SOUTHEAST LOUISIANA REGIONAL MOBILITY SURVEY

Detailed Findings Report

Draft | July 24, 2026

Based on 725 survey responses

Regional results, parish patterns, population-group differences, and open-ended themes

Contents

1. Executive Summary

The Southeast Louisiana Regional Mobility Survey collected 725 responses. The results describe a region in which private vehicles remain the dominant means of travel, but the ability to reach essential destinations depends heavily on where a person lives, whether a household has a vehicle, and whether safe and reliable alternatives are available. Respondents consistently emphasized basic system performance: roads and bridges in good condition, safer travel behavior, dependable transit, connected sidewalks and bicycle facilities, and better links between communities.

1. Private vehicles remain the most widely available and frequently used option. Ninety-three percent of respondents answering the question reported household access to a vehicle, and 76% of respondents who reported mode frequency used a car, motorbike, or scooter daily.

2. Availability of alternatives is much more limited. Only 46% reported access to public transit, 29% reported bicycle infrastructure in their neighborhood, and 40% believed their community had enough sidewalks.

3. Access to destinations changes sharply by mode. Among respondents who needed the destination, 97% could reach a grocery store and 90% could reach healthcare within 30 minutes by car. By walking, only 54% could reach a grocery store and 25% could reach healthcare within 30 minutes. Employment and education were especially difficult to reach on foot or by bicycle.

4. Transportation barriers affect access to opportunity. Among respondents for whom the need applied, 25% said transportation had prevented school or training access, 24% reported a barrier to finding work, 20% reported a barrier to healthcare, and 19% reported a barrier to groceries.

5. Safety and state of repair are the region's strongest shared concerns. More than nine in ten respondents were at least somewhat concerned about road safety and road/bridge conditions. Bicycle and pedestrian safety, street flooding, traffic congestion, extreme heat, and air quality also drew broad concern.

6. Respondents favored maintenance over expansion. Maintaining and improving existing roads had the best average rank and was ranked first by 47% of respondents. In the $100 allocation exercise, respondents assigned an average of $41.90 to road conditions, $25.70 to sidewalks/bicycle facilities, $19.10 to buses and transit, and $13.30 to highway expansion.

7. The transit findings point to usefulness and connectivity, not only fare. The leading improvements were better links between parishes, service that reaches desired destinations, greater frequency, closer stops, and better reliability. Only 11% selected lower or free fares, while 38% said they did not want to use transit.

8. Lower-income respondents and respondents with disabilities experienced much greater mobility insecurity. Respondents with incomes under $33,000 were more likely to lack a vehicle, rely on transit, report barriers, and lack a drive-based evacuation plan. Respondents with disabilities also reported higher rates of work, healthcare, grocery, and evacuation barriers.

9. Parish results reflect different mobility contexts. Orleans respondents placed greater emphasis on transit, affordable housing, and multimodal investment. Plaquemines respondents emphasized roads, congestion, bridge access, and local destinations; open-ended comments also reflected strong concern about Belle Chasse bridge tolls and mixed views about transit. Northshore and River Parish respondents frequently highlighted limited transit, incomplete sidewalks, and the need for safe crossings and regional connections.

Overall interpretation. The survey does not support a single-mode strategy. It supports a preservation-first program that improves roadway condition and safety while completing the transit, walking, bicycling, and accessibility networks needed to connect people with jobs, education, healthcare, groceries, recreation, and evacuation options.

2. Survey Overview and Interpretation

The workbook contains 725 records. Recorded submission dates were available for 412 responses and ranged from August 29, 2025 through July 17, 2026. Some records did not include a timestamp, which may reflect imported, offline, or administratively entered responses.

The questionnaire covered respondent characteristics, transportation options, mode use, access to destinations, evacuation plans, transportation barriers, experience ratings, community concerns, preferred transportation outcomes, mode-specific improvements, investment priorities, system performance, and open-ended comments.

How percentages are calculated

- Percentages use the number of respondents who answered each question, not the full 725 records.
- For multi-select questions, the denominator is the number of respondents who selected at least one option in that question block. Percentages therefore do not sum to 100%.
- For destination-access and barrier questions, the report distinguishes respondents who did not use or need a destination from respondents for whom the question applied.
- Parish and subgroup comparisons are unweighted. Results for groups with small response counts should be treated as directional rather than definitive.

Important limitations

The survey is a voluntary, non-probability sample. Participation was uneven across parishes, and respondents who completed later sections differed from the full set of people who began the survey. Plaquemines, Jefferson, and Orleans together accounted for 77% of respondents who provided a parish. The demographic sample was also relatively highly educated and higher income. The findings are best used to identify patterns, concerns, and differences among participants; they should not be interpreted as statistically representative estimates of every resident in the region.

Survey section	Respondents	Share of all records
Basic characteristics and options	710	97.9%
Mode use	595	82.1%
Destination travel mode	580	80.0%
Driving access	557	76.8%
Transit access	498	68.7%
Bicycle access	470	64.8%
Walking access	456	62.9%
Transportation barriers	475	65.5%
Experience ratings	456	62.9%
Community concerns	460	63.4%
Quality-of-life priorities	436	60.1%
Investment ranking	388	53.5%
$100 allocation	385	53.1%
Overall system rating	378	52.1%
Demographics	417	57.5%
Open-ended comments	171	23.6%

Note: A respondent is counted in a section when at least one item in that section was answered.

