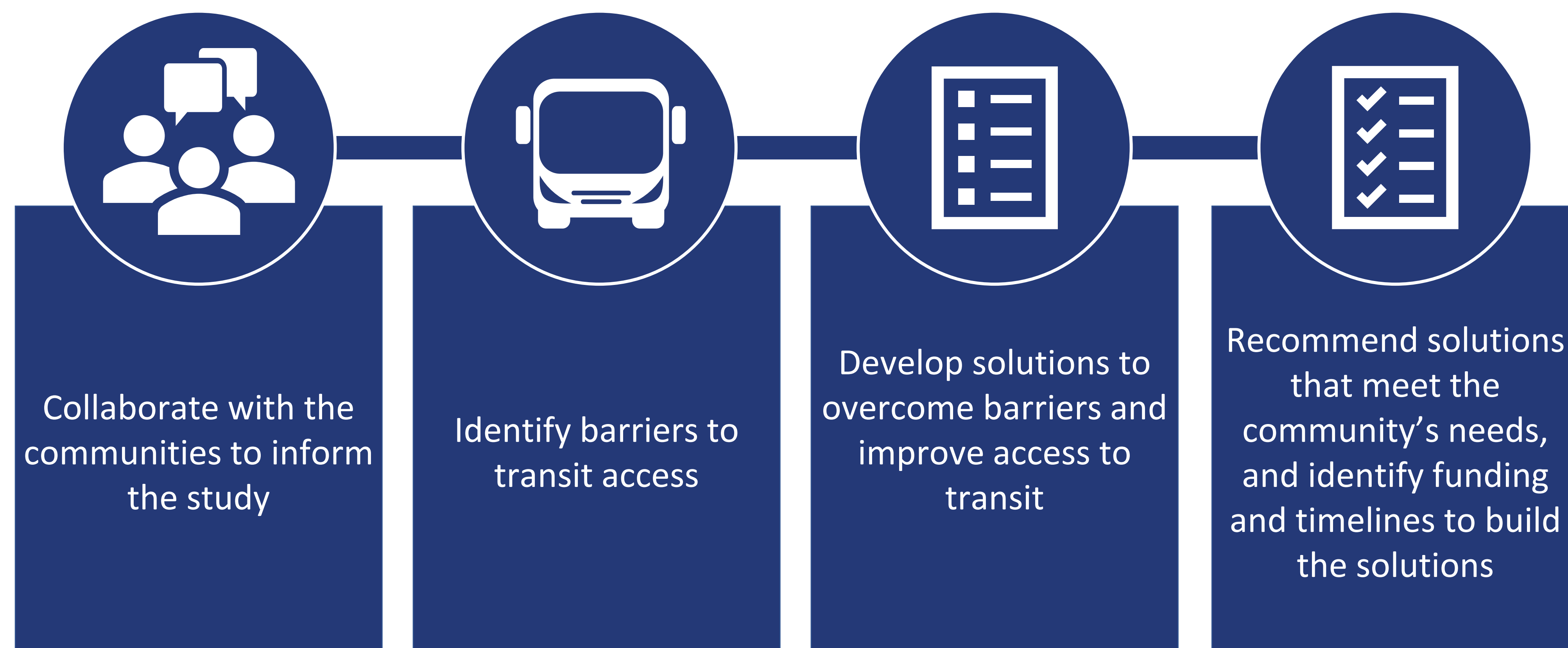


This study is funded by a federal grant, which supports increased transit access for underserved populations.

CATS applied for the grant to ensure that citizens who need better transportation options are included in transit planning efforts.

The study will:

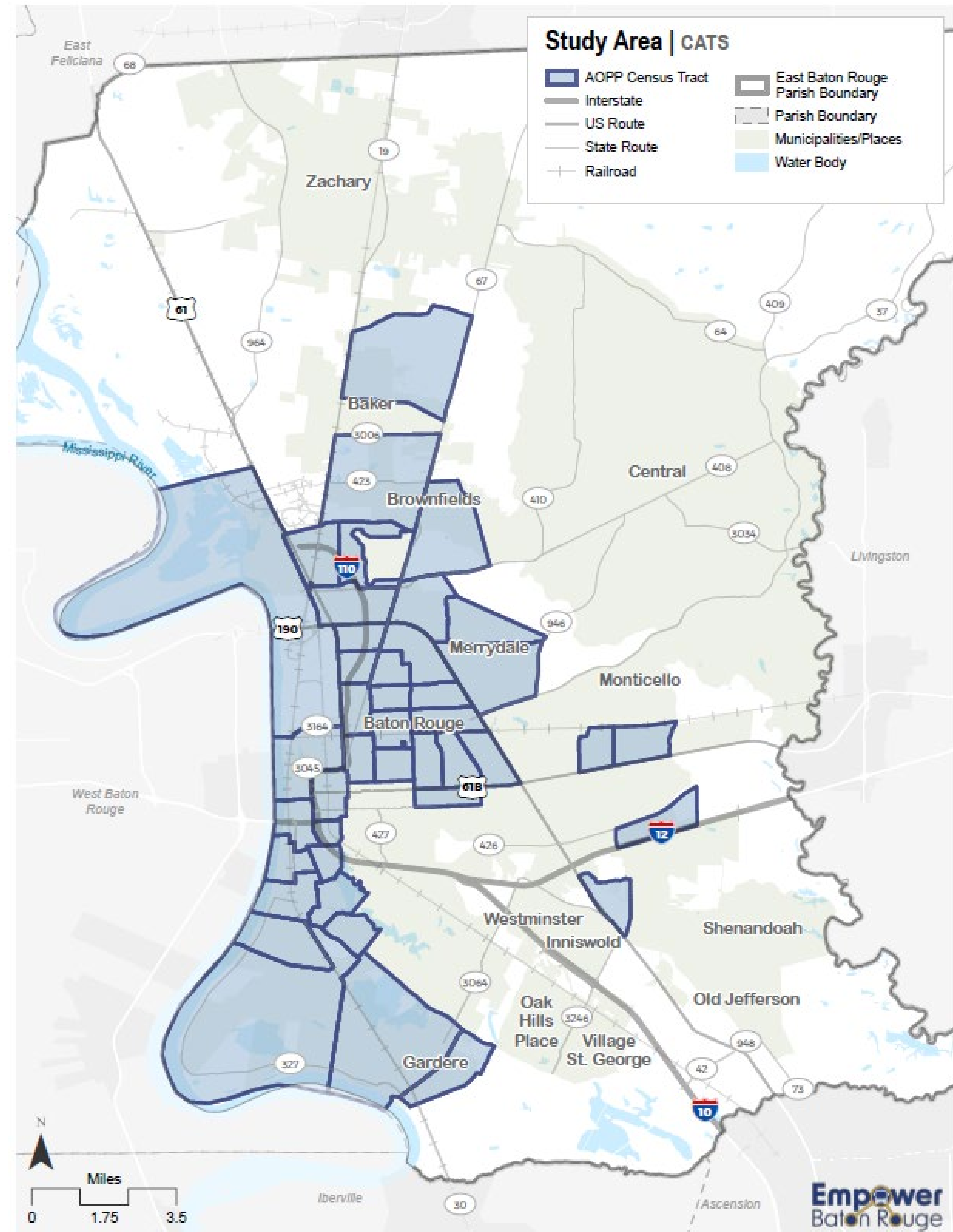


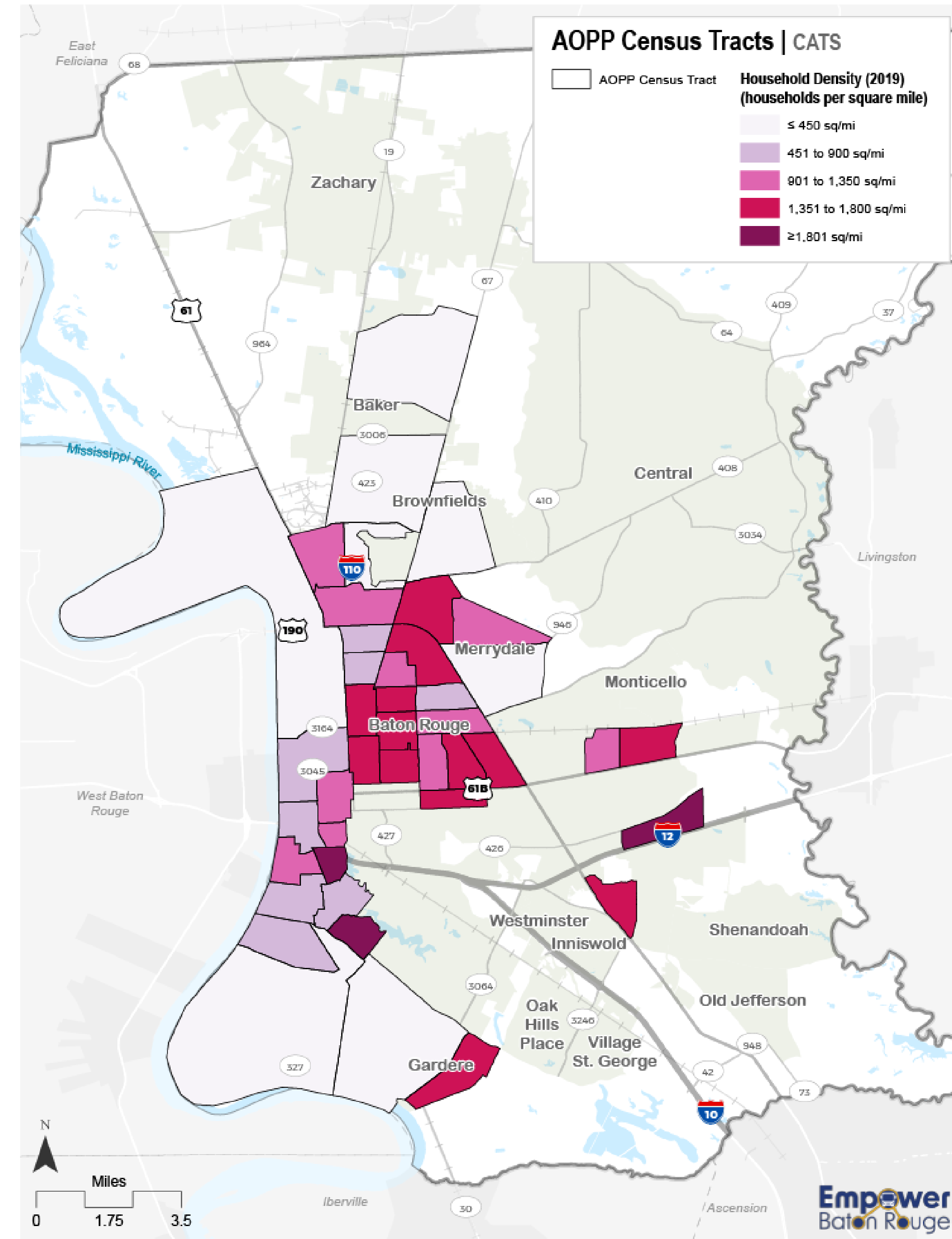
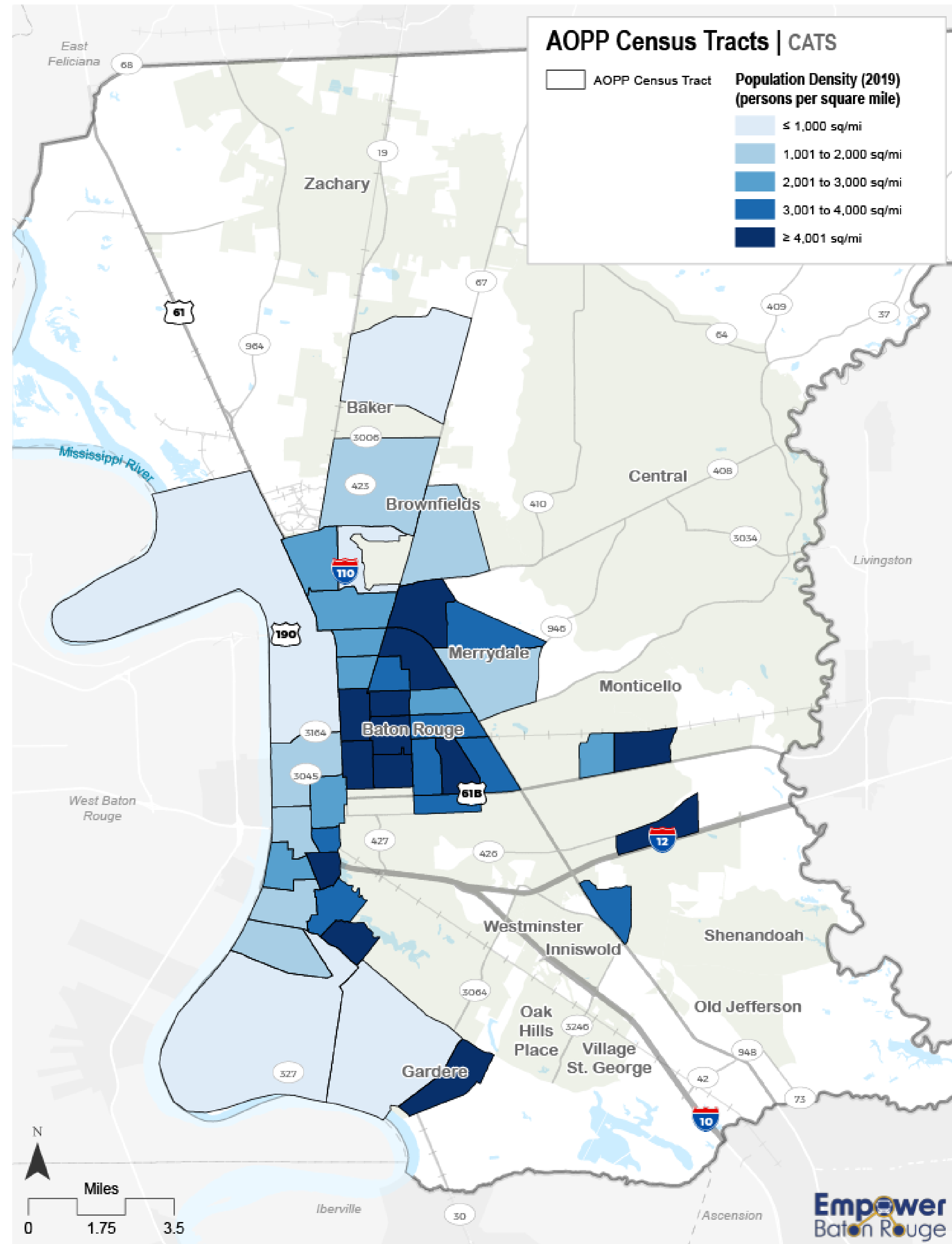
Area of Persistent Poverty as defined by the Federal Transit Administration (FTA):

- » Any county in which, during the 30-year period ending on November 15, 2021, **20 percent or more of the population continually lived in poverty***
- » Any census tract with a **poverty rate of not less than 20 percent****

*as measured by the 1990 decennial census, the 2000 decennial census, and the most recent annual small area income and poverty estimate of the Bureau of the Census

**as measured by the 5-year data series available from the American Community Survey of the Bureau of the Census for the period of 2014 through 2018





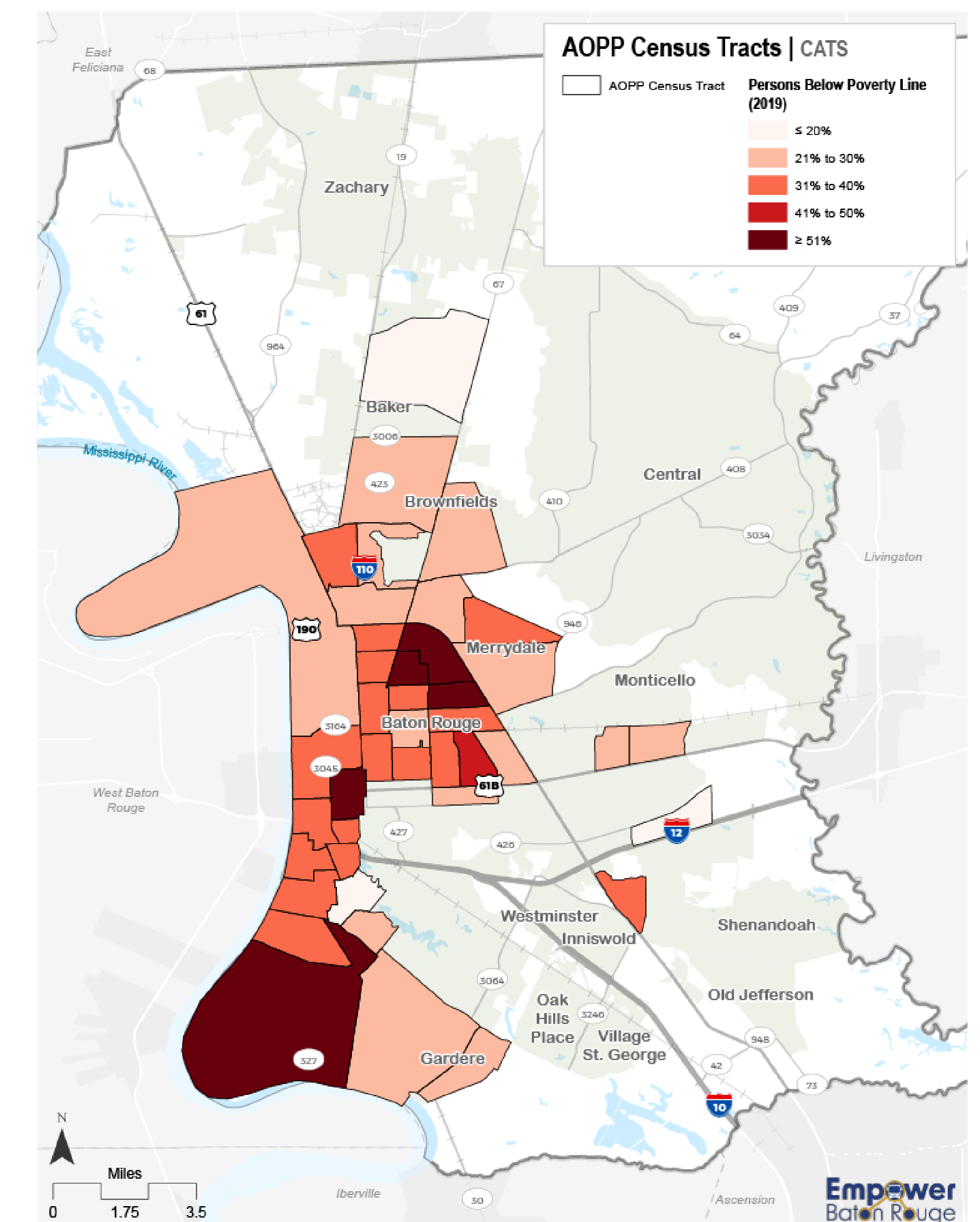
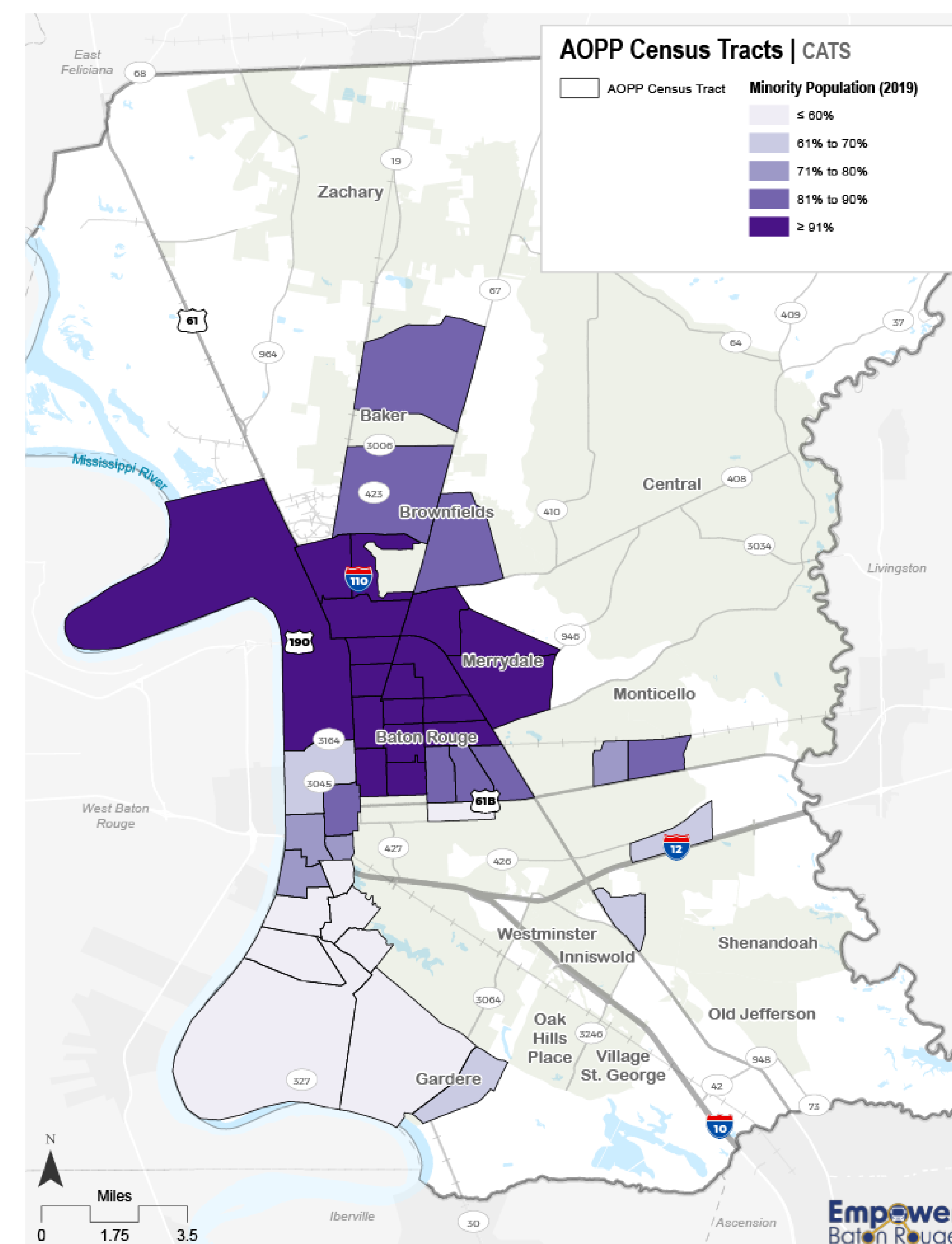
Population and Household Density

- The area northeast of Downtown has a cluster of census tracts with a higher density of population and households. (Shown in dark blue and dark pink on the maps to the right)
- Some of the areas with the highest population density also coincide with higher poverty levels and higher minority concentrations



Demographic (Minority and Poverty)

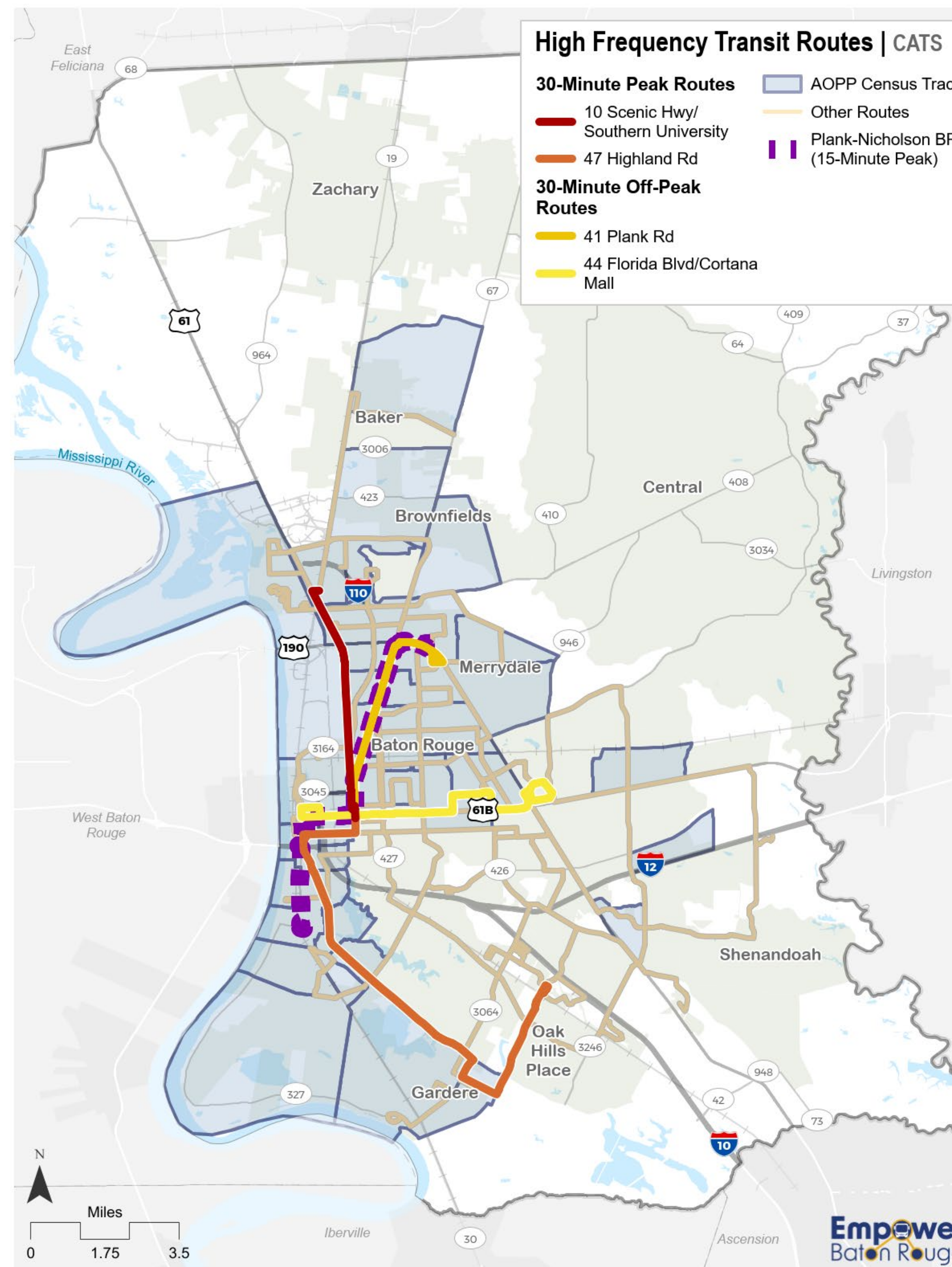
- 88% of the census tracts within the study area are majority minority, meaning the minority population is greater than 50% of the population.
- North of Downtown there are clusters of census tracts (shown in dark purple on the map to the far left) where the minority population is greater than 90% of population.
- The areas south and northeast of Downtown show a higher percentage of the population living below the poverty line (shown in dark orange on the map to the left).





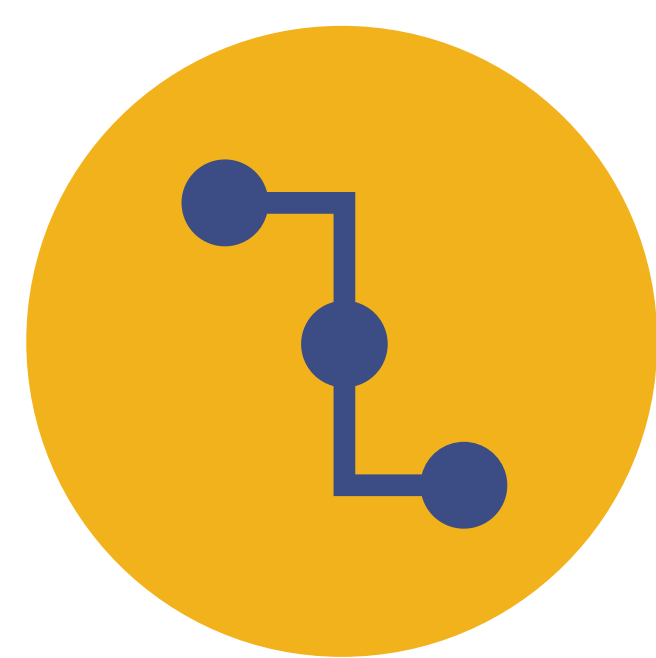
Lack of Premium Transit Service

- Only four routes run every 30 minutes
- No routes run more frequently than every 30 minutes
- Plank-Nicholson Bus Rapid Transit (BRT) runs through study area and will provide more frequent service



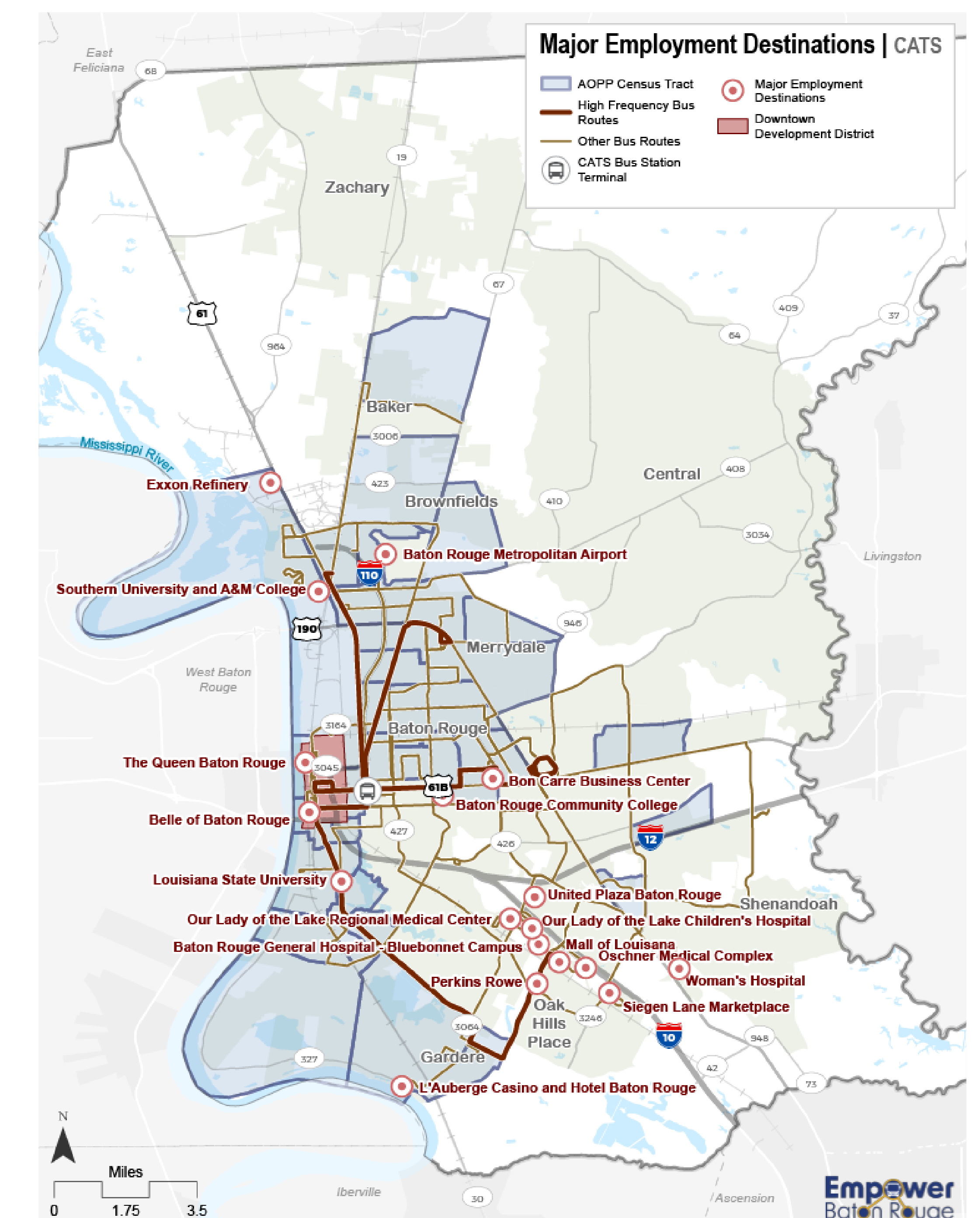
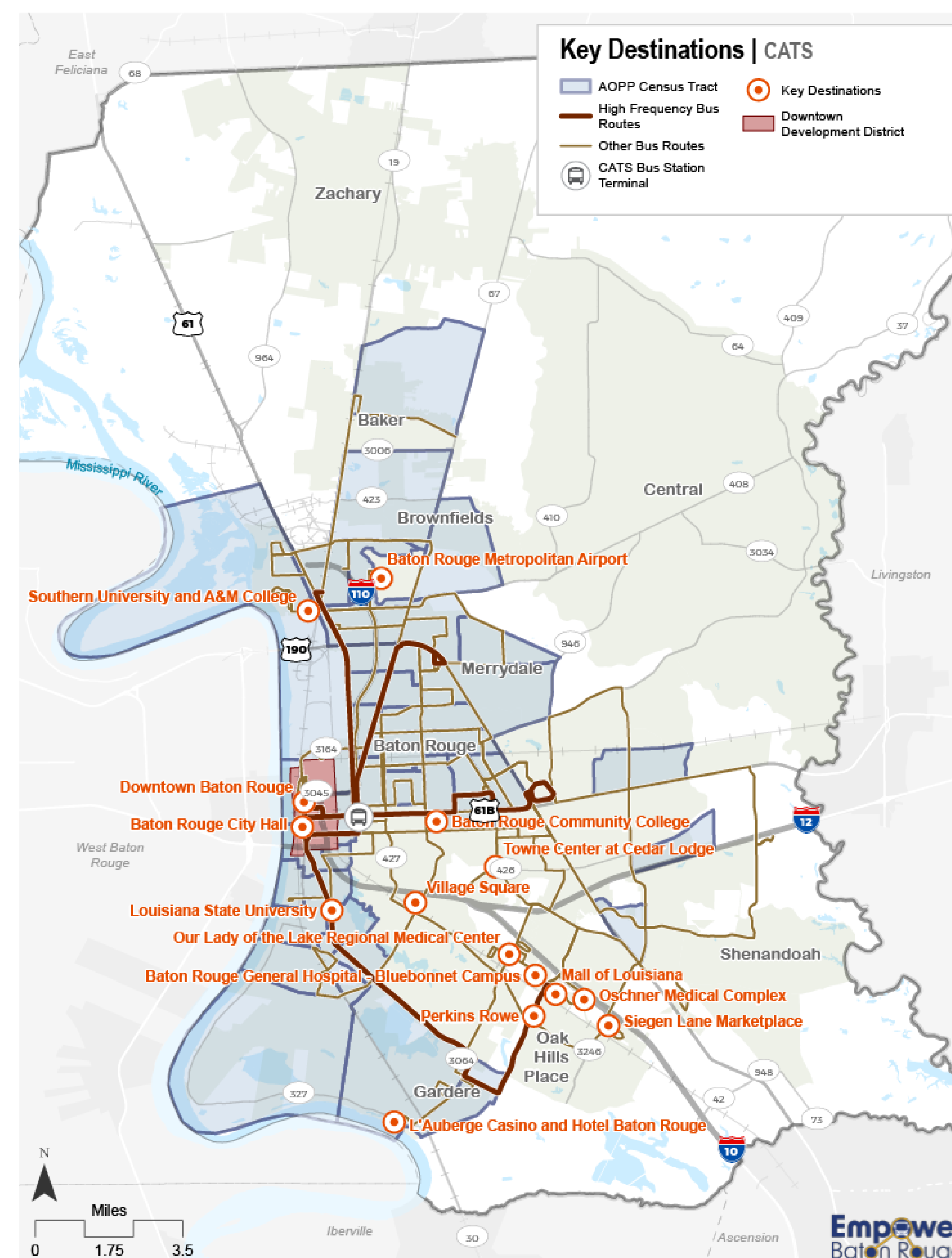
Poor Street Conditions

