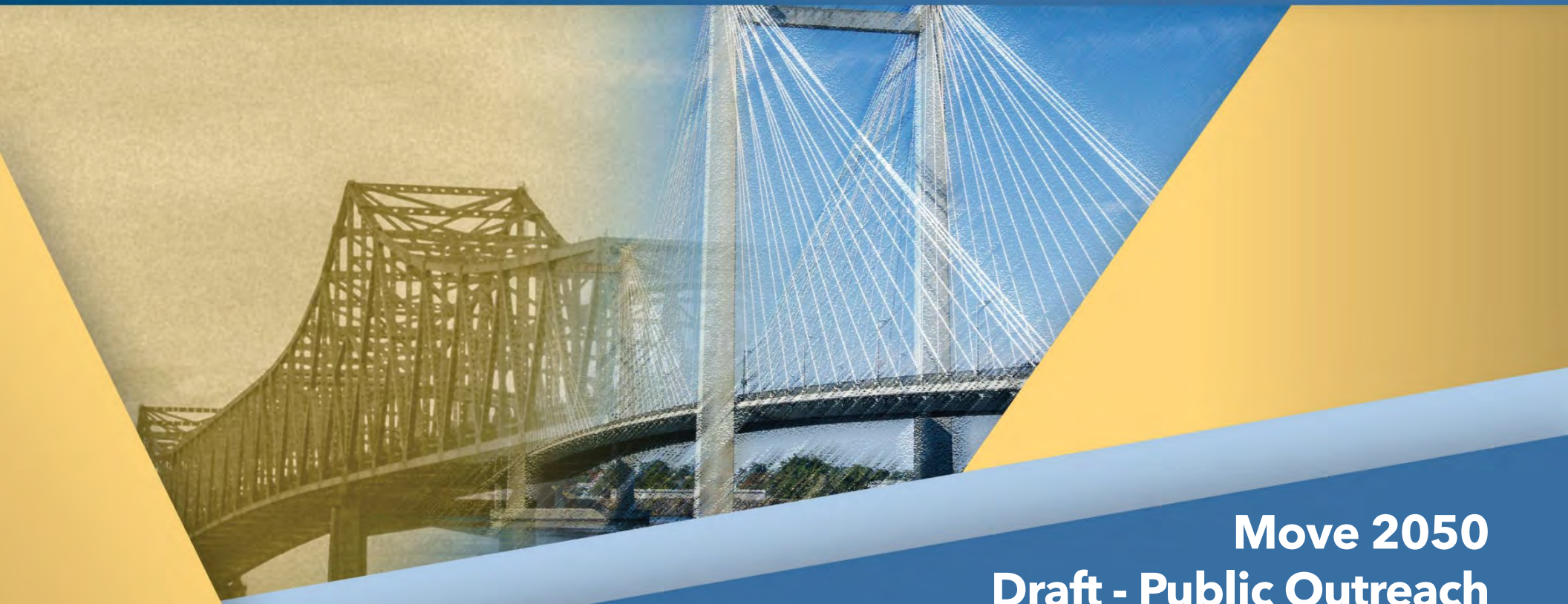
MOVE 2050

APPENDIX #8

Capital Region Planning Commission

2050 Metropolitan Transportation Plan



Move 2050
Draft - Public Outreach

November 2026

Prepared by: NEEL-SCHAFFER

A.1 Public Outreach Summary and Materials

Round 1

Press Release(s), Announcements, and Marketing Materials

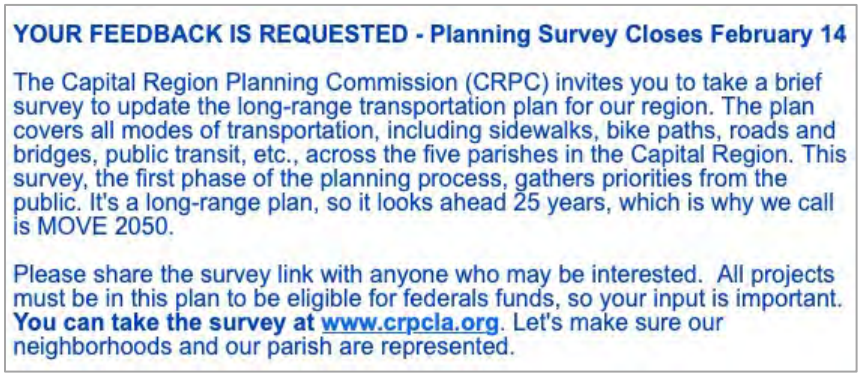
Talk 107.3 - Brian Haldane Radio Show, Jamie Setze Interview – January 9, 2026

Talk Louisiana Radio Program, Jamie Setze Interview – January 12, 2026





Louisiana First News – Station WVLA and Fox 44 –
January 14, 2026



YOUR FEEDBACK IS REQUESTED - Planning Survey Closes February 14

The Capital Region Planning Commission (CRPC) invites you to take a brief survey to update the long-range transportation plan for our region. The plan covers all modes of transportation, including sidewalks, bike paths, roads and bridges, public transit, etc., across the five parishes in the Capital Region. This survey, the first phase of the planning process, gathers priorities from the public. It's a long-range plan, so it looks ahead 25 years, which is why we call is MOVE 2050.

Please share the survey link with anyone who may be interested. All projects must be in this plan to be eligible for federals funds, so your input is important. **You can take the survey at www.crpcla.org**. Let's make sure our neighborhoods and our parish are represented.

Social Medea Outreach by Stakeholders

The Federation of Greater Baton Rouge Civic Organizations - Excerpt from February 6, 2026, newsletter

City of St. George



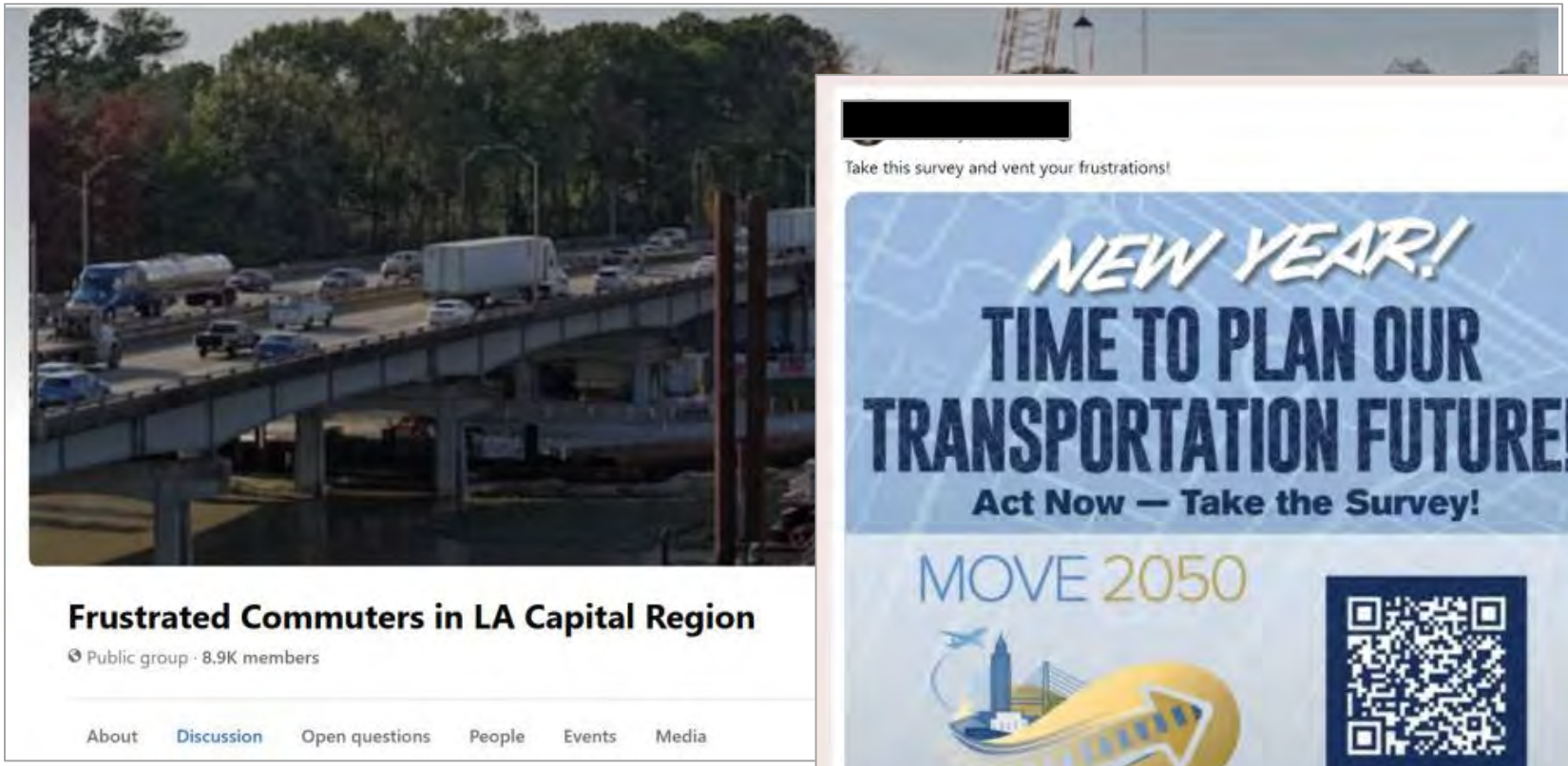
Writer for Gonzales Weekly Citizen



Ascension Parish



Public Post in Frustrated Commuters in LA Capital Region Social Media Group



Center For Planning Excellence



Social Media Marketing Materials



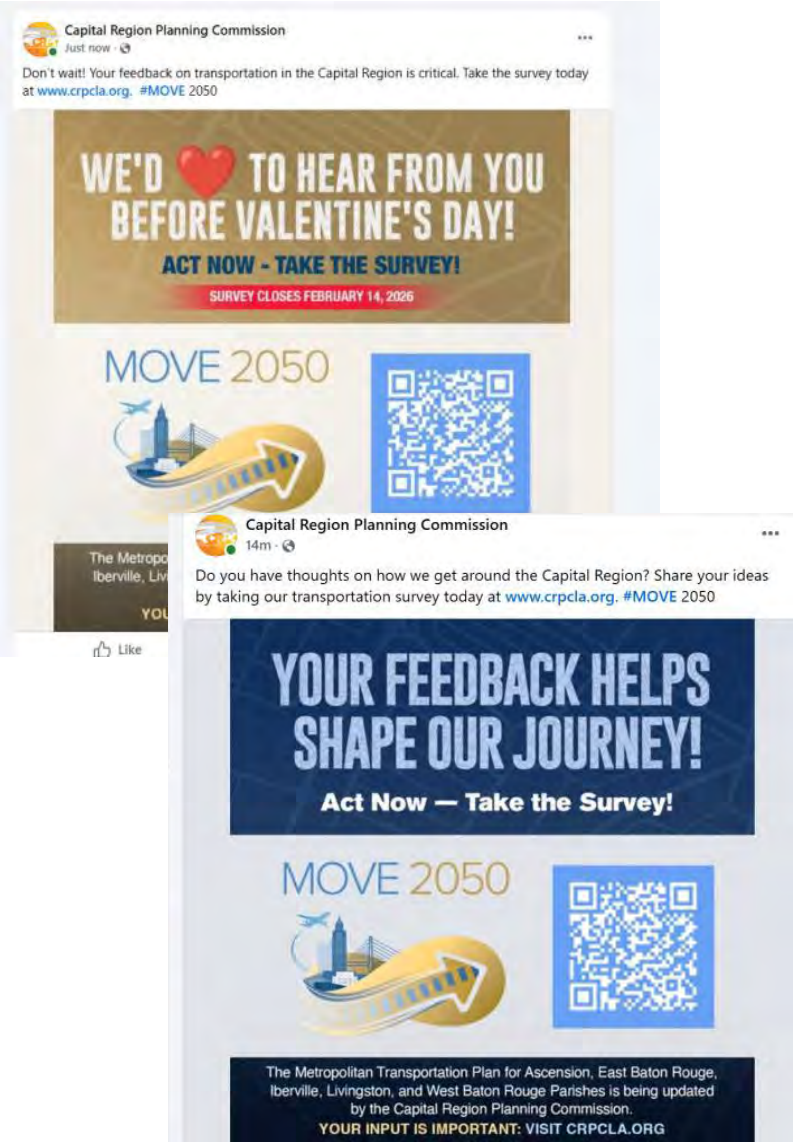




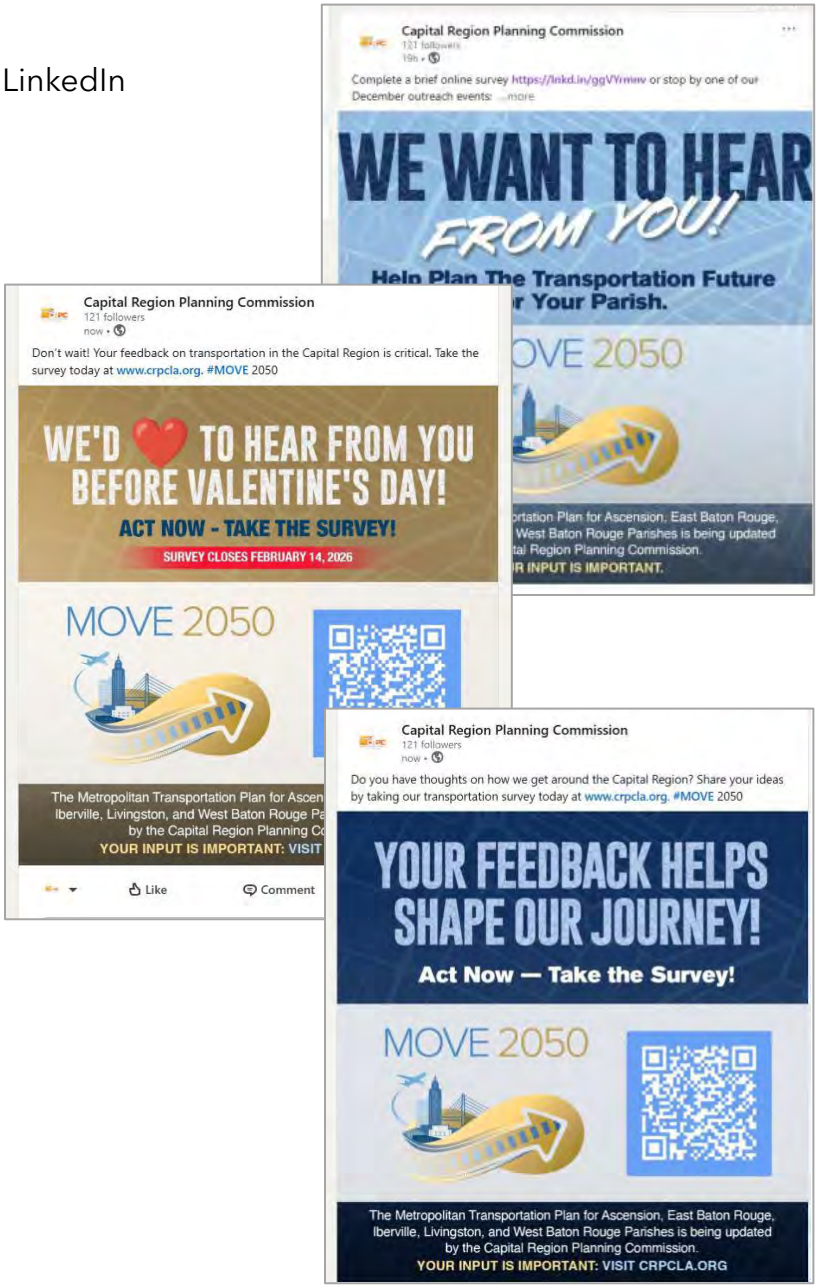


CRPC Social Media Posts

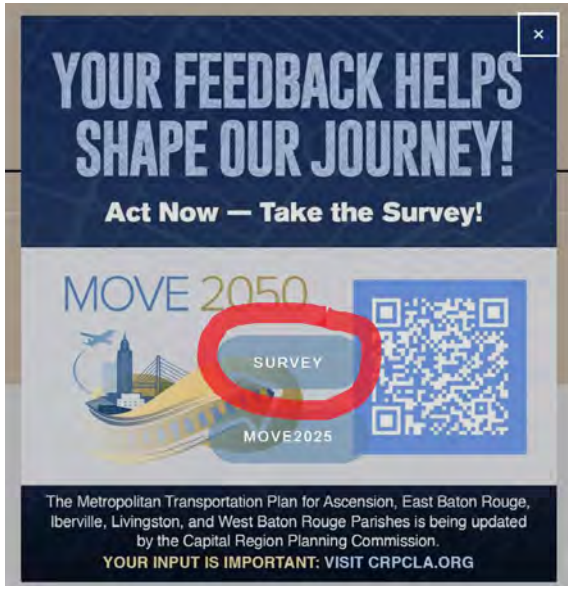
Facebook

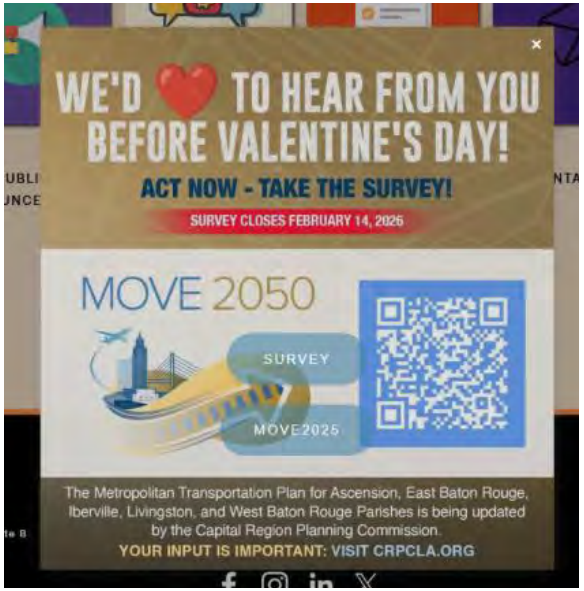


LinkedIn

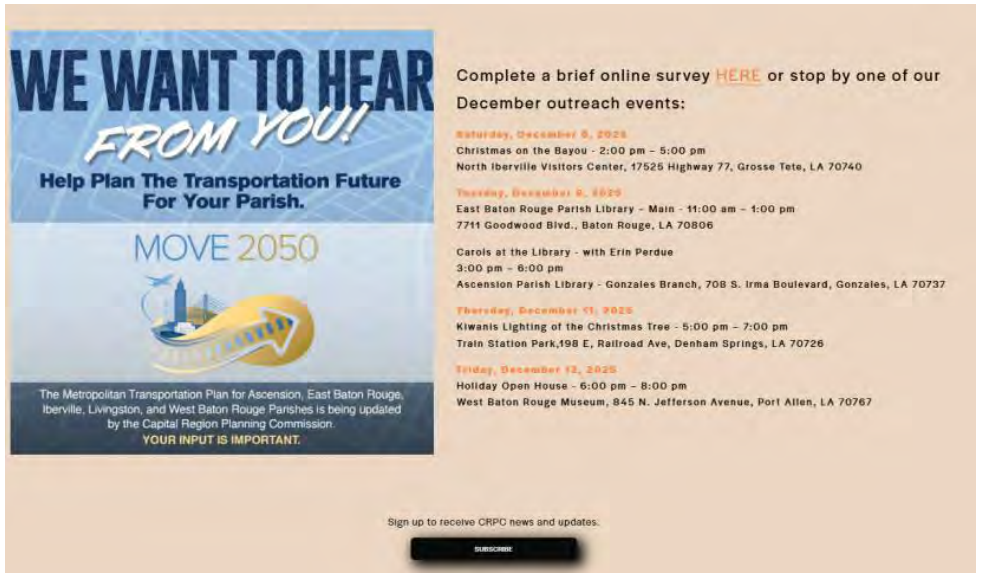


CRPC Website Advertising



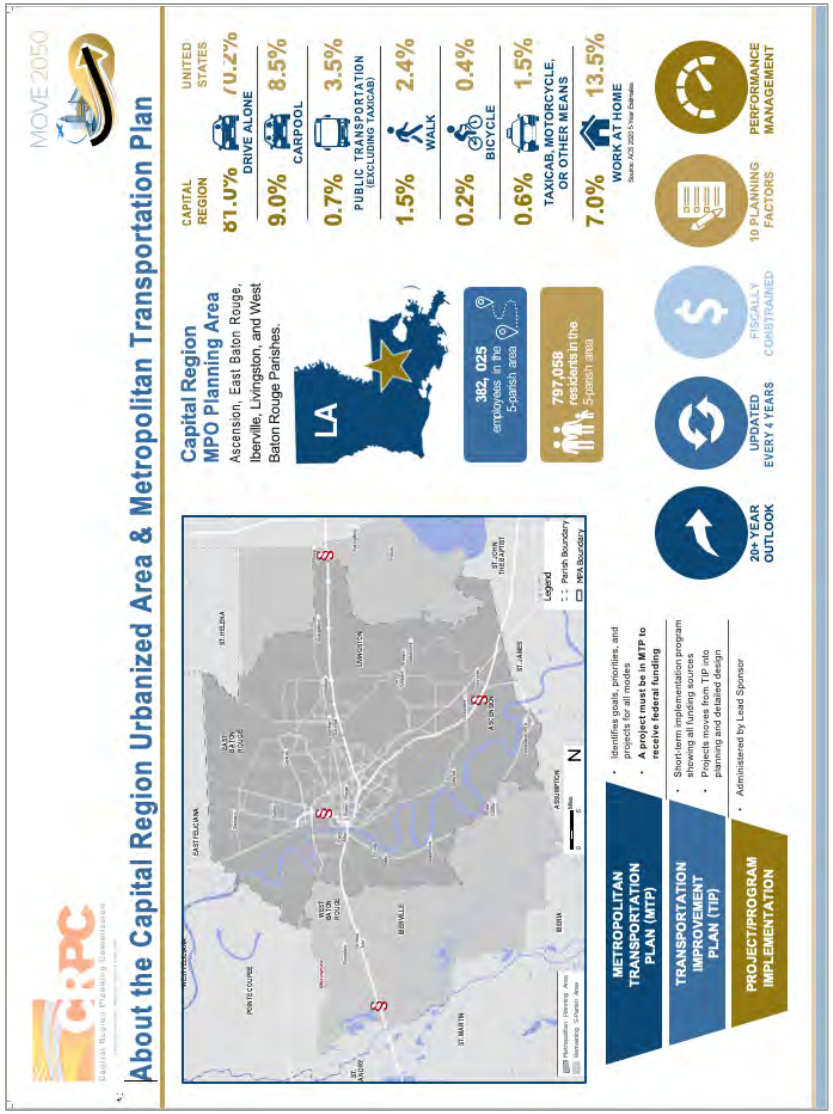






In-Person Engagement

Display Boards





Budget Priorities

Assuming you have a budget of $100, how would you invest these limited funds in the transportation system?

Please distribute the stickers among the improvement options to show how you would allocate transportation funds.

TRANSPORTATION GOAL	STICKERS
Add Roadway Connections	
Add/Widen Lanes	
Build Sidewalks and Pedestrian Trails	
Build/Designate Bicycle Lanes	
Implement Safety Improvements	
Provide More Transit Options	
Improve Pavement/Bridge Conditions	
Improve Freight Infrastructure	
Use Technology to Improve Traffic Operations	

https://www.crpcla.org/

What Areas Need Improvement?

This plan will recommend a variety of transportation projects. Help identify different types of transportation needs by placing a sticky note on the board with the current transportation challenges you experience.

https://www.crpcla.org/

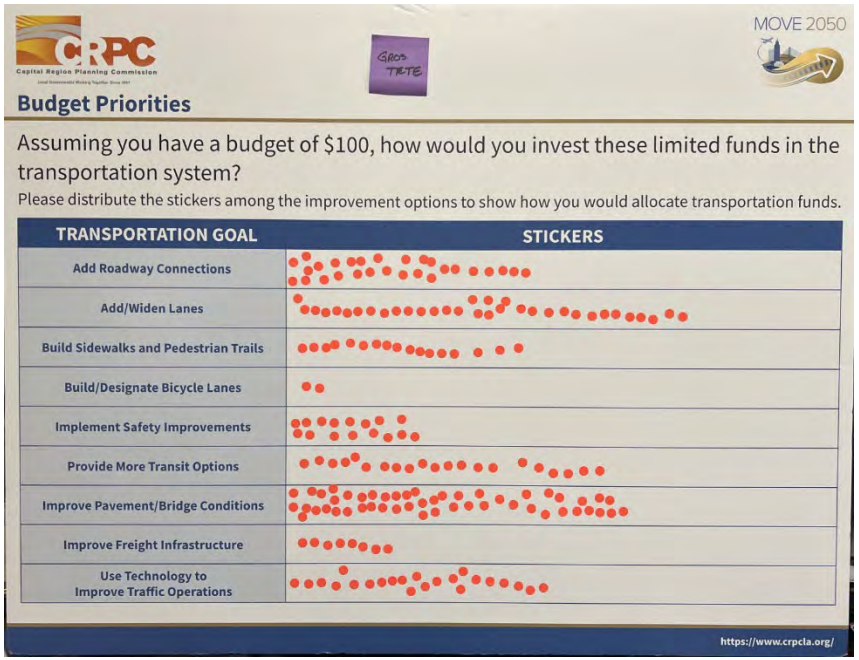

MOVE 2050
What Areas Need Improvement?
This plan will recommend a variety of transportation projects. Help identify different types of transportation needs by placing a sticky note on the board with the current transportation challenges you experience.
https://www.crpcla.org/

Events

Christmas on The Bayou

Grosse Tete, LA - Saturday, December 6, 2025



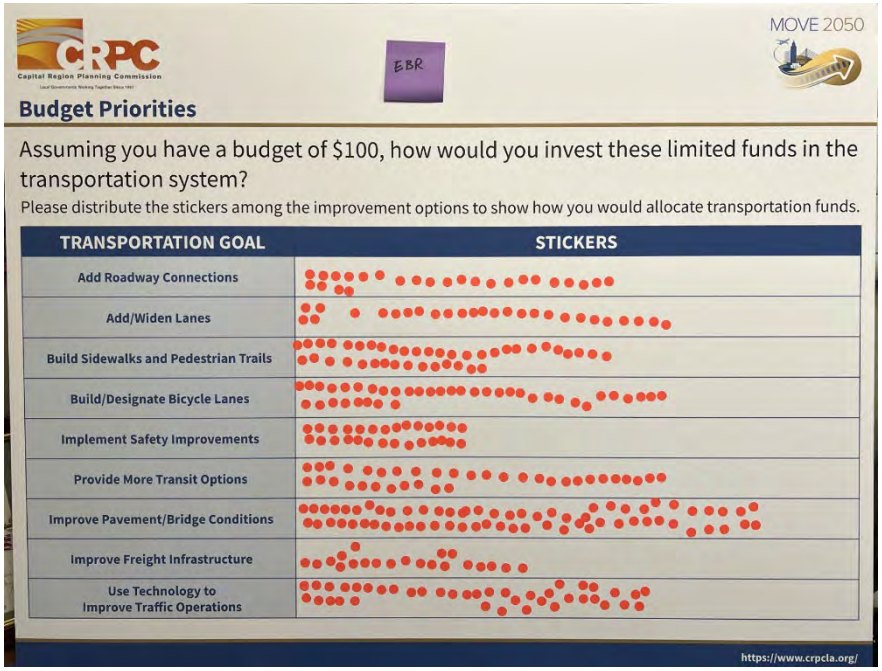


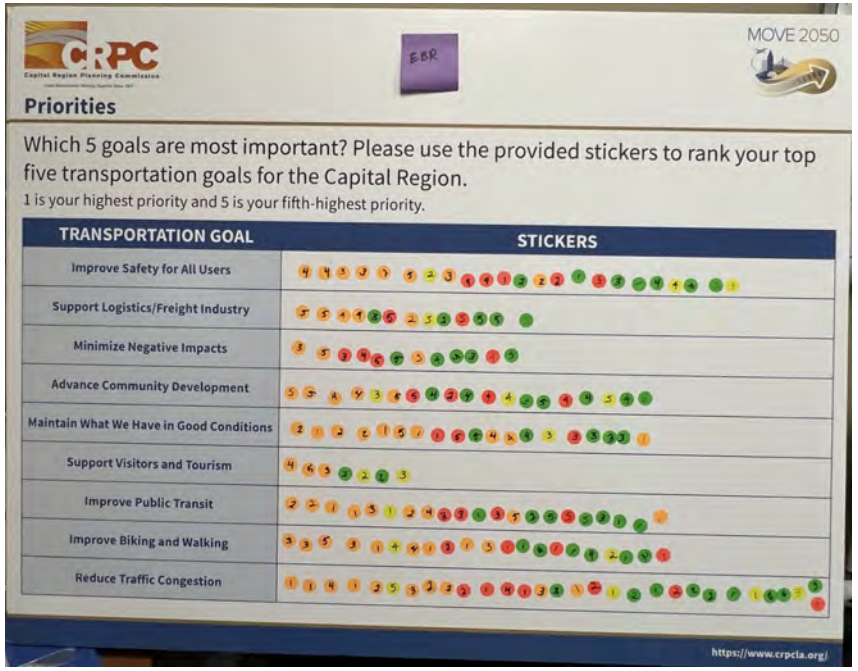


East Baton Rouge Main Library

Baton Rouge, LA – Tuesday, December 9, 2025

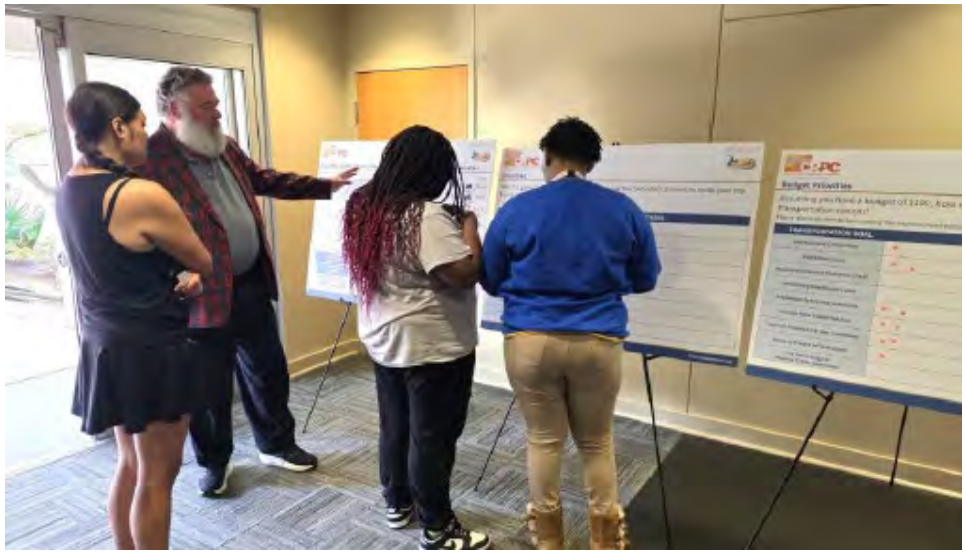


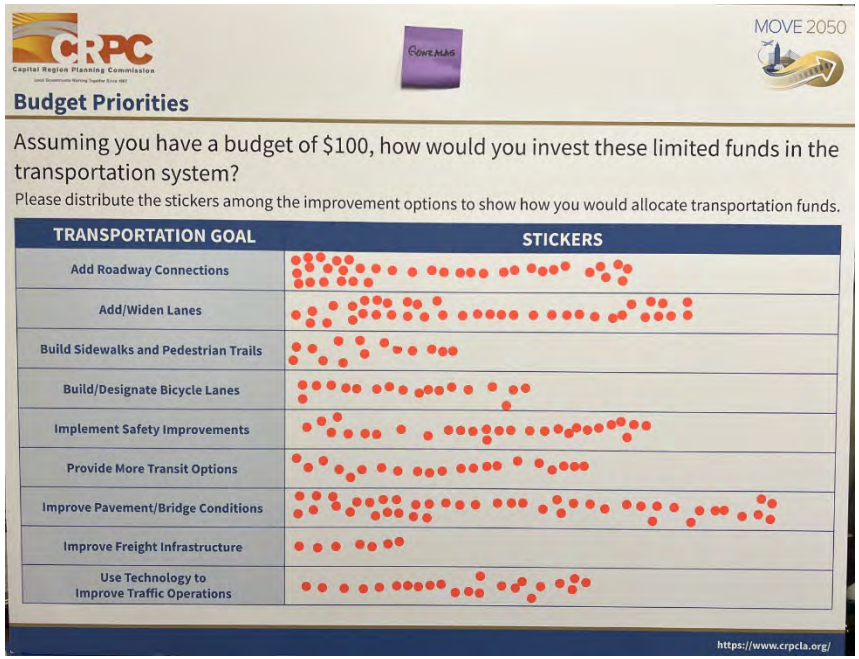




Carol at the Library (Ascension Parish Library)

Gonzalas Branch, LA – Tuesday, December 9, 2026



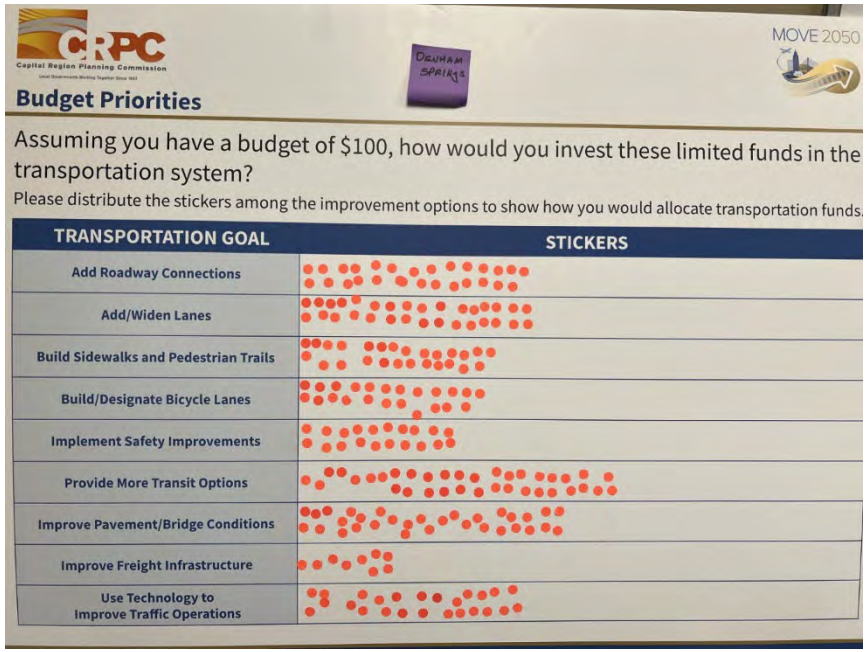




Kiwanis Lighting of the Christmas Tree

Denham Springs, LA – Thursday, December 11, 2025



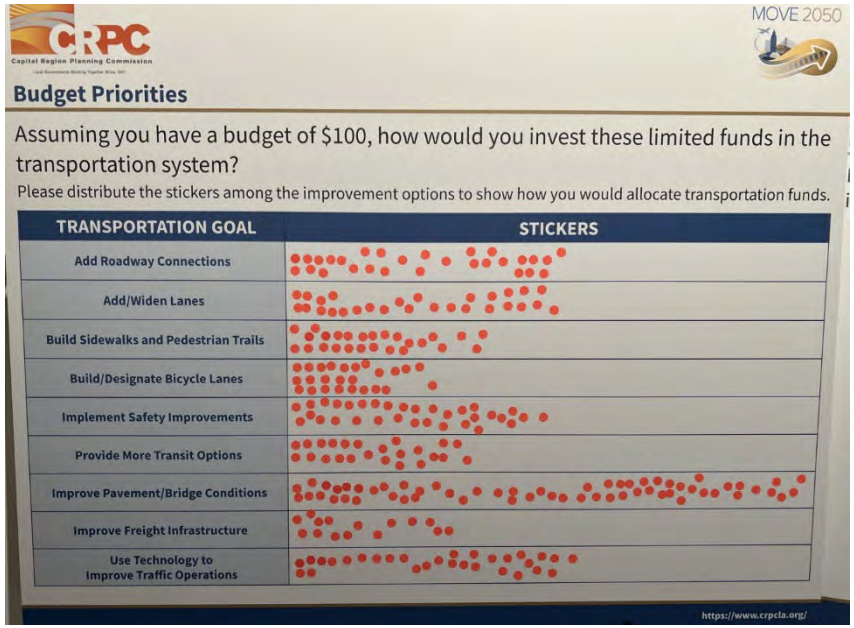




Holiday Open House at the West Baton Rouge Museum

Port Allen, LA – Friday, December 12, 2025

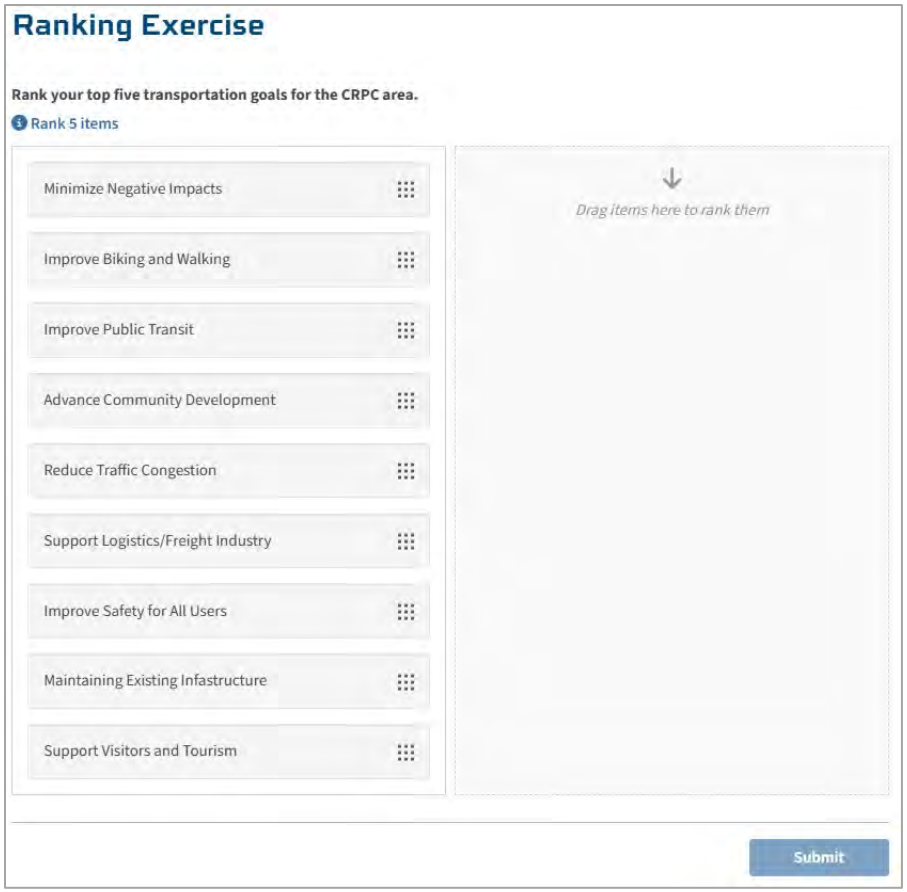






Virtual Engagement

Survey Questions and Exercises



Additional survey outreach was conducted at Southern University and LSU



Pictured: Southern Softball team taking the virtual survey

Budgeting Exercise

Assuming you have a budget of $100, how would you invest these limited funds in the transportation system?

Your remaining budget:

$ 1 0 0

MINIMUM SPEND $10

Sort by



Add/Widen Lanes

$0

$10 $100



Provide More Transit Options

$0

$10 $100



Use Technology to Improve Traffic Operations

$0

$10 $100



Implement Safety Improvements

$0

$10 $100



Build/Designate Bicycle Lanes

$0

$10 $100



Improve Pavement/Bridge Conditions

$0

$10 $100



Add Road Connections

$0

$10 $100



Build Sidewalks and Pedestrian Trails

$0

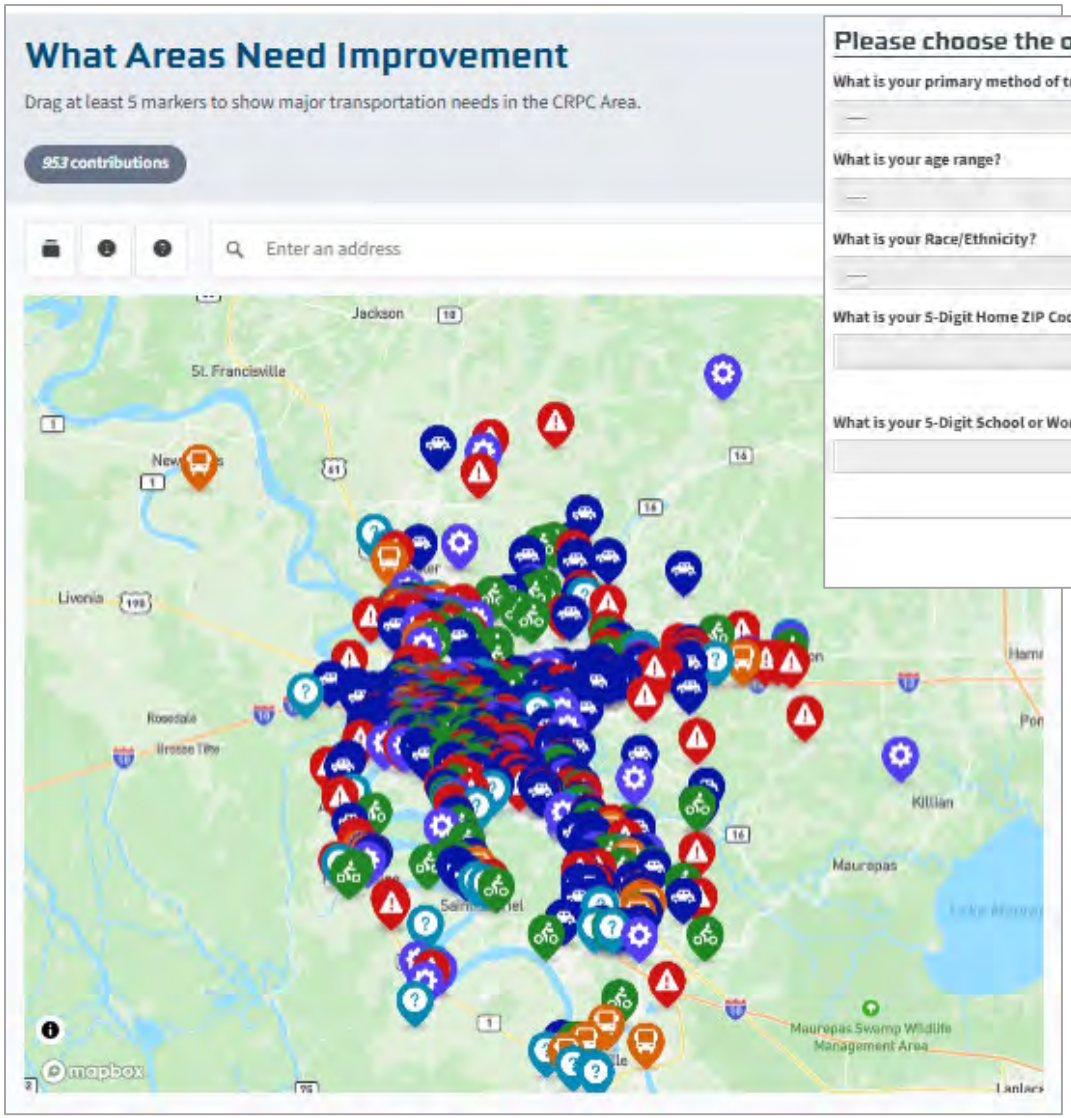
$10 $100

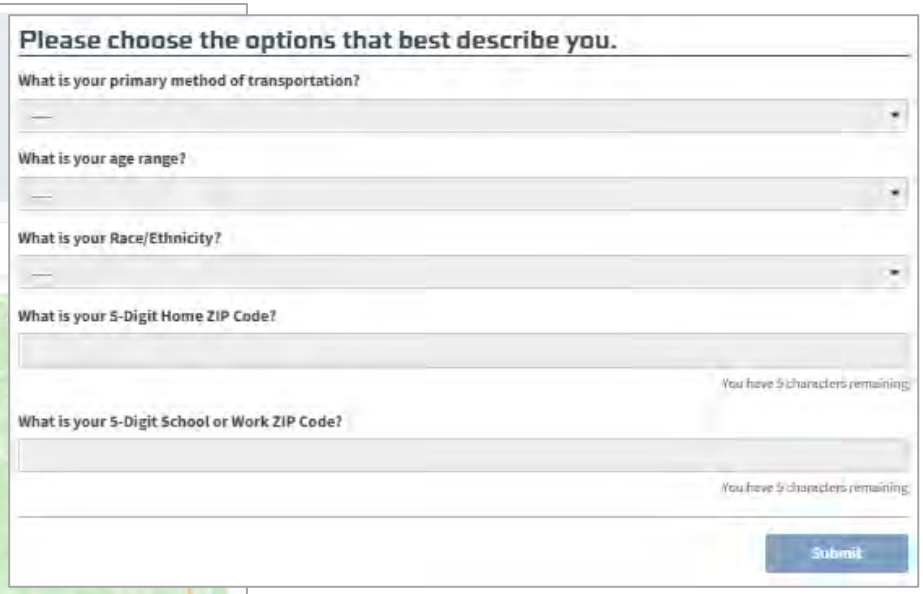


Improve Freight Infrastructure

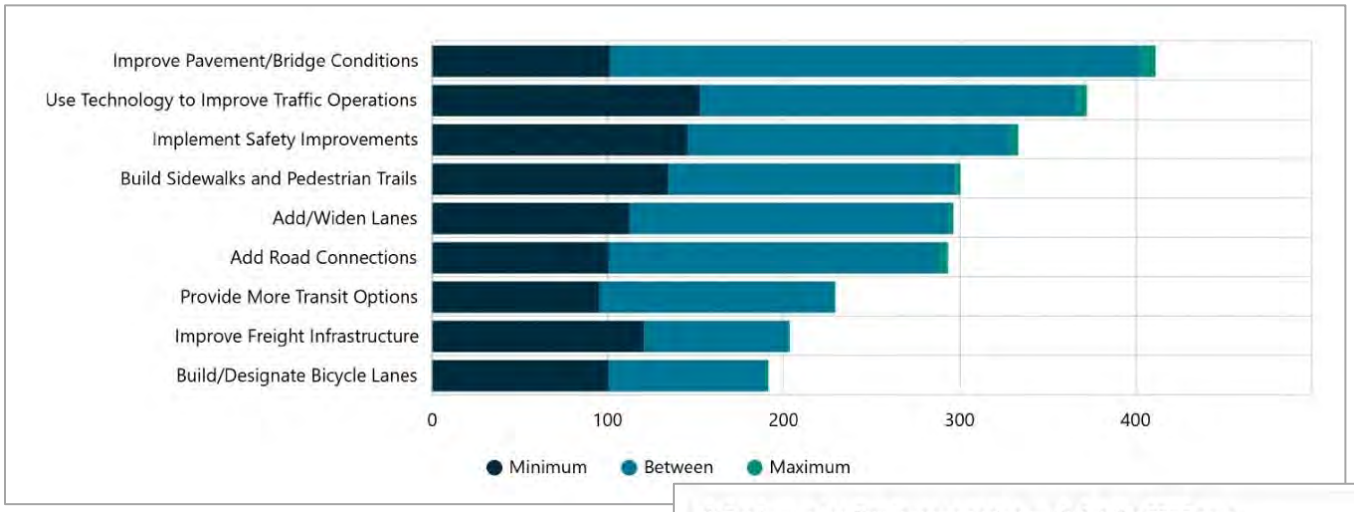
$0

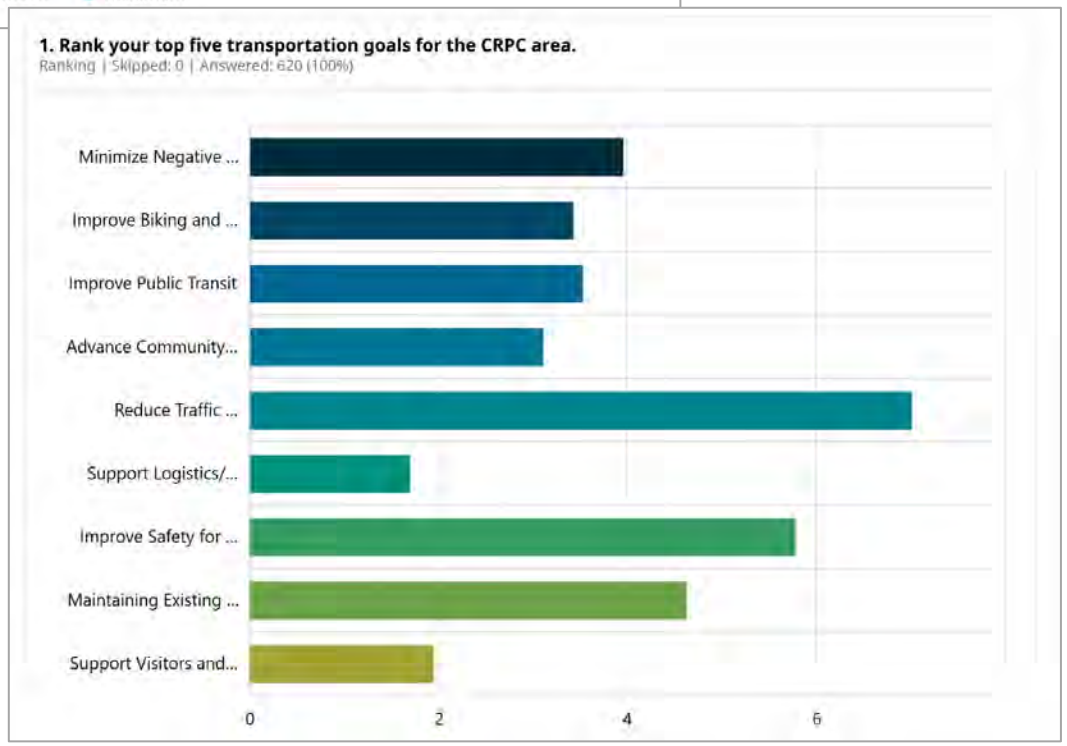
$10 $100


What Areas Need Improvement
Drag at least 5 markers to show major transportation needs in the CRPC Area.
953 contributions
Enter an address
Jackson
St. Francisville
Livonia
Kiltian
Maurepas
Maurepas Swamp Wildlife Management Area
mapbox


Please choose the options that best describe you.
What is your primary method of transportation?
What is your age range?
What is your Race/Ethnicity?
What is your 5-Digit Home ZIP Code?
You have 5 characters remaining
What is your 5-Digit School or Work ZIP Code?
You have 5 characters remaining
Submit

Engagement Results Summary





Suggested Priorities

A prioritized list of projects based on the voting results that maximizes the value of the defined budget.

