Version 1

South Central Regional
Bicycle and Pedestrian Plan

Houma - Thibodaux
MPO
htmpo.org

Prepared by the South Central Planning and Development Commission

SOUTH CENTRAL PLANNING AND DEVELOPMENT COMMISSION
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Woman on Bike taken in 2011 by Adam Darin, Champaign, Illinois
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Contents

Introduction

The South Central Planning and Development Commission

The South Central Planning and Development Commission, one of Louisiana's eight regional planning and development districts, is a public, nonprofit organization serving municipalities and public service agencies in the following Louisiana parishes: Assumption, Lafourche, Terrebonne, St. John the Baptist, St. James, and St. Charles (hereafter termed the "South Central Region"). Through its professional staff of planners, cartographers, economic development specialist and others, SCPDC offers a range of services in the following areas:

- Transportation and land use planning and programming
- Planning and Community Services
- Economic development
- Mapping and aerial photography
- IT services
- Building inspection and permitting

SCPDC strengthens local government by establishing unity in dealing with federal state and agencies and legislative bodies. It has provided technical assistance to local governments on regional concerns such as air, water, and transportation priorities and goals. It has, throughout its tenure, produced studies or plans in the areas of transportation, community facilities, and socio-economic trends.

South Central Planning serves as the technical staff for the Houma-Thibodaux Metropolitan Planning Organization.

The Houma-Thibodaux Metropolitan Planning Organization

SCPDC Area

The US Census Bureau has identified over 400 regions throughout the United States that they consider to be urbanized. Urban Areas, by definition, contain a population greater than 50,000. Federal law (23 CFR Part 450) mandates the creation of a Metropolitan Planning Organization (MPO) for each census defined urbanized area, with the purpose of involving local governments in transportation decisions involving federal highway and/or transit funds. Under these regulations, the South Central Planning Development Commission (SCPDC) has been designated by the Governor of Louisiana as the Metropolitan Planning Organization (MPO) for the Houma-Thibodaux Metropolitan Area and is the responsible agency for transportation planning activities.

The Houma-Thibodaux Metropolitan Area is located in south Louisiana approximately 50 miles southwest of

New Orleans. The metropolitan area lies mostly in Terrebonne and Lafourche Parishes, with a smaller portion extending into Assumption Parish. The cities of Houma, Thibodaux, and the towns of Lockport, and Golden Meadow are the only incorporated municipalities in the study area. Figure 1-2 shows the current boundaries of the Houma-Thibodaux Metropolitan Area as well as the expanded study area that was included in this plan. The study area is that portion of the region that is anticipated to be included in the urbanized area within the 25-year planning horizon.

Local jurisdictions involved in the planning activities of the Houma-Thibodaux Metropolitan Planning Organization (HTMPO) include the following:

- Assumption Parish
- Lafourche Parish
- Town of Lockport
- Terrebonne Parish Consolidated Government
- City of Thibodaux

In addition, the Louisiana Department of Transportation and Development, Federal Highway Administration, and Federal Transit Administration participated in the MPO process.

The HTMPO organizational structure has been designed so that it operates as an entity separate from the participating jurisdictions so that no single entity dominates the organization's decision-making processes.

Two committees shape the decision making process of the Houma-Thibodaux MPO. The Policy Committee (PC) is the official decision making body, and the Technical Advisory Committee (TAC) advises the MPO on technical matters of projects, plans, and programs.

Policy Committee (PC)
The Policy Committee (PC) serves as the official decision making body for the MPO. The Policy Committee oversees how federal transportation dollars are spent in the transportation study area. The Policy Committee's responsibilities include the review and approval of all plans, programs, and projects.

The Policy Committee is comprised of ten voting members and one non-voting member from within the MPO study area. Membership is made up of the highest elected officials in Assumption, Lafourche, and Terrebonne parishes, the mayors of the city of Thibodaux and the town of Lockport, four council members from the Terrebonne Parish Council, one member from the Department of Transportation and Development District 02, and one non-voting member from the Federal Highway Administration.

Technical Advisory Committee (TAC)
The Technical Advisory Committee reviews plans, programs, projects, studies, and reports and provides the MPO with recommendations concerning these documents. The TAC includes representatives from all agencies involved in the transportation planning process. Participants on the TAC include municipalities, parishes, the Louisiana Department of Transportation and Development, the Federal Highway and Transit Administration and other selected transportation interests.

Background and Plan Development

At the November 12, 2009 Policy Committee meeting of the Houma-Thibodaux Metropolitan Planning Organization, the Policy Committee directed the MPO staff to develop a region-wide bicycle and pedestrian plan. In response, MPO staff began gathering a list of stakeholders at which time it was decided to expand the scope of the plan to encompass all six of the parishes that make up the South Central Planning and Development District so as to focus on true regional connectivity. As such, the six-parish region Active Transportation Committee began meetings in February 2011. Attendees consisted of stakeholders from Assumption, Lafourche, St. Charles, St. James, St. John the Baptist, and Terrebonne parishes. In addition, SCPDC staff met with each parish during the months of February and March 2012 in lieu of committee meetings. Input from these committee and individual meetings directly influenced the format and contents of this plan.

Stakeholders

Stakeholders attending the committee meeting and/or individual parish meetings from February of 2011 to May of 2012 included the following:

Assumption Parish
- Erin Watson, Director of Economic Development and Grants
- Joseph Savoie, C. J. Savoie Consulting Engineers, Inc.Kim Torres, Police Jury Secretary-Treasurer
- Sandy Foret

Lafourche Parish
- Jennifer Dufrene, Recreation Manager
- Karen Vaughn, Planner
- Terry Arabie, Project Manager
- Wallace McCann, Deputy Coordinator / Special Projects Coordinator Solid Waste

St. Charles Parish
- Marney Stein, Development Review Planner
- Steve Romano, Development Review Planner

St. James Parish
- Kerry Walker, Planning/Grants Supervisor
- Shane Landry, Planning Supervisor

St. John the Baptist Parish
- David Dupre, Meyer Engineers
- Greg Maurin, Sheriff's Department/District Attorney's Office
- Jobe Boucvalt, Director of Public Safety/Homeland Security – Emergency Preparedness
- Myran Valentine, Grants Administrator
- Troy Cassiopi, Traffic Highway Safety Division Supervisor
- Terrence Jones, Director of Recreation
- Verdell Kindrick, Assistant Director of Public Works

Terrebonne Parish
- Chris Pulaski, Senior Planner and Zoning Administrator
- Greg Bush, Director of Public Works
- Jeanne Bray, Capital Projects Administrator
- Jennifer Robinson, Planner
- Pat Gordon, Director of Planning
- Perry Blanchard, Operations Manager
- Wendell Voisin, Public Transit Administrator

City of Thibodaux
- Kirk Chiasson, Director of Parks
- Ryan Perque, Administrative Assistant to the Mayor

Citizens/Other
- Allan Kelly, Bayou Country Cyclists
- Andrew Walker, Citizen of St. James Parish
- Brian Parsons, DOTD
- Dennis Hebert, DOTD
- Ed Hammerli, Citizen
- Ellen Soll, Buchart Horn, Inc.
- Emery Chauvin III, DOTD
- Lyle Leblanc, DOTD
- Matt Trahan, Bayou Country Cyclist, Louisiana State Police Troop C
- Ursula Amrhein, Buchart Horn, Inc.

SCPDC Staff

- Cassie Parker, Transportation Planning Assistant
- Garrick Rose, Regional Transit Planner
- Joshua Manning, Transportation Planner II
- Leo Marretta, Transportation Division Administrator
- Rudynah Capone, Transportation Safety Coordinator

Goals

As delineated by the HTMPO in the Metropolitan Transportation Plan, stated goals for the region are as follows:

- Create a bicycle/pedestrian advisory panel,
- Develop bicycle/pedestrian access between the Thibodaux CBD, