access to public transportation

When you last left home for a hurricane, what did you do?

- Used public evacuation spots
- Was picked up by friends or family (not in my vehicle)
- Drove myself in my personal vehicle
- I have never evacuated

How would you describe your last evacuation experience?

- Easy and well-coordinated
- Some challenges, but manageable
- Difficult and disorganized
- Extremely challenging, requiring external assistance

If you have had difficulty, explain what happened?

Is your job close to where you live?

- Yes, my work is within walking or bicycling distance
- Yes, my work is within a few miles driving distance
- No, my work is too far to bike or walk to
- I work remotely

What would you describe as the best feature of the current transportation network?

Do you have any additional concerns regarding transportation-related needs in St. Bernard Parish to inform future transportation planning in the area?

Submit

What industry do you primarily work in?

- Healthcare and Social Assistance
- Education and Training
- Manufacturing/Refinery
- Retail Trade
- Professional, Scientific, and Technical Services
- Construction
- Accommodation and Food Services
- Transportation and Warehousing
- Government
- Other

Signup form for Public Meeting No. 2

Register: St. Bernard Transportation Study - Public Meeting No. 2

The Regional Planning Commission (RPC) will host a second public meeting to collect community and stakeholder input on findings and preliminary project alternatives under consideration as part of the Lower St. Bernard Parish, LA Roadway Network and Resilience Study (State Project No. H.015428). It is a "Stage 0" feasibility study aiming to identify future St. Bernard Parish transportation network improvements. The evaluation includes (1) an assessment of an anticipated Louisiana International Terminal (LIT) project network impacts and associated land use changes, (2) an evaluation of transportation related project alternatives to mitigate impacts, and (3) community input through the public engagement process.

Meeting: St. Bernard Transportation Study - Public Meeting No. 2
Date: February 4, 2025
Time: 5:30 p.m. to 7:30 p.m.
Format: Open House (arrive anytime)
Place: South Ballroom, St. Bernard Civic Center
Address: 3220 Jean Lafitte Parkway, Chalmette, La 70043

This meeting is free and open to the public. Registration is only helping the Project Team prepare printouts, etc. You DO NOT need to register to attend.

Note: The information collected, and the products produced in the planning process may be utilized as part of a subsequent environmental review or NEPA process.

Si necesitas servicios de apoyo en traducción, por favor contáctanos en TranslationSupport@Desire-Line.com ¡y estaremos en contacto contigo!

Nếu bạn cần dịch vụ hỗ trợ dịch thuật, vui lòng liên hệ với chúng tôi tại TranslationSupport@Desire-Line.com và chúng tôi sẽ liên hệ với bạn!

Name:

Email:

Have a question? Let us know in advance by typing it below:

Submit

OUTREACH TO DATE

FINDINGS & ANALYSIS

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

DECEMBER 2024

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I. PURPOSE OF OUTREACH TO DATE

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

II. OUTREACH & ENGAGEMENT PLAN

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

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

III. KEY STRATEGIES TO ENGAGE WITH VULNERABLE POPULATIONS

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

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

IV. INFORMATION COLLECTED

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

V. STRATEGY RESULTS: ENGAGEMENT WITH VULNERABLE POPULATIONS

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

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

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

Table 1. On-line demographic survey responses.

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

Table 2. On-line demographic survey responses.

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

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

ON-LINE DEMOGRAPHIC SURVEY RESPONSES

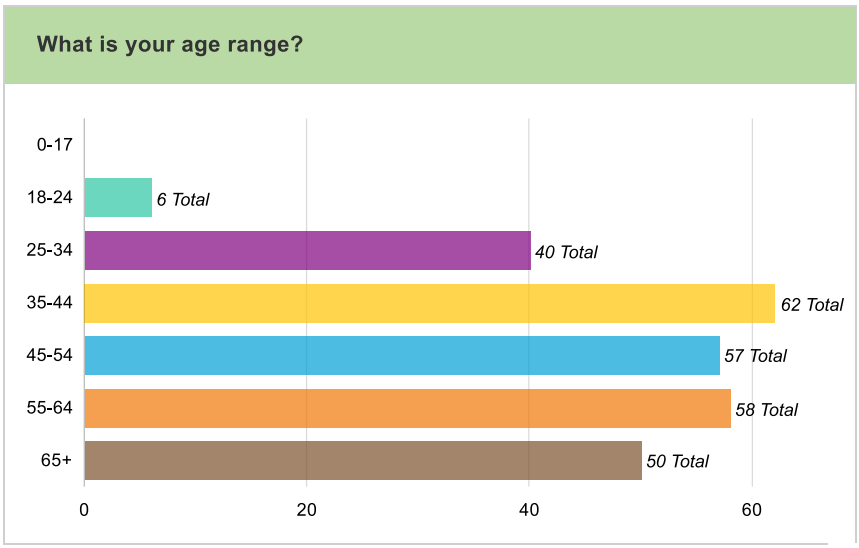


Figure 1 *(above)*. Survey Responses to question: "What is your age range?"

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

Table 3. On-line demographic survey responses.

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

Table 4. On-line demographic survey responses.

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

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

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

Table 5. On-line demographic survey responses.

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

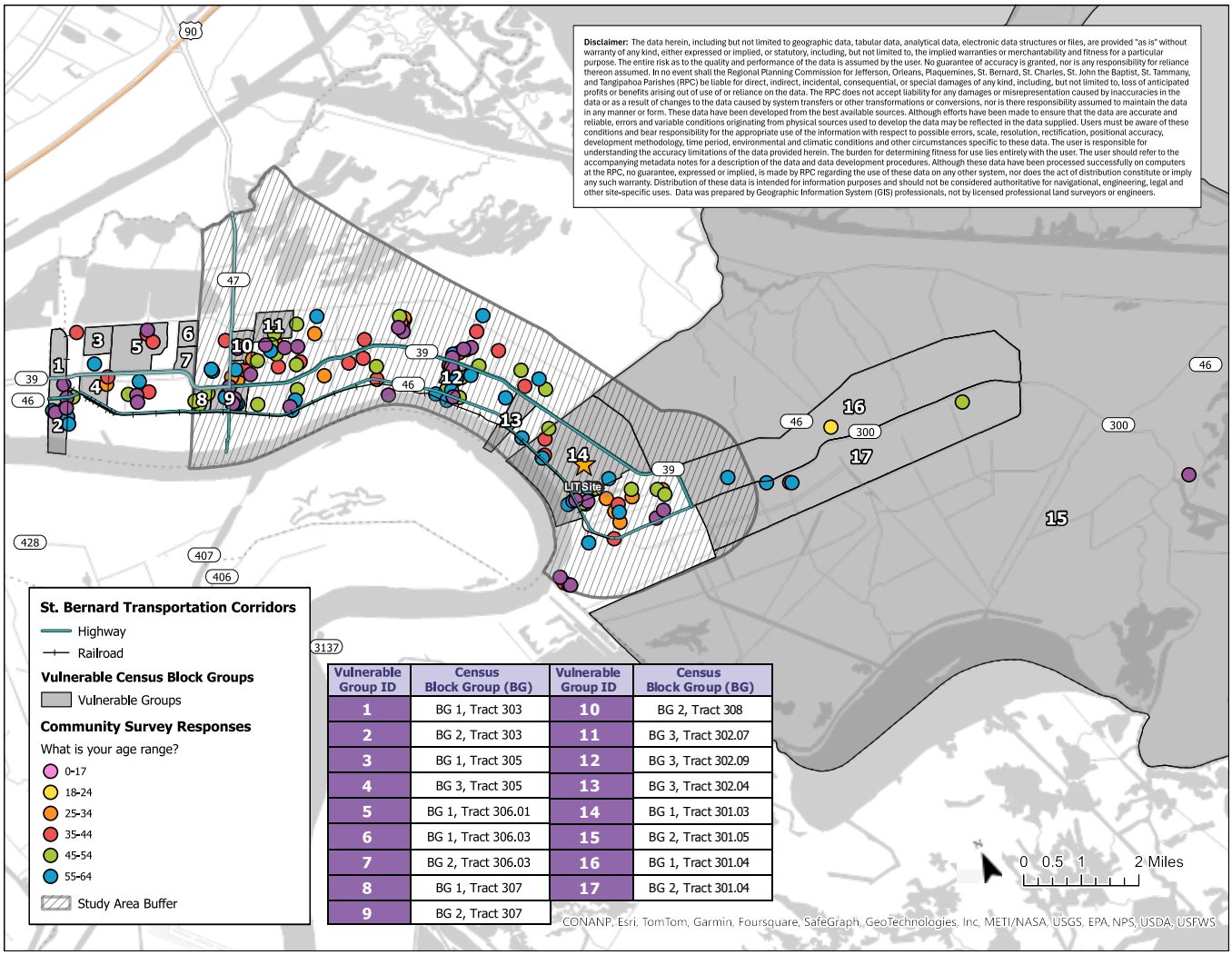
Table 6. On-line demographic survey responses.

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

VI. LOCATION OF RESPONDENTS

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

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



Vulnerable Group ID	Census Block Group (BG)	Vulnerable Group ID	Census Block Group (BG)
1	BG 1, Tract 303	10	BG 2, Tract 308
2	BG 2, Tract 303	11	BG 3, Tract 302.07
3	BG 1, Tract 305	12	BG 3, Tract 302.09
4	BG 3, Tract 305	13	BG 3, Tract 302.04
5	BG 1, Tract 306.01	14	BG 1, Tract 301.03
6	BG 1, Tract 306.03	15	BG 2, Tract 301.05
7	BG 2, Tract 306.03	16	BG 1, Tract 301.04
8	BG 1, Tract 307	17	BG 2, Tract 301.04
9	BG 2, Tract 307		

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

VII. TRAVEL PATTERNS

COMMUTING PATTERNS

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

DISTANCE TO ESSENTIAL SERVICES

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

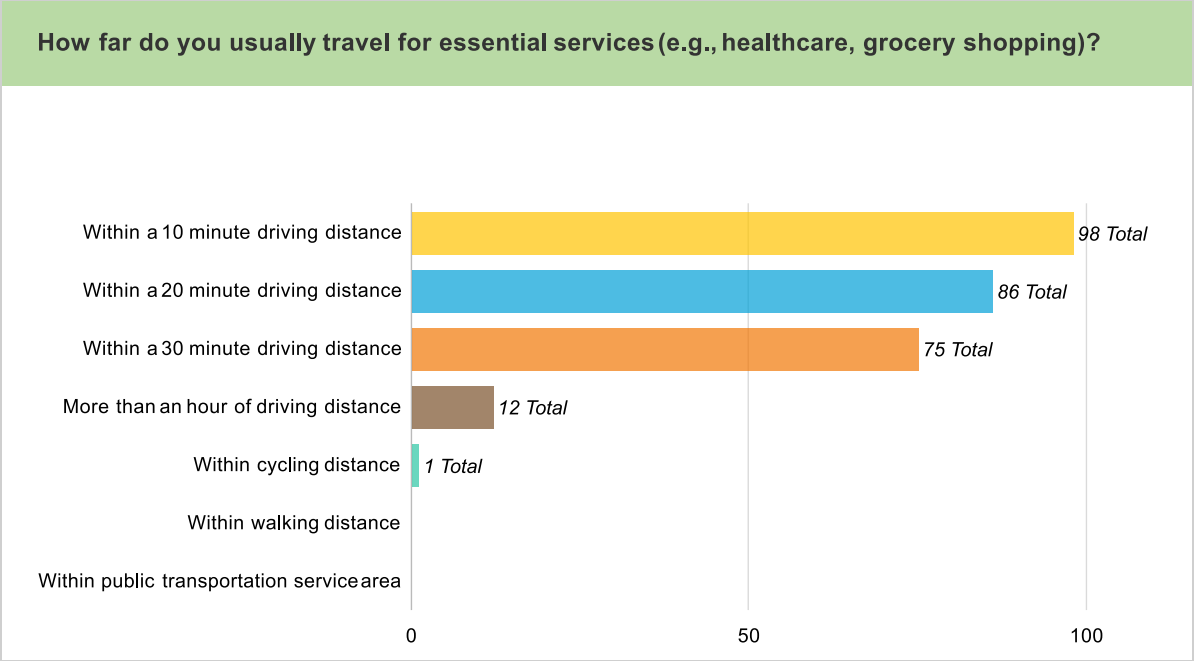


Figure 3 *(above)*. Survey Responses to question: "How far do you usually travel for essential services (e.g., healthcare, grocery shopping)?"

ACCESS TO RELIABLE TRANSPORTATION OPTIONS

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

HURRICANE EVACUATION

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

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

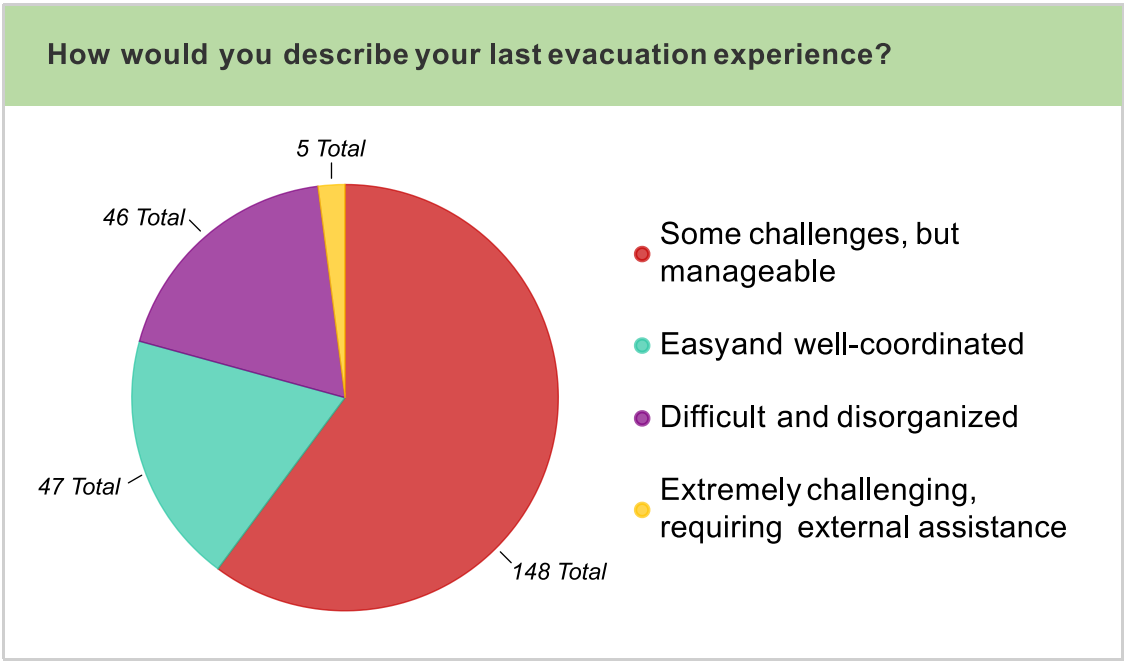


Figure 4. Survey Responses to question: "How would you describe your last evacuation experience?"

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

VIII. FEEDBACK ON THE TRANSPORTATION NETWORK

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

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

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

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

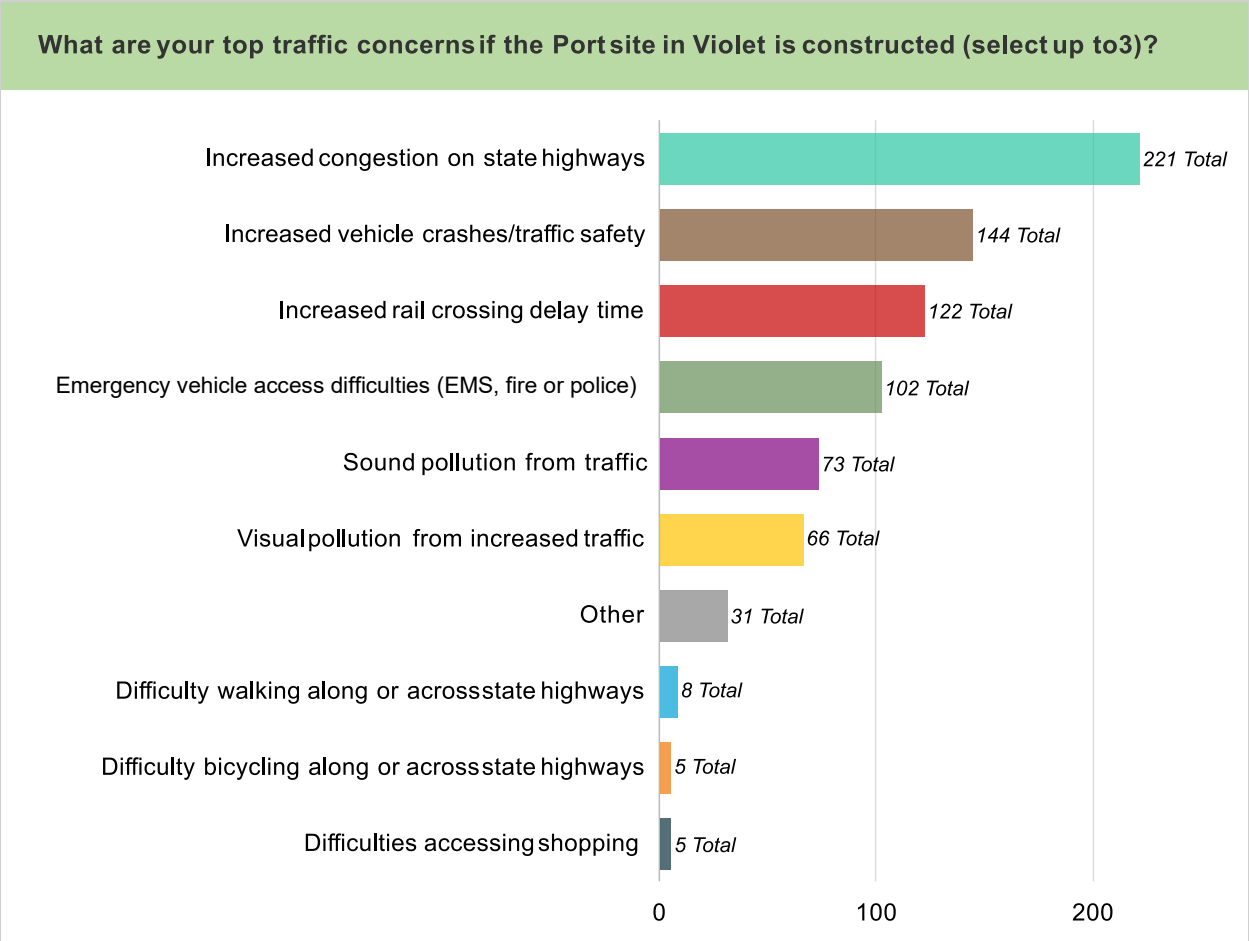


Figure 5. Survey Responses to question: "What are your top traffic concerns if the Port site in Violet is constructed (select up to 3)?"

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

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

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

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

X. MAPPING EXERCISES

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

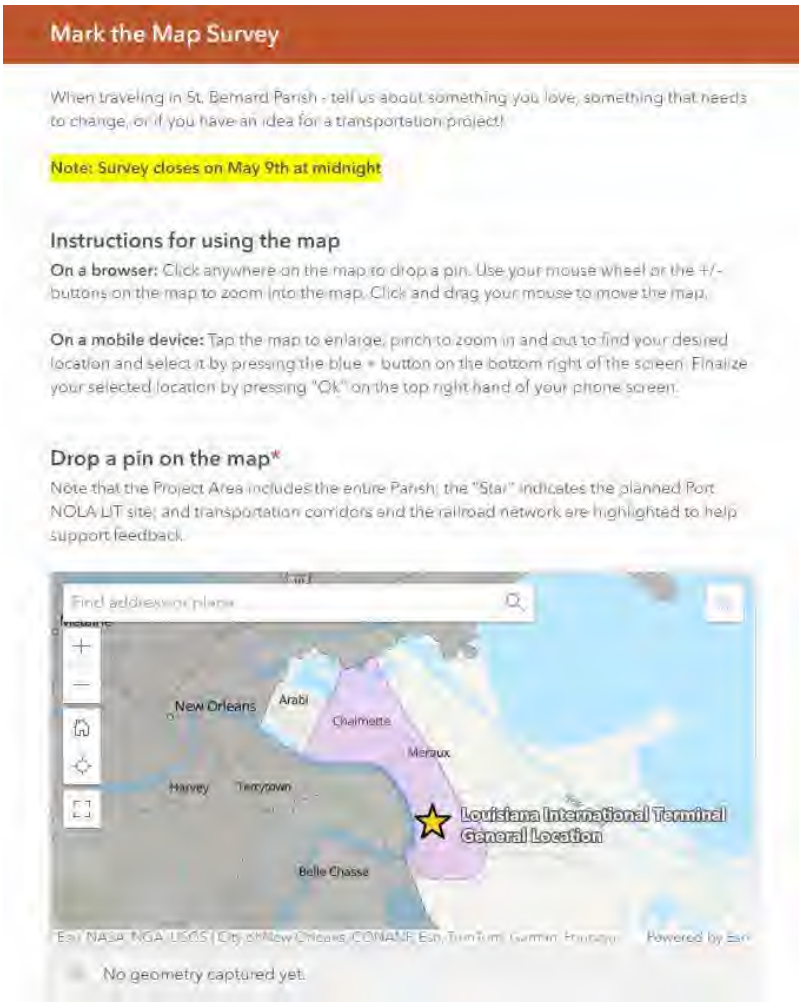


Figure 6. Image of Mark the Map Survey hosted online from January 2024 to May 9, 2024.

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

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

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

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

The image below includes all mapped comments.

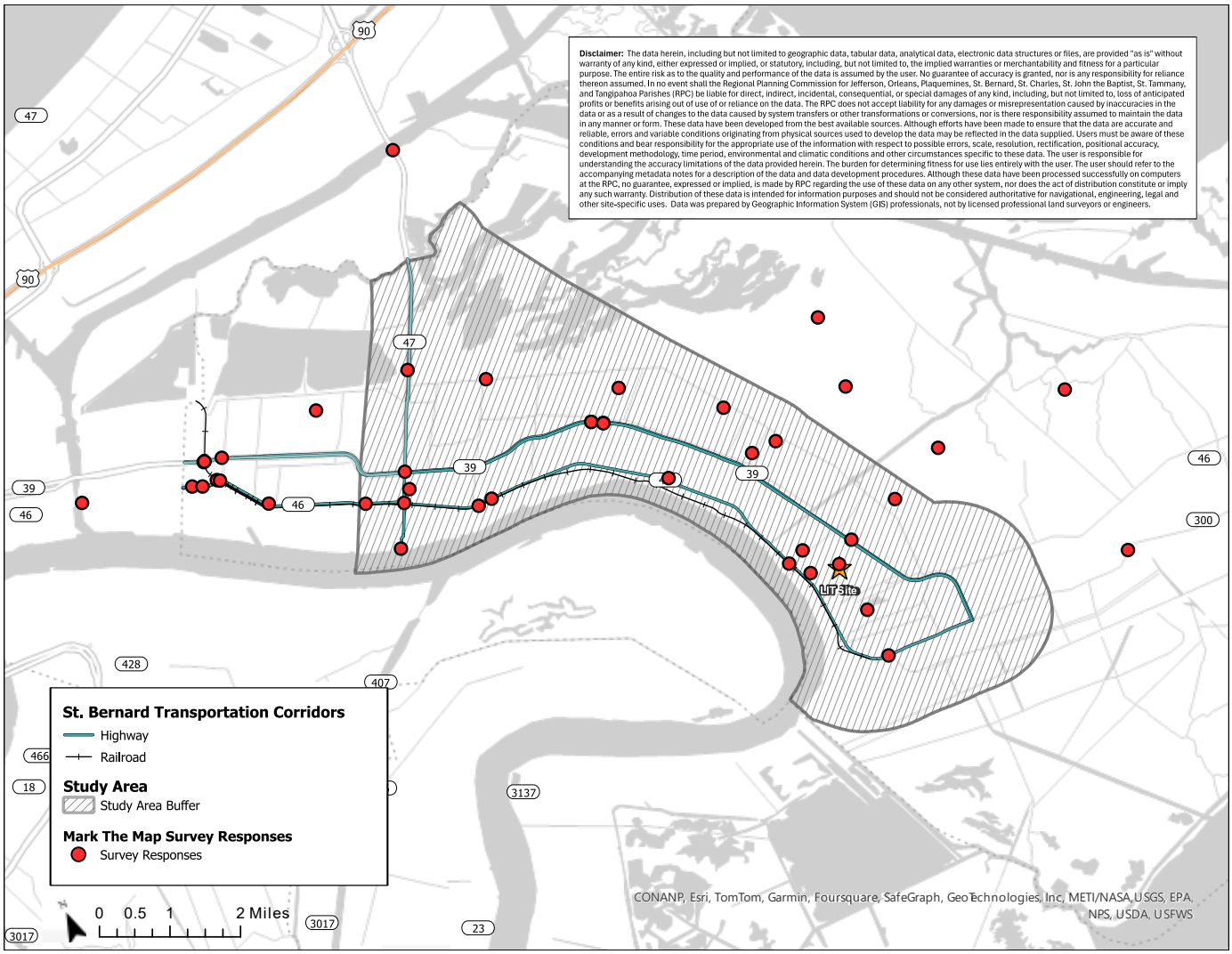


Figure 7. Responses to Mark The Map Survey mapped spatially across the Study Area.

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

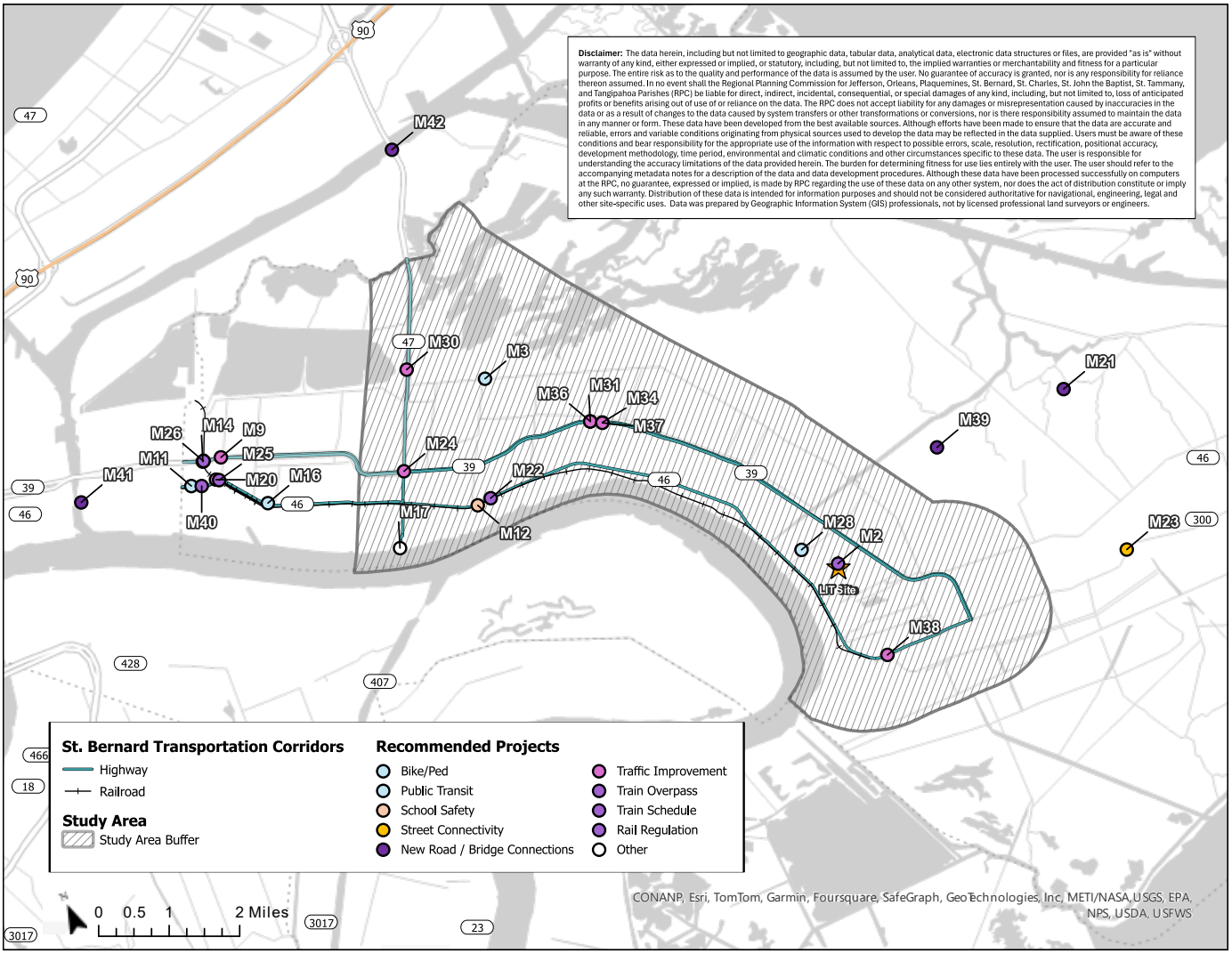


Figure 8. Site-Specific Project Concepts mapped spatially across the Study Area.

XI. METHODOLOGY: THEMES ISOLATED ACROSS ALL RESPONSES

As of May 10, 2024[1], a total of 345 respondents provided feedback via online and in-person engagement activities. Of these 43 were from online and in-person mapping exercises, 274 were from in person and online surveys, and 28 were from in person comment cards received as part of community meetings and tabling events. The themes captured herein were part of most residents' concerns and were often coupled with project concepts and ideas that could isolate ways to better support the future transportation network in the Parish. To support consideration of alternative project concepts, the Project Team compiled all project-related comments from all questions, as well as from mapping exercises and

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

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

Table 7. Mapped site-specific project concepts listed.

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

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

XII. ALTERNATIVE PROJECT CONCEPTS PROPOSED

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

NEW ROADS AND SYSTEM CONNECTIVITY

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

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

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

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

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

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

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

IMPROVEMENTS TO ST. BERNARD HIGHWAY / LA 46

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

IMPROVEMENTS TO JUDGE PEREZ DRIVE / LA 39

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

PLANNING FOR BRIDGE CLOSURES OR LIMITED CAPACITY

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

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

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

Improved accessibility, crossings, and safe routes to schools.

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

Bicycle improvements that support user safety

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

Expanded and improved public transit

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

SIDEWALKS AND IMPROVEMENTS ALONG THE MISSISSIPPI RIVER

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

ObjectID	GlobalID	CreationDate	Creator	EditDate	Editor	Answer Category	Tell us about it!	x	y
2	1f42f8d5-30f7-4ead-84df-a1150b0cc31f	12/22/2023 14:30:58.282		12/22/2023 14:30:58.000		Something I love!	The parish is not congested. I always take St.Bernard Hwy to travel. There are very few traffic lights & no traffic . Some of the homes by the levee are so beautiful.	-89.91467636	29.91954704
3	9cffd811-001e-4e02-8b69-bbaf8e9dc38b	01/23/2024 16:05:40.449		01/23/2024 16:05:40.449		Something that needs to change!	NIGHT TRAINS! The recent schedule change from day time to night trains was supposed to be TEMPORARY -- that was a few years ago; it's the direct cause of significant adverse effects on public health and quality of life in communities along this single rail line located within close proximity to housing, including minority and low income populations. It's an unjust burden; there seems to be no reason other than an unwillingness or inability to make the appropriate investments in adequate number of engines and crew members. NSF RR reportedly reduced the number in St Bernard. It's poor planning, to allow numerous heavy industries to expand without consideration of increased rail. Decision makers should require a full rail traffic study in St Bernard Parish before issuing any more permits for expansions or new facilities; the rail study needs to consider the lack of capacity for current industry now, and how rail service will accommodate growing business demands WITHOUT NIGHT TRAINS !!	-89.88993545	29.88920151
4	070357dd-eb6f-4b58-80e8-dd99c3487611	01/27/2024 13:44:58.576		01/27/2024 13:44:58.576		Something I love!	recent changes prioritizing pedestrians, bicyclists, motorized or manual wheelchairs at all intersections and also with the new paths along the 40 arpent canal and the Mississippi River levee trails; great way to connect neighbors and neighborhoods to amenities and to each other adding rail and trucks on the scale required to service the port's proposal in Violet will not only kill the momentum of residential growth we have all worked so hard to achieve [since the devastating affects of the port's MR-GO in 2005], but it will also shift the balance and prioritize the port over people, over public health and safety as one councilmember told the port, we are not going to change and adapt to the ports culture and the ports lower standards, if this port if forced on us, the port will adhere to our local codes, higher standards, and quality of life	-89.94062741	29.9533098
5	f55ecf2a-cca9-4cb8-8f2e-266d697b9955	01/28/2024 02:36:41.579		01/28/2024 02:36:41.579		Something that needs to change!	wtf!??	-89.97506118	29.96160026

6	d24be7a4-b55d-400c-80a4-8c0f104bed8b	01/29/2024 01:20:38.935		01/29/2024 01:20:38.935		I have an idea for a transporta	Find a better location. Existing tractor trailer traffic is tearing up the roads (not the best soil/bedding for the amount of proposed traffic), neutral grounds, shoulders of the hwys from parking to shop at businesses, adding to more air pollution (parish is/was non-attainment), noisy now then increase by hundreds and most likely will cause traffic to back up on Paris Rd due to trucks slowing down going over the Green Bridge. Existing rail cannot support the businesses that use it now. Whistles/horns are a nuisance blowing all hrs of the night with a small amount of use compared to amount the port is proposing. Properties adjacent to tracks are being shaken from the passing trains due to the soil makeup and water table. Increase that xxx times. Small switch yard in Arabi will only cause traffic tie ups. Three close proximity crossings before it clears the roadways once it leaves and enters switch yard. We can do better than this fiasco.	-89.89154643	29.91753916
7	29346136-9282-4672-8fcc-3728a5195e30	02/07/2024 01:32:08.938		02/07/2024 01:32:08.938		Something that needs to change!	Move the port farther south	-89.89696188	29.91727877
8	20b3a5ff-5028-4cab-8cbb-f6b216dc70cc	03/14/2024 01:27:53.167		03/14/2024 01:27:53.167		Something I love!	My job that is at 6701 E. St. Bernard Highway. W. Smith Elementary School!!!	-89.89601398	29.88990302
9	62ac3fa8-a4e0-4766-8fa0-9d409d54257e	03/14/2024 01:39:00.915		03/14/2024 01:39:00.915		Something I love!	Love the family feel of our community. We do not want the port.	-89.96413276	29.93909173
10	55715901-100f-4bb5-8284-f92fe945f457	03/14/2024 06:52:36.069		03/14/2024 06:52:36.069		Something that needs to change!	The redlight to cross Judge Perez at Center street last way longer than it should. Please shorten the red light duration crossing Judge Perez	-89.99666179	29.96060003

| | | |

16	60d57582-5325-4cc6-8410-5034e630d7f7	04/10/2024 19:44:35.342	04/10/2024 19:44:35.342	Something that needs to change!
I like my quiet neighbor hood and city. I moved to this neighborhood to be away from noise. The LIT will take away my peace.				
-89.88846447				
29.87830111				
17	db756976-e0a8-4dbf-8204-707310d19be4	04/11/2024 14:39:00.174	04/11/2024 14:39:00.174	I have an idea for a transporta
there is already a proposed road from St Bernard Port to Judge Perez to serve OUR growing port in Arabi, and it includes a way to access St Bernard Hospital from St Bernard Hwy via this project. When this project begins, it should include wheelchair accessible sidewalks with braille and other handicap features for crosswalks so people can access healthcare at the hospital				
-89.99168554				
29.9480964				
18	09be7247-2abc-4c0a-8f94-a639ebf385fd	04/11/2024 14:46:50.370	04/11/2024 14:46:50.370	I have an idea for a transporta
Move the Chalmette ferry location; its too dangerous, so close to an oil refinery that has a history of high benzene emissions. Pedestrian and motorist have to literally walk or drive through a refinery. ADD a Mississippi River Bridge, either around Chalmette, or around Scarsdale (across river from Belle Chase). River bridges can be planned to accommodate cruise lines; NO mega post-Panamax vessels should be in rivers anyway, so we can add bridges. Keep the super over sized ocean going vessels in the ocean, calling on Gulf ports and NOT river ports. The accommodations needed are not justified by the dangers, the offsite affects, the limited market share, if any				
-89.97068389				
29.92864183				
19	7ef9ce5b-342d-47cc-829e-e38873fa16c4	04/11/2024 22:35:35.482	04/11/2024 22:35:35.482	Something I love!
I love there are no stop lights or other traffic delays slong St Bernard highway				
-89.88560205				
29.89276955				
20	3434addd-4c98-4d12-81b3-bf749cf688e2	04/13/2024 10:15:00.211	04/13/2024 10:15:00.211	Something that needs to change!
The noise from it now is too much. Trying to sleep with all this noise is impossible. No more ports down here!				
-89.89853165				
29.92815997				

21	86145952-29d9-4140-8d43-2665db408adf	04/16/2024 16:42:03.965		04/16/2024 16:42:03.965		Something that needs to change!	A bridge or elevated route needs to be built on Judge Perez and St. Bernard Hwy at each and every intersection where the railroad crosses the artery transportation routes in and out of the parish. Our community will not survive when 2Million containers will be coming in and out of the LIT. This will be a death trap. Additionally, our roads must have sophisticated drainage and engineering to withstand the use and abuse of the 2Million containers and heavy vehicles / rails that will be added to the Parish.	-89.99944142	29.95683415
22	b8de35d4-d2a0-433a-8c96-e46d1e46e920	04/16/2024 16:54:21.698		04/16/2024 16:54:21.698		I have an idea for a transporta	1st: You need to build a multi-lane contra-flow bridge (tollway) that feeds directly in and out of the LIT. If locals want to use it, they can pay a toll to use it too. This worked in Texas. 2nd: Build elevated bridges for our 2 main artery highways in and out of the Parish to mitigate railroad and containers blockages to/from LIT. Repair the LA 47 bridge and bring it to acceptable engineered standard - and maintain these standards to be able to withstand the 2Million additional container traffic along with the personnel, contractors, and maintenance that comes along with the LIT. 3rd: SBP and Louisiana is best in class for maritime, why not create a dedicated access road directly from the LIT using a maritime transportation channel/canal for the 2Million containers. You've the option of the Mississippi River or the canal / waterway that can transport the cargo/containers around and under LA 47 to the interstate or railway hubs. It will be cheaper to think outside the box; build new.	-89.83310763	29.90311089
23	dc86e321-85d8-4efb-890a-8f40221cf0bd	04/16/2024 22:25:26.261		04/16/2024 22:25:26.261		Something that needs to change!	We're growing and our businesses are growing. Stolthaven chemical storage is expanding and PBF Energy refinery/diesel plant expanded. That means more and more dangerous chemical rail cars meandering in very close proximity to our houses. However Norfolk Southern railway has reduced its investment in engines and staff members and disturbs the peace of our community several times a week with night trains. NFS railway should be required to use infrared imaging technology, not only to check the chemical rail cars for leaks before entering our neighborhoods, but also be required to use technology to detect overheating to prevent derailments. We want Stolthaven and PBF to be successful but not at our expense.	-89.94953666	29.93043759
24	5546ff4a-2f69-4696-89d5-99a73d4c3b77	04/17/2024 16:38:36.173		04/17/2024 16:38:36.173		Something that needs to change!	Reconnect Bayou Road (Highway 300) In Toca, St Bernard Reconnect lower St Bernard with the rest of the Parish Make these neighborhoods safe again with easy EMS access and easier school bus routes as a reference point, this is around the 2200/2300 block of Bayou Road in Toca (Franz Mobile Home Estates is on the east side of the barricades) remove the dead-end barricades, repair/replace where the State removed part of the road, provide for appropriate maintenance and other features that communities are supposed to have on State roads. The state should never have abandoned Bayou Road and should now correct its error so that this historical area of San Bernardo can be connected once again https://www.youtube.com/watch?v=6XAUOotRPuA	-89.83467319	29.86777036
25	fbe069ff-7c25-42da-8878-	04/17/2024 16:39:32.729	DesireLineLLC	04/17/2024 16:39:32.729	DesireLineLLC	Something that needs to change!	Traffic at light. Need new road.	-89.96352975	29.94272755

30	29	28	27	26
ca47e9db-2968-4da1-8caf-d5ff0c4cd473	e0f1874e-3ed0-434e-8a68-966837344fc7	c124a8da-e615-40d2-8264-604afa9da63d	f14f8093-3f56-40f8-8427-bdd46e7b78ea	26ab4cca-1c05-4276-84a5-0abc76ae341c
04/17/2024 16:45:16.666	04/17/2024 16:44:30.908	04/17/2024 16:43:24.981	04/17/2024 16:41:02.402	04/17/2024 16:40:34.689
DesireLineLLC	DesireLineLLC	DesireLineLLC	DesireLineLLC	DesireLineLLC
04/17/2024 16:45:16.666	04/17/2024 16:44:30.908	04/17/2024 16:43:24.981	04/17/2024 16:41:02.402	04/17/2024 16:40:34.689
DesireLineLLC	DesireLineLLC	DesireLineLLC	DesireLineLLC	DesireLineLLC
Something that needs to change!	Something that needs to change!	Something I love!	I have an idea for a transporta	I have an idea for a transporta
We always get stuck 30-35 min at the railroad back and forth on the track coming and going at stickers #2 and #3 (rail crossings at Hwy 39/Judge Perez and Hwy 46/St. Bernard Hwy)	This area between Canal St and C St Needs sidewalk improvements.	No traffic lights between Parish Rd and my home. Love that it is a straight shot with minimal traffic.	Overpass required to avoid delays due to train movements.	Overpass required to avoid trains reducing congestion.
-90.00023035	-89.89562528	-89.96626511	-90.00022765	-89.99889262
29.96136153	29.89483287	29.93695234	29.96134842	29.95647945

31	32	33	34	35
f20e45b2-8185-450f-895d-5e159a3144c5	e20bd8ca-693b-4ec1-8783-58f98b2b7c2b	9e07567c-e68e-451c-8fd6-e02ea532ae58	828c1793-2092-4319-86f8-7d696d3816b6	f0a16896-06b5-4f75-821b-74e886da9804
04/17/2024 16:47:13.848	04/17/2024 16:50:04.585	04/17/2024 16:51:58.246	04/17/2024 16:52:56.342	04/17/2024 16:54:13.340
DesireLineLLC	DesireLineLLC	DesireLineLLC	DesireLineLLC	DesireLineLLC
04/17/2024 16:47:13.848	04/17/2024 16:50:04.585	04/17/2024 16:51:58.246	04/17/2024 16:52:56.342	04/17/2024 16:54:13.340
DesireLineLLC	DesireLineLLC	DesireLineLLC	DesireLineLLC	DesireLineLLC
Something that needs to change!	Something that needs to change!	Something that needs to change!	Something that needs to change!	Something that needs to change!
Traffic light turns red even when it no one wants to cross 510.	School Zone on Judge Perez at Joe Davies in Meraux.	Traffic Concerns. Already issues with train passing when people are trying to get off work around 5:30.	Where is the new access road that was proposed to north of 40 Arpent Canal?	Need signage on the traffic light at Hannan Blvd and Judge Perez. Both lanes can turn left.
-89.95454739	-89.92447968	-89.97354223	-89.87404638	-89.92229761
29.96155485	29.93652004	29.93999185	29.89674431	29.93532215

36	8124be1c-9313-49a4-8906-d1b637c4aedb	04/17/2024 16:56:18.159	DesireLineLLC	04/17/2024 16:56:18.159	DesireLineLLC	Something that needs to change!	Due to the relocation of St. Bernard Hwy. There should be a gate to minimize traffic through the neighborhood. Keeping the kids and families safe. 1) Traffic 2) School Relocation 3) Train 4) Community effect 5) Flooding 6) Levee Safety Current wetlands/woodlands where LIT is planned serves as major flood protection for surrounding areas -When paved over - Where will water go? Will it be enough?	-89.89924877	29.89347915
37	5b2f1b77-7129-4d1a-86f9-65f93a634d3b	04/17/2024 17:01:00.302	DesireLineLLC	04/17/2024 17:01:00.302	DesireLineLLC	Something that needs to change!	Needed. Red light E Judge Perez Dr and Paul Dr. School traffic	-89.92448329	29.93652762
38	0d54c2b8-5d4c-4915-8bd7-4cb7371cb2c3	04/17/2024 17:01:41.442	DesireLineLLC	04/17/2024 17:01:41.442	DesireLineLLC	Something that needs to change!	Needed. Red light on Archbishop Hannan Blvd and E. St. Bernard Hwy. Heavy traffic.	-89.92233812	29.9352631
39	14a17f6b-c5fc-47b1-8ccd-039ba7a8a6fd	04/17/2024 17:02:37.653	DesireLineLLC	04/17/2024 17:02:37.653	DesireLineLLC	I have an idea for a transporta	In lower St. Bernard add shoulders to St. Bernard Hwy (Hwy 39). See Fred Everhardt if you need more info.	-89.88828512	29.8679721
40	f720e62f-6b26-4037-820f-07fcdb3b33a4	04/17/2024 17:03:22.827	DesireLineLLC	04/17/2024 17:03:22.827	DesireLineLLC	I have an idea for a transporta	Dedicated road north from Port to I-10	-89.86168906	29.90275208

41	51cdb84d-10a2-444b-88c6-c73381f83afb	04/23/2024 21:00:58.248		04/23/2024 21:00:58.248		Something that needs to change!	Congestion with current rail usage. Will only increase exponentially with the new port. The increase in dangerous chemicals will endanger lives, just my being transported much less it there is a rail accident.	-90.0026544	29.95682851
42	9f7f6887-55c0-4a02-870f-a33bdcdb39bc	05/01/2024 05:22:04.127		05/01/2024 05:22:04.127		Something that needs to change!	The St. Claude and Claiborne bridges have posed massive impediments to the two major arteries into and out of the city from St. Bernard Parish. Another option is absolutely needed.	-90.02658367	29.9637933
43	3df36f17-28a1-43dc-8d59-dc90c33b916d	05/01/2024 14:17:47.198		06/25/2024 00:52:09.485	DesireLineLLC	I have an idea for a transporta	With # of recent and scheduled closures of "The Green Bridge" for "structural rehabilitation work associated with the ongoing construction project", the State, RPC, DOTD, etc should consider the value of redundancy and consider another bridge at this location; and or consider the value of a lower bridge(s) at this location, ESPECIALLY for heavy trucks. For St Bernard It would be better to direct connect the proposed port proposed "road" to Interstate 10, or give the proposed port proposed "road" it its own bridge at this location. Make both bridges lower, as the need for such a high bridge no longer exists. This type of high bridge with a yet to be revealed high count of thousands of heavy truck traffic merging onto LA 47 before "The Green Bridge" only creates a bottleneck--its not solving the truck issue, its not addressing the rail issue either. Such a port doesn't belong in Violet. There is no need for it & no way to mitigate heavy truck traffic AND preserve the community's health	-89.93895527	30.00399156
44	0ef7e5e2-c729-4f4d-806f-489391868fad	05/08/2024 13:54:17.827		05/08/2024 13:54:17.827		Something that needs to change!	We need further information on where exactly this future transportation corridor will be built. Along the 40 Arpent is very vague as it spans one side of the parish. How far outside of the 40 Arpent will this corridor be? There is practically no noise pollution in the back of Lexington Place Subdivision - will this corridor be in our backyards since the 40 Arpent runs along the entire back of the subdivision?	-89.9165169	29.94059866