$90.72
Total budget for allocated projects

95.34%
Contributions that include at least one suggested project

73.58%
Contributions that include at least half (50%) of all suggested projects

9.15%
Contributions that include all (100%) of suggested projects

3.97%
Contributions that supported one of these suggested projects at the maximum

89.29%
Contributions that supported one of these suggested projects beyond the minimum



Improve Pavement/Bridge Conditions

Cost: $28.73

411 votes (15.64%)



Use Technology to Improve Traffic Operations

Cost: $20.89

372 votes (14.16%)



Implement Safety Improvements

Cost: $19.70

333 votes (12.67%)



Build Sidewalks and Pedestrian Trails

Cost: $21.40

300 votes (11.42%)

Round 1 Input Summary

During Round 1, you let us know what your transportation goals and priorities were through three different exercises. An overview of the results is included below.

Ranking Exercise Results

Reducing traffic and congestion was ranked as the top transportation goal, followed by **improving safety for all road users** and **maintaining existing infrastructure**.

Budgeting Exercise Results

Survey participants spent $100 on different transportation goals. The top three goals identified from this exercise are: **improving roadway and bridge conditions**, **using technology to improve traffic operations**, and **implementing safety elements**.

Interactive Map Results

Over 950 comments were left on the interactive map! From these, **congestion** was the top comment marker used. This was followed by **safety** and **bike/ped** marker types.

Key Statistics

Top-level information about the activity.

$99.55
Average Spend
$100.00 total budget

9
Projects
0 sponsors

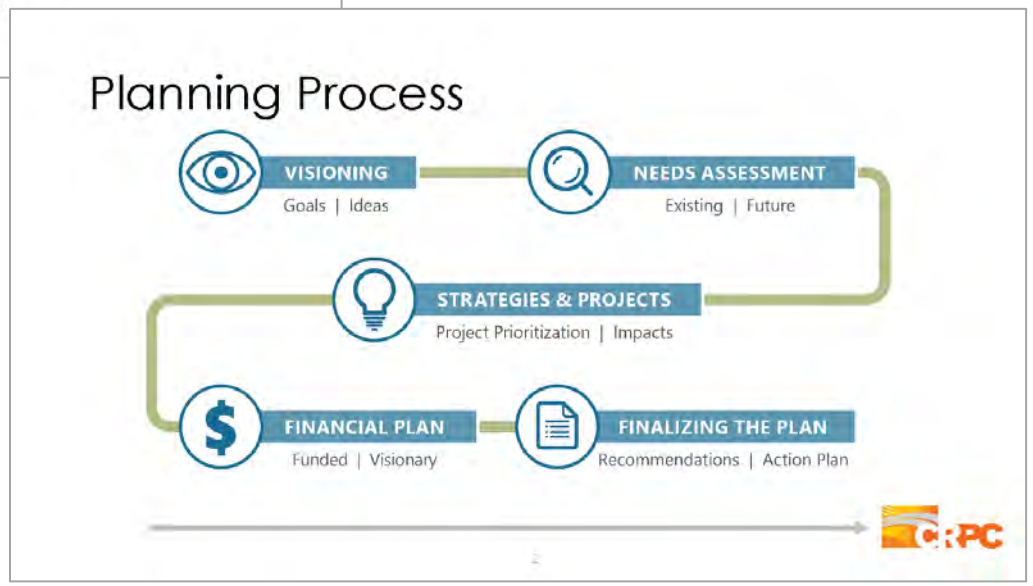
2628
Total Votes
4.54 avg. projects funded / contribution

Stakeholder Engagement

Stakeholder Presentations

TAC Presentation – September 29th, 2025





Schedule

- Existing Conditions – Fall '25/Winter '26
- Needs Assessment – Winter '26/Spring '26
- Project Prioritization – Summer '26
- Plan Development and Air Quality – Summer '26/Fall '26
- Public Review – September '26 through October '26
- Adoption – November '26

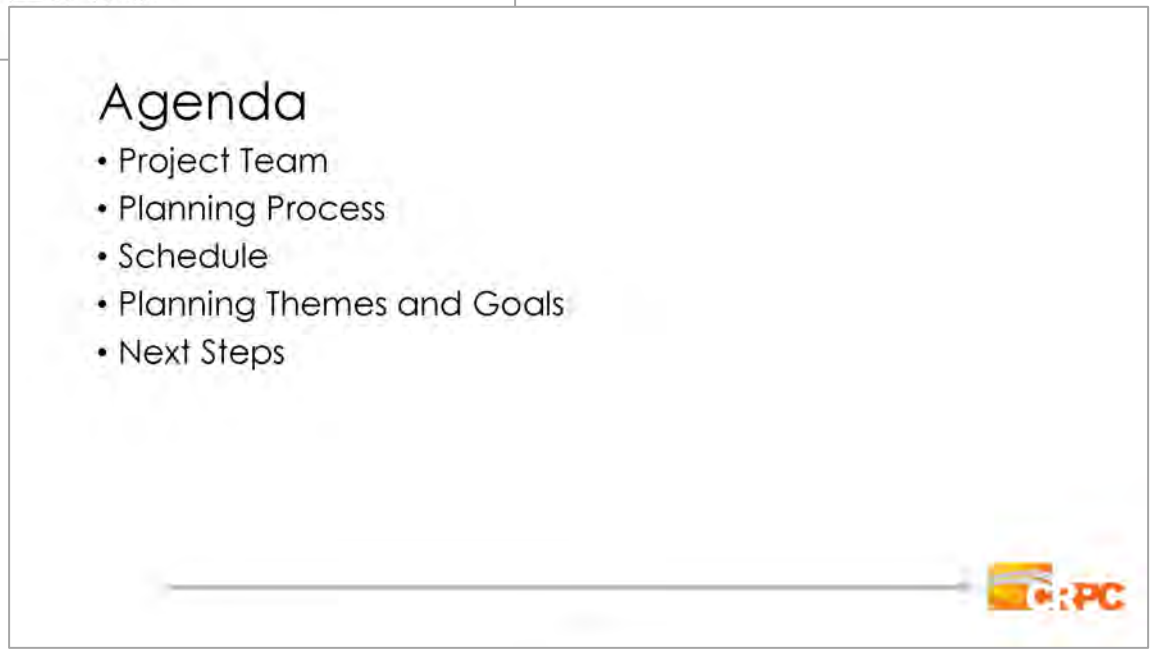
Round of Community Engagement

Next Steps

- Develop Community Engagement Plan
- Update Travel Demand Model
- Begin Existing Conditions report

TPC Presentation – September 30th, 2025





Project Team

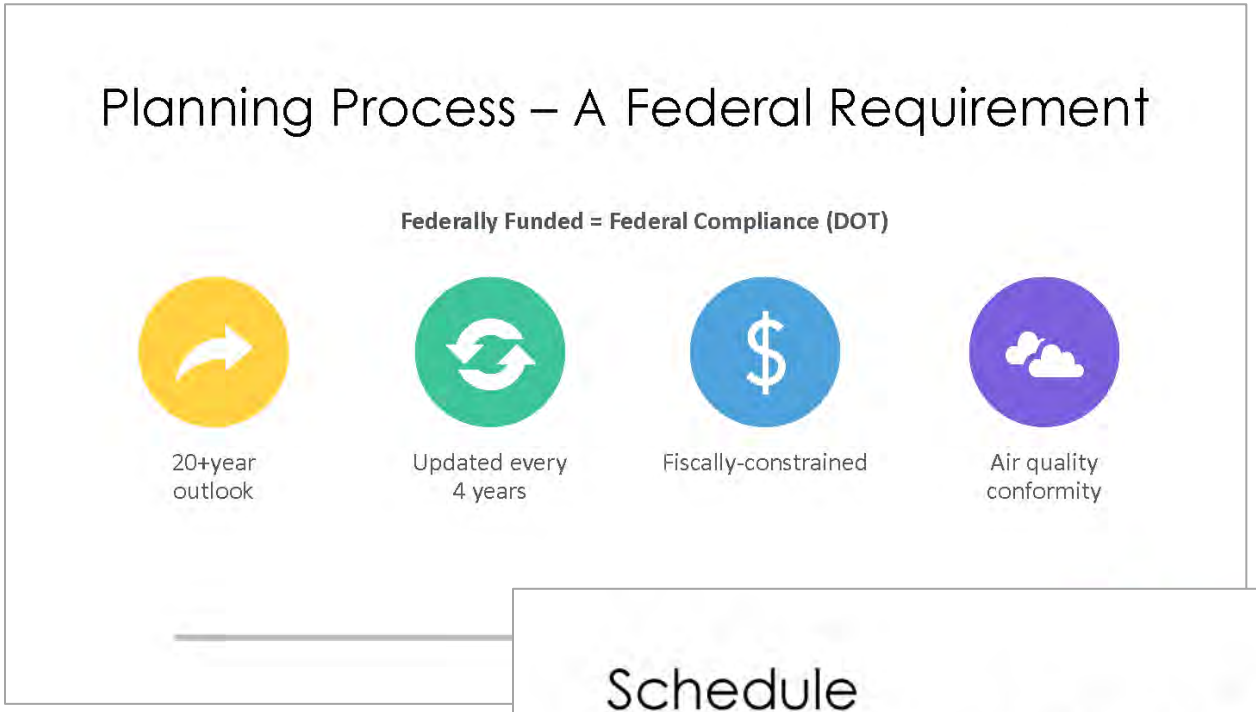
CRPC

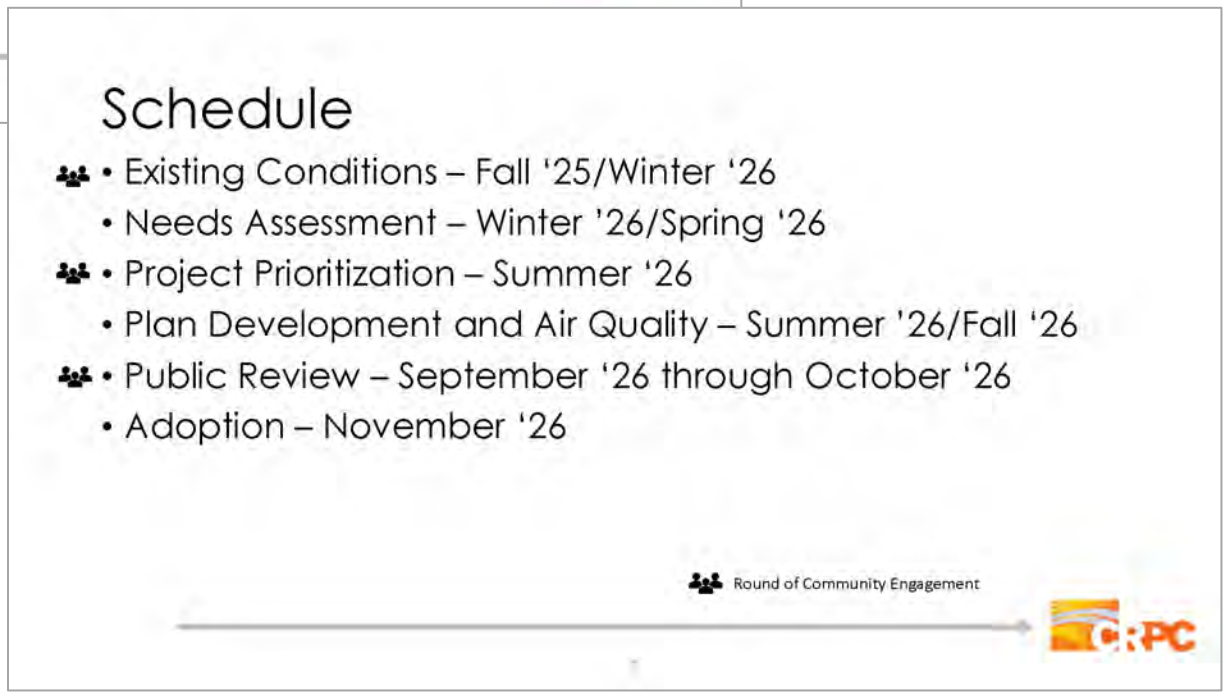
NEEL-SCHAFFER
Prime Consultant

ARCADIS · NELSON NYGAARD · MARMILLION/GRAY MEDIA

Planning Process




Planning Process – A Federal Requirement
Federally Funded = Federal Compliance (DOT)
20+year outlook
Updated every 4 years
Fiscally-constrained
Air quality conformity


Schedule
• Existing Conditions – Fall '25/Winter '26
• Needs Assessment – Winter '26/Spring '26
• Project Prioritization – Summer '26
• Plan Development and Air Quality – Summer '26/Fall '26
• Public Review – September '26 through October '26
• Adoption – November '26
Round of Community Engagement
CRPC

Planning Themes and Goals

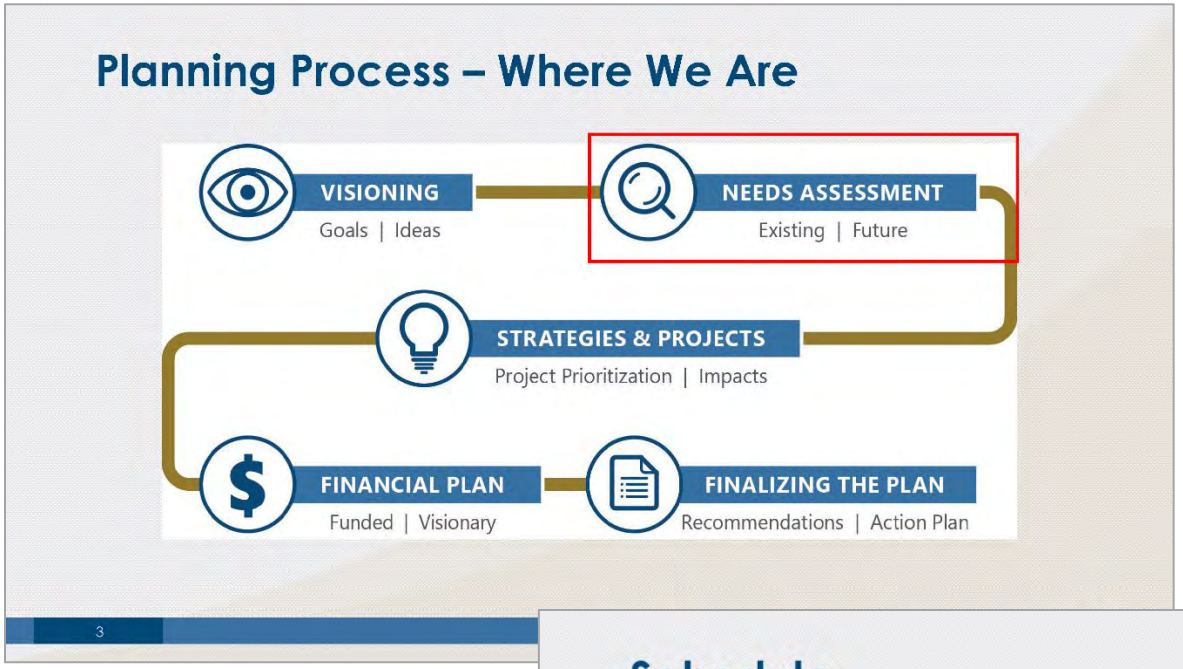
- Create a freight network that grows the local economy and promotes investment in the region's businesses
- Develop a regional transit system that can serve the entire 5-parish area
- Develop a regional framework for Transportation Systems Management and Operations (a.k.a. TSMO)
- Select transportation projects that support MPO performance measure targets

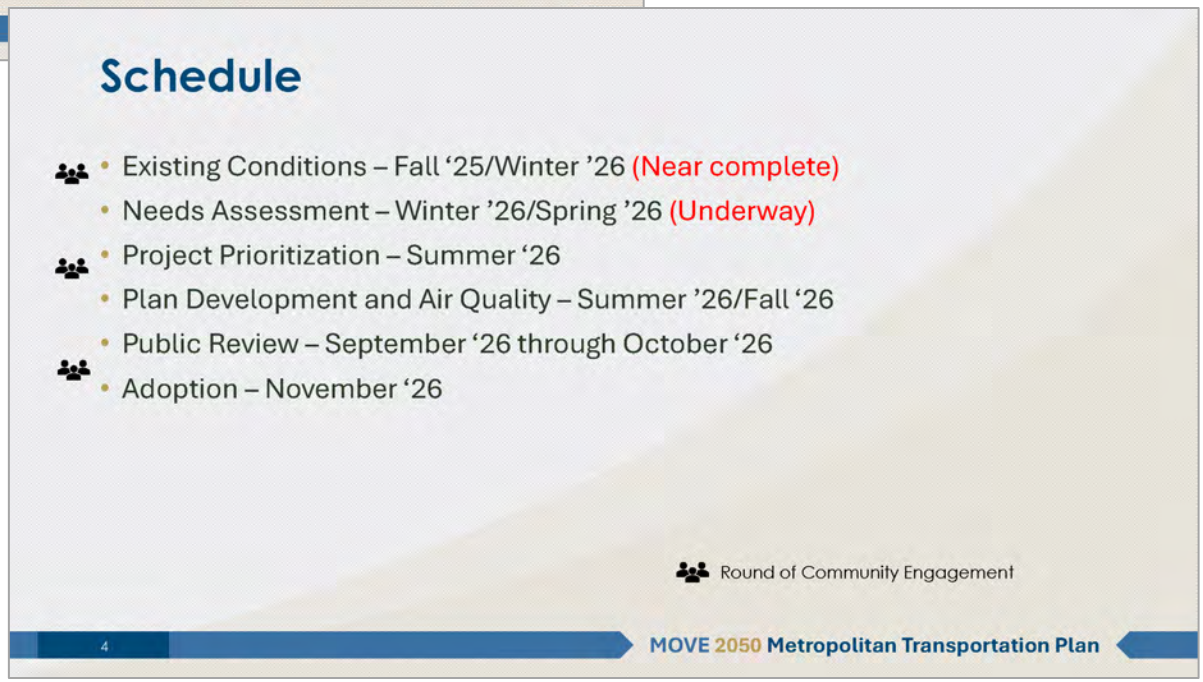
Next Steps

- Develop Community Engagement Plan
- Update Travel Demand Model
- Begin Existing Conditions report

TAC Presentation – March 31, 2026




Planning Process – Where We Are
VISIONING
Goals | Ideas
NEEDS ASSESSMENT
Existing | Future
STRATEGIES & PROJECTS
Project Prioritization | Impacts
FINANCIAL PLAN
Funded | Visionary
FINALIZING THE PLAN
Recommendations | Action Plan
3


Schedule
Existing Conditions – Fall '25/Winter '26 (Near complete)
Needs Assessment – Winter '26/Spring '26 (Underway)
Project Prioritization – Summer '26
Plan Development and Air Quality – Summer '26/Fall '26
Public Review – September '26 through October '26
Adoption – November '26
Round of Community Engagement
4
MOVE 2050 Metropolitan Transportation Plan

Outreach Results

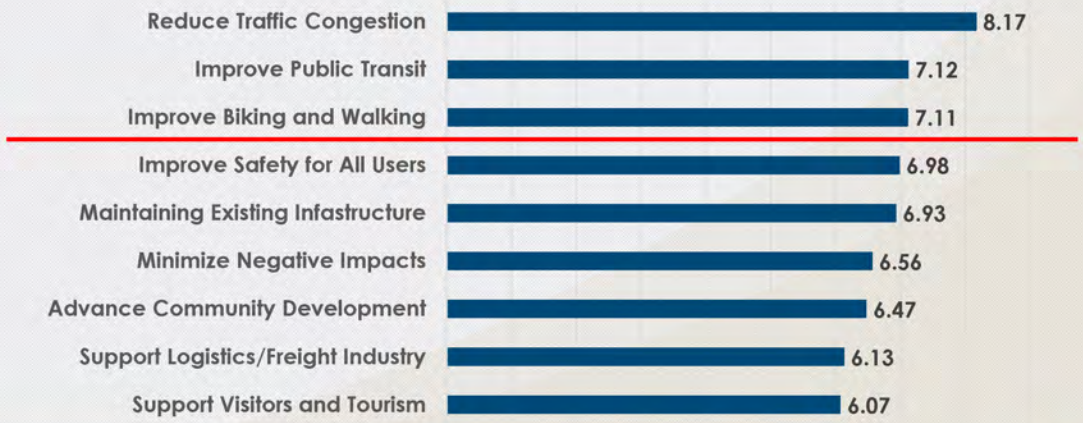
- Round 1: December 2025 through February 2026
- In-person outreach events and online survey
- 650+ total respondents
- Nearly 2,700 contributions in priorities and map points





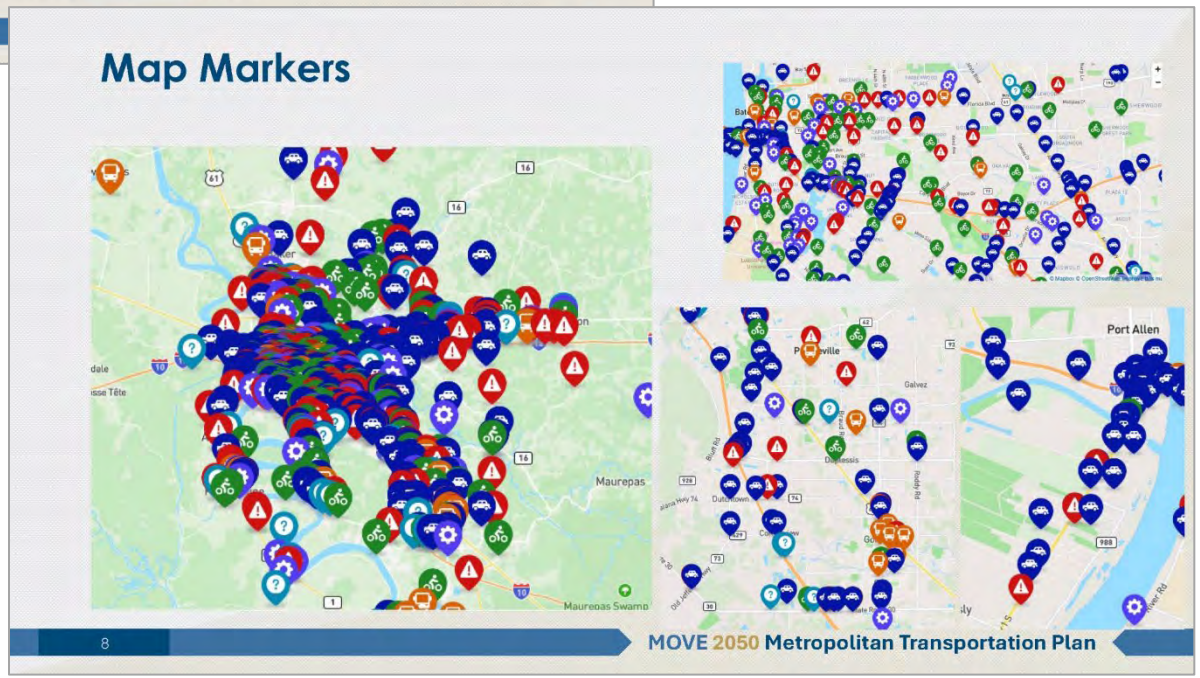
5

Priority Rankings



6 MOVE 2050 Metropolitan Transportation Plan


Budget Priorities
Improve Pavement/Bridge Conditions $20.49
Use Technology to Improve Traffic Operations $13.48
Add Road Connections $12.20
Implement Safety Improvements $11.38
Add/Widen Lanes $11.21
Build Sidewalks and Pedestrian Trails $11.14
Provide More Transit Options $8.36
Improve Freight Infrastructure $5.90
Build/Designate Bicycle Lanes $5.85
7


Map Markers
Maurepas
Port Allen
8
MOVE 2050 Metropolitan Transportation Plan

Next Steps

- Review Existing Conditions report
- Conduct stakeholder meetings
- Begin Needs Assessment report
- Develop test projects and begin IAC process

9

MOVE 2050

Metropolitan Transportation Plan

Project Contacts

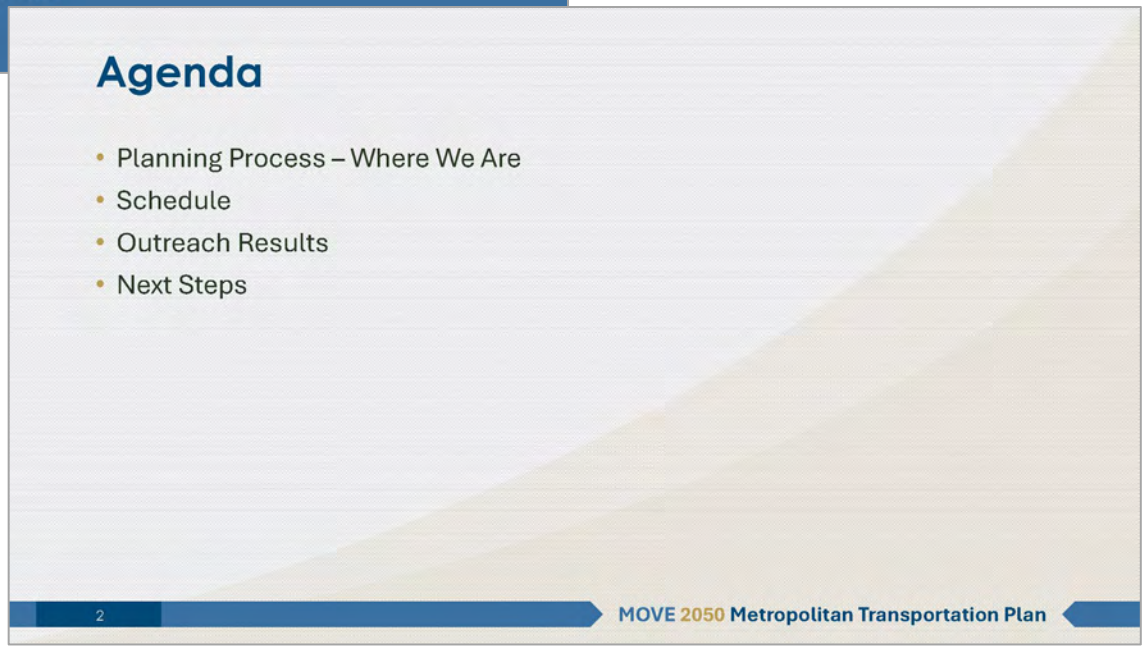
Sooraz Patro
CRPC
SPatro@crpcla.org

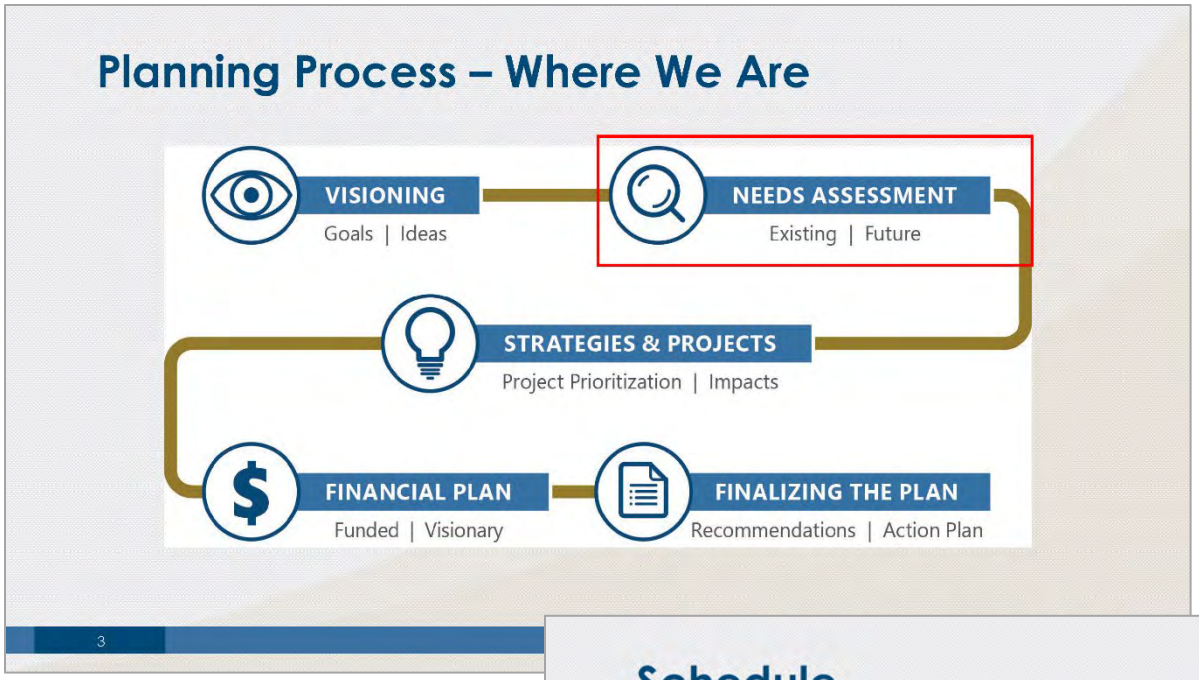
Nick Broussard
Neel-Schaffer
nicholas.broussard@neel-schaffer.com

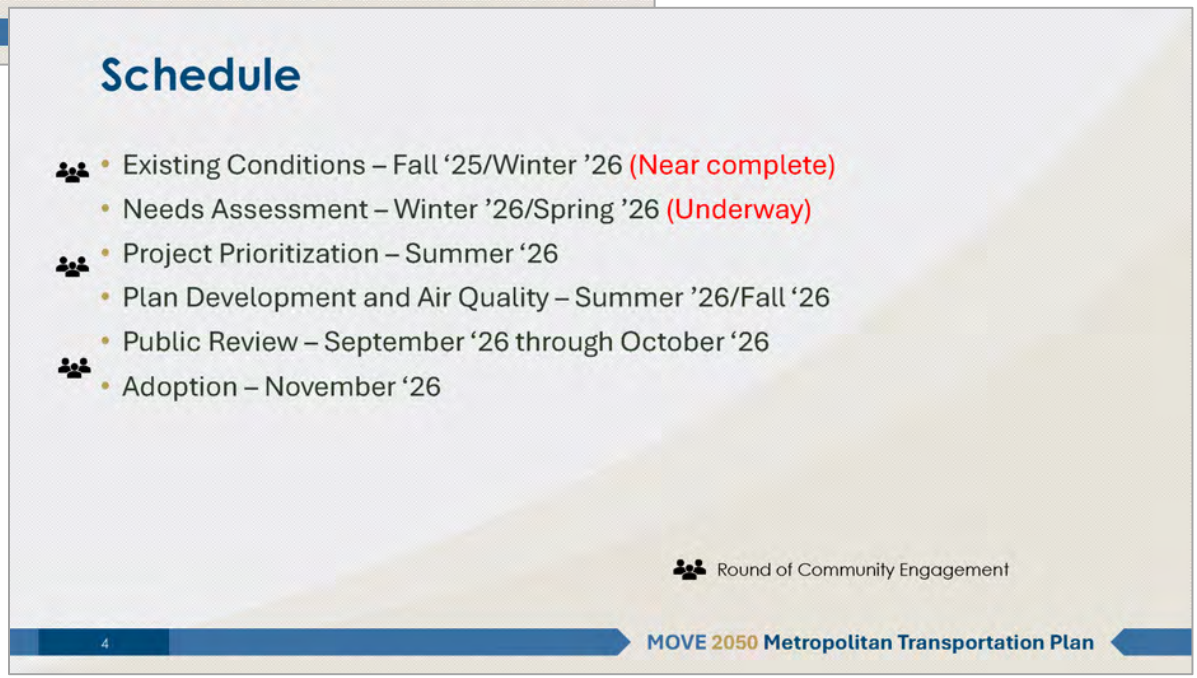
10

TPC Presentation – April 23rd, 2026






Planning Process – Where We Are
VISIONING
Goals | Ideas
NEEDS ASSESSMENT
Existing | Future
STRATEGIES & PROJECTS
Project Prioritization | Impacts
FINANCIAL PLAN
Funded | Visionary
FINALIZING THE PLAN
Recommendations | Action Plan
3


Schedule
Existing Conditions – Fall '25/Winter '26 (Near complete)
Needs Assessment – Winter '26/Spring '26 (Underway)
Project Prioritization – Summer '26
Plan Development and Air Quality – Summer '26/Fall '26
Public Review – September '26 through October '26
Adoption – November '26
Round of Community Engagement
4
MOVE 2050 Metropolitan Transportation Plan

Outreach Results

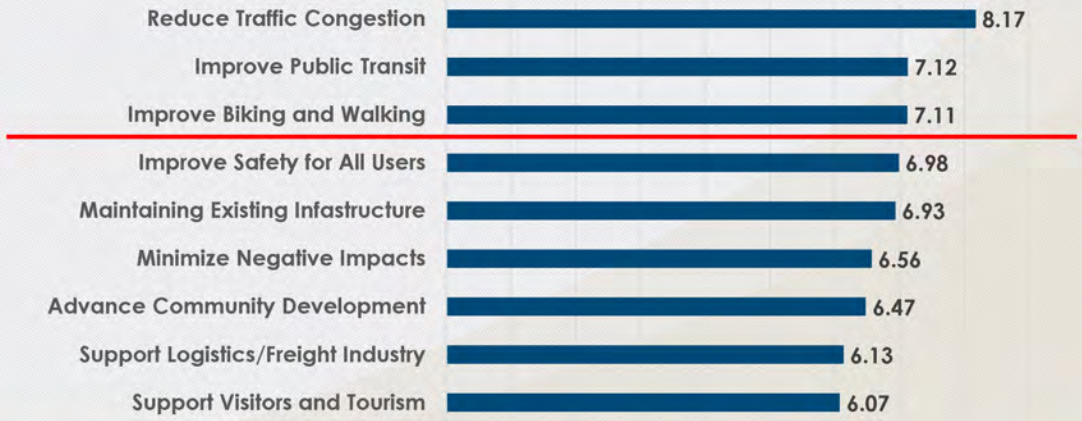
- Round 1: December 2025 through February 2026
- In-person outreach events and online survey
- 650+ total respondents
- Nearly 2,700 contributions in priorities and map points





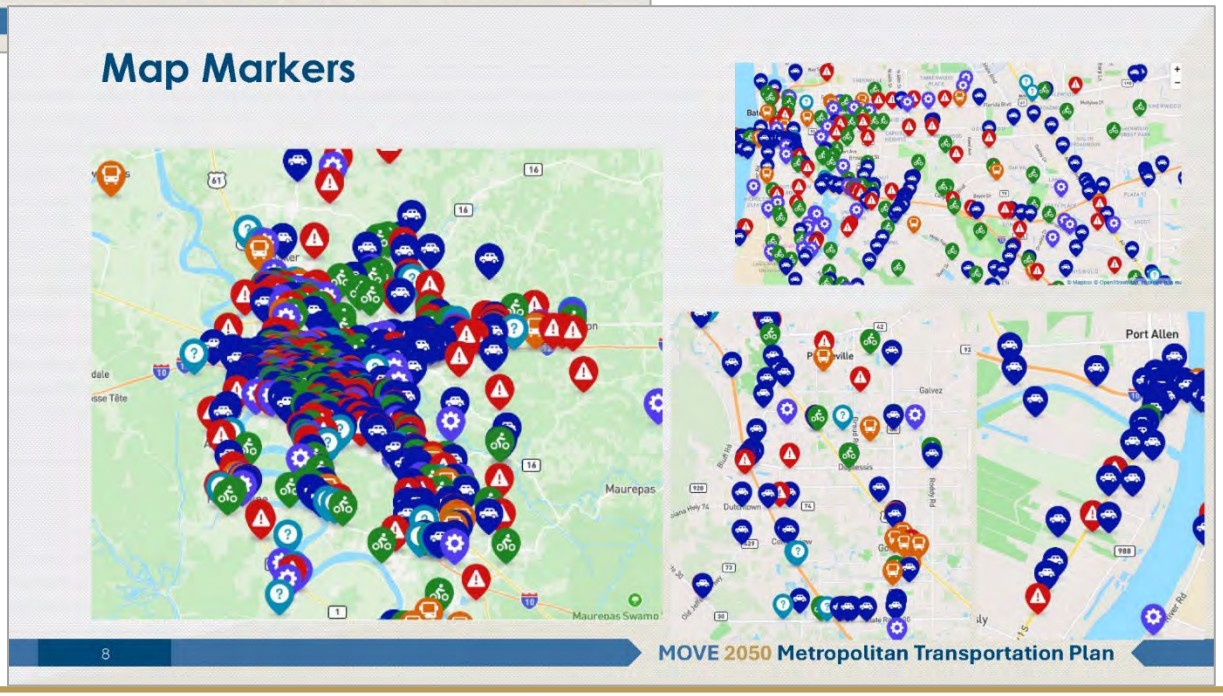
5

Priority Rankings



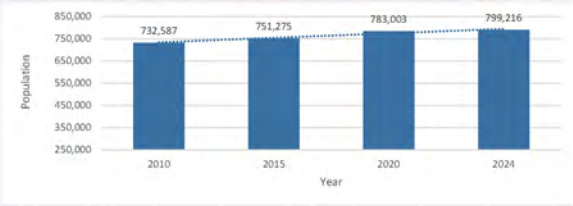
6 MOVE 2050 Metropolitan Transportation Plan


Budget Priorities
Add Capacity (New Connections, Widen Roadways)
$13.40
Improve Pavement/Bridge Conditions
$20.49
Use Technology to Improve Traffic Operations
$13.48
Implement Safety Improvements
$11.38
Build Sidewalks and Pedestrian Trails
$11.14
Provide More Transit Options
$8.36
Improve Freight Infrastructure
$5.90
Build/Designate Bicycle Lanes
$5.85
7

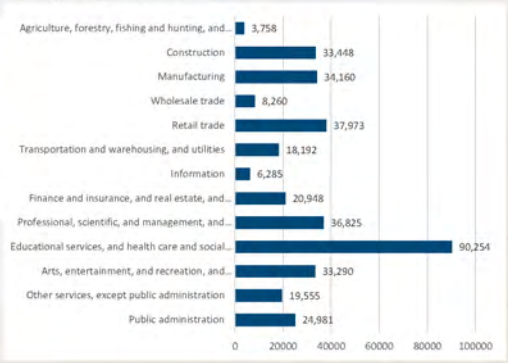

Map Markers
Maurepas
Port Allen
8
MOVE 2050 Metropolitan Transportation Plan

Existing Conditions (2024)

Population



Employment



- Total Population – 799,216
- Total Employment – 382,025
- Total School Enrollment – 204,078

9

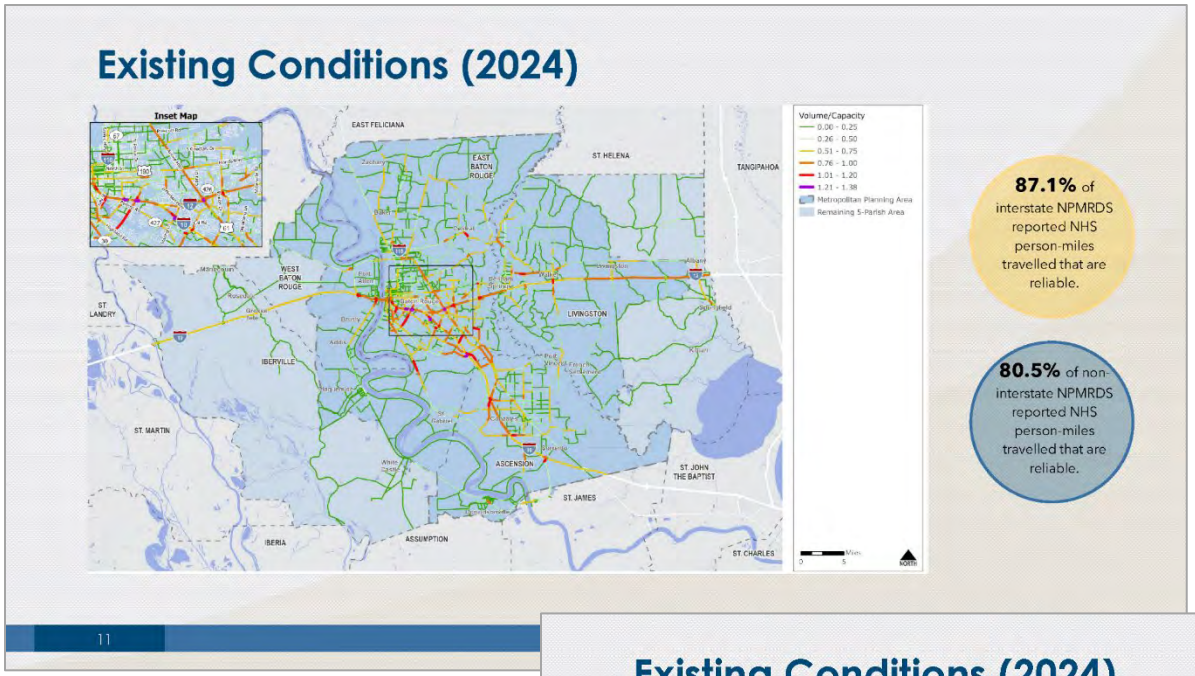
Existing Conditions (2024)

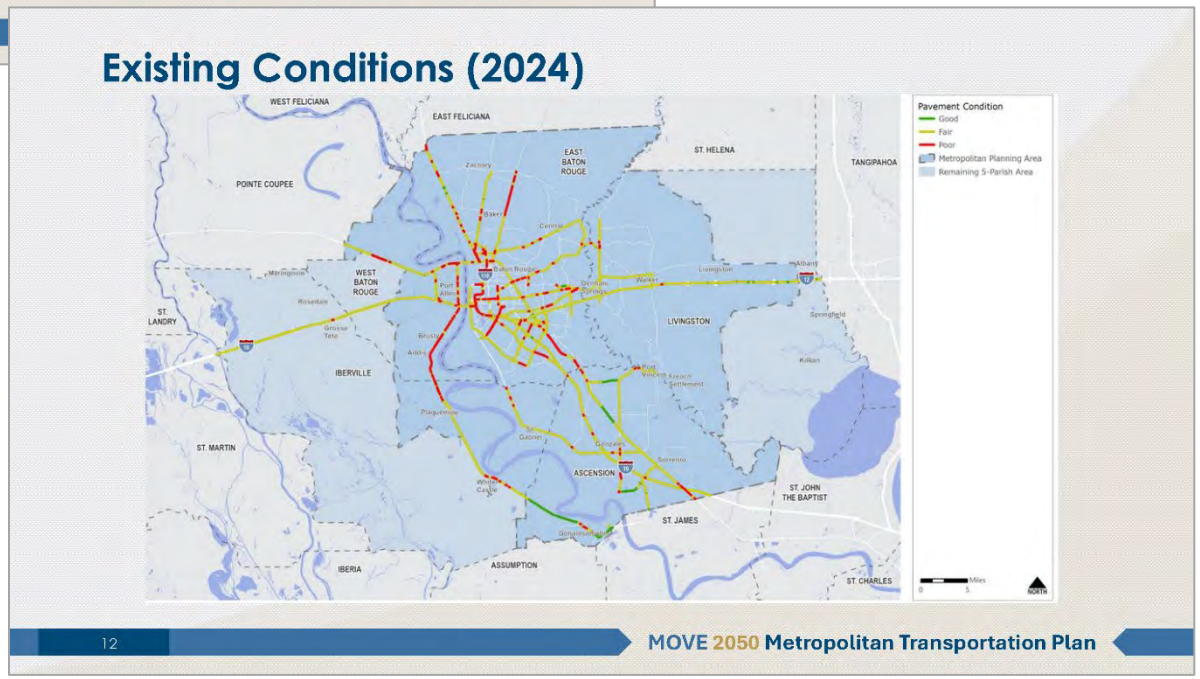
Housing & Transportation Index

Area	Housing Cost %	Transportation Cost %	H&T Cost%	Key Challenge
Ascension Parish	27	26	53	Transportation
East Baton Rouge Parish	25	22	47	Transportation
Iberville Parish	18	26	44	Transportation
Livingston Parish	24	25	49	Transportation
West Baton Rouge Parish	23	25	48	Transportation
Baton Rouge MPO	25	23	48	Transportation
Baton Rouge CBSA	24	24	48	Transportation

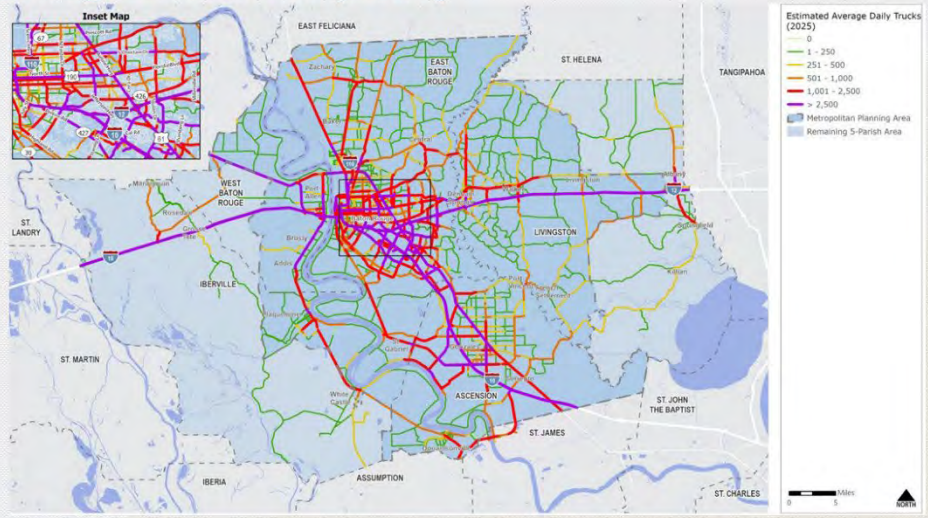
- Housing alone is traditionally deemed affordable when consuming no more than 30% of income.
- The H&T Index incorporates transportation costs - typically the household's second-largest expense.
- The H&T Index, at 45% of income, offers an expanded view of affordability within a region.