3. Who Responded

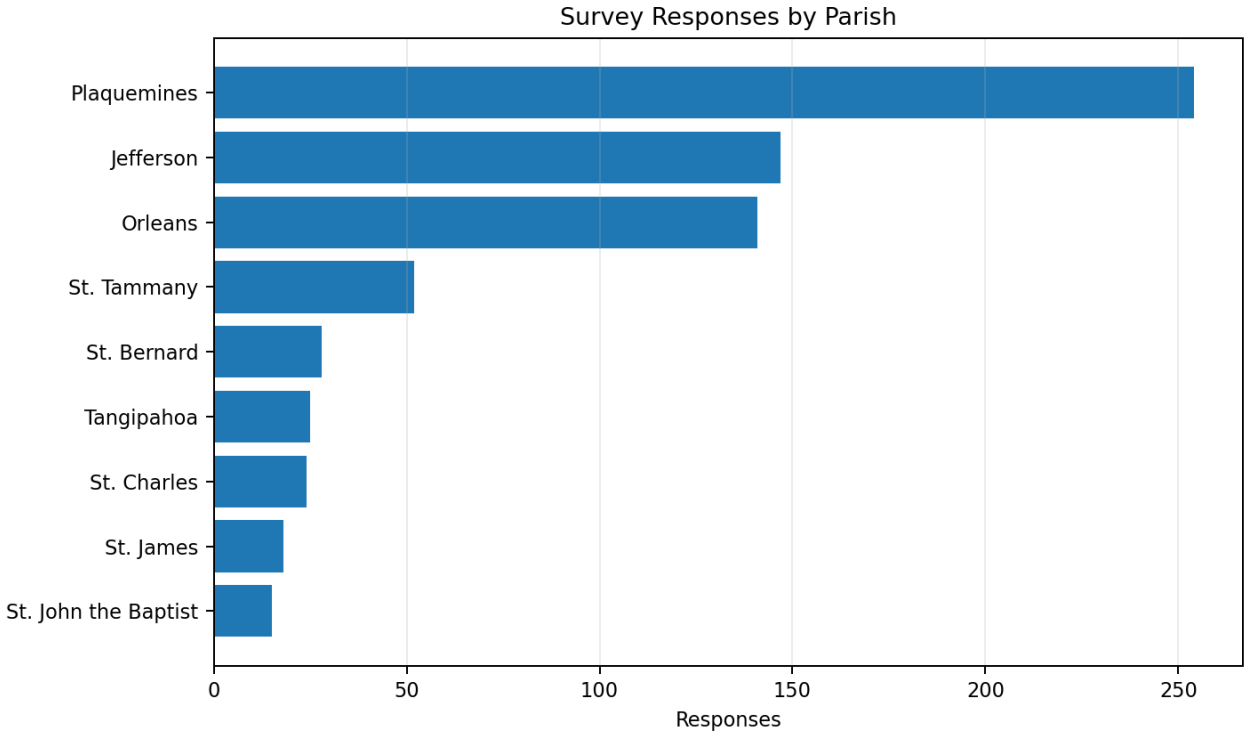

Figure 1. Survey responses by parish (n=704 respondents reporting a parish).

Parish	Responses	Share
Plaquemines	254	36.1%
Jefferson	147	20.9%
Orleans	141	20.0%
St. Tammany	52	7.4%
St. Bernard	28	4.0%
Tangipahoa	25	3.6%
St. Charles	24	3.4%
St. James	18	2.6%
St. John the Baptist	15	2.1%

Employment, student status, and disability

Among the 643 respondents who reported employment status, 74% were employed full time, part time, or in multiple jobs. Sixteen percent were not seeking employment, 4% were unemployed and seeking work, and 5% preferred not to answer. Eight percent of respondents were students. Twelve percent of respondents answering the disability question identified as a person with a disability.

Characteristic	Count	Percent
Employed full time	411	63.9%

Characteristic	Count	Percent
Employed part time	35	5.4%
Employed in multiple jobs	28	4.4%
Unemployed and seeking work	28	4.4%
Not seeking employment	106	16.5%
Student	51	7.9% of 649
Identifies as a person with a disability	76	11.7% of 647

Demographic profile of respondents

Demographic questions were located near the end of the survey and were answered by roughly 400 respondents. The demographic profile therefore describes survey completers rather than all 725 records.

Characteristic	Count	Percent
Age 18–26	36	8.9%
Age 27–64	286	70.6%
Age 65 or older	81	20.0%
Female	244	59.7%
Male	137	33.5%
Bachelor's degree	136	33.8%
Master's degree or more	108	26.9%
Annual income over $75,000	167	41.9%
Annual income under $33,000	41	10.3%
White	302	74.2%
Black or African American	35	8.6%
Hispanic/Latino	29	7.4% of 392

Demographic percentages use the number answering each demographic item. Race included several write-in responses; the table shows the largest reported categories.

4. Transportation Options and Travel Behavior

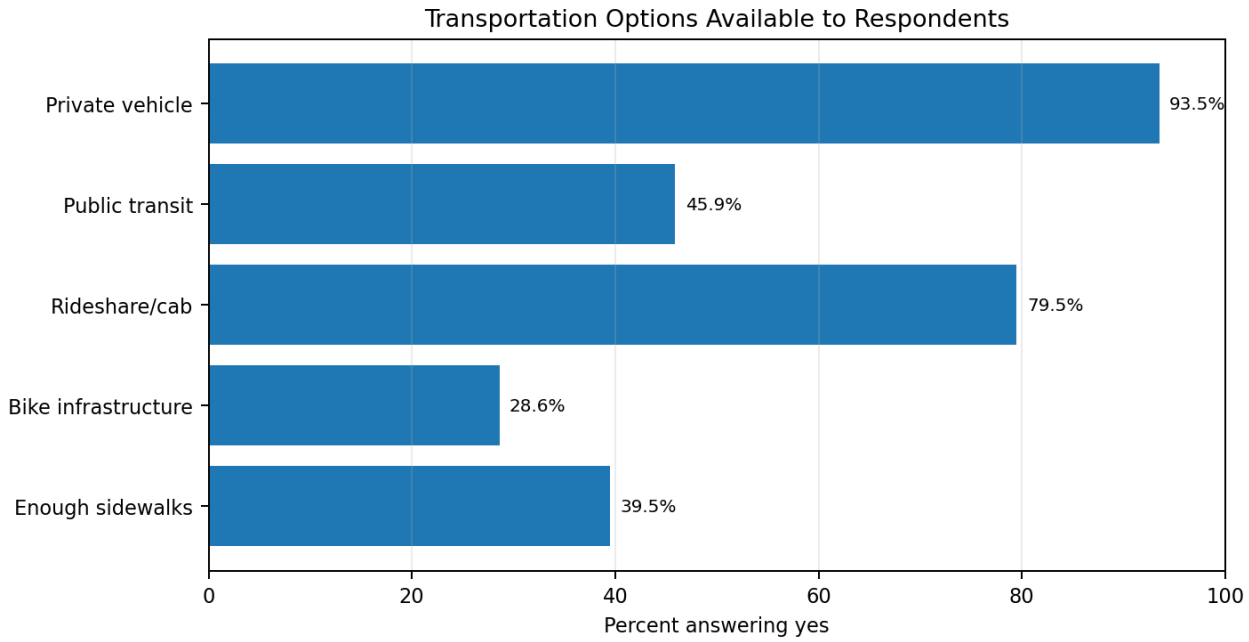

Figure 2. Reported access to transportation options and neighborhood infrastructure.

Vehicle access is widespread; multimodal infrastructure is not

Household access to a private vehicle was nearly universal among respondents, while access to transit and safe active-transportation infrastructure was much less consistent. The difference between vehicle access and neighborhood infrastructure is one of the clearest findings in the survey.

Option or condition	Respondents answering yes	Percent yes
Private vehicle	577 of 617	93.5%
Public transit	280 of 610	45.9%
Rideshare/cab	486 of 611	79.5%
Bike infrastructure	174 of 609	28.6%
Enough sidewalks	239 of 605	39.5%

Mode use

Cars, motorbikes, and scooters were the only modes used at least weekly by a majority of respondents. Ride-hailing and ferry use were more often occasional than routine. Public transit, bicycling, carpooling, bikeshare, and paratransit were used regularly by smaller shares.

Mode	n	Daily	Weekly or more	Monthly or more	Never
Car/motorbike/scooter	593	75.7%	85.7%	88.0%	10.1%
Bus/streetcar	574	3.7%	9.4%	17.2%	62.9%
Ferry	575	1.4%	6.8%	19.3%	46.8%

Mode	n	Daily	Weekly or more	Monthly or more	Never
Carpool/vanpool	571	2.8%	8.2%	15.8%	74.8%
Bicycle	567	6.5%	19.4%	31.9%	54.3%
Ride-hailing	563	0.5%	3.7%	28.4%	32.9%
Bikeshare	557	0.4%	1.6%	3.8%	91.9%
Paratransit/health transportation	547	0.7%	0.7%	2.2%	94.0%

How respondents reach destinations

Driving was the dominant means of reaching employment, healthcare, grocery stores, and parks. Walking and bicycling played a larger role for parks and recreation than for essential destinations, while public transportation accounted for a small share of reported primary travel modes. Because the survey allowed only one response per destination, the results may understate multimodal or trip-by-trip variation.

Destination	n	Most frequently reported modes
Employment	567	Driving (74.1%); I do not go to these places (14.5%); Biking (4.4%)
Healthcare	566	Driving (87.6%); Public Transportation (3.7%); Biking (2.7%)
Childcare	533	I do not go to these places (57.2%); Driving (40.0%); Biking (0.8%)
Education/job training	546	Driving (54.6%); I do not go to these places (39.7%); Biking (2.2%)
Full-service grocery	560	Driving (88.4%); Walking (3.6%); Biking (2.9%)
Parks/recreation	554	Driving (76.9%); Walking (8.5%); Biking (8.1%)

Accessible transportation services

Respondents who answered the disability-service questions reported substantial uncertainty and gaps. Accessible sidewalks and crossings were the service most often reported as both available and used. For paratransit, accessible van service, and health-service transportation, the most common responses were either not having access or not knowing whether the service was available.

Service	n	Access and use	No access	Not sure
Accessible sidewalks, roads, and crossings	61	39.3%	29.5%	14.8%
Buses with accessible features	60	16.7%	35.0%	15.0%
Paratransit	60	6.7%	30.0%	41.7%
Accessible van service	60	5.0%	28.3%	35.0%
Health service transportation	57	12.3%	21.1%	35.1%

5. Access to Essential Destinations

The survey asked whether respondents could reach six destination types within a specified time by driving, transit, bicycling, and walking. The analysis below focuses on respondents who indicated that they use or need the destination, excluding those who selected “I do not go to these places.”

Destination	Drive ≤30 min	Transit ≤60 min	Bike ≤30 min	Walk ≤30 min
Employment	81.1%	69.1%	42.5%	22.4%
Healthcare	89.8%	78.0%	48.3%	24.8%
Childcare	93.3%	78.7%	46.8%	25.6%
Education/job training	75.9%	68.7%	34.4%	15.2%
Full-service grocery	96.7%	84.7%	73.9%	54.4%
Parks/recreation	97.1%	85.1%	78.1%	56.9%

- Driving provided the highest level of access across every destination. Grocery stores and parks were reachable within 30 minutes by car for approximately 97% of respondents who needed those destinations.
- Transit access was strongest for groceries, parks, healthcare, and childcare, but approximately 31% could not reach employment and 31% could not reach education or job training within one hour by transit.
- Bicycle access was mixed. Parks and groceries were within 30 minutes for 78% and 74% of respondents who needed them, respectively, but only 43% could reach employment and 34% could reach education or job training.
- Walking access was the most limited. Only 22% could reach employment, 25% could reach healthcare, and 15% could reach education or job training within 30 minutes. Even for groceries and parks, approximately 44%–46% could not reach the destination within 30 minutes on foot.
- These results suggest that neighborhood-scale access is stronger for recreation and shopping than for work, education, and healthcare. The pattern also indicates that non-driving travel is constrained by both distance and network quality.

6. Transportation Barriers and Evacuation

Transportation barriers to essential needs

Transportation challenges prevented a meaningful share of respondents from reaching opportunities or completing essential activities. The percentages below are calculated among respondents who answered yes or no, excluding those who said the activity did not apply to them.

Need or activity	Reported a transportation barrier	Percent
Getting to school/training	96 of 385	24.9%
Finding work	98 of 417	23.5%
Getting to the doctor	86 of 441	19.5%
Getting groceries	85 of 442	19.2%
Evacuating	79 of 444	17.8%
Going to parks/recreation	72 of 427	16.9%
Having childcare	38 of 253	15.0%
Finding housing	58 of 413	14.0%

The highest reported barriers involved education and employment, followed by healthcare and groceries. These are not isolated travel inconveniences: they connect transportation conditions to workforce participation, household stability, health, and quality of life.

Evacuation plans

Evacuation plan	Respondents	Percent
Drive	422	85.8%
Ride with family and friends	29	5.9%
Shelter in place	28	5.7%
Do not have a way to evacuate	6	1.2%
Do not have a plan	4	0.8%
Buses	3	0.6%

Most respondents planned to evacuate by driving. However, 14% identified a plan that depended on another person, public transportation, sheltering in place, or having no plan or way to evacuate. The share was much higher among lower-income respondents and respondents with disabilities, indicating that evacuation planning should account for households without independent vehicle access.

7. Transportation Experience and Community Concerns

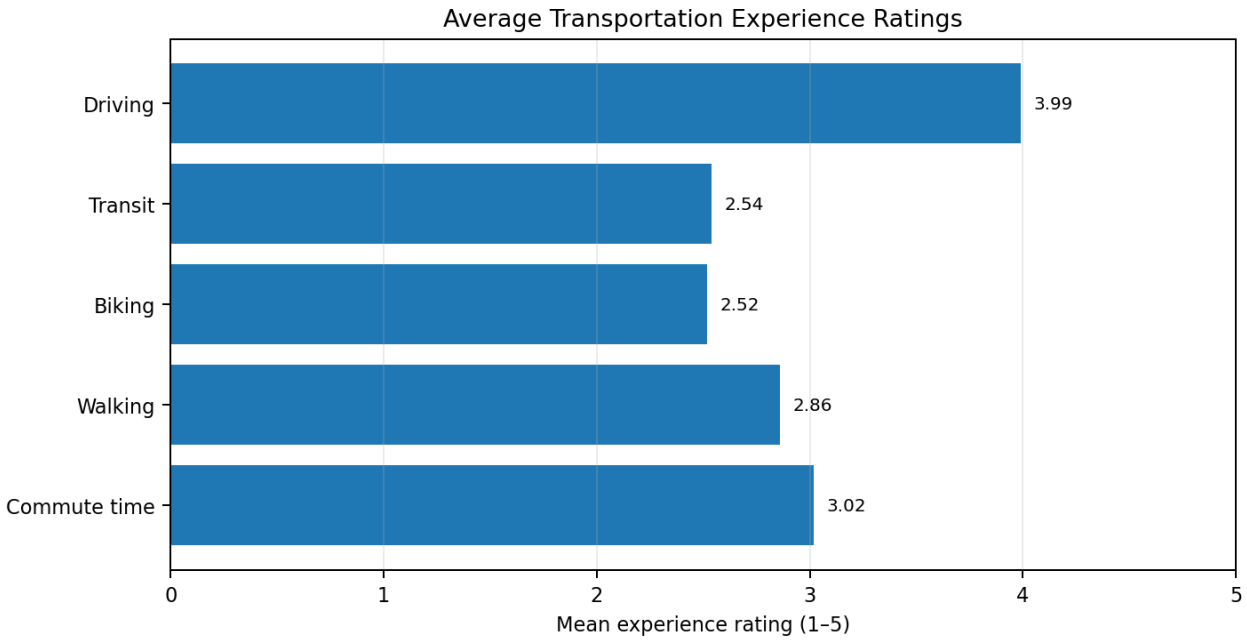

Figure 3. Mean transportation experience ratings on the survey's 1–5 scale.

Experience ratings

Travel experience	n	Mean rating	Rated 4–5	Rated 1–2
Driving	448	3.99	67.0%	9.8%
Transit	405	2.54	24.0%	51.1%
Biking	397	2.52	24.9%	53.4%
Walking	419	2.86	34.8%	44.2%
Commute time	416	3.02	35.1%	31.2%

Driving received the strongest rating by a wide margin. Transit and bicycling had mean ratings near 2.5, with more than half of respondents rating each at 1 or 2. Walking received a somewhat higher but still mixed rating. Commute-time experience was centered near the middle of the scale.

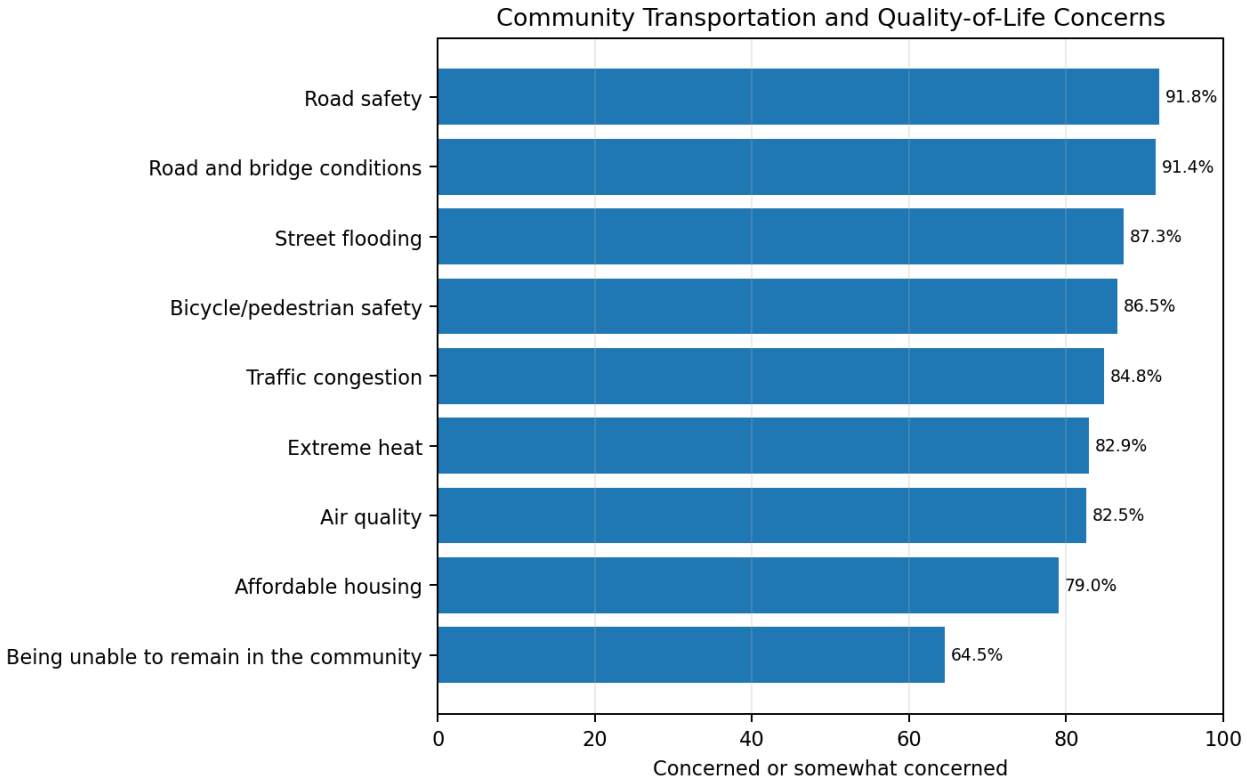

Figure 4. Share concerned or somewhat concerned about each community issue.

Community concerns

Issue	n	Concerned	Concerned or somewhat
Road safety	450	65.3%	91.8%
Road and bridge conditions	454	57.9%	91.4%
Street flooding	450	51.1%	87.3%
Bicycle/pedestrian safety	445	62.9%	86.5%
Traffic congestion	455	50.5%	84.8%
Extreme heat	434	56.7%	82.9%
Air quality	441	48.1%	82.5%
Affordable housing	457	47.7%	79.0%
Being unable to remain in the community	454	32.6%	64.5%

Road safety and road/bridge conditions were the two most broadly shared concerns, each exceeding 91% when concerned and somewhat concerned responses were combined. Bicycle and pedestrian safety, street flooding, traffic congestion, extreme heat, and air quality also crossed the 80% threshold. The findings show that transportation planning is viewed as inseparable from safety, climate exposure, infrastructure condition, housing, and the ability to remain in one's community.

8. Desired Outcomes and Improvement Priorities

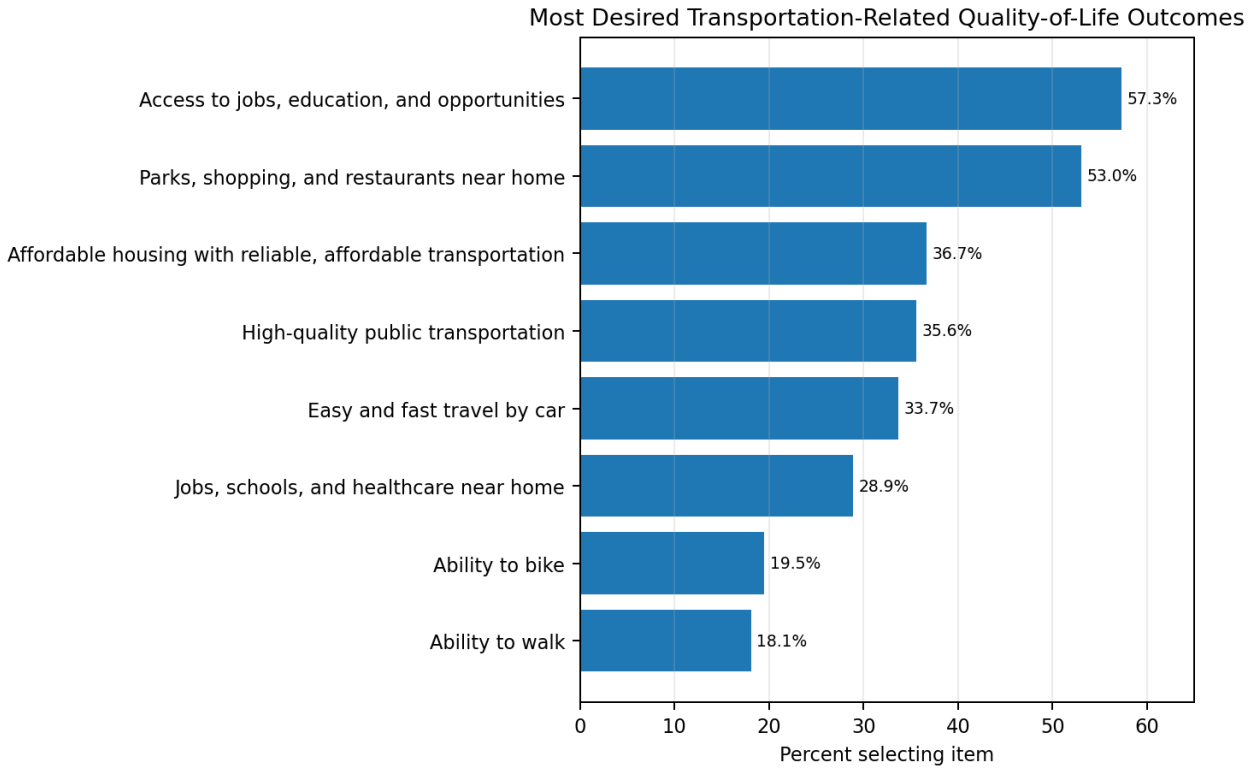

Figure 5. Transportation-related quality-of-life outcomes selected by respondents (choose up to three).

Quality-of-life priorities

Desired outcome	Selections	Percent of respondents
Access to jobs, education, and opportunities	250	57.3%
Parks, shopping, and restaurants near home	231	53.0%
Affordable housing with reliable, affordable transportation	160	36.7%
High-quality public transportation	155	35.6%
Easy and fast travel by car	147	33.7%
Jobs, schools, and healthcare near home	126	28.9%
Ability to bike	85	19.5%
Ability to walk	79	18.1%

The top two outcomes focused on access to opportunity and proximity to everyday destinations. Affordable housing paired with reliable transportation and high-quality public transit formed a second tier. Easy travel by car remained important, but it did not outrank access to opportunity or nearby destinations. Walking and bicycling were selected less often as stand-alone outcomes, even though respondents strongly supported the safety and infrastructure improvements that would make those modes more viable.

Driving improvements

Improvement	Selections	Percent
Better road condition and striping	338	77.5%
More drivers obeying traffic laws	255	58.5%
Less interstate/freeway congestion	218	50.0%
Less local-street congestion	174	39.9%
Easier or more parking	62	14.2%
More bicyclists/pedestrians obeying laws	58	13.3%
Better trip-planning information	54	12.4%
Does not drive	19	4.4%

Road condition and driver behavior were more prominent than parking or traveler-information improvements. This reinforces the preservation and safety findings elsewhere in the survey.

Public transportation improvements

Improvement	Selections	Percent
Does not want to use transit	159	38.1%
Better connections between parishes	138	33.1%
Service that reaches needed destinations	124	29.7%
More frequent service	120	28.8%
More reliable/on-time service	112	26.9%
Stops closer to home/destination	112	26.9%
Earlier/later service hours	54	12.9%
Lower or free fares	46	11.0%

Transit improvements centered on regional connectivity, useful destinations, frequency, reliability, and proximity. Fare reduction ranked lower, suggesting that respondents viewed the basic usefulness of service as the larger constraint.

Bicycling improvements

Improvement	Selections	Percent
More separated bike trails	178	43.0%
More on-street bike lanes	169	40.8%
Cannot/does not want to bike more	138	33.3%
More drivers obeying laws around bicyclists	118	28.5%
More destinations within biking distance	100	24.2%
Safer street crossings	98	23.7%

Improvement	Selections	Percent
Secure bike parking	70	16.9%
More bikeshare stations	30	7.2%
Better safe-route information	27	6.5%

Separated trails and on-street bicycle lanes were the leading improvements. Driver behavior and safer crossings also ranked highly, demonstrating that respondents viewed network protection and interaction with motor vehicles as central concerns.

Walking improvements

Improvement	Selections	Percent
More sidewalks	190	46.7%
More destinations within walking distance	183	45.0%
Sidewalks in better condition	172	42.3%
Safer street crossings	155	38.1%
More drivers obeying laws around pedestrians	144	35.4%
More disability-accessible sidewalks	85	20.9%
Cannot/does not want to walk more	71	17.4%

The walking priorities were distributed across network coverage, condition, destination proximity, crossing safety, and driver behavior. The findings support a complete pedestrian network rather than isolated sidewalk projects.

9. Investment Preferences and System Performance

Ranking of investment issues

Issue	n	Mean rank	Ranked #1	Ranked #1 or #2
Maintain/improve existing roads	388	2.07	47.2%	67.8%
More sidewalks and crosswalks	388	2.86	12.9%	34.5%
Build new roads or widen roads	388	3.32	12.6%	38.1%
More bicycle lanes/facilities	388	3.35	9.8%	27.6%
Improved public transportation	388	3.41	17.5%	32.0%

Lower mean rank indicates higher priority. Each respondent ranked all five issues from 1 (most important) to 5 (least important).