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	AB	AC
1	ObjectID	GlobalID	CreationDate	EditDate	What is your age range?	What is your gender identity?	What is your highest level of education?	What is your household income level?	Do you have any disabilities or mobility challenges that impact your transportation options?	How do you typically commute to work or school?	Other - How do you typically commute to work or school?	How far do you usually travel for essential services (e.g., healthcare, grocery shopping)?	Are there any specific transportation challenges you face in accessing essential services?	Do you have access to reliable public transportation options in your neighborhood?	When you last left home for a hurricane, what did you do?	How would you describe your last evacuation experience?	What industry do you primarily work in?	Other - What industry do you primarily work in?	What are your top traffic concerns if the Port site in Violet is constructed (select up to 3)?	Other - What are your top traffic concerns if the Port site in Violet is constructed (select up to 3)?	If you have had difficulty, explain what happened?	Is your job close to where you live?	What would you describe as the best feature of the current transportation network?	What is your race?	What is your ethnicity?	another Hispanic, Latino, or Spanish origin - What is your ethnicity?	Do you have any additional concerns regarding transportation-related needs in St. Bernard Parish to inform future transportation planning in the area?	x	y
2	2	c464b8ff-921c-42e4-8e47-f19230b6335c	################	################	65+_	Female	High school graduate or equival	Prefer not to say	No	Private vehicle		Within a 10 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Some challenges, but manageable	Construction		Increased_congestion_on_state_h,Sound_pollution_from_traffic,Visual_pollution_from_increased			Yes, my work is within a few mi		White	Prefer not to say			-89.90956039	29.92040838
3	3	c4330c29-d880-4145-8d59-2d541f37956b	12/22/2023 15:39:01.791	12/22/2023 15:39:01.791	45-54	Male	High school graduate or equival	$26,500 - $54,999/yr_	Yes	Private vehicle		Within a 30 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Easy and well-coordinated	Construction		Emergency_vehicle_access_diffic			Yes, my work is within a few mi	No port in St. Bernard	Black or African American	Prefer not to say			-89.89497862	29.92006937
4	4	792c163f-4ee2-440e-8ca6-d57a13436dad	01/23/2024 14:35:57.307	01/23/2024 14:35:57.307	55-64	Male	High school graduate or equival	Less than $26,500/yr_	Yes	Private vehicle		Within a 30 minute driving dist		Yes, but not very accessible_	Drove myself in my personal veh	Difficult and disorganized	other		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Increased_vehicle_crashes/traff		Took 12 hrs to go where it normally took 3hrs		We do not have thousands of 18 wheelers hauling containers across our Parish!	Prefer not to say_	Prefer not to say			-89.96460369	29.93816053
5	5	f853be3e-e287-40ac-8b8a-72b29e5ff3fb	01/29/2024 15:26:12.016	01/29/2024 15:26:12.016	65+_	Male	Master's degree or higher	Prefer not to say	No	Private vehicle		Within a 20 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Difficult and disorganized	Manufacturing/Refinery		Increased_congestion_on_state_h,Visual_pollution_from_increased,Emergency_vehicle_access_diffic		Road congestion!	Yes, my work is within a few mi	Low congestion due to acceptable traffic load.	Two or more races	Prefer not to say			-89.96460369	29.93816053
6	6	41405151-32c5-4dd4-8cc3-f97e72e74319	01/23/2024 15:51:05.502	01/23/2024 15:51:05.502	55-64	Prefer not to say_	Master's degree or higher	Prefer not to say	Yes	other	private vehicle for work; walk, a lot, if things are local, such as retail, library, schools, community meetings, etc. In work commute, the St Claude Bridge has not been maintained to an acceptable standard & Press Street RR x ing is frequently blocked	Within a 30 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Some challenges, but manageable	Professional, Scientific, and T		Visual_pollution_from_increased,Difficulty_walking_along_or_acr,other	ALL OF THE ABOVE Plus unfortunate- decision to allow a permanent night train schedule when night trains were supposed to be TEMPORARY!! its been a few years now with sleep deprivation from night trains (2am - 4am) 5 to 6 times a week	evacuation difficulties begin when coastal communities like Plaquemines and St Bernard Parish are not afforded the first options to evacuate. Once the other parishes begin evacuations, the lower parishes are at a disadvantage. The proposed port's propose roadway would not change that	No, my work is too far to bike	Rail somewhat recently shifted to night trains - btwn 2am-4am 5 to 6 times a week- & parish president reported was supposed to be temporary. Well, its been a few years and no body is getting sleep from Poydras up through Arabi. Night	Two or more races	Prefer not to say			-89.95117102	29.92022711
7	7	41f325eb-50dd-40b3-8ec0-bedf0e57dc40	01/24/2024 00:24:29.714	01/24/2024 00:24:29.714	55-64	Male	Bachelor's degree	Greater than $100,000/yr_	No	Private vehicle		Within a 30 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Some challenges, but manageable	Construction		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Increased_vehicle_crashes/traff		Trafic is always an Issue	No, my work is too far to bike	Non existing	White	Not of Hispanic, Latino, or Spa			-89.91010103	29.92162482
8	8	254c627f-0812-4658-8360-eedcbe2babea	01/27/2024 15:41:12.685	01/27/2024 15:41:12.685	35-44	Female	Bachelor's degree	Prefer not to say	No	Private vehicle		Within a 20 minute driving dist		Yes, but not very accessible_	Drove myself in my personal veh	Difficult and disorganized	Accommodation and Food Services		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Sound_pollution_from_traffic			No, my work is too far to bike		Prefer not to say_	Prefer not to say			-89.96460369	29.93816053
9	9	cbf2b7c8-8d44-4a16-83f1-a4dadf50728f	01/28/2024 12:26:24.393	01/28/2024 12:26:24.393	45-54	Male	Bachelor's degree	Greater than $100,000/yr_	No	Private vehicle		Within a 30 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Some challenges, but manageable	other	Sales	Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Increased_vehicle_crashes/traff			No, my work is too far to bike		White	Not of Hispanic, Latino, or Spa			-89.96460369	29.93816053
10	10	5cade4ef-0e36-4783-87f5-2b0abdefa4c8	01/29/2024 00:26:12.561	01/29/2024 00:26:12.561	65+_	Prefer not to say_	High school graduate or equival	Prefer not to say	Yes	Private vehicle		Within a 30 minute driving dist		Yes, but not very accessible_	I have never evacuated		other	Retired	Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Sound_pollution_from_traffic				Manageable traffic - hardly any bottlenecks - entering state roadways from side streets is doable but I'm afraid with the increased proposed commercial traffic it will become more dangerous	Prefer not to say_	Prefer not to say			-89.96460369	29.93816053

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	AB	AC
11	11	1596b054-4f8d-46be-83a5-89d3049e09f1	01/29/2024 04:16:27 648	01/29/2024 04:16:27 648	45-54		Some college or associate degre												Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Emergency_vehicle_access_diffic									-89.9589821	29.935559
12	12	d798c834-2eae-4b94-8bd3-f465de63a476	01/31/2024 15:21:44.926	01/31/2024 15:21:44.926	35-44	Female	Master's degree or higher	Greater than $100,000/yr_	No	Private vehicle		Within a 20 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Some challenges, but manageable	Education and Training		Visual_pollution_from_increased,Increased_vehicle_crashes/traff,other	children's wellbeing, pollutants, increased flood risk, safety living immediately adjacent from an industrial site		No, my work is too far to bike		White	Another Hispanic, Latino or Spa			-89.898303	29.8949101
13	13	364df774-f017-4c9e-80fa-d66d31373263	02/03/2024 19:55:24.991	02/03/2024 19:55:24.991	55-64	Male	Bachelor's degree	Greater than $100,000/yr_	No	Private vehicle		Within a 20 minute driving dist		Yes, but not very accessible_	Drove myself in my personal veh	Some challenges, but manageable	Retail Trade		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Increased_vehicle_crashes/traff			No, my work is too far to bike		White	Not of Hispanic, Latino, or Spa			-89.9649369	29.9981063
14	14	c74f8693-fd4d-4811-8818-9144e22b250e	02/10/2024 13:11:08.811	02/10/2024 13:11:08.811	45-54	Prefer not to say_	Bachelor's degree	Prefer not to say	No	Private vehicle		Within a 30 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Some challenges, but manageable	Professional, Scientific, and T		other	all of the above plus night trains	Proposed road is not a true additional ingress/egress for St Bernard Parish and not a true add'l evacuation route UNLESS its connection to I-510 is NORTH of the IWGO / MRGO with its own bridge over the IWGO/MRGO. Otherwise its just a bottleneck of slow moving trucks blocking traffic as	No, my work is too far to bike	Pedestrian friendly features added more recently and the Parish's quaint suburban rural way of life reinforces respect for pedestrians, bicyclists, motorized wheelchairs. The worst feature is the way the state and the port	Two or more races	Another Hispanic, Latino or Spa			-89.9418139	29.950036076
15	15	3d0966dc-35b6-4e5e-87e2-514f0c2cdf27	02/14/2024 12:51:07.236	02/14/2024 12:51:07.236	35-44	Male	Prefer not to say	Greater than $100,000/yr_	No	Private vehicle		Within a 30 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Some challenges, but manageable	Healthcare and Social Assistanc		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Emergency_vehicle_access_diffic			No, my work is too far to bike		Prefer not to say_	Prefer not to say			-89.95976748	29.91242271
16	16	057d5c08-d88e-4158-8cff-beea990e7879	02/14/2024 21:07:25.716	02/14/2024 21:07:25.716	45-54	Prefer not to say_	Bachelor's degree	$55,000 - $100,000/yr_	Yes	Private vehicle		Within a 20 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Some challenges, but manageable	Professional, Scientific, and T		Increased_congestion_on_state_h,Sound_pollution_from_traffic,Increased_vehicle_crashes/traff			No, my work is too far to bike		Prefer not to say_	Prefer not to say			-89.9646369	29.93850953
17	17	9af80432-e9dd-48a4-8575-aa97b91b9f1e	02/21/2024 22:11:22.192	02/21/2024 22:11:22.192	35-44	Female	Bachelor's degree	Prefer not to say	No	Private vehicle		Within a 20 minute driving dist		Yes, but not very accessible_	Drove myself in my personal veh	Some challenges, but manageable	Education and Training		Visual_pollution_from_increased,Increased_vehicle_crashes/traff,Emergency_vehicle_access_diffic			No, my work is too far to bike	The best feature of our current transportation network in St. Bernard Parish, Louisiana, is its tailored scalability to our small community. Our roads and infrastructure are designed to efficiently serve the needs of our residents without	White	Not of Hispanic, Latino, or Spa			-89.9646369	29.93850953
18	18	53acb93c-ab95-4f98-8c30-00e8c014d5cf	02/22/2024 21:21:35.214	02/22/2024 21:21:35.214	35-44	Non-binary	Master's degree or higher	$55,000 - $100,000/yr_	No	Private vehicle		Within a 30 minute driving dist		No, limited or no access to pub	I have never evacuated		Professional, Scientific, and T		Sound_pollution_from_traffic,Visual_pollution_from_increased,Increased_vehicle_crashes/traff			No, my work is too far to bike	Please don't destroy the riverfront	Prefer not to say_	Prefer not to say			-89.9640369	29.93850953
19	19	aeb6b4bf-f459-49a9-89f3-f886c51bda51	02/22/2024 21:25:31.909	02/22/2024 21:25:31.909	18-24	Female	Some college or associate degre	$26,500 - $54,999/yr_	No	Carpooling or ride sharing		Within a 20 minute driving dist		No, limited or no access to pub	Was picked up by friends or fam	Difficult and disorganized	Healthcare and Social Assistanc		Increased_congestion_on_state_h,Sound_pollution_from_traffic,Difficulty_walking_along_or_acr		we evacuated for Ida and didn't have much money for hotels or gas. It was really stressful for my family.	No, my work is too far to bike	None. We need more public transit, more bike and pedestrian lanes so you can just cross the street without being killed. The Parish is ignoring the needs of people right here in favor of more industry. There is ENOUGH industry	Black or African American	Not of Hispanic, Latino, or Spa			-89.89202964	29.8804311

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	AB	AC
20	20	e0155c46-756c-48fb-8b4d-83dca47aaf54	03/04/2024 04:27:03.431	03/04/2024 04:27:03.431	55-64	Female	Some college or associate degre	Prefer not to say	No	Private vehicle		Within a 30 minute driving dist			Drove myself in my personal veh	Some challenges, but manageable	other		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Sound_pollution_from_traffic			Yes, my work is within a few mi	While at times there may be some delays, those are the exception rather than the rule. Our roads are not clogged with 100s to 1000s of 18 wheelers. We have multiple ways in and out of the parish.	White	Not of Hispanic, Latino, or Spa			-89.89909098	29.89411999
21	21	bc93c580-4775-46c0-8966-07e5d2aa0939	03/06/2024 02:43:43.253	03/06/2024 02:43:43.253	55-64	Male	Bachelor's degree	Greater than $100,000/yr_	No	Private vehicle		Within a 10 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Some challenges, but manageable	Construction					Yes, my work is within a few mi		White	Not of Hispanic, Latino, or Spa			-89.91075218	29.92106507
22	22	60713cb1-8659-448a-843e-745e76edcbb7	03/08/2024 13:44:35.894	03/08/2024 13:44:35.894	65+	Female	High school graduate or equival	$55,000 - $100,000/yr_	Yes	Private vehicle		Within a 10 minute driving dist		Yes, but not very accessible_	Drove myself in my personal veh	Some challenges, but manageable	other		Increased_congestion_on_state_h,Sound_pollution_from_traffic,Increased_vehicle_crashes/traff			No, my work is too far to bike		White	Not of Hispanic, Latino, or Spa			-89.94701347	29.9458562
23	23	eb4b9fce-7dc1-4172-8af2-415234532d77	03/08/2024 15:11:32.800	03/08/2024 15:11:32.800	55-64	Male	Bachelor's degree	Prefer not to say	No	Private vehicle		More than an hour of driving di		Yes, easily accessible_	Drove myself in my personal veh	Difficult and disorganized	Professional, Scientific, and T		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Emergency_vehicle_access_diffic			No, my work is too far to bike	Speed of traveling within the Parish. Major roadways have most areas have 45 mph speed limits, and few 35 mph speed limit areas. No school zones in effect during my commute	White	Not of Hispanic, Latino, or Spa			-88.89795089	29.88082267
24	24	844b1cc8-02c8-427c-8a7a-5a7329508ac9	03/08/2024 15:49:33.951	03/08/2024 15:49:33.951	55-64	Male	High school graduate or equival	$26,500 - $54,999/yr_	No	Private vehicle		Within a 30 minute driving dist		Yes, but not very accessible_	Drove myself in my personal veh	Difficult and disorganized	other		Increased_rail_crossing_delay_t,Increased_vehicle_crashes/traff,Emergency_vehicle_access_diffic					White	Not of Hispanic, Latino, or Spa			-89.94646069	29.93830953
25	25	ce45078f-f9d5-41ba-820b-86c843ac409b	03/08/2024 19:28:02.638	03/08/2024 19:28:02.638	45-54	Female	Some college or associate degre	$55,000 - $100,000/yr_	No	Private vehicle		Within a 30 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Some challenges, but manageable	Professional, Scientific, and T		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Increased_vehicle_crashes/traff			No, my work is too far to bike		White	Not of Hispanic, Latino, or Spa			-89.94646069	29.93830953
26	26	3067ed29-3c7e-45cc-8911-636af6b4fce7	03/08/2024 23:23:27.648	03/08/2024 23:23:27.648	65+	Female	Some college or associate degre	Prefer not to say	No	Private vehicle		Within a 30 minute driving dist		Yes, but not very accessible_	Drove myself in my personal veh	Some challenges, but manageable	other	Real estate/legal	Increased_congestion_on_state_h,Increased_vehicle_crashes/traff,Emergency_vehicle_access_diffic		Traffic, traffic, traffic	No, my work is too far to bike		White	Not of Hispanic, Latino, or Spa			-89.91812	29.93743061
27	27	3f0022e3-a984-43ed-81c2-7c803ba68e27	03/10/2024 19:42:53.039	03/10/2024 19:42:53.039	65+	Female	Some college or associate degre	$55,000 - $100,000/yr_	No			Within a 30 minute driving dist		Yes, but not very accessible_	Drove myself in my personal veh	Some challenges, but manageable			Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Increased_vehicle_crashes/traff				It works The roads can handle the amount of cars we have now. Train issues are always a problem. Basically 2 roads available for travel through the Parish	White	Not of Hispanic, Latino, or Spa			-90.00150904	29.96996701
28	28	99ec191d-6f81-46b7-875d-6282d0844610	03/13/2024 20:47:53.530	03/13/2024 20:47:53.530	45-54	Female	Some college or associate degre	Prefer not to say	No	Private vehicle		Within a 10 minute driving dist		Yes, but not very accessible_	Drove myself in my personal veh	Easy and well-coordinated	other		Increased_congestion_on_state_h,Increased_vehicle_crashes/traff,Emergency_vehicle_access_diffic			No, my work is too far to bike		White	Not of Hispanic, Latino, or Spa			-89.94792419	29.95010362

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	AB	AC
29	29	bf4b397b-6555-41ca-8783-e0e3701f509d	03/13/2024 20:57:05.725	03/13/2024 20:57:05.725	25-34	Male	Some college or associate degre	$26,500 - $54,999/yr_	No	Private vehicle		Within a 20 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Easy and well-coordinated	Retail Trade					Yes, my work is within a few mi		White	Not of Hispanic, Latino, or Spa			-89.96460369	29.93830953
30	30	983641a4-a0b1-4e24-82a9-b3945978e216	03/13/2024 21:00:27.542	03/13/2024 21:00:27.542	45-54	Male	Some college or associate degre	$55,000 - $100,000/yr_	No	Carpooling or ride sharing		Within a 10 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Some challenges, but manageable	Retail Trade		Increased_congestion_on_state_h,Increased_vehicle_crashes/traff,Emergency_vehicle_access_diffic		Traffic	No, my work is too far to bike		Prefer not to say_	Prefer not to say			-90.00968678	29.9561549
31	31	5983c4e3-5b62-47ca-86c0-05a3c4a5919e	03/13/2024 21:00:46.781	03/13/2024 21:00:46.781	25-34	Female	Bachelor's degree	Greater than $100,000/yr_	No	Private vehicle		Within a 20 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Some challenges, but manageable	Healthcare and Social Assistanc		Increased_congestion_on_state_h,Sound_pollution_from_traffic,Increased_vehicle_crashes/traff			No, my work is too far to bike	Less traffic congestion in the parish. Worried about much more than traffic in the area!!	White	Not of Hispanic, Latino, or Spa			-89.96460369	29.93830953
32	32	7cbb265c-449a-4ef0-88d3-5b9b6d1fefcf	03/13/2024 21:06:43.253	03/13/2024 21:06:43.253	25-34	Female	Bachelor's degree	Greater than $100,000/yr_	No	Private vehicle		Within a 10 minute driving dist		No, limited or no access to pub	I have never evacuated		other	Economic Development	Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Emergency_vehicle_access_diffic			Yes, my work is within a few mi	Public transportation is extremely difficult to come by. A better and safer bike path would allow my 5 minute drive to be converted into a 10 minute cycling opportunity.	White	Not of Hispanic, Latino, or Spa			-89.79163723	29.95566682
33	33	736c4366-d9ff-4b82-885d-42853e56de1f	03/13/2024 21:10:42.080	03/13/2024 21:10:42.080	45-54	Female	High school graduate or equival	Prefer not to say	No	Private vehicle		Within a 20 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Some challenges, but manageable	other	Marine sales,parts, and service	Increased_congestion_on_state_h,Sound_pollution_from_traffic,Visual_pollution_from_increased		Traffic	Yes, my work is within a few mi	There isn't any best feature of the current transportation network. Traffic is horrible and our roads are poor potholes, uneven road surfaces, and majority of our roads need striping. Our small community is already congested with	White	Not of Hispanic, Latino, or Spa			-89.87590345	29.87915685
34	34	dd7463ab-91ae-4b91-88f5-896817ea78fd	03/13/2024 21:13:55.441	03/13/2024 21:13:55.441	35-44	Male	High school graduate or equival	$26,500 - $54,999/yr_	No	Private vehicle		Within a 10 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Some challenges, but manageable	Construction		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Increased_vehicle_crashes/traff			No, my work is too far to bike		White	Not of Hispanic, Latino, or Spa			-89.9138363	29.93157092
35	35	5e74e233-4744-450d-8f71-808c3dc08094	03/13/2024 21:16:41.372	03/13/2024 21:16:41.372	25-34	Female	Master's degree or higher	Greater than $100,000/yr_	No	Private vehicle		Within a 30 minute driving dist		Yes, but not very accessible_	Drove myself in my personal veh	Some challenges, but manageable	Healthcare and Social Assistanc		Increased_congestion_on_state_h,Sound_pollution_from_traffic,Increased_vehicle_crashes/traff			No, my work is too far to bike		Black or African American	Not of Hispanic, Latino, or Spa			-89.96460369	29.93830953
36	36	d9d65886-c99e-4deb-8abf-6e336de25984	03/13/2024 21:25:14.257	03/13/2024 21:25:14.257	35-44	Female	Bachelor's degree	Greater than $100,000/yr_	No	Private vehicle		Within a 30 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Difficult and disorganized	Transportation and Warehousing		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,other	All of the above		No, my work is too far to bike	It's not congested	Prefer not to say_	Prefer not to say			-89.89651677	29.89824031
37	37	be93fc7c-b10f-4129-8416-2297938f64cd	03/13/2024 21:25:53.884	03/13/2024 21:25:53.884	45-54	Female	Some college or associate degre	$55,000 - $100,000/yr_	No	Private vehicle		Within a 30 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Some challenges, but manageable	Accommodation and Food Services		Increased_congestion_on_state_h,Increased_vehicle_crashes/traff,Emergency_vehicle_access_diffic			No, my work is too far to bike	Its mostly functional.	White	Not of Hispanic, Latino, or Spa			-89.88885544	29.88161406

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	AB	AC
38	38	c0e05bcb-05ba-458e-8edd-c08361f0a3ad	03/13/2024 21:26:42.520	03/13/2024 21:26:42.520	65+	Female	Bachelor's degree	$26,500 - $54,999/yr_	No			Within a 20 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Some challenges, but manageable	other	Retired	Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Emergency_vehicle_access_diffic		There are only four bridges, St. Claude, Claiborne, Florida and Paris Rd. The traffic was at a standstill. My husband knows this area very well and we figured out how to get out.			White	Prefer not to say			-90.0063	29.95438
39	39	ba24c74e-8961-4046-868b-aea564496516	03/13/2024 21:28:39.269	03/13/2024 21:28:39.269	35-44	Female	Some college or associate degre	Greater than $100,000/yr_	No	Private vehicle		Within a 10 minute driving dist		No, limited or no access to pub	I have never evacuated		Construction		Increased_congestion_on_state_h,Visual_pollution_from_increased,Increased_vehicle_crashes/traff			Yes, my work is within a few mi		White	Not of Hispanic, Latino, or Spa			-89.96460369	29.93830953
40	40	27a9f10f-eaa3-4713-8c29-57a0dc902c1e	03/13/2024 21:29:31.580	03/13/2024 21:29:31.580	25-34	Female	High school graduate or equival	Less than $26,500/yr_	No	Private vehicle		Within a 20 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Some challenges, but manageable	other		Increased_congestion_on_state_h,Sound_pollution_from_traffic,Visual_pollution_from_increased			I work remotely		Two or more races	Not of Hispanic, Latino, or Spa			-89.96460369	29.93830953
41	41	c86c4be8-578e-465a-859b-20b4cb5634b2	03/13/2024 21:34:46.354	03/13/2024 21:34:46.354	45-54	Female	Master's degree or higher	$55,000 - $100,000/yr_	Yes	Private vehicle		Within a 30 minute driving dist		Yes, but not very accessible_	Drove myself in my personal veh	Some challenges, but manageable	Education and Training		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,other	Damage to roads due to increased heavy trucks	Didn't evacuate beforehand. Had to scramble to find somewhere to go for the week of no power	Yes, my work is within a few mi	Not too much traffic. Well-maintained roads. (Mostly) easy to use and logical (a few more traffic lights may be needed).	White	Another Hispanic, Latino or Spa			-89.96460369	29.93830953
42	42	f8e49300-c21d-4fd2-8244-a99cf54090c7	03/13/2024 21:37:28.586	03/13/2024 21:37:28.586	35-44	Female	Some college or associate degre	$55,000 - $100,000/yr_	No	Private vehicle		Within a 10 minute driving dist		Yes, but not very accessible_	Drove myself in my personal veh	Some challenges, but manageable	Healthcare and Social Assistanc		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Visual_pollution_from_increased			No, my work is too far to bike		White	Not of Hispanic, Latino, or Spa			-89.97772487	29.96362484
43	43	44586ef9-57d6-476d-865e-81e076f3aefd	03/13/2024 21:37:36.632	03/13/2024 21:37:36.632	55-64	Female	Some college or associate degre	$55,000 - $100,000/yr_	No	Private vehicle		Within a 30 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Some challenges, but manageable	Education and Training		Increased_congestion_on_state_h,Visual_pollution_from_increased,Increased_vehicle_crashes/traff			Yes, my work is within a few mi		White	Not of Hispanic, Latino, or Spa			-89.85846598	29.87068546
44	44	9aa346e0-4aca-4f48-8054-8b2d19bfd20b	03/13/2024 21:47:01.886	03/13/2024 21:47:01.886	55-64	Female	Some college or associate degre	$55,000 - $100,000/yr_	No	Private vehicle		Within a 10 minute driving dist		Yes, but not very accessible_	Drove myself in my personal veh	Some challenges, but manageable	other		Increased_congestion_on_state_h,Visual_pollution_from_increased,Emergency_vehicle_access_diffic			Yes, my work is within a few mi		White	Not of Hispanic, Latino, or Spa			-89.950551	29.94651299
45	45	7dedcf9a-d831-47d2-896d-4b8159f1187a	03/13/2024 21:48:41.294	03/13/2024 21:48:41.294	35-44	Non-binary	Bachelor's degree	Greater than $100,000/yr_	Yes	Carpooling or ride sharing		Within a 30 minute driving dist		Yes, easily accessible_	Was picked up by friends or fam	Some challenges, but manageable	other	Tech	Visual_pollution_from_increased,Difficulty_walking_along_or_acr,Difficulty_bicycling_along_or_a			I work remotely		White	Not of Hispanic, Latino, or Spa			-89.96460369	29.93830953
46	46	c5d95cbd-b463-409b-8c11-76c43cd2b959	03/13/2024 21:59:57.829	03/13/2024 21:59:57.829	35-44	Female	High school graduate or equival	$26,500 - $54,999/yr_	No	Private vehicle		Within a 10 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Some challenges, but manageable	other		Increased_congestion_on_state_h,Sound_pollution_from_traffic,Visual_pollution_from_increased			Yes, my work is within a few mi		White	Not of Hispanic, Latino, or Spa			-89.96460369	29.93830953

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	AB	AC
47	47	928c77af-ef40-411d-8dcd-1e0de5c454fd	03/13/2024 22:02:48.383	03/13/2024 22:02:48.383	65+	Female	Bachelor's degree	Greater than $100,000/yr_	No	Private vehicle		Within a 10 minute driving dist		Yes, but not very accessible_	Drove myself in my personal veh	Some challenges, but manageable	Education and Training		Increased_congestion_on_state_h,Increased_vehicle_crashes/traff,Emergency_vehicle_access_diffic			Yes, my work is within a few mi		White	Not of Hispanic, Latino, or Spa			-89.96460369	29.93830953
48	48	e88374c6-c49e-492f-8187-bbe22f637550	03/13/2024 22:15:38.076	03/13/2024 22:15:38.076	45-54	Female	High school graduate or equival	Greater than $100,000/yr_	No	Private vehicle		Within a 30 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Some challenges, but manageable	Professional, Scientific, and T		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Visual_pollution_from_increased		Traffic getting out of state	Yes, my work is within a few mi	Nothing	White	Not of Hispanic, Latino, or Spa			-89.914	29.919705
49	49	3161903d-130f-4485-8193-07d10fd678a9	03/13/2024 22:18:26.229	03/13/2024 22:18:26.229	45-54	Prefer not to say_	Prefer not to say	Prefer not to say	No	Private vehicle		Within a 10 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Some challenges, but manageable	other	Commodities	Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Increased_vehicle_crashes/traff			No, my work is too far to bike	There are no good features of the current transportation network. St Bernard Parish is overpopulated and over industrialized, leading to even more people driving into St Bernard Parish than already live here. This port is gonna make it a	Prefer not to say_	Prefer not to say			-89.96460369	29.93830953
50	50	89514172-a192-4a63-821b-1ef7fe96179e	03/13/2024 22:18:58.067	03/13/2024 22:18:58.067	35-44	Female	Bachelor's degree	$26,500 - $54,999/yr_	No	Private vehicle		Within a 10 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Some challenges, but manageable	Education and Training		Increased_congestion_on_state_h,Sound_pollution_from_traffic,Emergency_vehicle_access_diffic			Yes, my work is within a few mi		White	Not of Hispanic, Latino, or Spa			-89.96460369	29.93830953
51	51	620c627b-c8e4-4ede-8b17-a2c0661a625b	03/13/2024 22:24:24.631	03/13/2024 22:24:24.631	18-24	Female	Some college or associate degre	Prefer not to say	No	Private vehicle		Within a 20 minute driving dist		Yes, but not very accessible_	Used public evacuation spots_	Some challenges, but manageable	Healthcare and Social Assistanc		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Increased_vehicle_crashes/traff			No, my work is too far to bike		White	Mexican, Mexican American, or C			-89.82962449	29.87171708
52	52	6977432c-f4f5-44b0-8c94-fbe34febb0ef	03/13/2024 22:29:23.618	03/13/2024 22:29:23.618	35-44	Prefer not to say_	Some college or associate degre	Greater than $100,000/yr_	No	Private vehicle		Within a 10 minute driving dist		Yes, but not very accessible_	Drove myself in my personal veh	Easy and well-coordinated	Professional, Scientific, and T		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h			No, my work is too far to bike	It is an easy commute when traffic isn't heavy or being blocked by trains	White	Not of Hispanic, Latino, or Spa			-89.96460369	29.93830953
53	53	229aeefc-3fd3-4811-89d9-4f499a154038	03/13/2024 22:30:43.305	03/13/2024 22:30:43.305	25-34	Male	Some college or associate degre	Greater than $100,000/yr_	No	Private vehicle		Within a 10 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Some challenges, but manageable	Government		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Increased_vehicle_crashes/traff		I'm an essential person at my work, so I have to stay at work for hurricanes. The difficulty was my spouse leaving late for hurricane IDA.	No, my work is too far to bike	this survey seems like it has nothing to do with truly helping and understand the infrastructure of the parish. There is already enough traffic between Domino's, the refineries and everyday life. This seems like a vague attempt to say	White	Not of Hispanic, Latino, or Spa			-89.96460369	29.93830953
54	54	1ec35133-f800-4c57-8f81-4bf592b0266f	03/13/2024 22:36:52.239	03/13/2024 22:36:52.239	25-34	Female	Some college or associate degre	$55,000 - $100,000/yr_	No	Private vehicle		Within a 20 minute driving dist		Yes, easily accessible_	I have never evacuated		other		Increased_congestion_on_state_h,Sound_pollution_from_traffic,Emergency_vehicle_access_diffic			I work remotely		White	Not of Hispanic, Latino, or Spa			-89.96460369	29.93830953
55	55	f085a337-6d4f-4097-8169-eed959e13831	03/13/2024 22:34:13.343	03/13/2024 22:34:13.343	55-64	Male	High school graduate or equival	Prefer not to say	No	Private vehicle		Within a 20 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Some challenges, but manageable	other		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Increased_vehicle_crashes/traff			No, my work is too far to bike		White	Not of Hispanic, Latino, or Spa			-89.8501772	29.86551495

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	AB	AC
56	56	2a9cea36-d338-48bf-86a9-0f1ad444d00c	03/13/2024 22:40:45.870	03/13/2024 22:40:45.870	55-64	Male	Bachelor's degree	$55,000 - $100,000/yr_	No	Private vehicle		Within a 20 minute driving dist		Yes, but not very accessible_	Drove myself in my personal veh	Some challenges, but manageable	Education and Training		Increased_congestion_on_state_h,Increased_vehicle_crashes/traff,other	Physical damage to streets and structures due to truck traffic		Yes, my work is within a few mi	I have nothing positive to say about our current transportation infrastructure. The incomplete grid and lack of major arteries make getting around tiresome. Increased truck traffic will be detrimental to our way of life.	White	Not of Hispanic, Latino, or Spa			-89.96460369	29.93830953
57	57	cf5c1971-5794-46e8-8dab-ea0858345572	03/13/2024 22:43:23.379	03/13/2024 22:43:23.379	65+	Female	Some college or associate degre	Prefer not to say	No	Private vehicle		Within a 20 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Extremely challenging, requirin	other	Retired	Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Increased_vehicle_crashes/traff					White	Not of Hispanic, Latino, or Spa			-89.91876901	29.91982898
58	58	8ff79fda-3c40-4e8b-8e87-f393ce68032a	03/13/2024 22:51:00.983	03/13/2024 22:51:00.983	35-44	Female	Master's degree or higher	Greater than $100,000/yr_	No	Private vehicle		Within a 30 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Difficult and disorganized	other		Increased_rail_crossing_delay_t,Visual_pollution_from_increased,Emergency_vehicle_access_diffic			No, my work is too far to bike		White	Not of Hispanic, Latino, or Spa			-89.96460369	29.93830953
59	59	c2c5a111-2e31-4a8c-84b5-3ebf7b5201b9	03/13/2024 22:59:33.882	03/13/2024 22:59:33.882	35-44	Female	Bachelor's degree	$55,000 - $100,000/yr_	Yes	Private vehicle		Within a 20 minute driving dist		Yes, but not very accessible_	Drove myself in my personal veh	Extremely challenging, requirin	Government		Increased_congestion_on_state_h,Visual_pollution_from_increased,Emergency_vehicle_access_diffic		Leave SBP was a nightmare as was getting gas.	Yes, my work is within a few mi		Black or African American	Not of Hispanic, Latino, or Spa			-89.96460369	29.93830953
60	60	0da03b8d-4ae7-4d22-8f12-1bb0eb84247c	03/13/2024 23:01:51.942	03/13/2024 23:01:51.942	35-44	Female	Some college or associate degre	$26,500 - $54,999/yr_	No	Private vehicle		Within a 30 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Some challenges, but manageable	Retail Trade		Sound_pollution_from_traffic,Visual_pollution_from_increased,other	Travel times going around		No, my work is too far to bike		White	Not of Hispanic, Latino, or Spa			-89.91769482	29.93881434
61	61	34351fe4-cb97-49de-8d31-ba8330719c6d	03/13/2024 23:02:32.819	03/13/2024 23:02:32.819	55-64	Male	Prefer not to say	Prefer not to say	No	Private vehicle		Within a 10 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Difficult and disorganized	Professional, Scientific, and T		Increased_congestion_on_state_h,Visual_pollution_from_increased,Increased_vehicle_crashes/traff		Stuck in traffic that did not move for hours.	Yes, my work is within a few mi	Fewer commercial/large vehicles traveling the state highways.	White	Not of Hispanic, Latino, or Spa			-89.96356784	29.93776842
62	62	e84258ba-1ca7-47e4-8c29-fe8100d444c3	03/13/2024 23:03:49.134	03/13/2024 23:03:49.134	55-64	Female	Some college or associate degre	$26,500 - $54,999/yr_	No	Private vehicle		Within a 20 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Difficult and disorganized	Healthcare and Social Assistanc		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Emergency_vehicle_access_diffic		Traffic was insane	No, my work is too far to bike		White	Not of Hispanic, Latino, or Spa			-90.00395971	29.95211647
63	63	39231abd-cb98-4d1b-8c9f-8f4ac647157b	03/13/2024 23:04:17.375	03/13/2024 23:04:17.375	45-54	Male	Some college or associate degre	$55,000 - $100,000/yr_	No	Private vehicle		Within a 30 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Some challenges, but manageable	other	Oil and Gas	other	None		No, my work is too far to bike	N/A	Prefer not to say_	Prefer not to say			-89.96460369	29.93830953
64	64	1e3d8357-739f-4ae9-8594-91904f434932	03/13/2024 23:04:40.546	03/13/2024 23:04:40.546	65+	Female	Some college or associate degre	$26,500 - $54,999/yr_	No	Private vehicle		Within a 20 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Difficult and disorganized	other	Legal	Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Emergency_vehicle_access_diffic		Seriously??? Thousands of people on the road. 3 hours drive took 7 hours. Apparently those creating this survey have never evacuated for a hurricane.	No, my work is too far to bike	No best feature getting out of St Bernard parish . Two 100+ year old drawbridges, St Claude and Judge Seeber (Claiborne bridge) constantly with closures for repairs. Add to that two train crossings, particularly the Press St train which	White	Prefer not to say			-89.98584703	29.94999669

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	AB	AC
65	65	e80027d4-e06c-4a86-8059-0ef0fe0d1cdc	03/13/2024 23:06:06.148	03/13/2024 23:06:06.148	65+	Male	High school graduate or equival	$55,000 - $100,000/yr_	Yes	Private vehicle		Within a 20 minute driving dist		No, limited or no access to pub	Was picked up by friends or fam	Some challenges, but manageable	other	Retired	Increased_rail_crossing_delay_t,Sound_pollution_from_traffic,Emergency_vehicle_access_diffic				Nothing	White	Prefer not to say			89.96409369	29.93838553
66	66	41ab1a1d-488e-49e0-86e3-2aa6813a4ac8	03/13/2024 23:06:34.506	03/13/2024 23:06:34.506	45-54	Male	Bachelor's degree	$55,000 - $100,000/yr_	No	Private vehicle		Within a 20 minute driving dist		Yes, but not very accessible_	Drove myself in my personal veh	Some challenges, but manageable	Government		Increased_rail_crossing_delay_t,Increased_vehicle_crashes/traff,Emergency_vehicle_access_diffic			Yes, my work is within a few mi		White	Another Hispanic, Latino or Spa			89.96409369	29.93838553
67	67	7fea972e-3227-4785-85dd-cc173555251a	03/13/2024 23:06:53.847	03/13/2024 23:06:53.847	65+	Female	Some college or associate degre	$26,500 - $54,999/yr_	No	Private vehicle		Within a 30 minute driving dist		Yes, but not very accessible_	Drove myself in my personal veh	Some challenges, but manageable	other	Retired	Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Emergency_vehicle_access_diffic					White	Not of Hispanic, Latino, or Spa			89.94749042	29.94796562
68	68	ca4ac592-1e30-491d-8d9a-70b9641ae862	03/13/2024 23:09:21.210	03/13/2024 23:09:21.210	35-44	Male	Some college or associate degre	Greater than $100,000/yr_	No	Private vehicle		Within a 20 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Some challenges, but manageable	Manufacturing/Refinery		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Increased_vehicle_crashes/traff			Yes, my work is within a few mi		White	Not of Hispanic, Latino, or Spa			89.96409369	29.93838553
69	69	d001b24f-79e8-4995-8e0b-e56fa1d77f8c	03/13/2024 23:10:02.436	03/13/2024 23:10:02.436	65+	Male	High school graduate or equival	$55,000 - $100,000/yr_	No	Private vehicle		Within a 30 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Difficult and disorganized	Transportation and Warehousing		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Emergency_vehicle_access_diffic			No, my work is too far to bike			Prefer not to say			89.95061011	29.94202234
70	70	893d866e-aea6-40ab-8b6f-93796da5d2b0	03/13/2024 23:11:35.947	03/13/2024 23:11:35.947	35-44	Female	Some college or associate degre	$26,500 - $54,999/yr_	No	Private vehicle		More than an hour of driving di		No, limited or no access to pub	Drove myself in my personal veh	Easy and well-coordinated	Healthcare and Social Assistanc		Increased_congestion_on_state_h,Sound_pollution_from_traffic,Emergency_vehicle_access_diffic			No, my work is too far to bike		White	Not of Hispanic, Latino, or Spa			89.96409369	29.93838553
71	71	f6d84cf0-24c4-480c-8777-2a4dce3fb840	03/13/2024 23:13:45.827	03/13/2024 23:13:45.827	45-54	Female	Some college or associate degre	Greater than $100,000/yr_	Yes	Private vehicle		Within a 10 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Some challenges, but manageable	Manufacturing/Refinery		Sound_pollution_from_traffic,Difficulty_walking_along_or_acr,Increased_vehicle_crashes/traff		Assisting older relatives	Yes, my work is within a few mi		White	Prefer not to say			89.96409369	29.93838553
72	72	f57f7c05-f172-488c-8259-fa2ccd07c65c	03/13/2024 23:15:31.578	03/13/2024 23:15:31.578	55-64	Female	Some college or associate degre	$26,500 - $54,999/yr_	No	Private vehicle		Within a 20 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Some challenges, but manageable	other	Security	Increased_congestion_on_state_h,Sound_pollution_from_traffic,Increased_vehicle_crashes/traff			No, my work is too far to bike	Not sure	White	Not of Hispanic, Latino, or Spa			89.90171279	29.93800062
73	73	027d30b2-83f7-419b-8493-75354a46b76f	03/13/2024 23:15:41.531	03/13/2024 23:15:41.531	45-54	Female	Bachelor's degree	Greater than $100,000/yr_	No	Private vehicle		Within a 20 minute driving dist		Yes, but not very accessible_	Drove myself in my personal veh	Difficult and disorganized	Government		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Increased_vehicle_crashes/traff			Yes, my work is within a few mi		White	Not of Hispanic, Latino, or Spa			89.96409369	29.93838553

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	AB	AC
74	74	053ad2a6-5a34-48ec-8b5a-6900717b2d61	03/13/2024 23:17:20.774	03/13/2024 23:17:20.774	25-34	Female	Bachelor's degree	$55,000 - $100,000/yr_	No	Private vehicle		Within a 10 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Some challenges, but manageable	Healthcare and Social Assistanc		Increased_congestion_on_state_h,Visual_pollution_from_increased,Increased_vehicle_crashes/traff			Yes, my work is within a few mi		Black or African American	Not of Hispanic, Latino, or Spa			-89.96460369	29.93830953
75	75	54be72bc-90ef-462d-8b13-3df231372d32	03/13/2024 23:18:57.968	03/13/2024 23:18:57.968	25-34	Female	Bachelor's degree	Greater than $100,000/yr_	No	Private vehicle		Within a 10 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Some challenges, but manageable	Education and Training		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Emergency_vehicle_access_diffic		Torn on whether we should stay or not. We have pets and most places don't allow pets. We also have 4 kids.	Yes, my work is within a few mi	It's functional and well maintained.	White	Not of Hispanic, Latino, or Spa			-89.9165385	29.94009458
76	76	3a41a491-9634-41e7-8a2f-545d6bd19c91	03/13/2024 23:21:51.418	03/13/2024 23:21:51.418	18-24	Male	Some college or associate degre	Greater than $100,000/yr_	No	Private vehicle		Within a 10 minute driving dist		Yes, but not very accessible_	I have never evacuated		Manufacturing/Refinery		Increased_rail_crossing_delay_t,Increased_vehicle_crashes/traff,Emergency_vehicle_access_diffic			No, my work is too far to bike		White	Not of Hispanic, Latino, or Spa			-89.96460369	29.93830953
77	77	256f8f5a-c58e-43cd-8b5b-3af9cae51a08	03/13/2024 23:24:31.947	03/13/2024 23:24:31.947	55-64	Female	High school graduate or equival	$55,000 - $100,000/yr_	No	Private vehicle		Within a 10 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Some challenges, but manageable	Education and Training		Sound_pollution_from_traffic,Visual_pollution_from_increased,Increased_vehicle_crashes/traff			Yes, my work is within a few mi		Black or African American				-89.96460369	29.93830953
78	78	a0f55432-73a6-49f7-8aa1-b0f00297b913	03/13/2024 23:24:39.345	03/13/2024 23:24:39.345	65+_	Female	Some college or associate degre	Greater than $100,000/yr_	No	Private vehicle		Within a 10 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Some challenges, but manageable	other	Oil n gas prod	Increased_congestion_on_state_h,Increased_vehicle_crashes/traff,Emergency_vehicle_access_diffic			I work remotely		White	Not of Hispanic, Latino, or Spa			-89.87904377	29.86866893
79	79	38e1d44c-949b-4adc-88ce-0d4690385c48	03/13/2024 23:26:49.605	03/13/2024 23:26:49.605	65+_	Female	High school graduate or equival	$55,000 - $100,000/yr_	No	Private vehicle		Within a 30 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Some challenges, but manageable	Healthcare and Social Assistanc		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Emergency_vehicle_access_diffic		Traffic jams	Yes, my work is within a few mi		White	Another Hispanic, Latino or Spa			-89.96460369	29.93830953
80	80	76bc7a4e-b043-4839-8990-813e1d0113e9	03/13/2024 23:28:04.726	03/13/2024 23:28:04.726	25-34	Male	High school graduate or equival	$55,000 - $100,000/yr_	No	Private vehicle		Within a 30 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Easy and well-coordinated	other		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Increased_vehicle_crashes/traff			No, my work is too far to bike		White	Not of Hispanic, Latino, or Spa			-89.88792704	29.874404
81	81	55f977fc-4953-4458-8510-c777730e937a	03/13/2024 23:31:10.095	03/13/2024 23:31:10.095	45-54	Male	Some college or associate degre	$55,000 - $100,000/yr_	No	Private vehicle		Within a 10 minute driving dist		Yes, but not very accessible_	Drove myself in my personal veh	Difficult and disorganized	Professional, Scientific, and T		Increased_congestion_on_state_h,Visual_pollution_from_increased,Increased_vehicle_crashes/traff		Too much traffic.	No, my work is too far to bike	The use of St. Bernard Hwy without hundreds of trucks	White	Not of Hispanic, Latino, or Spa			-89.96460369	29.93830953
82	82	cd324def-5421-45b0-80f0-80d6af02365e	03/13/2024 23:31:44.273	03/13/2024 23:31:44.273	55-64	Male	High school graduate or equival	$26,500 - $54,999/yr_	No	Private vehicle		Within a 30 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Difficult and disorganized	Retail Trade		Increased_congestion_on_state_h,Increased_vehicle_crashes/traff,Emergency_vehicle_access_diffic			No, my work is too far to bike		White	Not of Hispanic, Latino, or Spa			-89.96460369	29.93830953

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	AB	AC
83	83	d00102f9-6166-4508-87bc-203ab1f15405	03/13/2024 23:20:02.818	03/13/2024 23:20:02.818	35-44	Male	Some college or associate degre	Greater than $100,000/yr_	No	Private vehicle		Within a 10 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Some challenges, but manageable	other		Increased_congestion_on_state_h,Sound_pollution_from_traffic,Visual_pollution_from_increased			No, my work is too far to bike		White	Prefer not to say			2147483647	2147483647
84	84	d9f777bc-98e6-4323-8cf0-d5ff949a3b8a	03/13/2024 23:23:39.064	03/13/2024 23:23:39.064	55-64	Female	Bachelor's degree	Prefer not to say	No	Private vehicle		More than an hour of driving di		No, limited or no access to pub	Drove myself in my personal veh	Some challenges, but manageable	other	House cleaning and office manager	Increased_congestion_on_state_h,Emergency_vehicle_access_diffic,other	Crime	Traffic out of parish	No, my work is too far to bike		White	Another Hispanic, Latino or Spa			2147483647	2147483647
85	85	3a96b8b7-c6f0-45af-89dc-f78b71badb1d	03/13/2024 23:32:44.779	03/13/2024 23:32:44.779	35-44	Female	Some college or associate degre	$55,000 - $100,000/yr_	No	Private vehicle		Within a 20 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Some challenges, but manageable	other	Self employed	Increased_congestion_on_state_h,Increased_vehicle_crashes/traff,Emergency_vehicle_access_diffic			I work remotely	Two direct highways where to where I need to go.	White	Not of Hispanic, Latino, or Spa			2147483647	2147483647
86	86	a60d1856-6a84-44fc-82d2-4089fae541eb	03/13/2024 23:37:39.394	03/13/2024 23:37:39.394	25-34	Female	Master's degree or higher	$55,000 - $100,000/yr_	No	Private vehicle		Within a 10 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Some challenges, but manageable	Healthcare and Social Assistanc		Increased_congestion_on_state_h,Sound_pollution_from_traffic,Visual_pollution_from_increased		Congestion	No, my work is too far to bike		White	Not of Hispanic, Latino, or Spa			2147483647	2147483647
87	87	de8730d6-fdb4-4fe4-8a82-84727ad6ffe1	03/13/2024 23:39:05.504	03/13/2024 23:39:05.504	45-54	Female	Bachelor's degree	Greater than $100,000/yr_	No	Private vehicle		Within a 10 minute driving dist		Yes, but not very accessible_	Drove myself in my personal veh	Some challenges, but manageable	other		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Increased_vehicle_crashes/traff			No, my work is too far to bike		White	Not of Hispanic, Latino, or Spa			2147483647	2147483647
88	88	c59f86db-e9a8-47cb-8755-6796e76583d3	03/13/2024 23:54:08.799	03/13/2024 23:54:08.799	55-64	Female	High school graduate or equival	Prefer not to say	No	Private vehicle		Within a 20 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Difficult and disorganized	Professional, Scientific, and T		Increased_congestion_on_state_h,Sound_pollution_from_traffic,Visual_pollution_from_increased			No, my work is too far to bike		White	Not of Hispanic, Latino, or Spa			2147483647	2147483647
89	89	887ca6c2-3c98-417c-8193-980a92eb423f	03/14/2024 00:00:19.583	03/14/2024 00:00:19.583	65+	Female	Some college or associate degre	$55,000 - $100,000/yr_	No	Private vehicle		Within a 10 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Some challenges, but manageable	Government		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Increased_vehicle_crashes/traff			No, my work is too far to bike	Everything in St Bernard Parish is what we like! Leave St Bernard Parish alone!!!	White	Not of Hispanic, Latino, or Spa			2147483647	2147483647
90	90	7a0d6945-2ab0-4626-897f-58936daf70bc	03/14/2024 00:00:26.600	03/14/2024 00:00:26.600	35-44	Non-binary	Master's degree or higher	$55,000 - $100,000/yr_	No	Private vehicle		Within a 10 minute driving dist		Yes, easily accessible_	I have never evacuated		other	Street Pharma	Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,other	Lot lizards invading the parish		I work remotely	Nothing it is so far behind with upgrades that the port traffic would make traffic horrible	Two or more races	Another Hispanic, Latino or Spa			2147483647	2147483647
91	91	2670ee87-dcc9-4c58-8d88-8cc34d59928b	03/14/2024 00:03:41.647	03/14/2024 00:03:41.647	55-64	Female	Some college or associate degre	$55,000 - $100,000/yr_	No	Private vehicle		Within a 10 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Difficult and disorganized	other	Office manager	Visual_pollution_from_increased,Increased_vehicle_crashes/traff,Emergency_vehicle_access_diffic		Traffic heading out	Yes, my work is within a few mi	Not a high traffic area with not so much noise and pollution	White	Another Hispanic, Latino or Spa			2147483647	2147483647

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	AB	AC
92	92	e6dad1e7-b7c5-4ec8-8d1d-dcd81b65db23	03/14/2024 00:03:41.757	03/14/2024 00:03:41.757	35-44	Male	Bachelor's degree	Greater than $100,000/yr_	No	Private vehicle		Within a 10 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Easy and well-coordinated	Construction		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Increased_vehicle_crashes/traff			No, my work is too far to bike	St. Bernard Parish has very little traffic typically.	White	Not of Hispanic, Latino, or Spa			-89.9932321	29.9706233
93	93	da0d1f04-1542-475a-8da6-db25368455cfc	03/14/2024 00:03:46.240	03/14/2024 00:03:46.240	25-34	Male	Some college or associate degre	Prefer not to say	No	Private vehicle		Within a 10 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Difficult and disorganized	Construction		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Increased_vehicle_crashes/traff		Too much traffic and congestion	No, my work is too far to bike		White	Not of Hispanic, Latino, or Spa			-89.96405369	29.93820953
94	94	8a57f464-cfc7-4b4e-86b8-2656a006bf00	03/14/2024 00:14:11.450	03/14/2024 00:14:11.450	25-34	Female	Some college or associate degre	Greater than $100,000/yr_	No	Private vehicle		Within a 30 minute driving dist		Yes, but not very accessible_	Drove myself in my personal veh	Some challenges, but manageable	Healthcare and Social Assistanc		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Increased_vehicle_crashes/traff		Interstate and exit ways were congested.	No, my work is too far to bike	None. Only 3 ways in and out of parish. During rush hours in day all roads are very congested.	White	Not of Hispanic, Latino, or Spa			-89.96111304	29.94210002
95	95	cfa7338a-4f49-489b-888c-d88348ada597	03/14/2024 00:25:34.011	03/14/2024 00:25:34.011	Prefer not to say_		Prefer not to say	Prefer not to say	No	Private vehicle		Within a 20 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Difficult and disorganized	Professional, Scientific, and T		Increased_congestion_on_state_h,Increased_vehicle_crashes/traff,Emergency_vehicle_access_diffic		Congestion one way in and out	No, my work is too far to bike		Prefer not to say_	Prefer not to say			-89.96460189	29.93820953
96	96	da07772d-721a-43a5-8fc9-872fb93825e9	03/14/2024 00:27:18.805	03/14/2024 00:27:18.805	65+_	Male	Bachelor's degree	Greater than $100,000/yr_	No	Private vehicle		Within a 10 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Difficult and disorganized	Transportation and Warehousing		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Increased_vehicle_crashes/traff		Traffic	Yes, my work is within a few mi	Very little teaffic	White	Not of Hispanic, Latino, or Spa			-89.92860341	29.92434194
97	97	1bdd519e-eb18-4ff4-8f64-226eef0ed298	03/14/2024 00:28:00.999	03/14/2024 00:28:00.999	45-54	Female	Some college or associate degre	Prefer not to say	No	Private vehicle		Within a 10 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Some challenges, but manageable	Education and Training		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Emergency_vehicle_access_diffic			Yes, my work is within a few mi	This container yard will decrease my value on my home and bring pollution and foreign things next to my neighborhood. This effect our Parish and everything the residents love about it!	Prefer not to say_	Prefer not to say			-89.89382822	29.87915401
98	98	fdaed820-163f-470c-834a-f92e73d47f20	03/14/2024 00:28:03.686	03/14/2024 00:28:03.686	25-34	Male	High school graduate or equival	Prefer not to say	No	Private vehicle		Within a 10 minute driving dist		Yes, but not very accessible_	Drove myself in my personal veh	Some challenges, but manageable	other	Commercial fisherman	Increased_congestion_on_state_h,Sound_pollution_from_traffic,Emergency_vehicle_access_diffic			No, my work is too far to bike	Vehicle transportation	White	Not of Hispanic, Latino, or Spa			-89.96460369	29.93820953
99	99	dbcddfce-5e50-4b05-8b42-17fd9ba4dd7d	03/14/2024 00:29:36.676	03/14/2024 00:29:36.676	45-54	Male	Some college or associate degre	$55,000 - $100,000/yr_	No	Private vehicle		Within a 10 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Some challenges, but manageable	Construction		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Increased_vehicle_crashes/traff			No, my work is too far to bike		Prefer not to say_	Prefer not to say			-89.94971722	29.94791293
100	100	0d2f5ec4-7309-4bc0-862d-16f8c373401d	03/14/2024 00:31:17.960	03/14/2024 00:31:17.960	55-64	Female	Some college or associate degre	$55,000 - $100,000/yr_	No	Private vehicle		Within a 10 minute driving dist		Yes, but not very accessible_	Drove myself in my personal veh	Easy and well-coordinated	Accommodation and Food Services		Increased_congestion_on_state_h,Increased_vehicle_crashes/traff,Emergency_vehicle_access_diffic			No, my work is too far to bike		White	Not of Hispanic, Latino, or Spa			-89.96052553	29.94580366

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	AB	AC
101	101	264f6a5d-12d9-480b-88c8-e0f8ce3bed28	03/14/2024 00:37:19.230	03/14/2024 00:37:19.230	45-54	Female	Some college or associate degre	$55,000 - $100,000/yr_	No	Private vehicle		Within a 30 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Some challenges, but manageable	other	Legal	Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Increased_vehicle_crashes/traff			Yes, my work is within a few mi		White	Not of Hispanic, Latino, or Spa			-89.96460369	29.93830953
102	102	c5ac66de-d02d-4825-8862-81fb6bd622a7	03/14/2024 00:37:49.050	03/14/2024 00:37:49.050	45-54	Male	Some college or associate degre	Prefer not to say	No	Private vehicle		Within a 20 minute driving dist		Yes, but not very accessible_	Drove myself in my personal veh	Difficult and disorganized	Accommodation and Food Services		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Visual_pollution_from_increased					White	Not of Hispanic, Latino, or Spa			-89.97219558	29.94149722
103	103	14079694-c66b-4837-8d27-826f12e4f248	03/14/2024 00:41:11.821	03/14/2024 00:41:11.821	55-64	Male	High school graduate or equival	$55,000 - $100,000/yr_	No	Private vehicle		Within a 30 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Some challenges, but manageable	Transportation and Warehousing		Increased_congestion_on_state_h,Increased_vehicle_crashes/traff,other			No, my work is too far to bike		White	Not of Hispanic, Latino, or Spa			-89.96460369	29.93830953
104	104	bb631653-77d3-4ca3-85be-19587c8e04a8	03/14/2024 00:46:04.583	03/14/2024 00:46:04.583	25-34	Male	High school graduate or equival	$55,000 - $100,000/yr_	Yes	Private vehicle		Within a 30 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Easy and well-coordinated	Government		Increased_vehicle_crashes/traff,Emergency_vehicle_access_diffic,other	Over population of a small community with only one high school that's already experiencing violence		No, my work is too far to bike		Prefer not to say_	Prefer not to say			-89.96460189	29.93830953
105	105	13709099-c02e-4983-8224-2b5ec31ed2d2	03/14/2024 00:50:36.760	03/14/2024 00:50:36.760	45-54	Male	Master's degree or higher	Greater than $100,000/yr_	No	Private vehicle		Within a 10 minute driving dist		Yes, but not very accessible_	I have never evacuated		Professional, Scientific, and T		Increased_congestion_on_state_h,Increased_vehicle_crashes/traff,Emergency_vehicle_access_diffic			No, my work is too far to bike	There isn't any	Prefer not to say_	Prefer not to say			-89.99110428	29.90995599
106	106	c9927eb9-35df-40f5-8d87-32a380167c30	03/14/2024 00:52:16.730	03/14/2024 00:52:16.730	35-44	Female	Bachelor's degree	Greater than $100,000/yr_	No	Private vehicle		Within a 30 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Some challenges, but manageable	other		Increased_congestion_on_state_h,Visual_pollution_from_increased			No, my work is too far to bike		White	Prefer not to say			-89.96460369	29.93830953
107	107	ed82712e-b540-4707-8083-08f1f9aa7699	03/14/2024 00:56:41.011	03/14/2024 00:56:41.011	35-44	Male	Master's degree or higher	Greater than $100,000/yr_	No	Private vehicle		Within a 30 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Some challenges, but manageable	Education and Training		Increased_rail_crossing_delay_t,Increased_vehicle_crashes/traff,Emergency_vehicle_access_diffic			No, my work is too far to bike		White	Not of Hispanic, Latino, or Spa			-89.96460369	29.93830953
108	108	3e503f06-14ee-44a2-8cc9-a45c72beb130	03/14/2024 01:01:56.544	03/14/2024 01:01:56.544	25-34	Female	Some college or associate degre	$26,500 - $54,999/yr_	No	Private vehicle		Within a 10 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Some challenges, but manageable	other	Mosquito Control	Increased_congestion_on_state_h,Sound_pollution_from_traffic,Emergency_vehicle_access_diffic		Having trouble getting out of parish	Yes, my work is within a few mi	Easy to travel from my home to grocery store.	White	Another Hispanic, Latino or Spa			-89.87470825	29.8745595
109	109	a1b24023-45aa-45fe-86e1-a3587f971205	03/14/2024 01:16:11.819	03/14/2024 01:16:11.819	25-34	Female	Less than high school	$55,000 - $100,000/yr_	No	Private vehicle		Within a 20 minute driving dist		Yes, but not very accessible_	Drove myself in my personal veh	Some challenges, but manageable	Construction		Increased_congestion_on_state_h,Sound_pollution_from_traffic,Visual_pollution_from_increased		Took me almost a day to get to my distance	No, my work is too far to bike		White	Mexican, Mexican American, or C			-89.96460369	29.93830953

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	AB	AC
110	110	cc9735d2-ad17-4c2f-8881-a0324c204733	03/14/2024 01:18:57 401	03/14/2024 01:18:57 401	35-44	Male	Less than high school	$55,000 - $100,000/yr_	No	Private vehicle		Within a 20 minute driving dist		No, limited or no access to pub	I have never evacuated		other	Film	Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Increased_vehicle_crashes/traff			I work remotely	i wouldn't know	White	Not of Hispanic, Latino, or Spa			-89.96460369	29.93830953
111	111	78649adc-9f70-44d1-8ec9-3e647c06260e	03/14/2024 01:31:49 027	03/14/2024 01:31:49 027	55-64	Male	Bachelor's degree	Greater than $100,000/yr_	Yes	Private vehicle		Within a 20 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Some challenges, but manageable	Government		Sound_pollution_from_traffic,Visual_pollution_from_increased,Increased_vehicle_crashes/traff		Major traffic	I work remotely	Very good	White	Puerto Rican			-89.88617074	29.93295419
112	112	8cd37ef3-dc68-46b6-858c-3de30dcec63d	03/14/2024 01:37:24 563	03/14/2024 01:37:24 563	55-64	Female	Master's degree or higher	Greater than $100,000/yr_	No	Private vehicle		Within a 20 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Easy and well-coordinated	Education and Training		Increased_congestion_on_state_h,Increased_vehicle_crashes/traff,Emergency_vehicle_access_diffic			No, my work is too far to bike		White	Not of Hispanic, Latino, or Spa			-89.96460369	29.93830953
113	113	82740ef7-af7d-4bbf-8526-bb7045790efe	03/14/2024 01:48:22 286	03/14/2024 01:48:22 286	45-54	Male	Some college or associate degre	Greater than $100,000/yr_	No	Private vehicle		Within a 10 minute driving dist		Yes, easily accessible_	I have never evacuated		other	Automotive industry	Increased_congestion_on_state_h,Visual_pollution_from_increased,Increased_vehicle_crashes/traff			No, my work is too far to bike		White	Not of Hispanic, Latino, or Spa			-88.39768099	29.951107
114	114	79b9a026-d877-4649-85ab-aab08253fa18	03/14/2024 01:54:03 193	03/14/2024 01:54:03 193	55-64	Male	Some college or associate degre	$55,000 - $100,000/yr_	No	Private vehicle		Within a 30 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Easy and well-coordinated	Government		Increased_congestion_on_state_h,Increased_vehicle_crashes/traff,other	Blatantly cutting our parish in half		No, my work is too far to bike	Why is this question important. The question is Saint Bernard people were cut out from this decision and how can another port different parish tell Saint Bernard what to do when we have our own port authority.Looks	White				-89.96460369	29.93830953
115	115	ccf5bcb3-cf8d-40da-8a37-aee76c646881a	03/14/2024 01:55:00 242	03/14/2024 01:55:00 242	45-54	Male	Bachelor's degree	Greater than $100,000/yr_	No	Private vehicle		Within a 30 minute driving dist		No, limited or no access to pub	I have never evacuated		Professional, Scientific, and T		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Increased_vehicle_crashes/traff			No, my work is too far to bike	Terrible. 3 ways in/out. Congested.	White	Not of Hispanic, Latino, or Spa			-89.96460369	29.93830953
116	116	4cceb352-57cd-4490-8457-235c442e8d91	03/14/2024 01:56:04 717	03/14/2024 01:56:04 717	35-44	Female	Some college or associate degre	$55,000 - $100,000/yr_	No	Private vehicle		Within a 10 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Some challenges, but manageable	other		Increased_congestion_on_state_h,Increased_vehicle_crashes/traff,Emergency_vehicle_access_diffic			No, my work is too far to bike		White	Not of Hispanic, Latino, or Spa			-89.96460369	29.93830953
117	117	0d49c038-cd57-4a6b-8551-e46bcc7796db	03/14/2024 02:05:05.064	03/14/2024 02:05:05.064	25-34	Female	Bachelor's degree	$55,000 - $100,000/yr_	Yes	Private vehicle		Within a 10 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Some challenges, but manageable	Healthcare and Social Assistanc		Increased_congestion_on_state_h,Sound_pollution_from_traffic,Visual_pollution_from_increased		Traffic	No, my work is too far to bike	We do not have a lot of traffic due to St. Bernard not being a widely traveled through parish. It keeps St. Bernard safe and easy to drive around.	White	Not of Hispanic, Latino, or Spa			-89.88852601	29.87226898
118	118	5170bc00-584b-4051-8b36-cd44dcc5e65f	03/14/2024 02:09:23.702	03/14/2024 02:09:23.702	35-44	Female	Some college or associate degre	$55,000 - $100,000/yr_	No	Private vehicle		Within a 20 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Some challenges, but manageable	other	law	Increased_congestion_on_state_h,Sound_pollution_from_traffic,Visual_pollution_from_increased			No, my work is too far to bike		White	Not of Hispanic, Latino, or Spa			-89.96460369	29.93830953

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	AB	AC
119	119	4ffe335d-989e-4f60-8aea-ca20d3525837	03/14/2024 02:10:37 045	03/14/2024 02:10:37 045	45-54	Female	Some college or associate degre	$26,500 - $54,999/yr_	No	Private vehicle		Within a 30 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Some challenges, but manageable	other		Increased_congestion_on_state_h,Increased_vehicle_crashes/traff,Emergency_vehicle_access_diffic			Yes, my work is within a few mi		White	Not of Hispanic, Latino, or Spa			-89.91197501	29.91657
120	120	81cd4452-2ad3-4659-8d44-d4c0978b5e99	03/14/2024 02:12:41.980	03/14/2024 02:12:41.980	45-54	Female	High school graduate or equival	Greater than $100,000/yr_	No	Private vehicle		Within a 10 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Some challenges, but manageable	Professional, Scientific, and T		Increased_congestion_on_state_h,Visual_pollution_from_increased,Increased_vehicle_crashes/traff		Difficulty finding a hotel room. Hotel canceled at last minute. Drove to Florida to stay with family.	No, my work is too far to bike		White	Not of Hispanic, Latino, or Spa			-89.88184002	29.87783098
121	121	b7f76794-fcd8-4642-8b2c-c7182d3dc41a	03/14/2024 02:14:07 546	03/14/2024 02:14:07 546	45-54	Male	Some college or associate degre	Greater than $100,000/yr_	No	Private vehicle		Within a 10 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Easy and well-coordinated	Manufacturing/Refinery		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Sound_pollution_from_traffic			No, my work is too far to bike		Two or more races	Not of Hispanic, Latino, or Spa			-89.90609817	29.92086845
122	122	15c0f92e-4618-42b6-8d66-a520e2b745be	03/14/2024 02:14:17 407	03/14/2024 02:14:17 407	55-64	Male	Some college or associate degre	$26,500 - $54,999/yr_	No	Private vehicle		Within a 10 minute driving dist		Yes, but not very accessible_	Drove myself in my personal veh	Some challenges, but manageable	Retail Trade		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Increased_vehicle_crashes/traff			Yes, my work is within a few mi		White	Not of Hispanic, Latino, or Spa			-89.94898811	29.93272077
123	123	5c39cb08-764f-4b78-837d-253fd4cdfdfe	03/14/2024 02:14:41.396	03/14/2024 02:14:41.396	45-54	Male	Some college or associate degre	Greater than $100,000/yr_	No	Private vehicle		Within a 10 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Easy and well-coordinated	Manufacturing/Refinery		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Sound_pollution_from_traffic			No, my work is too far to bike		Two or more races	Not of Hispanic, Latino, or Spa			-89.90609817	29.92086845
124	124	ee58c3bf-a5c9-446a-8f4a-2f89ab971f02	03/14/2024 02:24:06.621	03/14/2024 02:24:06.621	45-54	Prefer not to say_	Prefer not to say	Prefer not to say	No	Private vehicle		Within a 20 minute driving dist		Yes, easily accessible_	I have never evacuated		Government		other	Everything		No, my work is too far to bike	N/A	Prefer not to say_	Prefer not to say			-89.90422498	29.92179501
125	125	cf69121d-77a4-4230-8ab3-8fa90570b4db	03/14/2024 02:25:29.965	03/14/2024 02:25:29.965	55-64	Female	Bachelor's degree	$55,000 - $100,000/yr_	No	Private vehicle		Within a 10 minute driving dist			Drove myself in my personal veh	Some challenges, but manageable	other		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Increased_vehicle_crashes/traff			No, my work is too far to bike		Two or more races	Another Hispanic, Latino or Spa			-89.96460369	29.93830953
126	126	e3de1fac-e3c3-4ac6-8e20-7a613f57d971	03/14/2024 02:29:28.399	03/14/2024 02:29:28.399	35-44	Male	Bachelor's degree	$55,000 - $100,000/yr_	No	Private vehicle		Within a 10 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Some challenges, but manageable	Education and Training		Sound_pollution_from_traffic			No, my work is too far to bike		White	Not of Hispanic, Latino, or Spa			-89.96460369	29.93830953
127	127	e964bf33-0702-4e19-8055-6d7caeb5bbf3	03/14/2024 02:31:06.768	03/14/2024 02:31:06.768	35-44	Female	Bachelor's degree	$55,000 - $100,000/yr_	No	Private vehicle		Within a 20 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Difficult and disorganized	Accommodation and Food Services		Increased_congestion_on_state_h,Sound_pollution_from_traffic,Visual_pollution_from_increased		Traffic	No, my work is too far to bike	Little to no truck traffic. Able to use st. Bernard hwy with out being diverted.	White	Not of Hispanic, Latino, or Spa			-89.96460369	29.93830953

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	AB	AC
128	128	ac8f1e9f-d8ee-4c36-8915-594837d2151d	03/14/2024 02:34:32.397	03/14/2024 02:34:32.397	65+	Female	High school graduate or equival	Less than $26,500/yr_	No	Private vehicle		Within a 20 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Some challenges, but manageable	Accommodation and Food Services		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Visual_pollution_from_increased			No, my work is too far to bike		White	Not of Hispanic, Latino, or Spa			-89.75215857	29.82414873
129	129	79905de4-df45-453d-826e-9ca9f91fd5a8	03/14/2024 02:36:44.168	03/14/2024 02:36:44.168	45-54	Male	Master's degree or higher	Prefer not to say	No	Private vehicle		Within a 20 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Easy and well-coordinated	Professional, Scientific, and T		Increased_congestion_on_state_h,Increased_vehicle_crashes/traff,Difficulties_accessing_shopping			No, my work is too far to bike		White	Not of Hispanic, Latino, or Spa			-89.94835486	29.93491453
130	130	74f330fe-683a-4831-88a8-80a8c652419d	03/14/2024 02:39:08.668	03/14/2024 02:39:08.668	45-54	Male	Bachelor's degree	Greater than $100,000/yr_	No	Private vehicle		Within a 10 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Difficult and disorganized	Accommodation and Food Services		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Increased_vehicle_crashes/traff			No, my work is too far to bike		White	Prefer not to say			-89.90944983	29.92087257
131	131	2cb64bef-16d7-4ec8-8089-475a7b5debe8	03/14/2024 02:54:31.282	03/14/2024 02:54:31.282	25-34	Male	Bachelor's degree	Greater than $100,000/yr_	No	Walking or cycling		Within a 30 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Difficult and disorganized	Professional, Scientific, and T		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Difficulty_bicycling_along_or_a		Evacuated to Houston for Ida. Traffic resulted in an almost a 10 hour drive	I work remotely	From having lived in multiple places the transportation network around St. Bernard is very limited and private vehicle reliant. Many bike lanes share lanes or have no physical divider from cars. Having St Bernard HWY or a bike lane is a	White	Not of Hispanic, Latino, or Spa			-89.96460389	29.93830953
132	132	1355bf46-5dff-4693-871f-1df2a07e7e74	03/14/2024 02:55:32.679	03/14/2024 02:55:32.679	35-44	Prefer not to say_	Bachelor's degree	$55,000 - $100,000/yr_	No	Private vehicle		Within a 10 minute driving dist		Yes, easily accessible_	I have never evacuated		Healthcare and Social Assistanc		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Sound_pollution_from_traffic			Yes, my work is within a few mi	Nothing - I'm speechless on this question - I could not possibly find one single "best feature" ?	Prefer not to say_	Prefer not to say			-89.95861398	29.94487799
133	133	c2353e0e-37f7-4aab-83c3-224af906f697	03/14/2024 02:56:05.888	03/14/2024 02:56:05.888	45-54	Female	Bachelor's degree	Greater than $100,000/yr_	No	Private vehicle		Within a 20 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Some challenges, but manageable	Education and Training		Visual_pollution_from_increased,Increased_vehicle_crashes/traff,Emergency_vehicle_access_diffic			Yes, my work is within a few mi	I currently deal with very minimal traffic with living in lower St. Bernard Parish. My concerns are traffic, delays, and detours, in order to travel to the upper part of the parish. This includes huge concerns for emergency services	White	Not of Hispanic, Latino, or Spa			-89.9059623	29.86227247
134	134	489c3e25-7e80-4ec0-842e-c6a4800c3735	03/14/2024 02:57:20.865	03/14/2024 02:57:20.865	55-64	Male	Bachelor's degree	Greater than $100,000/yr_	No	Private vehicle		Within a 10 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Some challenges, but manageable	Retail Trade		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Increased_vehicle_crashes/traff			No, my work is too far to bike		White	Not of Hispanic, Latino, or Spa			-89.91301945	29.91896944
135	135	fc134981-2ff5-4de0-8bcc-0c300a08e9dc	03/14/2024 03:02:54.388	03/14/2024 03:02:54.388	25-34	Non-binary	Some college or associate degre	$55,000 - $100,000/yr_	Yes	Carpooling or ride sharing		Within a 20 minute driving dist		Yes, but not very accessible_	Was picked up by friends or fam	Some challenges, but manageable	Education and Training		Increased_congestion_on_state_h,Sound_pollution_from_traffic,Visual_pollution_from_increased		Traffic congestion	I work remotely	Bike lanes are being built	White	Not of Hispanic, Latino, or Spa			-89.96460369	29.91830953
136	136	32fef72b-31a5-40c9-8af2-d92a1f4e4f2f	03/14/2024 03:04:35.860	03/14/2024 03:04:35.860	55-64	Female	Some college or associate degre	$55,000 - $100,000/yr_	No	Private vehicle		Within a 20 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Difficult and disorganized	Professional, Scientific, and T		Increased_congestion_on_state_h,Increased_vehicle_crashes/traff,Emergency_vehicle_access_diffic			Yes, my work is within a few mi		White	Not of Hispanic, Latino, or Spa			-89.96460369	29.93830953

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	AB	AC
137	137	7c754a4f-05a4-40f1-82ad-707d14e24bb5	03/14/2024 03:06:46.879	03/14/2024 03:06:46.879	18-24	Male	Master's degree or higher	Prefer not to say	No	Private vehicle		Within a 10 minute driving dist		No, limited or no access to pub	I have never evacuated		other	Fisherman	Increased_vehicle_crashes/traff,Emergency_vehicle_access_diffic			Yes, my work is within a few mi		White	Not of Hispanic, Latino, or Spa			-89.96460369	29.93830953
138	138	9b64bf66-6b2a-456b-8e00-5999502ecc89	03/14/2024 03:10:44.833	03/14/2024 03:10:44.833	35-44	Female	Master's degree or higher	$55,000 - $100,000/yr_	No	Private vehicle		Within a 10 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Some challenges, but manageable	Education and Training		Increased_congestion_on_state_h,Visual_pollution_from_increased,Increased_vehicle_crashes/traff			Yes, my work is within a few mi		White	Not of Hispanic, Latino, or Spa			-89.96460369	29.93830953
139	139	c6f487ed-2f85-417a-8192-b751268dbe91	03/14/2024 03:12:56.888	03/14/2024 03:12:56.888	45-54	Female	Bachelor's degree	Greater than $100,000/yr_	No	other		Within a 10 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Some challenges, but manageable	Government		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Emergency_vehicle_access_diffic			I work remotely		White	Another Hispanic, Latino or Spa			-90.00405752	29.95427689
140	140	60f6a2a4-bbe7-464d-8442-03ba3c9743e0	03/14/2024 03:21:14.610	03/14/2024 03:21:14.610	65+	Male	Master's degree or higher	Prefer not to say	Yes	other		Within a 30 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Extremely challenging, requirin	Construction		Increased_congestion_on_state_h,Emergency_vehicle_access_diffic,Difficulties_accessing_shopping		Traffic congestion and bad roads!	No, my work is too far to bike	Low traffic congestion and ease of exiting parish!	Prefer not to say_	Prefer not to say			-90.0014813.87	34.95622.571
141	141	41d06185-7dbd-4dfd-8488-ba3101bcc6b1	03/14/2024 03:35:32.434	03/14/2024 03:35:32.434	45-54	Female	Some college or associate degre	$55,000 - $100,000/yr_	No	Private vehicle		Within a 20 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Easy and well-coordinated	Professional, Scientific, and T		Increased_congestion_on_state_h,Sound_pollution_from_traffic,Visual_pollution_from_increased			No, my work is too far to bike	That it exists.	White	Not of Hispanic, Latino, or Spa			-89.94421104	29.87959499
142	142	662127d1-2047-4d73-86d6-9702fb2f2d99	03/14/2024 03:39:22.955	03/14/2024 03:39:22.955	25-34	Female	Some college or associate degre	$26,500 - $54,999/yr_	No	Private vehicle		Within a 10 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Some challenges, but manageable	other		Sound_pollution_from_traffic,Visual_pollution_from_increased,Increased_vehicle_crashes/traff			No, my work is too far to bike		Two or more races	Another Hispanic, Latino or Spa			-89.96460369	29.93830953
143	143	b28594d6-4e73-4325-8968-f2946333adcd	03/14/2024 04:00:21.281	03/14/2024 04:00:21.281	25-34	Female	Bachelor's degree	$55,000 - $100,000/yr_	No	Private vehicle		Within a 10 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Some challenges, but manageable	Education and Training		Sound_pollution_from_traffic,Increased_vehicle_crashes/traff,Emergency_vehicle_access_diffic			Yes, my work is within a few mi		White	Not of Hispanic, Latino, or Spa			-89.90543322	29.92679179
144	144	71e11c55-2a5c-425e-8443-57667bc59831	03/14/2024 04:13:58.182	03/14/2024 04:13:58.182	35-44	Female	Bachelor's degree	Greater than $100,000/yr_	No	Private vehicle		Within a 30 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Some challenges, but manageable	Healthcare and Social Assistanc		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Increased_vehicle_crashes/traff			No, my work is too far to bike	N/a to me	White	Not of Hispanic, Latino, or Spa			-89.90685407	29.86727104
145	145	fb9d36ea-26a8-4b20-8bc0-fb4da94757e8	03/14/2024 04:35:07.181	03/14/2024 04:35:07.181	45-54	Female	High school graduate or equival	$55,000 - $100,000/yr_	No	Private vehicle		Within a 20 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Difficult and disorganized	Education and Training		Increased_congestion_on_state_h,Increased_vehicle_crashes/traff,Emergency_vehicle_access_diffic			No, my work is too far to bike		Two or more races	Another Hispanic, Latino or Spa			-89.796873	29.86405599

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	AB	AC
146	146	c099ec40-9ffc-4f92-8fef-da81aaac3a55	03/14/2024 04:39:19.142	03/14/2024 04:39:19.142	35-44	Female	Some college or associate degre	Greater than $100,000/yr_	No	Private vehicle		Within a 10 minute driving dist		Yes, but not very accessible_	Drove myself in my personal veh	Easy and well-coordinated	other	Stay at home mom	Increased_congestion_on_state_h,Sound_pollution_from_traffic,Increased_vehicle_crashes/traff					White	Prefer not to say			-89.92783202	29.93954099
147	147	10d8e95b-5a96-4d82-8b51-ac4845e94bdd	03/14/2024 04:55:36.481	03/14/2024 04:55:36.481	25-34	Male	Some college or associate degre	Greater than $100,000/yr_	No	Private vehicle		Within a 20 minute driving dist		Yes, easily accessible_	I have never evacuated		Manufacturing/Refinery		Increased_congestion_on_state_h,Increased_vehicle_crashes/traff,Emergency_vehicle_access_diffic			Yes, my work is within a few mi		White	Not of Hispanic, Latino, or Spa			-89.96460369	29.93830953
148	148	cc1bfe03-6cb0-4229-84e9-8774263e511d	03/14/2024 04:56:34.261	03/14/2024 04:56:34.261	35-44	Female	High school graduate or equival	$55,000 - $100,000/yr_	No	Private vehicle		Within a 10 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Some challenges, but manageable	other		Increased_congestion_on_state_h,Sound_pollution_from_traffic,Visual_pollution_from_increased			I work remotely		Asian	Not of Hispanic, Latino, or Spa			-89.8864043	29.87527719
149	149	6bce4354-f110-46d2-8eed-11f4673b1f65	03/14/2024 04:58:51.108	03/14/2024 04:58:51.108	35-44	Male	Some college or associate degre	Greater than $100,000/yr_	No	Private vehicle		Within a 20 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Some challenges, but manageable	Healthcare and Social Assistanc		Increased_congestion_on_state_h,Increased_vehicle_crashes/traff,Emergency_vehicle_access_diffic			No, my work is too far to bike		White	Not of Hispanic, Latino, or Spa			-89.96460189	29.93830953
150	150	25423f9d-b902-43c6-841b-55821693e635	03/14/2024 05:09:07.998	03/14/2024 05:09:07.998	35-44	Male	Some college or associate degre	$55,000 - $100,000/yr_	No	Private vehicle		Within a 20 minute driving dist		Yes, but not very accessible_	Drove myself in my personal veh	Some challenges, but manageable	Manufacturing/Refinery		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Difficulties_accessing_shopping		Traffic	Yes, my work is within a few mi	Ease of accessing interstates	Two or more races	Another Hispanic, Latino or Spa			-89.96460369	29.93830953
151	151	8991b12d-91f3-40c8-83f0-c32b778e2bb1	03/14/2024 05:45:40.036	03/14/2024 05:45:40.036	65+_	Female	Master's degree or higher	Less than $26,500/yr_	No	Private vehicle		Within a 20 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Difficult and disorganized	Education and Training		Increased_congestion_on_state_h,Difficulty_walking_along_or_acr,Increased_vehicle_crashes/traff			No, my work is too far to bike		White	Not of Hispanic, Latino, or Spa			-89.90718524	29.86492565
152	152	dc5f3db3-5bb4-49e5-83dc-703ec4402d9a	03/14/2024 06:11:48.743	03/14/2024 06:11:48.743	55-64	Female	Some college or associate degre	Greater than $100,000/yr_	No	Private vehicle		More than an hour of driving di		Yes, easily accessible_	Drove myself in my personal veh	Easy and well-coordinated	Manufacturing/Refinery		Increased_congestion_on_state_h,Visual_pollution_from_increased,Increased_vehicle_crashes/traff			No, my work is too far to bike	Right now less traffic!	White	Not of Hispanic, Latino, or Spa			-89.9069854	29.92715224
153	153	32a244aa-4b14-49a9-804f-ded3a95847e4	03/14/2024 09:20:52.108	03/14/2024 09:20:52.108	35-44	Female	Bachelor's degree	Prefer not to say	No	Private vehicle		Within a 20 minute driving dist		Yes, but not very accessible_	I have never evacuated		other	Sales	Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Difficulties_accessing_shopping			No, my work is too far to bike	Everything is nearby and a quick driveby	Prefer not to say_	Prefer not to say			-89.96460369	29.93830953
154	154	78d1a782-67d3-4808-8ec8-060dc3eaeeef	03/14/2024 10:16:20.767	03/14/2024 10:16:20.767	45-54	Male	Some college or associate degre	Greater than $100,000/yr_	No	Private vehicle		Within a 10 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Easy and well-coordinated	Manufacturing/Refinery		other	The complete destruction of the town and infrastructure as in other port cities. Not difficult to research.		No, my work is too far to bike		White	Not of Hispanic, Latino, or Spa			-89.97005398	29.94279101

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	AB	AC
155	155	80964dfa-8c1e-4dde-80c5-d6d8cbce844e	03/14/2024 10:24:20.372	03/14/2024 10:24:20.372	55-64	Female	Some college or associate degre	Greater than $100,000/yr_	No	Private vehicle		Within a 20 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Some challenges, but manageable	Retail Trade		Increased_congestion_on_state_h,Difficulty_walking_along_or_acr,Increased_vehicle_crashes/traff			No, my work is too far to bike		Black or African American	Prefer not to say			-89.9646369	29.93830953
156	156	cd91a05c-3efc-4c9e-8d7c-caf3efddd5b2	03/14/2024 10:31:07.814	03/14/2024 10:31:07.814	25-34	Female	Some college or associate degre	$55,000 - $100,000/yr_	No	Private vehicle		Within a 20 minute driving dist		Yes, but not very accessible_	Drove myself in my personal veh	Difficult and disorganized	Healthcare and Social Assistanc		Increased_congestion_on_state_h,Visual_pollution_from_increased,Increased_vehicle_crashes/traff		Traffic	Yes, my work is within a few mi		White	Not of Hispanic, Latino, or Spa			-89.88242825	29.87604369
157	157	c3909064-e98a-4bd6-8993-4228ec9c8dd3	03/14/2024 11:46:46.191	03/14/2024 11:46:46.191	25-34	Male	Bachelor's degree	Greater than $100,000/yr_	No	Private vehicle				No, limited or no access to pub	Drove myself in my personal veh		other		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Increased_vehicle_crashes/traff			No, my work is too far to bike		White	Not of Hispanic, Latino, or Spa			-89.96460369	29.93830953
158	158	2b155076-7c20-41a8-89d0-f83d9a55cf5f	03/14/2024 11:48:55.603	03/14/2024 11:48:55.603	35-44	Male	Some college or associate degre	Greater than $100,000/yr_	No	Private vehicle		Within a 30 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Some challenges, but manageable	other		other			No, my work is too far to bike	Not the best feature, but certainly the worst is not having a direct interstate on ramp. Chalmette desperately needs this!	White	Not of Hispanic, Latino, or Spa			-89.96460189	29.93830953
159	159	075df1ba-b798-407d-87f8-3926a08ee239	03/14/2024 11:54:14.943	03/14/2024 11:54:14.943	35-44	Male	Bachelor's degree	$55,000 - $100,000/yr_	No	Private vehicle		Within a 30 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Some challenges, but manageable	Professional, Scientific, and T		Increased_congestion_on_state_h,Increased_vehicle_crashes/traff,other		Heavy congestion leaving St. Bernard	No, my work is too far to bike	There is none	American Indian and Alaska Nati	Another Hispanic, Latino or Spa			-89.84476489	29.86921199
160	160	b5e0e55e-fc51-42b2-83c7-7e81ecbb2507	03/14/2024 12:31:06.279	03/14/2024 12:31:06.279	65+_	Male	Some college or associate degre	Greater than $100,000/yr_	Yes	Private vehicle		Within a 10 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Easy and well-coordinated	other	Retired from Refinery	Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Increased_vehicle_crashes/traff			Yes, my work is within a few mi		White	Not of Hispanic, Latino, or Spa			-89.95176504	29.93178601
161	161	6b2ab277-a1ff-479f-8a76-0961535e3911	03/14/2024 12:31:16.696	03/14/2024 12:31:16.696	18-24	Prefer not to say_	Master's degree or higher	Greater than $100,000/yr_	Yes			Within a 10 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Easy and well-coordinated	Manufacturing/Refinery		Increased_congestion_on_state_h,Sound_pollution_from_traffic,Increased_vehicle_crashes/traff			Yes, my work is within a few mi	NO PORT	White	Not of Hispanic, Latino, or Spa			-89.96460369	29.93830953
162	162	fe5c93d0-7251-498e-8bd9-40a6ca4787a5	03/14/2024 13:24:10.170	03/14/2024 13:24:10.170	65+_	Female	High school graduate or equival	$26,500 - $54,999/yr_	No	Private vehicle		Within a 10 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Easy and well-coordinated	other		Increased_rail_crossing_delay_t			No, my work is too far to bike		White	Not of Hispanic, Latino, or Spa			-89.9579989	29.96500673
163	163	2a3e8c52-54fe-4f89-8d5f-60472c98584a	03/14/2024 15:01:19.758	03/14/2024 15:01:19.758	25-34	Female	Some college or associate degre	$26,500 - $54,999/yr_	No	Private vehicle		Within a 20 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Easy and well-coordinated	other	Accounting legal	Increased_congestion_on_state_h,Increased_vehicle_crashes/traff,Emergency_vehicle_access_diffic			No, my work is too far to bike	I could imagine our streets starting to look like orleans parish. I work there and I'm constantly having issues with my personal vehicle due to the conditions of the streets. I had to pay a "road use tax" when switching my	White	Not of Hispanic, Latino, or Spa			-89.88781799	29.87140002

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	AB	AC
164	164	f8e96ddf-7299-4916-8a18-89809aad5039	03/14/2024 15:51:16.511	03/14/2024 15:51:16.511	35-44	Male	Some college or associate degre	Greater than $100,000/yr_	No	Private vehicle		Within a 20 minute driving dist		No, limited or no access to pub	I have never evacuated		Professional, Scientific, and T		Increased_congestion_on_state_h,Sound_pollution_from_traffic,Increased_vehicle_crashes/traff			No, my work is too far to bike	Better than it will be if the port opens in St. Bernard!	White	Not of Hispanic, Latino, or Spa			-89.96460369	29.93830953
165	165	ee1ed8c0-0693-41f1-892c-5b439b2bb1a9	03/14/2024 16:13:51.722	03/14/2024 16:13:51.722	55-64	Female	Some college or associate degre	$55,000 - $100,000/yr_	Yes	Private vehicle		Within a 20 minute driving dist		Yes, but not very accessible_	Drove myself in my personal veh	Some challenges, but manageable	other	Retired	Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Increased_vehicle_crashes/traff		No plans in place for an evacuation location.			White	Not of Hispanic, Latino, or Spa			-89.96460369	29.93830953
166	166	dc616833-a5ab-4039-80a5-be8bde6efda6	03/14/2024 18:43:00.817	03/14/2024 18:43:00.817	55-64	Female	Some college or associate degre	$55,000 - $100,000/yr_	No	Private vehicle		Within a 30 minute driving dist		Yes, but not very accessible_	Drove myself in my personal veh	Some challenges, but manageable	other	Broadcasting	Increased_congestion_on_state_h,Increased_vehicle_crashes/traff,Emergency_vehicle_access_diffic			No, my work is too far to bike		White	Not of Hispanic, Latino, or Spa			-89.98198929	29.95295387
167	167	d08dfaf5-f667-4ba7-81b6-4e63fecad5fa	03/14/2024 19:11:42.441	03/14/2024 19:11:42.441	25-34	Male	Some college or associate degre	$55,000 - $100,000/yr_	No	Private vehicle		Within a 10 minute driving dist		Yes, but not very accessible_	Drove myself in my personal veh	Some challenges, but manageable	other		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Increased_vehicle_crashes/traff			No, my work is too far to bike		White	Not of Hispanic, Latino, or Spa			-89.96460169	29.93830953
168	168	95b037dc-b3bf-45ff-8b31-c89a4676453d	03/14/2024 19:18:38.182	03/14/2024 19:18:38.182	25-34	Female	Master's degree or higher	$55,000 - $100,000/yr_	No	Private vehicle		Within a 10 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Easy and well-coordinated	Education and Training		Sound_pollution_from_traffic,Increased_vehicle_crashes/traff,Emergency_vehicle_access_diffic			Yes, my work is within a few mi		White	Not of Hispanic, Latino, or Spa			-89.96460169	29.93830953
169	169	924ba80e-030b-46dc-83a5-a365fd7b3dbb	03/14/2024 19:49:20.278	03/14/2024 19:49:20.278	55-64	Male	Some college or associate degre	Greater than $100,000/yr_	No	Private vehicle		Within a 10 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Some challenges, but manageable	Government		Increased_rail_crossing_delay_t			No, my work is too far to bike		White	Not of Hispanic, Latino, or Spa			-89.96460369	29.93830953
170	170	c0fea7ba-d29e-4f26-8d57-3fd07c66e1ef	03/14/2024 20:38:49.864	03/14/2024 20:38:49.864	55-64	Male	Master's degree or higher	Greater than $100,000/yr_	No	Private vehicle		Within a 30 minute driving dist		No, limited or no access to pub	I have never evacuated		Government		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Emergency_vehicle_access_diffic			Yes, my work is within a few mi	The network is already being stretched to its limits.	White	Another Hispanic, Latino or Spa			-89.99235439	29.96156954
171	171	1bd946b6-7a60-4f4a-876f-c3ad95eb9cb1	03/14/2024 20:51:56.931	03/14/2024 20:51:56.931	55-64	Male	Some college or associate degre	Greater than $100,000/yr_	No	Private vehicle		Within a 20 minute driving dist		Yes, but not very accessible_	Drove myself in my personal veh	Easy and well-coordinated	other	Non-Profit	Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Visual_pollution_from_increased			Yes, my work is within walking	Simplicity of routes and even traffic spacing	White	Not of Hispanic, Latino, or Spa			-89.91511303	29.91712822
172	172	04262670-0694-4b69-8a19-d6f1e581fb32	03/14/2024 21:23:37.780	03/14/2024 21:23:37.780	35-44	Male	Bachelor's degree	Greater than $100,000/yr_	No	Private vehicle		Within a 20 minute driving dist			Drove myself in my personal veh	Extremely challenging, requirin	Manufacturing/Refinery		Increased_congestion_on_state_h,Visual_pollution_from_increased,other	All of the above will be greatly negatively impacted. Roads will be torn up from the heavy vehicles like it has been in the past. The port will ruin St Bernard	Extreme traffic, fuel shortages	Yes, my work is within a few mi	Currently not a lot of big trucks to tear up the roads and cause serious accidents. Building the port will destroy the parish	White	Not of Hispanic, Latino, or Spa			-89.96460369	29.93830953

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	AB	AC
173	173	08d5fec0-ac71-40e1-84ea-0c20747accd9	03/14/2024 21:45:27.789	03/14/2024 21:45:27.789	45-54	Female	Some college or associate degre	Less than $26,500/yr_	No	Private vehicle		Within a 10 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Some challenges, but manageable	Professional, Scientific, and T		Increased_congestion_on_state_h,Sound_pollution_from_traffic,Visual_pollution_from_increased			Yes, my work is within a few mi	Minimal traffic. No container traffic!!	White	Another Hispanic, Latino or Spa			89.96409369	29.93830953
174	174	06608674-8b9c-4b2b-8b2a-9a2d492a46b3	03/14/2024 22:33:35.319	03/14/2024 22:33:35.319	65+	Male	High school graduate or equival	$26,500 - $54,999/yr_	Yes	Private vehicle		Within a 10 minute driving dist		Yes, but not very accessible_	I have never evacuated		other	retired	Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Increased_vehicle_crashes/traff					White	Not of Hispanic, Latino, or Spa			89.96409369	29.93830953
175	175	303dc6a5-e203-48a3-84f0-ea2dbee0a530	03/14/2024 23:39:56.128	03/14/2024 23:39:56.128	65+	Female	High school graduate or equival	Less than $26,500/yr_	No	Private vehicle		Within a 30 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Easy and well-coordinated	other	Retired	Increased_rail_crossing_delay_t,Increased_vehicle_crashes/traff,Emergency_vehicle_access_diffic					White	Prefer not to say			89.96409369	29.93830953
176	176	ea4ed125-d60b-4691-85b1-82e782226e35	03/14/2024 23:43:50.263	03/14/2024 23:43:50.263	45-54	Female	Some college or associate degre	$26,500 - $54,999/yr_	Yes	Private vehicle		Within a 20 minute driving dist		Yes, but not very accessible_	Was picked up by friends or fam	Some challenges, but manageable	other	Disabled	Increased_congestion_on_state_h					White	Not of Hispanic, Latino, or Spa			88.7945198	29.94562198
177	177	2dd00a88-1fdb-490b-8465-0a3695af4fb8	03/15/2024 01:09:06.575	03/15/2024 01:09:06.575	25-34	Female	Some college or associate degre	$55,000 - $100,000/yr_	No	Private vehicle		Within a 20 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Easy and well-coordinated	Transportation and Warehousing		Increased_congestion_on_state_h,Sound_pollution_from_traffic,Increased_vehicle_crashes/traff			No, my work is too far to bike		White	Prefer not to say			89.96460369	29.93830953
178	178	3b5afcde-40a9-4c0e-8637-dabb09f19cde	03/15/2024 01:59:13.333	03/15/2024 01:59:13.333	45-54	Male	Master's degree or higher	Greater than $100,000/yr_	No	Private vehicle		Within a 30 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Some challenges, but manageable	Education and Training		Increased_congestion_on_state_h,Increased_vehicle_crashes/traff,other	Increased and expedited damage to roadways. Is that infrastructure already stable and prepped for imminent damage?		Yes, my work is within a few mi	Minimal impediments to travel (i. E. railroad crossings, traffic lights)	White	Not of Hispanic, Latino, or Spa			89.96460369	29.93830953
179	179	82bcdbd4-34c9-4872-820e-4d44f33c324e	03/15/2024 02:06:07.880	03/15/2024 02:06:07.880	35-44	Female	Some college or associate degre	Greater than $100,000/yr_	No	Private vehicle		More than an hour of driving di		No, limited or no access to pub	Drove myself in my personal veh	Easy and well-coordinated	Healthcare and Social Assistanc		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Emergency_vehicle_access_diffic			No, my work is too far to bike		White	Not of Hispanic, Latino, or Spa			89.90122487	29.92991107
180	180	b4d5bd90-7791-447d-82d2-4a63fa98dcff	03/15/2024 02:46:30.495	03/15/2024 02:46:30.495	65+	Female	Some college or associate degre	$55,000 - $100,000/yr_	No	Private vehicle		Within a 20 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Some challenges, but manageable	Government		Increased_rail_crossing_delay_t,Increased_vehicle_crashes/traff,Emergency_vehicle_access_diffic		I stayed for Hurricane IDA, difficulty with heat, water, food, and wait time to get gas for generator.	No, my work is too far to bike	Mediocre at best	White	Not of Hispanic, Latino, or Spa			89.96409369	29.93830953
181	181	1033f7b9-8214-4346-83be-84b3ecc7e425	03/15/2024 03:04:08.290	03/15/2024 03:04:08.290	35-44	Male	Bachelor's degree	Greater than $100,000/yr_	Yes	Private vehicle		Within a 10 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Some challenges, but manageable	Professional, Scientific, and T		Difficulty_walking_along_or_acr,Increased_vehicle_crashes/traff,Emergency_vehicle_access_diffic		One road in one road out	No, my work is too far to bike	It exist as it does to serve the community of its size	White	Not of Hispanic, Latino, or Spa			89.96409369	29.93830953

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	AB	AC
182	182	2883a174-ed16-4c31-84a1-c99e3e60d1c7	03/15/2024 03:23:56.430	03/15/2024 03:23:56.430	65+	Female	High school graduate or equival	$26,500 - $54,999/yr_	No	Private vehicle		Within a 30 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Easy and well-coordinated	other	Retired	Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Emergency_vehicle_access_diffic					White	Prefer not to say			-89.8935702	29.8795498
183	183	6a99521d-9064-4483-86f8-849d2cc847d6	03/15/2024 03:35:38.918	03/15/2024 03:35:38.918	25-34	Female	Some college or associate degre	$26,500 - $54,999/yr_	No	Private vehicle		Within a 30 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Some challenges, but manageable	Manufacturing/Refinery		Increased_congestion_on_state_h,Increased_vehicle_crashes/traff,Emergency_vehicle_access_diffic			Yes, my work is within a few mi		White	Not of Hispanic, Latino, or Spa			-89.9640369	29.93820953
184	184	95344df73-6616-4ca6-8efc-cd7b785652a1	03/15/2024 04:11:56.205	03/15/2024 04:11:56.205	35-44	Female	Bachelor's degree	Less than $26,500/yr_	No	Walking or cycling		Within a 10 minute driving dist		Yes, easily accessible_	Was picked up by friends or fam	Some challenges, but manageable	other	Stay at home mom	Increased_vehicle_crashes/traff,Emergency_vehicle_access_diffic,Difficulties_accessing_shopping			Yes, my work is within walking		White	Not of Hispanic, Latino, or Spa			-89.98271487	29.94957235
185	185	25820ac6-1ad9-456b-8f77-67bbbbde4901	03/15/2024 04:43:45.033	03/15/2024 04:43:45.033	65+	Female	High school graduate or equival	Less than $26,500/yr_	No	Private vehicle		Within a 20 minute driving dist		Yes, but not very accessible_	Drove myself in my personal veh	Some challenges, but manageable	Retail Trade		Increased_congestion_on_state_h,Increased_vehicle_crashes/traff,Emergency_vehicle_access_diffic			No, my work is too far to bike	Highways is close	White	Not of Hispanic, Latino, or Spa			-89.876588	29.86974999
186	186	37e6f9af-2d79-4ac0-8b8b-bf623e6fab71	03/15/2024 16:27:01.556	03/15/2024 16:27:01.556	25-34	Female	Bachelor's degree	$55,000 - $100,000/yr_	No	Private vehicle		Within a 10 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Easy and well-coordinated	Professional, Scientific, and T		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Increased_vehicle_crashes/traff			No, my work is too far to bike	Mininal stop lights	Black or African American	Not of Hispanic, Latino, or Spa			-89.95714614	29.95098999
187	187	4d937b63-1c9c-4b30-874a-bb0552cbe4a0	03/15/2024 20:16:42.159	03/15/2024 20:16:42.159	45-54	Female	Some college or associate degre	$55,000 - $100,000/yr_	Yes	Private vehicle		Within a 30 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Easy and well-coordinated	Professional, Scientific, and T		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Increased_vehicle_crashes/traff			No, my work is too far to bike		White	Not of Hispanic, Latino, or Spa			-89.96460369	29.93830953
188	188	5fa63205-4da1-428c-8f05-90da100e0845	03/15/2024 20:38:38.690	03/15/2024 20:38:38.690	55-64	Female	Some college or associate degre	$55,000 - $100,000/yr_	No	other		More than an hour of driving di		No, limited or no access to pub	Drove myself in my personal veh	Some challenges, but manageable	Healthcare and Social Assistanc		Sound_pollution_from_traffic,Visual_pollution_from_increased,other			I work remotely		American Indian and Alaska Nati	Not of Hispanic, Latino, or Spa			-89.8917598	29.91264002
189	189	074407b0-8a12-42f7-8930-e048482360d6	03/16/2024 00:18:23.706	03/16/2024 00:18:23.706	45-54	Female	Some college or associate degre	Prefer not to say	No	Private vehicle		Within a 20 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Difficult and disorganized	Healthcare and Social Assistanc		Increased_congestion_on_state_h,Visual_pollution_from_increased,Increased_vehicle_crashes/traff		Extreme traffic delays	No, my work is too far to bike	I have my own transportation.	Asian	Not of Hispanic, Latino, or Spa			-89.87460554	29.87224491
190	190	ce6072b7-77f0-4dd0-8e0d-8e2f2ae967e6	03/16/2024 01:23:37.227	03/16/2024 01:23:37.227	55-64	Male	High school graduate or equival	$55,000 - $100,000/yr_	No	Private vehicle		Within a 10 minute driving dist							Increased_congestion_on_state_h,Increased_vehicle_crashes/traff,other	Having a state hwy taken away from us and giving it to a Chinese co. Forcing the people who's taxes paid for that hwy start using a longer and different route. That's now full of container trucks hauling ass up and down the highway.			The current system is great. Until our corrupt politicians give away our community to a Chinese co a d screw up our way of life. A true American would have spent the people's tax money on America and American companies!	White	Not of Hispanic, Latino, or Spa			-89.90706249	29.92045238

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	AB	AC
191	191	5cb45c27-bb68-4aba-82df-366d21e518df	03/16/2024 03:06:48.897	03/16/2024 03:06:48.897	35-44	Male	Bachelor's degree	Greater than $100,000/yr_	No	Private vehicle		Within a 10 minute driving dist		Yes, but not very accessible_	Drove myself in my personal veh	Easy and well-coordinated	Healthcare and Social Assistanc		Increased_congestion_on_state_h,Increased_vehicle_crashes/traff,Emergency_vehicle_access_diffic			No, my work is too far to bike		Prefer not to say_	Prefer not to say			-89.89817074	29.92228409
192	192	b52060ea-fbd6-4e2f-8a20-21a97deb0438	03/16/2024 13:49:16.021	03/16/2024 13:49:16.021	55-64	Female	Some college or associate degre	Less than $26,500/yr_	Yes	Private vehicle		Within a 20 minute driving dist		Yes, but not very accessible_	Drove myself in my personal veh	Some challenges, but manageable	other	Retired	Sound_pollution_from_traffic,Visual_pollution_from_increased,Emergency_vehicle_access_diffic				Even though you still have to wait a long time for the bus (still 1 bus, right) and it doesn't run on the weekend (people work on the weekends) like in in 80s, there is a bus. Yay!	Two or more races	Another Hispanic, Latino or Spa			-89.88694904	29.87383102
193	193	5f8b7728-1421-40a7-8d34-b2ad0e94e60f	03/16/2024 22:26:35.789	03/16/2024 22:26:35.789	25-34	Female	Some college or associate degre	$26,500 - $54,999/yr_	No	Private vehicle		Within a 20 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Easy and well-coordinated	Accommodation and Food Services		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h			No, my work is too far to bike	There are several ways out of the parish when traffic is congested, but it is time-consuming and extra usage of gas and therefore money to consistently do it. Roads and bridges are under construction enough already; the extra weight and	White	Not of Hispanic, Latino, or Spa			-89.95553899	29.94650169
194	194	a91eca12-ce7b-4bc0-8861-7d7bc0b35b6f	03/17/2024 01:56:56.877	03/17/2024 01:56:56.877	18-24	Female	Some college or associate degre	$26,500 - $54,999/yr_	Yes	Private vehicle		Within a 20 minute driving dist		Yes, but not very accessible_	Drove myself in my personal veh	Difficult and disorganized	Transportation and Warehousing		Increased_congestion_on_state_h,Increased_vehicle_crashes/traff,Emergency_vehicle_access_diffic		It was unclear whether we should leave or not. Had to leave pets behind. Roads were severely congested & got stuck in lots of traffic. Paperwork was misplaced. Had no idea what we would come back to. Was worried about elderly relatives who chose to stay behind not because they had to, but	Yes, my work is within a few mi	Accessible for people who do not have the means to get a personal vehicle and drive themselves to places that are hard to get to via bicycle or walking.	White	Not of Hispanic, Latino, or Spa			-89.79456189	29.93839553
195	195	6b4a3dee-b9a2-4782-8674-8b7e5f48f0dd	03/17/2024 03:09:45.536	03/17/2024 03:09:45.536	25-34	Male	Some college or associate degre	$26,500 - $54,999/yr_	No	Private vehicle		Within a 10 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Some challenges, but manageable	other	Landscaping	Increased_congestion_on_state_h			No, my work is too far to bike	The different highways to get to lower at bernard	White	Not of Hispanic, Latino, or Spa			-89.94074132	29.93935099
196	196	5ac422ce-f0d9-4130-8046-de7188168058	03/17/2024 07:58:52.378	03/17/2024 07:58:52.378	45-54	Female	Master's degree or higher	$26,500 - $54,999/yr_	No	Private vehicle		Within a 30 minute driving dist		Yes, but not very accessible_	Drove myself in my personal veh	Some challenges, but manageable	Education and Training		Increased_congestion_on_state_h,Visual_pollution_from_increased,Increased_vehicle_crashes/traff			No, my work is too far to bike		Black or African American	Not of Hispanic, Latino, or Spa			-89.89901075	29.91647824
197	197	97aa2378-88e9-4df5-899a-a19d5dee5cd1	03/17/2024 19:29:54.327	03/17/2024 19:29:54.327	35-44	Female	Master's degree or higher	$55,000 - $100,000/yr_	No	Private vehicle		Within a 10 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Difficult and disorganized	other	Doula and newborn care sercices	Increased_congestion_on_state_h,Sound_pollution_from_traffic,other	Environmental damage caused by construction	Extreme traffic returning to the area	No, my work is too far to bike	There are only 2 main roads so it is easy to navigate and driving down the road in the lower part of the parish is very peaceful and enjoyable. Most of the traffic there is local.	White	Not of Hispanic, Latino, or Spa			-89.94469899	29.94101
198	198	694761c1-10a0-4e20-88a4-f03b88a8e78f	03/17/2024 21:47:59.701	03/17/2024 21:47:59.701	55-64	Female	High school graduate or equival	$55,000 - $100,000/yr_	No	Private vehicle		Within a 10 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Easy and well-coordinated	Education and Training		Increased_congestion_on_state_h,Increased_vehicle_crashes/traff,Emergency_vehicle_access_diffic			Yes, my work is within a few mi	Able to get to places with no traffic.	White	Not of Hispanic, Latino, or Spa			-89.96597968	29.94782942
199	199	83e1bd40-e73e-412f-820d-1ecd400e8f4a	03/17/2024 22:56:52.094	03/17/2024 22:56:52.094	45-54	Female	Some college or associate degre	Less than $26,500/yr_	Yes	Public transportation (bus, tra		Within a 20 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Some challenges, but manageable	other	Disabled	Visual_pollution_from_increased,Increased_vehicle_crashes/traff,Emergency_vehicle_access_diffic			No, my work is too far to bike		White	Another Hispanic, Latino or Spa			-89.98929897	29.94317198

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	AB	AC
200	200	efceb38a-cfd4-452c-8b6a-8f96d1dc51ea	03/17/2024 23:30:17.409	03/17/2024 23:30:17.409	35-44	Female	Master's degree or higher	Greater than $100,000/yr_	No	Private vehicle		Within a 20 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Some challenges, but manageable	Healthcare and Social Assistanc		Increased_rail_crossing_delay_t,Increased_vehicle_crashes/traff,other	Air pollution	Difficult to coordinate for pets	No, my work is too far to bike		White	Not of Hispanic, Latino, or Spa			-89.96460369	29.93830953
201	201	2ec74075-7b7a-4aca-874a-bbf9b0191314	09/20/2024 16:24:28.051	09/20/2024 16:24:28.051	45-54	Female	Master's degree or higher	Greater than $100,000/yr_	No	Private vehicle		Within a 30 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Difficult and disorganized	other		Increased_congestion_on_state_h,Sound_pollution_from_traffic,Emergency_vehicle_access_diffic			Yes, my work is within a few mi		Black or African American	Not of Hispanic, Latino, or Spa			-89.96460369	29.93830953
202	202	a99f93df-61bf-4583-85dd-5fed77859c29	03/21/2024 18:44:25.522	03/21/2024 18:44:25.522	35-44	Prefer not to say_	Master's degree or higher	Prefer not to say	No	Private vehicle		Within a 30 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Difficult and disorganized	Government		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Increased_vehicle_crashes/traff		Traffic congestion.	No, my work is too far to bike	What transportation network?	Prefer not to say_	Prefer not to say			-89.96460369	29.93830953
203	203	6444b463-ed76-481b-8726-82bc75ee229f	03/27/2024 20:16:22.485	03/27/2024 20:16:22.485	45-54	Male	Some college or associate degre	Greater than $100,000/yr_	No	Private vehicle		Within a 10 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Some challenges, but manageable	Professional, Scientific, and T		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Sound_pollution_from_traffic			No, my work is too far to bike		Two or more races	Mexican, Mexican American, or C			-89.96460369	29.93830953
204	204	428d47d2-0470-4f6c-8e62-ebf172b81b91	03/28/2024 02:28:11.112	03/28/2024 02:28:11.112	55-64	Male	Some college or associate degre	$26,500 - $54,999/yr_	No	Private vehicle		Within a 30 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Easy and well-coordinated	other	Retired	Increased_congestion_on_state_h,Sound_pollution_from_traffic,Visual_pollution_from_increased				Reasonable traffic flow	White	Not of Hispanic, Latino, or Spa		Air pollution, noise pollution, eyesore and other pollution, increased traffic and travel times.	-89.99166998	29.88256298
205	205	de86f348-62cb-4999-8013-44fa31b6fe5e	03/28/2024 11:44:46.051	03/28/2024 11:44:46.051	65+_	Male	Master's degree or higher	Greater than $100,000/yr_	No	Private vehicle		Within a 20 minute driving dist		Yes, but not very accessible_	Drove myself in my personal veh	Difficult and disorganized	other		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Visual_pollution_from_increased			No, my work is too far to bike		Prefer not to say_	Prefer not to say			-89.97072015	29.96393826
206	206	ebbbb3cb-dc59-47b1-86ca-4ee2d658ca99	09/29/2024 15:10:34.044	09/29/2024 15:10:34.044	55-64	Male	Bachelor's degree	Greater than $100,000/yr_	No	Private vehicle		Within a 10 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Easy and well-coordinated	other	Nonprofit	Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Increased_vehicle_crashes/traff			No, my work is too far to bike	Multiple points of egress from the parish	White	Not of Hispanic, Latino, or Spa		The transportation corridor needs to extend beyond Paris Road and connect to Florida Avenue bridge to actually have benefit to the general public and future growth of the Parish	-90.0041355	29.95027695
207	207	6616d340-2793-45c5-801b-eede1375d474	03/31/2024 22:33:36.611	03/31/2024 22:33:36.611	65+_	Female	Master's degree or higher	Greater than $100,000/yr_	No	Private vehicle		Within a 30 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Some challenges, but manageable	other	Retired educator	Increased_congestion_on_state_h,Sound_pollution_from_traffic,Emergency_vehicle_access_diffic				If you live and work in St. Bernard Parish, your commute to work is less than 15 minutes from anywhere. That would all change without a road out of the port.	White	Not of Hispanic, Latino, or Spa		I hear Noise pollution from 18 wheeler at night when I'm trying to sleep. Imagine the noise when the numbers of 18 wheelers increases due to the port. My sleep is the least of the problems. The wear and tear on our streets and highways will increase	-89.904085	29.92278999
208	208	bb44eb86-7a1c-433e-88c2-e16ba19d8b12	04/04/2024 01:08:02.614	04/04/2024 01:08:02.614	65+_	Female	Bachelor's degree	Greater than $100,000/yr_	Yes	Private vehicle		Within a 30 minute driving dist		Yes, but not very accessible_	Was picked up by friends or fam	Difficult and disorganized	Healthcare and Social Assistanc		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Visual_pollution_from_increased			I work remotely		White	Another Hispanic, Latino or Spa			-89.98617602	29.948845

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	AB	AC
209	209	83a2e8d4-87cc-460c-809c-0f8940f6940f	04/04/2024 01:13:39.851	04/04/2024 01:13:39.851	55-64	Prefer not to say_	Prefer not to say	Prefer not to say	No	Private vehicle		Within a 30 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Some challenges, but manageable	Education and Training		Increased_congestion_on_state_h,Increased_vehicle_crashes/traff,Emergency_vehicle_access_diffic			Yes, my work is within a few mi		Prefer not to say_	Prefer not to say		The trains are too loud at night, blowing their horns all hours of the night. The trains block the 2 main highways for too long of a time period. Too much traffic on the bridges to get in and out of the parish. They always have a bridge closed which does not make it any better.	-89.96537617	29.94083834
210	210	a2d79fad-c6ef-4eed-8cf3-e40babe95766	04/06/2024 13:11:15.287	04/06/2024 13:11:15.287	35-44	Prefer not to say_	Some college or associate degre	$55,000 - $100,000/yr_	No	Private vehicle		Within a 30 minute driving dist		Yes, but not very accessible_	Drove myself in my personal veh	Some challenges, but manageable	Healthcare and Social Assistanc		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Sound_pollution_from_traffic			No, my work is too far to bike		Prefer not to say_	Prefer not to say		My biggest concern for the area I live in is increased railway traffic with the LIT terminal. Living near Arabi, both of the roads out of the parish that I can take to get to work in New Orleans are already often blocked by trains. I have a 30 minute response time when on call for emergencies at the	-89.97666037	29.96063559
211	211	f32359fe-7f48-47f7-83ac-6ddf8ea50b24	04/10/2024 19:59:12.793	04/10/2024 19:59:12.793	55-64	Female	High school graduate or equival	$55,000 - $100,000/yr_	No	Private vehicle		Within a 20 minute driving dist		Yes, easily accessible_	I have never evacuated		other	Housewife	Increased_rail_crossing_delay_t,Sound_pollution_from_traffic,Increased_vehicle_crashes/traff					White	Not of Hispanic, Latino, or Spa			-89.96460369	29.93830963
212	212	6dd9eb2e-b288-47b0-81e9-0d1d1cc909ff	04/10/2024 20:46:03.144	04/10/2024 20:46:03.144	65+_	Male	Master's degree or higher	Prefer not to say	No	other		Within a 10 minute driving dist		Yes, but not very accessible_	Drove myself in my personal veh	Some challenges, but manageable	Healthcare and Social Assistanc		Increased_congestion_on_state_h,Increased_vehicle_crashes/traff,other	Damage to highways, excess traffic, hazzard waste, dangerous vehicles.	All major Interstates become clogged and impassable. The ONLY means of getting where you want to do is on back roads, and country highways. We do not get a lot of notice when evacuation is required and traffic is a MAJOR Problem	I work remotely	The busses are relatively new and clean.	White	Not of Hispanic, Latino, or Spa		The subsurface of the land in St. Bernard, and New Orleans is soft, highways deteriorate quickly, heavy traffic tears them up more quickly, curbs are broken, turns get damaged from large trucks, and heavy loads break cement, and cause pot holes in asphalt	-89.90602499	29.93718899
213	213	77405a55-03d8-438a-8e0f-5b554c28ed23	04/10/2024 21:09:59.338	04/10/2024 21:09:59.338	35-44	Female	Bachelor's degree	$26,500 - $54,999/yr_	No	Private vehicle		Within a 10 minute driving dist		Yes, but not very accessible_	Drove myself in my personal veh	Difficult and disorganized	Government		Sound_pollution_from_traffic,Emergency_vehicle_access_diffic,other	The moving of the violet cemetery. I have a lved one buried there that i visit weekly. Where will he be moved to? will it be somewhere that is still close enough for me to visit and get to.		Yes, my work is within a few mi		Prefer not to say_	Prefer not to say		The traffic backs up in St, Bernard when the refineries do turn arounds and the Sheriff's Office controls traffic to allow workers to leave the refinery. Traffic backs up EVERY evening on Paris Road due to the red light at Paris Road and Judge Perez. The ferry when out in March of this year	-89.9110625	29.92492864
214	214	0afb0a9b-15e3-45a3-85ce-5175d13548c2	04/11/2024 00:45:52.973	04/11/2024 00:45:52.973	65+_	Female	Master's degree or higher	Prefer not to say	No	Private vehicle		Within a 20 minute driving dist		Yes, but not very accessible_	Drove myself in my personal veh	Some challenges, but manageable	Government		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Emergency_vehicle_access_diffic			Yes, my work is within walking	Easy to get around.	White	Not of Hispanic, Latino, or Spa		My concern for transportation-related needs is an increase in congestion due to industrial expansion in St. Bernard.	-90.00219753	29.95660476
215	215	c6353f82-aa07-4186-854b-e96fd9600f9c	04/11/2024 01:53:16.850	04/11/2024 01:53:16.850	25-34	Male	Bachelor's degree	Greater than $100,000/yr_	No	Private vehicle		Within a 30 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Some challenges, but manageable	Government		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Increased_vehicle_crashes/traff			Yes, my work is within a few mi	Not congested	White	Not of Hispanic, Latino, or Spa		Needs infrastructure upgrades including now road and mitigation of rail traffic	-89.93865889	29.94999004
216	216	6f2cc26c-a06b-4576-8721-ba50cb4487d18	04/11/2024 02:12:01.840	04/11/2024 02:12:01.840	55-64	Male	High school graduate or equival	Prefer not to say	No	Private vehicle		Within a 20 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Difficult and disorganized	Manufacturing/Refinery		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Increased_vehicle_crashes/traff		.	No, my work is too far to bike	.	White	Mexican, Mexican American, or C		.	-89.84426906	29.86293838
217	217	dc23ef34-3e68-4707-8650-dc30b70a86fe	04/11/2024 02:41:15.486	04/11/2024 02:41:15.486	45-54	Male	Bachelor's degree	$55,000 - $100,000/yr_	No	Private vehicle		Within a 10 minute driving dist		Yes, but not very accessible_	Drove myself in my personal veh	Some challenges, but manageable	Education and Training		Increased_congestion_on_state_h,Increased_vehicle_crashes/traff,Emergency_vehicle_access_diffic			No, my work is too far to bike	Our two main roads go over 10 miles from Orleans Parish through St. Bernard	White	Not of Hispanic, Latino, or Spa		We can't handle much more traffic.	-89.910655	29.92442

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	AB	AC
218	218	4e121a6a-9f7b-401d-8d7a-801898972e8b	04/11/2024 04:08:49.631	04/11/2024 04:08:49.631	65+	Male	High school graduate or equival	Prefer not to say	No	other		Within a 30 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Some challenges, but manageable	other	Retired	Increased_congestion_on_state_h,Sound_pollution_from_traffic,Increased_vehicle_crashes/traff					White	Another Hispanic, Latino or Spa			-89.96460369	29.93830953
219	219	fe38ad21-d837-4efe-884b-9171ef1e3f8e	04/11/2024 04:34:47.033	04/11/2024 04:34:47.033	35-44	Male	Bachelor's degree	Greater than $100,000/yr_	Yes	Private vehicle		Within a 20 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Easy and well-coordinated	other	Disabled	Increased_congestion_on_state_h,Increased_vehicle_crashes/traff,Emergency_vehicle_access_diffic					Black or African American	Not of Hispanic, Latino, or Spa			-89.99062002	29.95722269
220	220	3c3f65fa-89c8-48b0-82cf-068ab05d3104	04/11/2024 13:16:25.831	04/11/2024 13:16:25.831	35-44	Male	Some college or associate degre	Greater than $100,000/yr_	No	Private vehicle		Within a 30 minute driving dist		No, limited or no access to pub	I have never evacuated		Government		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Emergency_vehicle_access_diffic			No, my work is too far to bike		White	Not of Hispanic, Latino, or Spa			-89.91774013	29.99964682
221	221	494f043c-97b1-4db8-86c0-451c8a1c2ad1	04/11/2024 15:25:49.372	04/11/2024 15:25:49.372	25-34	Female	Bachelor's degree	Greater than $100,000/yr_	No	Private vehicle		Within cycling distance		No, limited or no access to pub	Drove myself in my personal veh	Some challenges, but manageable	other	Sales.	Increased_congestion_on_state_h,Increased_vehicle_crashes/traff,Emergency_vehicle_access_diffic			No, my work is too far to bike	Ease of use.	White	Not of Hispanic, Latino, or Spa		No.	-89.96460169	29.93830953
222	222	1e28e9b0-90cf-44af-84cc-b1939ec7f619	04/11/2024 15:43:04.786	04/11/2024 15:43:04.786	25-34	Male	Bachelor's degree	Greater than $100,000/yr_	No	Private vehicle		Within a 10 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Some challenges, but manageable	Manufacturing/Refinery		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Sound_pollution_from_traffic			Yes, my work is within a few mi		White	Not of Hispanic, Latino, or Spa			-89.96460169	29.93830953
223	223	98f8fd59-b231-4a3f-8d37-ff03ff977af1	04/11/2024 15:44:04.292	04/11/2024 15:44:04.292	45-54	Male	Master's degree or higher	Greater than $100,000/yr_	No	Private vehicle		Within a 10 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Easy and well-coordinated	Transportation and Warehousing		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Visual_pollution_from_increased			Yes, my work is within a few mi	Scenic roadways and small town feel	White	Not of Hispanic, Latino, or Spa		Issues with extra weight of additional trucks on roadways. Traffic Congestion on our small community	-89.96460369	29.93830953
224	224	bca6c65b-4194-4f8a-81e4-746fb5110588	04/11/2024 15:51:19.901	04/11/2024 15:51:19.901	35-44	Female	Some college or associate degre	$55,000 - $100,000/yr_	No	Private vehicle		Within a 20 minute driving dist		Yes, but not very accessible_	Drove myself in my personal veh	Some challenges, but manageable	Healthcare and Social Assistanc		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Visual_pollution_from_increased		Dense traffic	No, my work is too far to bike	Multiple accessible roadways, limited large trucks on roadway.	White	Another Hispanic, Latino or Spa			-89.950397	29.94208199
225	225	00039c5f-b4cb-4121-8b72-523ac50655a0	04/11/2024 15:53:12.002	04/11/2024 15:53:12.002	35-44	Female	Bachelor's degree	Greater than $100,000/yr_	No	Private vehicle		Within a 10 minute driving dist			Drove myself in my personal veh	Easy and well-coordinated	Construction		Increased_rail_crossing_delay_t			No, my work is too far to bike		White	Another Hispanic, Latino or Spa			-89.96460369	29.93830953
226	226	f6106a8f-a123-4f3f-8dc5-cd97fc6fcd39	04/11/2024 15:57:16.929	04/11/2024 15:57:16.929	25-34	Male	Bachelor's degree	Greater than $100,000/yr_	No	Private vehicle		Within a 20 minute driving dist		Yes, but not very accessible_	Drove myself in my personal veh	Some challenges, but manageable	Construction		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Sound_pollution_from_traffic		Traffic	No, my work is too far to bike	Low density	White	Not of Hispanic, Latino, or Spa		Main concern is rail in and out of the parish. it cuts off the two main corridors to NOLA causing major delays to people that work out of the parish.	-89.96460369	29.93830953

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	AB	AC
222	227	d1027304-d588-41c1-8623-6c85d0ca4686	04/11/2024 16:13:49.689	04/11/2024 16:13:49.689	35-44	Female	Bachelor's degree	$55,000 - $100,000/yr_	No	Private vehicle		Within a 10 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Some challenges, but manageable	Professional, Scientific, and T		Increased_congestion_on_state_h,Increased_vehicle_crashes/traff,Emergency_vehicle_access_diffic			No, my work is too far to bike	Traffic lights	Prefer not to say_	Prefer not to say		There needs to be more traffic lights from campagna to archbishop Hannah on judge perez. we can barley leave our neighborhoods due to speeding traffic that is constant.	-89.930028	29.93537199
228	228	0328584c-5560-4ed3-81dc-368fb33849ef	04/11/2024 18:50:18.955	04/11/2024 18:50:18.955	45-54	Male	Some college or associate degre	$55,000 - $100,000/yr_	No	Private vehicle		Within a 10 minute driving dist		Yes, but not very accessible_	Drove myself in my personal veh	Difficult and disorganized	Government		Increased_congestion_on_state_h,Emergency_vehicle_access_diffic		Too many vehicles on the road	Yes, my work is within a few mi		White	Not of Hispanic, Latino, or Spa		St. Bernard Highways are sinking and congested already. No way can St. Bernard handle hundreds of trucks all day, every day.	-89.91739768	29.94127469
229	229	44908f8c-02ad-4368-8208-ef379387e2f3	04/11/2024 22:31:07.834	04/11/2024 22:31:07.834	55-64	Female	High school graduate or equival	Prefer not to say	No	Private vehicle		Within a 10 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Easy and well-coordinated	other	Information technology	Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Sound_pollution_from_traffic			No, my work is too far to bike	Minimal traffic and good roads	White	Not of Hispanic, Latino, or Spa		Since my home is below the proposed site I don't want to be delayed by traffic caused by rail or truck.	-89.8971086	29.86990901
230	230	518cf0d7-d0c8-4a91-8d6d-b7feafs53d314	04/12/2024 01:12:50.103	04/12/2024 01:12:50.103	55-64	Female	Some college or associate degre	Prefer not to say	No	Private vehicle		Within a 10 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Easy and well-coordinated	Government		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Increased_vehicle_crashes/traff			No, my work is too far to bike	Low traffic congestion	Prefer not to say_	Prefer not to say		Yes. Increased trains blocking St. Bernard Highway and Judge Perez Drive will make it difficult for residents to leave and return home from work. An overpass is needed. Also, the pollution from the increase in 18 wheelers on the roads and the damage they will cause to the	-89.79413597	29.93789398
231	231	21550321-dce3-4be5-83ea-7d7c680115ee	04/12/2024 04:53:58.839	04/12/2024 04:53:58.839	55-64	Male	Some college or associate degre	Greater than $100,000/yr_	No	Private vehicle		Within a 20 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Some challenges, but manageable	Professional, Scientific, and T		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Increased_vehicle_crashes/traff		Trafic is a nightmare	No, my work is too far to bike	Nothing	White	Not of Hispanic, Latino, or Spa		This will never work	-89.96460369	29.93830953
232	232	1ade1d6a-5704-4ff7-81ac-9b584d26c7f7	04/12/2024 13:11:29.398	04/12/2024 13:11:29.398	55-64	Male	High school graduate or equival	$55,000 - $100,000/yr_	No	Private vehicle		More than an hour of driving di		No, limited or no access to pub	Drove myself in my personal veh	Some challenges, but manageable	Professional, Scientific, and T		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Emergency_vehicle_access_diffic			No, my work is too far to bike		White	Not of Hispanic, Latino, or Spa			-89.90138353	29.91171902
233	233	9f7180aa-7374-4858-89c7-fb9ec8f07e93	04/12/2024 13:31:36.001	04/12/2024 13:31:36.001	65+_	Male	Some college or associate degre	Greater than $100,000/yr_	No	Private vehicle		Within a 20 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Some challenges, but manageable			Increased_rail_crossing_delay_t,Increased_congestion_on_state_h				Easy access.	White	Not of Hispanic, Latino, or Spa		My main concern is increased rail traffic in the event that a major industry locates into St Bernard. Currently we have one rail out of St Bernard parish. Currently some trains are long enough to stop all traffic at state highways and neighborhood street crossings entering and	-89.95757897	29.943189
234	234	a67f4d5d-8045-43c2-8159-d3862742986c	04/12/2024 13:44:55.053	04/12/2024 13:44:55.053	45-54	Female	Some college or associate degre	Prefer not to say	No	Private vehicle		Within a 10 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Easy and well-coordinated	other	Photography				No, my work is too far to bike		White	Not of Hispanic, Latino, or Spa			-89.96460369	29.93830953
235	235	82690e19-f0db-4942-8938-1e38f95ffc85	04/12/2024 14:46:00.958	04/12/2024 14:46:00.958	65+	Female	Some college or associate degre	$26,500 - $54,999/yr_	No	Private vehicle		Within a 30 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Easy and well-coordinated	Healthcare and Social Assistanc		Increased_congestion_on_state_h,Increased_vehicle_crashes/traff,Emergency_vehicle_access_diffic			No, my work is too far to bike	All people have access	White	Not of Hispanic, Latino, or Spa		YES. As someone who was raised in Violet,LA. and now lives below Violet please please please don't destroy our HOME!!!!!!!!!!!!!!!!!	-89.96460369	29.93830953

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	AB	AC
236	236	7a0f3fcd-8b9d-459e-8e87-70ed31ea5aa4	04/12/2024 16:10:12.833	04/12/2024 16:10:12.833	65+	Male	Bachelor's degree	Greater than $100,000/yr_	No	other		Within a 30 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Difficult and disorganized	other	Retired	Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Visual_pollution_from_increased		Traffic congestion		None	White	Not of Hispanic, Latino, or Spa		Everything is Wrong with this project! Not enough roads to handle this!	-89.96373169	29.93920699
237	237	e1f8c549-bc4e-435c-866a-9af7fd909ccf	04/12/2024 18:31:55.232	04/12/2024 18:31:55.232	45-54	Male	Some college or associate degre	$55,000 - $100,000/yr_	No	Private vehicle		Within a 10 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Some challenges, but manageable	Construction		Increased_congestion_on_state_h			No, my work is too far to bike	There is none.	White	Not of Hispanic, Latino, or Spa		There needs to be more controlled access freeways in the region to give more options when it comes to transportation.	-89.96460369	29.93830953
238	238	5726c795-2b72-4b54-825a-76e5b5e27a14	04/14/2024 02:49:08.286	04/14/2024 02:49:08.286	55-64	Female	Some college or associate degre	Greater than $100,000/yr_	No	Private vehicle		More than an hour of driving di		Yes, but not very accessible_	Drove myself in my personal veh	Some challenges, but manageable	Manufacturing/Refinery		Increased_congestion_on_state_h,Increased_vehicle_crashes/traff,Emergency_vehicle_access_diffic		Traffic	No, my work is too far to bike		White	Prefer not to say			-89.96574031	29.96049945
239	239	1fe44692-d29d-4ded-877d-90541c7bc453	04/14/2024 03:12:00.617	04/14/2024 03:12:00.617	45-54	Male	Some college or associate degre	$55,000 - $100,000/yr_	No	Private vehicle		Within a 10 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Easy and well-coordinated	Professional, Scientific, and T		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Emergency_vehicle_access_diffic			No, my work is too far to bike	Scenic with all of the trees.	Two or more races	Not of Hispanic, Latino, or Spa		Vehicular traffic is pretty bad now with only 2 E-W routes and only 1 N-S. Added trucks and trains will only increase traffic and hinder emergency service vehicles getting to their destination. Not to mention the added pollution (air, sound, visual). There isn't enough room to add lanes	-88.94959304	29.94523301
240	240	354a421b-a92a-4a88-86c5-451a0c61e2a5	04/14/2024 09:05:22.110	04/14/2024 09:05:22.110	35-44	Male	Bachelor's degree	$26,500 - $54,999/yr_	No	Private vehicle		Within a 10 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Easy and well-coordinated	other	Real Estate	Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Emergency_vehicle_access_diffic			Yes, my work is within walking	Not too clogged and functional	White	Not of Hispanic, Latino, or Spa		If we could run the rail outside the levee along the 40 Arpent to New Orleans and reconnect there. Also, offer a spur of railroad to the Jackson Barracks. Build the Truck Hwy cut in to Paris Rd and the Green Bridge.	-89.959883	29.95356075
241	241	a6e8f914-4b5a-499a-828b-090768cebbb2	04/14/2024 11:39:52.081	04/14/2024 11:39:52.081	25-34	Female	Bachelor's degree	Greater than $100,000/yr_	No	Private vehicle		Within a 10 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Some challenges, but manageable	Education and Training		Increased_congestion_on_state_h,Increased_vehicle_crashes/traff,Emergency_vehicle_access_diffic			Yes, my work is within a few mi		White	Not of Hispanic, Latino, or Spa			-89.96219204	29.94448287
242	242	5956a204-41db-498f-8e85-626cac23e186	04/14/2024 23:15:27.756	04/14/2024 23:15:27.756	35-44	Female	Some college or associate degre	Less than $26,500/yr_	No	Private vehicle		More than an hour of driving di		No, limited or no access to pub	Drove myself in my personal veh	Some challenges, but manageable	other		Increased_congestion_on_state_h,Sound_pollution_from_traffic,Increased_vehicle_crashes/traff			No, my work is too far to bike		White	Not of Hispanic, Latino, or Spa			-89.96460369	29.93830953
243	243	c6234987-28eb-413f-80c5-4fdc2bc36207	04/15/2024 05:44:45.820	04/15/2024 05:44:45.820	55-64	Female	Some college or associate degre	$26,500 - $54,999/yr_	Yes	Private vehicle		Within a 10 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Some challenges, but manageable	Healthcare and Social Assistanc		Increased_congestion_on_state_h,Sound_pollution_from_traffic,Increased_vehicle_crashes/traff		There was a lot of traffic.	No, my work is too far to bike		White	Not of Hispanic, Latino, or Spa			-89.96605917	29.94841403
244	244	db850dc5-bfcc-4605-8e53-0094b5d35c48	04/15/2024 13:21:49.535	04/15/2024 13:21:49.535	55-64	Female	Some college or associate degre	Less than $26,500/yr_	No	Private vehicle		Within a 20 minute driving dist			Drove myself in my personal veh	Some challenges, but manageable	Healthcare and Social Assistanc		Increased_rail_crossing_delay_t,Increased_vehicle_crashes/traff,Emergency_vehicle_access_diffic			No, my work is too far to bike	Much better than driving in New Orleans.	White	Not of Hispanic, Latino, or Spa		Hurricane evacuation routes can always be improved. As our parish grows in population. If you're going build a new roadway, then make sure it can used as an additional evacuation route for our residents. And please do not interfere with our delicate marshland.	-89.96460369	29.93830953

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	AB	AC
245	245	a39e6b47-3cd7-4814-8e5b-37a295d6b1ce	04/15/2024 15:21:59.072	04/15/2024 15:21:59.072	65+	Female	Some college or associate degre	$26,500 - $54,999/yr_	No	Private vehicle		Within a 10 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Some challenges, but manageable	other	Nanny	Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Increased_vehicle_crashes/traff			No, my work is too far to bike		White	Not of Hispanic, Latino, or Spa			-89.95109306	29.94840574
246	246	373dced7-5c1a-4dd4-82f8-031317366f53	04/15/2024 20:40:25.226	04/15/2024 20:40:25.226	65+	Male	Prefer not to say	Prefer not to say	No	Private vehicle		Within a 20 minute driving dist		Yes, but not very accessible_	Drove myself in my personal veh	Some challenges, but manageable	other	Land Management	Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,other	Air pollution from trucks, etc	No difficulty	Yes, my work is within walking		White	Not of Hispanic, Latino, or Spa		Designated truck route to be enforced	-89.910655	29.92442
247	247	ae21ece5-e855-4e9f-8252-a7687899e8c5	04/15/2024 20:42:54.210	04/15/2024 20:42:54.210	65+	Female	Master's degree or higher	Greater than $100,000/yr_	No	Private vehicle		More than an hour of driving di		No, limited or no access to pub	Drove myself in my personal veh	Difficult and disorganized	Education and Training		Increased_congestion_on_state_h,Sound_pollution_from_traffic,Difficulty_bicycling_along_or_a		Car not large enough	No, my work is too far to bike	No traffic congestion; peaceful. Love my St. Bernard.	White	Not of Hispanic, Latino, or Spa		I do not want more traffic and trucks period. Traffic has ruined Belle Chasse and Metairie.	-89.96460369	29.93830953
248	248	0a737eb2-ad24-47f7-873d-5e40a9708d06	04/16/2024 15:23:19.801	04/16/2024 15:23:19.801	55-64	Female	High school graduate or equival	$55,000 - $100,000/yr_	No	Private vehicle		Within a 20 minute driving dist		Yes, but not very accessible_	Drove myself in my personal veh	Some challenges, but manageable	Education and Training		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Increased_vehicle_crashes/traff			No, my work is too far to bike	That one exists. Closes bus stop is .07 miles - 14 minutes from house.	White	Another Hispanic, Latino or Spa			-88.8859264	29.8829926
249	249	b475b785-f216-4c3f-8838-a0779139ce1c	04/16/2024 15:59:00.008	04/16/2024 15:59:00.008	35-44	Female	Some college or associate degre	Greater than $100,000/yr_	No	Private vehicle		Within a 30 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Easy and well-coordinated	Manufacturing/Refinery		Increased_rail_crossing_delay_t,Sound_pollution_from_traffic,Emergency_vehicle_access_diffic			No, my work is too far to bike		White	Not of Hispanic, Latino, or Spa			-89.96460369	29.93830953
250	250	311a5b60-9ffa-4e0b-8cee-e384b9e9ec95	04/16/2024 16:32:26.533	04/16/2024 16:32:26.533	65+	Female	Some college or associate degre	Greater than $100,000/yr_	No	Private vehicle		Within a 30 minute driving dist		No, limited or no access to pub	I have never evacuated		other		Increased_congestion_on_state_h,Visual_pollution_from_increased,other			Yes, my work is within a few mi		White	Not of Hispanic, Latino, or Spa			-89.96460369	29.93830953
251	251	e7a4587f-33d6-4c17-87c4-9d87b990e13b	04/16/2024 16:37:47.892	04/16/2024 16:37:47.892	45-54	Female	Bachelor's degree	Greater than $100,000/yr_	No	Private vehicle		Within a 30 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Difficult and disorganized	Professional, Scientific, and T		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Emergency_vehicle_access_diffic		The state of Louisiana has ignored the roadways and bridges coming in an out of St. Bernard Parish for decades. The State admits this; with the ignored repairs by the DOT, it has caused hardships for residents as they evacuate. We currently have multiple closed bridges and ferry due	I work remotely	There is no best feature. Being from Texas and moving to Louisiana, the State of Louisiana has failed the Louisiana Tax Payers and the conditions here are deplorable and a true hazard to taxpayers in the state as well as tourists.	Prefer not to say_	Prefer not to say		There needs to be significant investment in the transportation regardless of if the LIT is being built or not. As it stands today, there is no way the LIT could be successful in Violet. Our roadways can not handle 4 axel vehicles much less 2 million containers a year. The	-89.94604886	29.94074861
252	252	e00ee728-b7e6-4a48-8550-c019f947049d	04/16/2024 17:13:44.934	04/16/2024 17:13:44.934	35-44	Female	Bachelor's degree	Greater than $100,000/yr_	No	Private vehicle		Within a 30 minute driving dist		Yes, but not very accessible_	Drove myself in my personal veh	Some challenges, but manageable	other	Communications	Increased_congestion_on_state_h,Sound_pollution_from_traffic,Emergency_vehicle_access_diffic		There are two ways in and out and the roadways sit at standstill for hours	No, my work is too far to bike	Hardly any traffic, smooth roads	White	Not of Hispanic, Latino, or Spa		How do they plan to pay for the roads as they become broken from heavy trucks? How will the trucks come in and leave the town? How much added pollution is expected from the big trucks and ships on the river?	-89.92905418	29.92713281
253	253	4b190910-7789-447d-8498-aaebeea166bd	04/16/2024 19:44:40.231	04/16/2024 19:44:40.231	65+	Male	Some college or associate degre	$55,000 - $100,000/yr_	No	Private vehicle		Within a 20 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Easy and well-coordinated	Manufacturing/Refinery		Difficulty_bicycling_along_or_a			No, my work is too far to bike		White	Not of Hispanic, Latino, or Spa		The parish needs the tax revenue	-89.96460369	29.93830953

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	AB	AC
254	254	10eb984d-6ed1-4a81-8ea2-2921a8ae6651	04/16/2024 21:55:52.577	04/16/2024 21:55:52.577	55-64	Male	Bachelor's degree	Greater than $100,000/yr_	No	Private vehicle		Within a 20 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Difficult and disorganized	Education and Training		Increased_rail_crossing_delay_t,Sound_pollution_from_traffic,Visual_pollution_from_increased		There was no contraflow early on so getting out of the neighborhood took much longer than it should have	Yes, my work is within a few mi	I dont use public transit	White	Not of Hispanic, Latino, or Spa		Baltimore Bridge = our levee	-90.00074203	29.95512399
255	255	a881b3b5-a79c-4c0b-8dfc-5c881f34bd2b	04/16/2024 22:17:42.214	04/16/2024 22:17:42.214	45-54	Female	Master's degree or higher	Greater than $100,000/yr_	No	Private vehicle		Within a 30 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Some challenges, but manageable	Healthcare and Social Assistanc		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Emergency_vehicle_access_diffic		Traffic is always an issue	No, my work is too far to bike	Roads in ok condition	White	Not of Hispanic, Latino, or Spa			-89.96460369	29.93820953
256	256	16d28108-bc0c-4d75-8831-79f649fbaf2b	04/17/2024 02:08:10.465	04/17/2024 02:08:10.465	65+	Female	Some college or associate degre	$26,500 - $54,999/yr_	No	other		Within a 20 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Difficult and disorganized	Accommodation and Food Services		Visual_pollution_from_increased,Difficulty_bicycling_along_or_a,Emergency_vehicle_access_diffic		Traffic backed up on interstate	I work remotely	with the influx of people in the parish traffic is already backed up	American Indian and Alaska Nati	Not of Hispanic, Latino, or Spa		The huge truck constantly passing in front of my house and the increased rail traffic can compromise my home's stability	-89.91331775	29.91731293
257	257	7bbd949c-020c-4bbf-85ab-bbb8f0fc24ae	04/17/2024 03:01:28.607	04/17/2024 03:01:28.607	35-44	Female	Master's degree or higher	Greater than $100,000/yr_	No	Private vehicle		Within a 20 minute driving dist		Yes, but not very accessible_	Drove myself in my personal veh	Some challenges, but manageable	Transportation and Warehousing		Increased_congestion_on_state_h,Increased_vehicle_crashes/traff,Emergency_vehicle_access_diffic			No, my work is too far to bike	The parallel flows of both highways that are well connected with cross streets give lots of options for flexibility - it's really easy to change route to make different stops (school, gas, groceries, food, etc). If I have to go a particular route, I often	Prefer not to say_	Prefer not to say			-88.83034682	29.86828833
258	258	61b4f157-041a-4745-80c6-152a1ad6eddc	04/17/2024 13:39:54.978	04/17/2024 13:39:54.978	65+	Male	Master's degree or higher	Prefer not to say	Yes	Private vehicle		Within a 20 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Difficult and disorganized	Education and Training		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,other	Air Pollution	Traffic congestion and hwy 90 closed	Yes, my work is within walking	At present the few roads are in good condition. Over use will change that!!	White	Prefer not to say		To much traffic now. Cannot imagine impact of massive truck traffic	-89.96460369	29.93820953
259	259	68384c5c-4a64-468e-8cd1-c7dd71950dfe	04/17/2024 14:07:26.787	04/17/2024 14:07:26.787	65+	Female	Master's degree or higher	Greater than $100,000/yr_	No	Private vehicle		Within a 20 minute driving dist		Yes, but not very accessible_	Drove myself in my personal veh	Some challenges, but manageable	Education and Training		Increased_congestion_on_state_h,Visual_pollution_from_increased,Emergency_vehicle_access_diffic			Yes, my work is within a few mi		White	Not of Hispanic, Latino, or Spa		Congestion from trucks will overwhelm our infrastructure	-89.96460369	29.93820953
260	260	e815bf0c-7cfd-42fd-804b-319e35bdd484	04/17/2024 14:59:13.396	04/17/2024 14:59:13.396	65+	Male	High school graduate or equival	$55,000 - $100,000/yr_	No	Private vehicle		Within a 20 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Some challenges, but manageable	other		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Emergency_vehicle_access_diffic			No, my work is too far to bike	Reliability	White	Not of Hispanic, Latino, or Spa			-89.96460369	29.93820953
261	261	efd14f7b-1c34-430e-8b98-37306e80ba32	04/17/2024 15:02:20.319	04/17/2024 15:02:20.319	55-64	Male	Bachelor's degree	Prefer not to say	No	Private vehicle		Within a 30 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Some challenges, but manageable	other	legal	Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,other	Total degradation of the Parish		No, my work is too far to bike		Prefer not to say_	Prefer not to say		NO PORT NOLA !!!	-89.96460369	29.93820953
262	262	2dd694c4-cd48-4495-89e0-9edba845909b	04/17/2024 19:02:10.451	04/17/2024 19:02:10.451	65+	Male	Bachelor's degree	Greater than $100,000/yr_	No	Private vehicle		More than an hour of driving di		Yes, but not very accessible_	I have never evacuated		Government		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Emergency_vehicle_access_diffic			Yes, my work is within a few mi	The Florida Ave corridor	White	Not of Hispanic, Latino, or Spa		I wouldn't suggest opening the new port until the new corridor opens up, and additional roadway infrastructure has been completed on the 3 state highways	-89.96460369	29.93820953

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	AB	AC
263	263	b6a50d56-0d50-45ed-825a-0eb76adf14ee	04/18/2024 02:11:17.044	04/18/2024 02:11:17.044	45-54	Female	Bachelor's degree	$26,500 - $54,999/yr_	Yes	Private vehicle		Within a 10 minute driving dist		No, limited or no access to pub	I have never evacuated		Professional, Scientific, and T		Increased_congestion_on_state_h,Visual_pollution_from_increased,Increased_vehicle_crashes/traff			No, my work is too far to bike	The parish has always had light traffic and we want it to stay that way. Fuck the port	White	Not of Hispanic, Latino, or Spa		STOP THE DESTRUCTION OF ST BERNARD	-89.92784996	29.93214198
264	264	d3999fa6-3a43-4f2a-8ffa-b76c56174a67	04/18/2024 11:59:00.059	04/18/2024 11:59:00.059	55-64	Female	Some college or associate degre		No	Private vehicle		Within a 10 minute driving dist		Yes, but not very accessible_	Drove myself in my personal veh	Some challenges, but manageable	other	Retired	Increased_congestion_on_state_h,Sound_pollution_from_traffic,Increased_vehicle_crashes/traff		Traffic on the highways was over the top congested. Took extra hours sitting in traffic.			White	Not of Hispanic, Latino, or Spa			-89.96409369	29.93820953
265	265	49205b20-a30e-4106-8d61-98eeaf4194ce	04/18/2024 23:46:36.132	04/18/2024 23:46:36.132	35-44	Female	Master's degree or higher	Greater than $100,000/yr_	No	Private vehicle		Within a 30 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Some challenges, but manageable	Education and Training		Sound_pollution_from_traffic,Increased_vehicle_crashes/traff,Emergency_vehicle_access_diffic			No, my work is too far to bike		White	Not of Hispanic, Latino, or Spa			-89.96409369	29.93820953
266	266	37fe681a-0a5b-4b85-82f8-2c3e4b34c0c7	04/19/2024 03:26:52.881	04/19/2024 03:26:52.881	65+_	Male	High school graduate or equival	$26,500 - $54,999/yr_	No	Private vehicle		Within a 20 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Some challenges, but manageable	other	Retired at this time.	Sound_pollution_from_traffic,Increased_vehicle_crashes/traff,other	Roads and highway surface failures due to the heavy truck traffic.	The last storm I drove my personal vehicle to evacuate my family. However, just ten years ago I had a bed riden family member and did not evacuate due to the lack of external assistance.	No, my work is too far to bike	I live on the highway just steps from bus route.	White	Not of Hispanic, Latino, or Spa		The location of my home is in very close proximity to the increased rail and truck traffic noise. The current rail blows the horn at every driveway crossing all hours of the night.	-88.83571239	29.88103299
267	267	0bc5b526-1727-49c1-8cb5-c36864d00716	04/19/2024 03:53:06.234	04/19/2024 03:53:06.234	55-64	Female	Some college or associate degre	Prefer not to say	No	Private vehicle		Within a 30 minute driving dist		Yes, but not very accessible_	Drove myself in my personal veh	Difficult and disorganized	other	Home	Increased_congestion_on_state_h,Sound_pollution_from_traffic,other	My home being taken from me	We had pets and elderly to take and it was not an easy situation to be in	I work remotely		White	Not of Hispanic, Latino, or Spa			-89.83571239	29.88103299
268	268	d63f843f-c359-431f-8f40-298b7ac4d819	04/21/2024 18:29:35.283	04/21/2024 18:29:35.283	35-44	Male	Bachelor's degree	Greater than $100,000/yr_	No	Private vehicle		Within a 10 minute driving dist		Yes, but not very accessible_	Drove myself in my personal veh	Easy and well-coordinated	Healthcare and Social Assistanc		Sound_pollution_from_traffic,Visual_pollution_from_increased,Increased_vehicle_crashes/traff			No, my work is too far to bike	Predictability and accessibility	White	Not of Hispanic, Latino, or Spa			-89.96460369	29.93820953
269	269	75074fc9-5471-479d-840e-3a8b65241f13	04/23/2024 10:57:12.627	04/23/2024 10:57:12.627	65+_	Male	High school graduate or equival	Greater than $100,000/yr_	No	Private vehicle		Within a 20 minute driving dist		Yes, easily accessible_	Drove myself in my personal veh	Some challenges, but manageable	Manufacturing/Refinery		Increased_congestion_on_state_h,Visual_pollution_from_increased,Increased_vehicle_crashes/traff			Yes, my work is within a few mi		White	Not of Hispanic, Latino, or Spa			-89.96460369	29.93820953
270	270	9cea3386-da86-40b4-82ba-eca9f48b2e79	04/23/2024 20:45:16.949	04/23/2024 20:45:16.949	65+_	Female	Master's degree or higher	$55,000 - $100,000/yr_	No	Private vehicle		Within a 30 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Some challenges, but manageable	Education and Training		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Emergency_vehicle_access_diffic		Deciding where to park second family car, deciding which route based on information at hand, knowing how to secure the house for a several a day departure, how to care for or transport pets.	I work remotely	Where I live I can choose between three bridges to exit east. So even with one down, which is not uncommon, I have two others to choose from.	White	Not of Hispanic, Latino, or Spa		Please increase public transportation options. With our growing population traffic will only increase and put stressors on the roadways. Please, please monitor and fine speeders. This problem is severe.	-90.003315	29.96429301
271	271	a31c8283-acd5-489f-8207-34fb114a999f	04/23/2024 21:38:16.475	04/23/2024 21:38:16.475	65+_	Female	High school graduate or equival	Less than $26,500/yr_	Yes	other	Do not work	Within a 10 minute driving dist		No, limited or no access to pub	Was picked up by friends or fam	Some challenges, but manageable	other	N/A	Increased_congestion_on_state_h					White	Not of Hispanic, Latino, or Spa			-89.98368941	29.94251937

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	AB	AC
272	272	b261bb64-4af0-4ef7-8d67-9f0b34bf3406	04/24/2024 21:30:18.057	04/24/2024 21:30:18.057	55-64	Male	Bachelor's degree	Prefer not to say	No	Private vehicle		More than an hour of driving di		No, limited or no access to pub	Drove myself in my personal veh	Some challenges, but manageable	Professional, Scientific, and T		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Emergency_vehicle_access_diffic			No, my work is too far to bike	Traffic within St. Bernard Parish our current transportation network currently works well. The roadways need improvement. Rail crossings in Arabi at St. Bernard Hwy. and Judge Perez can be a problem when trains	Prefer not to say_	Prefer not to say		A St. Bernard Parish resident can travel from lower St. Bernard Parish to New Orleans via St. Bernard Hwy/St. Claude and only need to cross one very short bridge with very shallow slope ramps. With the additional bridges proposed in St. Bernard Parish for the Violet	50594968	9	3460938882
273	273	02c1f276-5577-46b5-86b0-70220bdfbc30	04/30/2024 21:04:16.700	04/30/2024 21:04:16.700	25-34	Male	High school graduate or equival	Greater than $100,000/yr_	No	Private vehicle		Within a 30 minute driving dist		No, limited or no access to pub	I have never evacuated		Professional, Scientific, and T		Increased_rail_crossing_delay_t,Increased_congestion_on_state_h,Emergency_vehicle_access_diffic			No, my work is too far to bike	safe	White	Not of Hispanic, Latino, or Spa		no	50409636	9	5342081912
274	274	97550aee-db29-47b7-81bd-58fb3dadfbae	05/08/2024 13:49:28.078	05/08/2024 13:49:28.078	25-34	Female	Bachelor's degree	Greater than $100,000/yr_	No	Private vehicle		Within a 30 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Difficult and disorganized	Professional, Scientific, and T		Increased_congestion_on_state_h,Sound_pollution_from_traffic,Visual_pollution_from_increased			No, my work is too far to bike	Aside from dwellings fixated on the three major thoroughfares (St. Bernard Highway, Judge Perez Drive, Paris Road), St. Bernard is a quiet community. There is very little road noise pollution where I currently live.	White	Not of Hispanic, Latino, or Spa		In regards, to the future 40 Arpent Corridor, my main concern is that road noise pollution would be added to an area that has never had any. Lexington Place Subdivision is very quiet and my hope is that this corridor will not run parallel to the 40 Arpent along the back of the subdivision	50535032	8	5154067642
275	275	cd17912b-a9cd-4da5-8627-e86189adf76f	05/08/2024 14:10:23.285	05/08/2024 14:10:23.285	45-54	Male	Master's degree or higher	Greater than $100,000/yr_	No	Private vehicle		Within a 30 minute driving dist		No, limited or no access to pub	Drove myself in my personal veh	Extremely challenging, requirin	Professional, Scientific, and T		Increased_congestion_on_state_h,Sound_pollution_from_traffic,Difficulty_walking_along_or_acr		The stress of worrying about the lack of grounds to suck up the water because of concrete will be exasperated with this	No, my work is too far to bike	Ease of use, access and it does not affect the environment, culture and the community in a negative way.	Black or African American	Not of Hispanic, Latino, or Spa			50594968	8	3556383762

NOTE: PUBLIC MEETING NOTICE POSTED 12/27/24, 1/3/25, 1/10/25, 1/17/25, 1/24/25, and 1/31/25 in editions of The St. Bernard Voice + posted on site throughout the Study Area the week before the meeting *(see map in Outreach Plan for these locations)*

PUBLIC MEETING NOTICE

The Regional Planning Commission (RPC) will host a second public meeting to collect community and stakeholder input on findings and preliminary project alternatives under consideration as part of a Preliminary Transportation Study (or Study). This Study aims to identify improvements to St. Bernard Parish's future transportation network. Specifically, Project H.015428 includes: (1) an assessment of anticipated Louisiana International Terminal (or LIT) project impacts and associated land use development; (2) an evaluation of transportation related project alternatives (including effects on the economy, environment, community, vulnerable populations, and financial feasibility); and (3) a review and analysis of community input through a the outreach and engagement process.

Please be encouraged to attend, participate, and register for Public Meeting No. 2. Register by visiting **https://arcg.is/0CKLzy1**. To learn more about the project visit **http://tinyurl.com/sb-study** or scan the QR code (right).

Meeting: St. Bernard Transportation Study - Public Meeting No. 2

Date: February 4, 2025

Time: 5:30 p.m. to 7:30 p.m.

Format: Open House – attendees are encouraged to arrive anytime between 5:30 p.m. and 7:30 p.m. and will be guided through materials and an exercise to collect feedback.

Place: South Ballroom, Civic Center (entrance shown right, i.e. "Enter Here")

Address: 3220 Jean Lafitte Parkway, Chalmette, La 70043

This meeting is free and open to the public. Registration is only helping the Project Team prepare printouts, etc. You DO NOT need to register to attend.

Note: The information collected, and the products produced in the planning process may be utilized as part of a subsequent environmental review or NEPA process.

Si necesitas servicios de apoyo en traducción, por favor contáctanos en TranslationSupport@Desire-Line.com ¡y estaremos en contacto contigo!
Nếu bạn cần dịch vụ hỗ trợ dịch thuật, vui lòng liên hệ với chúng tôi tại TranslationSupport@Desire-Line.com và chúng tôi sẽ liên hệ với bạn!

The subject building is ADA accessible, if you would like accessibility or language accommodation, please contact Jared Carter, the Chief Operations Officer at Desire Line, at 504-605-7158 or email TranslationSupport@Desire-Line.com.

The St. Bernard Voice

P.O.Box 88
Arabi, LA 70032

(504) 279-7488

January 31, 2025

STATE OF LOUISIANA
PARISH OF ST. BERNARD

Publisher's Affidavit

I, Norris J. Babin, Jr., Publisher of The St. Bernard Voice, attest that

PUBLIC NOTICE

PUBLIC MEETING NO. 2, FEBRUARY 4, 2025,
REGARDING A ST. BERNARD TRANSPORTATION STUDY

In the issue of:
December 27, 2024; January 3, 10, 17, 24, 31, 2025

Norris J. Babin, Jr.
Publisher

PUBLIC MEETING NOTICE

The Regional Planning Commission (RPC) will host a second public meeting to collect community and stakeholder input on findings and preliminary project alternatives under consideration as part of the Lower St. Bernard Parish, LA Roadway Network and Resilience Study (State Project No. H.015428). It is a "Stage 0" feasibility study aiming to identify future St. Bernard Parish transportation network improvements. The evaluation includes (1) an assessment of an anticipated Louisiana International Terminal (LIT) project network impacts and associated land use changes, (2) an evaluation of transportation related project alternatives to mitigate impacts, and (3) community input through the public engagement process.

Please be encouraged to attend, participate, and register for Public Meeting No. 2. Register by visiting https://arcg.is/0CKLzy1. To learn more about the project visit http://tinyurl.com/sb-study or scan the QR code (below).

Meeting: St. Bernard Transportation Study - Public Meeting No. 2

Date: February 4, 2025

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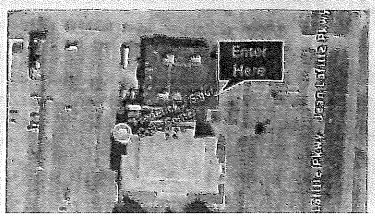
Place: South Ballroom, Civic Center (entrance shown right, i.e. "Enter Here")

Address: 3220 Jean Lafitte Parkway, Chalmette, La 70043



NOTE: SOCIAL MEDIA POST PRIOR TO PUBLIC MEETING NO. 1
SHARED ON PARISH WEBSITE and SOCIAL MEDIA

The **Regional Planning Commission (RPC)** is studying the transportation network in lower St. Bernard and wants to hear from **you**!

Join us at the second public meeting to discuss preliminary findings, analysis, and project alternatives for the Lower St. Bernard Parish Roadway Network and Resilience Study and to participate in an interactive exercise.

Upcoming Public Meeting

Date:	Tuesday, February 4
Time:	5:30 p.m. to 7:30 p.m.
Place:	Civic Center, South Ballroom
Address:	3220 Jean Lafitte Parkway, Chalmette, La 70043
Format:	Open House *(arrive anytime)*
Register here:	https://arcg.is/0CKLzy1
Learn more here:	http://tinyurl.com/sb-study

Please note information collected in support of this Study may be used in a future NEPA process.

Email URL

https://mailchi.mp/43bd65513093/st-bernard-transportation-study-public-meeting-set-for-february-4th

Delivery date & time

Tue, Jan 7, 2025 5:48 pm

From name

StBernardTransportationStudy

From email

distribution@desire-line.com

Subject line

St. Bernard Transportation Study Public Meeting set for February 4th!

Preview text

Attendees are encouraged to arrive anytime between 5:30 p.m. and 7:30 p.m. and will be guided through materials and an exercise to collect feedback.

Recipients

Sent to a segment of audience: **Desire Line**

Sent to

Contacts that match **any** of the following conditions:

contact is tagged **St. Bernard LIT**

a total of **47** emails sent.

St. Bernard Transportation Study Public Meeting set for February 4th! sent

View report

Campaign Preview | HTML Source | Plain-Text Email | Details

TRANSPORTATION STUDY
Planning For Future St. Bernard

Project Update!

St. Bernard Transportation Study
Public Meeting scheduled for February 4, 2025

The Regional Planning Commission (RPC) is studying the transportation network in lower St. Bernard and wants to hear from you! Join us at the second public meeting to discuss preliminary findings, analysis, and project alternatives for the Lower St. Bernard Parish Roadway Network and Resilience Study and to participate in an interactive exercise.

Upcoming Public Meeting

Date:	Tuesday, February 4
Time:	5:30 p.m. to 7:30 p.m.
Place:	Civic Center, South Ballroom
Address:	3220 Jean Lafitte Parkway, Chalmette, La 70043
Format:	Open House *(arrive anytime)*

Register here

Visit the project webpage to review project details and check out an "Outreach Update" that recaps feedback received to-date, as well as findings and analysis completed to-date.

Visit the project website

Note: This meeting is free and open to the public. Registration is only helping the Project Team prepare printouts, etc. You do not need to register to attend.
Note: Information collected in support of this Study may be used in a future NEPA process.

View email in browser

Desire Line · 3813 Division St Ste A · Metairie, LA 70002-3201 · USA

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St. Bernard Transportation Study Public Meeting set for February 4th!

View email

Recipients	47
Audience	Desire Line (Tags: St. Bernard LIT)
Subject	St. Bernard Transportation Study Public Meeting...
Status	Sent Tue January 7, 2025 5:48 pm

Exclude Apple MPP for more accurate open data. See why. New

Overview | Click performance | Recipient activity | Ecommerce | Content Optimizer | Social | More

Email performance

January 7, 2025 - March 5, 2025 • Excludes Apple MPP

Open rate	Click rate	Bounce rate	Unsubscribe rate
48.9%	12.8%	0%	0%
23 opened	6 clicked	0 bounced	0 unsubscribed

Additional email details

Feedback

Alexandra Carter

From: Karen Parsons [redacted]
Sent: Thursday, January 9, 2025 3:03 PM
To: [redacted]; Sam Mestayer; Brandi Fontenot; Alexandra Carter; Evelyn Campo
Cc: Jeff Roesel
Subject: FW: RPC Freight Roundtable
Attachments: Project Delivery Process graphic.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

FYI

-----Original Message-----
From: Karen Parsons
Sent: Thursday, January 9, 2025 2:45 PM
To: Jack C. Jensen Jr.[redacted]
Subject: RE: RPC Freight Roundtable

Hi Jack,

The RPC work (feasibility analysis) is the first step in a multi-step process to reach an agreed upon project. (see Project Delivery Process file attached) RPC is doing everything it can to get it off on the right foot so it meets all federal guidance to expedite environmental clearance should federal funds be needed to construct a long-term alternative/new road. The traffic analysis is nearly complete and will be presented to the Project Leadership Team (PLT) including Port representatives in mid-January. Once our feasibility study is complete, we hand it off to the LADOTD.

We have a final public meeting scheduled for February 4 at 5:30 p.m. at the St. Bernard Civic Center where your input will be important to tell us which 3 alternatives are preferred of 6 presented. Please encourage businesses, trade, and industry to attend and provide their written comments and input on preferred alternatives. A final report will reflect our findings and the public input that helped shape findings. Environmental clearance, design & engineering, funding and construction follow, by others.

Please see the LIT webpage: https://www.norpc.org/transportation/projects/lower-st-bernard-parish-la-roadway-network-resilience-study/

As far as the Freight Roundtable, I will provide a brief update of our progress in the LIT study. We hope to be complete in March.

I hope that answers your concerns.

Karen

Karen J Parsons
Principal Planner
Regional Planning Commission
10 Veterans Blvd
New Orleans, LA 70124
[redacted]

-----Original Message-----
From: Jack C. Jensen [redacted]
Sent: Thursday, January 9, 2025 1:43 PM
To: Karen Parsons [redacted]
Subject: Re: RPC Freight Roundtable

Karen, this is Jack Jensen past Chair with the Port of New Orleans. Can you please tell me that this meeting is going to have an update on the new road for LIT?

People are getting very nervous, and very questionable whether this LIT is ever going to happen. We really need your support and guidance on this new road.

Thanks.

> On Jan 9, 2025, at 2:26 PM, Karen Parsons [redacted] > wrote:
>
> The regularly scheduled Freight Roundtable will move to Tuesday, January 28 at 10:00 a.m. due to an overlap with Washington Mardi Gras activities which many Freight Roundtable participants are planning to attend. My apologies for the late notice. We hope you can attend on the new date.
>
> We are pleased to have the Port of Plaquemines speaking to the group about their development activity and invite you to join us for this interesting update.

Alexandra Carter

To: Alexandra Carter
Subject: FW: Thank you for your feedback!

From: StBernardTransportationStudyProjectTeam <distribution@desire-line.com>
Date: January 10, 2025 at 9:14:18 AM CST
To: susan k[redacted]
Subject: Thank you for your feedback!
Reply-To: StBernardTransportationStudyProjectTeam <distribution@desire-line.com>

You don't often get email from distribution@desire-line.com. Learn why this is important

TRANSPORTATION STUDY
Planning for Future St. Bernard

Thankyou for your feedback, Ms. Kneale. Please accept this response as an acknowledgement of receipt of your questions and comments. Please find responses highlighted below, and be encouraged to share the meeting information with others to encourage more participation.

Your feedback: There is an urgent need for a Q&A Format Meeting, not just a presentation.

Thank you for this feedback. We have received this input from others and planned the meeting on February 4th to be in an open house format, where attendees will be provided ample opportunity to ask questions of Project Team members.

Your feedback: There is no meaningful public participation until the public has equal access to all of the information BEFORE any decisions are made.

We agree that meaningful public participation is key to this project's success. We will be sharing the traffic data collection and analysis process for the existing street network, impacts, and potential mitigation. Public input to date is summarized in the "Outreach Update To Date" linked below, which has informed the development of draft project alternatives. The meeting on February 4th includes sharing information about how feedback has helped inform analysis and the direction of draft alternatives under consideration. The Public will be given an opportunity to see and discuss all of this information before participating in an exercise focused on prioritizing alternatives, as well as an opportunity to provide written or verbal comments to the Team on alternatives presented.

Outreach

Your feedback: what were the parameters and other considerations, methods, underlying assumptions, etc used for the rail traffic and truck traffic study? what were the findings? It is impossible to comment without that information

This information will be shared and discussed, with the ability to ask questions and consider input, at the February 4th Public meeting.

Your feedback: The Port of NOLA and the State of Louisiana each fail in their responsibility to maintain the existing infrastructure required for the Port of NOLA, including the existing rail, bridge, and road infrastructure and the motorits' roads for ingress and egress, including but not limited to:

– The Highway 90 Bridges from the Michoud Area in NOLA East through Venetian Isles and Fort Pike and White Kitchen and Pearlington areas. Chef Menteur from NOLA East through Mississippi is an important evacuation route which the State fails to maintain and is essential to save lives, especially if the Port of NOLA is proposing to add such large amount heavy truck and commuter traffic on the only remaining, unmaintained and already congested evacuation route for Plaquemines East Bank and the whole of St Bernard Parish.

-All Roads and ingress/egress to roads, and Bridges and RR Crossings for Port of NOLA's IHNC (industrial canal), including but not limited to Jourdan Road, France Road, Almonaster, Terminal Road, Florida Ave, Fats Domino Ave, Tupelo Street, Judge Perez Drive and St Claude Ave and all the Bridges including StClaude Bridge, Claiborne Bridge, Florida Bridge, Almonaster Ave Bridge, High Rise Bridge of I-10, Chef Bridge (Danziger Bridge), Seabrook Bridge (Senator Ted Hickey Bridge), "Green Bridge" (LA47 Bridge over the MR-GO area of the IHNC), Twin Spins; AND, Press Street/St Claude RR Crossing/Switch Yard, Arabi RR crossings and switch yards (Judge Perez, LeBeau, Friscoville, and Center Street), and all roads and rail crossings from the Press Street/St Claude RR crossing all the way through Arabi to Poydras, Caernarvon, and Braithwaite (Stolthaven chemical storage); AND from Press Street/St Claude rail yard to the proposed Terminal Road container transloading industrial park in NOLA East. The Port of NOLA and the State each fail in their responsibility to maintain this infrastructure and adding more heavy truck and rail traffic will only exasperate the already poor conditions.

How is the Port of NOLA or the State planning for the construction AND maintenance of the proposed infrastructure required for the Port Nola's proposal in Violet, including the existing roads and RR crossings

Thank you for sharing your insights on the condition of the existing transportation network. The Project Team will include your feedback in the Study considerations related to future improvements. This feasibility study, which includes a traffic analysis and the collection of public concerns, is the standard method to assess and plan for possible impacts from the Port NOLA LIT project. There are more steps required beyond this study, by others, that will further inform any future roadway network investment and related maintenance support.

Your feedback: Who is paying for all of this? The taxpayers? Again?

80% of this feasibility study is paid for with federal dollars allocated to the Regional Planning Commission for transportation planning purposes and 20% is paid from funding allocated to the Port by the State legislature. Cost estimates for potential implementation

of existing network improvements or new roadway alignments are an input of the feasibility analysis.

Please visit the project webpage linked below to learn more about the Study.

Visit the Project

View email in browser

Desire Line - 3813 Division St Ste A - Metairie, LA 70002-1201 - USA

update your preferences or unsubscribe

Alexandra Carter

Subject: FW: St. Bernard Transportation Study Public Meeting set for February 4th!

From: susan k[redacted]
Sent: Wednesday, January 8, 2025 8:22 AM
To: Email Distribution <distribution@Desire-Line.com>; info@norpc.org
[redacted]
Subject: Re: St. Bernard Transportation Study Public Meeting set for February 4th!

> You don't often get email from skneale@gmail.com. Learn why this is important

Thank You for this notice about the upcoming Open House Presentation of the St Bernard Parish Transportation "Study"
Please forward to the appropriate group and please send an acknowledgement of receipt email to [redacted] for the following questions and comments
Thank You
Suzanne Kneale
Chalmette Louisiana

There is an urgent need for a Q&A Format Meeting, not just a presentation.

There is no meaningful public participation until the public has equal access to all of the information BEFORE any decisions are made.

what were the parameters and other considerations, methods, underlying assumptions, etc used for the rail traffic and truck traffic study?
what were the findings?
It is impossible to comment without that information

The Port of NOLA and the State of Louisiana each fail in their responsibility to maintain the existing infrastructure required for the Port of NOLA, including the existing rail, bridge, and road infrastructure and the motorits' roads for ingress and egress, including but not limited to:

-- The Highway 90 Bridges from the Michoud Area in NOLA East through Venetian Isles and Fort Pike and White Kitchen and Peartington areas: Chef Menteur from NOLA East through Mississippi is an important evacuation route which the State fails to maintain and is essential to save lives, especially if the Port of NOLA is proposing to add such large amount heavy truck and commuter traffic on the only remaining, unmaintained and already congested evacuation route for Plaquemines East Bank and the whole of St Bernard Parish.

-All Roads and ingress/egress to roads, and Bridges and RR Crossings for Port of NOLA's IHNC (industrial canal), including but not limited to Jourdan Road, France Road, Almonaster, Terminal Road, Florida Ave, Fats Domino Ave, Tupelo Street, Judge Perez Drive and St Claude Ave and all the Bridges including St Claude Bridge, Claiborne Bridge, Florida Bridge, Almonaster Ave Bridge, High Rise Bridge of I-10, Chef Bridge (Danziger Bridge), Seabrook Bridge (Senator Ted Hickey Bridge), "Green Bridge" (LA47 Bridge over

the MR-GO area of the IHNC), Twin Spins; AND, Press Street/St Claude RR Crossing/Switch Yard, Arabi RR crossings and switch yards (Judge Perez, LeBeau, Friscoville, and Center Street), and all roads and rail crossings from the Press Street/St Claude RR crossing all the way through Arabi to Poydras, Caernarvon, and Braithwaite (Stolthaven chemical storage); AND from Press Street/St Claude rail yard to the proposed Terminal Road container transloading industrial park in NOLA East. The Port of NOLA and the State each fail in their responsibility to maintain this infrastructure and adding more heavy truck and rail traffic will only exasperate the already poor conditions.

How is the Port of NOLA or the State planning for the construction AND maintenance of the proposed infrastructure required for the Port Nola's proposal in Violet, including the existing roads and RR crossings?
Who is paying for all of this? The taxpayers? Again?

On Tue, Jan 7, 2025 at 4:48 PM StBernardTransportationStudy <distribution@desire-line.com> wrote:

TRANSPORTATION STUDY
Planning For Future St. Bernard

Project Update!

St. Bernard Transportation Study

Public Meeting scheduled for February 4, 2025

The Regional Planning Commission (RPC) is studying the transportation network in lower St. Bernard and wants to hear from you! Join us at the second public meeting to discuss preliminary findings, analysis, and project alternatives for the Lower St. Bernard Parish Roadway Network and Resilience Study and to participate in an interactive exercise.

Upcoming Public Meeting

Date:	Tuesday, February 4
Time:	5:30 p.m. to 7:30 p.m.
Place:	Civic Center, South Ballroom
Address:	3220 Jean Lafitte Parkway, Chalmette, La 70043
Format:	Open House *(arrive anytime)*

Register here

Visit the project webpage to review project details and check out an "Outreach Update" that recaps feedback received to-date, as well as findings and analysis completed to-date.

Visit the project website

Note: This meeting is free and open to the public. Registration is only helping the Project Team prepare printouts, etc. You do not need to register to attend.

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

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Alexandra Carter

From: StBernardTransportationStudyProjectTeam <distribution@desire-line.com>
Sent: Friday, January 10, 2025 9:47 AM
To: msguzzo[redacted]
Subject: Thank you for your feedback!

Thank you for your feedback, Ms. Perez. While there is some limited overlap in meeting times, we encourage attendees desiring to attend both meetings to arrive at the Public Meeting between 5:30 p.m. and 6:30 p.m.

Visit the Project Webpage

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update your preferences or unsubscribe

Alexandra Carter

From: mrsguzzie[redacted]
Sent: Wednesday, January 8, 2025 1:54 PM
To: Email Distribution
Subject: Re: St. Bernard Transportation Study Public Meeting set for February 4th!

> You don't often get email from mrsguzzie@yahoo.com. Learn why this is important

Thank you for the notice. You do realize that your meeting is the same day and time as the St. Bernard Council Meeting?

Janet Perez

On Tuesday, January 7, 2025 at 04:48:35 PM CST, StBernardTransportationStudy <distribution@desire-line.com> wrote:

Project Update!

St. Bernard Transportation Study

Public Meeting scheduled for February 4, 2025

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Register here

Visit the project webpage to review project details and check out an "Outreach Update" that recaps feedback received to-date, as well as findings and analysis completed to-date.

Visit the project website

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Feedback

Email URL

https://mailchi.mp/ed68ead980b0/st-bernard-transportation-study-public-meeting-set-for-february-4th-42275

Delivery date & time

Thu, Jan 30, 2025 3:29 pm

From name

StBernardTransportationStudy

From email

distribution@desire-line.com

Subject line

Reminder: Upcoming St. Bernard Transportation Study Public Meeting on February 4th!

Preview text

Attendees are encouraged to arrive anytime between 5:30 p.m. and 7:30 p.m. and will be guided through materials and an exercise to collect feedback.

Recipients

Sent to a segment of audience: **Desire Line**

Sent to
Contacts that match **any** of the following conditions:
Tags contact is tagged **St. Bernard LIT**
For a total of **65** emails sent.

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All campaigns

St. Bernard 2/4 Meeting Reminder sent

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TRANSPORTATION STUDY
Planning For Future St. Bernard

Meeting Reminder!

Upcoming St. Bernard Transportation Study
Public Meeting next Tuesday, February 4, 2025

The Regional Planning Commission (RPC) is studying the transportation network in lower St. Bernard and wants to hear from you! Join us at the second public meeting to discuss preliminary findings, analysis, and project alternatives for the Lower St. Bernard Parish Roadway Network and Resilience Study and to participate in an interactive exercise.

Upcoming Public Meeting

Date:	Tuesday, February 4
Time:	5:30 p.m. to 7:30 p.m.
Place:	Civic Center, South Ballroom
Address:	3220 Jean Lafitte Parkway, Chalmette, La 70043
Format:	Open House *(arrive anytime)*

Register here

Visit the project webpage to review project details and check out an "Outreach Update" that recaps feedback received to-date, as well as findings and analysis completed to-date.

Visit the project website

Note: This meeting is free and open to the public. Registration is only helping the Project Team prepare handouts, etc. You do not need to register to attend.
Note: Information collected in support of this Study may be used in a future NEPA process.

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St. Bernard 2/4 Meeting Reminder

View email

Recipients	66
Audience	Desire Line (New, St. Bernard UT)
Subject	Reminder: Upcoming St. Bernard Transportation S...
Status	Sent Thu January 30, 2025 3:28 pm

Exclude Apple MPP for more accurate open data. Seewhy New

Overview | Click performance | Recipient activity | Ecommerce | Conversion Optimizer | Social | More

Email performance

January 30, 2025 - March 5, 2025 - Excludes Apple MPP

Open rate	Click rate	Bounce rate	Unsubscribe rate
48.4%	18.8%	1.5%	0%
31 opened	12 clicked	1 bounced	0 unsubscribed

Additional email details

Successful deliveries	64 (98.5%)	Clicks per unique opens	38.7%
Total opens	33	Total clicks	25
Last opened	Feb 15, 2025 7:50 pm	Last clicked	Feb 05, 2025 1:04 pm
Forwarded	0	Abuse reports	0

Feedback

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Campaign Preview | HTML Source | Plain-Text Email | Details

Feedback

Email URL

https://mailchi.mp/0226c801dcdf/st-bernard-transportation-study-public-meeting-set-for-february-4th-4t2497

Delivery date & time

Mon, Feb 3, 2025 12:25 pm

From name

StBernardTransportationStudy

From email

distribution@desire-line.com

Subject line

Please share: St. Bernard Transportation Study Public Meeting Tomorrow!

Preview text

Attendees are encouraged to arrive anytime between 5:30 p.m. and 7:30 p.m. and will be guided through materials and an exercise to collect feedback.

Recipients

Sent to a segment of audience: **Desire Line**

Sent to

Contacts that match **any** of the following conditions:
Tags contact is tagged **St. Bernard LIT**
For a total of **67** emails sent.

St. Bernard 2/4 Meeting Reminder: Please Share sent

View report

Campaign Preview | HTML Source | Plain-Text Email | Details

TRANSPORTATION STUDY
Planning For Future St. Bernard

Please Share: Meeting Reminder!

St. Bernard Transportation Study
Public Meeting TOMORROW Tuesday, February 4, 2025

The Regional Planning Commission (RPC) is studying the transportation network in lower St. Bernard and wants to hear from you! Join us at the second public meeting to discuss preliminary findings, analysis, and project alternatives for the Lower St. Bernard Parish Roadway Network and Resilience Study and to participate in an interactive exercise.

Upcoming Public Meeting

Date:	Tuesday, February 4
Time:	5:30 p.m. to 7:30 p.m.
Place:	Civic Center, South Ballroom
Address:	3220 Jean Lafitte Parkway, Chalmette, La 70043
Format:	Open House *(arrive anytime)*

Register here

Visit the project webpage to review project details and check out an "Outreach Update" that recaps feedback received to-date, as well as findings and analysis completed to-date.

Visit the project website

Note: This meeting is free and open to the public. Registration is only helping the Project Team prepare printouts, etc. You do not need to register to attend.
Note: Information collected in support of this Study may be used in a future NEPA process.

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St. Bernard 2/4 Meeting Reminder: Please Share

View email

Recipients	91
Audience	Desire Line (Tags: St. Bernard LIT)
Subject	Please share: St. Bernard Transportation Study...
Status	Sent Mon February 3, 2025 12:23 pm

Exclude Apple MPP for more accurate open data. See why New

Overview | Click performance | Recipient activity | Ecommerce | Control Optimizer | Social | More

Email performance

February 3, 2025 - March 6, 2025 - Excludes Apple MPP

Open rate	Click rate	Bounce rate	Unsubscribe rate
36.4%	10.6%	1.5%	0%
34 opened	7 clicked	1 bounced	0 unsubscribed

Additional email details

Successful deliveries	66 (98.5%)	Clicks per unique opens	20.6%
Total opens	60	Total clicks	38
Last opened	Feb 10, 2025 7:33 pm	Last clicked	Feb 06, 2025 6:33 pm
Forwarded	0	Abuse reports	0

Feedback

PUBLIC MEETING NO. 2

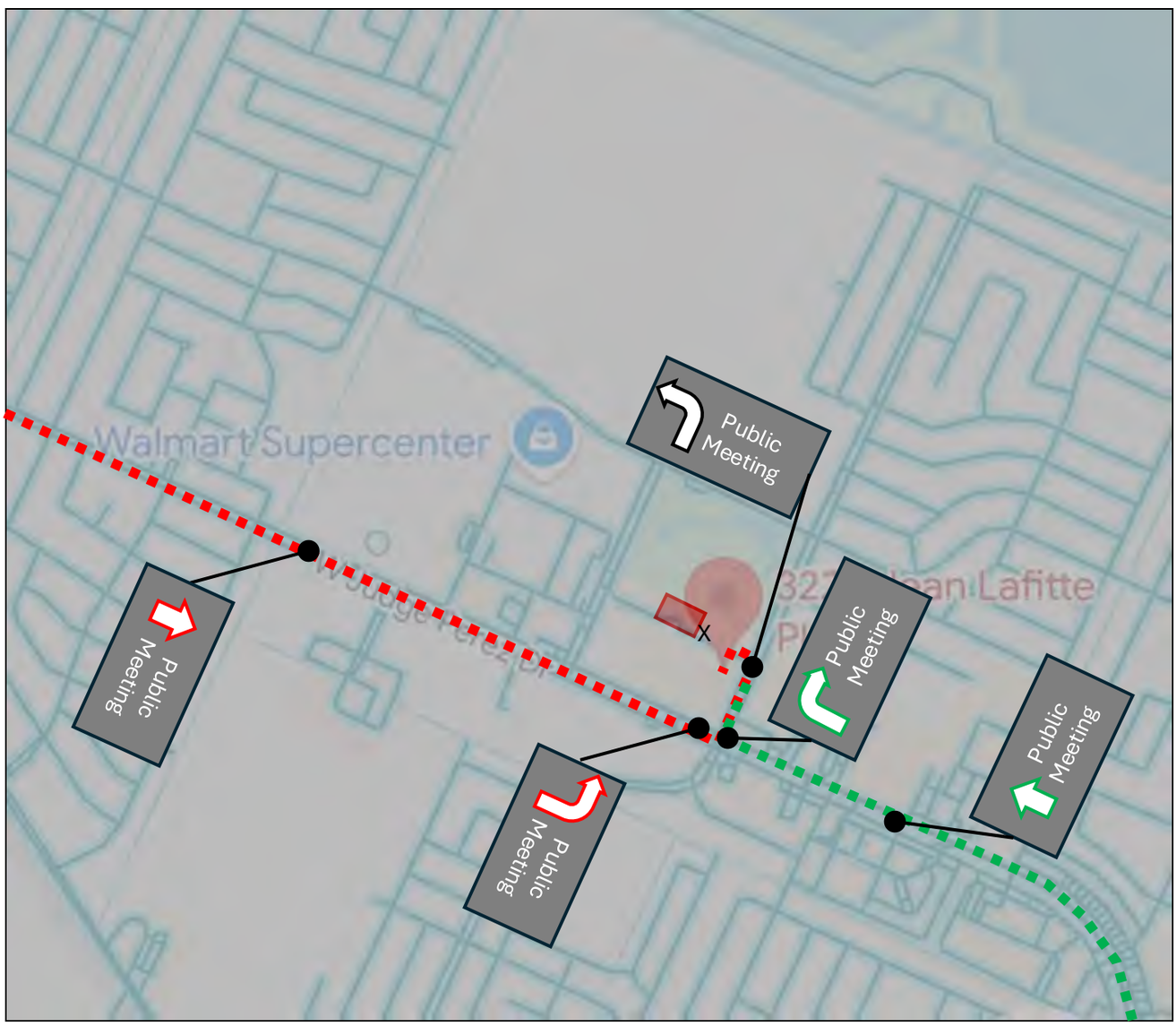
LOGISTICS SUMMARY

Venue is in the Civics Center, accessible via a side entrance with a foyer dedicated to the South Ballroom (shown in red). The address 3220 Jean Lafitte Pkwy brings you right to this door (shown as "**X**").

There is plenty of parking space right outside the door, (shaded in purple).

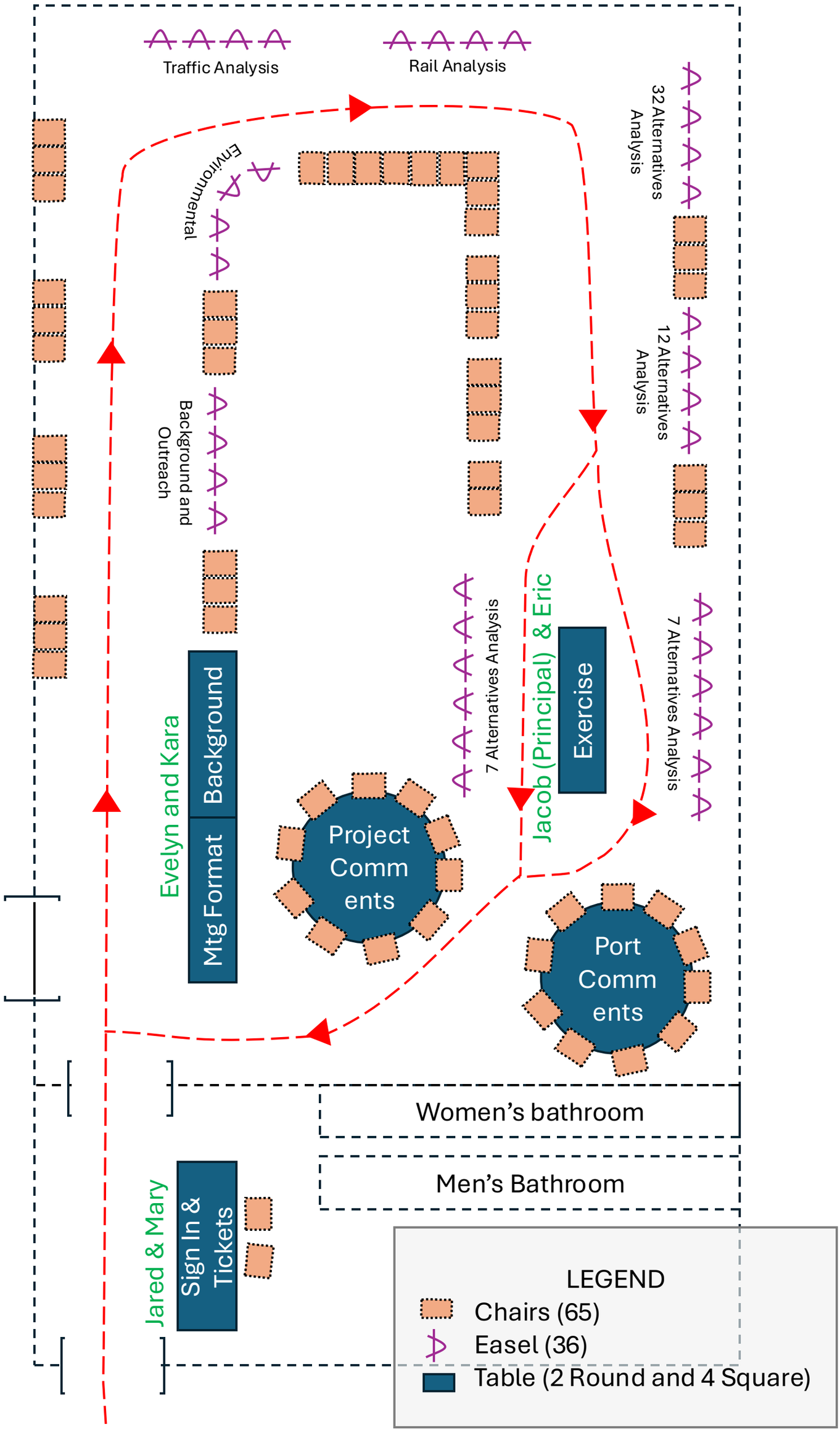
SIGNAGE

- 2 "straight," 2 "left turn," and 1 "right turn" yard signs (shown below) (DL)



SOUTH BALLROOM ROOM LAYOUT

Address: 3220 Jean Lafitte Parkway, Chalmette, La 70043



PUBLIC MEETING

THIS WAY

PUBLIC MEETING

THIS WAY

PUBLIC MEETING

THIS WAY

ST. BERNARD PARISH TRANSPORTATION STUDY

TRANSPORTATION STUDY
Planning For Future St. Bernard

PROJECT NO. H.015428 - STAGE 0 LOWER ST. BERNARD TRANSPORTATION NETWORK FEASIBILITY STUDY

Public Meeting No. 2

Date: 2/4/2025 5:30pm - 7:30pm

SIGN IN SHEET

NAME	EMAIL
Susie Rabin	
Van Robin	[redacted]
BOB SCHMIDT	[redacted]
JEFF Meyer	[redacted]
CLIFF ZEAIRS	[redacted]
[illegible]	[redacted]
Roxanne Adams	[redacted]
Gillis McCloskey	[redacted]
JOSH MORAN	[redacted]
CHRIS Kane	[redacted]
GARY HUETTMANN	[redacted]
Justin Meyers	[redacted]
Chris Collins	[redacted]
Amanda Rosales	[redacted]
Lenis [illegible]	
Jim + Lynette DiFratta	[redacted]
SHAUN HEBERT	[redacted]

Please note that information collected in support of this Study may be used in a future NEPA process

ST. BERNARD PARISH TRANSPORTATION STUDY

PROJECT NO. H.015428 - STAGE 0 LOWER ST. BERNARD TRANSPORTATION NETWORK FEASIBILITY STUDY

Public Meeting No. 2

Date: 2/4/2025 5:30pm - 7:30pm

SIGN IN SHEET

NAME	EMAIL
Deborah Fagan	[redacted]
Jeri Barker	[redacted]
Justine Mayeaux	
Earl Borden	
Lenor Duplessis	[redacted]
Madison Scifo	[redacted]
Walter Leger Jr	[redacted]
Shirley Clarke	[redacted]
Lindsay Frank	[redacted]
Merritt Landry	[redacted]
Sean Wagner	[redacted]
Alex Warner	[redacted]

ST. BERNARD PARISH TRANSPORTATION STUDY

TRANSPORTATION STUDY
Planning for Future St. Bernard

PROJECT NO. H.015428 - STAGE 0 LOWER ST. BERNARD TRANSPORTATION NETWORK FEASIBILITY STUDY

Public Meeting No. 2

Date: 2/4/2025 5:30pm - 7:30pm

SIGN IN SHEET

NAME	EMAIL
Aaron Dupuy	[redacted]
Matt Hicks	
Chet Chautin	
Jack Jensen	
Harrison Jones	
Brandy Dornan	
Walter Dornan	
Amanda Mones	[redacted]
Cindi Meyer	
Kristy [illegible]	
Floyd Price	
Loni B. Thomas	
Henry Carroll	—
Cherie Mayeaux	
Chris Haines	[redacted]
Jeanne Ferrer	
Donny Bourgeois	
Justin Frank	

ST. BERNARD PARISH TRANSPORTATION STUDY

TRANSPORTATION STUDY
Planning for Future St. Bernard

PROJECT NO. H.015428 - STAGE 0 LOWER ST. BERNARD TRANSPORTATION NETWORK FEASIBILITY STUDY

Public Meeting No. 2

Date: 2/4/2025 5:30pm - 7:30pm

SIGN IN SHEET

NAME	EMAIL
DAVID SHULMAN	[redacted]
Jeffrey Wittenbrink	
Beau Serigne	
Kayla Santiago	[redacted]
Marie Dornan	
NORMAN VANGOUT	
Janet Perez	[redacted]
JUDYTH WIER	
Julie T. KENNEY	
Brian Cangler	
Rory Escobedo	
Jill Enerson	
Andrew Thuss	[redacted]
Darron Thomas	
carter O'Brien	
Henry J Rodriguez III	
Bryce S Fagan	
Louis Pomes	[redacted]

Please note that information collected in support of this Study may be used in a future NEPA process

ST. BERNARD PARISH TRANSPORTATION STUDY

PROJECT NO. H.015428 - STAGE 0 LOWER ST. BERNARD TRANSPORTATION NETWORK FEASIBILITY STUDY

Public Meeting No. 2

Date: 2/4/2025 5:30pm - 7:30pm

SIGN IN SHEET

NAME	EMAIL
E. MICHAEL Bopp	[redacted]
Brian Heaphy	[redacted]
JOHN LANIE	[redacted]
Scarlett McGovern	[redacted]
Peter Tufaro	[redacted]
Beau Bowman	[redacted]
Mike Voss	[redacted]
Akhil Chauhan	[redacted]
JOHN GUTIERREZ	[redacted]
JAMES POHLMANN	[redacted]
ROBERT BROADHEAD	[redacted]
RENE HYEN	
Patrice Cusimano	[redacted]
Justin Stephens	[redacted]
Ryan Rudell	[redacted]
Scott Richoux	[redacted]
Harrison Crabtree	[redacted]
	[redacted]

TRANSPORTATION STUDY
Planning For Future St. Bernard

LOWER ST. BERNARD PARISH, LA ROADWAY NETWORK & RESILIENCE STUDY

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

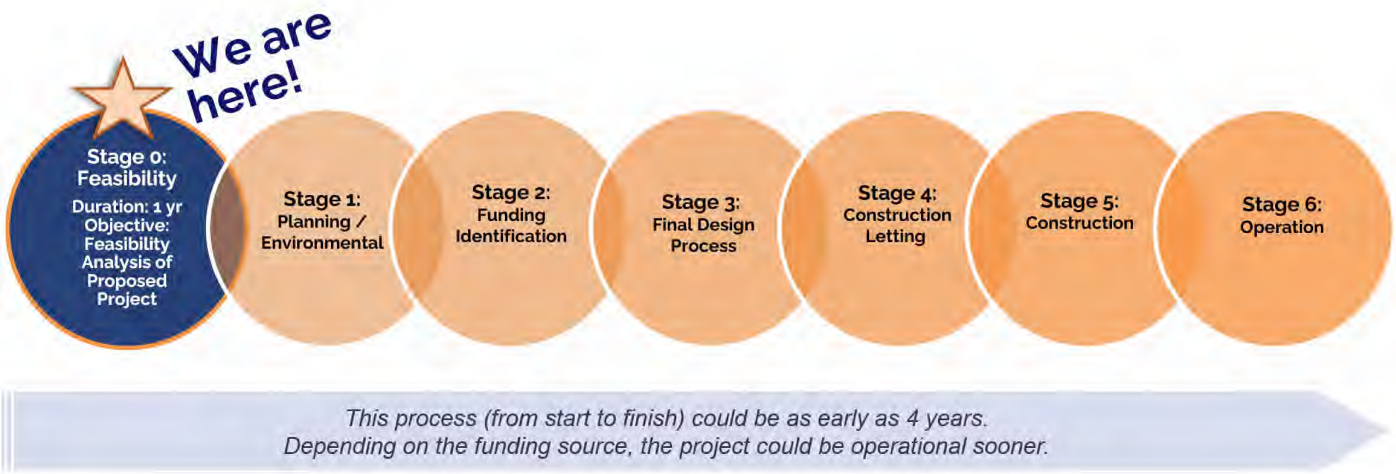
OPEN HOUSE PUBLIC MEETING

TUESDAY, FEBRUARY 4, 2025
CIVIC CENTER, SOUTH BALLROOM
3220 JEAN LAFITTE PARKWAY, CHALMETTE, LA 70043

PROJECT CONTEXT

The Regional Planning Commission (RPC), in coordination with the Port of New Orleans (Port NOLA) and St. Bernard Parish, is conducting a "Stage 0" Feasibility Study to evaluate impacts and assess potential improvements to the surface transportation network in lower St. Bernard Parish, including impacts associated with implementation of the proposed Port NOLA Louisiana International Terminal (LIT) project, in Violet, Louisiana, as well as other downriver developments.

This Feasibility Analysis is the first step in a multi-step process to reach a future transportation project. The Regional Planning Commission and Project Team are working to ensure this Study meets all federal requirements to expedite construction of a potential long-term alternative / new road.



MEETING FORMAT AND OBJECTIVES

The primary objective of this public meeting is to provide the public with equal access to information and study findings prior to any Study decisions being made. This open house format:

- Presents Stage 0 Feasibility Study information and initial findings.
- Provides attendees with the opportunity to view, discuss, ask questions to Project Team members, and weigh in on preferred alternative layouts.
- Includes additional opportunities to submit comments regarding initial Study findings, alternatives, and related Port LIT Project.

Thank you for joining us tonight!

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

INFORMATIONAL STATIONS

STATION 1: SIGN-IN TABLE

At this station, please sign in on either of the provided sheet-in sheets. You must sign in to participate in the Exercise at **Station 10** and provide comments at **Stations 11** and **12**.

STATION 2: BACKGROUND

This Station includes important project background related to this Study's effect, timeline, efforts to-date, opportunities, and limitations.

STATION 3: OUTREACH & ENGAGEMENT

This Station summarizes the significant public input provided to-date, which has informed the development of draft project alternatives that are screened and analyzed in **Stations 7, 8,** and **9.**

STATION 4: ENVIRONMENTAL & RESILIENCE

This Station summarizes the natural and human environmental resources identified within the 32,000+ acre study area as it relates to the implementation of potential surface transportation improvements, and resilience factors considered for potential improvements.

STATION 5: EXISTING INFRASTRUCTURE IMPROVEMENTS

This Station highlights the intersections where traffic counts were conducted and identifies areas experiencing level of service deficiencies both with and without an elevated highway, and with and without the LIT Port Facility. It also outlines potential improvements to existing infrastructure where level of service deficiencies are observed.

STATION 6: RAIL ANALYSIS

This Station summarizes key findings from the freight rail study performed related to vehicular delay due to growth in non-container trains plus LIT trains, and potential rail improvements solutions to improve vehicular delay time.

STATION 7: PRESCREENING ELEVATED HIGHWAY ALTERNATIVES

This Station shows 32 proposed elevated highway alternatives (also detailed in **Table 1**) and various design options based on public input and early study findings and analysis.

STATION 8: ROUND 1 ELEVATED HIGHWAY ALTERNATIVE ANALYSIS

This Station shows 12 of the 32 proposed build alternatives that demonstrated the highest feasibility based on continued public feedback and Study analysis; also detailed in **Table 1**.

STATION 9: ROUND 2 ELEVATED HIGHWAY ALTERNATIVE ANALYSIS

This Station shows 7 of the 12 proposed build alternatives that continued to demonstrate the highest feasibility. The 7 alternatives are shown in 2 sets of maps on either side of **Station 10**, to allow attendees to review the alternatives easily and for a longer period, if desired. These 7 build alternatives are noted in **Table 1** and color coded to match a box where you may select a preferred alternative at **Station 10**.

STATION 10: PREFERRED ELEVATED HIGHWAY ALTERNATIVE EXERCISE

This Station includes an exercise whereby attendees will be provided with 3 tickets to distribute their support for any of the 7 alternatives. Attendees may place all tickets in 1 alternative box or spread tickets amongst alternatives.

STATION 11: STUDY COMMENTS

This Station provides attendees with an opportunity to fill out a comment form or provide oral comments. All comments will be added to the administrative record. Written comments can be submitted at this Station or mailed to the address below postmarked on or before 2/11/2025.

GIS Engineering, LLC
ATTN: Sam Mestayer
4171 Essen Lane, STE 700
Baton Rouge, LA 70809

STATION 12: PORT NOLA LIT PROJECT COMMENTS

Should attendees desire to comment on the Port NOLA LIT project, this Station provides attendees with an opportunity to offer written comments prior to leaving.

TABLE 1: ALTERNATIVES ANALYSIS

(USE WITH STATIONS 7, 8, AND 9)

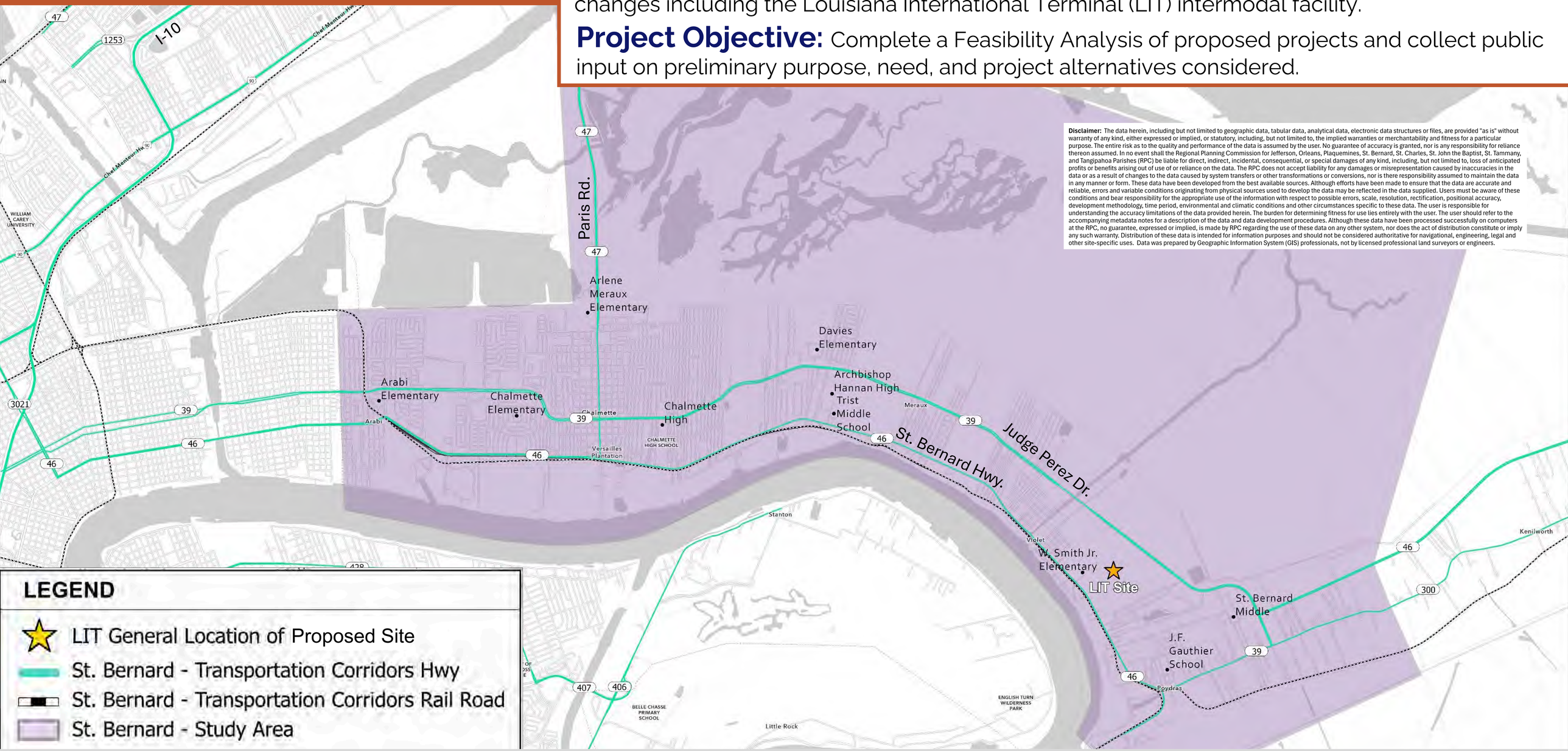
NO.	DRAFT ALTERNATIVE CONSIDERED	STATION 7	STATION 8	STATION 9
1	A-J-L-P	X		
2	A-J-X-K-N	X		
3	A-J-X-K-O	X		
4	U-B-J-L-P	X		
5	U-B-J-X-K-N	X		
6	U-B-J-X-K-O	X		
7	U-F-E-H-I-P	X	X	
8	U-F-E-H-I-Q-K-N	X	X	
9	U-F-E-H-I-Q-K-O	X		
10	U-F-E-H-M	X	X	
11	U-F-E-S	X	X	X
12	C-H-I-P	X	X	X
13	C-H-I-Q-K-N	X	X	
14	C-H-I-Q-K-O	X		
15	C-S	X	X	X
16	C-H-M	X	X	X
17	D-H-I-P	X		
18	D-H-I-Q-K-N	X		
19	D-H-I-Q-K-O	X		
20	D-S	X		
21	D-H-M	X		
22	G-E-H-I-P	X	X	X
23	G-E-H-I-Q-K-N	X	X	
24	G-E-H-I-Q-K-O	X		
25	G-E-S	X	X	X
26	G-E-H-M	X	X	X
27	R-G-E-H-I-P	X		
28	R-G-E-H-I-Q-K-N	X		
29	R-G-E-H-I-Q-K-O	X		
30	R-G-E-S	X		
31	R-G-E-H-M	X		
32	T-P	X		

S2: BACKGROUND

Study Area **Boundary** & Preliminary **Purpose**

Preliminary Purpose: The purpose of the project is to evaluate feasible alternatives for a potential elevated highway connector and improvements to existing infrastructure within the transportation network in the lower St. Bernard Region, specifically between I-10/I-510 and lower St. Bernard Parish (**including Judge Perez Drive (LA 39), St. Bernard Highway (LA 46) and Paris Road (LA 47**). These improvements aim to mitigate negative community impacts and provide efficient access and egress, due to anticipated traffic growth and projected land use changes including the Louisiana International Terminal (LIT) intermodal facility.

Project Objective: Complete a Feasibility Analysis of proposed projects and collect public input on preliminary purpose, need, and project alternatives considered.



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S2: BACKGROUND

How does this relate to the PORT LIT PROJECT? What is the Preliminary Need?

Planning for Future St. Bernard

This Study includes a road & rail traffic analysis aimed at preparing for the proposed Louisiana International Terminal (LIT) facility, as well as anticipating additional future transportation needs in St. Bernard Parish.

Anticipating and *planning* for the PORT LIT Project is an important part of the Study.

Preliminary Study Needs

System Linkage to improve connectivity between the I-10/I-510 and Lower St. Bernard Parish to accommodate proposed economic development and growth.

Intermodal Relationships provide improved and efficient access to existing and planned intermodal port and rail facilities within the lower St. Bernard Region.

Economic Development accommodate future economic development associated with the LIT intermodal port facility and other land use changes within the lower St. Bernard Region.

Capacity Improvements provide capacity necessary to address the existing and projected future traffic growth within the transportation network of the lower St. Bernard Region.

Hurricane Evacuation to provide improved and resilient evacuation routes for residents in Lower St. Bernard Parish and the East Bank of Plaquemines Parish.

Additional Goal: An additional goal of the purpose and need is to reduce impacts of commercial truck traffic associated with the proposed LIT facility on existing state routes, within the project area. The reduction in commercial truck traffic on existing infrastructure will enhance freight efficiency, minimize congestion, and lessen degradation of infrastructure.

S2: BACKGROUND

Project Funding, Timeline, & Outcomes

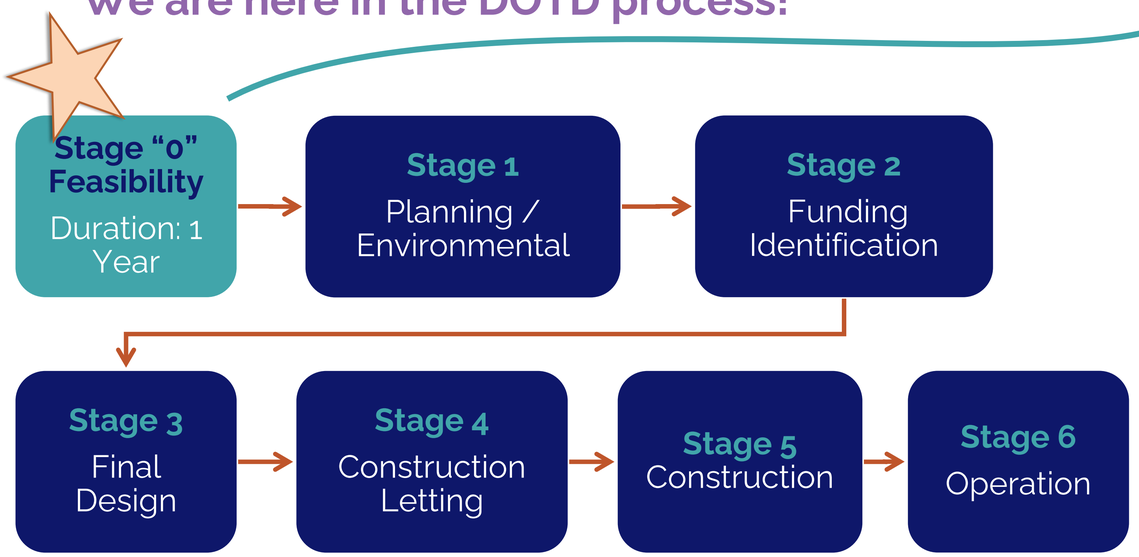
There are more steps required beyond this Study, by others, that will further inform any future roadway network investment and related maintenance support.

80% of Study is paid for with federal dollars allocated to the Regional Planning Commission for transportation planning purposes and 20% is from funding allocated to the Port of New Orelans by the State legislature.

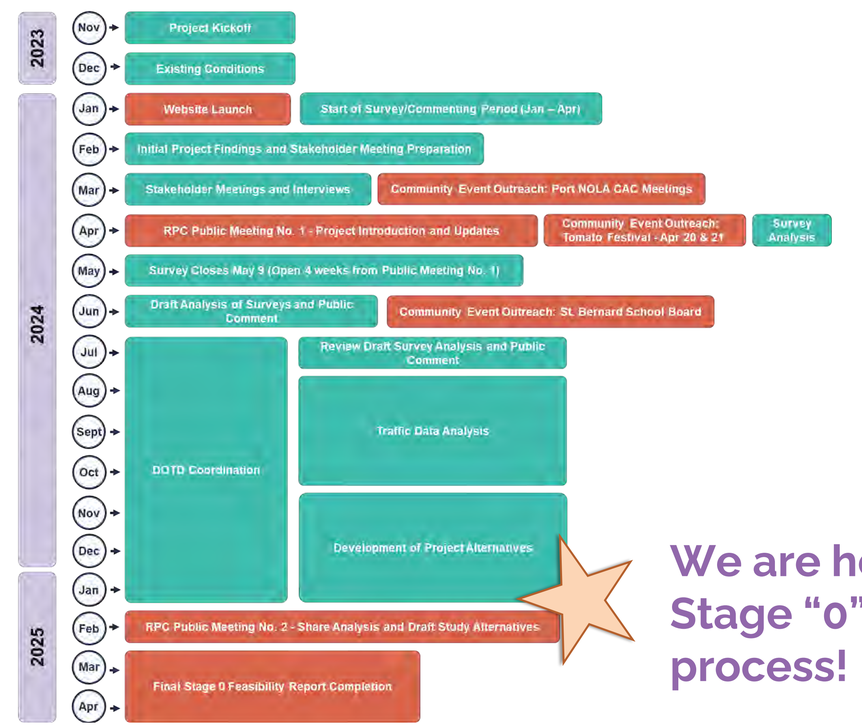
LA DOTD PROJECT DELIVERY PROCESS

Each LA DOTD Transportation project goes through distinct phases during its life-cycle, from feasibility analysis (where we are now) to operation.

We are here in the DOTD process!



STAGE "0" STUDY TIMELINE



MILESTONES

Internal:

External:

We are here in the Stage "0" Study process!

OUTCOMES & NEXT STEPS

1. This **STAGE "0" Study** results in development of up to three (3) project alternatives and identification of improvements to exiting roadways.
2. **The STUDY FINAL REPORT** is forwarded to the Louisiana Department of Transportation and Development (LA DOTD) to conduct a Stage 1 environmental review process and identify funding sources which may include a public-private partnership.
3. LA DOTD refines design, engineering and cost estimates.
4. LA DOTD advertises and contracts for project construction.
5. Construction for the selected project alternative(s) may begin.

S3: OUTREACH & ENGAGEMENT

Public Comment Received To-Date

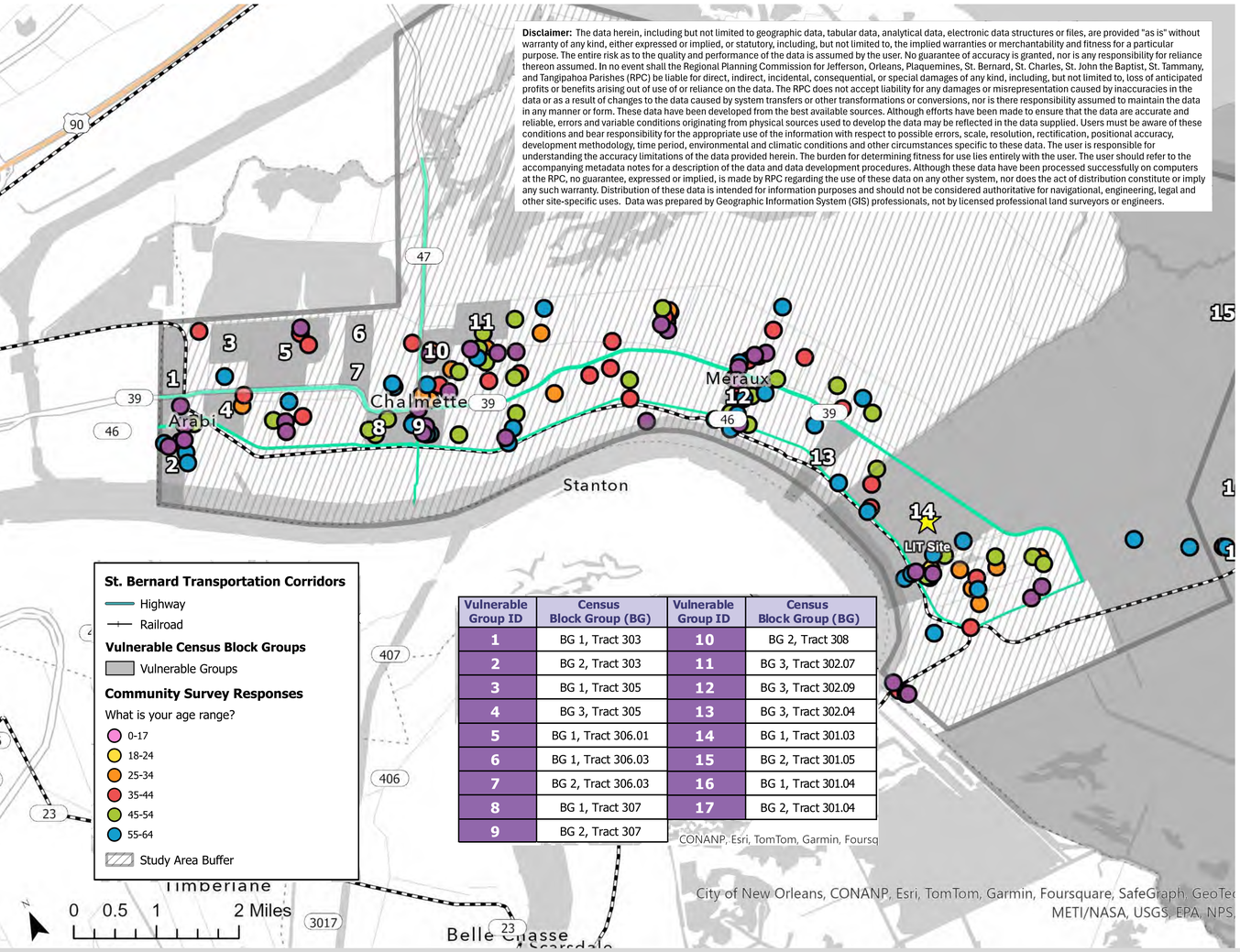
345
Total respondents having multiple comments

43
Participated in online and in-person "Mark the Map" exercises.

247
Participated in online and in-person surveys.

28
Provided feedback by filling out a comment card at in person meetings / tabling events.

Participant responses widely distributed throughout the Parish.



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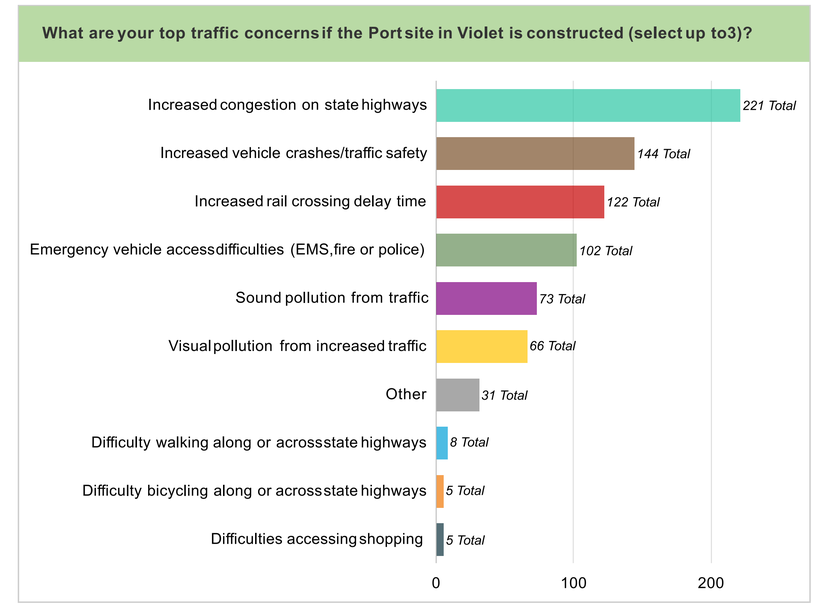
Vulnerable Group ID	Census Block Group (BG)	Vulnerable Group ID	Census Block Group (BG)
1	BG 1, Tract 303	10	BG 2, Tract 308
2	BG 2, Tract 303	11	BG 3, Tract 302.07
3	BG 1, Tract 305	12	BG 3, Tract 302.09
4	BG 3, Tract 305	13	BG 3, Tract 302.04
5	BG 1, Tract 306.01	14	BG 1, Tract 301.03
6	BG 1, Tract 306.03	15	BG 2, Tract 301.05
7	BG 2, Tract 306.03	16	BG 1, Tract 301.04
8	BG 1, Tract 307	17	BG 2, Tract 301.04
9	BG 2, Tract 307		

WHAT WE'VE HEARD



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

Learn more about feedback received today from the "Outreach Update To Date" Summary on the Project Website here: http://tinyurl.com/sb-study or scan the QR code *(right).*

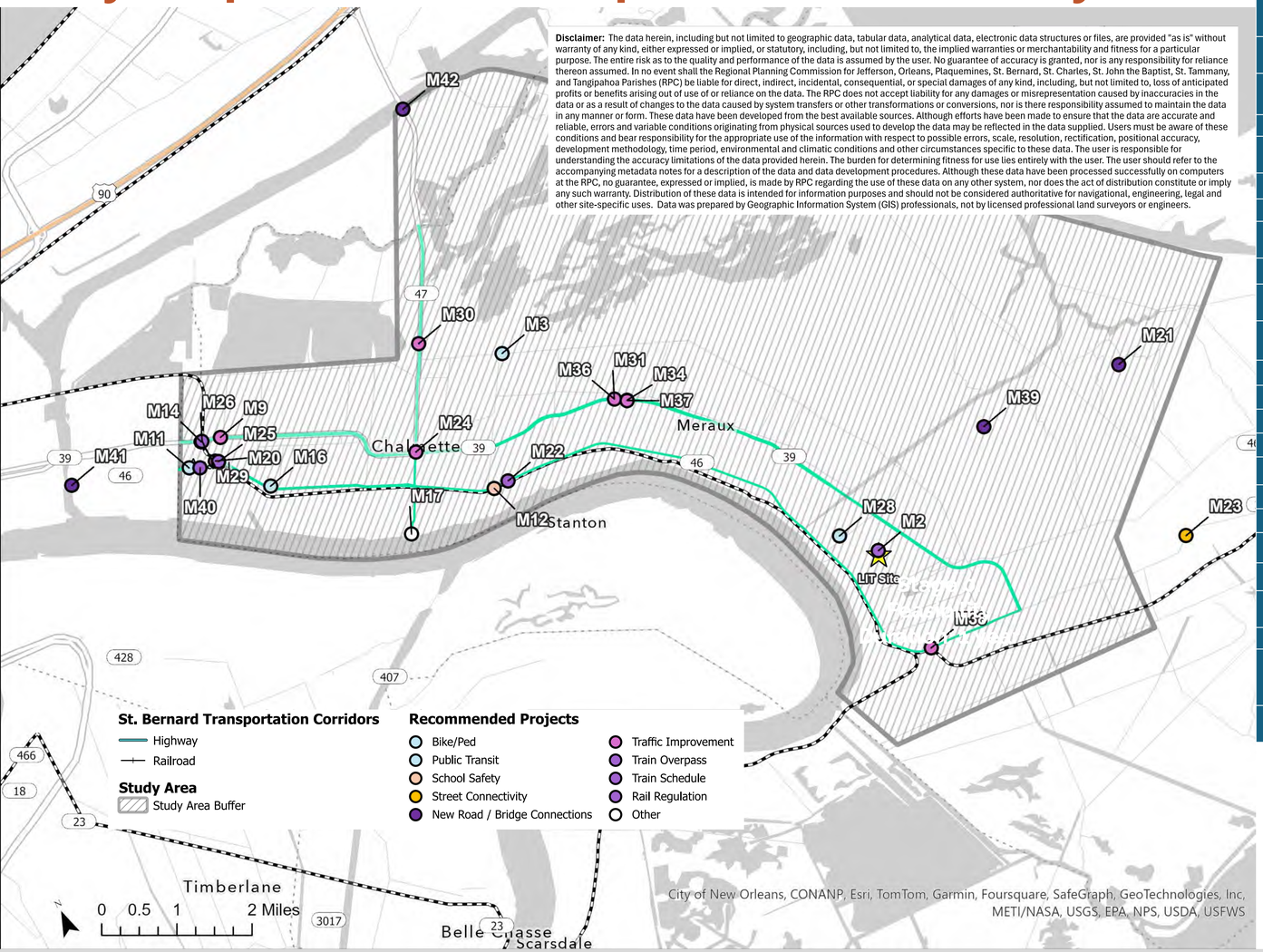
S3: OUTREACH & ENGAGEMENT

Public Comment Received To-Date
(continued)

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

Thank you to all who have taken the time and energy to provide feedback to this Study!

Location-specific comments suggested by respondents incorporated into Study.



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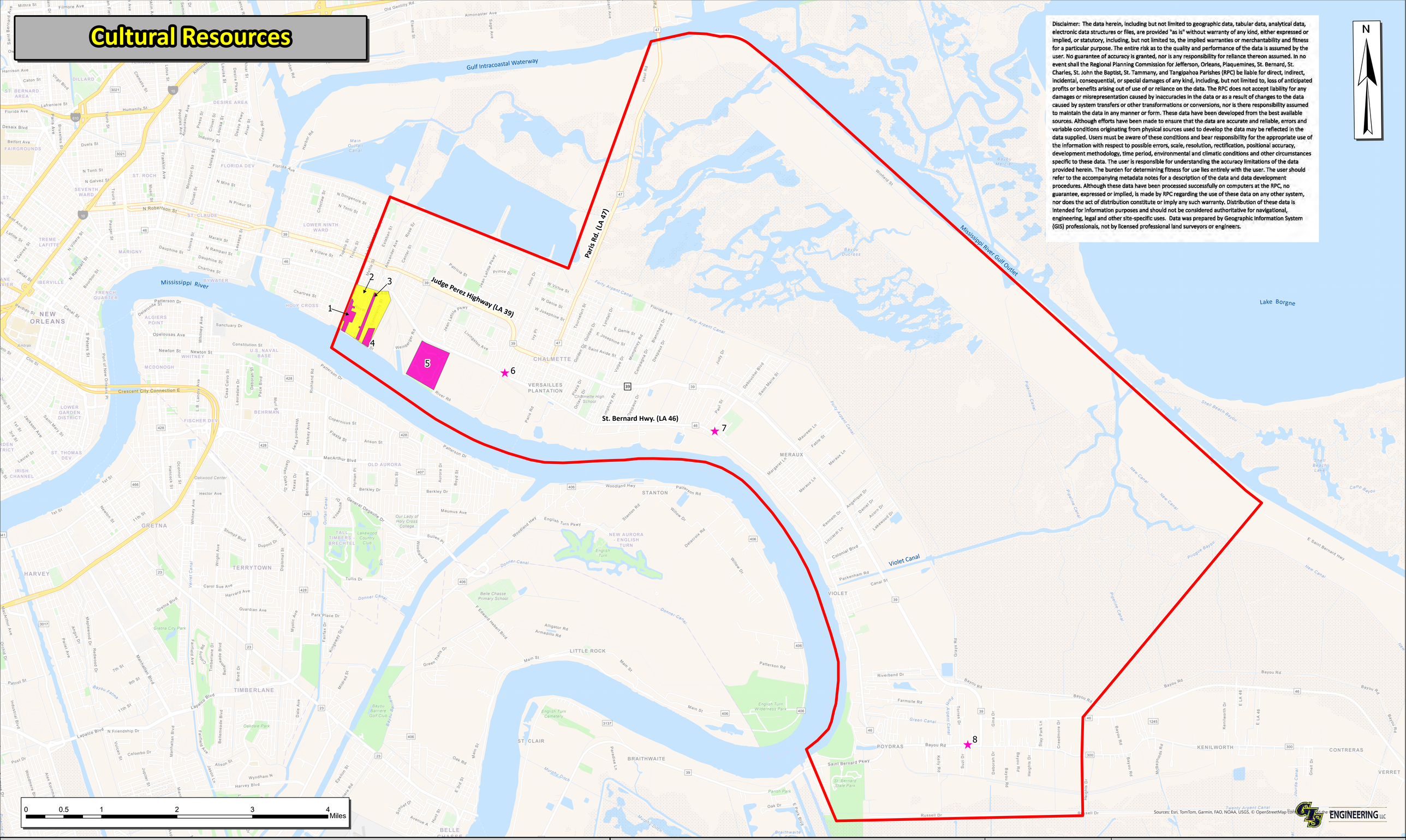
ID	MAPPED RESPONSE THEMES	PROPOSED PROJECTS AND CONCEPTS FROM THE PUBLIC
M16	Bike / Ped	Add wheelchair-accessible sidewalks with braille and other handicap features for crosswalks in and around the future hospital site so that everyone can access healthcare at the hospital.
M28	Bike / Ped	Improve neighborhood sidewalk connectivity, specifically in Violet
M3	Bike / Ped	Improve the existing road along Forty Arpent Canal to prioritize pedestrians, bicyclists, and motorized or manual wheelchairs as an accessible corridor for alternative travel modes; incorporate connections to this parish-wide lateral to increase its utility.
M11	Public Transit	Plan and construct a park-and-ride somewhere near the Bus Hub on St. Claude Ave and Mehle Street, including security cameras, gates, and consideration of a user fee to support local ridership.
M12	School Safety	Designate a school safety zone on LA 46 East from Paris Rd to Liccardi Dr/Jacob Dr in Chalmette, including crosswalks, lower speeds, signage around blind curves, improved striping, and lighting to support the safety of school-aged children.
M31	School Safety	Designate a school safety zone on LA 39 (E Judge Perez Drive) in Meraux.
M23	Street Connectivity	Reconnect and upgrade Bayou Road (Highway 300) in Toca, St Bernard, allowing for safe EMS access, effective bus routes, and local use.
M21	New Road / Bridge Connections	Build a multi-lane contra-flow bridge (tollway) that supports increased traffic in and out of the LIT.
M39	New Road / Bridge Connections	Build a dedicated road north of the Port to 1-10 that will support increased traffic in and out of the LIT.
M41	New Road / Bridge Connections	Investigate the development of a new East/West bridge connection to the Parish beyond the St. Claude and Claiborne bridges.
M42	New Road / Bridge Connections	Investigate the development of a new bridge connection to the Parish beyond the North/South Parish Road/Green Bridge.
M21	New Road / Bridge Connections	Create a dedicated access road directly from the LIT using a maritime transportation channel/canal for future container traffic.
M20	Traffic Improvement	Improve existing Judge Perez and St. Bernard Highway road capacity, including the effects of future heavy truck traffic, flooding, and subsidence.
M24	Traffic Improvement	Adjust light timing at Parish Road and E. Judge Perez Drive (hold times reportedly exceed 8 minutes).
M30	Traffic Improvement	Adjust light sensors at Parish Road near W. Agriculture Street.
M34	Traffic Improvement	Review and update signage related to the traffic light at Hannan Blvd and Judge Perez (both can turn left).
M36	Traffic Improvement	Add a red-light E Judge Perez Dr and Paul Dr, re: school safety and traffic.
M37	Traffic Improvement	Add a red light at the intersection of Archbishop Hannan Blvd and E. St. Bernard Hwy, re: traffic.
M38	Traffic Improvement	Add shoulders to St. Bernard Hwy.
M9	Traffic Improvement	Adjust light sensors at Judge Perez and Center Street.
M14, M26, M29	Train Overpass	Add a train overpass at the intersection of the Florida Walk Canal and West Judge Perez Street.
M20, M25	Train Overpass	Add a train overpass at the intersection of Center Street and St. Bernard Hwy.
M40	Train Overpass	Add a train overpass over the St. Claude Avenue neutral ground at or near the intersection of St. Claude Avenue and Aycock Street.
M2	Train Schedule	Amend night train schedules to reduce frequency and impacts on neighborhood quality of life
M22	Rail Regulation	Require railroad companies to use infrared imaging technology to check chemical rail cars for leaks and to detect overheating to prevent derailments before entering the Parish.
M17	Other	Relocate the Chalmette Ferry to improve access and safety, and consider alternatives to support better Mississippi River connections.

Learn more about feedback received today from the "Outreach Update To Date" Summary on the Project Website here: http://tinyurl.com/sb-study or scan the QR code *(right).*

Cultural Resources



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Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

GTS ENGINEERING LLC

Legend

- RPC Study Area
- National Register Individual Listings
- National Register Districts
- Cultural District Boundaries

Id	Place of Interest
1	Old Arabi Historic District
2	Old Arabi Cultural District
3	Friscoville Street Historic DIstrict
4	Ford Motor Company Assembly Plant
5	Chalmette Unit of Jean Lafitte National Historical Park Historic District
6	St. Bernard Parish Courthouse
7	Pecan Grove Plantation
8	Sebastopol Plantation House

NEW ORLEANS REGIONAL PLANNING COMMISSION

STATE PROJECT NO. H.015428
LOWER ST. BERNARD ROADWAY NETWORK & RESILIENCE STUDY
ST. BERNARD PARISH, LOUISIANA

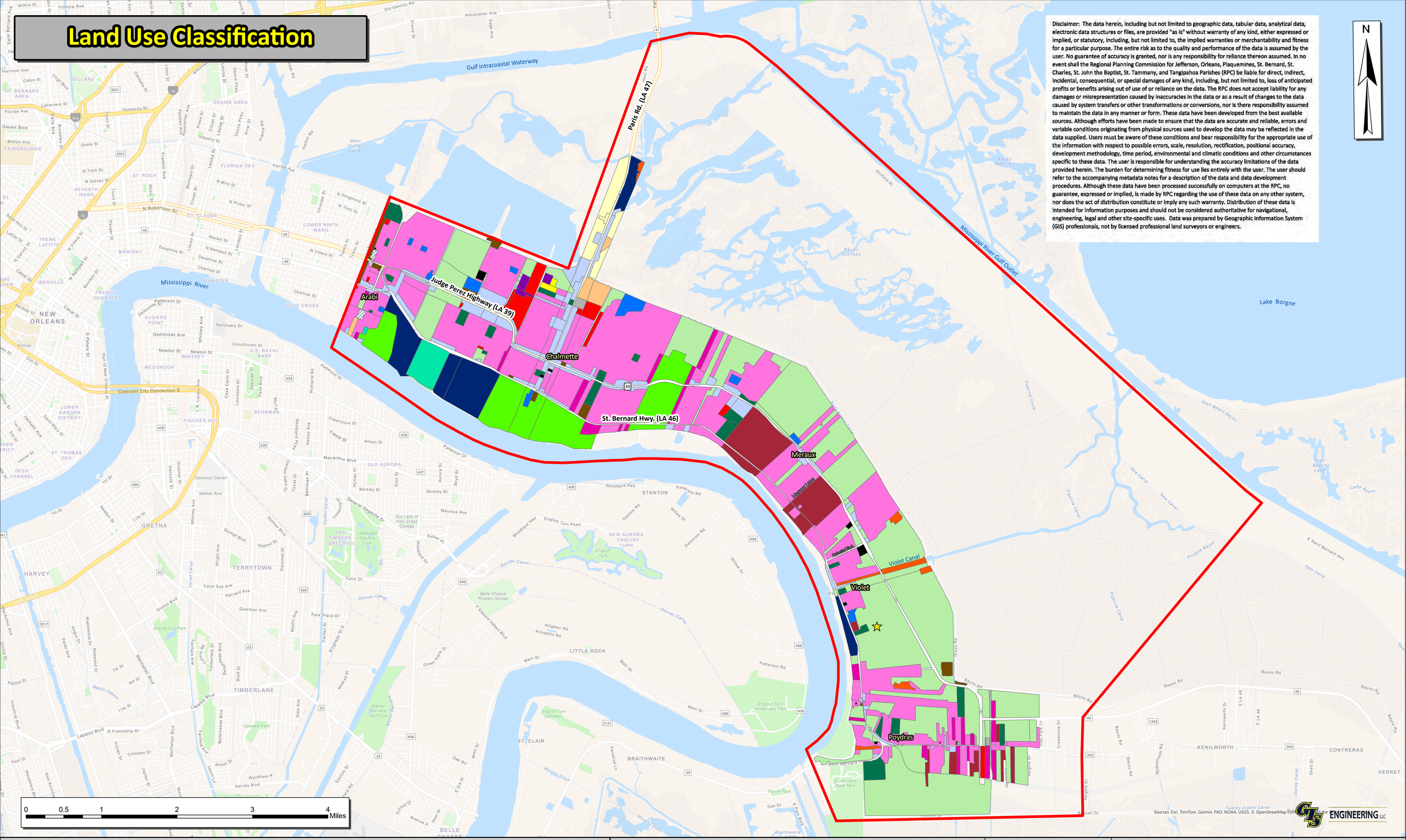
Land Use Classification	
GISE Project No.	39130-1459
Date Printed	1/24/2025
Drawn By	BTF
Checked By	SRM

TRANSPORTATION STUDY
Planning For Future St. Bernard

RPC REGIONAL PLANNING COMMISSION

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Land Use Classification



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Legend

- RPC Study Area
- Proposed LIT Facility
- Agriculture
- Church
- Funeral Home/Graveyard
- Government Buildings
- Historic Preserv. Site
- Hospital/Medical
- Local Business
- Manufacturing & Refining
- Multiple Family
- Parks & Recreation
- Ports & Harbors
- Powerline ROW/Power Plant
- Schools & Libraries
- Single Family Detached
- Trailer/Mobile Home Park
- Underdeveloped
- Vacant
- Warehouse & Distribution
- Waterways/Lakes
- Woodland

NEW ORLEANS REGIONAL PLANNING COMMISSION

STATE PROJECT NO. H.015428
LOWER ST. BERNARD ROADWAY NETWORK & RESILIENCE STUDY
ST. BERNARD PARISH, LOUISIANA

Land Use Classification

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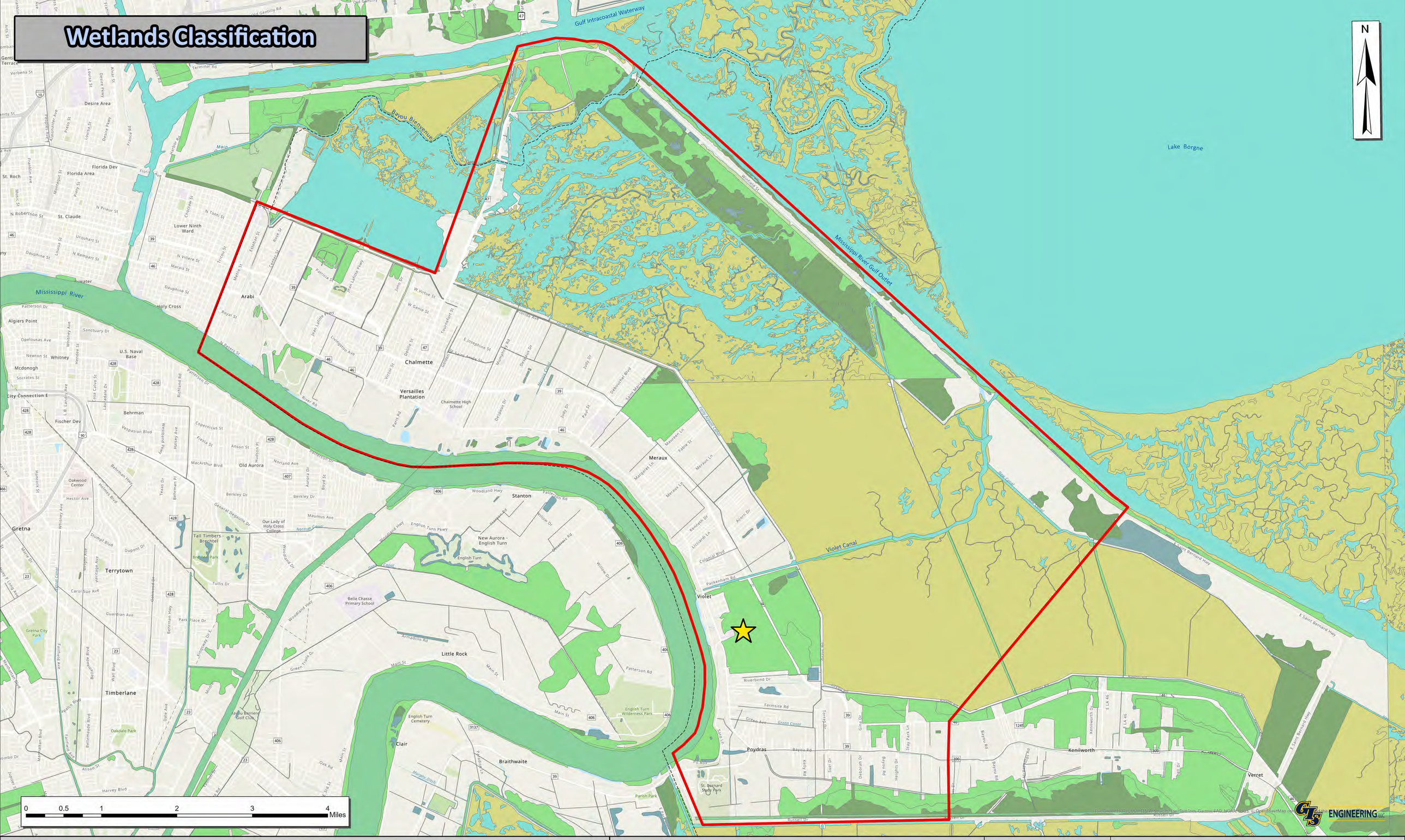
Checked By	SRM

TRANSPORTATION STUDY
Planning For Future St. Bernard

RPC REGIONAL PLANNING COMMISSION

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Wetlands Classification



Legend

- St. Bernard Parish Boundary
- Proposed LIT Facility
- RPC Study Area

WETLANDS CLASSIFICATION

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Riverine

NEW ORLEANS REGIONAL PLANNING COMMISSION

STATE PROJECT NO. H.015428
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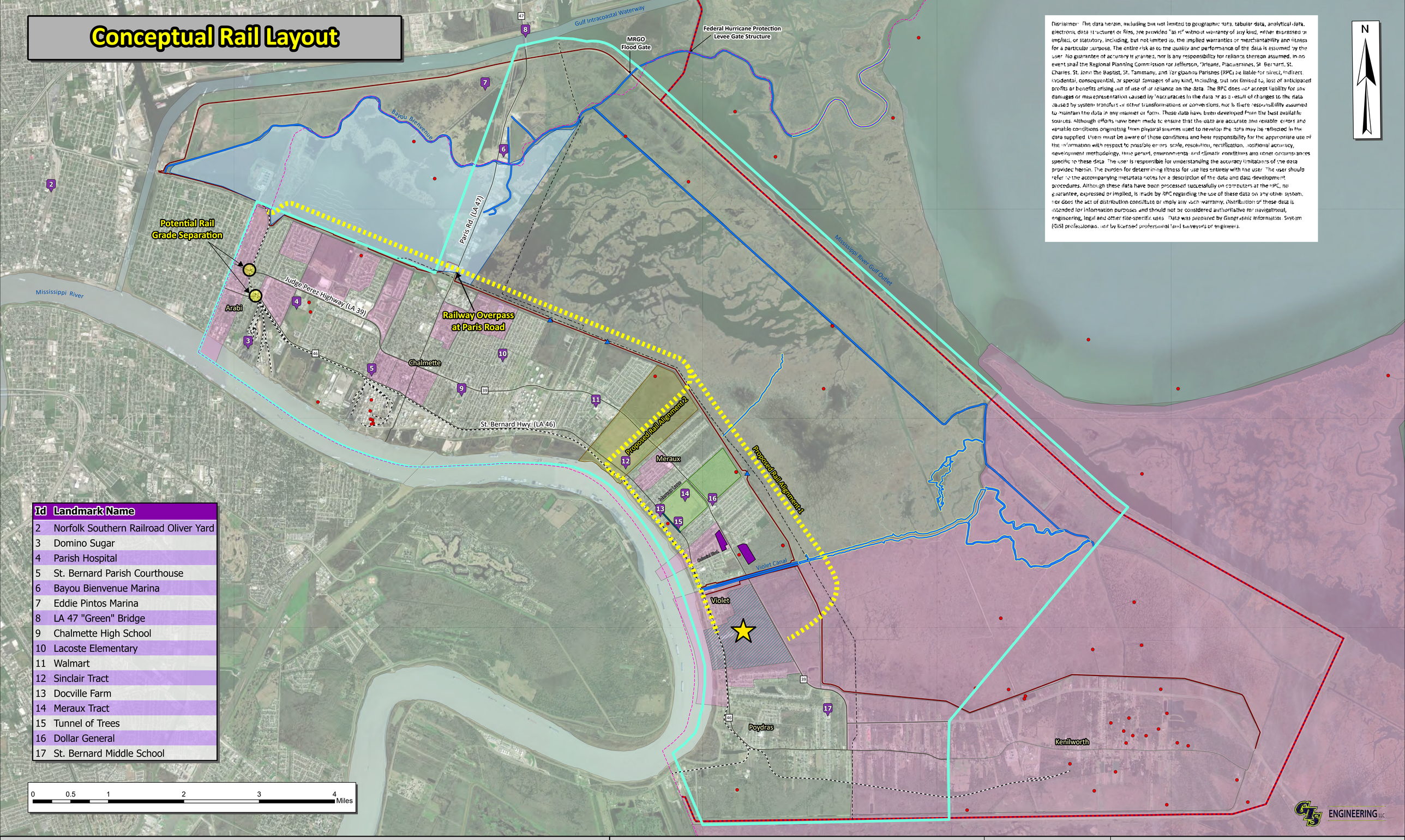
TRANSPORTATION STUDY
Planning for Future St. Bernard

RPC REGIONAL PLANNING COMMISSION FOR THE PARISHES OF LOUISIANA

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Conceptual Rail Layout



Id	Landmark Name
2	Norfolk Southern Railroad Oliver Yard
3	Domino Sugar
4	Parish Hospital
5	St. Bernard Parish Courthouse
6	Bayou Bienvenue Marina
7	Eddie Pintos Marina
8	LA 47 "Green" Bridge
9	Chalmette High School
10	Lacoste Elementary
11	Walmart
12	Sinclair Tract
13	Docville Farm
14	Meraux Tract
15	Tunnel of Trees
16	Dollar General
17	St. Bernard Middle School

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NEW ORLEANS REGIONAL PLANNING COMMISSION

STATE PROJECT NO. H.015428
LOWER ST. BERNARD ROADWAY NETWORK & RESILIENCE STUDY
ST. BERNARD PARISH, LOUISIANA

Conceptual Rail Improvements

GISE Project No.	39130-1459
Date Printed	1/24/2025
Drawn By	BTF
Checked By	SRM

TRANSPORTATION STUDY
Planning For Future St. Bernard

RPC REGIONAL PLANNING COMMISSION

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

GIS ENGINEERING LLC

Conceptual Rail & Elevated Highway Rendering

NEW ORLEANS REGIONAL PLANNING COMMISSION

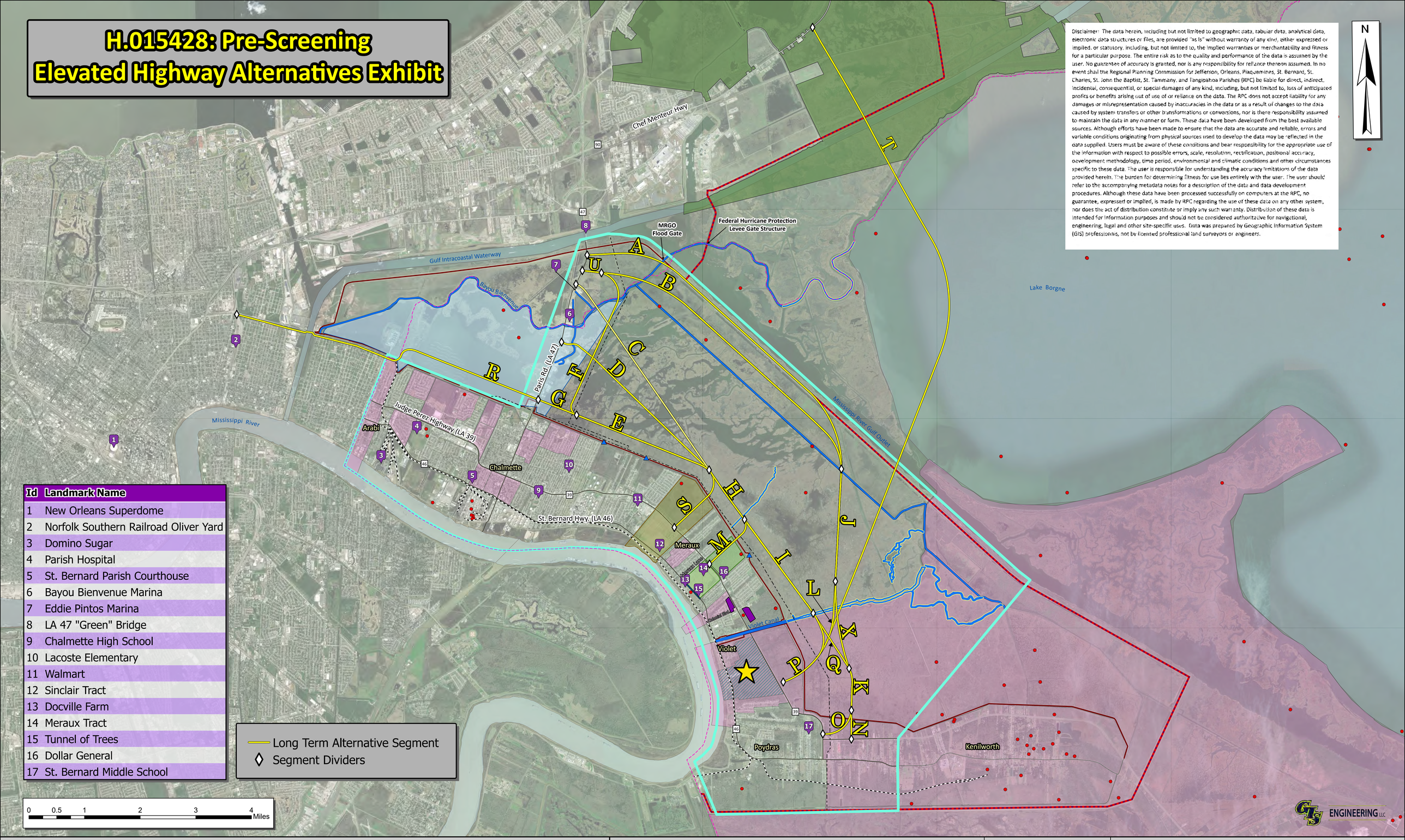
ROADWAY NETWORK & RESILIENCE STAGE "0" FEASIBILITY STUDY

RPC REGIONAL PLANNING COMMISSION FOR THE PARISHES OF LOUISIANA

TRANSPORTATION STUDY Planning For Future St. Bernard

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

H.015428: Pre-Screening Elevated Highway Alternatives Exhibit



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NEW ORLEANS REGIONAL PLANNING COMMISSION

STATE PROJECT NO. H.015428
LOWER ST. BERNARD ROADWAY NETWORK & RESILIENCE STUDY
ST. BERNARD PARISH, LOUISIANA

Pre-Screening Elevated Highway Alternatives Exhibit

GISE Project No.	39130-1459
Date Printed	1/28/2025
Drawn By	BTF
Checked By	SRM

TRANSPORTATION STUDY
Planning For Future St. Bernard

REGIONAL PLANNING COMMISSION

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LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

GIS ENGINEERING LLC

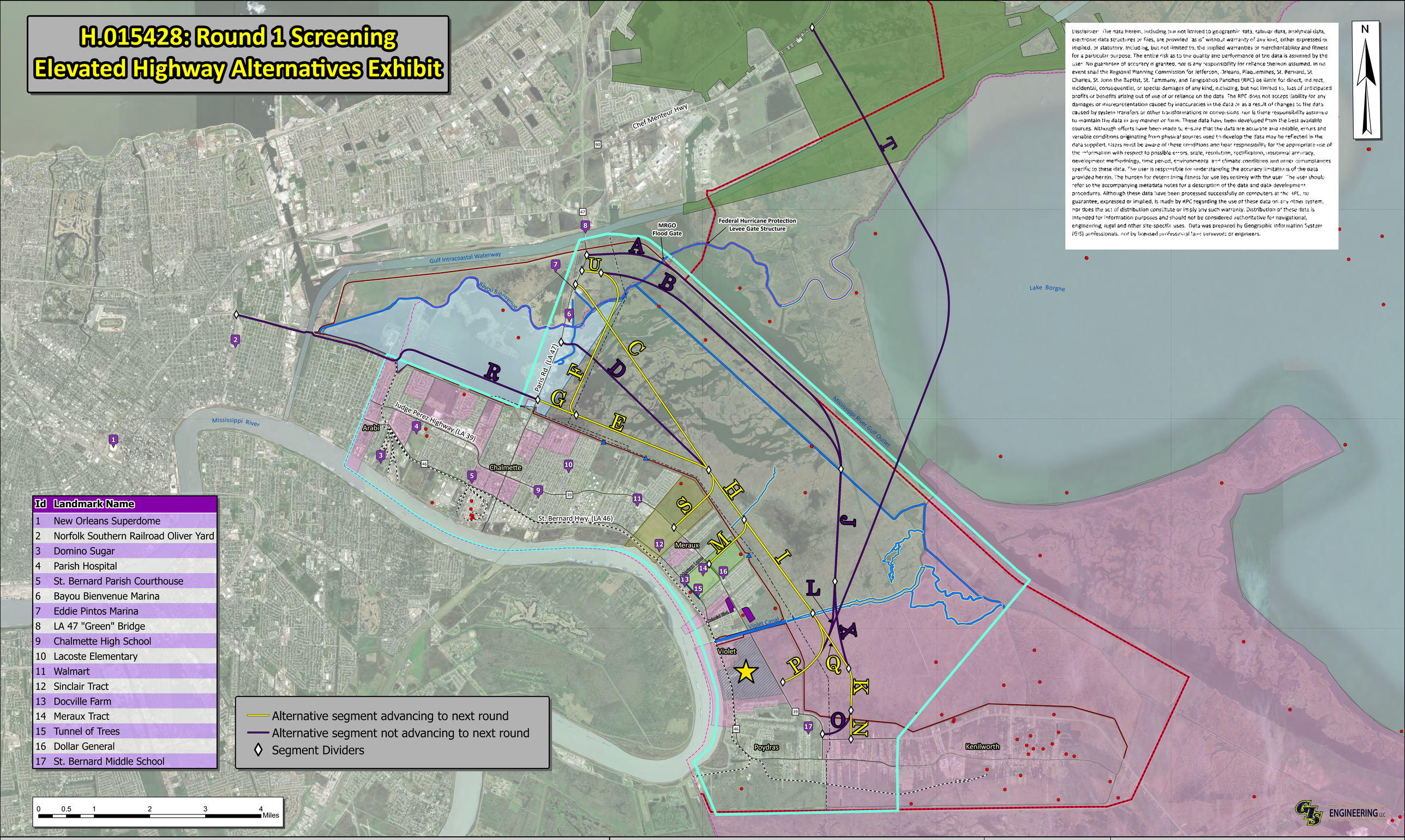
STATE PROJECT NO. H.015428
LOWER ST. BERNARD TRANSPORTATION NETWORK FEASIBILITY STUDY
ROUND 1 SCREENING
ELEVATED HIGHWAY ALTERNATIVES

Alternatives	◊ Segments ◊	Meets Project Preliminary Purpose & Need?[1]					Limits within study area?[1]	Constructable	Protected Species Critical Habitat	Known Section 4(f) Resource[3]	Notes
		Enhanced System Linkage[2]	Intermodal Connectivity	Economic Development	Capacity Improvements	Hurricane Evacuation					
1	A-J-L-P	No	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	
2	A-J-X-K-N	No	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	
3	A-J-X-K-O	No	Yes	Yes	Yes	Yes	Yes	No	No	Yes	Segment O conflicts with existing geometry
4	U-B-J-L-P	No	Yes	Yes	Yes	Yes	Yes	Yes	No	No	
5	U-B-J-X-K-N	No	Yes	Yes	Yes	Yes	Yes	Yes	No	No	
6	U-B-J-X-K-O	No	Yes	Yes	Yes	Yes	Yes	No	No	No	Segment O conflicts with existing geometry
7	U-F-E-H-I-P	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	
8	U-F-E-H-I-Q-K-N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	
9	U-F-E-H-I-Q-K-O	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	Segment O conflicts with existing geometry
10	U-F-E-H-M	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	
11	U-F-E-S	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	
12	C-H-I-P	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	
13	C-H-I-Q-K-N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	
14	C-H-I-Q-K-O	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	Segment O conflicts with existing geometry
15	C-S	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	
16	C-H-M	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	
17	D-H-I-P	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	Segment D conflicts with existing bridge
18	D-H-I-Q-K-N	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	Segment D conflicts with existing bridge
19	D-H-I-Q-K-O	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	Segment D conflicts with existing bridge
20	D-S	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	Segment D conflicts with existing bridge
21	D-H-M	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	Segment D conflicts with existing bridge
22	G-E-H-I-P	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	
23	G-E-H-I-Q-K-N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	
24	G-E-H-I-Q-K-O	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	Segment O conflicts with existing geometry
25	G-E-S	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	
26	G-E-H-M	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	
27	R-G-E-H-I-P	Yes	Yes	Yes	Yes	Yes	No	Yes	No	Yes	
28	R-G-E-H-I-Q-K-N	Yes	Yes	Yes	Yes	Yes	No	Yes	No	Yes	
29	R-G-E-H-I-Q-K-O	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes	Segment O conflicts with existing geometry
30	R-G-E-S	Yes	Yes	Yes	Yes	Yes	No	Yes	No	Yes	
31	R-G-E-H-M	Yes	Yes	Yes	Yes	Yes	No	Yes	No	Yes	
32	T-P	No	Yes	Yes	Yes	Yes	No	No	Yes	Yes	

Does not meet criteria to move into next round of screening
Meets Criteria to move forward into next round of screening

Table Notes:
[1]Alternative must meet this criteria in order to proceed to next round of screening
[2]System Linkage defined as connection to Judge Perez
[3] Section 4f Resource is considered, publicly owned parks and recreation areas, publicly owned wildlife and waterfowl refuges, and public or privately owned historic sites, including prehistoric and historic districts, buildings, structures, or objects. If section 4(f) criteria is unmet, the alternative does not proceed to the next round.

H.015428: Round 1 Screening Elevated Highway Alternatives Exhibit



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NEW ORLEANS REGIONAL PLANNING COMMISSION

STATE PROJECT NO. H.015428
LOWER ST. BERNARD ROADWAY NETWORK & RESILIENCE STUDY
ST. BERNARD PARISH, LOUISIANA

Round 1 Screening
Elevated Highway
Alternatives Exhibit

GISE Project No.	39130-1459
Date Printed	1/28/2025
Drawn By	BTF
Checked By	SRM

TRANSPORTATION STUDY
Planning For Future St. Bernard

RPC REGIONAL PLANNING COMMISSION

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

GIS ENGINEERING LLC

STATE PROJECT NO. H.015428
LOWER ST. BERNARD TRANSPORTATION NETWORK FEASIBILITY STUDY
ROUND 2 SCREENING
ELEVATED HIGHWAY ALTERNATIVES

Alternatives	◊ Segments ◊	Approximate Length in Miles	Potential to Extend to Port LIT Property[1]	Impacts to Vulnerable Communities[2]	Number of Wetlands Acres Negatively Impacted[3]	Number of Navigable Waterway Crossings Requiring Midlevel Bridge[4]	Alternative 2nd Round Score Totals[5]
7	U-F-E-H-I-P	10.7	Yes	No	257	2	6
8	U-F-E-H-I-Q-K-N	11.5	No	Yes	278	2	0
10	U-F-E-H-M	8	Yes	Yes	178	1	7
11	U-F-E-S	7.5	Yes	Yes	172	1	8
12	C-H-I-P	8.9	Yes	No	216	2	8
13	C-H-I-Q-K-N	9.8	No	No	236	2	3
15	C-S	5.5	Yes	Yes	135	1	8
16	C-H-M	6.3	Yes	No	194	1	10
22	G-E-H-I-P	8.1	Yes	No	194	1	10
23	G-E-H-I-Q-K-N	9	No	No	215	1	7
25	G-E-S	4.7	Yes	Yes	109	0	9
26	G-E-H-M	5.5	Yes	Yes	115	0	9

Does not move into next round of screening
Moves forward into next round of screening
Score of 0
Score of 2
Score of 3

TABLE NOTES:

[1] Evaluated for potential of direct access to the Port Louisiana International Terminal (LIT) property.

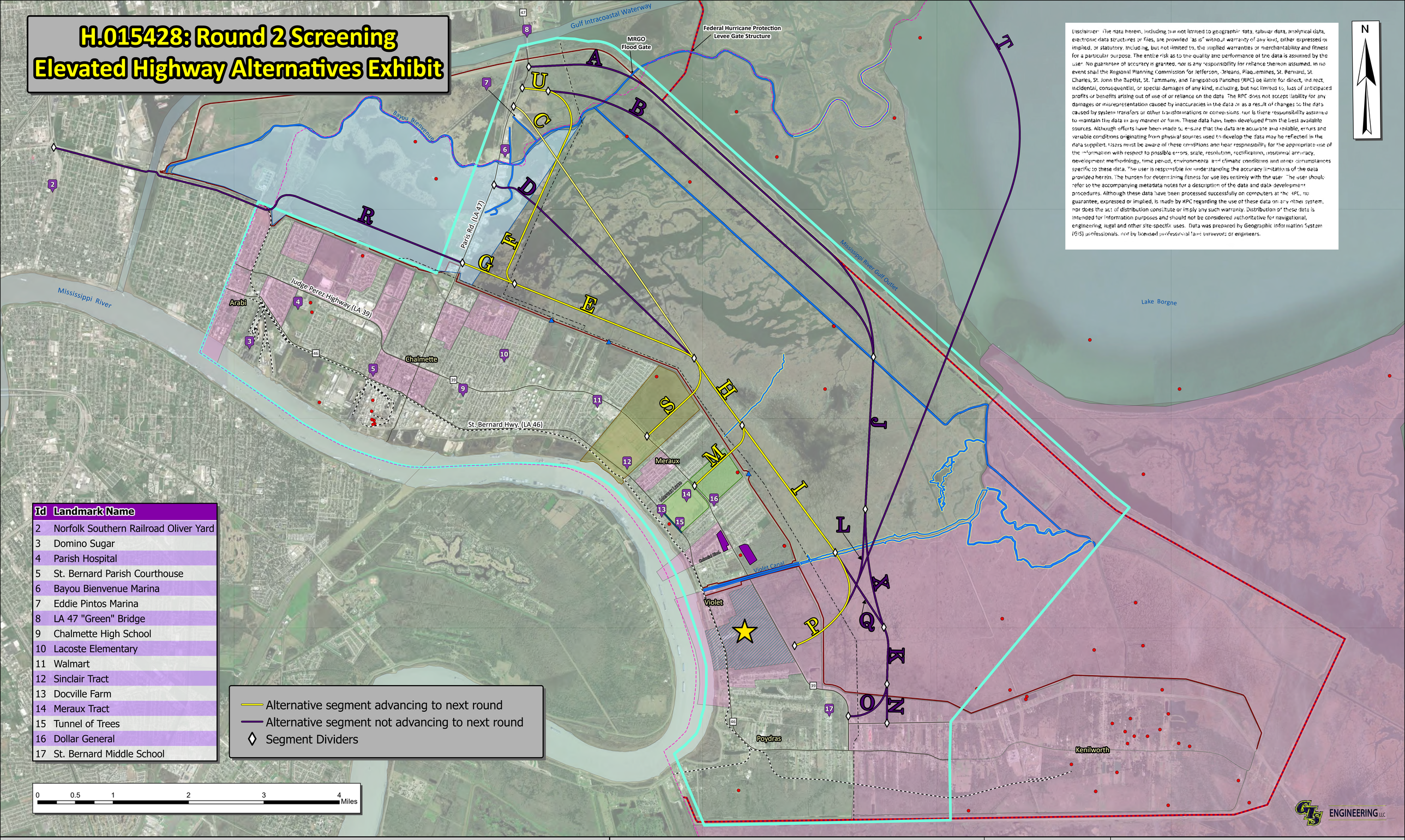
[2] Impacts to vulnerable communities were evaluated based on forecast traffic on existing state highways and on the proximity of long-term alternative segments to vulnerable communities. Vulnerable communities were identified in the Public Outreach Plan using ACS 5-year summary file data (2017-2022) published December 2022 by the U.S. Department of Commerce, Economics, and Statistics Administration, U.S. Census Bureau. Data received from the New Orleans Regional Planning Commission.

[3] Wetland acres impact calculated using a 200 ft buffer zone of each alternative mainline route with impacts being ranked low(< 175), medium(176 < 220), and high(> 220).

[4] Navigable waterways requiring midlevel bridges are Bayou Bienvenue and Violet Canal

[5] The 7 highest scoring alternatives will advance to the final round of screening. Scoring based on green=3, yellow=2, red=0

H.015428: Round 2 Screening Elevated Highway Alternatives Exhibit



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Round 2 Screening Elevated Highway Alternatives Exhibit	
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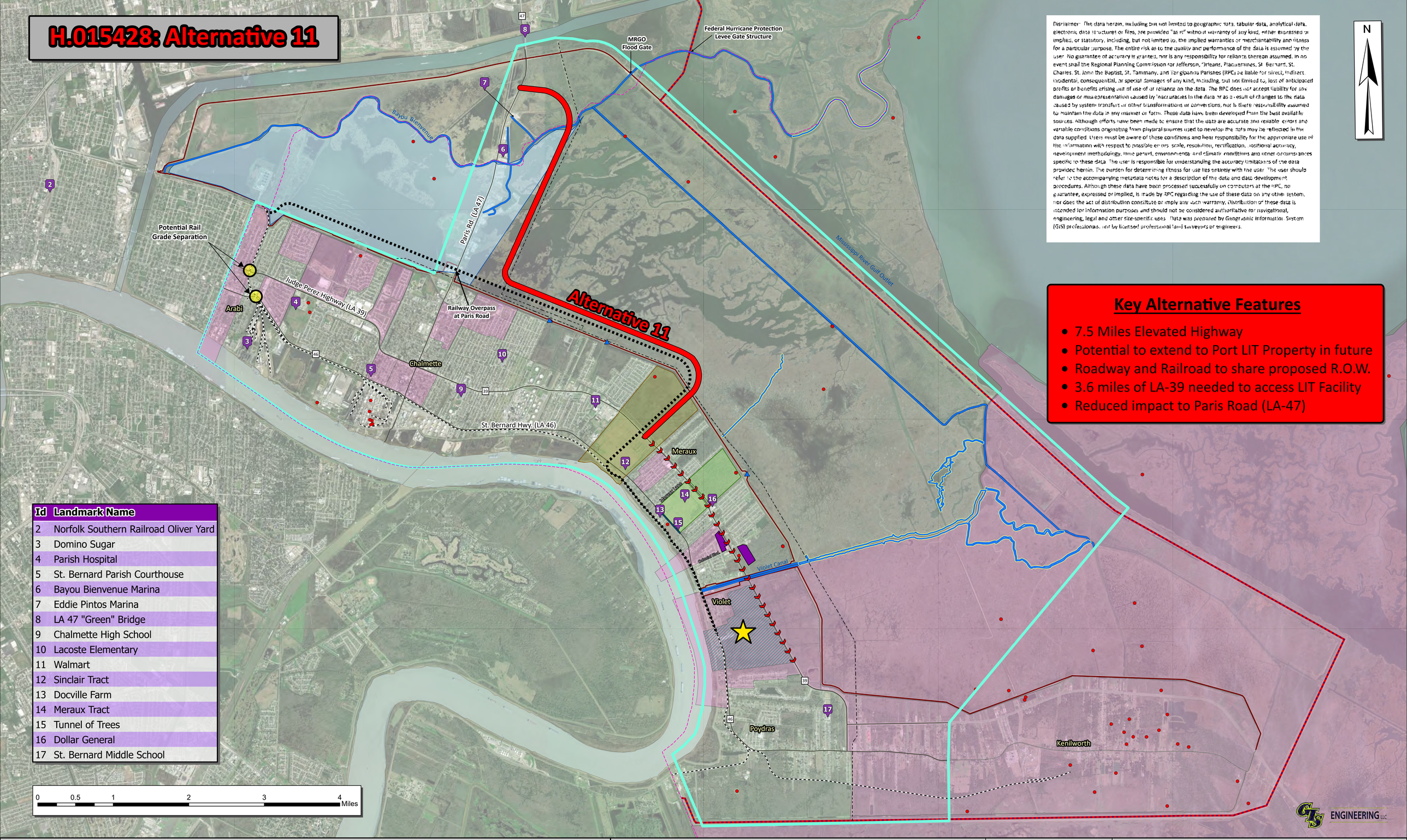
H.015428: Alternative 11



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N

Key Alternative Features

- 7.5 Miles Elevated Highway
- Potential to extend to Port LIT Property in future
- Roadway and Railroad to share proposed R.O.W.
- 3.6 miles of LA-39 needed to access LIT Facility
- Reduced impact to Paris Road (LA-47)

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Alternative 11

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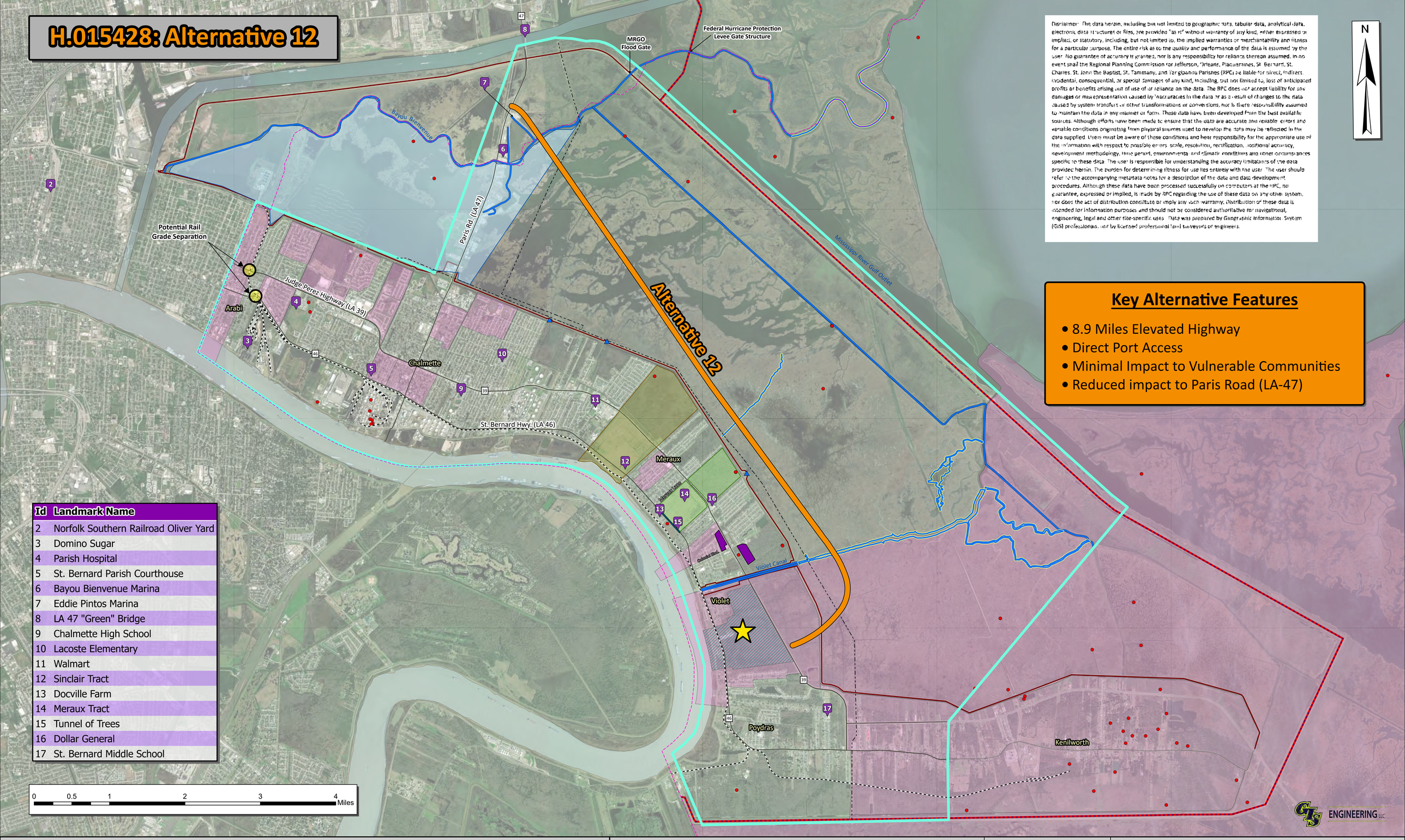
H.015428: Alternative 12



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Key Alternative Features

- 8.9 Miles Elevated Highway
- Direct Port Access
- Minimal Impact to Vulnerable Communities
- Reduced impact to Paris Road (LA-47)

Legend

- St. Bernard Parish Boundary
- RPC Study Area
- Proposed LIT Facility
- Oil & Gas Wells
- Existing Pump Station
- Sinclair Tract
- Meraux Tract
- Central Wetlands Marsh Creation
- Proposed School Locations
- Vulnerable Communities
- St. Bernard Scenic Rivers
- Navigable Waterways
- Federal Hurricane Protection Levee
- Levee Alignment
- High Voltage Transmission Line
- State Highways in Study Area
- St. Bernard Parish Railroads

NEW ORLEANS REGIONAL PLANNING COMMISSION

STATE PROJECT NO. H.015428
LOWER ST. BERNARD ROADWAY NETWORK & RESILIENCE STUDY
ST. BERNARD PARISH, LOUISIANA

Alternative 12

GISE Project No.	39130-1459
Date Printed	1/24/2025
Drawn By	BTF
Checked By	SRM

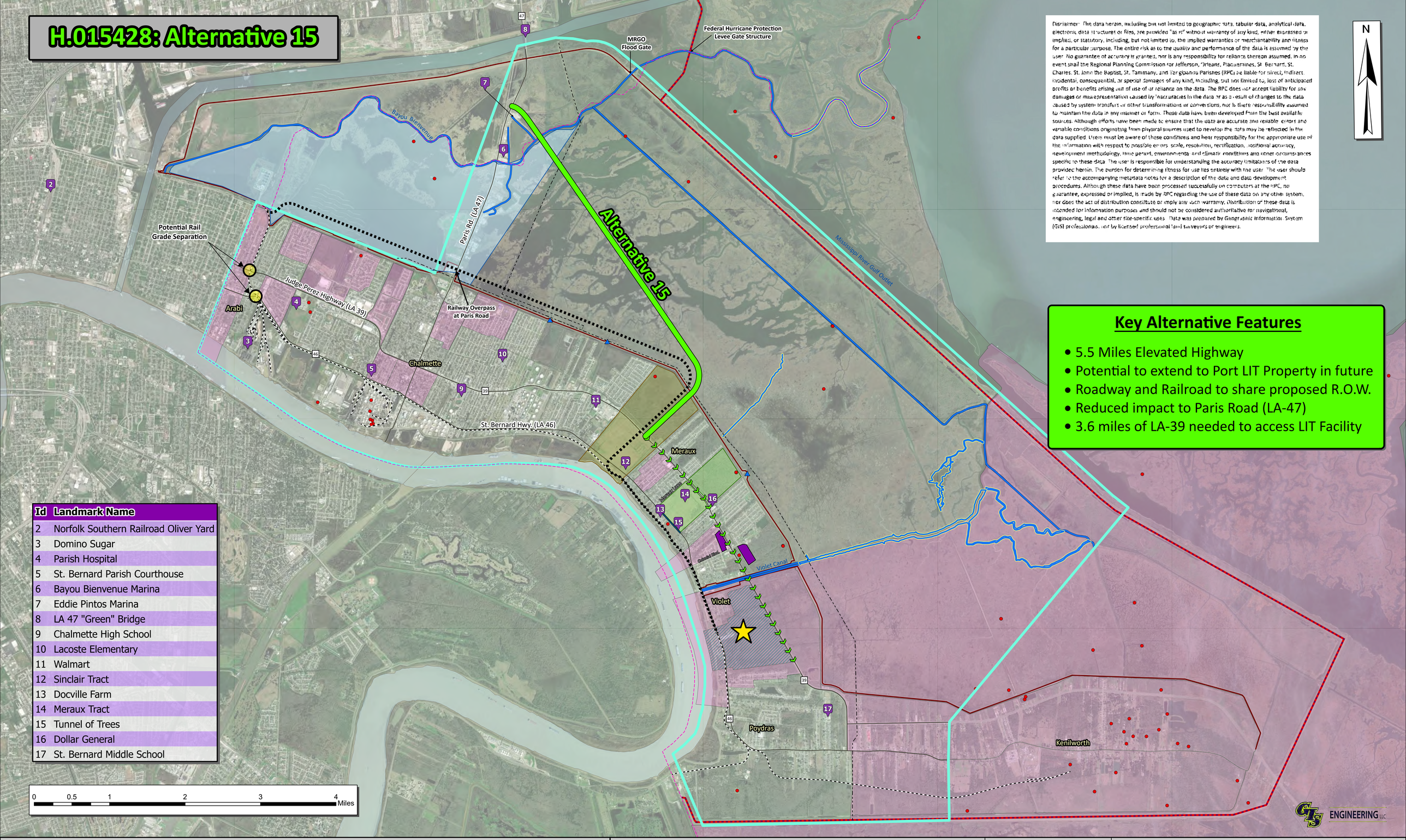
TRANSPORTATION STUDY
Planning For Future St. Bernard

RPC REGIONAL PLANNING COMMISSION

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

GIS ENGINEERING LLC

H.015428: Alternative 15



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Key Alternative Features

- 5.5 Miles Elevated Highway
- Potential to extend to Port LIT Property in future
- Roadway and Railroad to share proposed R.O.W.
- Reduced impact to Paris Road (LA-47)
- 3.6 miles of LA-39 needed to access LIT Facility

Id	Landmark Name
2	Norfolk Southern Railroad Oliver Yard
3	Domino Sugar
4	Parish Hospital
5	St. Bernard Parish Courthouse
6	Bayou Bienvenue Marina
7	Eddie Pintos Marina
8	LA 47 "Green" Bridge
9	Chalmette High School
10	Lacoste Elementary
11	Walmart
12	Sinclair Tract
13	Docville Farm
14	Meraux Tract
15	Tunnel of Trees
16	Dollar General
17	St. Bernard Middle School

Legend

- St. Bernard Parish Boundary
- RPC Study Area
- Proposed LIT Facility
- Oil & Gas Wells
- Existing Pump Station
- Sinclair Tract
- Meraux Tract
- Central Wetlands Marsh Creation
- Proposed School Locations
- Vulnerable Communities
- St. Bernard Scenic Rivers
- Navigable Waterways
- Federal Hurricane Protection Levee
- Levee Alignment
- High Voltage Transmission Line
- State Highways in Study Area
- St. Bernard Parish Railroads
- Potential Rail
- LA-39 Roadway Iprovements

NEW ORLEANS REGIONAL PLANNING COMMISSION

STATE PROJECT NO. H.015428
LOWER ST. BERNARD ROADWAY NETWORK & RESILIENCE STUDY
ST. BERNARD PARISH, LOUISIANA

Alternative 15

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TRANSPORTATION STUDY
Planning For Future St. Bernard