10 MOVE 2050 Metropolitan Transportation Plan


Existing Conditions (2024)
Inset Map
EAST FELICIANA
ST. HELENA
TANGIPAHOA
WEST BATON ROUGE
EAST BATON ROUGE
ST. LANDRY
LIVINGSTON
IBERVILLE
ST. MARTIN
ASCENSION
ST. JOHN THE BAPTIST
ST. JAMES
IBERIA
ASSUMPTION
ST. CHARLES
Volume/Capacity
0.00 - 0.25
0.26 - 0.50
0.51 - 0.75
0.76 - 1.00
1.01 - 1.20
1.21 - 1.98
Metropolitan Planning Area
Remaining 5-Parish Area
87.1% of interstate NPMRDS reported NHS person-miles travelled that are reliable.
80.5% of non-interstate NPMRDS reported NHS person-miles travelled that are reliable.
11


Existing Conditions (2024)
WEST FELICIANA
EAST FELICIANA
POINTE COUPEE
EAST BATON ROUGE
ST. HELENA
TANGIPAHOA
WEST BATON ROUGE
ST. LANDRY
LIVINGSTON
IBERVILLE
ST. MARTIN
ASCENSION
ST. JOHN THE BAPTIST
ST. JAMES
IBERIA
ASSUMPTION
ST. CHARLES
Pavement Condition
Good
Fair
Poor
Metropolitan Planning Area
Remaining 5-Parish Area
12
MOVE 2050 Metropolitan Transportation Plan

Existing Conditions (2024)



13

Next Steps

- Review Existing Conditions report
- Conduct stakeholder meetings
- Begin Needs Assessment report
- Develop test projects and begin IAC process

14 MOVE 2050 Metropolitan Transportation Plan

Potential Forecast Control Totals - Population

Parish		Historical Census 2000-2020	Historical Census 2010-2020	ACS 2000-2023	LASTM 2025-2050	W&P 2024-2050	Average	Current Stakeholder Projection
Ascension		2.58%	1.67%	2.31%	1.43%	1.42%	1.88%	
East Baton Rouge		0.69%	0.37%	0.56%	0.30%	0.22%	0.43%	Fast: 1.0%-1.5%
Iberville		0.05%	-0.98%	0.00%	0.15%	-0.04%	-0.16%	
Livingston		2.25%	1.06%	2.05%	1.29%	1.24%	1.58%	Very Fast:1.5%-2.0%
West Baton Rouge		1.29%	1.35%	1.20%	0.66%	0.64%	1.03%	Moderate: 0.5%-1.0%

Parish	Base Year (2024)	Historical Census 2000-2020	Historical Census 2010-2020	ACS 2000-2023	LASTM 2025-2050	W&P 2024-2050	Average	Current Stakeholder Projection	Current Recommended Control Total	Current Recommended Growth Rate
Ascension	130,986	254,012	201,483	237,189	189,475	188,990	212,696		193,316	1.51%
East Baton Rouge	461,249	551,544	507,735	533,325	498,609	488,371	515,419	637,098	498,238	0.30%
Iberville	30,507	30,906	23,615	30,507	31,719	30,191	29,233		31,044	0.07%
Livingston	148,293	264,263	195,135	251,518	206,952	204,363	222,826	248,156	222,826	1.58%
West Baton Rouge	28,181	39,327	39,937	38,428	33,438	33,265	36,766	34,224	36,766	1.03%
Region Total	**799,216**	**1,140,052**	**967,905**	**1,090,967**	**960,193**	**945,180**	**1,016,940**			

15

Future Growth Rates- Population

Parish	Base Year 2024	Decline Growth (-0.5%)	Some Growth (0.0% - 0.5%)	Moderate Growth (0.5% - 1.0%)	Fast Growth (1.0% - 1.5%)	Very Fast Growth (1.5% - 2.0%)	2.0% - 2.5% Growth	2.5% - 3.0% Growth
Ascension	130,986	114,981	139,772	159,073	180,924	205,646	233,599	265,187
East Baton Rouge	461,249	404,889	492,186	560,153	637,098	724,153	822,587	933,820
Iberville	30,507	26,779	32,553	37,049	42,138	47,895	54,406	61,763
Livingston	148,293	130,173	158,239	180,091	204,829	232,817	264,464	300,226
West Baton Rouge	28,181	24,738	30,071	34,224	38,925	44,244	50,258	57,054
Region Total	**799,216**	**701,559**	**852,821**	**970,590**	**1,103,913**	**1,254,755**	**1,425,314**	**1,618,049**

16 MOVE 2050 Metropolitan Transportation Plan

Potential Forecast Control Totals - Employment

Parish		Historical BLS 2010-2020	Historical BLS 2010-2024	LASTM 2025-2050	W&P 2024-2050	Average	Current Stakeholder Projection
Ascension		2.40%	3.77%	2.02%	1.97%	2.54%	
East Baton Rouge		-0.25%	0.48%	0.84%	0.77%	0.46%	Fast: 1.0%-1.5%
Iberville		0.71%	1.28%	0.52%	0.36%	0.72%	
Livingston		2.32%	2.47%	2.18%	2.01%	2.25%	Very Fast: 1.5%-2.0%
West Baton Rouge		0.53%	1.30%	1.05%	0.83%	0.93%	Moderate: 0.5%-1.0%

Parish	Base Year 2024	Historical BLS 2010-2020	Historical BLS 2010-2024	LASTM 2025-2050	W&P 2024-2050	Average	Current Stakeholder Projection	Current Recommended Control Total	Current Recommended Growth Rate
Ascension	50,590	93,727	132,413	85,091	84,013	97,116		87,610	2.13%
East Baton Rouge	270,603	253,553	306,481	336,346	330,328	304,898	373,769	333,337	0.81%
Iberville	16,461	19,785	22,912	18,837	18,073	19,824		19,824	0.72%
Livingston	31,123	56,501	58,694	54,525	52,215	55,434	52,082	55,434	2.25%
West Baton Rouge	13,248	15,200	18,535	17,382	16,424	16,842	16,089	16,842	0.93%
Region Total	**382,025**	**438,766**	**539,035**	**512,181**	**501,053**	**494,114**			

17

Future Growth Rates - Employment

Parish	Base Year 2024	Decline Growth (-0.5%)	Some Growth (0.0% - 0.5%)	Moderate Growth (0.5% - 1.0%)	Fast Growth (1.0% - 1.5%)	Very Fast Growth (1.5% - 2.0%)	2.0% - 2.5% Growth	2.5% - 3.0% Growth
Ascension	50,590	44,408	53,983	61,438	69,877	79,425	90,222	102,422
East Baton Rouge	270,603	237,538	288,753	328,628	373,769	424,842	482,591	547,848
Iberville	16,461	14,450	17,565	19,991	22,737	25,843	29,356	33,326
Livingston	31,123	27,320	33,210	37,797	42,988	48,863	55,504	63,010
West Baton Rouge	13,248	11,629	14,137	16,089	18,299	20,799	23,626	26,821
Region Total	**382,025**	**335,345**	**407,648**	**463,941**	**527,670**	**599,773**	**681,299**	**773,427**

18 MOVE 2050 Metropolitan Transportation Plan

Interagency Coordination Committee – August 3rd, 2026






Planning Process – A Federal Requirement
Federally Funded = Federal Compliance (DOT)
20+year outlook
Updated every 4 years
Fiscally-constrained
Air quality conformity
3


Planning Process – Where We Are
VISIONING
Goals | Ideas
NEEDS ASSESSMENT
Existing | Future
STRATEGIES & PROJECTS
Project Prioritization | Impacts
FINANCIAL PLAN
Funded | Visionary
FINALIZING THE PLAN
Recommendations | Action Plan
4
MOVE 2050 Metropolitan Transportation Plan

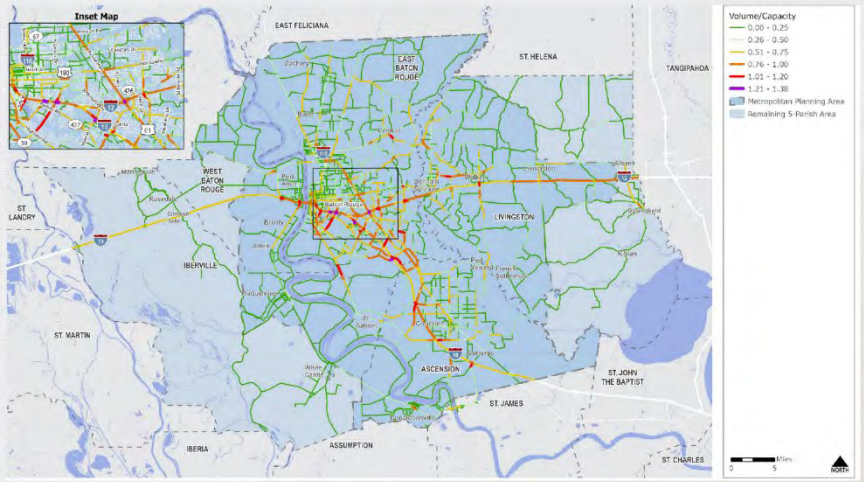
Schedule

- Existing Conditions – Fall '25/Winter '26 (Complete)
- Needs Assessment – August '26
- Project Prioritization – August '26
- Plan Development and Air Quality – August/September '26
- Public Review – September '26 through October '26
- Adoption – November '26

Round of Community Engagement

5

Existing Conditions



6

MOVE 2050 Metropolitan Transportation Plan

MOVE 2050

Forecast Socioeconomic Data

Population	2025 Base Year	2050 Horizon	Change	Annual Growth Rate
Ascension Parish	131,569	187,144	55,575	1.42%
East Baton Rouge Parish	463,300	541,283	77,983	0.62%
Iberville Parish	30,643	31,142	499	0.06%
Livingston Parish	148,952	203,989	55,037	1.27%
West Baton Rouge Parish	28,306	33,285	4,979	0.65%
Total (MPO Region)	**802,769**	**996,843**	**194,074**	**0.87%**

Employment	2025 Base Year	2050 Horizon	Change	Annual Growth Rate
Ascension Parish	50,590	82,867	32,277	1.99%
East Baton Rouge Parish	270,603	330,862	60,259	0.81%
Iberville Parish	16,461	19,175	2,714	0.61%
Livingston Parish	31,123	52,259	21,136	2.09%
West Baton Rouge Parish	13,248	16,748	3,500	0.94%
Total (MPO Region)	**382,025**	**501,911**	**119,886**	**1.10%**

7

Next Steps

- Complete Needs Assessment report
- Run test projects and continue IAC process
- Develop draft staged program
- Air quality conformity analysis and determination
- Public commenting
- Plan adoption

8 MOVE 2050 Metropolitan Transportation Plan

Stakeholder Surveys

CRPC Metropolitan Transportation Plan Questionnaire

The Capital Regional Planning Commission is updating the region's long-range Metropolitan Transportation Plan. The intent of the plan is to develop a roadmap for improving transportation in Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes over the next 25 years, including projects that will help with transit improvements. Help us plan for the future by participating in this brief survey!

First, tell us what you think!

1. **Within the region, what locations do you feel have the greatest safety challenges for transit ridership? What is the nature of the safety challenges?**

2. **Which locations do you feel have the greatest congestion challenges for transit reliability?**

Interstate through Denham Springs, and Florida Blvd through Denham Springs and Walker.

3. **Are congestion challenges specific to a time of day, or constant throughout the day?**

Mostly weekday mornings.

4. **Are there any areas where security challenges exist in regard to the transit system?**

Our transportation is curb to curb. Security is not an issue so much.

CRPC Metropolitan Transportation Plan Questionnaire

5. **Are there any infrastructure projects or strategies that you feel would address the existing or anticipated challenges? Are there any known growths that you can provide anticipated population and employment numbers that will come to the region**

Thank you for participating in this survey. Your answers will be used to inform and improve the future of transportation in our region.

OPTIONAL:

Name: [redacted]

Organization: Livingston Council on Aging

CRPC Metropolitan Transportation Plan Questionnaire

The Capital Regional Planning Commission is updating the region's long-range Metropolitan Transportation Plan. The intent of the plan is to develop a roadmap for improving transportation in Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes over the next 25 years, including non-motorized transportation. Help us plan for the future by participating in this brief survey!

First, tell us what you think!

1. **Within the region, where do you feel the greatest safety challenges exist for bicycling and walking?**

Any busy highway without designated lanes with barriers.

2. **Are there any areas or corridors within the region that feel unsafe due to vehicular interaction with bicyclists and/or pedestrians?**

Yes. Florida Blvd., Juban Road, Buddy Ellis, Walker North and South, Vincent Road, etc.

3. **Are there any areas or corridors within the region that feel unsafe due to poor infrastructure condition? If so, what makes it feel unsafe?**

Yes. Walker North and South especially. The area is over populated, the vehicles speed non-stop, no shoulder to retreat to when a on-coming vehicle is in your lane. Pulling out onto this road from side roads can be very dangerous.

4. **Where would you like to see intersection crossings, pedestrian signals, or mid-block crossings added?**

Along Walker South within the city limits. Along Range within Denham Springs city limits. Along Juban Road.

CRPC Metropolitan Transportation Plan Questionnaire

5. **What types of physical transit improvements (stops, amenities, etc.) are most needed?**

Not applicable for our specific needs.

6. **What types of service improvements are most needed?**

7. **What types of facility improvements are most needed?**

Thank you for participating in this survey. Your answers will be used to inform and improve the future of transportation in our region.

OPTIONAL

Name: [redacted]

Organization: Livingston Council on Aging

CRPC Metropolitan Transportation Plan Questionnaire

The Capital Regional Planning Commission is updating the region's long-range Metropolitan Transportation Plan. The intent of the plan is to develop a roadmap for improving transportation in Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes over the next 25 years, including projects that will help with freight movement and reliability. Help us plan for the future by participating in this brief survey!

First, tell us what you think!

1. **Within the region, what locations do you feel have the greatest safety challenges for freight movement? What is the nature of the safety challenges?**

Heavy traffic areas along the Interstates 10 and 12.

2. **Which locations do you feel have the greatest congestion challenges for freight movement?**

The 10 & 12 split.

3. **Are congestion challenges specific to a time of day, or constant throughout the day?**

Constant all day.

4. **Are there any areas where security challenges exist in regard to the infrastructure?**

I am not sure.

CRPC Metropolitan Transportation Plan Questionnaire

5. **Are there any roadways or areas that you feel have a high demand for biking and walking, but insufficient infrastructure to do so safely?**

Yes. All of Livingston Parish with the exception of Range within the Denham Springs city limits.

6. **List specific locations you feel need to add additional bicycle and pedestrian infrastructure to improve connections to transit services?**

All of Florida Blvd, Juban Road, Vincent Road, Buddy Ellis.

Next, help us identify Bicycle and Pedestrian Infrastructure Projects

7. **Please let us know what specific bicycle and pedestrian improvements should be considered for the plan.**

Lanes and barriers.

Thank you for participating in this survey. Your answers will be used to inform and improve the future of transportation in our region.

OPTIONAL

Name: [redacted]

Organization: Livingston Council on Aging

CRPC Metropolitan Transportation Plan Questionnaire

The Capital Regional Planning Commission is updating the region's long-range Metropolitan Transportation Plan. The intent of the plan is to develop a roadmap for improving transportation in Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes over the next 25 years, including projects that affect all modes of transportation. Help us plan for the future by participating in this brief survey!

First, tell us what you think!

1. **Within the Parish, what do you think the estimated growth rate of population will be?**

Decline (Negative Growth)	☐
Some Growth (0.0 – 0.5% annually)	☒
Moderate Growth (0.5% - 1.0% annually)	☐
Fast Growth (1.0% - 1.5% annually)	☐
Very Fast Growth (Greater than 1.5% annually	☐

2. **Within the Parish, what do you think the estimated growth rate of employment will be?**

Decline (Negative Growth)	☐
Some Growth (0.0 – 0.5% annually)	☐
Moderate Growth (0.5% - 1.0% annually)	☒
Fast Growth (1.0% - 1.5% annually)	☐
Very Fast Growth (Greater than 1.5% annually	☐

3. **Which locations do you feel will have the greatest safety or congestion challenges based on anticpated growth?**

1. College Drive at Interstate 10
2. Perkins at College Drive
3. Bluebonnet at Perkins Road

4. **Are there any areas where security challenges are likely exist in regard to the infrastructure due to anticipated growth?**

yes college Drive at Interstate 10

CRPC Metropolitan Transportation Plan Questionnaire

5. **Are there any infrastructure projects or strategies that you feel would address the existing or anticipated challenges? Are there any known growths that you can provide anticipated population and employment numbers that will come to the region**

1. Improvements the college at Interstate 10 Ramps
2. Lee Drive from Perkin Road to Highland Road

Thank you for participating in this survey. Your answers will be used to inform and improve the future of transportation in our region.

OPTIONAL:

Name: [redacted]

Organization: City of Baton Rouge

CRPC Metropolitan Transportation Plan Questionnaire

The Capital Regional Planning Commission is updating the region's long-range Metropolitan Transportation Plan. The intent of the plan is to develop a roadmap for improving transportation in Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes over the next 25 years, including projects that will help with freight movement and reliability. Help us plan for the future by participating in this brief survey!

First, tell us what you think!

1. **Within the region, what locations do you feel have the greatest safety challenges for freight movement? What is the nature of the safety challenges?**

East Baton Rouge Parish

2. **Which locations do you feel have the greatest congestion challenges for freight movement?**

Airline Hwy at South Choctaw Drive

3. **Are congestion challenges specific to a time of day, or constant throughout the day?**

with the increased in train traffic it is contant throughout the day

4. **Are there any areas where security challenges exist in regard to the infrastructure?**

NO

CRPC Metropolitan Transportation Plan Questionnaire

5. **What would be your three highest priority challenges to address regarding freight movement?**

1. Define more truck routes
2. work on leg language to put freight in out certain lane

6. **Are there any roadway or facility projects that you feel would address freight movement challenges?**

Building ~~the~~ A overpass at the Airline and South Choctaw Drive It would help train and freight traffic and certainly improve the safety at that location.

Thank you for participating in this survey. Your answers will be used to inform and improve the future of transportation in our region.

OPTIONAL

Name: [redacted]

Organization: City of Baton Rouge

CRPC Metropolitan Transportation Plan Questionnaire

The Capital Regional Planning Commission is updating the region's long-range Metropolitan Transportation Plan. The intent of the plan is to develop a roadmap for improving transportation in Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes over the next 25 years, including non-motorized transportation. Help us plan for the future by participating in this brief survey!

First, tell us what you think!

1. Within the region, where do you feel the greatest safety challenges exist for bicycling and walking?

Many of our Major Roadways
1. Florida Blvd
2. Airline Hwy.
3. Stanford Ave

2. Are there any areas or corridors within the region that feel unsafe due to vehicular interaction with bicyclists and/or pedestrians?

1. Florida Blvd
2. Airline Hwy

3. Are there any areas or corridors within the region that feel unsafe due to poor infrastructure condition? If so, what makes it feel unsafe?

1. Florida Blvd
2. Airline
3. Hooper Road

4. Where would you like to see intersection crossings, pedestrian signals, or mid-block crossings added?

1. Florida Blvd
2. Airline Hwy
3. Hooper Road

CRPC Metropolitan Transportation Plan Questionnaire

5. Are there any roadways or areas that you feel have a high demand for biking and walking, but insufficient infrastructure to do so safely?

1. Stanford Ave.
2. Florida Blvd

6. List specific locations you feel need to add additional bicycle and pedestrian infrastructure to improve connections to transit services?

1. Florida Blvd
2. Airline Hwy.
3. Hooper Road

Next, help us identify Bicycle and Pedestrian Infrastructure Projects

7. Please let us know what specific bicycle and pedestrian improvements should be considered for the plan.

Crosswalks, more lighting of roadways, wider enough paths.

Thank you for participating in this survey. Your answers will be used to inform and improve the future of transportation in our region.

OPTIONAL

Name: [redacted]

Organization: City of Baton Rouge

CRPC Metropolitan Transportation Plan Questionnaire

The Capital Regional Planning Commission is updating the region's long-range Metropolitan Transportation Plan. The intent of the plan is to develop a roadmap for improving transportation in Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes over the next 25 years, including projects that will help with transit improvements. Help us plan for the future by participating in this brief survey!

First, tell us what you think!

1. **Within the region, what locations do you feel have the greatest safety challenges for transit ridership? What is the nature of the safety challenges?**

East Baton Rouge Parish

2. **Which locations do you feel have the greatest congestion challenges for transit reliability?**

Plank Road, Florida Blvd., Airline Hwy, Perkins Road.

3. **Are congestion challenges specific to a time of day, or constant throughout the day?**

Afternoon being the biggest time frames

4. **Are there any areas where security challenges exist in regard to the transit system?**

Many stated About.

CRPC Metropolitan Transportation Plan Questionnaire

5. **What types of physical transit improvements (stops, amenities, etc.) are most needed?**

covered stops ~~&~~ where needed.

6. **What types of service improvements are most needed?**

more timely pickups and drop offs

7. **What types of facility improvements are most needed?**

covered stop sites

Thank you for participating in this survey. Your answers will be used to inform and improve the future of transportation in our region.

OPTIONAL

Name: [redacted]

Organization: City of Baton Rouge

CRPC Metropolitan Transportation Plan Questionnaire

The Capital Regional Planning Commission is updating the region's long-range Metropolitan Transportation Plan. The intent of the plan is to develop a roadmap for improving transportation in Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes over the next 25 years, including non-motorized transportation. Help us plan for the future by participating in this brief survey!

First, tell us what you think!

1. **Within the region, where do you feel the greatest safety challenges exist for bicycling and walking?**

Throughout the LA 1 Corridor in Port Allen as residents cross LA 1 throughout various points along the city limits of Port Allen.

2. **Are there any areas or corridors within the region that feel unsafe due to vehicular interaction with bicyclists and/or pedestrians?**

Throughout the LA 1 Corridor in Port Allen as residents cross LA 1 throughout various points along the city limits of Port Allen.

3. **Are there any areas or corridors within the region that feel unsafe due to poor infrastructure condition? If so, what makes it feel unsafe?**

The area explained above is because of two problems. One, residents use the multiple access points along LA 1 in Port Allen to cross LA 1. Two, at none of these locations are there any pedestrian facilities or an opportunity to put an appropriate one since none of these intersections are signalized.

4. **Where would you like to see intersection crossings, pedestrian signals, or mid-block crossings added?**

Throughout the LA 1 Corridor in Port Allen as residents cross LA 1 throughout various points along the city limits of Port Allen.

CRPC Metropolitan Transportation Plan Questionnaire

5. **Are there any roadways or areas that you feel have a high demand for biking and walking, but insufficient infrastructure to do so safely?**

Throughout the LA 1 Corridor in Port Allen as residents cross LA 1 throughout various points along the city limits of Port Allen.

6. **List specific locations you feel need to add additional bicycle and pedestrian infrastructure to improve connections to transit services?**

West Baton Rouge Parish has no transit services.

Next, help us identify Bicycle and Pedestrian Infrastructure Projects

7. **Please let us know what specific bicycle and pedestrian improvements should be considered for the plan.**

The only improvement I can think of for the LA 1 corridor in Port Allen city limits is to add refuge areas along the median of LA 1 for residents to wait before crossing. LA 1 not being completely signalized in this area does not provide any safe crossing movements for pedestrians. However, adding lights throughout here would be a waste and disturb traffic flow.

Thank you for participating in this survey. Your answers will be used to inform and improve the future of transportation in our region.

OPTIONAL

Name: [redacted]

Organization: West Baton Rouge Parish Government

CRPC Metropolitan Transportation Plan Questionnaire

The Capital Regional Planning Commission is updating the region's long-range Metropolitan Transportation Plan. The intent of the plan is to develop a roadmap for improving transportation in Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes over the next 25 years, including projects that will help with freight movement and reliability. Help us plan for the future by participating in this brief survey!

First, tell us what you think!

1. **Within the region, what locations do you feel have the greatest safety challenges for freight movement? What is the nature of the safety challenges?**

Avenue G/LA 1 interseciton, South end of the Parish near Addis just from the density of the plants like Dow, LA 415/Lobdell Highway and Rosedale Road intersection, may be one in the future at the W. St. Francis Street or Lukeville Lane intersections with LA 1 due to the SNT Global plant located at the end of Choctaw Road, Sun Plus Parkway area however the LA 415 Connector project should solve a lot of these issues.

2. **Which locations do you feel have the greatest congestion challenges for freight movement?**

South of the ICWW would be the greatest challenge.

3. **Are congestion challenges specific to a time of day, or constant throughout the day?**

I would say they are mainly during peak traffic.

4. **Are there any areas where security challenges exist in regard to the infrastructure?**

Not that I am fully aware of.

CRPC Metropolitan Transportation Plan Questionnaire

5. **What would be your three highest priority challenges to address regarding freight movement?**

I think the biggest challenge is trying to funnel freight to take certain routes. The freight traffic really only has two main roadways they use which are LA 415/

6. **Are there any roadway or facility projects that you feel would address freight movement challenges?**

I think the LA 415 Connector project will solve freight problems south of the ICWW and near the I-10 interchange at LA 415/Lobdell Highway.

A project north of I-10 along LA 1 could be beneficial, but more information is required.

Thank you for participating in this survey. Your answers will be used to inform and improve the future of transportation in our region.

OPTIONAL

Name: [redacted]

Organization: West Baton Rouge Parish Government

CRPC Metropolitan Transportation Plan Questionnaire

The Capital Regional Planning Commission is updating the region's long-range Metropolitan Transportation Plan. The intent of the plan is to develop a roadmap for improving transportation in Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes over the next 25 years, including projects that will help with freight movement and reliability. Help us plan for the future by participating in this brief survey!

First, tell us what you think!

1. **Within the region, what locations do you feel have the greatest safety challenges for freight movement? What is the nature of the safety challenges?**

Interstate corridors , Airline Highway, Florida.

Congestion

2. **Which locations do you feel have the greatest congestion challenges for freight movement?**

Interstate corridors , Airline Highway, Florida.

3. **Are congestion challenges specific to a time of day, or constant throughout the day?**

Constant throughout the day. Greatest congestion on Friday.

4. **Are there any areas where security challenges exist in regard to the infrastructure?**

Rail crossing and unlit portions.

CRPC Metropolitan Transportation Plan Questionnaire

5. **What would be your three highest priority challenges to address regarding freight movement?**

Reduce congestion
Legislation to create designated truck routes
Rail crossing upgrades
Improved Lighting

6. **Are there any roadway or facility projects that you feel would address freight movement challenges?**

Interstate Widening
Rail Crossing Upgrades
Airline widening - Toll Road

Thank you for participating in this survey. Your answers will be used to inform and improve the future of transportation in our region.

OPTIONAL

Name: [redacted]

Organization: ACAO Mayor's Office, Baton Rouge

CRPC Metropolitan Transportation Plan Questionnaire

The Capital Regional Planning Commission is updating the region's long-range Metropolitan Transportation Plan. The intent of the plan is to develop a roadmap for improving transportation in Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes over the next 25 years, including projects that affect all modes of transportation. Help us plan for the future by participating in this brief survey!

First, tell us what you think!

1. **Within the Parish, what do you think the estimated growth rate of population will be?**

Decline (Negative Growth)	☐
Some Growth (0.0 – 0.5% annually)	☐
Moderate Growth (0.5% - 1.0% annually)	☑
Fast Growth (1.0% - 1.5% annually)	☐
Very Fast Growth (Greater than 1.5% annually	☐

2. **Within the Parish, what do you think the estimated growth rate of employment will be?**

Decline (Negative Growth)	☐
Some Growth (0.0 – 0.5% annually)	☐
Moderate Growth (0.5% - 1.0% annually)	☑
Fast Growth (1.0% - 1.5% annually)	☐
Very Fast Growth (Greater than 1.5% annually	☐

3. **Which locations do you feel will have the greatest safety or congestion challenges based on anticpated growth?**

I-10/I-12, College and Lee Corridors, Essen Lane, Airline from I-12 to Ascension Parish, Perkins from Essen to Bluebonnet, Siegen Lane, Nicholson from LSU to downtown

4. **Are there any areas where security challenges are likely exist in regard to the infrastructure due to anticipated growth?**

I-10/I-12, College and Lee Corridors, Essen Lane, Airline from I-12 to Ascension Parish, Perkins from Essen to Bluebonnet, Siegen Lane, Nicholson from LSU to downtown

CRPC Metropolitan Transportation Plan Questionnaire

5. **Are there any infrastructure projects or strategies that you feel would address the existing or anticipated challenges? Are there any known growths that you can provide anticipated population and employment numbers that will come to the region**

Interstate widening, Airline widening south of I-12 (BUMP), Nicholson Widening

Thank you for participating in this survey. Your answers will be used to inform and improve the future of transportation in our region.

OPTIONAL:

Name: [redacted]

Organization: ACAO Mayor's Office Baton Rouge

CRPC Metropolitan Transportation Plan Questionnaire

The Capital Regional Planning Commission is updating the region's long-range Metropolitan Transportation Plan. The intent of the plan is to develop a roadmap for improving transportation in Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes over the next 25 years, including non-motorized transportation. Help us plan for the future by participating in this brief survey!

First, tell us what you think!

1. **Within the region, where do you feel the greatest safety challenges exist for bicycling and walking?**

Florida, Airline, Essen, College, Lee, , Burbank, Stanford, Nicholson at LSU

2. **Are there any areas or corridors within the region that feel unsafe due to vehicular interaction with bicyclists and/or pedestrians?**

Florida, Airline, Essen, College, Lee, Stanford, Nicholson at LSU

3. **Are there any areas or corridors within the region that feel unsafe due to poor infrastructure condition? If so, what makes it feel unsafe?**

No

4. **Where would you like to see intersection crossings, pedestrian signals, or mid-block crossings added?**

Florida, Airline, Essen, College, Lee, Stanford

CRPC Metropolitan Transportation Plan Questionnaire

5. **Are there any roadways or areas that you feel have a high demand for biking and walking, but insufficient infrastructure to do so safely?**

Stanford, Lee, Florida, Nicholson, Burbank

6. **List specific locations you feel need to add additional bicycle and pedestrian infrastructure to improve connections to transit services?**

Florida, Airline, Hooper

Next, help us identify Bicycle and Pedestrian Infrastructure Projects

7. **Please let us know what specific bicycle and pedestrian improvements should be considered for the plan.**

Improved or new lighting, protected crossings, new paths, signage

Thank you for participating in this survey. Your answers will be used to inform and improve the future of transportation in our region.

OPTIONAL

Name: [redacted]

Organization: ACAO Mayor's Office, Baton Rouge

CRPC Metropolitan Transportation Plan Questionnaire

The Capital Regional Planning Commission is updating the region's long-range Metropolitan Transportation Plan. The intent of the plan is to develop a roadmap for improving transportation in Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes over the next 25 years, including projects that will help with transit improvements. Help us plan for the future by participating in this brief survey!

First, tell us what you think!

1. **Within the region, what locations do you feel have the greatest safety challenges for transit ridership? What is the nature of the safety challenges?**

There are too many congested corridors. The clash with the congested traffic is the greatest safety challenge.

2. **Which locations do you feel have the greatest congestion challenges for transit reliability?**

Airline, College, Essen, Florida. Also, Nicholson through LSU.

3. **Are congestion challenges specific to a time of day, or constant throughout the day?**

The congestion is constant throughout the day and MUCH worse on Friday. College is also heavy on Saturday.

4. **Are there any areas where security challenges exist in regard to the transit system?**

Any unlit area represents a security challenge. Additionally, congested routes present logistical challenges.

CRPC Metropolitan Transportation Plan Questionnaire

5. **What types of physical transit improvements (stops, amenities, etc.) are most needed?**

Covered stops in well lighted areas. The stops also need appropriate signage.

6. **What types of service improvements are most needed?**

Consistent arrival and departure times and an app notifying the consumer of the status of the transit.

7. **What types of facility improvements are most needed?**

Covered stops in well lighted areas. The stops also need appropriate signage.

Thank you for participating in this survey. Your answers will be used to inform and improve the future of transportation in our region.

OPTIONAL

Name: [redacted]

Organization: ACAO for Infrastructure, Mayor's Office, BR/EBR

CRPC Metropolitan Transportation Plan Questionnaire

The Capital Regional Planning Commission is updating the region's long-range Metropolitan Transportation Plan. The intent of the plan is to develop a roadmap for improving transportation in Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes over the next 25 years, including projects that will help with freight movement and reliability. Help us plan for the future by participating in this brief survey!

First, tell us what you think!

1. **Within the region, what locations do you feel have the greatest safety challenges for freight movement? What is the nature of the safety challenges?**

From LA 415 to I-10 Mississippi River Bridge until you get to College Drive - 1 or 2 lanes for most of the way. Also, if there is an emergency, it is nearly impossible to get across the bridge in a timely manner since there are no shoulders for cars to pull over to.

2. **Which locations do you feel have the greatest congestion challenges for freight movement?**

Highway 1 South from Addis to the "new" bridge and Port Allen

3. **Are congestion challenges specific to a time of day, or constant throughout the day?**

2:30 PM until 6:00 PM from LA 415 and Hwy 1 S going to I-10 East.

4. **Are there any areas where security challenges exist in regard to the infrastructure?**

CRPC Metropolitan Transportation Plan Questionnaire

5. **What would be your three highest priority challenges to address regarding freight movement?**

6. **Are there any roadway or facility projects that you feel would address freight movement challenges?**

Thank you for participating in this survey. Your answers will be used to inform and improve the future of transportation in our region.

OPTIONAL

Name: [redacted]

Organization: West Baton Rouge Chamber

CRPC Metropolitan Transportation Plan Questionnaire

The Capital Regional Planning Commission is updating the region's long-range Metropolitan Transportation Plan. The intent of the plan is to develop a roadmap for improving transportation in Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes over the next 25 years, including non-motorized transportation. Help us plan for the future by participating in this brief survey!

First, tell us what you think!

1. **Within the region, where do you feel the greatest safety challenges exist for bicycling and walking?**

a lack of bike/ped infrastructure and facilities is a challenge throughout the parish, especially off-road trails and facilities. Safty is especially a concern anywhere there are interactions between bike/ped and motor vehicle traffic.

2. **Are there any areas or corridors within the region that feel unsafe due to vehicular interaction with bicyclists and/or pedestrians?**

All of the major roadways, especially north/south connectors - lee/college, Essen, Bluebonnet, Seigen/Sherwood forest, Central Throughway, also Highland, Perkins, Jefferson Highway, Airline, Florida

3. **Are there any areas or corridors within the region that feel unsafe due to poor infrastructure condition? If so, what makes it feel unsafe?**

yes, all of the major corridors that do not have bike/ped facilities off road, or markings, or accomodations of any sort: lee/college, Essen, Bluebonnet, Seigen/Sherwood forest, Central Throughway, also Highland, Perkins, Jefferson Highway, Airline, Florida

4. **Where would you like to see intersection crossings, pedestrian signals, or mid-block crossings added?**

at a minimum, some sort of accomodations at major intersections on the major corridors: lee/college, Essen, Bluebonnet, Seigen/Sherwood forest, Central Throughway, also Highland, Perkins, Jefferson Highway, Airline, Florida

CRPC Metropolitan Transportation Plan Questionnaire

5. **Are there any roadways or areas that you feel have a high demand for biking and walking, but insufficient infrastructure to do so safely?**

the major corridors: lee/college, Essen, Bluebonnet, Seigen/Sherwood forest, Central Throughway, also Highland, Perkins, Jefferson Highway, Airline, Florida

6. **List specific locations you feel need to add additional bicycle and pedestrian infrastructure to improve connections to transit services?**

the major corridors: lee/college, Essen, Bluebonnet, Seigen/Sherwood forest, Central Throughway, also Highland, Perkins, Jefferson Highway, Airline, Florida

Next, help us identify Bicycle and Pedestrian Infrastructure Projects

7. **Please let us know what specific bicycle and pedestrian improvements should be considered for the plan.**

The Bicycle and Pedestrian Master Plan update from 2024 should be referenced and included. Many potential routes have been identified across the parish as part of that plan, but prioritization is really focused on feasibility and funds available. For example, if a major roadway is scheduled to be improved, let's go ahead and include bike/ped facilities as appropriate. Or, if we are able to get servitude access for an off road trail and funds to go with it, let's build those off-road trails.

Additionally, as we continue to build out our off-road greenway segments, reference the bike/ped plan for possible tie-ins to those greenways to continue to establish a network and build momentum from previously completed segments

Thank you for participating in this survey. Your answers will be used to inform and improve the future of transportation in our region.

OPTIONAL

Name: [redacted]

Organization: BREC

CRPC Metropolitan Transportation Plan Questionnaire

The Capital Regional Planning Commission is updating the region's long-range Metropolitan Transportation Plan. The intent of the plan is to develop a roadmap for improving transportation in Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes over the next 25 years, including projects that will help with transit improvements. Help us plan for the future by participating in this brief survey!

First, tell us what you think!

1. **Within the region, what locations do you feel have the greatest safety challenges for transit ridership? What is the nature of the safety challenges?**

all over EBR Parish, would love to see more transit related infratsructure with lanes for buses to pull over without blocking traffic, and also have actual bus stops, with shelters and comprehensive signage, and even integration for bike/ped access, the idea being you could easily and seemlessly ride your bike on a bike/ped facility, then take it on a bus to the next bike/ped facility and pick up and go from there. Also ADA access is needed at bus stops, and also to and from stops.

2. **Which locations do you feel have the greatest congestion challenges for transit reliability?**

All of the major corridors and also busy two-lane roads.

3. **Are congestion challenges specific to a time of day, or constant throughout the day?**

it's worse at morning and evening rush hours, and also the lunch hour.

4. **Are there any areas where security challenges exist in regard to the transit system?**

Most bus stops will be lucky to have a bench, so there is never any lighting, cameras, or other security measures, so that is undoubtedly a problem in many areas.

CRPC Metropolitan Transportation Plan Questionnaire

5. **What types of physical transit improvements (stops, amenities, etc.) are most needed?**

Better infrastructure, actual bus stops with shelters (rain/heat), benches, signage, possibly lighting and security cameras where needed. ADA access to and from the stops is essential as well, and the ability to take a bike on/off of the buses. lanes on the road that allow the bus to pull off out of traffic while making a stop. There are bus stops that are literally a very small sign on the side of the road in the grass, practically in a drainage ditch with no indication of where the bus may even be going.

6. **What types of service improvements are most needed?**

More stops the key amenities, grocery stores, shopping centers, Parks, medical facilities, entertainment venues, bars, Downtown, etc... Also clear and simple routes and schedules that is easy to understand and interpret.

7. **What types of facility improvements are most needed?**

See question 5 above

Thank you for participating in this survey. Your answers will be used to inform and improve the future of transportation in our region.

OPTIONAL

Name: [redacted]

Organization: BREC

CRPC Metropolitan Transportation Plan Questionnaire

The Capital Regional Planning Commission is updating the region's long-range Metropolitan Transportation Plan. The intent of the plan is to develop a roadmap for improving transportation in Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes over the next 25 years, including projects that affect all modes of transportation. Help us plan for the future by participating in this brief survey!

First, tell us what you think!

1. **Within the Parish, what do you think the estimated growth rate of population will be?**

Decline (Negative Growth)	☐
Some Growth (0.0 – 0.5% annually)	☐
Moderate Growth (0.5% - 1.0% annually)	☑
Fast Growth (1.0% - 1.5% annually)	☐
Very Fast Growth (Greater than 1.5% annually	☐

2. **Within the Parish, what do you think the estimated growth rate of employment will be?**

Decline (Negative Growth)	☐
Some Growth (0.0 – 0.5% annually)	☐
Moderate Growth (0.5% - 1.0% annually)	☑
Fast Growth (1.0% – 1.5% annually)	☐
Very Fast Growth (Greater than 1.5% annually	☐

3. **Which locations do you feel will have the greatest safety or congestion challenges based on anticpated growth?**

Amite River crossings

4. **Are there any areas where security challenges are likely exist in regard to the infrastructure due to anticipated growth?**

CRPC Metropolitan Transportation Plan Questionnaire

5. **Are there any infrastructure projects or strategies that you feel would address the existing or anticipated challenges? Are there any known growths that you can provide anticipated population and employment numbers that will come to the region**

Start charging usage fees rather than a gas tax. Vehicle mile Tax !

Thank you for participating in this survey. Your answers will be used to inform and improve the future of transportation in our region.

OPTIONAL:

Name:

Organization:

CRPC Metropolitan Transportation Plan Questionnaire

The Capital Regional Planning Commission is updating the region's long-range Metropolitan Transportation Plan. The intent of the plan is to develop a roadmap for improving transportation in Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes over the next 25 years, including non-motorized transportation. Help us plan for the future by participating in this brief survey!

First, tell us what you think!

1. Within the region, where do you feel the greatest safety challenges exist for bicycling and walking?

connectivity across high speed high volume roads.

2. Are there any areas or corridors within the region that feel unsafe due to vehicular interaction with bicyclists and/or pedestrians?

many

3. Are there any areas or corridors within the region that feel unsafe due to poor infrastructure condition? If so, what makes it feel unsafe?

high speed corridors

4. Where would you like to see intersection crossings, pedestrian signals, or mid-block crossings added?

Use bike/ped masterplan. Work has already been done.

CRPC Metropolitan Transportation Plan Questionnaire

5. What types of physical transit improvements (stops, amenities, etc.) are most needed?

bus shelters (more than just a sign)

6. What types of service improvements are most needed?

bus priority so that ridership is incentivized (if sitting in same congestion, why ride?)

7. What types of facility improvements are most needed?

Thank you for participating in this survey. Your answers will be used to inform and improve the future of transportation in our region.

OPTIONAL

Name:

Organization:

CRPC Metropolitan Transportation Plan Questionnaire

The Capital Regional Planning Commission is updating the region's long-range Metropolitan Transportation Plan. The intent of the plan is to develop a roadmap for improving transportation in Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes over the next 25 years, including projects that will help with freight movement and reliability. Help us plan for the future by participating in this brief survey!

First, tell us what you think!

1. **Within the region, what locations do you feel have the greatest safety challenges for freight movement? What is the nature of the safety challenges?**

Interstates and US hwys

2. **Which locations do you feel have the greatest congestion challenges for freight movement?**

3. **Are congestion challenges specific to a time of day, or constant throughout the day?**

4. **Are there any areas where security challenges exist in regard to the infrastructure?**

CRPC Metropolitan Transportation Plan Questionnaire

5. **Are there any roadways or areas that you feel have a high demand for biking and walking, but insufficient infrastructure to do so safely?**

Use bike/ped masterplan

6. **List specific locations you feel need to add additional bicycle and pedestrian infrastructure to improve connections to transit services?**

"

Next, help us identify Bicycle and Pedestrian Infrastructure Projects

7. **Please let us know what specific bicycle and pedestrian improvements should be considered for the plan.**

"

Thank you for participating in this survey. Your answers will be used to inform and improve the future of transportation in our region.

OPTIONAL

Name:

Organization:

CRPC Metropolitan Transportation Plan Questionnaire

The Capital Regional Planning Commission is updating the region's long-range Metropolitan Transportation Plan. The intent of the plan is to develop a roadmap for improving transportation in Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes over the next 25 years, including projects that will help with transit improvements. Help us plan for the future by participating in this brief survey!

First, tell us what you think!

1. **Within the region, what locations do you feel have the greatest safety challenges for transit ridership? What is the nature of the safety challenges?**

rural areas

2. **Which locations do you feel have the greatest congestion challenges for transit reliability?**

3. **Are congestion challenges specific to a time of day, or constant throughout the day?**

peak congestion AM/PM

4. **Are there any areas where security challenges exist in regard to the transit system?**

CRPC Metropolitan Transportation Plan Questionnaire

5. **What would be your three highest priority challenges to address regarding freight movement?**

6. **Are there any roadway or facility projects that you feel would address freight movement challenges?**

Thank you for participating in this survey. Your answers will be used to inform and improve the future of transportation in our region.

OPTIONAL

Name:

Organization:

CRPC Metropolitan Transportation Plan Questionnaire

The Capital Regional Planning Commission is updating the region's long-range Metropolitan Transportation Plan. The intent of the plan is to develop a roadmap for improving transportation in Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes over the next 25 years, including non-motorized transportation. Help us plan for the future by participating in this brief survey!

First, tell us what you think!

1. **Within the region, where do you feel the greatest safety challenges exist for bicycling and walking?**

High-speed corridors like Airline Highway (US-61) and LA-42/LA-73 in Prairieville/Gonzales present significant dangers. These roads lack sidewalks and bike lanes yet have heavy traffic from commuters and freight. Rural roads near Sorrento and Donaldsonville also have narrow shoulders and poor lighting, making them hazardous for pedestrians and cyclists.

2. **Are there any areas or corridors within the region that feel unsafe due to vehicular interaction with bicyclists and/or pedestrians?**

Yes. The chemical-industry corridor along LA-30 between Gonzales and Geismar carries heavy truck traffic and has no separate space for cyclists. Downtown Gonzales intersections (Burnside Avenue at LA-30) have turning conflicts. In Baton Rouge, Perkins Road and Highland Road near LSU attract many walkers and cyclists but have limited bike lanes and high vehicle speeds.

3. **Are there any areas or corridors within the region that feel unsafe due to poor infrastructure condition? If so, what makes it feel unsafe?**

Older sections of Donaldsonville and Port Allen have broken sidewalks, uneven pavement and poor drainage. In some rural areas, road edges crumble and there are no shoulders. Flooding after storms leaves mud and debris on the roadway, forcing pedestrians into traffic. Insufficient street lighting in many neighborhoods increases the risk of trips and falls or collisions after dark.

4. **Where would you like to see intersection crossings, pedestrian signals, or mid-block crossings added?**

Signalized crosswalks are needed along Airline Highway near shopping centers (e.g., near Tanger Outlet in Gonzales) and near schools such as Dutchtown High. Mid-block crossings with refuge islands should be added along LA-42 to connect neighborhoods to parks. Pedestrian signals should be installed at I-10/LA-73 interchange and at Blue Bonnet and Perkins Road in Baton Rouge.

CRPC Metropolitan Transportation Plan Questionnaire

5. **What would be your three highest priority challenges to address regarding freight movement?**

(1) Congestion on I-10 and the Mississippi River bridge, additional lanes or a new river crossing are needed to relieve bottlenecks. (2) Safety at at-grade rail crossings and heavy-truck intersections, grade separations and improved signalization would reduce crashes. (3) Last-mile connectivity to industrial sites and ports, upgrading roads like LA-30 and LA-1 and improving wayfinding can reduce delays and enhance competitiveness.

6. **Are there any roadway or facility projects that you feel would address freight movement challenges?**

Priorities include widening I-10 between LA-73 and the Mississippi River bridge; constructing a new Mississippi River crossing south of Baton Rouge; realigning and widening LA-30 with dedicated truck lanes to serve the chemical corridor; investing in the West Bank rail corridor to reduce conflicts with passenger trains; modernizing port facilities (e.g., deeper berths and improved rail spurs) at the Port of Greater Baton Rouge and Port of South Louisiana; and developing truck parking and staging areas near industrial plants to reduce on-street queuing.

Thank you for participating in this survey. Your answers will be used to inform and improve the future of transportation in our region.

OPTIONAL

Name: [redacted]

Organization: Ascension Chamber of Commerce

CRPC Metropolitan Transportation Plan Questionnaire

The Capital Regional Planning Commission is updating the region's long-range Metropolitan Transportation Plan. The intent of the plan is to develop a roadmap for improving transportation in Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes over the next 25 years, including projects that will help with freight movement and reliability. Help us plan for the future by participating in this brief survey!

First, tell us what you think!

1. **Within the region, what locations do you feel have the greatest safety challenges for freight movement? What is the nature of the safety challenges?**

The industrial corridor along LA-30 between Gonzales and Geismar has multiple at-grade rail crossings and numerous plant entrances; heavy truck movements conflict with commuter traffic and emergency evacuations. In Donaldsonville, LA-1/LA-3089 intersection mixes port trucks with local traffic and has limited turning radii.

2. **Which locations do you feel have the greatest congestion challenges for freight movement?**

I-10 between Baton Rouge and Gonzales frequently backs up; this corridor is part of the region's multi-modal network that includes four interstates within a 45-mile radius and multiple deep-water ports, so delays ripple through the supply chain. The LA-1 corridor from Port Allen to Plaquemine and the railroad corridors through Baton Rouge also experience congestion from mixed freight/passenger movements.

3. **Are congestion challenges specific to a time of day, or constant throughout the day?**

Morning and afternoon peaks see the worst congestion as commuter and freight traffic overlap. Mid-day congestion occurs around plant shift changes and when incidents block the I-10 or LA-30 corridors. Freight rail lines through Baton Rouge experience periodic delays when multiple trains converge, so backups can be unpredictable.

4. **Are there any areas where security challenges exist in regard to the infrastructure?**

Yes. Industrial facilities along the Mississippi River handle hazardous materials; secure access control and surveillance are essential. At port terminals and inter-modal yards, theft and vandalism of containers can occur if fencing, lighting and cameras are inadequate. Freight trains passing through urban areas may also face vandalism or trespassing.

CRPC Metropolitan Transportation Plan Questionnaire

5. **Are there any roadways or areas that you feel have a high demand for biking and walking, but insufficient infrastructure to do so safely?**

The Mississippi River Levee path is popular but lacks safe connections from neighborhoods; improved bike-ped bridges over LA-1 and LA-30 would help. Gonzales and Prairieville subdivisions house many families who would walk or bike to school if there were continuous sidewalks and crosswalks. River Parishes Community College in Gonzales is accessible only by car; a multi-use path along LA-44/LA-30 would support students who bike. (Not a large population)

6. **List specific locations you feel need to add additional bicycle and pedestrian infrastructure to improve connections to transit services?**

Bus stops along LA-30 serving industrial workers need sidewalks and bike racks. Maybe
The park-and-ride lot near I-10/LA-73 should connect to adjacent neighborhoods via a bike path.
Downtown Gonzales transit stop should add bike parking and a marked pedestrian route to the historic district.
Baton Rouge's Florida Boulevard corridor needs continuous sidewalks and a protected bike lane connecting riders to the main bus terminal.

Next, help us identify Bicycle and Pedestrian Infrastructure Projects

7. **Please let us know what specific bicycle and pedestrian improvements should be considered for the plan.**

Construct a continuous, multi-use path along the Mississippi River levee from Donaldsonville to Baton Rouge; implement complete-street upgrades on Airline Highway and LA-30 with sidewalks, bike lanes and landscaped medians; create safe school-zone crossings with raised intersections; add way-finding signage and lighting along bike routes; and integrate bike-share facilities at major transit stops.

Thank you for participating in this survey. Your answers will be used to inform and improve the future of transportation in our region.

OPTIONAL

Name: [redacted]

Organization: Ascension Chamber of Commerce

CRPC Metropolitan Transportation Plan Questionnaire

The Capital Regional Planning Commission is updating the region's long-range Metropolitan Transportation Plan. The intent of the plan is to develop a roadmap for improving transportation in Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes over the next 25 years, including projects that affect all modes of transportation. Help us plan for the future by participating in this brief survey!

First, tell us what you think!

1. **Within the Parish, what do you think the estimated growth rate of population will be?**

Decline (Negative Growth)	☐
Some Growth (0.0 – 0.5% annually)	☐
Moderate Growth (0.5% - 1.0% annually)	☑
Fast Growth (1.0% - 1.5% annually)	☐
Very Fast Growth (Greater than 1.5% annually	☐

2. **Within the Parish, what do you think the estimated growth rate of employment will be?**

Decline (Negative Growth)	☐
Some Growth (0.0 – 0.5% annually)	☐
Moderate Growth (0.5% - 1.0% annually)	☐
Fast Growth (1.0% - 1.5% annually)	☐
Very Fast Growth (Greater than 1.5% annually	☑

3. **Which locations do you feel will have the greatest safety or congestion challenges based on anticpated growth?**

The I-10 corridor from Gonzales to Baton Rouge, LA-30 through Geismar, and US-61/LA-42 through Prairieville are the likely hotspots. These roads already carry commuters and freight; additional population and industrial activity will strain capacity, increasing crash risk and delays. Growth around Prairieville's subdivisions and the RiverPlex MegaPark will intensify traffic on LA-73 and LA-30.

4. **Are there any areas where security challenges are likely exist in regard to the infrastructure due to anticipated growth?**

Industrial developments along the Mississippi River will handle more hazardous materials, requiring enhanced security and emergency planning. Increased rail traffic may attract trespassing or vandalism at crossings. Growing park-and-ride lots and transit hubs will need improved lighting, cameras and law-enforcement presence to ensure personal security.

CRPC Metropolitan Transportation Plan Questionnaire

5. **Are there any infrastructure projects or strategies that you feel would address the existing or anticipated challenges? Are there any known growths that you can provide anticipated population and employment numbers that will come to the region**

Proposed projects include: widening I-10 east of the Mississippi River bridge; building a new southern river crossing to connect LA-30/LA-1; adding grade separations at key rail crossings; implementing Intelligent Transportation Systems (ITS) for real-time congestion management; and expanding public transit with express commuter buses and park-and-ride facilities. Anticipated growth includes AEDC's active portfolio of 22 projects totaling $16.5 billion in capital investment and 1,652 new job, plus previously announced projects worth $15.649 billion and 1,950 jobs in pre-construction or under construction. Since 2006, AEDC has helped create 5,574 jobs and $28 billion in capital investment. These investments, combined with regional trends, are expected to attract more residents and businesses to the parish.

Thank you for participating in this survey. Your answers will be used to inform and improve the future of transportation in our region.

OPTIONAL:

Name: [redacted]

Organization: Ascension Chamber of Commerce

CRPC Metropolitan Transportation Plan Questionnaire

The Capital Regional Planning Commission is updating the region's long-range Metropolitan Transportation Plan. The intent of the plan is to develop a roadmap for improving transportation in Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes over the next 25 years, including projects that will help with transit improvements. Help us plan for the future by participating in this brief survey!

First, tell us what you think!

1. **Within the region, what locations do you feel have the greatest safety challenges for transit ridership? What is the nature of the safety challenges?**

The most problematic locations are along high-speed, multi-lane highways where riders must cross traffic to access stops. In Ascension Parish, Airline Highway (US-61) and LA-30 serve as major thoroughfares but many stops are simply signposts without shelters, lighting or marked crosswalks. Riders on these corridors must cross several lanes of 55-mph traffic and contend with heavy truck traffic from industrial facilities. Downtown Baton Rouge and the Louisiana State University/Highland Road area also present safety concerns because bus stops are crowded, lighting is inadequate after dark, and sidewalks are broken or nonexistent.

2. **Which locations do you feel have the greatest congestion challenges for transit reliability?**

Congestion on I-10 between Prairieville and downtown Baton Rouge and the Mississippi River bridge is the biggest impediment to on-time performance. This corridor carries interstate commuters and industrial traffic and is often gridlocked at morning and evening peaks. Congestion also occurs on LA-30 through the chemical-manufacturing corridor between Gonzales and Geismar (particularly near shift changes) and on Airline Highway/US-61 near the Ascension Parish line.

3. **Are congestion challenges specific to a time of day, or constant throughout the day?**

Peak congestion is morning (6–9 a.m.) and evening (4–7 p.m.) when commuters, school traffic and industrial shift changes overlap. Mid-day congestion occurs when incidents occur on the I-10 bridge or when trains block LA-30 crossings, but overall traffic is lighter during non-peak hours.

4. **Are there any areas where security challenges exist in regard to the transit system?**

Yes. Park-and-ride lots and transfer centers in north Baton Rouge and Gonzales lack cameras and have poor lighting, raising concerns about personal safety at night. Bus operators report occasional vandalism at stops near convenience stores along Airline Highway and at the LSU campus. Better lighting, security cameras and coordination with local law enforcement would improve rider security.

CRPC Metropolitan Transportation Plan Questionnaire

5. **What types of physical transit improvements (stops, amenities, etc.) are most needed?**

Shelters and lighting: Many stops consist only of a pole; adding covered shelters, benches, and lighting would protect riders from heat and rain and make them feel safer. Accessible curb ramps: Several stops lack ADA-compliant ramps or sidewalks, forcing riders to wait in grassy areas. Real-time information: Electronic signs and a mobile app that provide arrival times would enhance user confidence.

6. **What types of service improvements are most needed?**

Higher frequency: Core routes on I-10 and Airline Highway should operate every 15–20 minutes during peaks and 30 minutes off-peak to make transit a reliable alternative. Extended span of service: Evening and weekend service is limited; later runs would support shift-work and retail jobs. Express/limited-stop routes: Dedicated express trips from Prairieville and Gonzales to downtown Baton Rouge could shorten commute times and attract riders.

7. **What types of facility improvements are most needed?**

A central inter-modal hub near downtown Baton Rouge that connects buses with commuter shuttles and future passenger rail. In Ascension Parish, park-and-ride lots near I-10/LA-73 and in Gonzales should be expanded with safe parking, electric-vehicle charging and bike storage. Maintenance facilities for buses should be upgraded to accommodate a transition to low-emission vehicles.

Thank you for participating in this survey. Your answers will be used to inform and improve the future of transportation in our region.

OPTIONAL

Name: [redacted]

Organization: Ascension Chamber of Commerce

CRPC Metropolitan Transportation Plan Questionnaire

The Capital Regional Planning Commission is updating the region's long-range Metropolitan Transportation Plan. The intent of the plan is to develop a roadmap for improving transportation in Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes over the next 25 years, including projects that affect all modes of transportation. Help us plan for the future by participating in this brief survey!

First, tell us what you think!

1. **Within the Parish, what do you think the estimated growth rate of population will be?**

Decline (Negative Growth)	☐
Some Growth (0.0 – 0.5% annually)	☐
Moderate Growth (0.5% - 1.0% annually)	☒
Fast Growth (1.0% - 1.5% annually)	☐
Very Fast Growth (Greater than 1.5% annually	☐

2. **Within the Parish, what do you think the estimated growth rate of employment will be?**

Decline (Negative Growth)	☐
Some Growth (0.0 – 0.5% annually)	☐
Moderate Growth (0.5% - 1.0% annually)	☒
Fast Growth (1.0% - 1.5% annually)	☐
Very Fast Growth (Greater than 1.5% annually	☐

3. **Which locations do you feel will have the greatest safety or congestion challenges based on anticpated growth?**

Residential growth is expected on the east side of the parish in the coming years. Industrial growth is expected along LA Highway 1 between Plaquemine and White Castle as well with new industry also planned in Ascension. Highway 30, Highway 74 and LA Highway 1 are all expected to have major congestion challenges in the next 1-5 years.

4. **Are there any areas where security challenges are likely exist in regard to the infrastructure due to anticipated growth?**

Congestion in these areas will impact not only local residents but also commuters from neighboring parishes who travel to Iberville for work. Highway 30, a two-lane roadway, is not equipped to handle the projected increase in traffic. In addition, commuters who rely on the ferry often park along the river roads on both sides of the parish—both of which are also two-lane highways—creating unsafe conditions by obstructing the flow of passing vehicles. Highway 1 will experience growing traffic pressures as industrial operations become fully active, increasing the volume of vehicles entering and leaving the parish.

CRPC Metropolitan Transportation Plan Questionnaire

5. **Are there any infrastructure projects or strategies that you feel would address the existing or anticipated challenges? Are there any known growths that you can provide anticipated population and employment numbers that will come to the region**

- Widening of Highway 30
- Turning lanes for ferry riders waiting to get on the ferry on both sides of the Mississippi River
- Roundabouts for Enterprise and Bayou Jacob Road, Tenant Road and Highway 75 and the light at Highway 75 and the entrance at Wal-Mart
- New roads to help ease the congestion of traffic at LA Highway 1 and Clark Road
- LA 1 widening between White Castle and Donaldsonville
- Service road off Interstate 10 that connects to Grosse Tete
- Creating a new road along LA Highway 1 to River Road, around the Random Oaks Subdivision to prevent commuters going through Bayou Goula. This stretch of roadway is a two-lane road with no shoulders

Thank you for participating in this survey. Your answers will be used to inform and improve the future of transportation in our region.

OPTIONAL:

Name: [redacted]

Organization: Iberville Parish Government

CRPC Metropolitan Transportation Plan Questionnaire

The Capital Regional Planning Commission is updating the region's long-range Metropolitan Transportation Plan. The intent of the plan is to develop a roadmap for improving transportation in Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes over the next 25 years, including non-motorized transportation. Help us plan for the future by participating in this brief survey!

First, tell us what you think!

1. **Within the region, where do you feel the greatest safety challenges exist for bicycling and walking?**

Many residents bike or walk along LA Highway 1 between the Belleview traffic signal and St. Louis Road. Currently, this corridor has minimal lighting and lacks dedicated sidewalk space for pedestrians and cyclists. Additionally, there are no designated bike lanes along Highway 75, despite it being a popular route for bicyclists. Additionally sidewalks are needed along Sebastian Road in Plaquemine and Dorcy Street in White Castle.

2. **Are there any areas or corridors within the region that feel unsafe due to vehicular interaction with bicyclists and/or pedestrians?**

LA Highway 1

Highway 75

3. **Are there any areas or corridors within the region that feel unsafe due to poor infrastructure condition? If so, what makes it feel unsafe?**

Lack of lighting and no safe area for residents on bikes or walking to travel on:
LA Highway 1

Sebastian Street

Dorcy Street

4. **Where would you like to see intersection crossings, pedestrian signals, or mid-block crossings added?**

CRPC Metropolitan Transportation Plan Questionnaire

5. **Are there any roadways or areas that you feel have a high demand for biking and walking, but insufficient infrastructure to do so safely?**

LA Highway 1 from the light at Belleview to St. Louis Road
Sebastian Street
Dorcy Road

6. **List specific locations you feel need to add additional bicycle and pedestrian infrastructure to improve connections to transit services?**

Next, help us identify Bicycle and Pedestrian Infrastructure Projects

7. **Please let us know what specific bicycle and pedestrian improvements should be considered for the plan.**

The Sidewalk project for LA Highway 1 has been an approved addition for the TIP.

Sidewalks are needed at Sebastian Street and Dorcy Street

Thank you for participating in this survey. Your answers will be used to inform and improve the future of transportation in our region.

OPTIONAL

Name: [redacted]

Organization: Iberville Parish Government

CRPC Metropolitan Transportation Plan Questionnaire

The Capital Regional Planning Commission is updating the region's long-range Metropolitan Transportation Plan. The intent of the plan is to develop a roadmap for improving transportation in Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes over the next 25 years, including projects that will help with freight movement and reliability. Help us plan for the future by participating in this brief survey!

First, tell us what you think!

1. **Within the region, what locations do you feel have the greatest safety challenges for freight movement? What is the nature of the safety challenges?**

LA Highway 1. Lots of congestion. This is the only route available for all freight movement in and out of Iberville Parish.

2. **Which locations do you feel have the greatest congestion challenges for freight movement?**

LA Highway 1

3. **Are congestion challenges specific to a time of day, or constant throughout the day?**

Constant throughout the day.

4. **Are there any areas where security challenges exist in regard to the infrastructure?**

Highway 30
LA Highway 1

CRPC Metropolitan Transportation Plan Questionnaire

5. **What would be your three highest priority challenges to address regarding freight movement?**

Not enough roads available around the parish for freight to get to industry

Roads where the most freight is transported needs to be widened

6. **Are there any roadway or facility projects that you feel would address freight movement challenges?**

The widening of LA Highway 1 from White Castle to Donaldsonville

The additional and availability of access to new roads where new industry will be developed

Thank you for participating in this survey. Your answers will be used to inform and improve the future of transportation in our region.

OPTIONAL

Name: [redacted]

Organization: Iberville Parish Government

CRPC Metropolitan Transportation Plan Questionnaire

The Capital Regional Planning Commission is updating the region's long-range Metropolitan Transportation Plan. The intent of the plan is to develop a roadmap for improving transportation in Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes over the next 25 years, including projects that will help with transit improvements. Help us plan for the future by participating in this brief survey!

First, tell us what you think!

1. **Within the region, what locations do you feel have the greatest safety challenges for transit ridership? What is the nature of the safety challenges?**

Transit ridership has been explored as an option for the parish in the past; however, more immediate priorities—such as roadway improvements—need to be addressed at this time.

2. **Which locations do you feel have the greatest congestion challenges for transit reliability?**

3. **Are congestion challenges specific to a time of day, or constant throughout the day?**

4. **Are there any areas where security challenges exist in regard to the transit system?**

CRPC Metropolitan Transportation Plan Questionnaire

5. **What types of physical transit improvements (stops, amenities, etc.) are most needed?**

A ttansit program to move commuters from one end of the parish to the other. Stops and other amenities along the way have not yet been identified.

6. **What types of service improvements are most needed?**

7. **What types of facility improvements are most needed?**

Thank you for participating in this survey. Your answers will be used to inform and improve the future of transportation in our region.

OPTIONAL

Name: [redacted]

Organization: Iberville Parish Government

CRPC Metropolitan Transportation Plan Questionnaire

The Capital Regional Planning Commission is updating the region's long-range Metropolitan Transportation Plan. The intent of the plan is to develop a roadmap for improving transportation in Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes over the next 25 years, including projects that affect all modes of transportation. Help us plan for the future by participating in this brief survey!

First, tell us what you think!

1. **Within the Parish, what do you think the estimated growth rate of population will be?**

Decline (Negative Growth)	☐
Some Growth (0.0 – 0.5% annually)	☑
Moderate Growth (0.5% - 1.0% annually)	☐
Fast Growth (1.0% - 1.5% annually)	☐
Very Fast Growth (Greater than 1.5% annually	☐

2. **Within the Parish, what do you think the estimated growth rate of employment will be?**

Decline (Negative Growth)	☐
Some Growth (0.0 – 0.5% annually)	☑
Moderate Growth (0.5% - 1.0% annually)	☐
Fast Growth (1.0% - 1.5% annually)	☐
Very Fast Growth (Greater than 1.5% annually	☐

3. **Which locations do you feel will have the greatest safety or congestion challenges based on anticpated growth?**

Arteries that connect midcity to other parts of the city are frequently congested, like Essen Dr or Florida Blvd.

4. **Are there any areas where security challenges are likely exist in regard to the infrastructure due to anticipated growth?**

The most dangerous parts of the city are the areas where cars are allowed to move quickly near pedestrians or children. Schools that are along multi-lane roads are one example. Infrastructure should be designed to encourage cautious driving by making the roads appear smaller.

CRPC Metropolitan Transportation Plan Questionnaire

5. **Are there any infrastructure projects or strategies that you feel would address the existing or anticipated challenges? Are there any known growths that you can provide anticipated population and employment numbers that will come to the region**

The universities are a major attraction for residents. Access from areas of town to Southern and LSU would easy the burden of transportation for many people.

Thank you for participating in this survey. Your answers will be used to inform and improve the future of transportation in our region.

OPTIONAL:

Name: [redacted]

Organization:

CRPC Metropolitan Transportation Plan Questionnaire

The Capital Regional Planning Commission is updating the region's long-range Metropolitan Transportation Plan. The intent of the plan is to develop a roadmap for improving transportation in Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes over the next 25 years, including projects that will help with transit improvements. Help us plan for the future by participating in this brief survey!

First, tell us what you think!

1. **Within the region, what locations do you feel have the greatest safety challenges for transit ridership? What is the nature of the safety challenges?**

Transit safety challenges often stem from inaccessible stops, such as those on Siegen, or unreliable buses, since those require people to stay at bus stops for longer.

2. **Which locations do you feel have the greatest congestion challenges for transit reliability?**

I have sat on a bus on Essen Lane where it took 2 hours to go 5 miles. Essen needs a dedicated bus lane or some other method to discourage single-occupancy vehicles.

3. **Are congestion challenges specific to a time of day, or constant throughout the day?**

The worst congestion on College Dr and Essen are from 2pm-6pm. After school gets out and after work ends.

4. **Are there any areas where security challenges exist in regard to the transit system?**

Waiting at the bus stop for long periods of time waiting for the next bus, which sometimes doesn't come, makes people sitting ducks. Improving the reliability of the transit system generally would help make people feel safer at bus stops, since they would not have to wait as long.

CRPC Metropolitan Transportation Plan Questionnaire

5. **What types of physical transit improvements (stops, amenities, etc.) are most needed?**

Many stops are poorly labeled and lack adequate access via sidewalks. Few of them are fully ADA compliant. The push to make them ADA compliant in previous years resulted in the elimination of a lot of stops rather than improvements to existing ones.

6. **What types of service improvements are most needed?**

More regular buses. Buses should come much more frequently than they do. Drivers need to be treated better to attract more of them so that a single driver calling out sick doesn't ruin an entire route.

7. **What types of facility improvements are most needed?**

More electric buses and a better app would be nice, but the other improvements above are more important.

Thank you for participating in this survey. Your answers will be used to inform and improve the future of transportation in our region.

OPTIONAL

Name: [redacted]

Organization:

CRPC Metropolitan Transportation Plan Questionnaire

The Capital Regional Planning Commission is updating the region's long-range Metropolitan Transportation Plan. The intent of the plan is to develop a roadmap for improving transportation in Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes over the next 25 years, including non-motorized transportation. Help us plan for the future by participating in this brief survey!

First, tell us what you think!

1. **Within the region, where do you feel the greatest safety challenges exist for bicycling and walking?**

all over for bikers; crossing streets for walkers

2. **Are there any areas or corridors within the region that feel unsafe due to vehicular interaction with bicyclists and/or pedestrians?**

3. **Are there any areas or corridors within the region that feel unsafe due to poor infrastructure condition? If so, what makes it feel unsafe?**

4. **Where would you like to see intersection crossings, pedestrian signals, or mid-block crossings added?**

I know the New Miss River Bridge does not provide a path for walking or biking, however, I wish there was a path.

CRPC Metropolitan Transportation Plan Questionnaire

5. **Are there any roadways or areas that you feel have a high demand for biking and walking, but insufficient infrastructure to do so safely?**

New Miss River Bridge

6. **List specific locations you feel need to add additional bicycle and pedestrian infrastructure to improve connections to transit services?**

New Miss River Bridge

Next, help us identify Bicycle and Pedestrian Infrastructure Projects

7. **Please let us know what specific bicycle and pedestrian improvements should be considered for the plan.**

Thank you for participating in this survey. Your answers will be used to inform and improve the future of transportation in our region.

OPTIONAL

Name:

Organization:

CRPC Metropolitan Transportation Plan Questionnaire

The Capital Regional Planning Commission is updating the region's long-range Metropolitan Transportation Plan. The intent of the plan is to develop a roadmap for improving transportation in Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes over the next 25 years, including projects that will help with transit improvements. Help us plan for the future by participating in this brief survey!

First, tell us what you think!

1. **Within the region, what locations do you feel have the greatest safety challenges for transit ridership? What is the nature of the safety challenges?**

I10 line & New Miss Bridge:::
Because of congestion, accidents are frequent.

2. **Which locations do you feel have the greatest congestion challenges for transit reliability?**

I10 line, Airline Hwy from Midcity BR to Prairieville, Hwy1(PortAllen)

3. **Are congestion challenges specific to a time of day, or constant throughout the day?**

7am - 7pm

4. **Are there any areas where security challenges exist in regard to the transit system?**

CRPC Metropolitan Transportation Plan Questionnaire

5. **What types of physical transit improvements (stops, amenities, etc.) are most needed?**

6. **What types of service improvements are most needed?**

need emergency lane only

7. **What types of facility improvements are most needed?**

Thank you for participating in this survey. Your answers will be used to inform and improve the future of transportation in our region.

OPTIONAL

Name:

Organization:

CRPC Metropolitan Transportation Plan Questionnaire

The Capital Regional Planning Commission is updating the region's long-range Metropolitan Transportation Plan. The intent of the plan is to develop a roadmap for improving transportation in Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes over the next 25 years, including non-motorized transportation. Help us plan for the future by participating in this brief survey!

First, tell us what you think!

1. **Within the region, where do you feel the greatest safety challenges exist for bicycling and walking?**

The lack of facilities is a significant barrier to biking and walking, especially in the suburban areas of the Parish. Recreational facilities along the River Levee are nice, but there is no infrastructure linking recreational facilities to residential centers. This requires walking/biking on narrow, high speed state highway facilities which are not conducive to those type trips.

2. **Are there any areas or corridors within the region that feel unsafe due to vehicular interaction with bicyclists and/or pedestrians?**

This would be just about any area outside of a city within Ascension Parish. Roads like LA 44, LA 73, LA 429, LA 931, LA 933, LA 934, LA 935 in suburban areas that provided regional connectivity are still high speed (greater than 45 mph) with narrow lanes and no apparent shoulders. Even routes with additional traffic and better cross sections - LA 30, Airline Highway, are not friendly to pedestrians or bicyclists.

3. **Are there any areas or corridors within the region that feel unsafe due to poor infrastructure condition? If so, what makes it feel unsafe?**

See #2

4. **Where would you like to see intersection crossings, pedestrian signals, or mid-block crossings added?**

Based on the current status of roads within the Parish, I'm not sure that I would feel safe adding these facilities to any routes previously mentioned. Even routes with a Shared Use Path, like LA 42, pedestrian accommodations at crossings with other roadway would be a benefit, but I would not recommend any mid-block crossing on such a facility.

CRPC Metropolitan Transportation Plan Questionnaire

5. **Are there any roadways or areas that you feel have a high demand for biking and walking, but insufficient infrastructure to do so safely?**

Areas need schools, mostly high schools may have a higher demand for walking and biking but lack the infrastructure to allow it. The Parish will be providing a Shared Use Path from LA 42 to LA 44, adjacent to the new Prairieville High School in the next year or two, which will be a bellwether to determine if the demand is there.

6. **List specific locations you feel need to add additional bicycle and pedestrian infrastructure to improve connections to transit services?**

Transit does not exist in the Parish, but if it were to exist, facilities along routes noted in #2 would be a good start.

Next, help us identify Bicycle and Pedestrian Infrastructure Projects

7. **Please let us know what specific bicycle and pedestrian improvements should be considered for the plan.**

The Parish is evaluating shared use path (recreational) facilities along bayous and utility corridors to begin to build out a ped-bike system. The system and idea is in its infancy and does not have dedicated funding attached to it, at this time.

As most of our major routes are state routes, the Parish would need to rely upon the state to help construct the system along its ROW, with the Parish providing connectivity on its system of roadways for any systemic/regional improvement to ped-bike travel occurs.

Thank you for participating in this survey. Your answers will be used to inform and improve the future of transportation in our region.

OPTIONAL

Name:

Organization:

CRPC Metropolitan Transportation Plan Questionnaire

The Capital Regional Planning Commission is updating the region's long-range Metropolitan Transportation Plan. The intent of the plan is to develop a roadmap for improving transportation in Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes over the next 25 years, including projects that will help with freight movement and reliability. Help us plan for the future by participating in this brief survey!

First, tell us what you think!

1. **Within the region, what locations do you feel have the greatest safety challenges for freight movement? What is the nature of the safety challenges?**

While freight movement is mostly focused on main arterial routes: I-10, LA 30, and LA 1, it is once these movements transition to the secondary roadway network that safety issues begin to arise. Current infrastructure on this network, which were initially more like farm to market roads, was not anticipated to carry industrial/freight traffic. These routes may have insufficient pavement structure, narrow lane widths, narrow to no shoulders and roadside ditches. The margin for error on these type routes is slim to non-existent.

2. **Which locations do you feel have the greatest congestion challenges for freight movement?**

I-10, LA 30, and LA 1. All these routes parallel the river and are heavily trafficked in the present, which puts a strain on existing assets. Additional volume to developments on either side of the river will continue to put a larger strain on these routes.

3. **Are congestion challenges specific to a time of day, or constant throughout the day?**

The peak periods are the most troubling as congestion is concerned. LA 30 and LA 1 (RiverPlex MegaPark) will continue to degrade with increased traffic and investment into industry along these corridors and may become an all day congestion issue, if not proactively addressed. The window to be proactive, though, is very narrow.

4. **Are there any areas where security challenges exist in regard to the infrastructure?**

I am sure they exist, but none are presently apparent to me.

CRPC Metropolitan Transportation Plan Questionnaire

5. **What would be your three highest priority challenges to address regarding freight movement?**

From a transportation engineering standpoint, I can think of two:

1. Traffic Safety. Safety of vehicles and drivers of industrial and commercial vehicles can be lacking. Crashes with those type vehicles can delay shipments, seriously injury vehicle occupants, and block traffic and commerce for a period of time. Stricter enforcement of those vehicle types and additional education initiatives during CDL training would be warranted.
2. Infrastructure. The roadways of the Parish, specifically state roadways, can be lacking when it comes to available capacity. While congestion can be anticipated during peak times, not addressing infrastructure facilities can have an impact on continued growth or the attraction of commercial/industrial growth.

6. **Are there any roadway or facility projects that you feel would address freight movement challenges?**

There is/are port facilities that are anticipated along the Mississippi River, which will help industry to be less reliant upon the surface transportation network.

When it comes to surface transportation, all major routes along and adjacent to the river (LA 1, LA 30, I-10) should all be addressed. LA 30 has an environmental study and I-10 has plans for widening, but it could be years or a decade or two before we see these projects come to fruition.

Thank you for participating in this survey. Your answers will be used to inform and improve the future of transportation in our region.

OPTIONAL

Name:

Organization:

CRPC Metropolitan Transportation Plan Questionnaire

The Capital Regional Planning Commission is updating the region's long-range Metropolitan Transportation Plan. The intent of the plan is to develop a roadmap for improving transportation in Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes over the next 25 years, including projects that affect all modes of transportation. Help us plan for the future by participating in this brief survey!

First, tell us what you think!

1. **Within the Parish, what do you think the estimated growth rate of population will be?**

Decline (Negative Growth)	☐
Some Growth (0.0 – 0.5% annually)	☐
Moderate Growth (0.5% - 1.0% annually)	☐
Fast Growth (1.0% - 1.5% annually)	☑
Very Fast Growth (Greater than 1.5% annually	☐

2. **Within the Parish, what do you think the estimated growth rate of employment will be?**

Decline (Negative Growth)	☐
Some Growth (0.0 – 0.5% annually)	☐
Moderate Growth (0.5% - 1.0% annually)	☐
Fast Growth (1.0% - 1.5% annually)	☑
Very Fast Growth (Greater than 1.5% annually	☐

3. **Which locations do you feel will have the greatest safety or congestion challenges based on anticpated growth?**

Any sustained growth on the East Bank of Ascension Parish will see increased congestion - I-10, Airline Highway, LA 30, LA 42, and LA 73. West Bank growth will have impacts on LA 1, which may be mitigated by a West Bank Expressway, widening of LA 1, or the industrial traffic bypass provided by LA 3127. Additional resources would be needed for cities like Donaldsonville and LA 1, regardless of any ancillary construction, due to the anticipated growth of the RiverPlex MegaPark.

With any development, traffic safety will degrade as roads not used to the level of traffic that is anticipated grows. As congestion becomes more of an issue, the safety issue will appear to be mitigated, but proactive safety measure are likely warranted even in congested areas.

4. **Are there any areas where security challenges are likely exist in regard to the infrastructure due to anticipated growth?**

Industrial expansion is anticipated to bring port facilities to the Mississippi River on the West Bank of the River.

CRPC Metropolitan Transportation Plan Questionnaire

5. **Are there any infrastructure projects or strategies that you feel would address the existing or anticipated challenges? Are there any known growths that you can provide anticipated population and employment numbers that will come to the region**

The construction of the Hyundai Plant and the CF facility in the RiverPlex MegaPark should bring approximately 2000 permanent jobs, not to mention thousands of construction jobs in the near term. Additional development is expected in the park over time, but there are no business or numbers associated with that anticipated growth at this time.

For regional transportation mobility:

East Bank
1. Widening of I-10 from four to six lanes from LA 73 to LA 22.
2. Widening of LA 30 to a divided four lane facility with moderate access control.
3. Widening of LA 73 from Airline Highway to LA 30
4. Construction of an interchange on I-10 near the LA 429 crossing.
5. Construction of an interchange on I-10 near the LA 928 (Bluff Road) crossing.
6. Revisit the intersection of Airline Highway at LA 42 to consider another design.
7. Widening LA 431, from LA 42 (Port Vincent) to Airline Highway

West Bank
1. Energy Transition Parkway (RiverPlex MegaPark)
2. LA 3127 Extension
3. LA 1 four laning from White Castle (Iberville Parish) to Donaldsonville
4. New Mississippi River Bridge
5. Improvement of LA 70 at LA 3089 junction.

Thank you for participating in this survey. Your answers will be used to inform and improve the future of transportation in our region.

OPTIONAL:

Name:

Organization:

CRPC Metropolitan Transportation Plan Questionnaire

The Capital Regional Planning Commission is updating the region's long-range Metropolitan Transportation Plan. The intent of the plan is to develop a roadmap for improving transportation in Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes over the next 25 years, including projects that will help with transit improvements. Help us plan for the future by participating in this brief survey!

First, tell us what you think!

1. **Within the region, what locations do you feel have the greatest safety challenges for transit ridership? What is the nature of the safety challenges?**

In Ascension Parish, transit is close to non-existent. Barriers to transit would include the lack of infrastructure for transit riders to be protected from traffic and elements. The lack of a centralized system and the ability to get to that system would also be barriers to the use of transit in this area.

2. **Which locations do you feel have the greatest congestion challenges for transit reliability?**

If transit were present, Interstate 10, Airline Highway, LA 1, LA 30, and LA 73 would be congested at times that could impact travel time reliability.

3. **Are congestion challenges specific to a time of day, or constant throughout the day?**

In the Parish, Airline Highway, LA 30 and LA 73 congestion is specific to the peak periods (morning and afternoon). I-10 congestion is usually dependent upon construction or crashes. Once you enter East Baton Rouge Parish, congestion is more a function of available capacity.

4. **Are there any areas where security challenges exist in regard to the transit system?**

The security challenges are mostly discussed in the barriers to transit. Persons wanted to use transit would be exposed to traffic/weather, without appropriate infrastructure to keep them safe while waiting on transit.

CRPC Metropolitan Transportation Plan Questionnaire

5. **What types of physical transit improvements (stops, amenities, etc.) are most needed?**

Stops and amenities to high volumes locations would be the most necessary in a burgeoning transit system in Ascension Parish. Stops at Tanger, Lamar Dixon, major shopping centers, etc., linked to stops in high residential/low vehicle use/ownership census tracts would need to be identified.

6. **What types of service improvements are most needed?**

Regional transit is most needed for success in this Parish. Transit would need to link into Baton Rouge or across the River to allow access to employment. Transit carrying construction workers from Park and Ride locations to the construction sites in the RiverPlex MegaPark would be a trail of the efficacy of such a system.

7. **What types of facility improvements are most needed?**

A centralized point, either in the Parish or on either bank of the river would be necessary to attract riders. At this time, no such facilities exist.

Thank you for participating in this survey. Your answers will be used to inform and improve the future of transportation in our region.

OPTIONAL

Name:

Organization:

CRPC Metropolitan Transportation Plan Questionnaire

The Capital Regional Planning Commission is updating the region's long-range Metropolitan Transportation Plan. The intent of the plan is to develop a roadmap for improving transportation in Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes over the next 25 years, including projects that affect all modes of transportation. Help us plan for the future by participating in this brief survey!

First, tell us what you think!

1. **Within the Parish, what do you think the estimated growth rate of population will be?**

Decline (Negative Growth)	☐
Some Growth (0.0 – 0.5% annually)	☐
Moderate Growth (0.5% - 1.0% annually)	☒
Fast Growth (1.0% - 1.5% annually)	☐
Very Fast Growth (Greater than 1.5% annually	☐

2. **Within the Parish, what do you think the estimated growth rate of employment will be?**

Decline (Negative Growth)	☐
Some Growth (0.0 – 0.5% annually)	☐
Moderate Growth (0.5% - 1.0% annually)	☒
Fast Growth (1.0% - 1.5% annually)	☐
Very Fast Growth (Greater than 1.5% annually	☐

3. **Which locations do you feel will have the greatest safety or congestion challenges based on anticpated growth?**

Residential growth is expected on the east side of the parish in the coming years. Industrial growth is expected along LA Highway 1 between Plaquemine and White Castle as well with new industry also planned in Ascension. Highway 30, Highway 74 and LA Highway 1 are all expected to have major congestion challenges in the next 1-5 years.

4. **Are there any areas where security challenges are likely exist in regard to the infrastructure due to anticipated growth?**

Congestion in these areas will impact not only local residents but also commuters from neighboring parishes who travel to Iberville for work. Highway 30, a two-lane roadway, is not equipped to handle the projected increase in traffic. In addition, commuters who rely on the ferry often park along the river roads on both sides of the parish—both of which are also two-lane highways—creating unsafe conditions by obstructing the flow of passing vehicles. Highway 1 will experience growing traffic pressures as industrial operations become fully active, increasing the volume of vehicles entering and leaving the parish.

CRPC Metropolitan Transportation Plan Questionnaire

5. **Are there any infrastructure projects or strategies that you feel would address the existing or anticipated challenges? Are there any known growths that you can provide anticipated population and employment numbers that will come to the region**

- Widening of Highway 30
- Turning lanes for ferry riders waiting to get on the ferry on both sides of the Mississippi River
- Roundabouts for Enterprise and Bayou Jacob Road, Tenant Road and Highway 75 and the light at Highway 75 and the entrance at Wal-Mart
- New roads to help ease the congestion of traffic at LA Highway 1 and Clark Road
- LA 1 widening between White Castle and Donaldsonville
- Service road off Interstate 10 that connects to Grosse Tete
- Creating a new road along LA Highway 1 to River Road, around the Random Oaks Subdivision to prevent commuters going through Bayou Goula. This stretch of roadway is a two-lane road with no shoulders

Thank you for participating in this survey. Your answers will be used to inform and improve the future of transportation in our region.

OPTIONAL:

Name: [redacted]

Organization: Iberville Parish Government

CRPC Metropolitan Transportation Plan Questionnaire

The Capital Regional Planning Commission is updating the region's long-range Metropolitan Transportation Plan. The intent of the plan is to develop a roadmap for improving transportation in Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes over the next 25 years, including non-motorized transportation. Help us plan for the future by participating in this brief survey!

First, tell us what you think!

1. **Within the region, where do you feel the greatest safety challenges exist for bicycling and walking?**

Many residents bike or walk along LA Highway 1 between the Belleview traffic signal and St. Louis Road. Currently, this corridor has minimal lighting and lacks dedicated sidewalk space for pedestrians and cyclists. Additionally, there are no designated bike lanes along Highway 75, despite it being a popular route for bicyclists. Additionally sidewalks are needed along Sebastian Road in Plaquemine and Dorcy Street in White Castle.

2. **Are there any areas or corridors within the region that feel unsafe due to vehicular interaction with bicyclists and/or pedestrians?**

LA Highway 1

Highway 75

3. **Are there any areas or corridors within the region that feel unsafe due to poor infrastructure condition? If so, what makes it feel unsafe?**

Lack of lighting and no safe area for residents on bikes or walking to travel on:
LA Highway 1

Sebastian Street

Dorcy Street

4. **Where would you like to see intersection crossings, pedestrian signals, or mid-block crossings added?**

CRPC Metropolitan Transportation Plan Questionnaire

5. **Are there any roadways or areas that you feel have a high demand for biking and walking, but insufficient infrastructure to do so safely?**

LA Highway 1 from the light at Belleview to St. Louis Road
Sebastian Street
Dorcy Road

6. **List specific locations you feel need to add additional bicycle and pedestrian infrastructure to improve connections to transit services?**

Next, help us identify Bicycle and Pedestrian Infrastructure Projects

7. **Please let us know what specific bicycle and pedestrian improvements should be considered for the plan.**

The Sidewalk project for LA Highway 1 has been an approved addition for the TIP.

Sidewalks are needed at Sebastian Street and Dorcy Street

Thank you for participating in this survey. Your answers will be used to inform and improve the future of transportation in our region.

OPTIONAL

Name: [redacted]

Organization: Iberville Parish Government

CRPC Metropolitan Transportation Plan Questionnaire

The Capital Regional Planning Commission is updating the region's long-range Metropolitan Transportation Plan. The intent of the plan is to develop a roadmap for improving transportation in Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes over the next 25 years, including projects that will help with freight movement and reliability. Help us plan for the future by participating in this brief survey!

First, tell us what you think!

1. **Within the region, what locations do you feel have the greatest safety challenges for freight movement? What is the nature of the safety challenges?**

LA Highway 1. Lots of congestion. This is the only route available for all freight movement in and out of Iberville Parish.

2. **Which locations do you feel have the greatest congestion challenges for freight movement?**

LA Highway 1

3. **Are congestion challenges specific to a time of day, or constant throughout the day?**

Constant throughout the day.

4. **Are there any areas where security challenges exist in regard to the infrastructure?**

Highway 30
LA Highway 1

CRPC Metropolitan Transportation Plan Questionnaire

5. **What would be your three highest priority challenges to address regarding freight movement?**

Not enough roads available around the parish for freight to get to industry

Roads where the most freight is transported needs to be widened

6. **Are there any roadway or facility projects that you feel would address freight movement challenges?**

The widening of LA Highway 1 from White Castle to Donaldsonville

The additional and availability of access to new roads where new industry will be developed

Thank you for participating in this survey. Your answers will be used to inform and improve the future of transportation in our region.

OPTIONAL

Name: [redacted]

Organization: Iberville Parish Government

CRPC Metropolitan Transportation Plan Questionnaire

The Capital Regional Planning Commission is updating the region's long-range Metropolitan Transportation Plan. The intent of the plan is to develop a roadmap for improving transportation in Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes over the next 25 years, including projects that will help with transit improvements. Help us plan for the future by participating in this brief survey!

First, tell us what you think!

1. **Within the region, what locations do you feel have the greatest safety challenges for transit ridership? What is the nature of the safety challenges?**

Transit ridership has been explored as an option for the parish in the past; however, more immediate priorities—such as roadway improvements—need to be addressed at this time.

2. **Which locations do you feel have the greatest congestion challenges for transit reliability?**

3. **Are congestion challenges specific to a time of day, or constant throughout the day?**

4. **Are there any areas where security challenges exist in regard to the transit system?**

CRPC Metropolitan Transportation Plan Questionnaire

5. **What types of physical transit improvements (stops, amenities, etc.) are most needed?**

A ttansit program to move commuters from one end of the parish to the other. Stops and other amenities along the way have not yet been identified.

6. **What types of service improvements are most needed?**

7. **What types of facility improvements are most needed?**

Thank you for participating in this survey. Your answers will be used to inform and improve the future of transportation in our region.

OPTIONAL

Name: [redacted]

Organization: Iberville Parish Government

CRPC Metropolitan Transportation Plan Questionnaire

The Capital Regional Planning Commission is updating the region's long-range Metropolitan Transportation Plan. The intent of the plan is to develop a roadmap for improving transportation in Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes over the next 25 years, including non-motorized transportation. Help us plan for the future by participating in this brief survey!

First, tell us what you think!

1. **Within the region, where do you feel the greatest safety challenges exist for bicycling and walking?**

Lack of connectivity/continuity of paths, lack of separate bike paths/sidewalks, lack of protection/barriers in high traffic areas

2. **Are there any areas or corridors within the region that feel unsafe due to vehicular interaction with bicyclists and/or pedestrians?**

It's really all throughout. I ride a good amount (mostly on the levee due to safety concerns), and I avoid a lot of roads like Highland, Nicholson, etc because there are no bike lanes or sidewalks to ride on. Streets like Government have bike lanes, but they are so close to traffic lanes with zero barrier that I do not feel safe riding with traffic. Perkins Rd also feels unsafe. I would love to be able to ride between City Park and the Overpass area.

3. **Are there any areas or corridors within the region that feel unsafe due to poor infrastructure condition? If so, what makes it feel unsafe?**

The levee bike path is awesome, but it is starting to show it's age. So are bike paths around the Lakes/LSU

4. **Where would you like to see intersection crossings, pedestrian signals, or mid-block crossings added?**

We need much more of this in the Perkins Overpass area. Also Government St around the restaurants/redevelopment going on.

CRPC Metropolitan Transportation Plan Questionnaire

5. **Are there any roadways or areas that you feel have a high demand for biking and walking, but insufficient infrastructure to do so safely?**

Perkins Overpass

6. **List specific locations you feel need to add additional bicycle and pedestrian infrastructure to improve connections to transit services?**

Next, help us identify Bicycle and Pedestrian Infrastructure Projects

7. **Please let us know what specific bicycle and pedestrian improvements should be considered for the plan.**

Connectivity between existing bicycle assets (bike paths) and areas of interest are desperately needed. There are existing routes that are nice, but it is difficult to put together a ride of appreciable length without needing to use shared surface roads (with the exception of the levee).

Thank you for participating in this survey. Your answers will be used to inform and improve the future of transportation in our region.

OPTIONAL

Name: [redacted]

Organization: Individual

Bike Questionnaire

1. **Within the region, where do you feel the greatest safety challenges exist for bicycling and walking?**

   a. The walking commute between the town hall and the school in the Village of French Settlement, due to the lack of sidewalks.
   b. The town hall is an emergency evacuation/safety area, but there is no safe way for students or residents to walk there.
   c. The old sidewalk from the school to the Catholic church is heavily used but not ADA-compliant and is in very poor condition (broken pavement, tree roots, uneven surfaces), making it unsafe.

2. **Are there any areas or corridors within the region that feel unsafe due to vehicular interaction with bicyclists and/or pedestrians?**

   a. The **Hwy 16 and Hwy 444 intersection** and surrounding school zone, due to high traffic volumes and speeds.
   b. **Jack Allen Road**, which has seen a lot of new residential development and more traffic, and needs to be widened and substantially improved to safely accommodate vehicles and pedestrians (and potentially bicyclists).

3. **Are there any areas or corridors within the region that feel unsafe due to poor infrastructure condition? If so, what makes it feel unsafe?**

   a. The **Hwy 444/Hwy 16 intersection** near French Settlement has been patched repeatedly and is in very poor condition; the surface is so uneven and bumpy that it shakes vehicles and creates a safety hazard.
   b. The **Mecca Road and Hwy 16 intersection** feels unsafe with the new bridge design; the configuration needs to be revisited by Livingston Parish or DOTD to improve safety and visibility.

4. **Where would you like to see intersection crossings, pedestrian signals, or mid-block crossings added?**

   a. A marked **pedestrian crossing at the Hwy 16 and Hwy 444 intersection** near French Settlement, since children frequently walk between the school and the church for after-school classes.
   b. The **crossing between the high school and the elementary school in French Settlement** should be reevaluated and improved to better protect students walking between campuses.

5. **Are there any roadways or areas that you feel have a high demand for biking and walking, but insufficient infrastructure to do so safely?**

   a. The area along **Hwy 16 near the school and the town hall in the Village of French Settlement**, where many students and families need to walk but there is not enough sidewalk or pedestrian infrastructure.

6. **List specific locations you feel need to add additional bicycle and pedestrian infrastructure to improve connections to transit services.**

   a. N/A

7. **Please let us know what specific bicycle and pedestrian improvements should be considered for the plan.**

   a. New, continuous, **ADA-compliant sidewalks** connecting the **school, town hall, and Catholic church in French Settlement**.
   b. **Intersection safety improvements** at:

      1. **Hwy 16 & Hwy 444** (resurfacing, better design, and marked crosswalks).
      2. **Mecca Road & Hwy 16** (revisiting the new bridge area design for safer access and visibility).
      c. **Widening and upgrading Jack Allen Road** near French Settlement to handle increased traffic and allow safer walking and potential bicycling.
      d. Improved **school zone crossings and signage** between the high school and elementary school, and near the church where students walk for after-school classes.

Freight Questionnaire

1. **Within the region, what locations do you feel have the greatest safety challenges for freight movement? What is the nature of the safety challenges?**
   a. Hwy 16, Hwy 42, and Hwy 44 – heavily used as cut-through routes between Ascension and Livingston Parish.
   b. Jack Allen Road – used as a cut-through from Hwy 444 to Hwy 42 when there is a wreck on Hwy 16/42/444.
   c. Nature of challenges: high traffic volumes mixing commuter and freight traffic; narrow roads and limited shoulders (especially Jack Allen); smaller local roads used as detours are not designed for the volume or size of trucks, creating safety risks.
2. **Which locations do you feel have the greatest congestion challenges for freight movement?**
   a. Hwy 16 / Hwy 444
   b. Hwy 42 / Hwy 16
   c. Hwy 42 / Hwy 63
   d. Hwy 444 / Hwy 63
3. **Are congestion challenges specific to a time of day, or constant throughout the day?**
   a. Worst during the early morning commute.
   b. Worst during the afternoon/evening commute.
   c. Freight traffic is very busy throughout the day, so trucks are affected most of the day even though peak congestion is at commute times.
4. **Are there any areas where security challenges exist in regard to the infrastructure?**
   a. Main issue is vulnerability when there is a wreck: crashes cause major bottlenecks with no effective alternate routes.
   b. Lack of connected side streets and parallel routes that can handle diverted traffic, especially trucks, makes the system fragile.
5. **What would be your three highest priority challenges to address regarding freight movement?**
   a. Intersection improvements (preferably roundabouts) at Hwy 42 / Hwy 16 and Hwy 444 / Hwy 16.
   b. Widening Jack Allen Road to safely accommodate detour and freight traffic.
   c. Repaving and improving pavement quality on Hwy 16, Hwy 42, and Hwy 444.
6. **Are there any roadway or facility projects that you feel would address freight movement challenges?**
   a. Construct roundabouts at key intersections (Hwy 42/16 and Hwy 444/16) to improve traffic flow and reduce crash severity.
   b. Widen and improve Jack Allen Road to function as a safer, more reliable alternate route and freight corridor.
   c. Improve Dykes Road and Jack Allen Road to support planned light commercial and industrial development near French Settlement (including a potential industrial park site currently under wetlands review).

Jurisdiction and Planners

1. **Within the Parish, what do you think the estimated growth rate of population will be?**
   a. Very Fast Growth (Greater than 1.5% annually)
2. **Within the Parish, what do you think the estimated growth rate of employment will be?**
   a. Very Fast Growth (Greater than 1.5% annually)
3. **Which locations do you feel will have the greatest safety or congestion challenges based on anticipated growth?**
   a. Juban Crossing area
   b. Livingston – Hwy 63 intersection
   c. South of I-12 in the French Settlement corridor, which is used as a pass-through from Ascension to Livingston
4. **Are there any areas where security challenges are likely to exist in regard to the infrastructure due to anticipated growth?**
   a. South of I-12, particularly in lower Livingston Parish, where:
      1. There are existing flooding issues
      2. Roads are subpar but highly traveled as commuters try to avoid going through Baton Rouge and instead connect to I-12 via back roads
5. **Are there any infrastructure projects or strategies that you feel would address the existing or anticipated challenges? Are there any known growths that you can provide anticipated population and employment numbers that will come to the region?**
   a. Roadway improvements in the Juban Crossing area
   b. Improvements at the Hwy 63 intersection in Livingston
   c. Corridor improvements between the Hwy 63 intersection down through French Settlement toward Ascension Parish, to better accommodate its growing role as a pass-through route

CRPC Metropolitan Transportation Plan Questionnaire

The Capital Regional Planning Commission is updating the region's long-range Metropolitan Transportation Plan. The intent of the plan is to develop a roadmap for improving transportation in Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes over the next 25 years, including non-motorized transportation. Help us plan for the future by participating in this brief survey!

First, tell us what you think!

1. **Within the region, where do you feel the greatest safety challenges exist for bicycling and walking?**

Busy roads with higher vehicle speeds, limited sidewalks, and little separation between traffic and people walking or biking are where the greatest challenges exist. Routes to schools and between residential and commercial areas are especially important because they carry frequent trips and often lack safe facilities.

2. **Are there any areas or corridors within the region that feel unsafe due to vehicular interaction with bicyclists and/or pedestrians?**

Routes used to reach schools, shopping areas, and neighborhood destinations feel unsafe where traffic is fast, turning movements are frequent, and where there is a lack of marked crossings or bike facilities.

3. **Are there any areas or corridors within the region that feel unsafe due to poor infrastructure condition? If so, what makes it feel unsafe?**

Missing sidewalks, narrow shoulders, broken pavement, poor drainage, and disconnected pedestrian and bicycle facilities can create unsafe conditions for the non-motorized traffic.

4. **Where would you like to see intersection crossings, pedestrian signals, or mid-block crossings added?**

Intersection crossings, pedestrian signals, and mid-block crossings should be added where people need to cross major roads to reach schools, transit stops, neighborhoods, parks, and commercial areas. These crossings are especially needed where roads divide residential areas from everyday destinations or where crossing distances are long.

CRPC Metropolitan Transportation Plan Questionnaire

5. **Are there any roadways or areas that you feel have a high demand for biking and walking, but insufficient infrastructure to do so safely?**

US Hwy 190 specifically and other Arterial and Collector roadways within the DOTD Functional system would provide connections between residential and commercial areas. People already use these corridors for daily travel, but often do not have continuous sidewalks, safe crossings, or bike facilities.

6. **List specific locations you feel need to add additional bicycle and pedestrian infrastructure to improve connections to transit services?**

All state Arterial and Collector routes within the DOTD Functional system should include pedestrian and bicycle infrastructure.

Next, help us identify Bicycle and Pedestrian Infrastructure Projects

7. **Please let us know what specific bicycle and pedestrian improvements should be considered for the plan.**

All state Arterial and Collector routes within the DOTD Functional system should include pedestrian and bicycle infrastructure. Any area near schools or between residential and commercial areas that provide a safe route foe non-motorized traffic.

Thank you for participating in this survey. Your answers will be used to inform and improve the future of transportation in our region.

OPTIONAL

Name: [redacted]

Organization: Livingston Parish Government

CRPC Metropolitan Transportation Plan Questionnaire

The Capital Regional Planning Commission is updating the region's long-range Metropolitan Transportation Plan. The intent of the plan is to develop a roadmap for improving transportation in Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes over the next 25 years, including non-motorized transportation. Help us plan for the future by participating in this brief survey!

First, tell us what you think!

1. **Within the region, where do you feel the greatest safety challenges exist for bicycling and walking?**

I know of no safe places for cycling or walking in Baton Rouge. I define "safe" as a 2 mile stretch of road with appropriately maintained sidewalk, crosswalk, and bikepath separated from the road, on both sides of the road, that is not interrupted in any way, would be easily accessible to wheelchairs, strollers, bikes, and scooters, and is not rendered inaccessible by flooding when it rains. I'd even consider "somewhat safe" just 2 miles of appropriately maintained sidewalks, with crosswalks and no interruptions, on both sides that are appropriate sized for wheelchairs. But I don't know of anywhere with those, either.

2. **Are there any areas or corridors within the region that feel unsafe due to vehicular interaction with bicyclists and/or pedestrians?**

All of them. Even the new bike lanes on Government have cars that swerve into them and people put their trash cans in them. Most roads don't have crosswalks or crosswalks that don't have appropriate crossing times.

3. **Are there any areas or corridors within the region that feel unsafe due to poor infrastructure condition? If so, what makes it feel unsafe?**

There are no 2 mile stretches of sidewalk with appropriate sidewalk. There are electric poles built through sidewalks. There are crosswalks where you neglected to put a sidewalk on the other side. I doubt someone with a wheelchair could get anywhere in Baton Rouge without having to travel on the actual road.

4. **Where would you like to see intersection crossings, pedestrian signals, or mid-block crossings added?**

Crosswalks (square and diagonal) should be at every intersection if the road has even a single traffic light. Baton Rouge has too much traffic to allow the safety of pedestrians to rely on motorist kindness. Theoretically, pedestrians have right of way, but Baton Rouge is built to allow motorists to be king. Mid block crossing should be added in front of any school, park, museum, library, court or office, and popular large attraction (Walmart, Target, etc.). Sadly, you will need to add (or rebuild) sidewalks before you can add the crossings. You will also need to remove or relocate lots of power poles and other impeding items that block the sidewalks from being accessible and usable.

CRPC Metropolitan Transportation Plan Questionnaire

5. **Are there any roadways or areas that you feel have a high demand for biking and walking, but insufficient infrastructure to do so safely?**

All of them.

6. **List specific locations you feel need to add additional bicycle and pedestrian infrastructure to improve connections to transit services?**

The bike info on the CATS website is less than friendly. They probably want to add a how-to video and make their info sound less like your bike will definitely get stolen if they want it used. In my experience biking to work, I have not seen a bus once and I have tried multiple paths. Perhaps connections are not the problem, but accessibility is. The paths of the buses are too spread out to be useful. If they are more than 3 blocks apart, they are pointless.

Next, help us identify Bicycle and Pedestrian Infrastructure Projects

7. **Please let us know what specific bicycle and pedestrian improvements should be considered for the plan.**

To start to be a basic safe city, Baton Rouge should have, at minimum, well and frequently maintained sidewalks and crosswalks (both square and diagonal with generous cross time), wide enough for easy access for a wheelchair and a person walking next to them, with adequate curb cuts and low sight bumps and markings, with no interruptions or plant growth into the walking area for at least 7' height, for all roads and areas within 3 to 4 miles from every school, park, museum, library, court or office, (and eventually also major public gathering places). As we don't have the sidewalks yet, bike paths are too much to ask, but if possible, bike paths on both side of the road, with curbs between the bike path and road, would also be a great improvement. I'd recommend that same 3 to 4 miles from every school, park, museum, library, and public court or office, (and eventually every major public gathering places).

Thank you for participating in this survey. Your answers will be used to inform and improve the future of transportation in our region.

OPTIONAL

Name: [redacted]

Organization: I am answering as a private citizen.

CRPC Metropolitan Transportation Plan Questionnaire

The Capital Regional Planning Commission is updating the region's long-range Metropolitan Transportation Plan. The intent of the plan is to develop a roadmap for improving transportation in Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes over the next 25 years, including projects that will help with transit improvements. Help us plan for the future by participating in this brief survey!

First, tell us what you think!

1. **Within the region, what locations do you feel have the greatest safety challenges for transit ridership? What is the nature of the safety challenges?**

Many stops are so poorly maintained that the infrastructure or detritus poses a hazard to riders, both as a physical danger and as a health danger.

2. **Which locations do you feel have the greatest congestion challenges for transit reliability?**

I don't know. The bus doesn't go where I need to go.

3. **Are congestion challenges specific to a time of day, or constant throughout the day?**

I don't know. The bus doesn't go where I need to go.

4. **Are there any areas where security challenges exist in regard to the transit system?**

Many stops are so poorly maintained that the infrastructure or detritus poses a hazard to riders, both as a physical danger and as a health danger.

CRPC Metropolitan Transportation Plan Questionnaire

5. **What types of physical transit improvements (stops, amenities, etc.) are most needed?**

Most of the stops I have seen are in poor repair and somewhat scary. The signs I have walked past are faded and worn.

In general, I do not see the bus hardly at all. I think this is a problem. It is very hard to catch a bus. It is very hard to find a bus stop. Bus stops that are visible do not look like places where people are commuting, they look like below subsistence transportation, which is both a maintenance problem and an ongoing perception/PR problem.

6. **What types of service improvements are most needed?**

Buses routes need to be no more than three blocks from each other. If possible, routes should be every 15-30. That way if something is running late or a bus breaks down or needs to be removed from service for cleaning, the bus riders are still not unreasonably late to their commitments. If they miss one bus, they can still run and catch the next closest bus.

Buses should run MORE often or equally on the weekends to accommodate people going to leisure activities or continuing to work service jobs. Buses should run MORE during commute times.

7. **What types of facility improvements are most needed?**

The information on signs should be updated and correct at all times. You should be able to find out bus routes, times, and fares for your local bus from the sign without needing the internet or a phone. The small stops need to be as shiny as the botanical garden and there should be several larger ones throughout the city that are more economic hubs (like malls or Walgreens not homeless shelters). Because rain is a frequent thing here, you probably want rain shelters at least once per mile, also super well maintained.

Broken windows theory should probably be applied to turn things around-don't let things ever look or smell bad, not the stops or the buses, correct things as soon as something goes wrong. You may need to offer social services at some transportation hubs to make this happen (super low cost showers, connections to health or home resources to get people out of your stations, sponsored art contests to redirect and eliminate graffiti, etc).

Thank you for participating in this survey. Your answers will be used to inform and improve the future of transportation in our region.

OPTIONAL

Name: [redacted]

Organization: I am answering as a private citizen.

As applicable, both public and stakeholder engagement have been anonymized.

Round 2

Press Release(s), Announcements, and Marketing Materials

CRPC Social Media

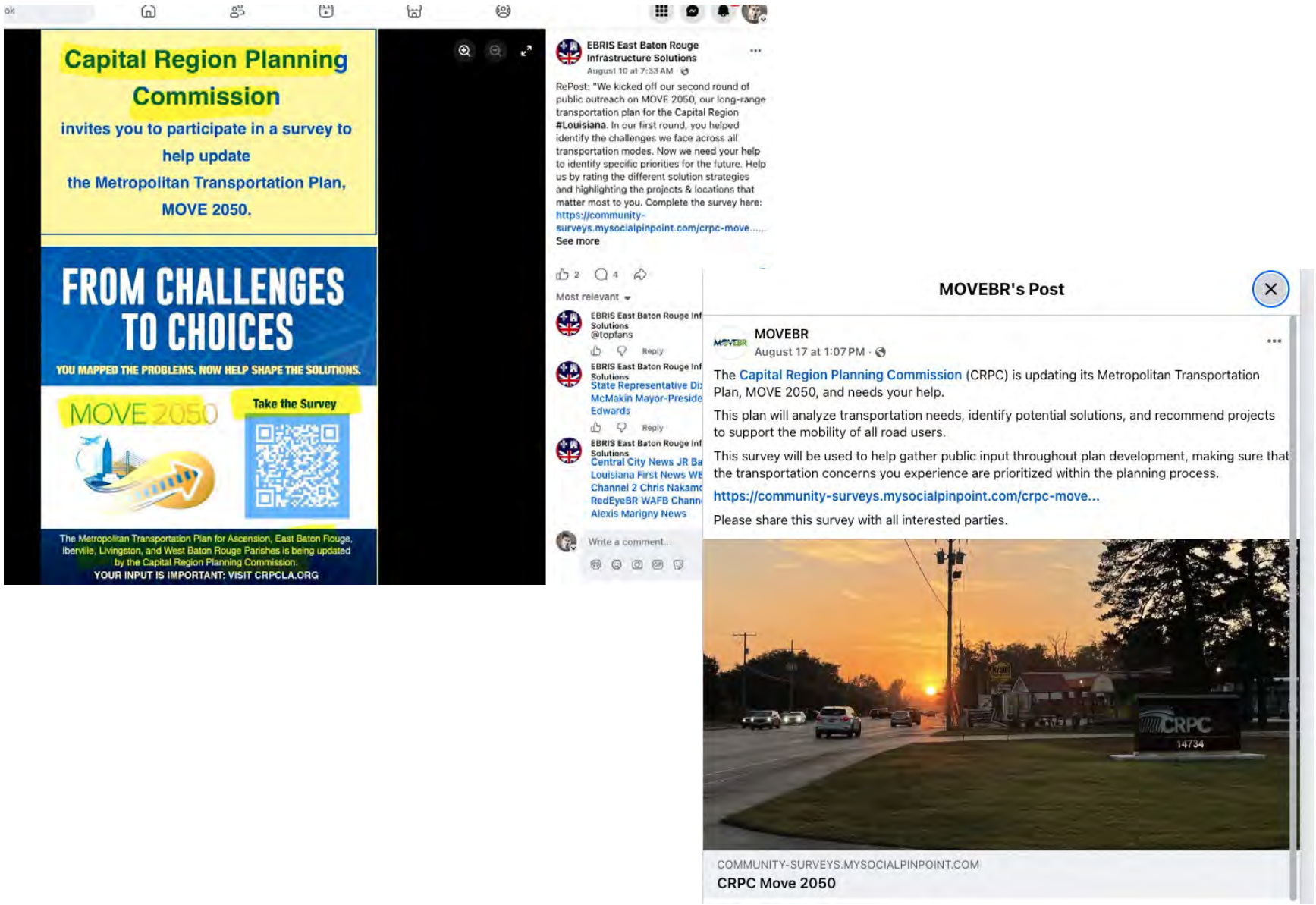





Capital Region Planning Commission
invites you to participate in a survey to help update
the Metropolitan Transportation Plan, MOVE 2050.
FROM CHALLENGES TO CHOICES
YOU MAPPED THE PROBLEMS. NOW HELP SHAPE THE SOLUTIONS.
MOVE 2050
Take the Survey
The Metropolitan Transportation Plan for Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes is being updated by the Capital Region Planning Commission.
YOUR INPUT IS IMPORTANT: VISIT CRPCLA.ORG
MOVE 2050
ROUND 2 SURVEY
We have kicked off our second round of public outreach on MOVE 2050, our long-range transportation plan for the Capital Region. In our first round, you helped identify the challenges we face across all transportation modes, and we thank you for your input and participation.
Now we need your help to identify specific priorities for the future.
Please help us by rating the different solution strategies and highlighting the projects and locations that matter most to you.
Complete the survey here: CRPC MOVE 2050 | Community Surveys and share the survey with your staff, friends and constituents. Participation by your parish or industry helps develop a plan that serves us all better.
The survey closes on August 24th, so please complete it as soon as possible.
Thank you,
James C. Setze
CRPC Executive Director

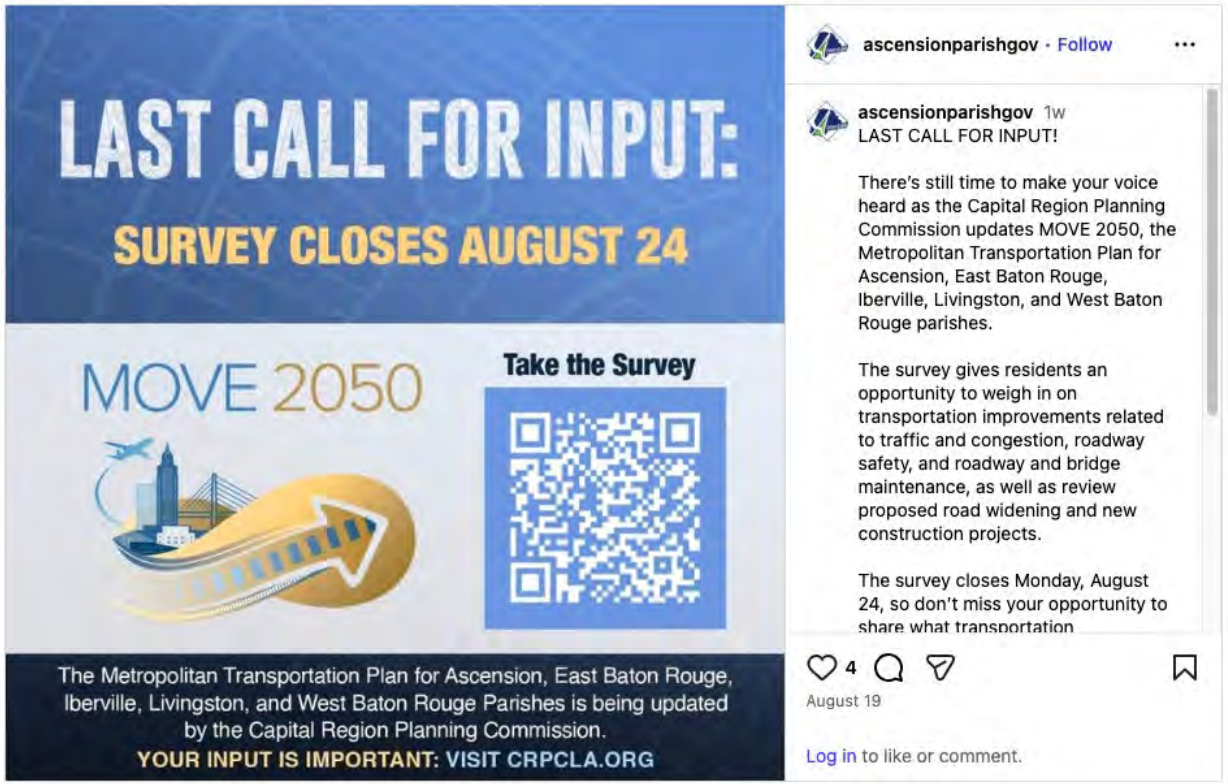

Capital Region Planning Commission
August 20 at 6:59 AM
We can't plan our transportation future without you! Please take the new MOVE 2050 survey at https://www.crpcla.org/move2050 to help us determine the projects and solutions that are right for your community. If you live or work in Ascension, East Baton Rouge, Iberville, Livingston or West Baton Rouge Parish, take a few minutes now for a better transportation system in the future. See less
LAST CALL FOR INPUT:
SURVEY CLOSES AUGUST 24
MOVE 2050
Take the Survey
The Metropolitan Transportation Plan for Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes is being updated by the Capital Region Planning Commission.
YOUR INPUT IS IMPORTANT: VISIT CRPCLA.ORG

Other Marketing and Advertisements




Michael Tortorich
Admin · August 19 at 2:21 PM ·
LAST CALL FOR INPUT:
SURVEY CLOSES AUGUST 24
MOVE 2050
Take the Survey
The Metropolitan Transportation Plan for Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes is being updated by the Capital Region Planning Commission.
YOUR INPUT IS IMPORTANT: VISIT CRPCLA.ORG
Parish of Ascension
August 19 at 2:01 PM ·
LAST CALL FOR INPUT!
There's still time to make your voice heard as the Capital Region Planning Commission updates MOVE 2050, the Metropolitan Transportation Plan for Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge parishes.


Capital Region Planning Commission
invites you to participate in a survey to help update the Metropolitan Transportation Plan, MOVE 2050.
LAST CALL FOR INPUT:
SURVEY CLOSES AUGUST 24
MOVE 2050
Take the Survey
The Metropolitan Transportation Plan for Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes is being updated by the Capital Region Planning Commission.
YOUR INPUT IS IMPORTANT: VISIT CRPCLA.ORG
MOVE 2050
ROUND 2 SURVEY OUTREACH
I wanted to send you a quick reminder that the MOVE 2050 Round 2 survey is closing soon, but there's still time to weigh in and we need your help.
Please take a few minutes to review the transportation projects selected to move the Capital Region forward and let us know which ones should be prioritized for your parish.
The survey closes on August 24th. You can take the survey here:
https://community-surveys.mysocialpinpoint.com/crpc-move-2050
Thank you for helping keep this survey in front of your community.
Thank you,
James C. Setze
CRPC Executive Director
For more information about the CRPC Visit Our Website



Pelican Post - Online Newspaper
https://pelicanpostonline.com › take-metropolitan-trans...

Take Metropolitan Transportation Plan, MOVE 2050 survey

Aug 12, 2026 — ROUND 2 SURVEY. We have kicked off our second round of public outreach on **MOVE 2050**, our long-range transportation plan for the Capital Region. Read more



Virtual Engagement Survey

Traffic and Congestion

Select your preference for each improvement type. When you are finished, click "Next" to go to the following survey page.

Roadway Traffic and Congestion

Rate each roadway/traffic congestion improvement type based on your preference.

	Highly Dislike	Dislike	Neutral Opinion	Prefer	Highly Prefer
Corridor Access Management	○	○	○	○	○
Public Transit Improvements	○	○	○	○	○
Increasing Roadway Connectivity	○	○	○	○	○

Intersection Traffic and Congestion

Rate each intersection traffic/congestion improvement type based on your preference.

	Highly Dislike	Dislike	Neutral Opinion	Prefer	Highly Prefer
Dedicated Turn Lanes at Intersections	○	○	○	○	○
Roundabouts/Traffic Circles	○	○	○	○	○
Smart Signal Technology	○	○	○	○	○

Need more information?

Click on the descriptions below to get more information about each improvement type.

Next

Safety Improvements

Select your preference for each improvement type. When you are finished, click "Next" to go to the following survey page.

Roadway Safety

Rate each roadway safety improvement type based on your preference.

	Highly Dislike	Dislike	Neutral Opinion	Prefer	Highly Prefer
Lane Reconfiguration	○	○	○	○	○
Increased Corridor Lighting	○	○	○	○	○
Additional Pedestrian Walkways	○	○	○	○	○
Protected Bike Lanes	○	○	○	○	○
Pedestrian Hybrid Flashing Beacon (PHFB)	○	○	○	○	○

Intersection Safety

Rate each intersection safety improvement type based on your preference.

	Highly Dislike	Dislike	Neutral Opinion	Prefer	Highly Prefer
Increased Intersection Lighting	○	○	○	○	○
Crosswalk Visibility	○	○	○	○	○
Pedestrian Refuge Islands	○	○	○	○	○
Multimodal Accommodations	○	○	○	○	○

Need more information?

Click on the descriptions below to get more information about each improvement type.

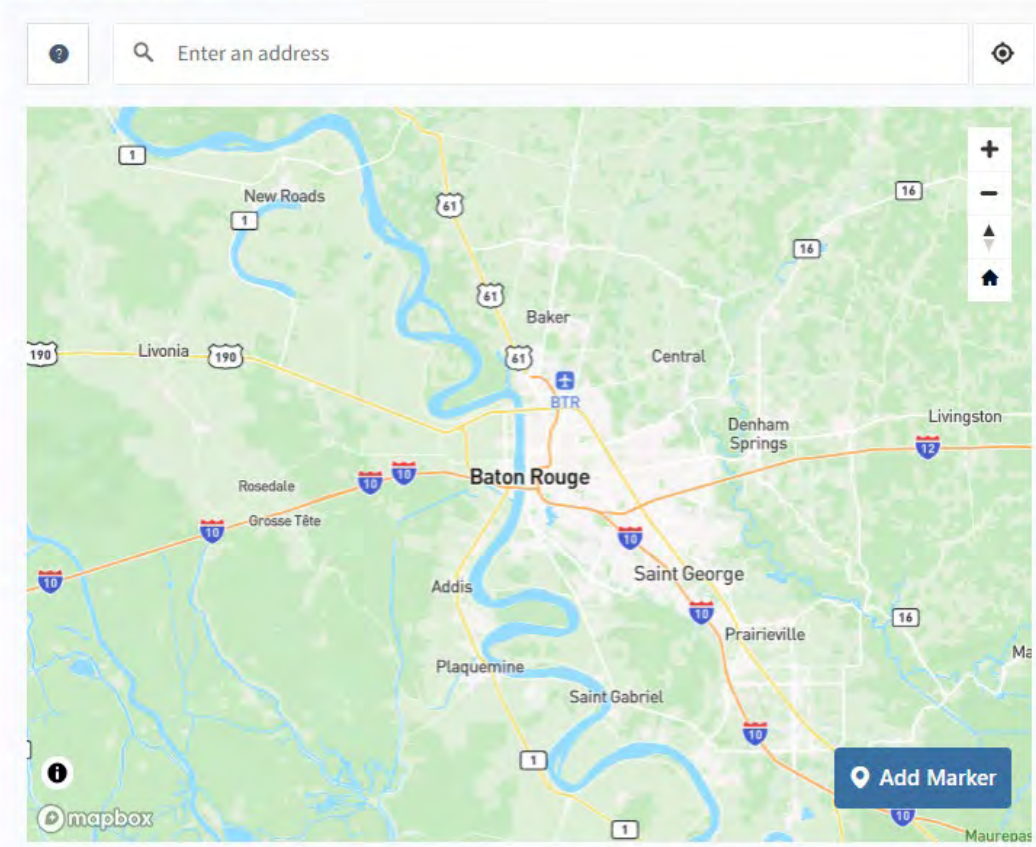
Previous Next

Road and Bridge Maintenance Locations

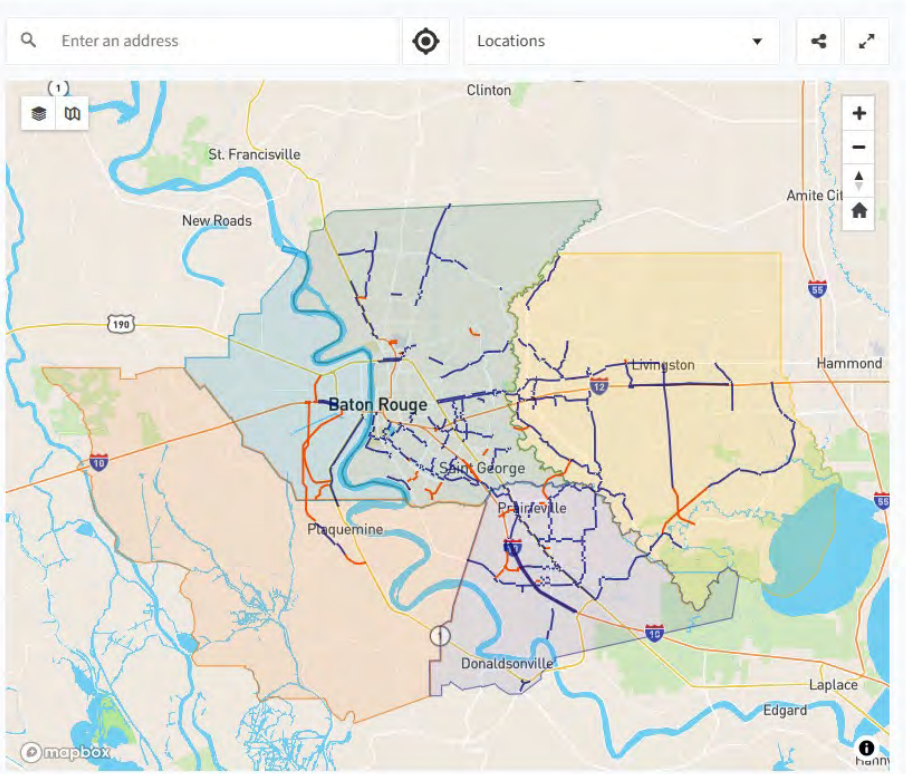
Using the map below, mark up to five locations that need their conditions addressed.

For instructions on how to navigate the map and add a marker or comment, please click the circled "?" below.

Add between 0 and 5 map markers



Previous Next



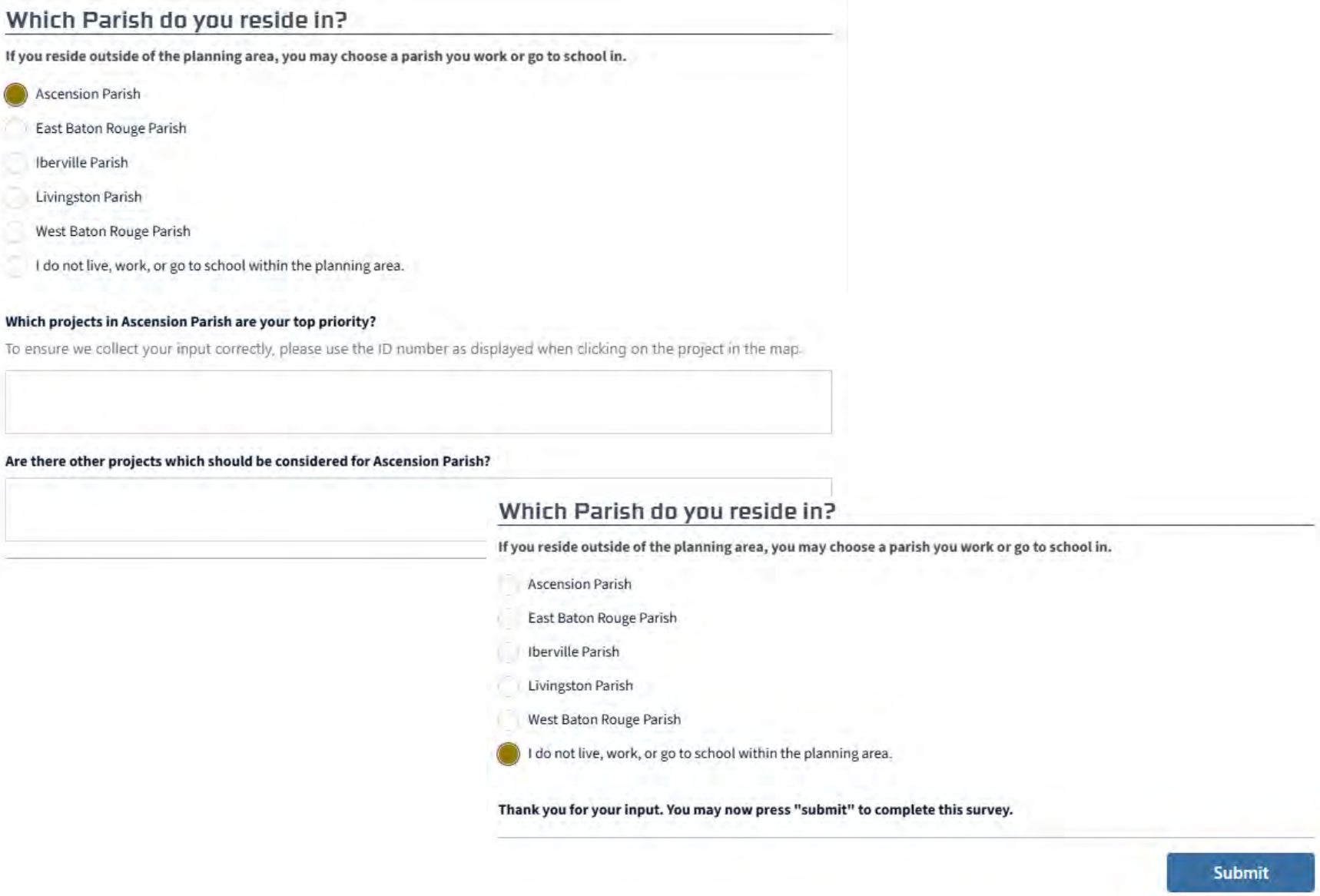
Please take a moment to review the above project locations map and provide your comments below.

Which Parish do you reside in?

If you reside outside of the planning area, you may choose a parish you work or go to school in.

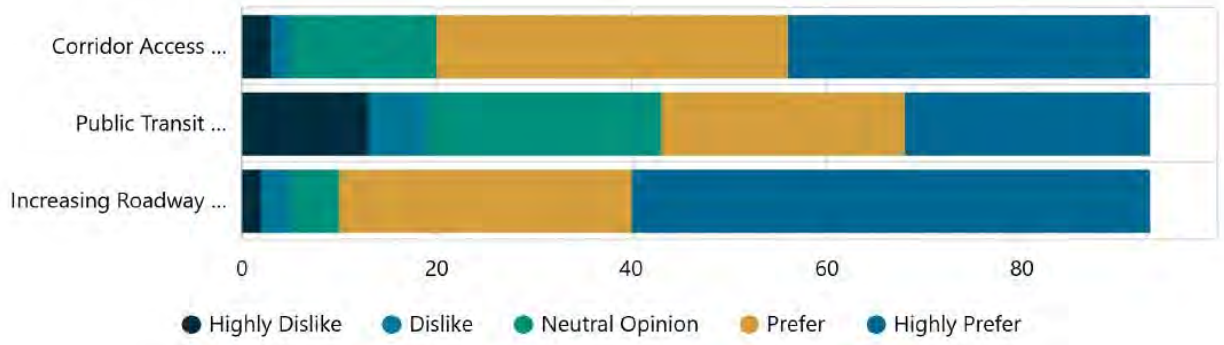
- Ascension Parish
- East Baton Rouge Parish
- Iberville Parish
- Livingston Parish
- West Baton Rouge Parish
- I do not live, work, or go to school within the planning area.

Additional questions populated depending on the answer to the previous question. Questions specific to each parish were provided for the selected Parish, while the survey ended for those who did not live, work, or go to school in the planning area. This is illustrated below.

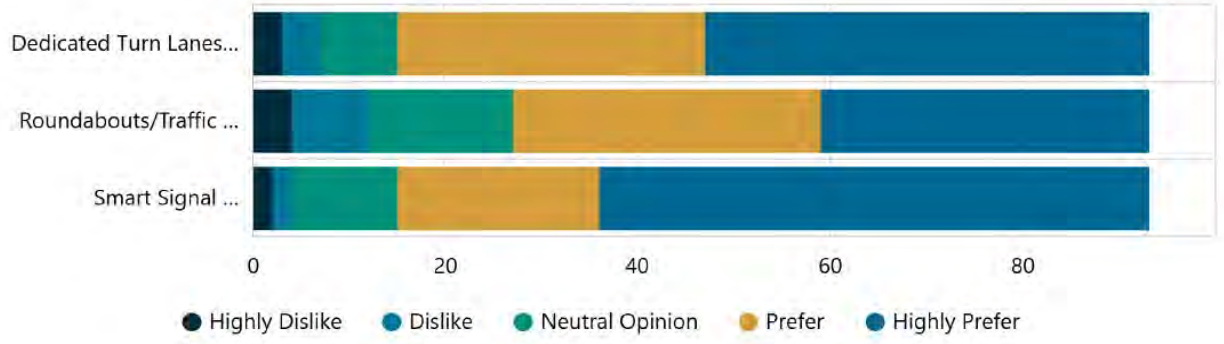


Engagement Summary

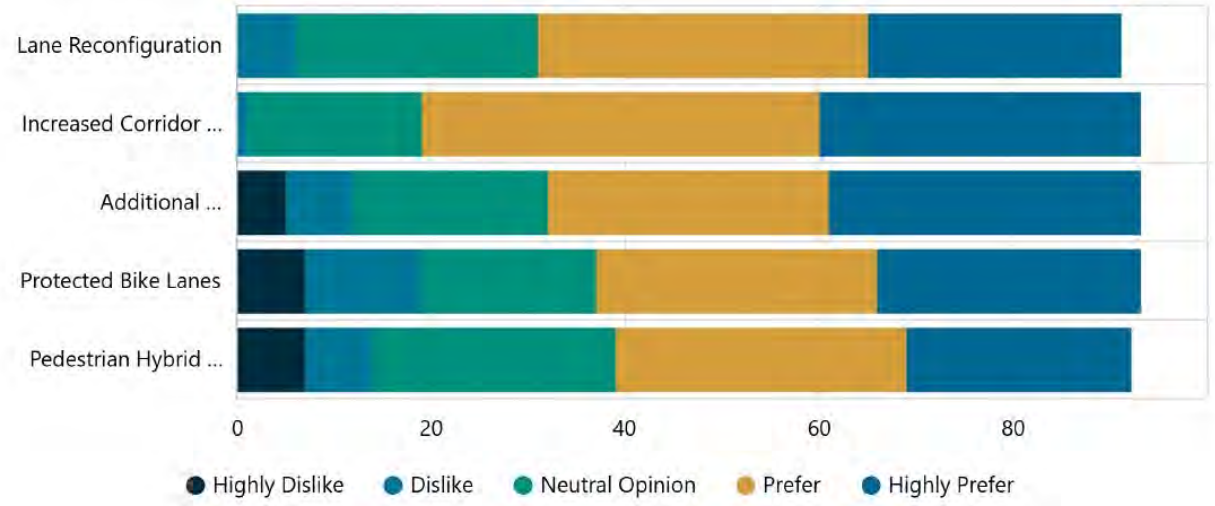
1. Rate each roadway/traffic congestion improvement type based on your preference.
Matrix | Skipped: 0 | Answered: 93 (100%)



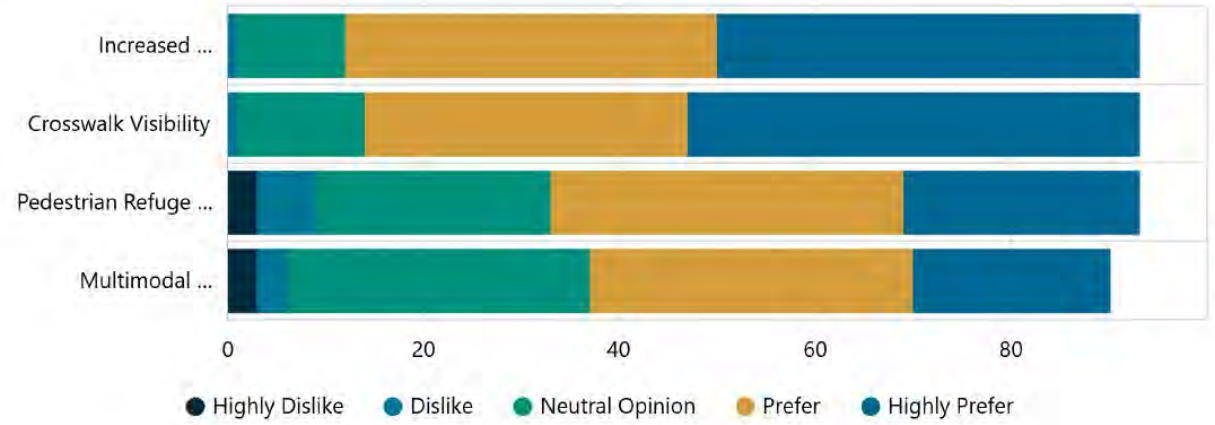
2. Rate each intersection traffic/congestion improvement type based on your preference.
Matrix | Skipped: 0 | Answered: 93 (100%)



3. Rate each roadway safety improvement type based on your preference.
Matrix | Skipped: 0 | Answered: 93 (100%)



4. Rate each intersection safety improvement type based on your preference.
Matrix | Skipped: 0 | Answered: 93 (100%)



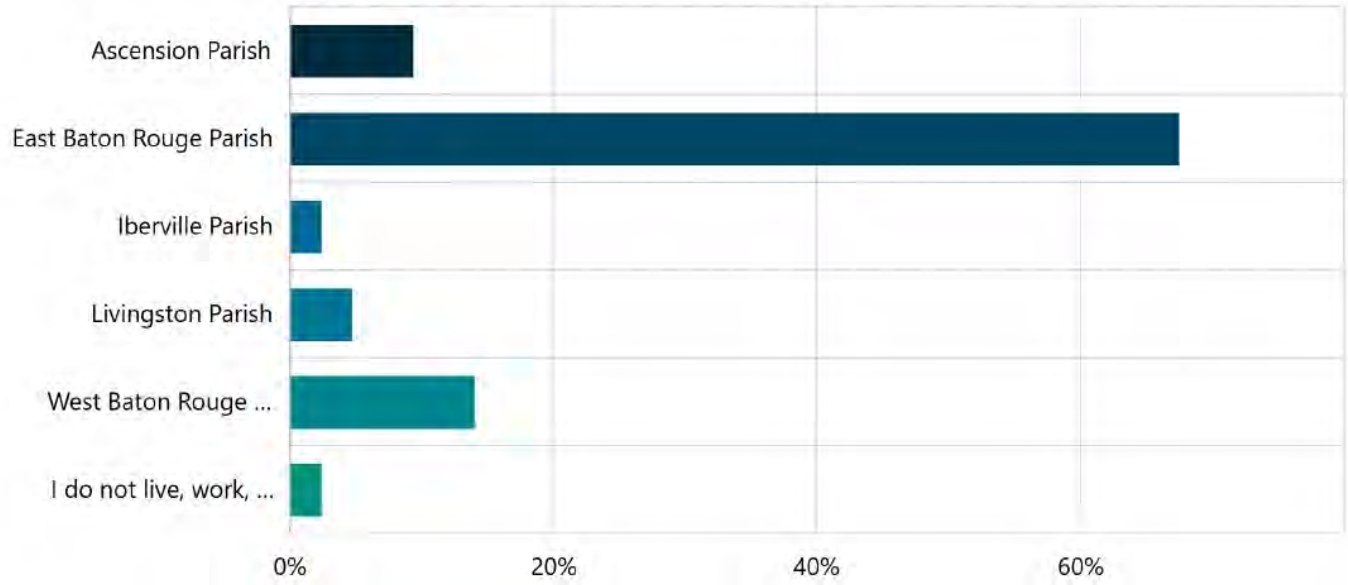
Closed

Please take a moment to review the above project locations map and provide your comments below.
CRPC Move 2050

38	43
Contributors	Contributions

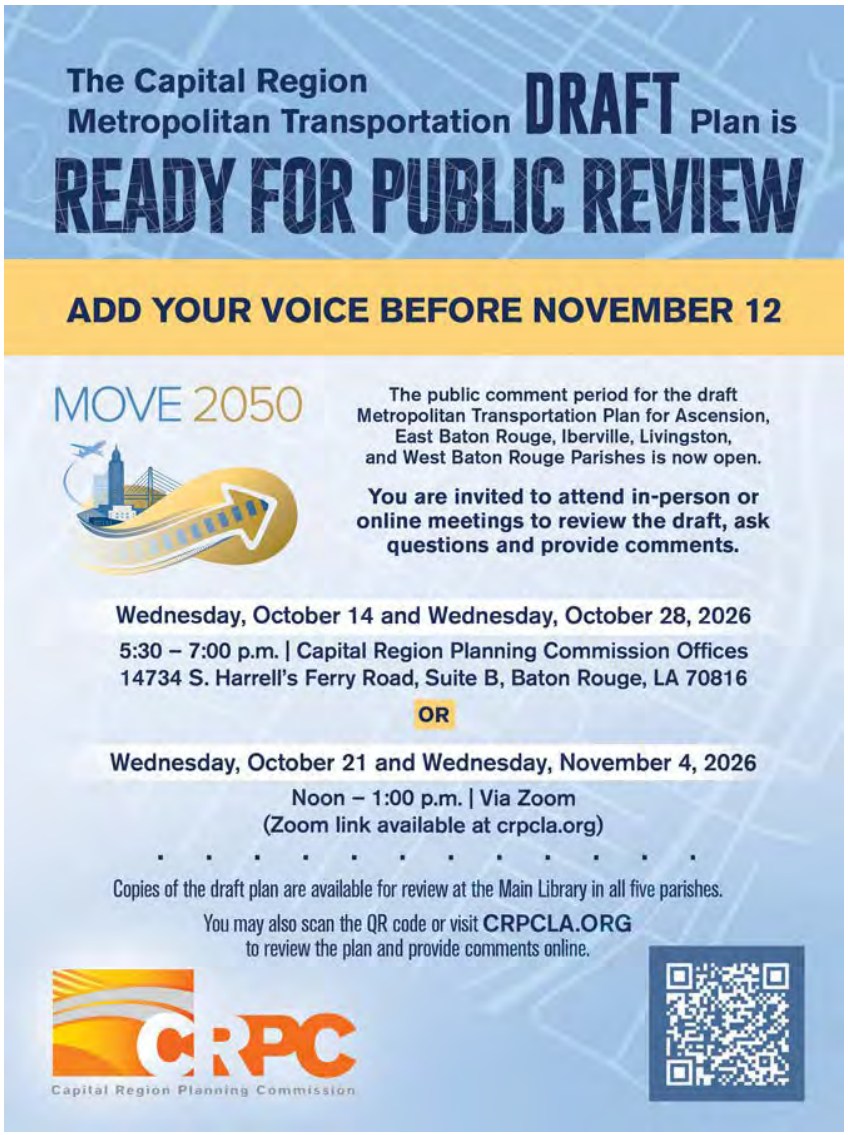
Contribution Summary

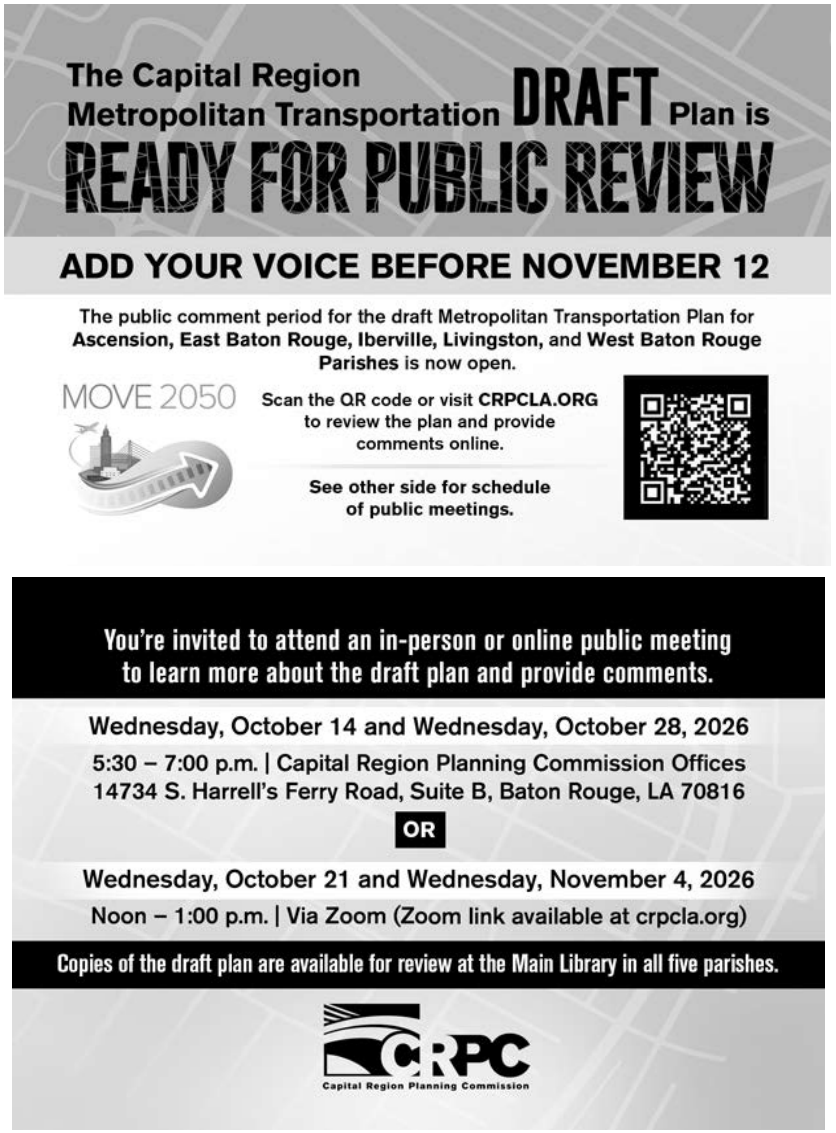
1. If you reside outside of the planning area, you may choose a parish you work or go to school in.
Multi Choice | Skipped: 0 | Answered: 43 (100%)



Round 3

Press Release(s), Announcements, and Marketing Materials



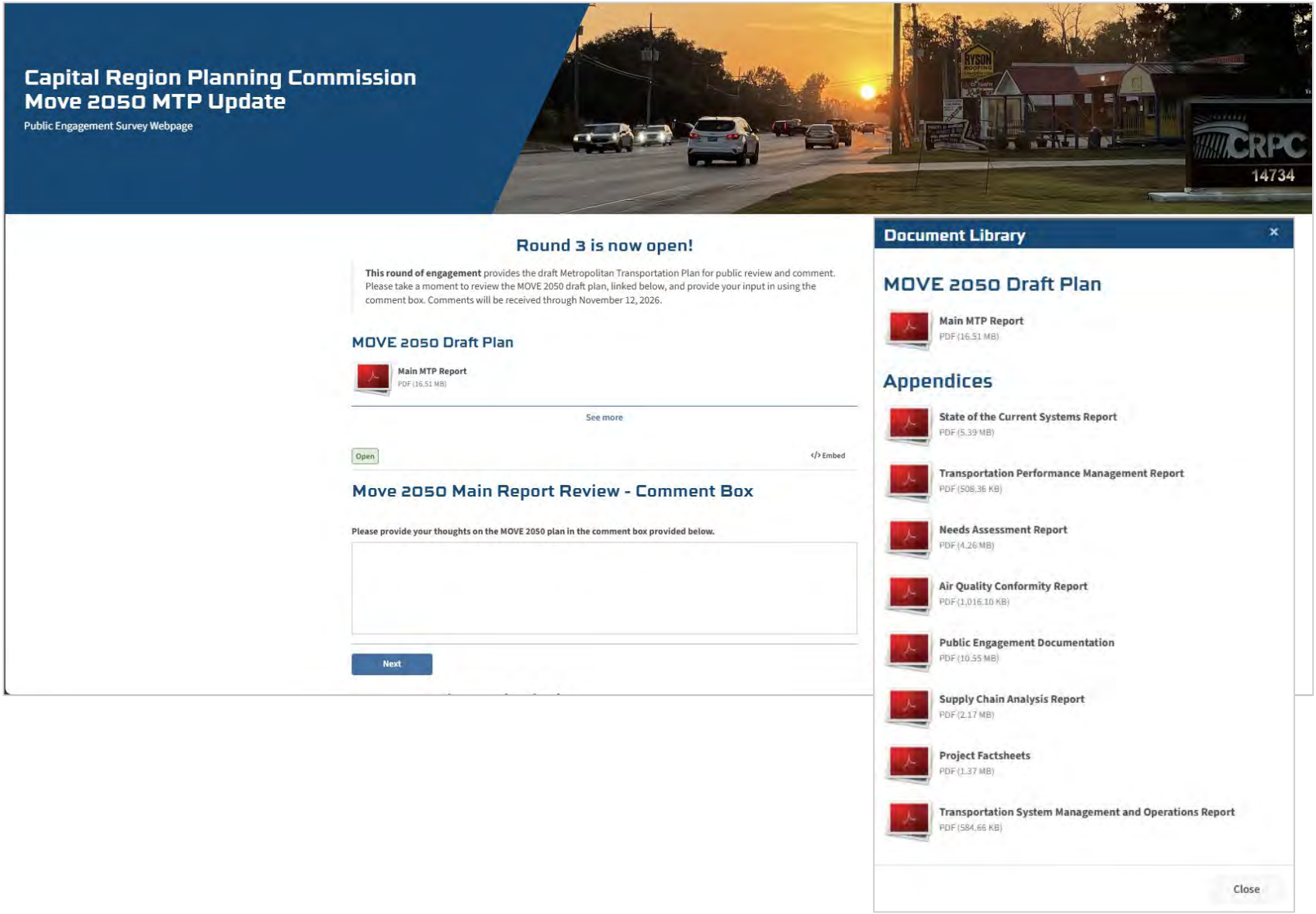


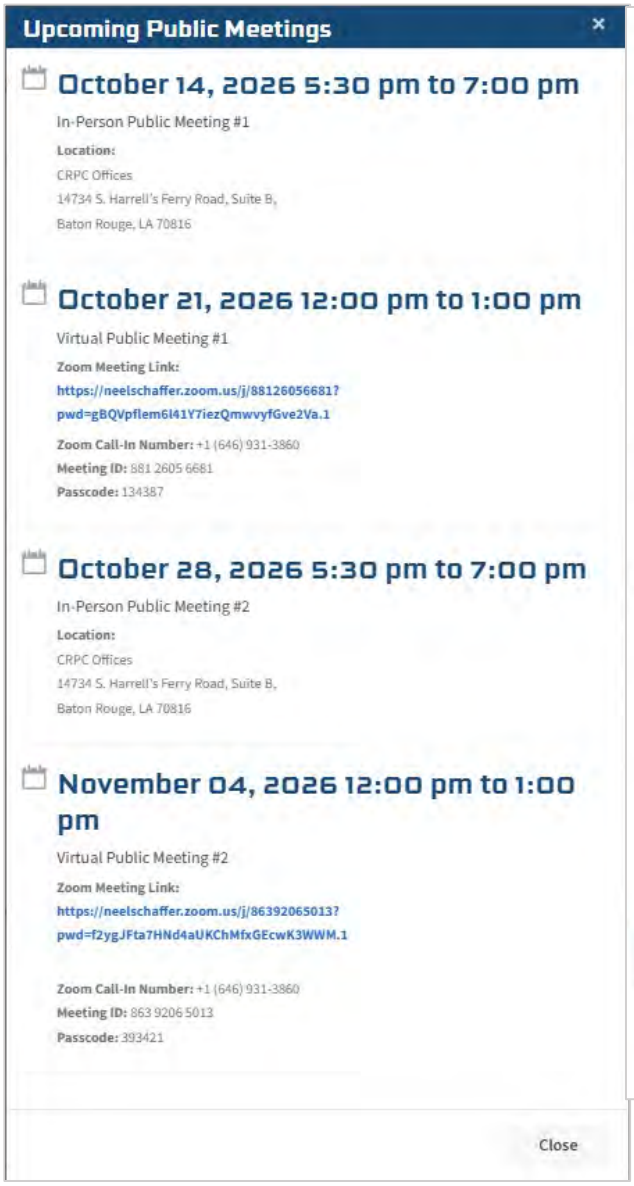

MOVE2050 CLICK HERE FOR MORE INFORMATION AND MEETING SCHEDULE
CRPC
Home
CRPC
Transportation
Planning
Safety Coalition
Library
THE DRAFT PLAN IS READY
ADD YOUR VOICE
MOVE 2050
Click HERE to review the draft
Final Countdown: Please review and comment on our draft transportation plan by November 12, 2026.
The Metropolitan Transportation Plan for Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes is being updated by the Capital Region Planning Commission.
YOUR INPUT IS IMPORTANT: VISIT CRPCLA.ORG


Capital Region Planning Commission
October 12 ·
The MOVE 2050 Draft Plan is available today for a 30-day public comment period. Please join us for one of two in-person meetings or two virtual meetings to hear more about the plan. You can review the draft and get details about upcoming public meetings https://community-surveys.mysocialpinpoint.com/crpc-move... or at the https://www.crpcla.org/. See less
THE DRAFT PLAN IS READY
ADD YOUR VOICE
ew and comment on our draft
November 12, 2026.
n for Ascension, East Baton Rouge,
n Rouge Parishes is being updated
Planning Commission.
NT: VISIT CRPCLA.ORG


Capital Region Planning Commission
November 5 at 1:33 PM ·
If you missed one of our four public meetings to review the draft MOVE 2050 plan, your voice can still be heard. You can review the plan https://community-surveys.mysocialpinpoint.com/crpc-move..... See more
THE DRAFT PLAN IS READY
ADD YOUR VOICE
MOVE 2050
Final Countdown: Please review and comment on our draft transportation plan by November 12, 2026.
The Metropolitan Transportation Plan for Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes is being updated by the Capital Region Planning Commission.
YOUR INPUT IS IMPORTANT: VISIT CRPCLA.ORG

Virtual Engagement Page





Upcoming Public Meetings

October 14, 2026 5:30 pm to 7:00 pm

In-Person Public Meeting #1

Location:
CRPC Offices
14734 S. Harrell's Ferry Road, Suite B,
Baton Rouge, LA 70816

October 21, 2026 12:00 pm to 1:00 pm

Virtual Public Meeting #1

Zoom Meeting Link:
https://neelschaffer.zoom.us/j/88126056681?pwd=gBQVpflem6l41Y7iezQmwvyfGve2Va.1

Zoom Call-In Number: +1 (646) 931-3860
Meeting ID: 881 2605 6681
Passcode: 134387

October 28, 2026 5:30 pm to 7:00 pm

In-Person Public Meeting #2

Location:
CRPC Offices
14734 S. Harrell's Ferry Road, Suite B,
Baton Rouge, LA 70816

November 04, 2026 12:00 pm to 1:00 pm

Virtual Public Meeting #2

Zoom Meeting Link:
https://neelschaffer.zoom.us/j/86392065013?pwd=f2ygJFta7HNd4aUKChMfxGEcwK3WWM.1

Zoom Call-In Number: +1 (646) 931-3860
Meeting ID: 863 9206 5013
Passcode: 393421

Close

Want to review a physical copy?

Physical copies of MOVE 2050 are available in each Parish. Click on the tabs below to learn more about where they are located.

+ Ascension Parish
+ East Baton Rouge Parish
+ Iberville Parish
+ Livingston Parish
+ West Baton Rouge

Requests for reasonable accommodation, including meeting accommodation or materials in alternative formats should be directed to Sooraz Patro. Accommodations may be requested by:

- Email: spatro@crpcla.org
- Phone: (225) 383-5203
- In writing:

  Capital Region Planning Commission

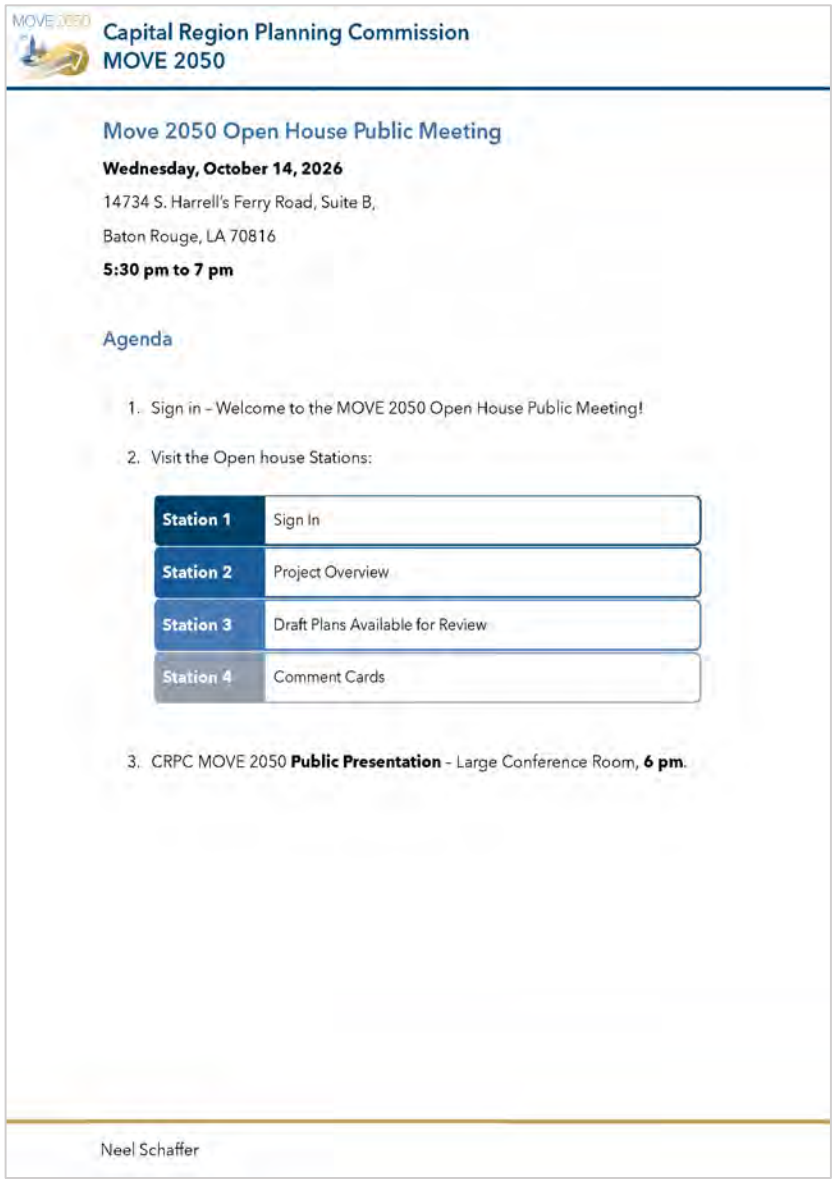
  14734 S. Harrell's Ferry Road, Suite B

  Baton Rouge, LA 70816

Previous Engagement Opportunities | Previous Engagement Summaries | Round 2 (Closed) | Round 1 (Closed)

To ensure the engagement efforts are maintained for analysis and transparency purposes, the different surveys will be located here once their round of engagement has closed.

In-Person Public Meeting Supplemental Elements



Capital Region Planning Commission
MOVE 2050

Move 2050 Open House Public Meeting

Wednesday, October 14, 2026

14734 S. Harrell's Ferry Road, Suite B,

Baton Rouge, LA 70816

5:30 pm to 7 pm

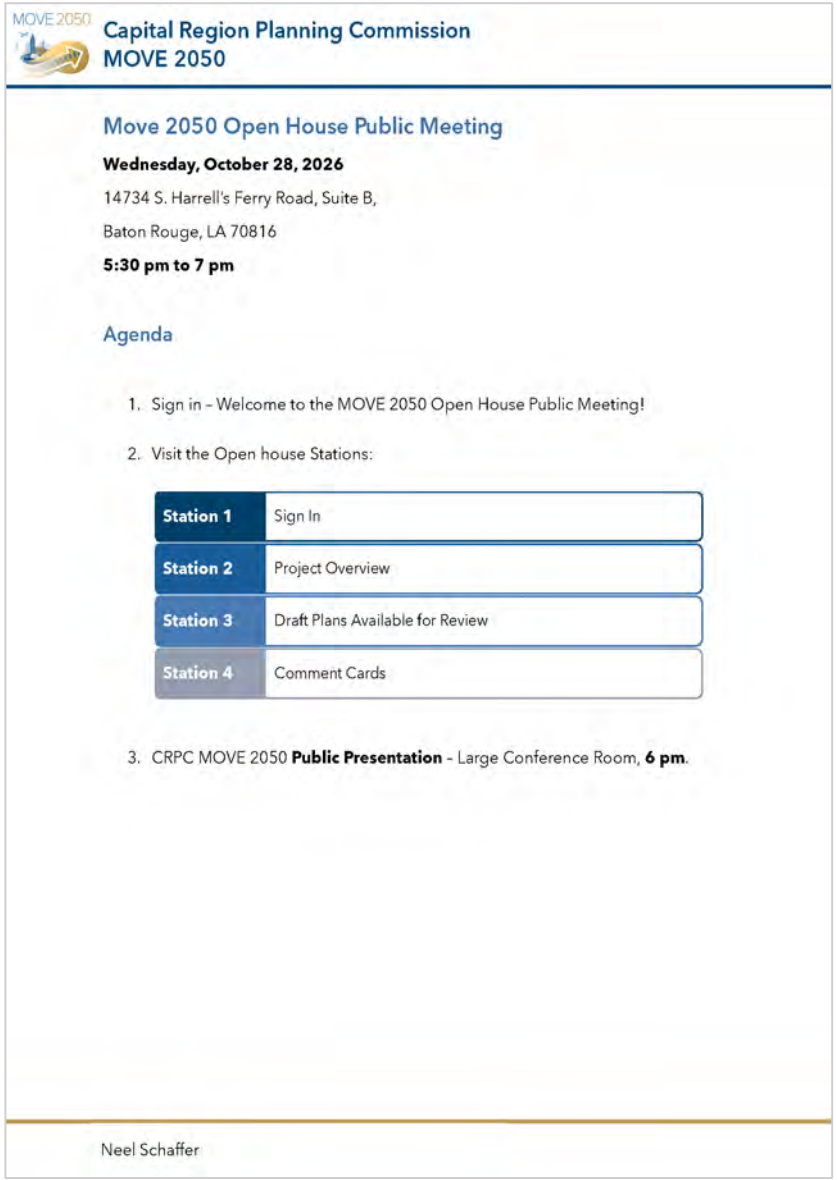
Agenda

1. Sign in – Welcome to the MOVE 2050 Open House Public Meeting!
2. Visit the Open house Stations:

Station 1	Sign In
Station 2	Project Overview
Station 3	Draft Plans Available for Review
Station 4	Comment Cards

3. CRPC MOVE 2050 **Public Presentation** - Large Conference Room, **6 pm**.

Neel Schaffer



Capital Region Planning Commission
MOVE 2050

Move 2050 Open House Public Meeting

Wednesday, October 28, 2026

14734 S. Harrell's Ferry Road, Suite B,

Baton Rouge, LA 70816

5:30 pm to 7 pm

Agenda

1. Sign in – Welcome to the MOVE 2050 Open House Public Meeting!
2. Visit the Open house Stations:

Station 1	Sign In
Station 2	Project Overview
Station 3	Draft Plans Available for Review
Station 4	Comment Cards

3. CRPC MOVE 2050 **Public Presentation** - Large Conference Room, **6 pm**.

Neel Schaffer



Welcome to the MOVE 2050

Open House Public Meeting!

Wednesday, October 14, 2026
14734 S. Harrell's Ferry Road, Suite B,
Baton Rouge, LA 70816

and

Wednesday, October 28, 2026
5:30 – 7:00 p.m.
14734 S. Harrell's Ferry Road, Suite B,
Baton Rouge, LA 70816

5:30 – 7:00 p.m.

Open House Stations:

- Station 1: Sign In
- Station 2: Overview
- Station 3 Draft Plans Available for Review
- Station 4: Comments

There will be a brief presentation

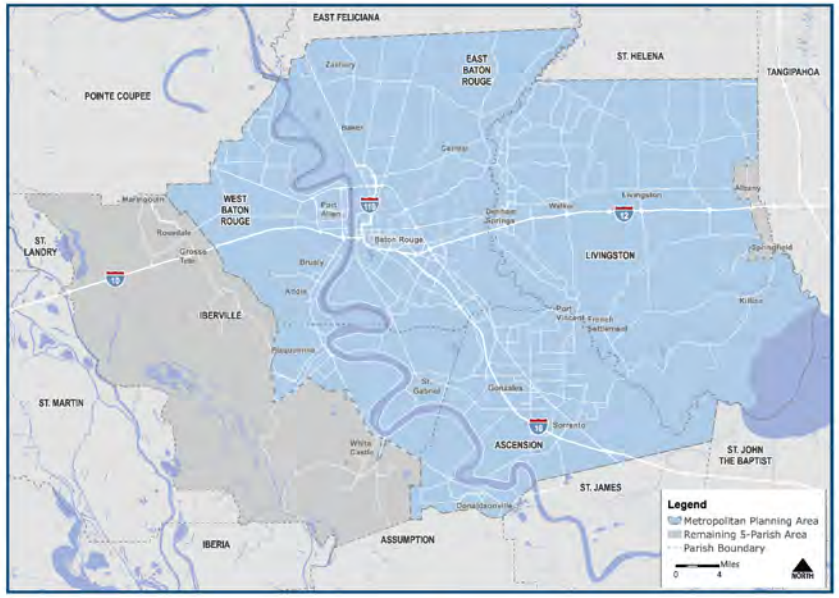
at 6:00 PM

in the Large Conference Room

CRPC
Capital Region Planning Commission

MOVE 2050

About the Capital Region Urbanized Area & Metropolitan Transportation Plan



Capital Region MPO Planning Area

Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes.



802, 769 residents in the 5-parish area

382, 025 employees in the 5-parish area

	CAPITAL REGION	UNITED STATES
DRIVE ALONE	80%	69%
CARPOOL	9%	9%
PUBLIC TRANSPORTATION	1%	3%
WALK	1%	2%
WORK AT HOME	8%	15%
OTHER	1%	2%

Source: American Community Survey 2024 5-Year Estimates

METROPOLITAN TRANSPORTATION PLAN (MTP)
- Identifies goals, priorities, and projects for all modes
- **A project must be in MTP to receive federal funding**

TRANSPORTATION IMPROVEMENT PLAN (TIP)
- Short-term implementation program showing all funding sources
- Projects moves from TIP into planning and detailed design

PROJECT/PROGRAM IMPLEMENTATION
- Administered by Lead Sponsor

20+ YEAR OUTLOOK | UPDATED EVERY 4 YEARS | FISCALLY CONSTRAINED | 10 PLANNING FACTORS | PERFORMANCE MANAGEMENT

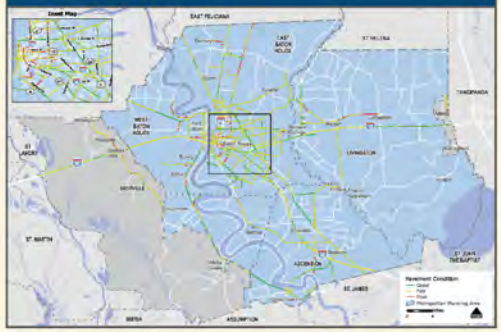
https://www.crpcla.org/

CRPC
Capital Region Planning Commission

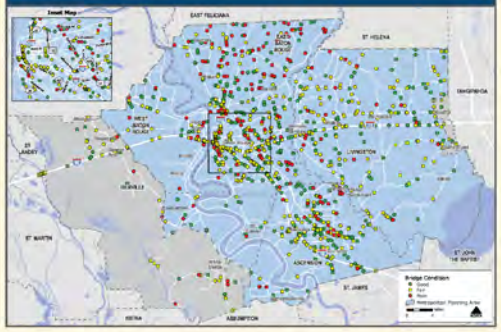
MOVE 2050

Region at a Glance

EXISTING PAVEMENT CONDITIONS



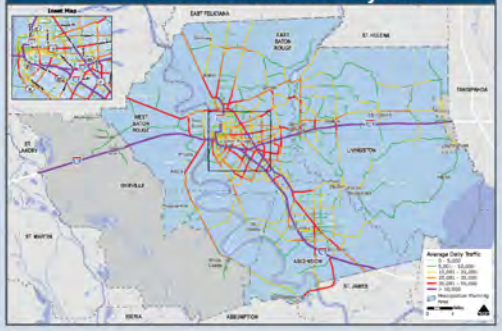
EXISTING BRIDGE CONDITIONS



EXISTING AVERAGE DAILY TRAFFIC ON ROADWAYS



PROJECTED AVERAGE DAILY TRAFFIC ON ROADWAYS, 2050



Roadway Safety
145.5 FATALITIES per year | 407 SERIOUS INJURIES per year

Bicyclist/Pedestrian Safety
104 FATALITIES or SERIOUS INJURIES among non-motorized users per year

Roadway Reliability
87.1% reliable non-interstate NHS routes

Interstate Reliability
80.5% reliable Interstate routes

Freight
Truck Travel Time Reliability Index on the Interstate is 1.91

Interstate Pavements
15.8% of interstate pavements are in GOOD condition
6.5% of interstate pavements are in POOR condition

Non-Interstate NHS Pavements
13.6% of non-interstate pavements are in GOOD condition
9.6% of non-interstate pavements are in POOR condition

Bridge Quality
29.4% of bridges are in GOOD condition
8.3% of bridges are in POOR condition

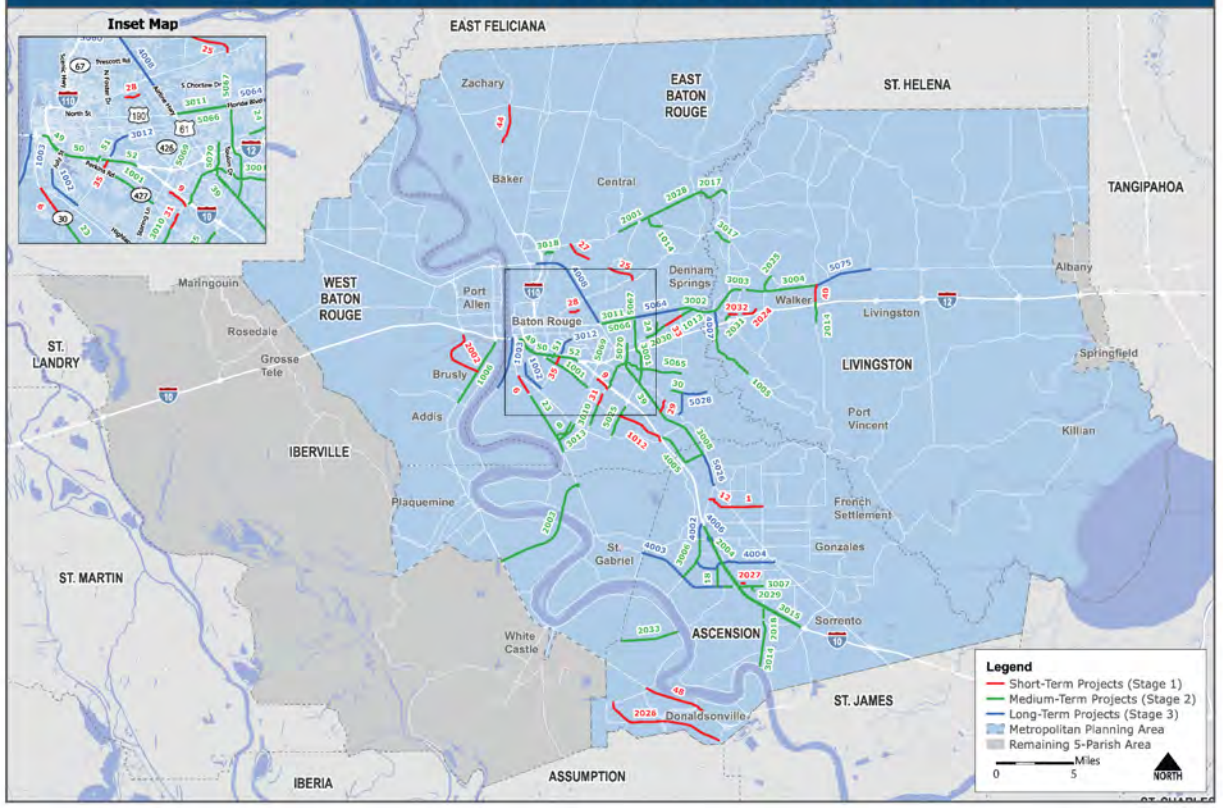
https://www.crpcla.org/

CRPC
Capital Region Planning Commission

MOVE 2050

Staged Improvement Program & Strategies

FISCALLY CONSTRAINED ROADWAY CAPACITY PROJECTS

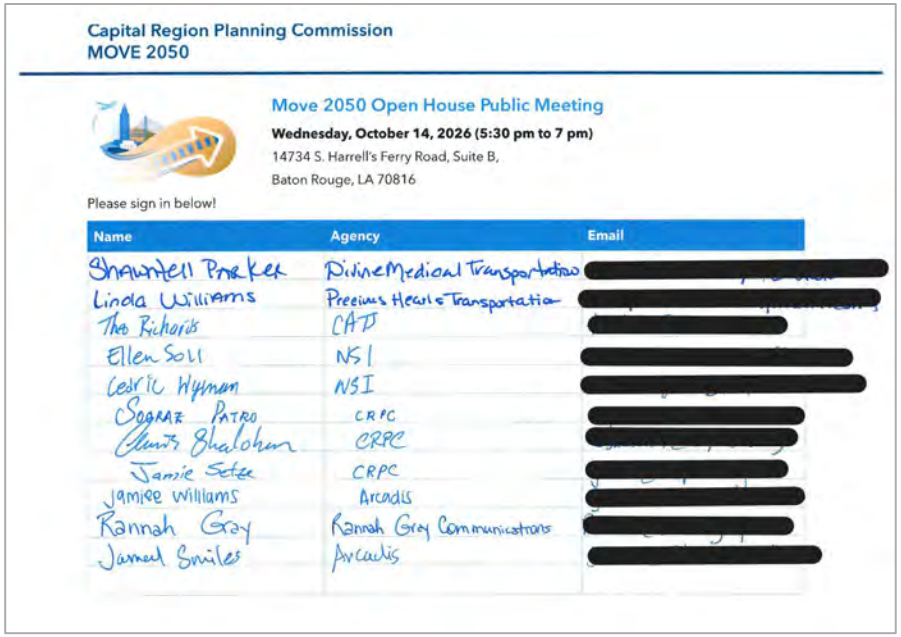


STRATEGIES TO ADDRESS FUTURE NEEDS

- Preserve Existing Infrastructure
- Improve Safety
- Expand Travel Options
- Optimize Corridor Operations
- Support Freight & Economic Growth
- Strengthen Transit & Travel Demand Management
- Advance Technology & Resilience

https://www.crpcla.org/

Contact information has been redacted from the following public meeting sign-in sheets.

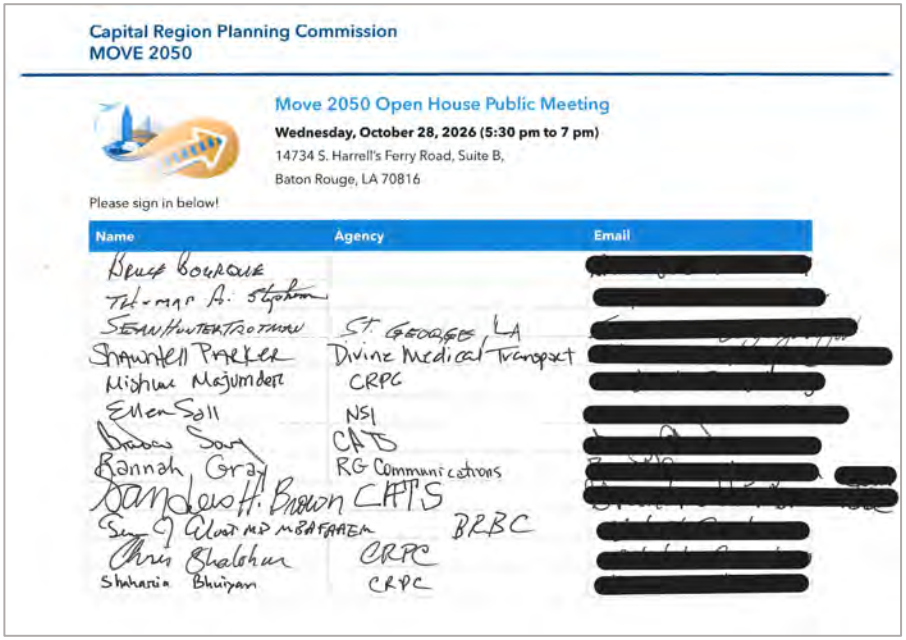


Capital Region Planning Commission
MOVE 2050

Move 2050 Open House Public Meeting
Wednesday, October 14, 2026 (5:30 pm to 7 pm)
14734 S. Harrell's Ferry Road, Suite B,
Baton Rouge, LA 70816

Please sign in below!

Name	Agency	Email
Shawntell Parker	Divine Medical Transportation	[redacted]
Linda Williams	Precious Heart Transportation	[redacted]
Theo Richards	CATS	[redacted]
Ellen Soll	NSI	[redacted]
Cedric Hyman	NSI	[redacted]
Soorar Patro	CRPC	[redacted]
Chris Shalaby	CRPC	[redacted]
Jamie Setze	CRPC	[redacted]
Jamiee Williams	Arcadis	[redacted]
Rannah Gray	Rannah Gray Communications	[redacted]
Jarred Smiles	Arcadis	[redacted]

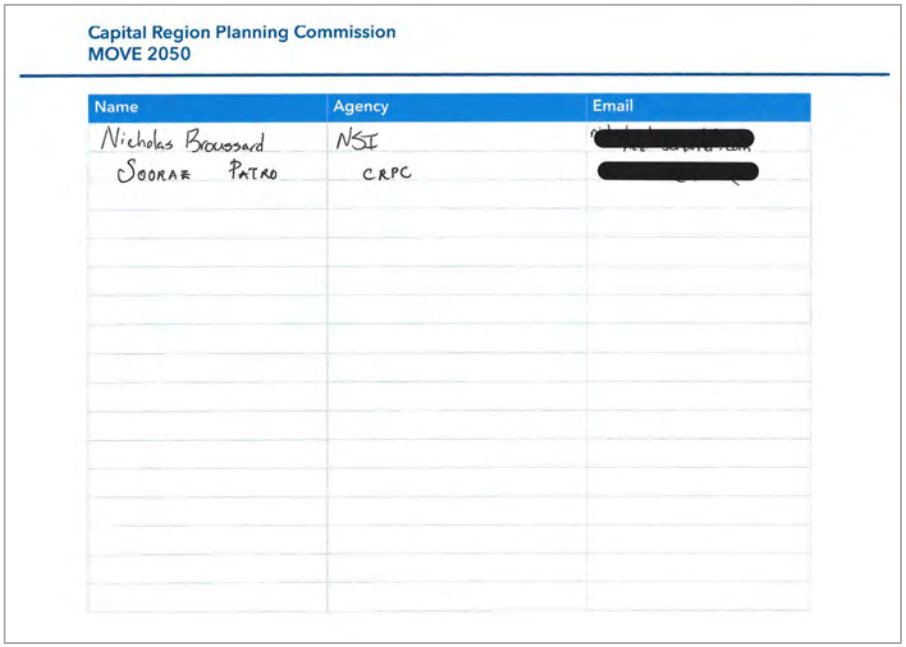


Capital Region Planning Commission
MOVE 2050

Move 2050 Open House Public Meeting
Wednesday, October 28, 2026 (5:30 pm to 7 pm)
14734 S. Harrell's Ferry Road, Suite B,
Baton Rouge, LA 70816

Please sign in below!

Name	Agency	Email
Bruce Bourque		[redacted]
Thomas A. Stafford		[redacted]
Sean Hunter Trotter	St. Georges, LA	[redacted]
Shawntell Parker	Divine Medical Transport	[redacted]
Mithun Majumder	CRPC	[redacted]
Ellen Soll	NSI	[redacted]
Brandon Sam	CATS	[redacted]
Rannah Gray	RG Communications	[redacted]
Sanders H. Brown	CATS	[redacted]
Soorar Patro	BRBC	[redacted]
Chris Shalaby	CRPC	[redacted]
Shahria Bhuiyan	CRPC	[redacted]



Capital Region Planning Commission
MOVE 2050

Name	Agency	Email
Nicholas Broussard	NSI	[redacted]
Soorar Patro	CRPC	[redacted]

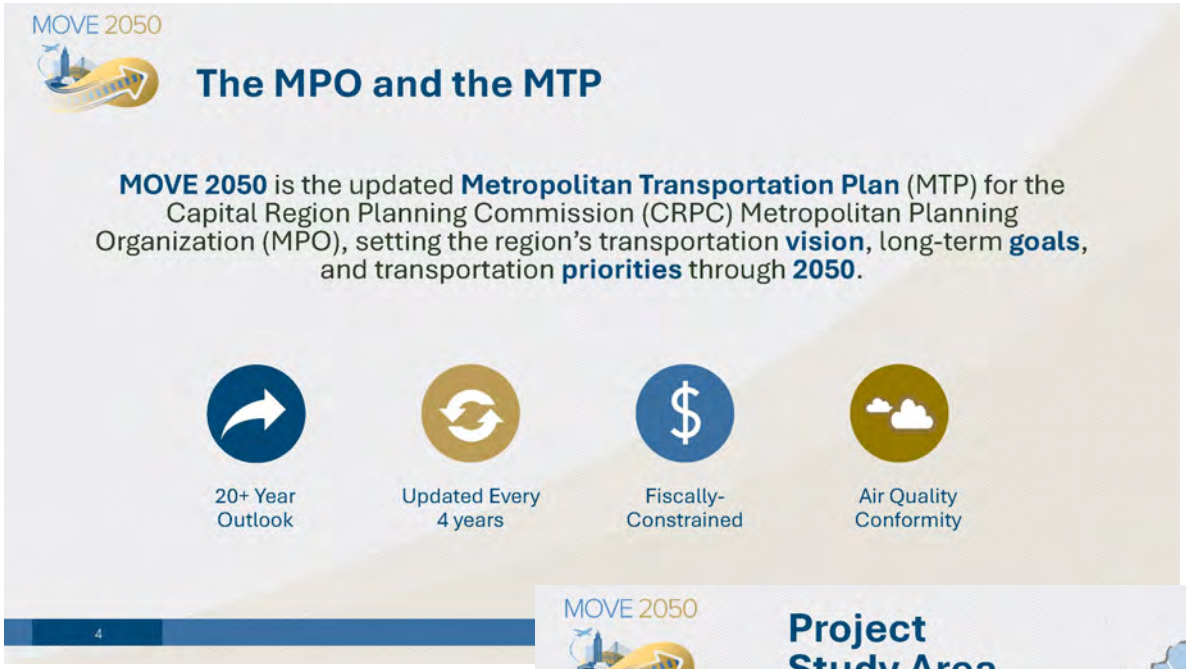
Presentation (Virtual and In-Person)

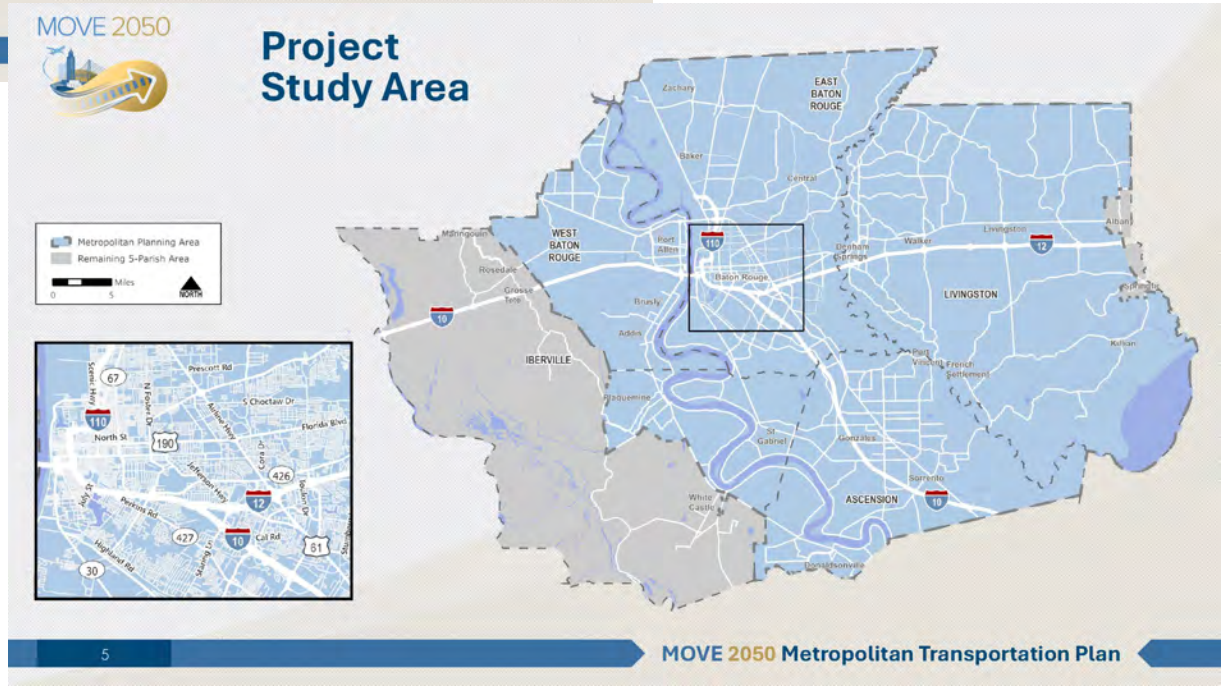




While the information presented remained the same between the in-person and virtual public meetings, small changes were made to the cover of this presentation.

This included elements such as the meeting date, name of the meeting, and instructions to participate.


MOVE 2050
The MPO and the MTP
MOVE 2050 is the updated Metropolitan Transportation Plan (MTP) for the Capital Region Planning Commission (CRPC) Metropolitan Planning Organization (MPO), setting the region's transportation vision, long-term goals, and transportation priorities through 2050.
20+ Year Outlook
Updated Every 4 years
Fiscally-Constrained
Air Quality Conformity
4


MOVE 2050
Project Study Area
Metropolitan Planning Area
Remaining 5-Parish Area
Miles
NORTH
EAST BATON ROUGE
WEST BATON ROUGE
LIVINGSTON
IBERVILLE
ASCENSION
5
MOVE 2050 Metropolitan Transportation Plan

MOVE 2050

Visioning - Ideas

- Where we went...

5 public pop-ups (1 per Parish)

5 stakeholder meetings (1 per Parish)

Online Surveys

Direct Outreach & Social Media







7

MOVE 2050

Visioning - Ideas

- What we heard in various rounds of engagements...

Listening and Learning

- Improve Pavement & Bridge Conditions
- Reduce Traffic Congestion

Reviewing the Draft Plan

- October 12-Nov 11

1 2 3

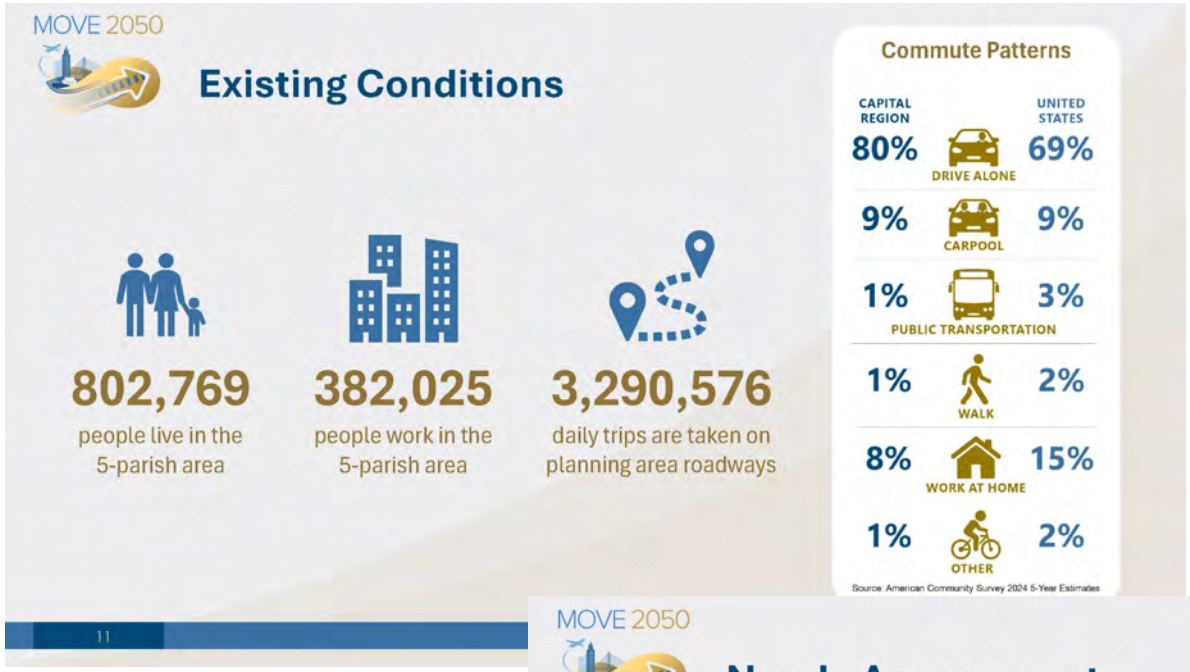
Evaluating Strategies

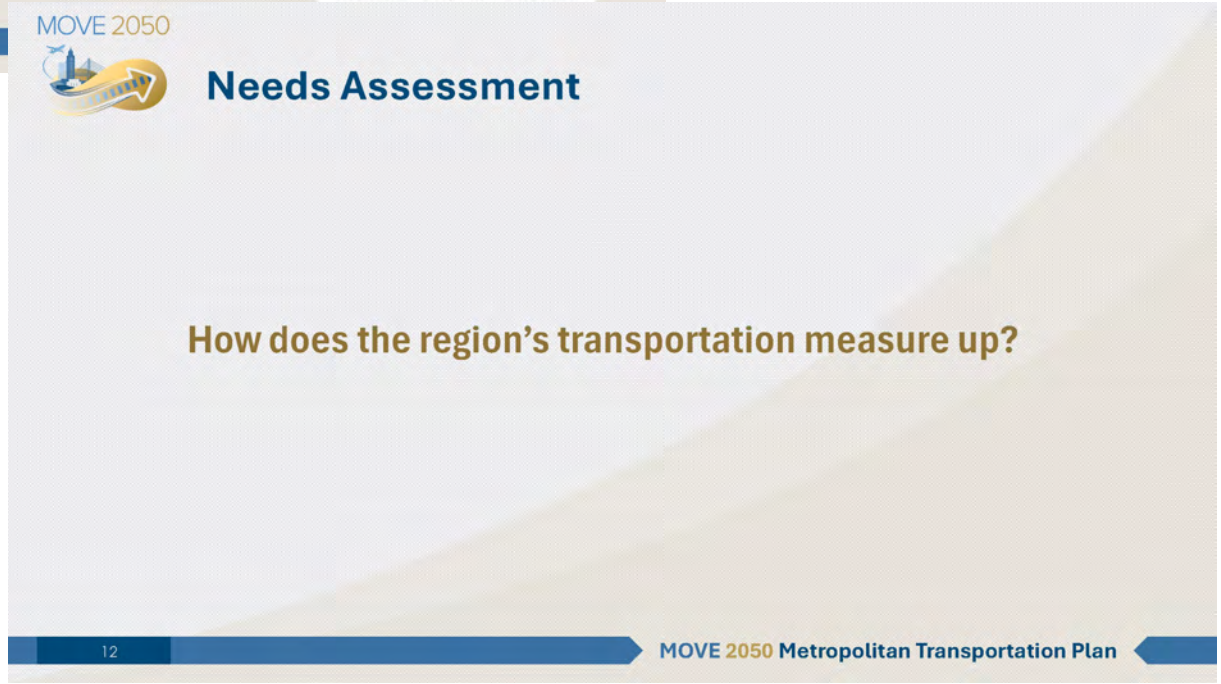
- Lighting, Connectivity, Access Management, Dedicated Turn Lanes, Smart Signal Technology

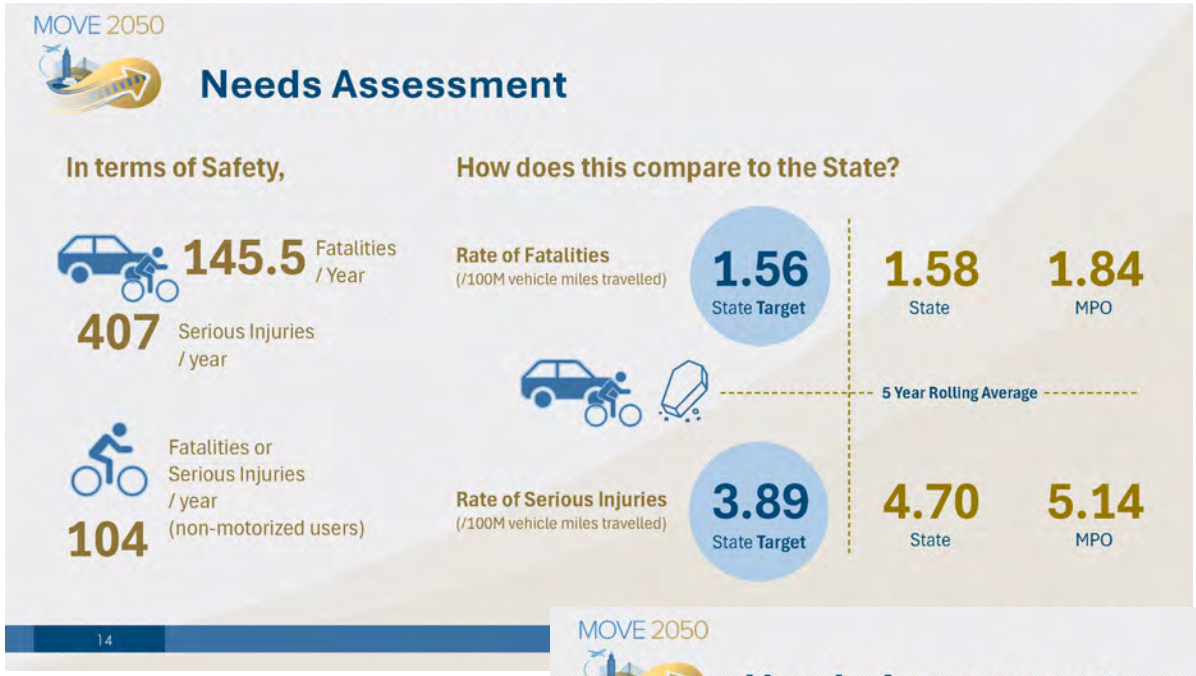
8 MOVE 2050 Metropolitan Transportation Plan

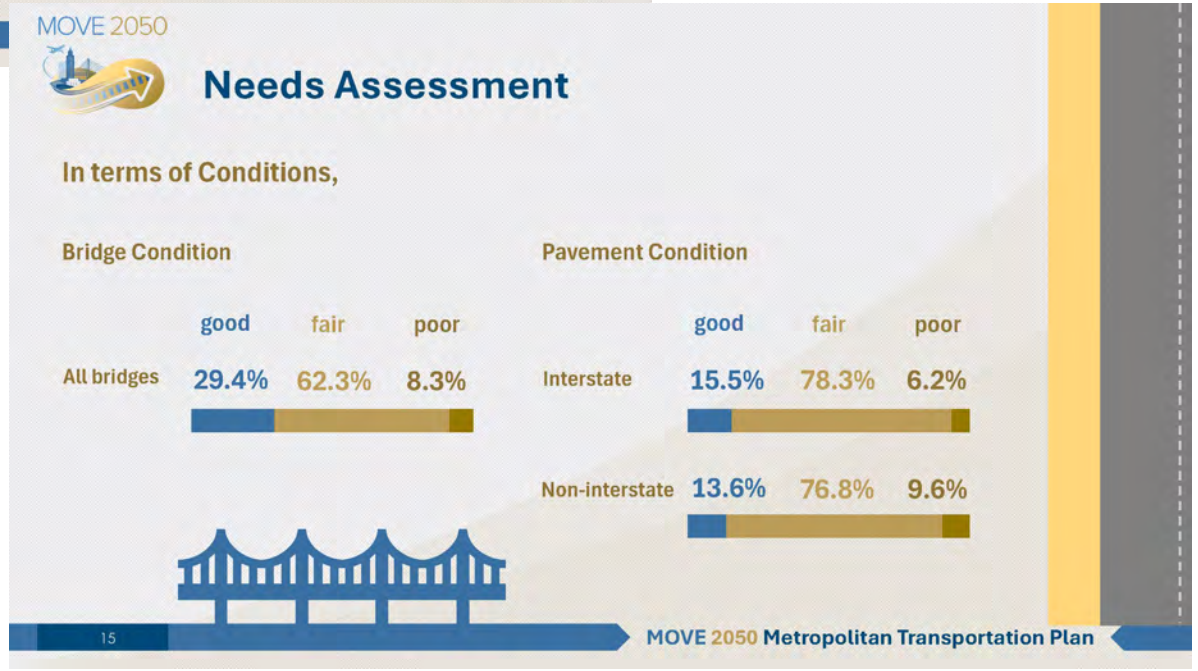

MOVE 2050
MOVE 2050 Vision Statement
The Baton Rouge metropolitan region will have a seamlessly integrated multi-modal transportation system that supports the sustainability and resiliency of the region and connects residents, workers, and visitors to their desired destinations safely, conveniently and efficiently, regardless of their circumstance or abilities, while supporting passenger vehicles, bicyclists, pedestrians, public transportation, and freight.
9

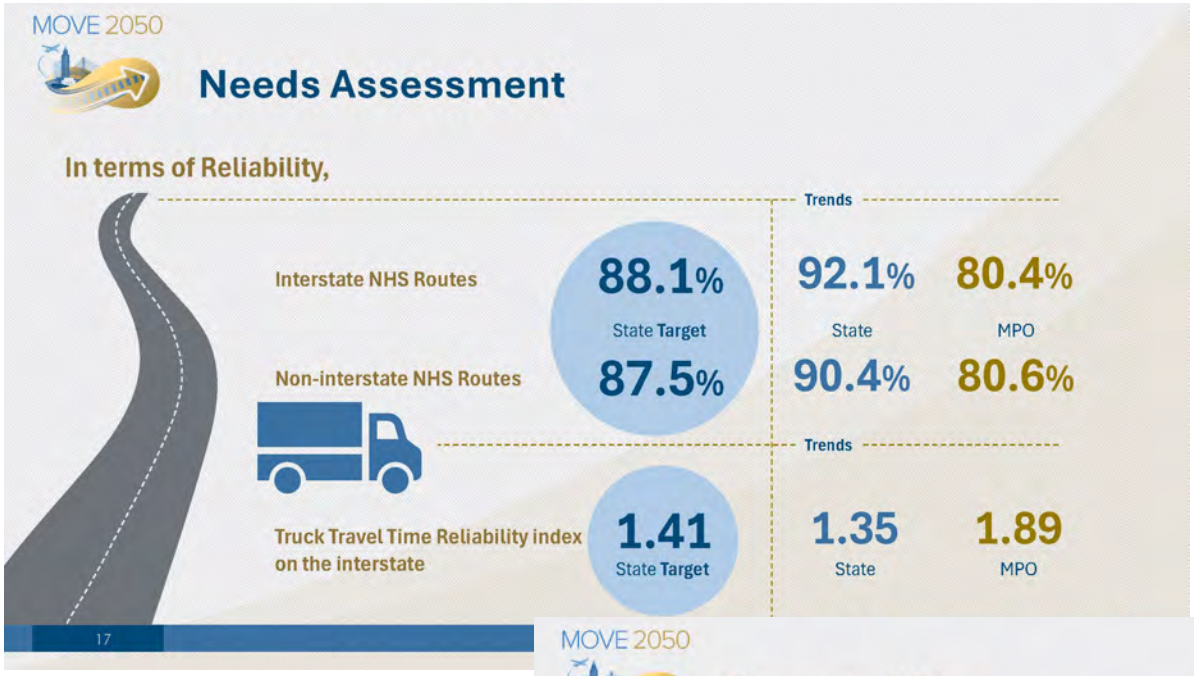

MOVE 2050
MOVE 2050 Goals
Improve and Expand Transportation Choices
Support the Economic Vitality of the Region
Provide a Reliable, High Performing and Well-preserved transportation system
Strengthen Environmental Stewardship and System Resiliency
Improve Safety and Security
Provide an Accessible and Equitable Transportation System
10
MOVE 2050 Metropolitan Transportation Plan

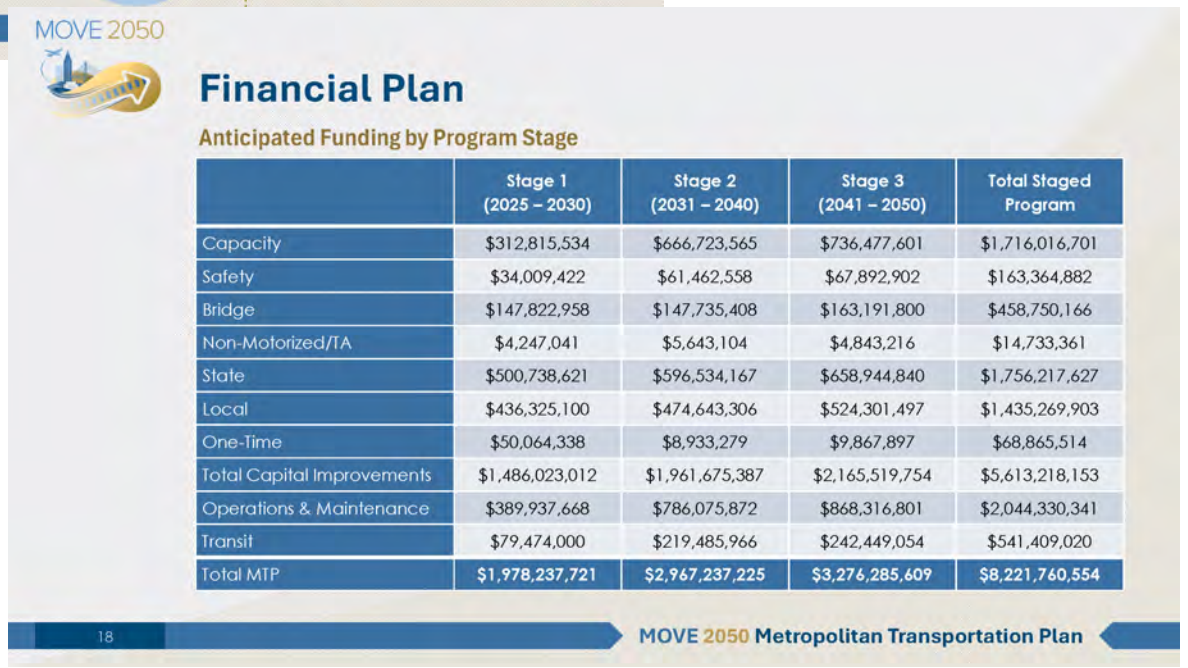

MOVE 2050
Existing Conditions
802,769
people live in the 5-parish area
382,025
people work in the 5-parish area
3,290,576
daily trips are taken on planning area roadways
Commute Patterns
CAPITAL REGION
UNITED STATES
80% DRIVE ALONE 69%
9% CARPOOL 9%
1% PUBLIC TRANSPORTATION 3%
1% WALK 2%
8% WORK AT HOME 15%
1% OTHER 2%
Source: American Community Survey 2024 5-Year Estimates
11


MOVE 2050
Needs Assessment
How does the region's transportation measure up?
12
MOVE 2050 Metropolitan Transportation Plan

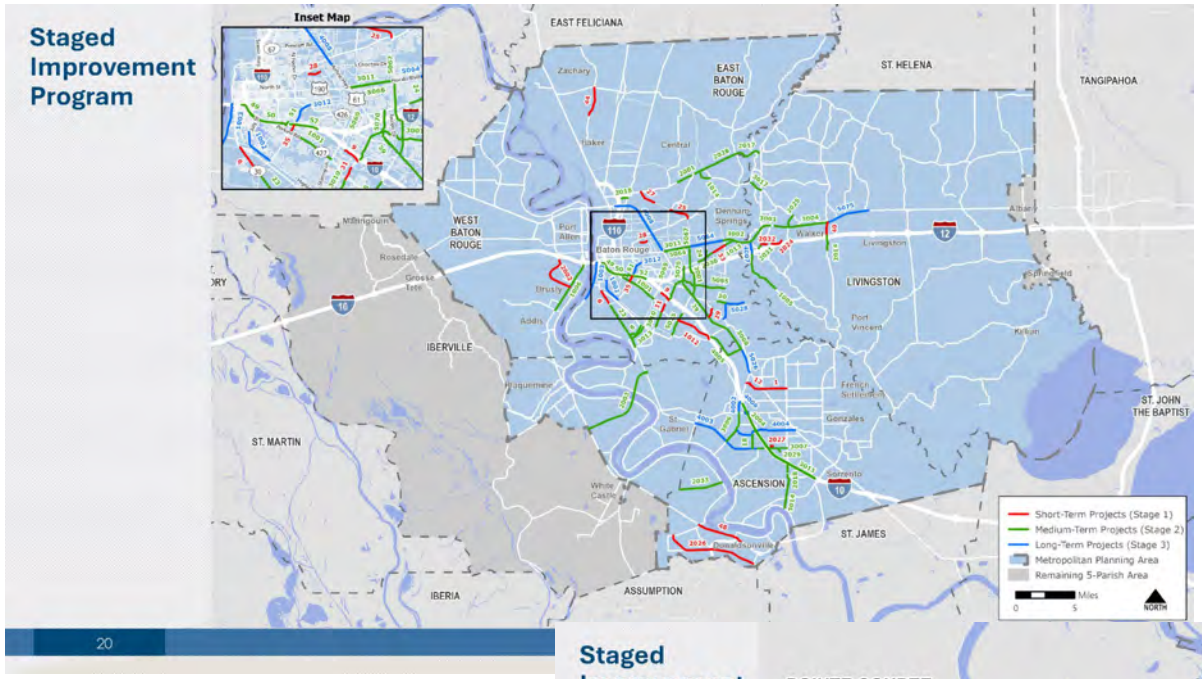

MOVE 2050
Needs Assessment
In terms of Safety,
145.5 Fatalities / Year
407 Serious Injuries / year
Fatalities or Serious Injuries / year (non-motorized users)
104
How does this compare to the State?
Rate of Fatalities
(/100M vehicle miles travelled)
1.56
State Target
1.58
State
1.84
MPO
5 Year Rolling Average
Rate of Serious Injuries
(/100M vehicle miles travelled)
3.89
State Target
4.70
State
5.14
MPO
14

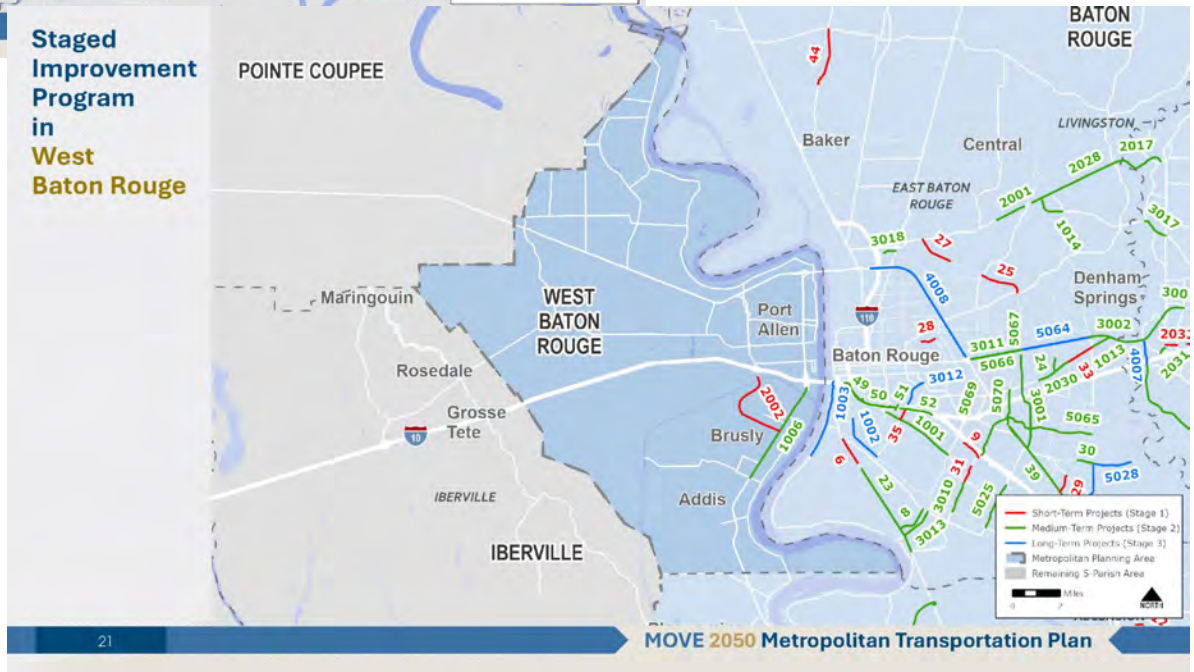

MOVE 2050
Needs Assessment
In terms of Conditions,
Bridge Condition
good fair poor
All bridges 29.4% 62.3% 8.3%
Pavement Condition
good fair poor
Interstate 15.5% 78.3% 6.2%
Non-interstate 13.6% 76.8% 9.6%
15
MOVE 2050 Metropolitan Transportation Plan

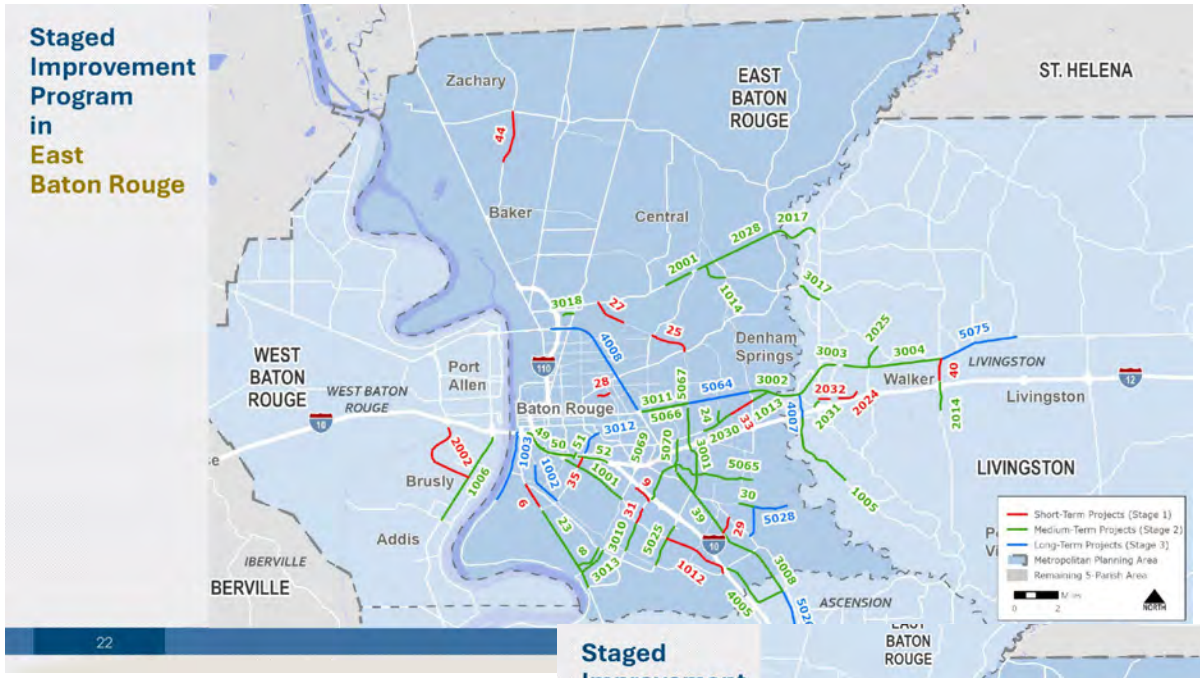


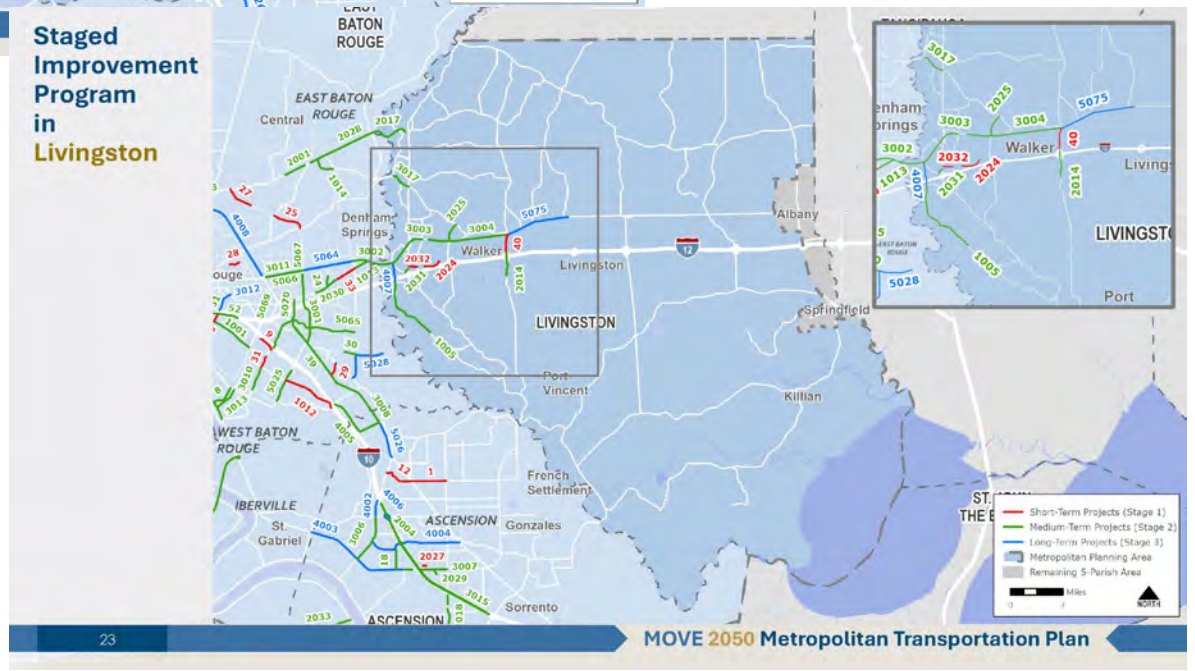


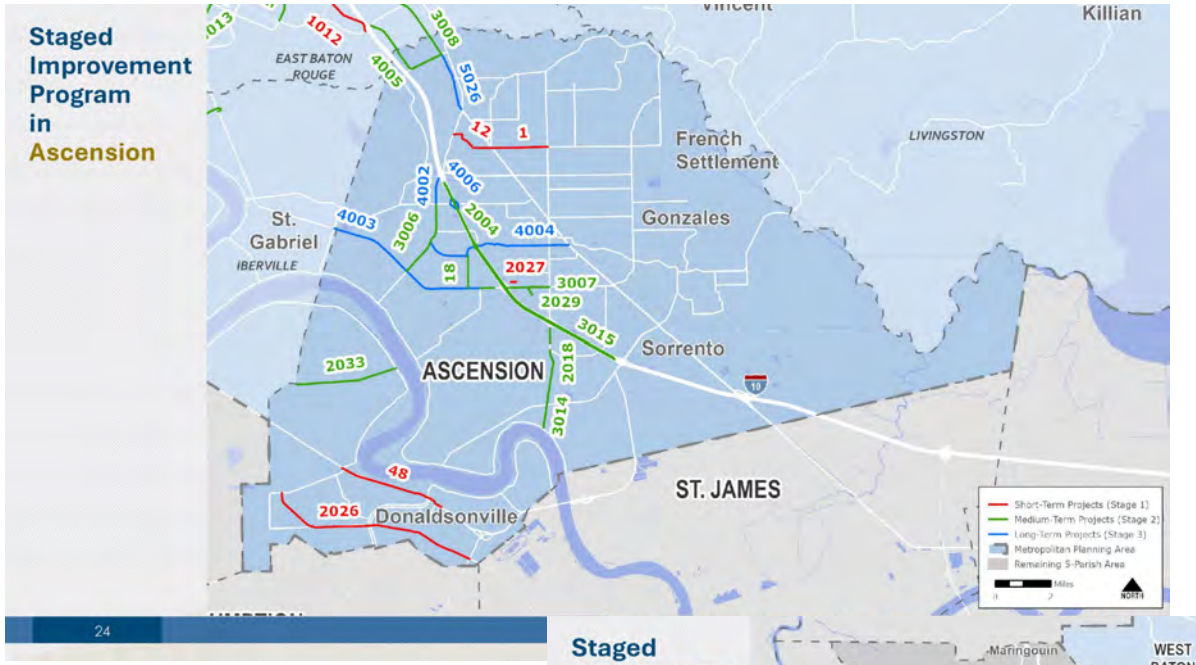
	Stage 1 (2025 – 2030)	Stage 2 (2031 – 2040)	Stage 3 (2041 – 2050)	Total Staged Program
Capacity	$312,815,534	$666,723,565	$736,477,601	$1,716,016,701
Safety	$34,009,422	$61,462,558	$67,892,902	$163,364,882
Bridge	$147,822,958	$147,735,408	$163,191,800	$458,750,166
Non-Motorized/TA	$4,247,041	$5,643,104	$4,843,216	$14,733,361
State	$500,738,621	$596,534,167	$658,944,840	$1,756,217,627
Local	$436,325,100	$474,643,306	$524,301,497	$1,435,269,903
One-Time	$50,064,338	$8,933,279	$9,867,897	$68,865,514
Total Capital Improvements	$1,486,023,012	$1,961,675,387	$2,165,519,754	$5,613,218,153
Operations & Maintenance	$389,937,668	$786,075,872	$868,316,801	$2,044,330,341
Transit	$79,474,000	$219,485,966	$242,449,054	$541,409,020
Total MTP	$1,978,237,721	$2,967,237,225	$3,276,285,609	$8,221,760,554

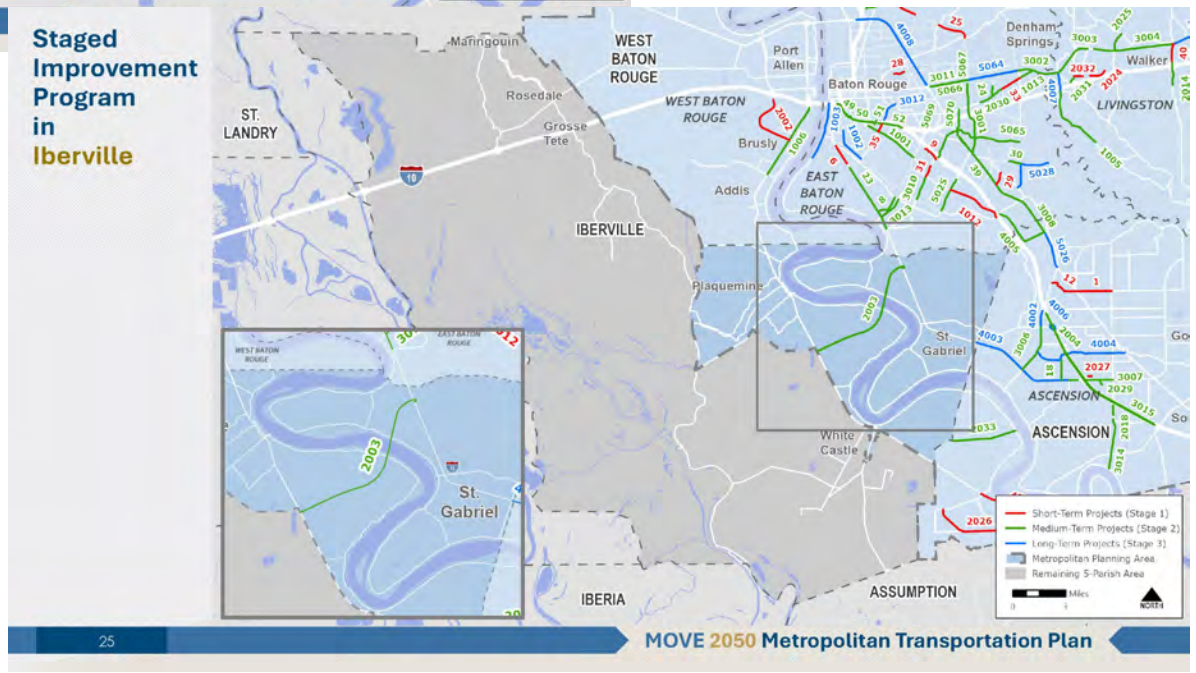

Staged Improvement Program
Inset Map
EAST FELICIANA
ST. HELENA
TANGIPAHOA
EAST BATON ROUGE
WEST BATON ROUGE
Baton Rouge
LIVINGSTON
IBERVILLE
ST. MARTIN
ASCENSION
ST. JAMES
ST. JOHN THE BAPTIST
IBERIA
ASSUMPTION
Short-Term Projects (Stage 1)
Medium-Term Projects (Stage 2)
Long-Term Projects (Stage 3)
Metropolitan Planning Area
Remaining 5-Parish Area
20


Staged Improvement Program in West Baton Rouge
POINTE COUPEE
BATON ROUGE
Baker
Central
LIVINGSTON
EAST BATON ROUGE
Maringouin
WEST BATON ROUGE
Port Allen
Baton Rouge
Denham Springs
Rosedale
Grosse Tete
Brusly
Addis
IBERVILLE
Short-Term Projects (Stage 1)
Medium-Term Projects (Stage 2)
Long-Term Projects (Stage 3)
Metropolitan Planning Area
Remaining 5-Parish Area
21
MOVE 2050 Metropolitan Transportation Plan


Staged Improvement Program in East Baton Rouge
Zachary
EAST BATON ROUGE
ST. HELENA
Baker
Central
WEST BATON ROUGE
WEST BATON ROUGE
Port Allen
Denham Springs
Walker
LIVINGSTON
Livingston
Baton Rouge
Brusly
Addis
IBERVILLE
BERVILLE
ASCENSION
Short-Term Projects (Stage 1)
Medium-Term Projects (Stage 2)
Long-Term Projects (Stage 3)
Metropolitan Planning Area
Remaining 5-Parish Area
22


Staged Improvement Program in Livingston
EAST BATON ROUGE
Central
Denham Springs
Walker
Livingston
Albany
LIVINGSTON
Springfield
Port Vincent
Killian
WEST BATON ROUGE
IBERVILLE
St. Gabriel
ASCENSION
Gonzales
French Settlement
Sorrento
Port
Short-Term Projects (Stage 1)
Medium-Term Projects (Stage 2)
Long-Term Projects (Stage 3)
Metropolitan Planning Area
Remaining 5-Parish Area
23
MOVE 2050 Metropolitan Transportation Plan


Staged Improvement Program in Ascension
EAST BATON ROUGE
Killian
French Settlement
LIVINGSTON
Gonzales
St. Gabriel
IBERVILLE
ASCENSION
Sorrento
ST. JAMES
Donaldsonville
Short-Term Projects (Stage 1)
Medium-Term Projects (Stage 2)
Long-Term Projects (Stage 3)
Metropolitan Planning Area
Remaining 5-Parish Area
24


Staged Improvement Program in Iberville
Maringouin
WEST BATON ROUGE
Port Allen
Baton Rouge
Denham Springs
Walker
LIVINGSTON
Rosedale
ST. LANDRY
Grosse Tete
Brusly
WEST BATON ROUGE
EAST BATON ROUGE
Addis
IBERVILLE
Plaquemine
St. Gabriel
ASCENSION
White Castle
IBERIA
ASSUMPTION
Short-Term Projects (Stage 1)
Medium-Term Projects (Stage 2)
Long-Term Projects (Stage 3)
Metropolitan Planning Area
Remaining 5-Parish Area
25
MOVE 2050 Metropolitan Transportation Plan

Staged Improvement Program (Stage 1, 2026-2030)

Refer to Table 7-1 in the Draft MTP Report for more detail.

MTP ID	Stage	Roadway	Limits	Improvement
1	1	Germany Rd	US 61 to LA 44	Widening
2	1	LA 73	LA 73 Roundabout at Bluff Rd Connector	Construct a roundabout and add a southbound U-turn @ I-10 WB
6	1	LA 30	Brightside Dr to Gourrier ave	Widening to 4-lanes w/ median and pedestrian improvements
9	1	Dijon Rd / Constantin Blvd	LA 3064 to Bluebonnet Blvd	New alignment 2-lane roadway
12	1	Duplessis Rd	US 61 to LA 73	Widen from 2-lanes to 3-lanes
25	1	Sherwood Forest Rd	Greenwell Springs Rd to Joor Rd	Extension / New 2-lanes roadway
27	1	Mickens Rd	Hooper Rd to Lanier Rd	Center turn lane
28	1	Ardenwood/Lobdell Connector	Ardenwood Dr to Lobdell Blvd	New 2-lane roadway
29	1	Jones Creek Rd	Tiger Bend Rd to Airline Hwy	New 4-lane roadway
31	1	Bluebonnet Rd	Perkins Rd to Picardy Ave	Widen to 6 lanes
33	1	Old Hammond Hwy	Millerville Rd to O'Neal Ln	Widen to 4-lanes divided
34	1	College Dr	College Dr at Backage Rd	Roadway Enhancements
35	1	College Dr	LA 427 to Bennington	Roadway Enhancements
36	1	College Dr	College Dr at Bankers Ave	Roadway Enhancements
38	1	US 190	22nd St - Airline Hwy	Complete Streets Enhancements
40	1	LA 447	Pendarvis Ln to US 190	Remove Center Turn Lane
44	1	LA 964	Comite River Diversion Canal to Church St	3-Lane CLT
48	1	LA 1	LA 405 to 0.9 miles east of Church St	Widen from 2-lanes to 4-lanes

26

Table 7-1

Staged Improvement Program (Stage 1, 2026-2030)

MTP ID	Stage	Roadway	Limits	Improvement
2002	1	LA 1/LA 415 Connector	LA 1 to LA 415	New Road and Bridge
2016	1	LA 409 (Liberty Rd)	LA 64 - East Feliciana Parish Line	Bridge replacement, resurfacing, and safety improvements
2019	1	LA 42	US 61 to LA 44; @ Joe Sevario Rd	Widening; roundabout
2024	1	Cook Rd Ext	LA 16 to LA 1026	New 4-lane roadway (divided)
2026	1	LA 3127	LA 943 to LA 1	New 2-lane Roadway
2027	1	New Roadway	Veterans Ave to Commerce Ave	New connector road
2032	1	New Roadway	Pete's Hwy to S Range Ave	New 4-lane roadway (divided)
1012	1	Perkins Rd	Siegen Ln to Highland Rd	Widen to 4 Lanes

27 MOVE 2050 Metropolitan Transportation Plan

Table 7-1

Staged Improvement Program (Stage 2, 2031-2040)

MTP ID	Stage	Roadway	Limits	Improvement
3	2	US 61	Cornerview to S Purpera	Superstreet - Signalized Directional Medians
4	2	US 61	LA 429 to Weber City Rd	Superstreet - Signalized Directional Medians
8	2	LA 327 SPUR	Burbank Dr to Nicholson Dr	Extension of 4-lane divided roadway
13	2	US 61	Lowes Ave to LA 44	Superstreet - Signalized Directional Medians
14	2	US 61	Nell St & Churchpoint Rd	Superstreet - Signalized Directional Medians
18	2	N Robert Wilson Rd	LA 30 to Buzzard Roost	New 2-lane Roadway
20	2	LA 44	@ Loosemoore Rd	Roundabout
21	2	I-110	I-110 at Harding Blvd	Interchange Improvement
22	2	Ben Hur Rd	Ben Hur Rd at Nicholas Dr	Intersection Realignment
23	2	LA 30	Bluebonnet to Ben Hur Rd	Widening to 4-lanes section
24	2	Flannery Rd	Old Hammond Hwy to Florida Blvd	Convert to 2-lanes divided
30	2	Tiger Bend Rd	Jones Creek to Antioch	Widen to 4-lanes divided
39	2	US 61 South	ASC Parish Line to Bluebonnet Blvd	Widen from 4-lanes to 6-lanes
49	2	I-10 CMAR Phase I (Segment 1)	I-10/I-110 split to New Dalrymple Dr WB off-ramp	Widening, new ramps, remove access
50	2	I-10 CMAR Phase I (Segment 2)	New Dalrymple Dr WB off-ramp to College Dr	Widening, new ramps, remove access
51	2	I-10 CMAR Phase I (Segment 3)	Tyrone Dr to Aldrich	Replace bridge on Nairn Dr - shoulder reduction for sidewalk
52	2	I-10 CMAR Phase I (Segment 4)	College Dr to just east of I-10/I-12 split	Widen from 8-lanes to 10-lanes
2001	2	Hooper Rd	Blackwater Bayou to LA 3034 (Sullivan Rd)	Widening and sewer improvements
2003	2	MRB South GBR	LA 1 to LA 30	New Road and Bridge
2004	2	I-10	@ LA 429	New interchange
2005	2	LA 16	@ LA 42	Roundabout
2006	2	LA 64	@ LA 1019	Roundabout
2007	2	LA 3034	Sullivan Rd to LA 37	Overlay

28

Table 7-1

Staged Improvement Program (Stage 2, 2031-2040)

MTP ID	Stage	Roadway	Limits	Improvement
2008	2	LA 3127	LA 70 to St James Canal Bridge	Mill, Patch, Overlay
2009	2	LA 964	Groom Rd to US 61	Highway lighting
2010	2	LA 3038	@ US 61	Turn lane improvements
2012	2	LA 30	St. Landry Ave to I-10 EB Ramps	Roundabouts
2013	2	LA 447	@ LA 1025	Roundabout
2014	2	LA 447	I-12 to Buddy Ellis	Roadway widening and roundabouts @ I-12
2015	2	LA 621 Realignment; LA 73 Corridor improvements	LA 73 to 1 mile north of I-10	LA 621 @ LA 73 relocation; LA 73 access management; roundabouts
2017	2	Hooper Rd	LA 37 to either LA 1019 or LA 16	New 4-lane roadway (divided)
2018	2	LA 44	I-10 to LA 22	Widening
2020	2	LA 431	@ LA 931	Roundabout
2021	2	LA 73	@ LA 30	Roundabout
2022	2	LA 44	@ LA 933/Parker Rd	Roundabout
2023	2	Bayou Manchac	Corridors along Bayou Manchac	Corridor flood mitgation improvements
2025	2	Juban Rd North Ext	US 190 to LA 1026 (Lockhart Rd)	New 4-lane roadway (divided)
2028	2	LA 3034 (Wax Rd)	Sullivan Rd to LA 37	Widen to 4-lanes
2029	2	New Roadway	St. Elizabeth Blvd to St. Francis Pkwy	New 2-lane roadway
2030	2	LA 426 (Old Hammond Hwy)	Blvd de Province to Millerville Rd	Widen to 4-lanes divided
2031	2	Home Depot Rd	LA 3002 to LA 3003	Widen from 2-lanes to 3-lanes (CTL)
2033	2	New ETP Roadway	LA 405 to Riverplex MegaPark	New 2-lane roadway
4005	2	LA 427 (Perkins Rd)	Highland Rd to Airline Hwy	Widen to 4 Lanes
3013	2	Gardere Ln	Burbank Dr to Nicholson Dr	Center Turn Lane / Ped Impvts
3010	2	Bluebonnet Blvd	Highland Rd to Perkins Rd and Picardy Ave to Airline Hwy	Widen to 6 Lanes

29 MOVE 2050 Metropolitan Transportation Plan

Table 7-1

Staged Improvement Program (Stage 2, 2031-2040)

MTP ID	Stage	Roadway	Limits	Improvement
3007	2	LA 30 (E Hwy 30)	LA 3251 to LA 44	Widen to 4 Lanes
3004	2	Florida Ave	Juban Rd to Walker South Rd	Widen to 4 Lanes
3017	2	Magnolia Beach Rd	LA 1019 to LA 16	Widen to 4 Lanes
3003	2	Florida Ave	Pete's Hwy to Juban Rd	Widen to 4 Lanes
3006	2	LA 73 (Jefferson Hwy)	LA 30 to LA 74	Widen to 4 Lanes
1005	2	4-H Club Rd	Vincent Rd to Hillon Hood Rd	Widen to 4 Lanes
3014	2	LA 44	LA 942 to LA 22	Widen to 4 Lanes
3011	2	Florida Blvd	Airline Hwy to Monterey Blvd	Widen to 6 Lanes
3018	2	Ford St Ext	Plank Rd to Howell Blvd	New 2 Lane Divided Roadway
1014	2	Wax Rd Ext	Hooper Rd to Wax Rd Existing Terminus	New 2 Lane Roadway
3001	2	Sherwood Forest Blvd	Airline Hwy to Old Hammond Hwy	Widen to 6 Lanes
3015	2	I-10	LA 73 to LA 22	Widen to 6 lanes
1001	2	Perkins Rd	Acadian Hwy to Staring Ln	Widen to 6 Lanes
3008	2	Airline Hwy	EBR Parish Line to Perkins Rd	Widen to 6 Lanes
1006	2	LA 1	I-10 to LA 989-1	Widen to 6 Lanes
5065	2	Coursey Blvd / George Oneal Rd	Airline Hwy to O'Neal Ln	Widen to 6 Lanes
3002	2	Florida Blvd/Florida Ave	O'Neal Ln to Pete's Hwy	Widen to 6 Lanes
5025	2	Siegen Ln	Highland Rd to I-10	Widen to 6 Lanes
5070	2	Cedarcest Ave	Old Hammond Hwy to Airline Hwy	Widen to 4 Lanes
5067	2	Sherwood Forest Blvd	Old Hammond Hwy to Florida Blvd	Widen to 4 Lanes
5066	2	Florida Blvd	Monterey Blvd to Sherwood Forest Blvd	Widen to 6 Lanes
1013	2	Old Hammond Hwy	O'Neal Rd to Florida Blvd	Widen to 4 Lanes Divided
5069	2	Drusilla Ln	Old Hammond Hwy to Jefferson Hwy	Widen to 4 Lanes

Table 7-1

Staged Improvement Program (Stage 3, 2041-2050)

MTP ID	Stage	Roadway	Limits	Improvement
3012	3	College Dr	Corporate Blvd to Jefferson Hwy	Widen to 6 Lanes
1003	3	River Rd	Brightside Dr to South Blvd	Widen to 4 Lanes
1002	3	Highland Rd	Lee Dr to Chimes St	Widen to 4 Lanes
4004	3	LA 429 Connector	LA 30/LA73 to US61	New 4 Lane Roadways, New Interchange, Widen to 4 Lane
4002	3	LA 73	I-10 to LA 74	Widen to 4 Lanes
5028	3	Antioch Rd/Tiger Bend Rd	Airline Hwy to Babin Rd	Widen to 4 Lanes
5064	3	Florida Blvd	Sherwood Forest Blvd to O'Neal Ln	Widen to 6 Lanes
4003	3	LA 30 (E Hwy 30)	LA 3115 to LA 3251	Widen to 4 Lanes
5026	3	Airline Hwy	Perkins Rd to LA 73	Widen to 6 Lanes
5075	3	Florida Ave	Walker South Rd to Satsuma Rd	Widen to 4 Lanes
4008	3	Airline Hwy	Florida Ave to I-110	Widen to 6 Lanes
4006	3	I-10	at LA 74	New Interchange
4007	3	4-H Club Rd	Florida Ave to Vincent Rd	Widen to 4 Lanes

MOVE 2050

Staged Improvement Program Performance

2050 Data Type	All Vehicles			Truck Traffic		
	VMT	VHT	VHD	VMT	VHT	VHD
Existing + Committed	$31.4M	$908.5K	$190.7K	$3.5M	$100.1K	$21.8K
Staged Improvement Plan	$31.9M	$902.0K	$177.8K	$3.6M	$99.9K	$20.5K
Total Change	+463.6K	-6.6K	-12.9K	+67.8K	-209	-1.3K
Percent Difference	+1.57%	-0.57%	-6.76%	+1.92%	-0.21%	-5.99%

32

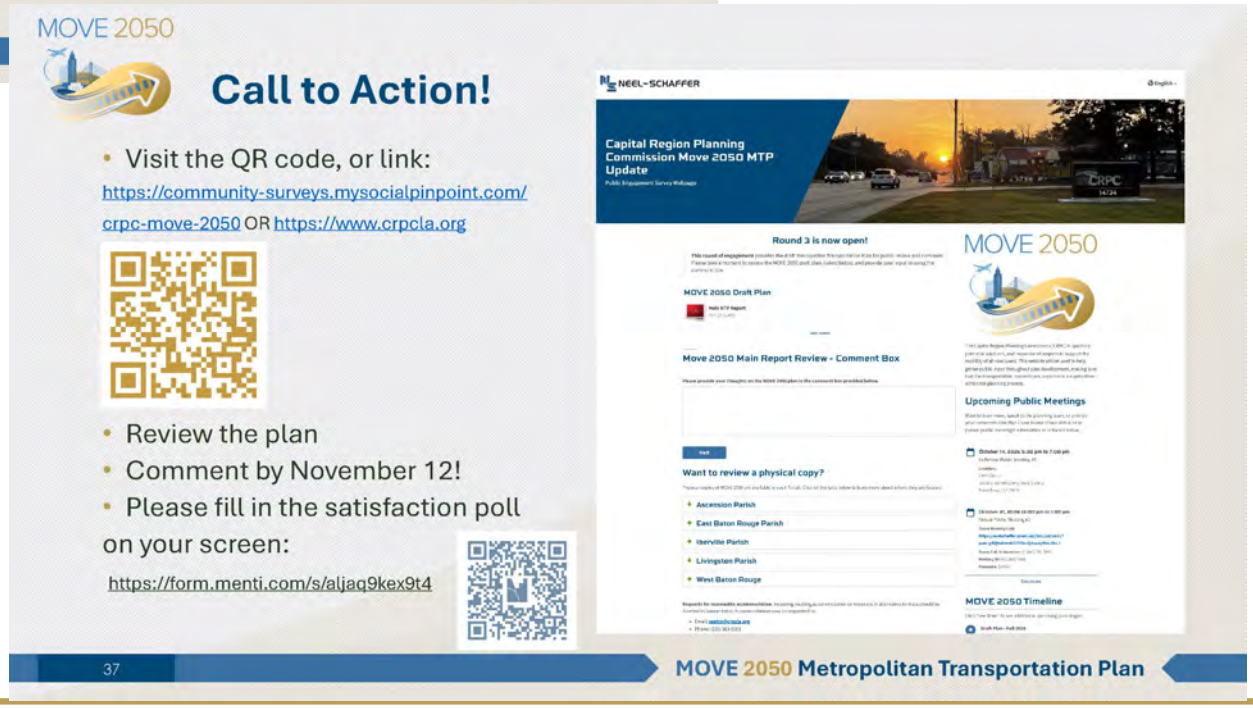
MOVE 2050

Strategies

1	Prioritize Maintenance to Preserve Existing Infrastructure	Maintain roads, bridges, and transit assets; use operations and asset management before adding capacity
2	Improve Safety	Deliver the Safety Action Plan, target high-crash locations, and build safety into every project
3	Expand Travel Options	Close bike, pedestrian, and transit gaps and apply Complete Streets to connect key destinations
4	Optimize Corridor Operations	Expand signal coordination and TSMO to improve reliability, incident response, and traveler information
5	Support Freight and Economic Growth	Fix freight bottlenecks and improve access to industrial, port, rail, and employment centers
6	Strengthen Transit and Travel Demand Management	Improve transit service and first/last-mile access; promote telework, vanpool, and rideshare
7	Advance Technology and Resilience	Grow ITS and data-driven tools, emergency and evacuation readiness, and emerging technology evaluation

34 MOVE 2050 Metropolitan Transportation Plan


MOVE 2050
Finalizing the Plan
Use the QR Code to review and comment on the DRAFT Plan!
September
October
November
Technical Advisory Committee Presentation
29
Public Comment Period
12
12
In Person Public Meetings
14
28
Virtual Public Meetings
21
4
Plan Adoption
19
36


MOVE 2050
Call to Action!
Visit the QR code, or link:
https://community-surveys.mysocialpinpoint.com/crpc-move-2050 OR https://www.crpcla.org
Review the plan
Comment by November 12!
Please fill in the satisfaction poll on your screen:
https://form.menti.com/s/aljaq9kex9t4
NEEL-SCHAFFER
Capital Region Planning Commission Move 2050 MTP Update
Round 3 is now open!
MOVE 2050 Draft Plan
Move 2050 Main Report Review - Comment Box
Want to review a physical copy?
Ascension Parish
East Baton Rouge Parish
Iberville Parish
Livingston Parish
West Baton Rouge
MOVE 2050
Upcoming Public Meetings
MOVE 2050 Timeline
37
MOVE 2050 Metropolitan Transportation Plan


MOVE 2050
Metropolitan Transportation Plan
Project Contacts
Sooraz Patro
CRPC
SPatro@crpcla.org
Ellen Soll
Neel-Schaffer
ellen.soll@neel-schaffer.com
Vijay Kunada
Neel-Schaffer
vijay.kunada@neel-schaffer.com
38

Names, contact information, and identifying information have been redacted from the comments below to protect the privacy of public participants.

Public Comments and Responses

Comment ID 7432

FULL COMMENT

Reference Project ID 5022 Highland Road widening. As a property owner, I am adamantly opposed to project ID 5022 to widen Highland Road. Louisiana Revised Statutes Title 56: 1946 expressly protects against infrastructure overhauls like road widening or clearcutting in order to preserve Highland Road as a scenic parkway and the cultural history of the properties along the historic route. MOVE2050 Project ID number 5022 between Lee Drive and Starring Lane would violate the state law in place as established under La. R.S. Title 56 which requires the state to prioritize the pastoral beauty and residential character of the area and to avoid right- of- way expansions or alterations that threaten historic trees, live oak tree canopy and landmarks. This same matter was heavily opposed and voiced during the MOVEBR program which planned major alterations to Highland Road and the city was required to instead upgrade peripheral collector roads like Lee Drive rather than widening Highland Road. Highland Road was not intended for heavy commuter or high speed traffic, nor was it intended for sidewalks and bicycle lanes which would alter the character of the historic parkway. High volume roadways with heavy residential developments including Perkins Road, Burbank and Nicholson Drive which run parallel to Highland Road should be used for heavy commuter traffic along with major feeder roads like Lee Drive and Starring Land which could help direct traffic to the major roadways and reduce traffic on Highland Road. Please immediately remove project ID 5022 from the MOVE2050 plan! Thank you for your understanding.

RESPONSE

Thank you for your comment and for identifying concerns regarding Highland Road. We recognize the corridor's unique historic, scenic, and residential character and the importance of considering these features in long-range

transportation planning. MOVE 2050 also identifies protection of the natural and human environment as a regional transportation priority, including consideration of historic resources and community impacts as projects are evaluated.

MTP ID 5022, which proposed widening Highland Road between Lee Drive and Staring Lane, was included in the draft as a Visionary Project. Visionary projects are unfunded or unprogrammed projects and are not part of the fiscally constrained Staged Improvement Program.

Comment ID 7431

FULL COMMENT

Why all the widening of highways? It won't solve traffic, and we can't afford it since we don't take care of our existing roads. Prioritize walking, biking, and public transit as alternatives to driving. That is how you get people out of traffic.

[redacted]

RESPONSE

Thank you for your comment. MOVE 2050 recognizes that roadway expansion alone cannot address the region's transportation challenges. The plan considers a broader range of transportation investments and strategies, including roadway and bridge preservation, safety improvements, transit, bicycle and pedestrian facilities, intersection and signal improvements, Transportation Systems Management and Operations (TSMO), travel demand management, and improved roadway connectivity.

The Staged Improvement Program also includes dedicated funding categories for operations and maintenance, safety, bridge improvements, non-motorized/Transportation Alternatives, and transit, in addition to individual roadway projects.

Public input helped reinforce this multimodal approach. Participants identified maintaining pavement and bridges, using technology to improve traffic operations, improving public transit, improving biking and walking, improving safety, increasing roadway connectivity, and reducing congestion as regional priorities.

Comment ID 7430

FULL COMMENT

Carma Technology Corporation

Comment on the MOVE 2050 Draft Metropolitan Transportation Plan

Carma supports MOVE 2050's direction to manage existing capacity before pursuing major new capacity, and offers three suggestions.

1. Elevate travel demand management on I-12 and I-10 with verified, measurable results. The TSMO technical report (Appendix A.11) recommends making TDM "a central implementation strategy," setting "measurable regional objectives" for ridesharing, and monitoring "participation, mode shift, vehicle trips reduced." We suggest the plan name verified carpooling and commuter incentives as an early action for the I-10/I-12/I-110 corridor, and especially during major construction. Verification lets the region pay for outcomes it can count, rather than for sign-ups.

2. Treat this as an operations investment, not a construction project. Occupancy verification and trip incentives need no new lanes, gantries or roadside cameras. That fits the plan's Optimize Corridor Operations and Advance Technology strategies.

3. Name pricing and road usage charging as revenue options to evaluate. Table 5-2 shows about $8.2 billion in anticipated funding through 2050, and Table 7-2 lists visionary projects, including I-12 widening, with no identified funding. DOTD's I-12 Corridor Master Plan stakeholder meeting summary (July 2026) lists tolls and road user charges among the best ways to fund I-12 improvements. We suggest the financial plan call for evaluating these as future sources for unfunded projects, with any pricing designed so that verified carpools and transit riders are protected.

This approach is in use today. In the Dallas-Fort Worth region, our program carries out about 150,000 verifications a month for HOV discounts on the managed lanes, and HOV violations fell from more than 30% to under 2%. In 2025, the Washington State Transportation Commission's SR-520 tolling pilot, independently evaluated by CDM Smith, recorded 99.97% detection accuracy using our technology. We run incentive programs today with LA Metro and the San Bernardino County Transportation Authority.

Carma is the firm DOTD selected in 2022 for the I-12 managed lanes conversion between LA 73 and LA 447.

We would welcome the chance to support CRPC's regional TDM assessment and the I-10/I-12/I-110 integrated corridor management study.

[redacted]

RESPONSE

Thank you for the detailed recommendations. MOVE 2050 supports many of the broader principles identified in the comment. Chapter 7.2 identifies Transportation Systems Management and Operations (TSMO) as a key implementation strategy and specifically recommends operational improvements, technology, ridesharing, telework, vanpooling, demand management strategies, transit improvements, and improved incident and work-zone management.

The plan is intended to establish the regional transportation framework through 2050 rather than prescribe specific technologies, vendors, incentive structures, or operating programs. More detailed applications such as occupancy verification, commuter incentive programs, managed lanes, or corridor-specific demand management strategies may be evaluated through future corridor, TSMO, transit, or congestion management studies.

The funding assumptions used for the fiscally constrained plan are based on reasonably anticipated transportation revenues. Potential future mechanisms such as tolling or road-user charges are not assumed as committed revenue sources in MOVE 2050. Such mechanisms could be evaluated in future studies if appropriate and authorized.

Comment ID 7426

FULL COMMENT

[redacted] I am strongly opposed to widening Highland Road to four lanes as listed in the MOVE 2050 draft plan, page 69, line item MTP ID 5022. This is a historic

corridor and is protected under Louisiana Revised Statute 56:1947 (the Louisiana Archaeological Finders Act) and broader state mandates protecting irreplaceable historical and cultural landscapes.

As the commission should be aware, past administrative and municipal efforts to widen this exact stretch of Highland Road were successfully challenged legally by local residents and halted. Those actions were stopped precisely because widening designs fail to comply with both the letter and the spirit of La. R.S 56:1946-1947 which designated Highland Road as a protected Historic Road and Scenic Parkway. The statute was enacted to legally safeguard Highland Road's unique pastoral beauty and residential character. Widening would cause severe, irreversible degradation to the historic properties, landmark canopy live oaks, and documented or undocumented archaeological sites that define the corridor. Reintroducing this proposal ignores past legal precedents, violates state statutory protections for cultural preservation and threatens our communities heritage. Any expansion or widening footprint directly contradicts the clear legislative intent of R.S. 56: 1946-1947.

I urge the CRPC commission and leadership to defend the existing statutory protections and oppose any widening. Widening will cause irreparable loss of the historic live oak canopy of centuries-old trees and root excavation will kill or severely damage the protected trees in defiance of its scenic parkway status. Widening will also infringe on bayou ridge estates and private property because widening would necessitate aggressive imminent domain actions to seize private frontages. This would lower home values and push traffic right up to residential frontages. Widening would also induce gridlock from neighboring projects: under MOVEBR Lee Drive is already undergoing design plans for a significant expansion. Widening Highland Road would only serve to pull newly unlocked commuter and LSU bound gridlock directly into a historical buffer zone.

Highland Road must remain a low-speed, two-lane scenic bypass as mandated by state law. Heavy transit volumes must continue to be funneled onto dedicated, higher capacity parallel arterial routes like Burbank, Perkins and Nicholson.

Thank you for your time and leadership to upholding La. R.S. Statues 56:1946-1947 and protecting the unique character of our district and our historic, scenic parkway!

RESPONSE

Thank you for your comment and for identifying concerns regarding Highland Road. We recognize the corridor's unique historic, scenic, and residential character and the importance of considering historic resources, environmental features, community impacts, and right-of-way considerations as transportation projects are developed.

MOVE 2050 includes a planning-level environmental screening of transportation projects and discusses historic and archaeological resources, coordination with the State Historic Preservation Office where applicable, avoidance and mitigation of adverse impacts, and Context Sensitive Solutions.

MTP ID 5022, between Lee Drive and Staring Lane, was included in the draft MOVE 2050 plan as an unfunded Visionary Project, rather than as part of the fiscally constrained Staged Improvement Program.

Comment ID 7424

FULL COMMENT

I don't see all the appendices included on the website (it looks like appendices start at #3 and work up from there, but there's no #1 or #2. Also, mention is made starting on p. 49 (Section 5.0 Funding Availability) about the IIJA, and the anticipated funding by program stage is based in what I'm assuming are funding levels established through the Federal Discretionary Funding Sources. This is not quite accurate given that the Trump administration has effectively unfunded any IIJA programs save for PROTECT, SS4A, and the Bridge Investment Program. In fact, the proposed THUD legislation reallocates much of the funding toward MPOs and formula funding. Will the report need to be revised to reflect these new allocations? Finally, a small editorial note: on page 37 under the Impacted Waters in East Baton Rouge Parish, the Comite River is listed twice while the Amite River isn't mentioned. I'm fairly sure one of those "Comite River" should be "Amite River." Thank you!

RESPONSE

Thank you for reviewing the draft in detail and for identifying these items.

Appendices: MOVE 2050 is supported by a series of technical reports addressing model development, existing conditions, transportation performance management, needs, congestion management, air quality, federal compliance,

public engagement, supply chain analysis, project information, and TSMO. The final MOVE 2050 package will include the supporting appendices appropriate for the adopted plan.

Federal funding: MOVE 2050 is based on the Infrastructure Investment and Jobs Act (IIJA), the most recent enacted federal surface transportation authorization available when the plan was developed. Proposed successor legislation referenced during the public comment period has not been enacted. Federal transportation policy and funding levels beyond the current authorization therefore remain uncertain. MOVE 2050 uses the best available information, historical funding trends, and reasonably anticipated revenues to establish a financially realistic program through 2050. CRPC will continue to monitor federal legislation, appropriations, and program guidance through its ongoing metropolitan transportation planning process and will incorporate material changes into future amendments or plan updates, as appropriate.

Impaired waters: Thank you for identifying the duplicate Comite River listing in the East Baton Rouge Parish impaired-waters list. The source information will be verified, and the impaired-waters listing will be corrected in the final MOVE 2050 plan.

ACTION ITEM:

The impaired waters list will be updated with the corrected list of impaired waterways, including the Amite River.

Comment ID 7419

FULL COMMENT

[redacted] *I strongly object to the proposed widening of Highland Road included in the draft plan that was circulated. Highland Road is protected legislatively under State Statute as a Historic Road and Scenic Parkway. Louisiana Revised Statutes Title 56: 1947 formally designates the Highland Road corridor in East Baton Rouge Parish as an historic road and scenic parkway and it is explicitly protected from road widening, deploying asphalt expansion, clear-cutting the iconic live oak canopy, installing intrusive concrete barriers, etc. by the State. MTP 5022 on page 69 of the draft plan I reviewed proposed to widen Highland Road to 4 lanes between Lee Drive and Starring Lane. I request that you completely remove that proposal immediately from the*

draft of the plan. The plan should instead focus on surrounding collector streets such as the Lee Drive Capacity Project to siphon traffic away from Highland Road without violating state preservation restrictions.

RESPONSE

Thank you for your comment and for identifying concerns regarding Highland Road. MOVE 2050 recognizes the importance of protecting historic resources and minimizing adverse impacts to the human and natural environment.

MTP ID 5022 was included in the draft plan as an unfunded Visionary Project rather than as part of the fiscally constrained Staged Improvement Program.

Comment ID 7415

FULL COMMENT

I'm so sorry that public input still continues to have a strain of stupidity and short-sightedness. The desire to continue adding new motor vehicle lanes and widening existing ones is so expensive (for both building and maintaining as well as the human cost) and entirely uncreative. The public generally has no idea what is possible or what's done in the rest of the world that was built before cars. I feel bad for you: it must be hard to educate yourself on actual causes of transportation problems, to want to do something to help, and then to get uninformed input from taxpayers that don't care to address the causes and only want to double-down on things that don't help: interstates inside of city limits, extra lanes through neighborhoods, turn lanes that widen intersections, wider lanes that increase speeds, four-lane death roads (and now six!), and just basically roads to far away that increase sprawl and require maintenance that taxes can't support because there's not enough density. Spending money on all of this instead of addressing why things are so far apart in the first place. I remember FUTUREBR...

RESPONSE

Thank you for taking the time to provide your perspective. MOVE 2050 considers roadway improvements as one component of a broader regional transportation strategy. The plan's goals include expanding transportation choices,

improving safety, maintaining existing infrastructure, strengthening environmental stewardship and resiliency, and providing an accessible and equitable transportation system.

MOVE 2050 also recognizes that roadway expansion alone cannot address all of the region's transportation challenges. The plan recommends preserving existing infrastructure, implementing operational improvements before major capacity investments where appropriate, completing bicycle and pedestrian network gaps, supporting transit, incorporating Complete Streets principles, expanding travel demand management, improving signal operations, and using technology to improve the performance of the existing transportation system.

The MTP is a regional, long-range transportation plan and does not establish local land-use policy. However, the transportation planning process considers population and employment growth, adopted local plans, community development, environmental impacts, and other factors that influence transportation needs and investment decisions.

Comment ID 7414

FULL COMMENT

I feel the plan is moving in the right direction.. I feel we need to be more aggressive in getting what the region needs for transportation… We have to push for change.. It is necessary for them to hear our voice the numbers speaks for themselves.. everyone use transportation daily rather, car, uber, bus, NEMT, we all use it so why not get everyone to the round table

RESPONSE

Thank you for your support and your comments regarding regional coordination. MOVE 2050 is intended to provide a long-term framework for advancing transportation improvements across the five-parish MPO planning area and recognizes that regional transportation needs extend across jurisdictions and modes.

The plan's vision calls for a seamlessly integrated multimodal transportation system serving residents, workers, and visitors and supporting passenger vehicles, bicyclists, pedestrians, public transportation, and freight. Continued coordination among CRPC, local governments, LaDOTD, transit providers, transportation stakeholders, and the public will be important as MOVE 2050 recommendations advance toward implementation.

Comment ID 7413

FULL COMMENT

Building a new bridge to mitigate congestion and reliance on I-10. Has that been considered?

RESPONSE

Yes. MOVE 2050 includes a new Mississippi River crossing south of the Greater Baton Rouge area, identified as MTP ID 2003, MRB South GBR, connecting LA 1 and LA 30. The project is included in the Staged Improvement Program.

The need for an additional Mississippi River crossing was also identified through the stakeholder engagement process, where construction of a new Mississippi River bridge was among the commonly identified potential transportation solutions.

Comment ID 7412

FULL COMMENT

The MPO is currently in effect?
What criteria is used to evaluate the bridge assessment? (i.e. what defines a bridge as "fair condition"?)
Does the 300K people that travel in the 5 parishes (MPO regions) in the initial traffic data, is that number in addition to the 800K people that live in the 5 parishes?
What is the duration criteria for classifying a project as "short" "medium" or "long" term?
How are these projects funded?
How does elected official shifts impact project funding and progress? (i.e. are these projects protected and guaranteed?)
Slide 26 - are the percentages final? the improvements seem to be minimal

RESPONSE

Thank you for taking the time to provide your questions. Responses are provided below.

Is the MPO currently in effect? Yes. The Capital Region Planning Commission Metropolitan Planning Organization is the federally designated metropolitan planning organization responsible for the transportation planning process within

the MPO planning area. Its Transportation Policy Committee serves as the MPO's governing authority, with the Technical Advisory Committee providing technical advice.

How are bridge conditions evaluated? Bridge-condition measures used in metropolitan transportation planning are based on established federal transportation performance measures. MOVE 2050 incorporates bridge condition as part of its transportation system assessment and project prioritization process. Additional information is provided in the Transportation Performance Management technical report, with the project scoring methodology summarized in Chapter 6.

Are the daily travelers in addition to the population? The figures represent different measures and are not intended to describe the same group. Approximately 789,000 people live in the region, approximately 368,000 people work in the region, and approximately 3.3 million trips are made on the region's roadways each day. Because one person may make multiple trips in a day, the number of daily trips is substantially greater than the number of residents or workers.

What defines short-, medium-, and long-term projects? MOVE 2050 divides the fiscally constrained program into three implementation stages: Stage 1: 2025-2030; Stage 2: 2031-2040; and Stage 3: 2041-2050.

How are the projects funded? Transportation improvements may use a combination of federal, state, and local funding depending on project type and eligibility. Chapter 5, Funding Availability, describes the applicable funding sources and requirements and presents the anticipated funding by program stage used to develop the fiscally constrained Staged Improvement Program.

Can changes in elected leadership affect the projects? Inclusion in an MTP establishes a long-range regional transportation priority but does not, by itself, guarantee that a project will be constructed. Implementation may be influenced by future funding availability, project development and environmental review, changing conditions, agency priorities, costs, and decisions by state and local governments. The MTP is updated periodically so that changing conditions and regional priorities can be incorporated into future transportation decisions.

Are the performance percentages final, and why do some improvements appear relatively small? The percentages represent the modeled regional effects of projects that can be represented within the travel demand model. Compared with the 2050 Existing + Committed network, implementation of the Staged Improvement Program is

projected to reduce vehicle hours traveled by 0.76 percent and vehicle hours of delay by 7.20 percent for all vehicles. For truck traffic, vehicle hours traveled are projected to decrease by 0.25 percent and vehicle hours of delay by 6.40 percent. These results are presented in Chapter 8, Plan Performance Summary, Table 8-1.

These regional measures do not capture every benefit of the plan. Safety projects, bicycle and pedestrian improvements, transit investments, maintenance, signal improvements, TSMO strategies, and other operational improvements can provide benefits that are not fully represented by the roadway travel demand model. Accordingly, the modeled performance results should be read together with the broader strategies and investments identified throughout MOVE 2050.

Comment ID 7410

FULL COMMENT

Table 2-3 calls for widening of several main roadways- Coursey, Burbank, Florida, etc. Here's the problem: traffic congestion is created by intersections, not the lack of vehicle lanes. Widening doesn't decrease congestion. If it did, EBRP wouldn't be congested. Furthermore, widening makes it harder for anyone on foot to cross that street. If you truly want to increase safety for all users, your plan would call for a massive decrease in vehicle travel speeds. Instead, you appear to want to speed up vehicle traffic, which will result in a higher crash rate, more severe crashes, and more pedestrian fatalities. You can either have fast roads, or safe ones. Pick. If you try to pick both, you will fail at both objectives, and waste a ton of taxpayer money in the process.

RESPONSE

Thank you for your comment. MOVE 2050 recognizes that additional roadway capacity is not the only strategy available to address congestion and that mobility improvements must be considered together with safety and multimodal accessibility.

The plan evaluates a range of strategies in addition to roadway widening, including intersection improvements and traffic signal coordination, access management, Transportation Systems Management and Operations, Complete Streets, bicycle and pedestrian improvements, transit, travel demand management, incident management, and preservation of the existing transportation system.

Safety is incorporated directly into the plan's goals and project prioritization process. The plan establishes goals to reduce motor vehicle, pedestrian, and bicycle fatalities and serious injuries and to enhance corridors with safety improvements that consider community context. Safety benefits and bicycle and pedestrian benefits are also among the criteria used to evaluate projects.

Public input supported this broader approach. During Round 2 engagement, preferred safety and congestion strategies included increased lighting, pedestrian walkways, enhanced crosswalk visibility, lane reconfiguration, access management, increased roadway connectivity, smart signal technology, and dedicated turn lanes.

Accordingly, inclusion of roadway capacity projects in the MTP should not be interpreted as a policy that widening is the preferred solution in every location. Specific corridor improvements will require additional study and design to determine the appropriate combination of capacity, operational, safety, bicycle, pedestrian, transit, and context-sensitive improvements.

In-Person Comment (No Comment ID)

FULL COMMENT

A Case for a Prairieville Interstate Interchange
Ascension Parish Move2050

Draw a line from Bluff Rd and Hwy LA74 through Cannon Rd to Hwy LA 431, dividing the parish on a North/South line. Dutchtown 110 interchange is the only access. Highland to the North and LA 30 to the South. Plans are to put another interchange to the South of that line at Cornerview. That will make the 4th interchange South of that line. Personally I believe a Prairieville interchange will be more beneficial for all the parish.

Now why is that significant? The population in the southern part of the parish that will have 4 interchanges has a population approximately 30,000. The population above that line in the northern portion of the parish is approximately 70,000 and is served by only the Dutchtown interchange.

Because of this, they want to access the interstate to travel south, overload the Dutchtown interchange or go south to overload smaller roads through Gonzales to access the interstate. So it makes sense for an interchange halfway between

Dutchtown and Highland. Having one there would take a lot of pressure off of Dutchtown and surface roads south through Gonzales.

This Prairieville interchange could easily connect to Airline Hwy a mile east. This would take a lot of pressure off Jefferson Hwy La.73 to Dutchtown. Also extending LA 929 from Post office road to the new connector road to the new Prairieville interchange will create another route for traffic out of this heavily populated northern part of the parish instead of sending it south through Gonzales.
Also a Prairieville interchange will provide a better connection for a more direct route to a new Mississippi River bridge if that should happen.
I know it's a lot. But all achievable by 2050 and accomplishes the goal of moving traffic better through the parish.
Sincerily
[redacted]

RESPONSE

Thank you for your comment and for your detailed suggestions regarding access and traffic patterns in northern Ascension Parish. MOVE 2050 recognizes the importance of improving interstate access and reducing pressure on existing interchanges and surface roads as the region continues to grow.

The project referenced in your comment is MTP ID 5027, a New Alignment from Airline Highway to Bluff Road (1.65 miles), proposed as a new two-lane roadway and interchange. MTP ID 5027 was included in the draft plan as a Visionary Project. Visionary Projects are outside the fiscally constrained plan: they are unfunded or unprogrammed and are not part of the Staged Improvement Program.

Inclusion as a Visionary Project recognizes the project as a potential long-term regional need that could occur in the future if funding becomes available and the project advances through further study, project development, and environmental review. Your comments regarding the Prairieville interchange, the connection to Airline Highway, the extension of LA 929, and the potential relationship to a future Mississippi River crossing will be provided to the project team for consideration.

Email Comment (No Comment ID)

FULL COMMENT

To whom it may concern --

I have received emails about MOVE 2050 and the transportation plan. I appreciate all the work done so far, but I would like to make a comment about mass transit in Baton Rouge. I moved to Baton Rouge over 40 years ago, having spent several years in a city with an extended mass transit program. We had bus and trolley transit when I lived there and now there is also light rail. The system was used by individuals from all walks of life, something I do not see here in Baton Rouge, and every day here I still miss mass transit as a system utilized on a daily basis by a large cross segment of the population -- those going to/from work, those taking care of appointments, errands and attending entertainment events, students, adults, seniors, and individuals who don't always have the option of other modes of transportation. I do not consider CATS to be much more than a very basic transit system -- there are long wait times between buses, it's not easy to transfer from one route to another one in a timely fashion, and I do not recall ever seeing that transit system ridership is publicly promoted except when its tax renewal is approaching.

We all acknowledge that Baton Rouge has issues with traffic, and I wonder how much passenger vehicle traffic could be eliminated from the surface roads on a daily basis if CATS was properly promoted, available, and utilized. Baton Rouge has two universities, a community college, a large medical corridor, and industrial plants, in additional to many other businesses, schools, etc. If mass transit in the Baton Roge area was developed enough to accommodate different populations and activities by courting students (I worked at one of the universities for many years and very few people on campus seemed to know that one could ride at no cost with a university ID), working with local businesses and industries to promote mass transit and perhaps find a way to align bus schedules more closely with shift changes, making routes and schedules more accessible so that individuals can use the system for school, work, medical appointments, errands, shopping, etc., would that not also reduce a considerable amount of traffic on the roads? Can "park and ride" be revisited (I think I remember such a program from many years ago with riders coming from Denham Springs) for neighboring parishes and underserved areas in East Baton Rouge Parish which might encourage and enable mass transit to be used by other individuals not able to use it now?

I realize this could be considered a "which comes first, the chicken or the egg" situation since a transit system can't develop a large and dedicated ridership without having accessible, frequently running routes, and it can't have accessible and frequently running routes without the dedicated ridership to support it. If Baton Rouge wanted to have a sustainable, viable mass transit system, why don't I ever see or hear about our civic leaders -- the mayor, metro councilmembers, CATS officials, and city leaders -- using and promoting CATS since that's the system we have at this time? I am a CATS rider of choice, and have been for many years since I grew up with mass transit and am comfortable using it, however, I don't know any other riders of choice here. I have served on a CATS riders' committee before, and during two past CATS CEO searches, I was asked to serve on the committee as a rider of choice and tried to represent that perspective to CATS CEO candidates. I have said, not entirely in jest, that not one road should be repaired or built until there is an expansive, working mass transit system for those in the city of Baton Rouge and its surrounding areas.

I hope that MOVE 2050 will strongly incorporate mass transit into their plans. Though no system is consistently perfect, a more improved system than what we have now might be one way to help alleviate transportation problems and benefit all members of our community. Thank you for taking the time to read my comments. If you have any questions, please feel free to contact me.

[redacted]

[redacted]

RESPONSE

Thank you for your comment. MOVE 2050 recognizes that public transit is an important part of reducing congestion and improving mobility for all road users. This can be seen within the broader range of transportation investments and strategies. Additionally, the Staged Improvement Program includes dedicated funding categories for transit, in addition to individual roadway projects. Public input helped reinforce this multimodal approach as survey participants identified improving public transit as one of many regional priorities.

While MOVE 2050 recognizes that investment in public transit is a key part of a sustainable, multi-modal transportation network, a mass public transportation analysis is beyond the scope of what the plan can accomplish. As such, the MTP aims to support previous public transit plans and existing planning efforts. For information on CATS budget and transit priorities, you can visit their financial report page at: https://www.brcats.com/page/financial-reports.

Email Comment (No Comment ID)

FULL COMMENT

Divine Medical Transportation & Services, LLC proposes developing a Regional Mobility Coordination Hub to connect rural communities, such as Bude, Mississippi and Baker, Louisiana, in Louisiana and Mississippi with essential medical services. The pilot will coordinate multiple independent transportation providers across both states and streamline trip scheduling, reduce duplication of services, and help rural residents receive timely access to healthcare. The project will test a cross-state mobility model and improve rural transportation efficiency. It will also establish a framework that can be replicated for future Medicaid and human-service transportation coordination.

Rural residents in Louisiana and Mississippi have limited transportation options for medical care, especially for long-distance and out-of-state appointments. Provider and driver availability is limited, and services are often fragmented. There is also no shared system for scheduling and coordinating trips. These challenges can result in long waits and missed appointments. They can also delay or prevent access to specialty care and lead to duplicate services. Over time, these barriers can contribute to poorer health outcomes, greater reliance on emergency care, and reduced continuity of care.

The proposed Regional Mobility Coordination Hub would coordinate medical transportation within and between Louisiana and Mississippi. It would use shared scheduling, dispatch, trip monitoring, and data collection. The pilot would support two drivers in each state and establish state-level coordination. It would partner with at least 10 rural transportation and health care providers. The pilot would also provide training and driver support, establish consistent reimbursement practices, and hold regular provider coordination meetings. The project would serve rural residents, seniors, people with chronic health conditions, low-income residents, and people without reliable transportation. Its goals include coordinating more than 300 trips and reducing missed medical appointments by 40 percent.

The pilot would track completed trips, mileage, wait times, missed trips, provider participation, patient satisfaction, and changes in missed appointments. Regular reporting would be used to evaluate results and improve services. The findings would also guide a long-term sustainability plan. The plan would include pursuing Medicaid transportation contracts and maintaining the shared scheduling and dispatch system. It would also focus on expanding partnerships

across both states. Ultimately, the goal would be to transition the pilot into a permanent regional coordination model that could be expanded or replicated in other communities.

RESPONSE

Thank you for taking the time to review MOVE 2050 and providing your comments on potential programs to help residents have better access to healthcare and transportation services. The plan understands the importance of a multimodal network and, as such, supports multiple aspects of the described pilot program. While this pilot cannot be committed to within the MTP, this has been noted for future consideration.

Comment ID 7481

FULL COMMENT

On page 42, please add the Wilson-Jones House to the NRHP map.

On page 54, why are the BCR greyed out for the 10 and 15 scores? Ranges should be developed to have higher scoring projects depending on BCR. Same for freight scoring and bike/ped - whatever is scalable should be scaled. Protect Natural Environment should have an additional category of minimum impacts.

On page 55, what is ATP under bike/ped facilities? Local bike/ped plans should be referenced.

The costs, monetized benefits, and scoring should be publicly available information.

Map on page 39 of the State of Current Systems report shows high traffic volumes on Wax/Magnolia Bridge. Why is this section not ranking higher? Raw data and scoring needs to be publicly available.

Map on page 61 of the High Frequency Crash Map also shows GS/Wax as a high priority location. Should receive a high score in this category.

Maps on page 70 and 72 also indicate Wax/Magnolia bridge as a critical link for freight movement. Should receive a high score in this category.

Page 6 of Needs Assessment: Wax again ranks high on ADT.

Page 7 of Needs Assessment: please provide v/c calculations in raw data that should be made publicly available.

RESPONSE

Thank you for taking the time to review and comment on the draft MTP. Responses are provided below.

On page 42, please add the Wilson-Jones House to the NRHP map.

At this time, the Wilson-Jones House is not included on the National Register of Historic Places. Nominated resources are not included in the MTP environmental analysis.

On page 54, why are the BCR greyed out for the 10 and 15 scores? Ranges should be developed to have higher scoring projects depending on BCR. Same for freight scoring and bike/ped - whatever is scalable should be scaled. Protect Natural Environment should have an additional category of minimum impacts.

The criteria weights help provide a higher score for projects that aim to address the most pressing transportation concerns within the planning region. The criteria that have the greatest weight (15 points) are: congestion reduction, pavement and system preservation, and safety benefits. These directly link to the public engagement findings on page 13, which show that improving the existing pavement and bridge conditions and reducing traffic and congestion are top priories for the region. Although safety ranked lower, MOVE 2050 recognizes the importance of promoting projects that help reduce fatal and serious injury crashes. Public transit, Bike and Pedestrian, and protecting the natural and human environment received the next highest scale of 0-10 points, also largely based on public input. The remaining criteria each received scale of 0-5 points: Benefit/Cost Ratio, Security Benefits, Freight and Economic Vitality Benefits, and Supports Existing Plans. These largely received the lowest weight as the criteria considered was already a part of another category. For example, the congestion score looks at the delay of all vehicles, including commercial vehicles. As freight is partially considered within all vehicle hours of delay, the freight score aims to provide an additional 5 points to projects that focus specifically on freight delay reduction and not just the reduction of delay to all vehicles.

On page 55, what is ATP under bike/ped facilities? Local bike/ped plans should be referenced.

ATP stands for "Active Transportation Plan" and refers to bike or pedestrian plans within the planning region. The criterion definition was updated to reduce confusion on this topic. The active transportation plans reviewed as part of the plan development process are detailed in Appendix 2: State of the Current Systems report, starting on page 89.

The costs, monetized benefits, and scoring should be publicly available information.

The monetized benefit methodology, which used annual dollars saved from delay, is calculated using a formula set by the U.S. Department of Transportation. Additional information about the cost of congestion is provided in Table A-3, A-4, and A-5 in the Benefit-Cost Analysis Guidance for Discretionary Grant Programs document, available on the U.S. DOT website.

Individual project scores are included within Appendix 10: Project Factsheets. Cost estimate information is not included as it varies based on the project. Projects that are existing and committed (E+C), or were identified from existing plans and studies, have cost estimates linked to the document they originated from. For new projects, planning-level cost estimates are provided in 2025 dollars. These estimates use the typical cost for local, recently completed projects by mile or by facility, depending on the improvement type. This is then scaled to meet the length and facilities needed for the MOVE 2050 project. Estimates for projects in stage two or three of the improvement program are grown from 2025 dollars to the estimated year of expenditure (YOE) to account for inflation.

Map on page 39 of the State of Current Systems report shows high traffic volumes on Wax/Magnolia Bridge. Why is this section not ranking higher? Raw data and scoring needs to be publicly available.

Map on page 61 of the High Frequency Crash Map also shows GS/Wax as a high priority location. Should receive a high score in this category.

Maps on page 70 and 72 also indicate Wax/Magnolia bridge as a critical link for freight movement. Should receive a high score in this category.

Existing and committed (E+C) projects do not get scored or prioritized. The prioritization process was only completed for projects without committed funding so that the available funds could be planned for the greatest needs. Projects which fall into the E+C category have an asterisk by their project name within Table 7-1 in the main report and are listed in the stage when their designated funding becomes available. This includes project 2028, located within Stage 2, which would widen Wax Road from Sullivan Rd to Greenwell Springs Rd (LA 37).

The State of the Current Systems report shows the existing conditions of various roadway concerns before currently planned projects are implemented. While improvements to the Wax Road/Magnolia Bridge corridor are planned, their

impact would not show up on these maps. The impact of E+C projects is shown in the Future Volume to Capacity map, located on page 7 of Appendix 4: Needs Assessment technical report.

In addition to the E+C project, a new project was also identified for this corridor. Project 1014 would extend Hooper Rd to the current Wax Rd terminus and is prioritized into Stage 2. The score breakdown for this project is located on page 19 of Appendix 10: Project Factsheets.

Page 6 of Needs Assessment: Wax again ranks high on ADT.

While this map shows a higher level of average daily drivers around Wax Rd, the following map, located on page 7 of Appendix 4: Needs Assessment technical report, shows that this higher level of traffic does not overburden the corridor after the construction of E+C projects.

Page 7 of Needs Assessment: please provide v/c calculations in raw data that should be made publicly available.

While the volume for all roadways shown on the Future Volume to Capacity map is not provided in MOVE 2050, the travel demand impact of growth and existing and committed projects by road classification is shown in Table 2.1, on page 3 of Appendix 4: Needs Assessment technical report. This table details the changes in roadway and travel characteristics by roadway classification from the base year of 2025 to 2050, when all E+C projects have been completed. The formulas used to calculate the volume to capacity ratio follow the methodologies approved for use by the Federal Highway Administration (FHWA) within the Highway Capacity Manual 7th Edition (2022), published by the Transportation Research Board (TRB).

Comment ID 7482

FULL COMMENT

I don't see any mention of commuter rail station development. Connecting Baton Rouge and New Orleans with affordable and reliable transit via rail will reduce traffic congestion and increase economic engagement between the two cities.

RESPONSE

Thank you for your comment. The proposed Baton Rouge – New Orleans intercity passenger rail service and associated station area planning are considered in both the State of the Current System and Needs Assessment Reports. While the final main report does not identify specific projects associated with passenger rail service or station development, the plan supports regional rail connectivity at a broader policy level through its goals and objectives.

Comment ID 7483

FULL COMMENT

City of St. George has concerns about the widening of Highland Road

RESPONSE

Thank you for your comment. At this time, the Highland Road widening is a visionary project and not part of the staged improvement program. While priorities can change, this signifies that the project is not expected to move forward until at least after the plan horizon year of 2050.