Maintaining and improving existing roads clearly led the ranking exercise. The remaining four issues were more divided: improved public transportation received the second-largest share of first-place rankings, but many respondents also placed it last. This polarization is consistent with the parish differences and open-ended comments.

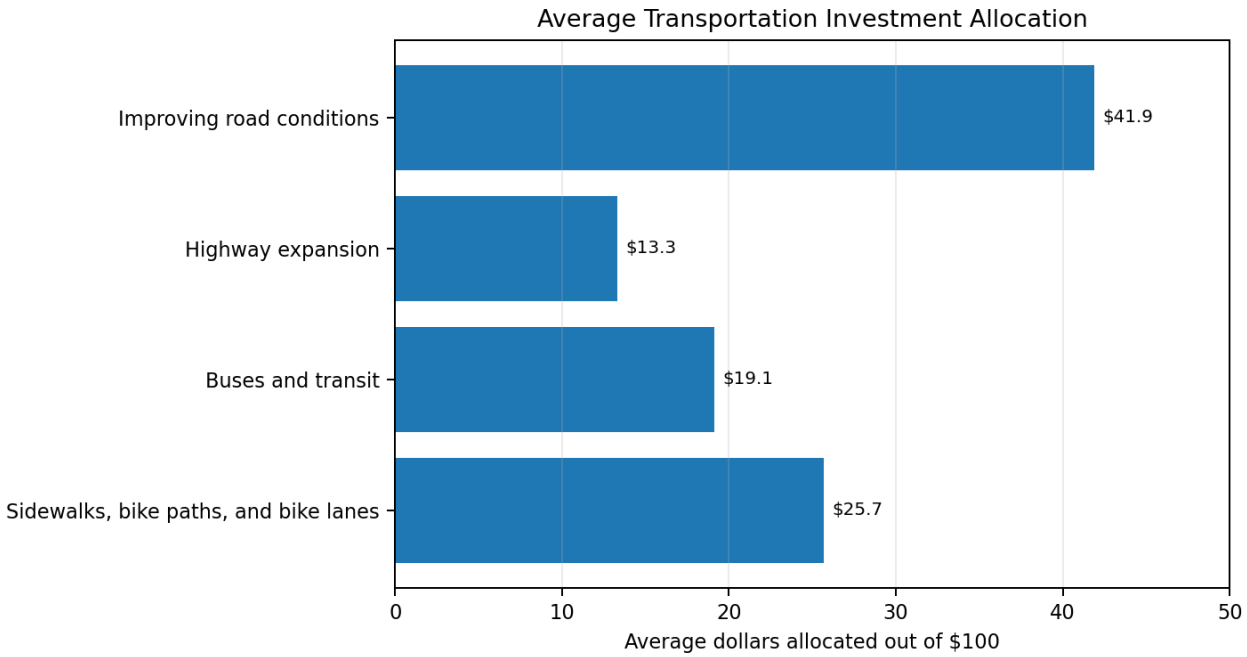

Figure 6. Average allocation of a hypothetical $100 transportation budget (n=372 valid allocations totaling $100).

Investment category	Mean allocation	Median	Allocated $0	Allocated $50+
Improving road conditions	$41.9	$40	11.3%	44.6%
Highway expansion	$13.3	$5	47.8%	8.1%
Buses and transit	$19.1	$10	36.3%	15.1%
Sidewalks, bike paths, and bike lanes	$25.7	$20	22.6%	19.6%

The average allocation reinforces a preservation-first strategy while also showing meaningful support for multimodal investment. Active transportation received nearly twice the average amount assigned to highway expansion, and buses/transit received more than highway expansion. Almost half of valid respondents assigned no money to highway expansion, compared with 11% assigning no money to road conditions.

Overall system performance

Survey rating	Respondents	Percent
2	220	58.2%
1	126	33.3%
3	32	8.5%

The mean overall rating was 1.75 on the survey's three-point scale. Only 8.5% selected the highest rating, while 91.5% selected rating 1 or 2. Because the workbook did not include descriptive labels for the numerical scale, this report presents the values without assigning qualitative terms to them.

10. Parish-Level Findings

Parish-level findings should be interpreted with care because sample sizes and section completion varied. Jefferson, Orleans, and Plaquemines have the strongest response bases. Findings for St. James and St. John the Baptist are especially directional because later-section response counts were often below ten.

Parish	Responses	Transit access	Bike infrastructure	Enough sidewalks	Mean overall rating
Jefferson	147	76.9%	18.6%	63.0%	1.96
Orleans	141	99.2%	70.0%	61.3%	1.53
Plaquemines	254	9.8%	8.4%	21.4%	1.61
St. Bernard	28	81.8%	40.9%	50.0%	2.09
St. Charles	24	9.5%	42.9%	19.0%	1.94
St. James	18	50.0%	7.1%	7.1%	2.00
St. John the Baptist	15	46.7%	20.0%	26.7%	1.86
St. Tammany	52	4.5%	48.9%	31.8%	1.97
Tangipahoa	25	8.7%	4.3%	17.4%	1.71

Jefferson

Jefferson respondents reported broad access to private vehicles, transit, and rideshare, but only 19% reported bicycle infrastructure. Sixty-three percent believed their community had enough sidewalks, the highest share outside Orleans among the larger parish samples. Street flooding, extreme heat, road/bridge conditions, and road safety were the leading concerns. Quality-of-life priorities emphasized access to opportunity, nearby destinations, affordable housing with transportation, and high-quality transit. The average $100 allocation was $43.10 for road conditions, $23.90 for active transportation, $18.50 for transit, and $14.50 for highway expansion. Open-ended comments frequently cited unreliable or infrequent transit, unsafe interstate crossings, aggressive driving, and gaps in bicycle and pedestrian facilities.

Orleans

Orleans respondents had the most multimodal profile. Ninety-nine percent reported access to transit, 70% reported bicycle infrastructure, 57% used transit at least monthly, and 54% used a bicycle at least monthly. Vehicle access was lower than in other large parish samples but remained high at 81%. Road safety, street flooding, affordable housing, and bicycle/pedestrian safety each concerned at least 96% of respondents. High-quality transit was the leading quality-of-life selection, followed by access to opportunity and affordable housing with reliable transportation. Orleans respondents assigned the largest share of their hypothetical budget to buses and transit ($37.80), followed by roads ($30.10) and active transportation ($28.70), with only $3.30 for highway expansion. Comments emphasized transit reliability and frequency, protected and connected bicycle lanes, safe crossings of major streets and I-10, ADA access, ferries, and regional rail.