RPC REGIONAL PLANNING COMMISSION

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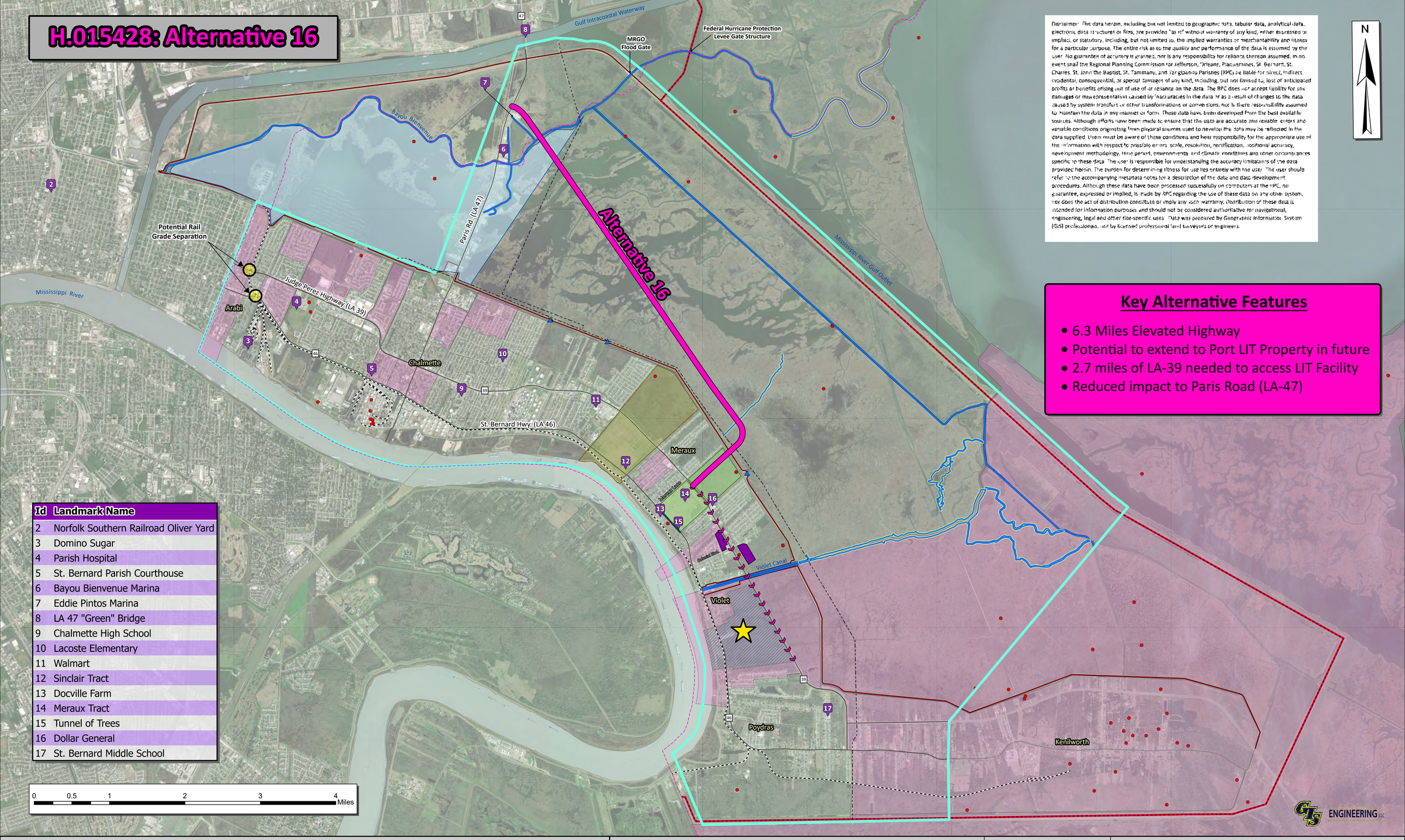
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

GTS ENGINEERING LLC

H.015428: Alternative 16



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Key Alternative Features

- 6.3 Miles Elevated Highway
- Potential to extend to Port LIT Property in future
- 2.7 miles of LA-39 needed to access LIT Facility
- Reduced impact to Paris Road (LA-47)

Id	Landmark Name
2	Norfolk Southern Railroad Oliver Yard
3	Domino Sugar
4	Parish Hospital
5	St. Bernard Parish Courthouse
6	Bayou Bienvenue Marina
7	Eddie Pintos Marina
8	LA 47 "Green" Bridge
9	Chalmette High School
10	Lacoste Elementary
11	Walmart
12	Sinclair Tract
13	Docville Farm
14	Meraux Tract
15	Tunnel of Trees
16	Dollar General
17	St. Bernard Middle School

Legend

- St. Bernard Parish Boundary
- RPC Study Area
- Proposed LIT Facility
- Oil & Gas Wells
- Existing Pump Station
- Sinclair Tract
- Meraux Tract
- Central Wetlands Marsh Creation
- Proposed School Locations
- Vulnerable Communities
- St. Bernard Scenic Rivers
- Navigable Waterways
- Federal Hurricane Protection Levee
- Levee Alignment
- High Voltage Transmission Line
- State Highways in Study Area
- St. Bernard Parish Railroads
- LA-39 Roadway Improvements

NEW ORLEANS REGIONAL PLANNING COMMISSION

STATE PROJECT NO. H.015428
LOWER ST. BERNARD ROADWAY NETWORK & RESILIENCE STUDY
ST. BERNARD PARISH, LOUISIANA

Alternative 16

GISE Project No.	39130-1459
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Checked By	SRM

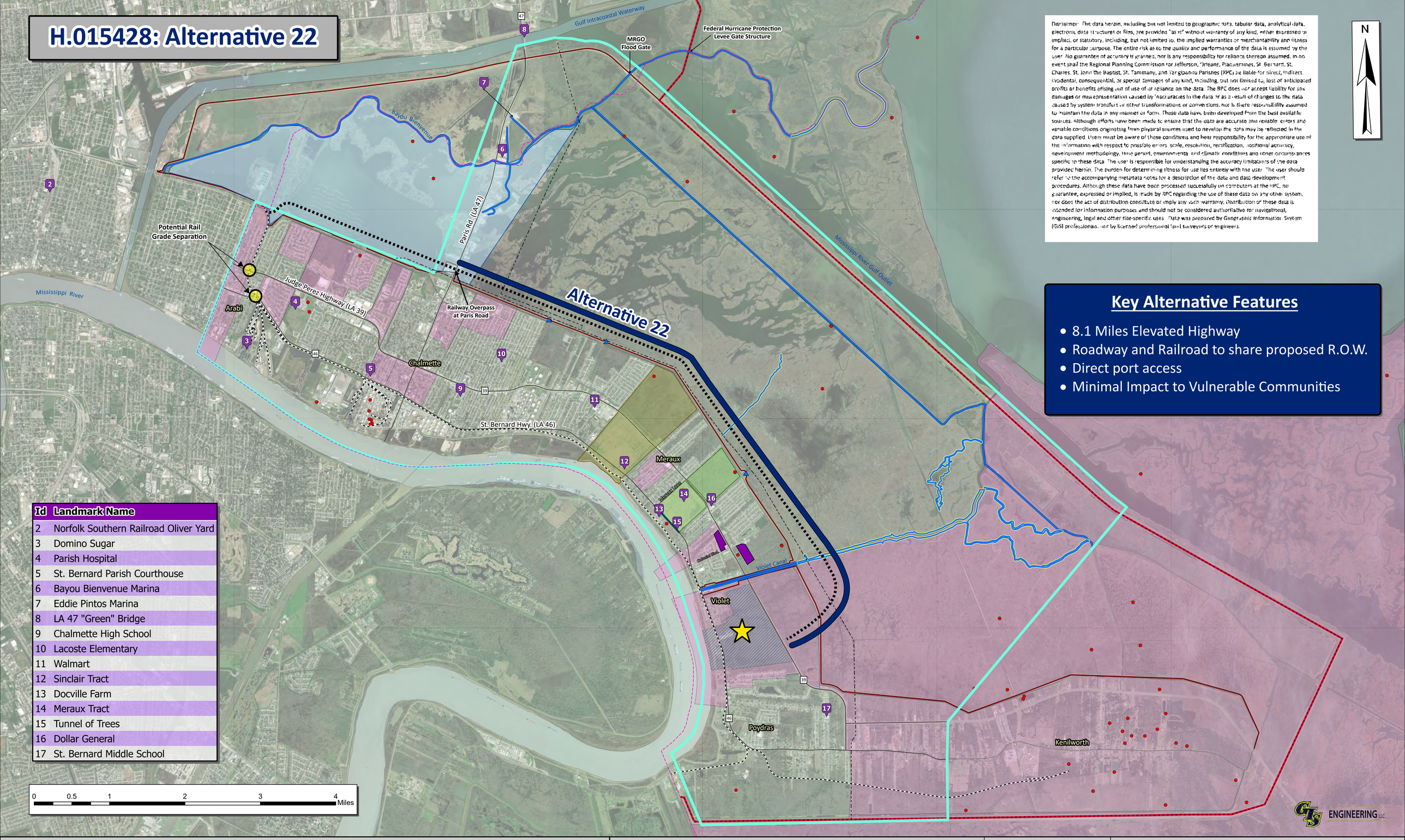
TRANSPORTATION STUDY
Planning For Future St. Bernard

RPC REGIONAL PLANNING COMMISSION

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

GTS ENGINEERING LLC

H.015428: Alternative 22



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Key Alternative Features

- 8.1 Miles Elevated Highway
- Roadway and Railroad to share proposed R.O.W.
- Direct port access
- Minimal Impact to Vulnerable Communities

Id	Landmark Name
2	Norfolk Southern Railroad Oliver Yard
3	Domino Sugar
4	Parish Hospital
5	St. Bernard Parish Courthouse
6	Bayou Bienvenue Marina
7	Eddie Pintos Marina
8	LA 47 "Green" Bridge
9	Chalmette High School
10	Lacoste Elementary
11	Walmart
12	Sinclair Tract
13	Docville Farm
14	Meraux Tract
15	Tunnel of Trees
16	Dollar General
17	St. Bernard Middle School

Legend

- St. Bernard Parish Boundary
- RPC Study Area
- Proposed LIT Facility
- Existing Pump Station
- Oil & Gas Wells
- Sinclair Tract
- Meraux Tract
- Central Wetlands Marsh Creation
- Proposed School Locations
- Vulnerable Communities
- St. Bernard Scenic Rivers
- Navigable Waterways
- Federal Hurricane Protection Levee
- Levee Alignment
- High Voltage Transmission Line
- State Highways in Study Area
- St. Bernard Parish Railroads
- Potential Rail

NEW ORLEANS REGIONAL PLANNING COMMISSION

STATE PROJECT NO. H.015428
LOWER ST. BERNARD ROADWAY NETWORK & RESILIENCE STUDY
ST. BERNARD PARISH, LOUISIANA

Alternative 22

GISE Project No.	39130-1459
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TRANSPORTATION STUDY
Planning For Future St. Bernard

RPC REGIONAL PLANNING COMMISSION

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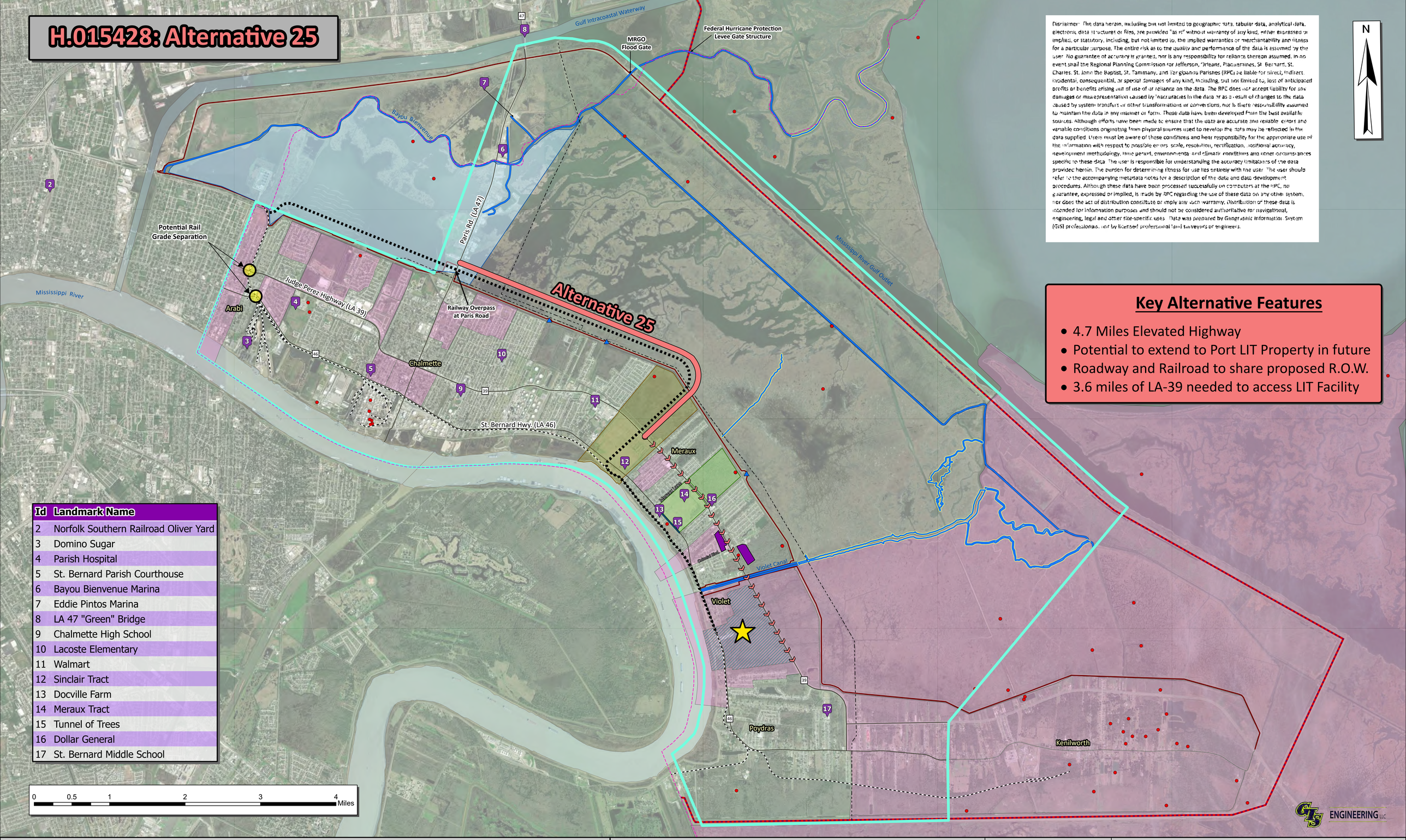
GTS ENGINEERING LLC

H.015428: Alternative 25



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Key Alternative Features

- 4.7 Miles Elevated Highway
- Potential to extend to Port LIT Property in future
- Roadway and Railroad to share proposed R.O.W.
- 3.6 miles of LA-39 needed to access LIT Facility

Id	Landmark Name
2	Norfolk Southern Railroad Oliver Yard
3	Domino Sugar
4	Parish Hospital
5	St. Bernard Parish Courthouse
6	Bayou Bienvenue Marina
7	Eddie Pintos Marina
8	LA 47 "Green" Bridge
9	Chalmette High School
10	Lacoste Elementary
11	Walmart
12	Sinclair Tract
13	Docville Farm
14	Meraux Tract
15	Tunnel of Trees
16	Dollar General
17	St. Bernard Middle School

Legend

- St. Bernard Parish Boundary
- RPC Study Area
- Proposed LIT Facility
- Oil & Gas Wells
- Existing Pump Station
- Sinclair Tract
- Meraux Tract
- Central Wetlands Marsh Creation
- Proposed School Locations
- Vulnerable Communities
- St. Bernard Scenic Rivers
- Navigable Waterways
- Federal Hurricane Protection Levee
- Levee Alignment
- High Voltage Transmission Line
- State Highways in Study Area
- St. Bernard Parish Railroads
- Potential Rail
- LA-39 Roadway Improvements

NEW ORLEANS REGIONAL PLANNING COMMISSION

STATE PROJECT NO. H.015428
LOWER ST. BERNARD ROADWAY NETWORK & RESILIENCE STUDY
ST. BERNARD PARISH, LOUISIANA

Alternative 25

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TRANSPORTATION STUDY
Planning For Future St. Bernard

RPC REGIONAL PLANNING COMMISSION

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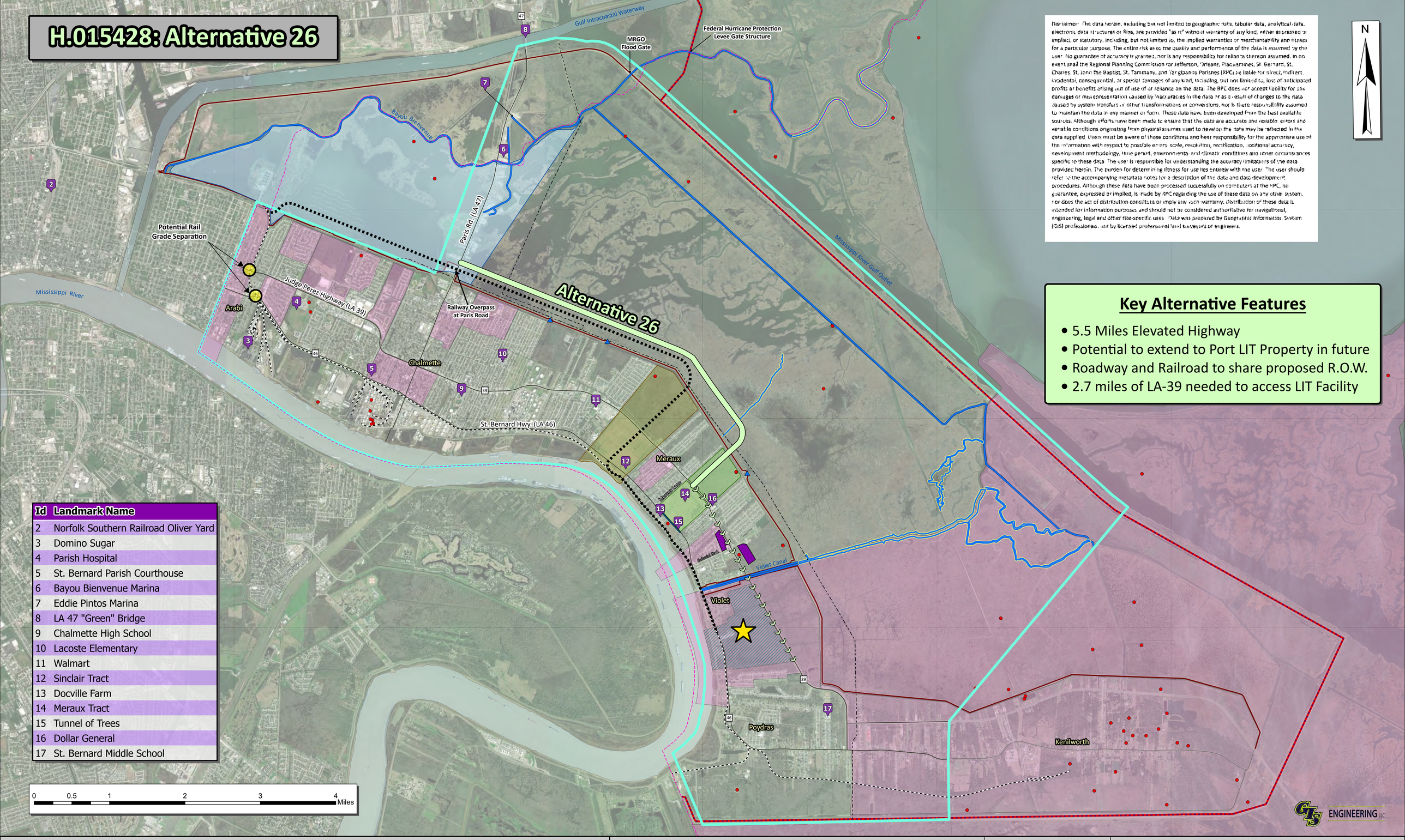
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

GIS ENGINEERING LLC

H.015428: Alternative 26



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Key Alternative Features

- 5.5 Miles Elevated Highway
- Potential to extend to Port LIT Property in future
- Roadway and Railroad to share proposed R.O.W.
- 2.7 miles of LA-39 needed to access LIT Facility

Id	Landmark Name
2	Norfolk Southern Railroad Oliver Yard
3	Domino Sugar
4	Parish Hospital
5	St. Bernard Parish Courthouse
6	Bayou Bienvenue Marina
7	Eddie Pintos Marina
8	LA 47 "Green" Bridge
9	Chalmette High School
10	Lacoste Elementary
11	Walmart
12	Sinclair Tract
13	Docville Farm
14	Meraux Tract
15	Tunnel of Trees
16	Dollar General
17	St. Bernard Middle School

Legend

- St. Bernard Parish Boundary
- RPC Study Area
- Proposed LIT Facility
- Oil & Gas Wells
- Existing Pump Station
- Sinclair Tract
- Meraux Tract
- Central Wetlands Marsh Creation
- Proposed School Locations
- Vulnerable Communities
- St. Bernard Scenic Rivers
- Navigable Waterways
- Federal Hurricane Protection Levee
- Levee Alignment
- High Voltage Transmission Line
- State Highways in Study Area
- St. Bernard Parish Railroads
- Potential Rail
- LA-39 Roadway Improvements

NEW ORLEANS REGIONAL PLANNING COMMISSION

STATE PROJECT NO. H.015428
LOWER ST. BERNARD ROADWAY NETWORK & RESILIENCE STUDY
ST. BERNARD PARISH, LOUISIANA

Alternative 26

GISE Project No.	39130-1459
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TRANSPORTATION STUDY
Planning For Future St. Bernard

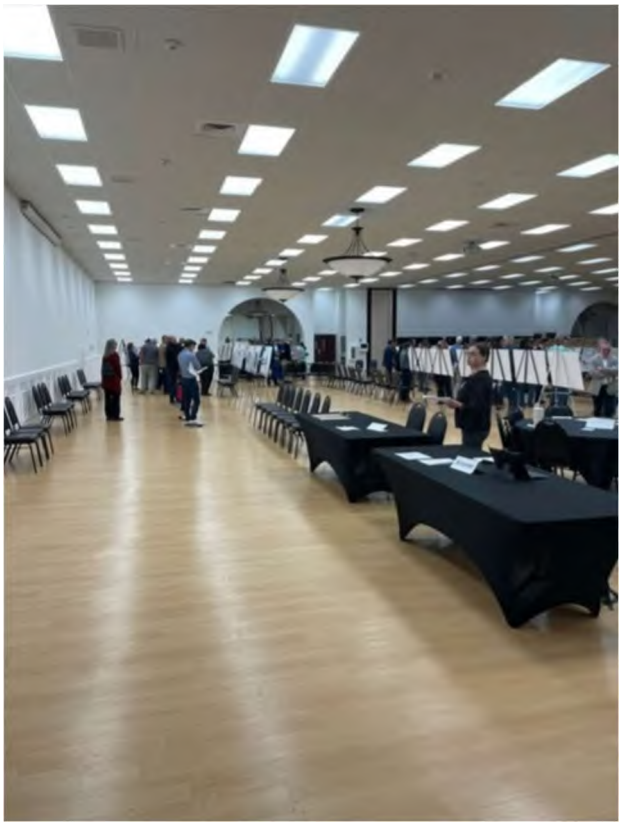
RPC REGIONAL PLANNING COMMISSION

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

GTS ENGINEERING LLC

16
25

12
26
4 tickets
22
15
25
23 tickets
16
11



S3: OUTREACH & ENGAGEMENT
Participant responses widely distributed throughout the Parish

TRANSPORTATION RESILIENCY

COMMENT CARD

TRANSPORTATION STUDY

PROJECT NO. H.015428 - STAGE 0 LOWER ST. BERNARD TRANSPORTATION NETWORK FEASIBILITY STUDY

Name: Kristi Cobb

Email: [redacted]

Phone: [redacted]

Address [redacted]

HOW DID YOU HEAR ABOUT THIS MEETING?

- [ ] Newspaper/Magazine advertisement
- [ ] Announcement on website/social media
- [ ] From a friend/family member
- [ ] Saw a sign/banner posted in the community
- [x] Email from local government/planning dept
- [ ] Other _____ (please specify)

COMMENT:

We support the STBTC roadway to mitigate traffic for the community while also supporting the efficient flow of traffic from LTT. Ensuring the flow of trucks from the road to interstate is vitally important.

COMMENT CARD

TRANSPORTATION STUDY
Planning for Future St. Bernard

PROJECT NO. H.015428 - STAGE 0 LOWER ST. BERNARD TRANSPORTATION NETWORK FEASIBILITY STUDY

Name: Lenor Duplessis

Email: [redacted]

Phone: [redacted]

Address: [redacted]

HOW DID YOU HEAR ABOUT THIS MEETING?

- [ ] Newspaper/Magazine advertisement
- [ ] Announcement on website/social media
- [ ] From a friend/family member
- [ ] Saw a sign/banner posted in the community
- [ ] Email from local government/planning dept
- [x] Other Port LIT Mtg
  (please specify)

COMMENT:

Option 12 is the best to keep traffic out of residential neighborhoods.

Please note that information collected in support of this Study may be used in a future NEPA process.

COMMENT CARD

TRANSPORTATION STUDY
Planning for Future St. Bernard

PROJECT NO. H.015428 - STAGE 0 LOWER ST. BERNARD TRANSPORTATION NETWORK FEASIBILITY STUDY

Name: Yolanda Banks Thomas

Email: [redacted]

Phone [redacted]

Addre [redacted]

HOW DID YOU HEAR ABOUT THIS MEETING?

- [ ] Newspaper/Magazine advertisement
- [ ] Announcement on website/social media
- [ ] From a friend/family member
- [ ] Saw a sign/banner posted in the community
- [x] Email from local government/planning dept
- [ ] Other _____ (please specify)

COMMENT:

Please note that information collected in support of this Study may be used in a future NEPA process.

TRANSPORTATION STUDY
Planning For Future St. Bernard

COMMENT CARD

PROJECT NO. H.015428 - STAGE 0 LOWER ST. BERNARD TRANSPORTATION NETWORK FEASIBILITY STUDY

Name: Lisa Baker

Email:

Phone: [redacted]

Address: [redacted]

HOW DID YOU HEAR ABOUT THIS MEETING?

- [ ] Newspaper/Magazine advertisement
- [ ] Announcement on website/social media
- [x] From a friend/family member
- [ ] Saw a sign/banner posted in the community
- [ ] Email from local government/planning dept
- [ ] Other _____ (please specify)

COMMENT:

Would like to see a to scale drawing

Please note that information collected in support of this Study may be used in a future NEPA process.

COMMENT CARD

TRANSPORTATION STUDY

PROJECT NO. H.015428 - STAGE 0 LOWER ST. BERNARD TRANSPORTATION NETWORK FEASIBILITY STUDY

Name: _____

Email: _____

Phone: _____

Address: _____

HOW DID YOU HEAR ABOUT THIS MEETING?

- ☐ Newspaper/Magazine advertisement
- ☐ Announcement on website/social media
- ☐ From a friend/family member
- ☐ Saw a sign/banner posted in the community
- ☐ Email from local government/planning dept
- ☐ Other _____ (please specify)

COMMENT:

SOME SHOULD CONSIDER THE PROPOSED RE-ACTIVATION OF THE RAIL SYSTEM COMING FROM HOLY CROSS AREA THROUGH OLD ARABI ON THE NEUTRAL GROUND. HOLY CROSS NEIGHBORHOOD ASSOCIATION IS DRIVING THE PUSH BACK.

Please note that information collected in support of this Study may be used in a future NEPA process.

COMMENT CARD

TRANSPORTATION STUDY
Planning For Future St. Bernard

PROJECT NO. H.015428 - STAGE 0 LOWER ST. BERNARD TRANSPORTATION NETWORK FEASIBILITY STUDY

Name: Carter O'Brien

Email: [redacted]

Phone:

Addres

HOW DID YOU HEAR ABOUT THIS MEETING?

- [ ] Newspaper/Magazine advertisement
- [ ] Announcement on website/social media
- [ ] From a friend/family member
- [ ] Saw a sign/banner posted in the community
- [x] Email from local government/planning dept
- [ ] Other _____ (please specify)

COMMENT:

very informative presentation.

Please note that information collected in support of this Study may be used in a future NEPA process

COMMENT CARD

TRANSPORTATION STUDY
Planning for Future St. Bernard

PROJECT NO. H.015428 - STAGE 0 LOWER ST. BERNARD TRANSPORTATION NETWORK FEASIBILITY STUDY

Name: Van Robin

Email:

Phone: [redacted]

Address: [redacted]

HOW DID YOU HEAR ABOUT THIS MEETING?

- [ ] Newspaper/Magazine advertisement
- [ ] Announcement on website/social media
- [x] From a friend/family member
- [ ] Saw a sign/banner posted in the community
- [ ] Email from local government/planning dept
- [ ] Other _____ (please specify)

COMMENT:

Map 22
Has the less
impact on the
citizens of
St. Bernard Parish

Please note that information collected in support of this Study may be used in a future NEPA process

TRANSPORTATION STUDY
Planning for Future St. Bernard

COMMENT CARD

PROJECT NO. H.015428 - STAGE 0 LOWER ST. BERNARD TRANSPORTATION NETWORK FEASIBILITY STUDY

Name: Darvon Thomas

Email: [redacted]

Phone [redacted]

Addre [redacted]

HOW DID YOU HEAR ABOUT THIS MEETING?

- [ ] Newspaper/Magazine advertisement
- [ ] Announcement on website/social media
- [x] From a friend/family member
- [ ] Saw a sign/banner posted in the community
- [ ] Email from local government/planning dept
- [ ] Other _____ (please specify)

COMMENT:

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COMMENT CARD

TRANSPORTATION STUDY
Planning for Future St. Bernard

PROJECT NO. H.015428 - STAGE 0 LOWER ST. BERNARD TRANSPORTATION NETWORK FEASIBILITY STUDY

Name: Ryan Randall

Email: [redacted]

Phone [redacted]

Addre [redacted]

HOW DID YOU HEAR ABOUT THIS MEETING?

- [ ] Newspaper/Magazine advertisement
- [ ] Announcement on website/social media
- [ ] From a friend/family member
- [ ] Saw a sign/banner posted in the community
- [x] Email from local government/planning dept
- [ ] Other _____ (please specify)

COMMENT:

Rail & Road out the back of Port is vital to the future of St. Bernard. The timing is also critical. Road at minimal, should be completed before a boat is docked.

Please note that information collected in support of this Study may be used in a future NEPA process.

COMMENT CARD

TRANSPORTATION STUDY
Planning For Future St. Bernard

PROJECT NO. H.015428 - STAGE 0 LOWER ST. BERNARD TRANSPORTATION NETWORK FEASIBILITY STUDY

Name: Deborah Fagan

Email: [redacted]

Phone:

Address:

HOW DID YOU HEAR ABOUT THIS MEETING?

- [ ] Newspaper/Magazine advertisement
- [ ] Announcement on website/social media
- [ ] From a friend/family member
- [ ] Saw a sign/banner posted in the community
- [ ] Email from local government/planning dept
- [ ] Other _____ (please specify)

COMMENT:

- Prefer option 2?
- Not sure how alternatives affect bike/ped travel
- Need to coordinate w/ proposed Alt bike improvements for nat'l

More comments to come

COMMENT CARD

TRANSPORTATION STUDY
Planning For Future St. Bernard

PROJECT NO. H.015428 - STAGE 0 LOWER ST. BERNARD TRANSPORTATION NETWORK FEASIBILITY STUDY

Name: Bryce Fagan

Email:

Phone:

Address: [redacted]

HOW DID YOU HEAR ABOUT THIS MEETING?

- [ ] Newspaper/Magazine advertisement
- [ ] Announcement on website/social media
- [x] From a friend/family member
- [ ] Saw a sign/banner posted in the community
- [ ] Email from local government/planning dept
- [ ] Other _____ (please specify)

COMMENT:

I like 22 the most. Dont like any plans that go through the cow pastor or any exsisting roads.

Please note that information collected in support of this Study may be used in a future NEPA process.

COMMENT CARD

TRANSPORTATION STUDY
Planning for Future St. Bernard

PROJECT NO. H.015428 - STAGE 0 LOWER ST. BERNARD TRANSPORTATION NETWORK FEASIBILITY STUDY

Name: EARL Borden

Email: [redacted]

Phone:

Addres:

HOW DID YOU HEAR ABOUT THIS MEETING?

- [ ] Newspaper/Magazine advertisement
- [ ] Announcement on website/social media
- [x] From a friend/family member
- [ ] Saw a sign/banner posted in the community
- [x] Email from local government/planning dept
- [ ] Other _____ (please specify)

COMMENT:

Any potential Roadway needs to have crossovers for EASTBound to westbound LANES and consideration of on & off RAmps. Even if they are limited to Emergency Response Personel only. A vehicle Accident or Fire in the middle of Road will have a long response time without these Features.

TRANSPORTATION STUDY
Planning for Future St. Bernard

COMMENT CARD

PROJECT NO. H.015428 - STAGE 0 LOWER ST. BERNARD TRANSPORTATION NETWORK FEASIBILITY STUDY

Name: J. WIER

Email:

Phone:

Address: [redacted]

HOW DID YOU [redacted] THIS MEETING?

- [ ] Newspaper/Magazine advertisement
- [x] Announcement on website/social media
- [ ] From a friend/family member
- [ ] Saw a sign/banner posted in the community
- [ ] Email from local government/planning dept
- [ ] Other _____ (please specify)

Please note that information collected in suppor

COMMENT:

Mail people directly at these meetings
NOT everyone is on Facebook.

COMMENT CARD

TRANSPORTATION STUDY
Planning for Future St. Bernard

PROJECT NO. H.015428 - STAGE 0 LOWER ST. BERNARD TRANSPORTATION NETWORK FEASIBILITY STUDY

Name: Jeffrey Wittenbrink

Email: [redacted]

Phone: [redacted]

Address:

HOW DID YOU HEAR ABOUT THIS MEETING?

- [ ] Newspaper/Magazine advertisement
- [ ] Announcement on website/social media
- [x] From a friend/family member
- [ ] Saw a sign/banner posted in the community
- [ ] Email from local government/planning dept
- [ ] Other _____ (please specify)

COMMENT:

All Maps Leave out rail Lines Leading Down St Claude Ave. The port of New Orleans is Actively trying to reactivate these lines.

Line Runs from center Street all the way Down to Alabo Street and up to the Levee. Near M29

Please note that information collected in support of this Study may be used in a future NEPA process.

TRANSPORTATION STUDY
Planning For Future St. Bernard

COMMENT CARD

PROJECT NO. H.015428 - STAGE 0 LOWER ST. BERNARD TRANSPORTATION NETWORK FEASIBILITY STUDY

Name: René Hyer

Email:

Phone: [redacted]

Address: [redacted]

HOW DID YOU HEAR ABOUT THIS MEETING?

- [ ] Newspaper/Magazine advertisement
- [ ] Announcement on website/social media
- [ ] From a friend/family member
- [ ] Saw a sign/banner posted in the community
- [ ] Email from local government/planning dept
- [ ] Other _____ (please specify)

COMMENT:

NO Port in St. Bernard!
open up the ship channel
in New orleans East. Has
roads and rail to handle.

Please note that information collected in support of this Study may be used in a future NEPA process

COMMENT CARD

TRANSPORTATION STUDY
Planning for Future St. Bernard

PROJECT NO. H.015428 - STAGE 0 LOWER ST. BERNARD TRANSPORTATION NETWORK FEASIBILITY STUDY

Name: Harrison Crabtree

Email: [redacted]

Phone: [redacted]

Address: [redacted]

HOW DID YOU HEAR ABOUT THIS MEETING?

- [ ] Newspaper/Magazine advertisement
- [ ] Announcement on website/social media
- [x] From a friend/family member
- [ ] Saw a sign/banner posted in the community
- [ ] Email from local government/planning dept
- [ ] Other _____ (please specify)

COMMENT:

The Louisiana International Terminal is essential to our state's economic vitality, supporting thousands of well-paying jobs. It is imperative that a well-planned roadway connects the terminal to the interstate system, supporting the free-flow of goods.

Please note that information collected in support of this Study may be used in a future NEPA process.

TRANSPORTATION STUDY
Planning For Future St. Bernard

COMMENT CARD

PROJECT NO. H.015428 - STAGE 0 LOWER ST. BERNARD TRANSPORTATION NETWORK FEASIBILITY STUDY

Name: Jack Jensen

Email: [redacted]

Phone: [redacted]

Address: [redacted]

HOW DID YOU HEAR ABOUT THIS MEETING?

- [ ] Newspaper/Magazine advertisement
- [ ] Announcement on website/social media
- [ ] From a friend/family member
- [ ] Saw a sign/banner posted in the community
- [x] Email from local government/planning dept
- [x] Other Port of NOLA
  (please specify)

COMMENT:

Shortest Quickest Route
From Terminal to Paris Road
That is the cheapest
Option with out putting
the public at risk –

Trucks + Cars don't mix

Please note that information collected in support of this Study may be used in a future NEPA process

COMMENT CARD

TRANSPORTATION STUDY

PROJECT NO. H.015428 - STAGE 0 LOWER ST. BERNARD TRANSPORTATION NETWORK FEASIBILITY STUDY

Name: Peter Tufaro

Email: [redacted]

Phone: [redacted]

Address: [redacted]

HOW DID YOU HEAR ABOUT THIS MEETING?

- [ ] Newspaper/Magazine advertisement
- [ ] Announcement on website/social media
- [x] From a friend/family member
- [ ] Saw a sign/banner posted in the community
- [ ] Email from local government/planning dept
- [ ] Other _____ (please specify)

COMMENT:

I think Proposition 22 is the most cost effective Route. I would like to encourage you to keep the Right of way within 800 feet of the existing 40 Arpent Levee. The Rendering shows outside (North) of the existing Power lines - I would like it south of Power lines

Please note that information collected in support of this Study may be used in a future NEPA process

STUDY COMMENT CARD

T

TRANSPORTATION STUDY
Planning For Future St. Bernard

PROJECT NO. H.015428 - STAGE 0 LOWER ST. BERNARD TRANSPORTATION NETWORK FEASIBILITY STUDY

Name: Shirley Clarke

Email: [redacted]

Phone: [redacted]

Address: [redacted]

HOW DID YOU HEAR ABOUT THIS MEETING?

- [ ] Newspaper/Magazine advertisement
- [ ] Announcement on website/social media
- [ ] From a friend/family member
- [x] Saw a sign/banner posted in the community
- [ ] Email from local government/planning dept
- [ ] Other _____ (please specify)

COMMENT:

Just hope the traffic will fall in a fairly matter.

Please note that information collected in support of this Study may be used in a future NEPA process.

STUDY COMMENT CARD

T

TRANSPORTATION STUDY
Planning For Future St. Bernard

PROJECT NO. H.015428 - STAGE 0 LOWER ST. BERNARD TRANSPORTATION NETWORK FEASIBILITY STUDY

Name: Pete Tufaro

Email: [redacted]

Phone:

Address:

HOW DID YOU HEAR ABOUT THIS MEETING?

- [x] Newspaper/Magazine advertisement
- [ ] Announcement on website/social media
- [ ] From a friend/family member
- [ ] Saw a sign/banner posted in the community
- [ ] Email from local government/planning dept
- [ ] Other _____ (please specify)

COMMENT:

Look at TRAFFIC on LA 47 + Mamma Road flashing light was many accidents due to mamma + truck stops numerous Safety accidents

Please note that information collected in support of this Study may be used in a future NEPA process.

ObjectID	CreationDate	EditDate	Editor	Name:	Have a question? Let us know in advance by typing it below:
1	12/15/2024 23:22:51.297	12/15/2024 23:22:51.297	DesireLineI	Alexandra Carter	Test
2	01/08/2025 14:21:48.354	01/08/2025 14:21:48.354		Suzanne Kneale	There is an urgent need for Q&A Format Meeting, not just presentation There is no meaningful public participation until the public has equal access to ALL of the information BEFORE any decisions are made
3	01/08/2025 16:50:49.507	01/08/2025 16:50:49.507		Ann Theriot	
4	01/08/2025 16:52:04.521	01/08/2025 16:52:04.521		David Dupre	
5	01/08/2025 17:10:23.162	01/08/2025 17:10:23.162			why arent the schools on the map?
6	01/08/2025 19:22:40.279	01/08/2025 19:22:40.279		Fadi Madi	
7	01/08/2025 19:33:06.355	01/08/2025 19:33:06.355		Nicole H. Stewart	
8	01/10/2025 20:53:28.898	01/10/2025 20:53:28.898		Dennis Bradley	
9	01/11/2025 02:12:51.511	01/11/2025 02:12:51.511		Mike Bayham	How'd you account for the increased rail traffic?
10	01/13/2025 02:30:09.391	01/13/2025 02:30:09.391		Akhil Chauhan	
11	01/13/2025 21:31:45.750	01/13/2025 21:31:45.750		Kimmie serigne	
12	01/14/2025 04:43:21.717	01/14/2025 04:43:21.717		Bruce Allen Scariano	
13	01/14/2025 14:13:10.856	01/14/2025 14:13:10.856		Andrew Thiess	
14	01/14/2025 19:19:18.439	01/14/2025 19:19:18.439		Eric Schmidt	
15	01/27/2025 15:30:02.124	01/27/2025 15:30:02.124		Stephanie Young	
16	01/27/2025 18:32:03.141	01/27/2025 18:32:03.141		Andy Fontenot	
17	01/28/2025 19:59:47.781	01/28/2025 19:59:47.781		Deborah Jan Fagan	
18	01/28/2025 22:18:46.933	01/28/2025 22:18:46.933		Chance Ellis	
19	01/29/2025 01:03:17.967	01/29/2025 01:03:17.967		Jim DiFatta	
20	01/29/2025 01:24:46.784	01/29/2025 01:24:46.784		sherice clark	
21	01/29/2025 02:23:16.573	01/29/2025 02:23:16.573		Sarah Hixson	
22	01/30/2025 01:08:26.961	01/30/2025 01:08:26.961		Deon turcuit	
23	01/30/2025 01:56:20.524	01/30/2025 01:56:20.524		Lonnie Foster	I live at 7424 E.St.Bernard Hwy. on the Mississippi River. How will this (LIT) impact my property? And will there be any docks/or anchoring for ships behind my house as I own batture rights?
24	01/30/2025 03:11:17.900	01/30/2025 03:11:17.900		Gail Varuso	
25	01/30/2025 20:50:44.997	01/30/2025 20:50:44.997		Jim Poe	
26	02/02/2025 15:56:42.539	02/02/2025 15:56:42.539		Elmer Stevens	Are there going to be questions AND answer sessions at this meeting?
27	02/02/2025 16:03:27.558	02/02/2025 16:03:27.558		Chris Haines	Will the new roadway meet Paris Rd in St Bernard or Orleans Parish?
28	02/03/2025 17:30:01.517	02/03/2025 17:30:01.517		Lee Walker	
29	02/04/2025 03:39:25.844	02/04/2025 03:39:25.844		Julie T. Kenney	
30	02/04/2025 15:21:58.460	02/04/2025 15:21:58.460		Trudy Ferguson	
31	02/04/2025 17:46:28.148	02/04/2025 17:46:28.148		John Rahaim	
32	02/04/2025 18:57:22.909	02/04/2025 18:57:22.909		Harrison Jones	
33	02/04/2025 21:38:20.330	02/04/2025 21:38:20.330		Scarlett McGovern	Will LIT add any train traffic to the existing railways in St. Bernard?
34	02/04/2025 21:55:02.164	02/04/2025 21:55:02.164		Michael Voss	

ObjectID	EditDate	Your Name
3	12/23/2023 13:56:58.280	Floyd Gue
4	12/29/2023 04:23:44.476	Victor Manuel
5	01/11/2024 21:43:13.156	Ludovic Gros
6	01/11/2024 22:50:30.690	Alfonso Barona
7	01/23/2024 14:23:07.669	Suzanne Kneale
8	01/23/2024 14:26:53.594	Melissa C Smith
9	01/23/2024 15:27:33.004	Simmons
10	01/23/2024 16:10:16.001	Michael Voss
11	01/23/2024 17:21:23.893	Darlene Poche
12	01/23/2024 17:35:35.166	B Butler
13	01/31/2024 23:35:47.631	Newell Schindler
14	02/19/2024 22:31:55.262	Jackson Hurst
15	03/07/2024 20:24:32.387	Aaron Dupont
16	03/13/2024 20:02:45.727	Janet Perez
17	03/13/2024 21:18:20.524	Danielle Raphael
18	03/14/2024 04:14:46.189	Renee Robin
19	03/14/2024 20:20:32.068	Gary Huettmann
20	03/16/2024 13:34:50.792	Tanya Eagan
21	03/26/2024 21:09:07.408	Deborah Brown
22	04/03/2024 22:02:28.284	Andrew Thiess
23	04/11/2024 07:10:02.198	Janet Perez
24	04/11/2024 12:27:32.927	I Freeman
25	04/11/2024 16:53:14.940	Kerri Callais
26	04/23/2024 21:03:09.527	Judyth Wier
27	04/26/2024 16:37:27.036	Tim Pierson
28	05/10/2024 09:30:45.534	Pascale
29	05/21/2024 15:49:10.132	Jessica King
30	07/09/2024 11:18:20.059	Deborah Jan Fagan
31	07/15/2024 12:36:22.828	Andrew Thiess
32	07/24/2024 17:27:52.392	Anna Hanks
33	07/30/2024 16:48:51.820	Deborah Fagan
34	08/14/2024 19:29:02.868	Stephen Amato
35	09/20/2024 20:29:57.414	Akhil Chauhan
36	10/30/2024 21:39:41.614	Matt Hicks
37	11/13/2024 21:50:53.869	Jim Poe
38	12/09/2024 17:40:57.872	Lee Walker
39	12/18/2024 20:01:02.904	Kylie MIlls
40	12/19/2024 17:26:55.666	Danielle Duhe
41	12/31/2024 13:16:06.366	Greg Cangelosi
42	01/08/2025 17:18:53.113	Morgan Kelley
43	01/14/2025 11:27:06.705	Katie Watson
44	01/23/2025 14:28:16.917	Kate Siemens
45	01/25/2025 15:50:08.317	Judy Schultz
46	01/31/2025 14:32:07.001	Jim Poe
47	02/02/2025 00:00:24.673	Ann Plicque
48	02/02/2025 15:53:15.039	Elmer Stevens
49	02/04/2025 13:15:15.432	Richard Savoie
50	02/04/2025 17:05:51.671	Robert Garofalo
51	02/04/2025 22:40:38.599	Susan Terry
52	02/05/2025 20:13:27.002	Brian Canavier
53	02/10/2025 16:24:33.075	Justin Walton
54	02/12/2025 16:34:56.020	Chris Haines
55	02/17/2025 15:28:21.250	Jackson Hurst
56	02/19/2025 21:01:53.758	Adam Davies
57	02/20/2025 13:33:20.059	Commelita McKee
58	02/21/2025 15:21:32.781	Ireland Tuckerson
59	02/21/2025 18:50:08.555	Gregory