- The majority of issues (80%) within the study area are related to poor drainage, erosion, flooding or holes in the street
- 13% of issues are related to road maintenance issues
- 7% of issues relate to street or traffic issues



Lack of Connective Service

- Few routes provide service to both the northern and southern portions of the Parish
- Few direct travel connections are available within the northern portion of the Parish to major employment centers and key destinations in the southern portion of the Parish



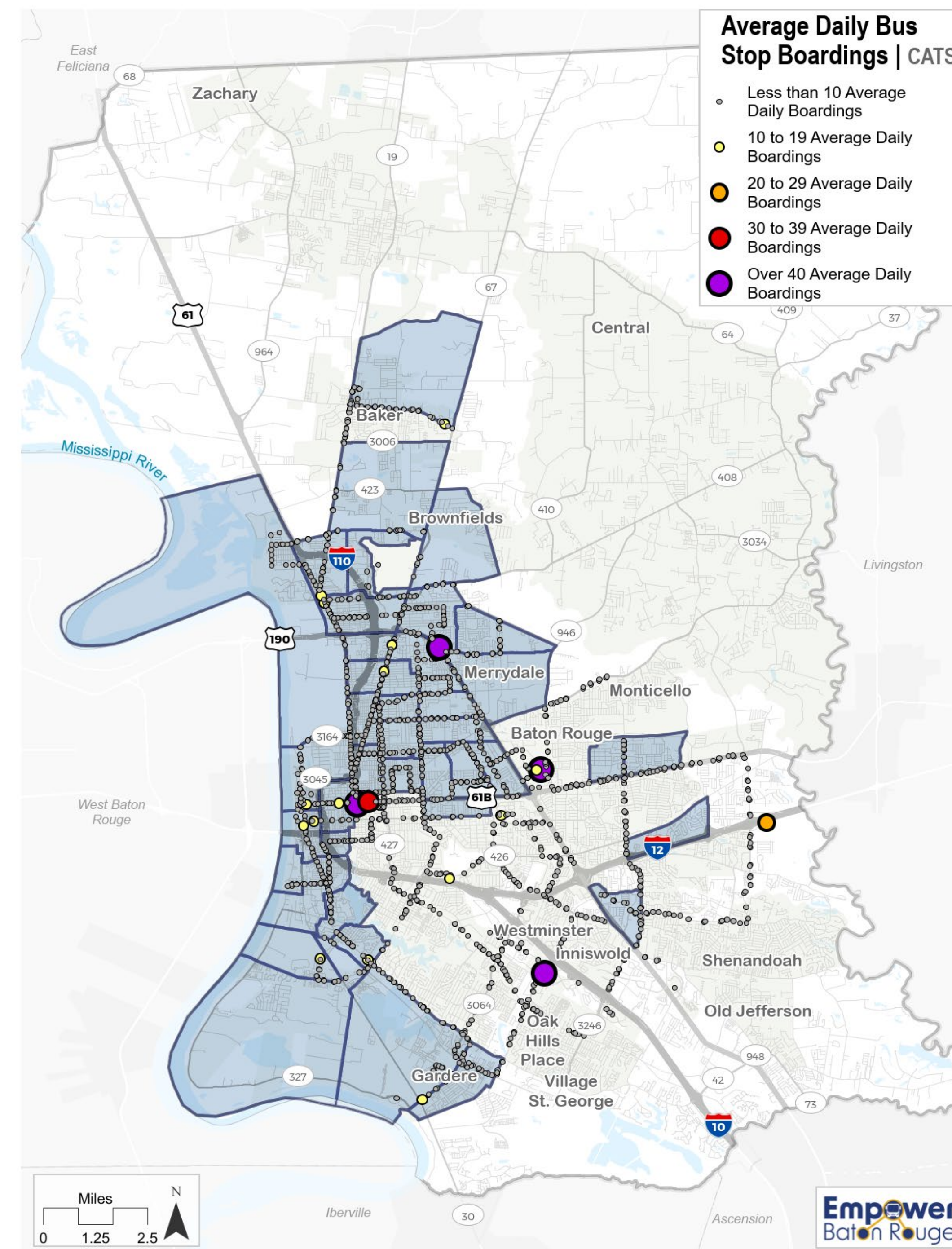


Lack of Bus Stop Amenities

- 59% of high ridership stops do not have a shelter within the entire CATS service area

At bus stops within study area:

- 9% have a shelter
- 20% have a bench
- 71% have no amenities



Lack of Safe and Affordable Housing

- 20% of homeowners and 49% of renters in the East Baton Rouge Parish are cost-burdened due to a lack of safe and affordable housing. This means they spend more than 30% of their income on housing-related costs.



Inadequate Pedestrian Facilities

- Within the study area 59% of streets do not have sidewalks
- Only 45% of streets have sidewalks within a quarter mile of a bus stop
- 43% of signalized intersections do not have sidewalks or crosswalks
- Within the East Baton Rouge Parish, 57% of crashes involving pedestrians occurred within the study area.