Plaquemines

Plaquemines respondents were the largest parish group and reported the most automobile-dependent context. Ninety-nine percent had household vehicle access, while only 10% reported transit access, 8% reported bicycle infrastructure, and 21% believed there were enough sidewalks. Road/bridge conditions, traffic congestion, and road safety were the leading concerns. Nearby destinations, easy travel by car, and access to opportunity were the top quality-of-life selections. Respondents assigned $55.10 of the average $100 to road conditions, compared with $21.60 to active transportation, $17.50 to highway expansion, and $5.80 to transit. Comments strongly emphasized Highway 23, bridge access, road repair, safe crossings, ferry reliability, and opposition to Belle Chasse bridge tolls. Views on transit were divided: some respondents saw no need for service, while others described major employment constraints for residents who do not drive.

St. Bernard

St. Bernard respondents reported relatively high transit availability but lower routine use. Street flooding was the most prominent concern, followed by air quality, affordable housing, and extreme heat. Nearby destinations and access to opportunity were leading quality-of-life priorities. Comments described limited service hours, long waits, lack of weekend service, and the difficulty of coordinating St. Bernard service with RTA routes. Because later-section sample sizes were small, these results should be treated as directional.

St. Charles

St. Charles respondents reported universal vehicle access among those answering the question, low transit access, limited sidewalks, and moderate availability of bicycle infrastructure. Bicycle/pedestrian safety, road/bridge conditions, road safety, and street flooding were leading concerns. The average budget placed $39.50 on road conditions, $27.30 on highway expansion, $25.30 on active transportation, and $7.90 on transit. Comments highlighted railroad crossings, congestion near major junctions, and the need for better road and pedestrian conditions.

St. James

St. James responses suggest limited sidewalks and bicycle infrastructure, while reported transit access was higher than in several other River and Northshore parishes but routine transit use was absent among the small number answering the frequency question. Concerns included traffic congestion, bicycle/pedestrian safety, street flooding, and road conditions. Comments emphasized ADA access in parks and public facilities. The very small number of later-section responses prevents firm conclusions.

St. John the Baptist

St. John the Baptist respondents reported a mix of vehicle dependence and limited alternatives. Transit access was reported by 47%, but bicycle infrastructure and sufficient sidewalks were uncommon. Street flooding, affordable housing, roads, and congestion were prominent concerns. Comments included the need for a bridge connection across the Mississippi River and improved access between east- and west-bank communities. Later-section results are based on very small counts.

St. Tammany

St. Tammany respondents reported universal vehicle access and almost no transit access or routine transit use. Bicycle infrastructure was reported more often than in several suburban and River Parishes, but only 32% believed there were enough sidewalks. Congestion, roads, safety, and flooding led the concerns. The average allocation placed $33.90 on roads, $29.60 on active transportation, $19.20 on highway expansion, and $17.30 on transit. Comments emphasized nonexistent local transit, worsening congestion, pedestrian gaps in Slidell-area corridors, and interest in regional bus or commuter-rail connections.

Tangipahoa

Tangipahoa respondents reported very low transit and bicycle-infrastructure availability and limited sidewalks. Road safety was a universal concern among respondents answering the item, followed by roads, flooding, and bicycle/pedestrian safety. The average allocation placed the largest share on sidewalks, bicycle paths, and lanes ($42.70). Open-ended comments called for trails similar to the Tammany Trace, crosswalks across high-speed roads, better lighting, and more bicycle facilities. Sample sizes were modest and results are directional.

11. Differences Across Population Groups

Subgroup results identify where transportation conditions may be producing unequal consequences. These comparisons are descriptive and unweighted; they should be used to focus additional outreach and analysis rather than to make population-level estimates.

Income	n	No vehicle	Transit monthly+	Any barrier	Non-drive evacuation	Transit allocation	Active allocation
Under $33,000	41	15.4%	35.9%	57.9%	45.0%	$24.2	$36.7
$33,001-$50,000	47	4.3%	15.6%	46.8%	21.7%	$17.4	$30.0
$50,001-$75,000	76	7.9%	20.0%	39.7%	16.0%	$23.1	$24.0
Over $75,000	167	1.2%	13.3%	19.9%	9.0%	$16.7	$22.7

Mobility Barriers

Mobility insecurity decreased sharply as income increased. Among respondents with incomes under $33,000, 15% lacked a household vehicle, 36% used transit at least monthly, 58% reported at least one transportation barrier, and 45% expected to evacuate without driving. Among respondents with incomes over $75,000, the comparable figures were 1%, 13%, 20%, and 9%. Lower-income respondents also directed more of the hypothetical budget to buses/transit and active transportation and less to roads and highway expansion.

Group	n	No vehicle	Any barrier	Healthcare barrier	Evacuation barrier	Non-drive evacuation	Walking rating
Respondents with disabilities	76	21.2%	49.0%	42.2%	40.0%	37.3%	2.44
Respondents without disabilities	571	4.8%	27.9%	17.0%	15.2%	11.7%	2.91

Disability

Respondents with disabilities were more than four times as likely to lack household vehicle access as respondents without disabilities (21% compared with 5%). Forty-nine percent reported at least one transportation barrier, compared with 28% of respondents without disabilities. Barriers to work, healthcare, groceries, and evacuation were each approximately twice as common, and 37% expected to evacuate without driving. Walking and bicycling experience ratings were also lower.

Race grouping	n	Transit access	Enough sidewalks	Any barrier	Work barrier	Healthcare barrier	Transit allocation
White	302	47.1%	42.3%	27.8%	21.2%	15.1%	$17.9
Race other than White	60	65.5%	28.1%	55.2%	43.4%	45.3%	$24.6

Race

Respondents identifying with a race other than White reported greater transit availability and use but less access to sidewalks and bicycle infrastructure. Fifty-five percent reported at least one transportation barrier, compared with 28% of White respondents. Work and healthcare barriers were approximately twice as common. These respondents allocated more of the hypothetical budget to transit and less to roads and highway expansion. The non-White grouping combines several small categories and should be interpreted carefully.

Age and employment status

Older adults and working-age respondents had different travel needs, but the most pronounced differences were tied to employment status. Respondents who were unemployed and seeking work reported particularly high rates of transportation barriers to employment, healthcare, groceries, and education. Because this subgroup included only 28 respondents at the start of the survey and fewer in later sections, the pattern should be used to guide targeted outreach rather than treated as a precise estimate.

12. Open-Ended Findings

A total of 171 respondents entered text in the open-ended comment field. Some entries were brief responses such as “no” or “none,” while others provided detailed descriptions of corridors, service problems, safety concerns, and desired projects. The themes below are overlapping: one comment may address more than one topic.

Open-ended theme	Comments mentioning theme	Share of all comments
Road, bridge, and pavement condition	48	28.1%
Public transit availability and service quality	45	26.3%
Bicycle infrastructure and safety	41	24.0%
Walking, sidewalks, and crossing safety	35	20.5%
Flooding, drainage, heat, shade, and green infrastructure	22	12.9%
Traffic safety, enforcement, and driver behavior	16	9.4%
Regional/interparish connectivity, rail, and ferry	16	9.4%
Plaquemines bridge tolls and access	14	8.2%
Accessibility and disability mobility	11	6.4%
Opposition to transit or bicycle investments	9	5.3%

Theme counts are based on a structured keyword review and are intended to show prominence, not mutually exclusive categories or statistical prevalence.

Road, bridge, and pavement condition

Respondents described potholes, poor pavement, worn striping, railroad crossings, bridge approaches, drainage-related road damage, and the need to coordinate utility work with roadway repair. Plaquemines comments frequently referenced Highway 23, bridge access, and the Walker Road/Peters Road bypass context.

Transit availability, frequency, and reliability

Comments emphasized buses that arrive more often and on time, longer service hours, weekend service, easier-to-understand information, real-time tracking, accessible vehicles, better shelters, and service that functions as a practical choice rather than a last resort. Several respondents described missing work connections or long waits at parish boundaries.

Regional connectivity

Respondents called for better links between Orleans and Jefferson, St. Bernard, the Northshore, the River Parishes, the West Bank, and Baton Rouge. Suggestions included regional bus routes, coordinated transit governance, passenger rail, expanded streetcar lines, and better ferry service.

Walking, bicycling, and crossing safety

Many comments focused on missing sidewalks, dangerous crossings of highways and interstate approaches, disconnected bicycle facilities, unprotected bike lanes, and the need for separated trails. Respondents frequently paired infrastructure requests with concerns about aggressive, distracted, or speeding drivers.

Accessibility

Respondents described wheelchair barriers, poor sidewalk condition, inaccessible parks and facilities, limited paratransit knowledge, and transportation challenges for people who cannot drive. Several comments highlighted the burden placed on family members when a person with a disability lacks independent mobility.

Heat, shade, flooding, and comfort

Comments noted the need for shade trees, shelters, drainage improvements, permeable surfaces, lighting, and street environments that make walking, waiting, and bicycling tolerable in Southeast Louisiana's climate.

Plaquemines bridge tolls and divided opinions about transit

Opposition to tolling the Belle Chasse bridge was one of the most repeated location-specific themes. Plaquemines comments also showed a clear divide: some respondents opposed public transportation, while others described the consequences of having no service for workers and residents who do not drive.

Survey design feedback

Several respondents reported that single-choice travel-mode questions did not capture trips that vary by weather or day, and some users experienced difficulty with ranking questions on mobile devices. Future surveys should allow multimodal responses and test complex question formats across devices.

13. Planning Implications

The survey findings support an integrated regional mobility strategy rather than a choice between maintaining roads and investing in other modes. The strongest findings can be translated into the following planning directions.

1. Adopt a preservation-first investment framework. Prioritize pavement, bridge, striping, drainage, and intersection maintenance before adding general-purpose roadway capacity, while addressing the conditions that create recurring damage.

2. Make safety the organizing principle across modes. Combine roadway design, speed management, safe crossings, protected bicycle facilities, lighting, enforcement, and public education to reduce risk for drivers, pedestrians, bicyclists, and transit riders.

3. Build a connected pedestrian network. Focus on continuous sidewalks, ADA-compliant routes, curb ramps, crossing treatments, shade, lighting, and access to transit stops and everyday destinations rather than isolated segments.

4. Strengthen bicycle network protection and continuity. Emphasize separated facilities where feasible, safe bridge and highway crossings, connected corridors, and clear access to schools, employment, parks, and commercial destinations.

5. Improve transit usefulness before focusing primarily on fare. Regional and local transit strategies should address frequency, reliability, span of service, real-time information, stop access, directness, and connections across parish boundaries.

6. Treat access to jobs, education, healthcare, and groceries as core performance outcomes. Track the share of residents who can reach essential destinations within reasonable travel times by multiple modes, not only roadway speed or congestion.

7. Integrate transportation and evacuation planning. Identify households without independent vehicle access, expand accessible evacuation options, coordinate pickup locations and public information, and account for people who rely on family, paratransit, or buses.

8. Use targeted engagement to address participation gaps and polarized issues. Conduct additional outreach in underrepresented parishes, with lower-income residents, Black and Hispanic communities, people with disabilities, youth, transit-dependent households, and residents who did not complete the survey.

9. Develop parish-sensitive strategies within a regional framework. Orleans requires stronger transit and multimodal operations; Plaquemines and other low-density parishes require context-sensitive approaches to roads, bridges, crossings, ferries, and targeted mobility services; suburban and Northshore areas need safe corridor access and regional connections.
10. Improve future survey design. Use branching logic, allow multiple travel modes per destination, provide clear labels for rating scales, optimize ranking questions for mobile devices, and collect consistent timestamps and outreach-source information.

Appendix A. Response Completion and Interpretation Notes

Question-specific denominators

Because the questionnaire was long and included optional or conditional questions, response counts declined across sections. This report therefore presents the denominator (n) in tables whenever practical. Readers should not compare raw counts across questions without considering completion differences.

Survey section	Respondents	Share of all records
Basic characteristics and options	710	97.9%
Mode use	595	82.1%
Destination travel mode	580	80.0%
Driving access	557	76.8%
Transit access	498	68.7%
Bicycle access	470	64.8%
Walking access	456	62.9%
Transportation barriers	475	65.5%
Experience ratings	456	62.9%
Community concerns	460	63.4%
Quality-of-life priorities	436	60.1%
Investment ranking	388	53.5%
$100 allocation	385	53.1%
Overall system rating	378	52.1%
Demographics	417	57.5%
Open-ended comments	171	23.6%

Analytical conventions

- Transportation access percentages use nonblank responses to each item.
- Destination accessibility percentages exclude respondents who selected that they do not go to the destination.
- Barrier percentages exclude respondents who selected that they did not need the activity.
- Experience means exclude a small number of zero values where the displayed response scale otherwise ran from 1 to 5.
- The $100 allocation analysis uses 372 complete responses whose four allocations summed to $100; three complete records summing to $0 were excluded.
- Parish names were standardized by correcting the workbook spelling “Tangiapahoa” to “Tangipahoa.”
- Open-ended themes overlap and were used to identify recurring topics rather than produce exclusive categories.

Source

Source: Responses - Southeast Louisiana Regional Mobility Survey! - 24 July 2026.xlsx, analyzed July 24, 2026.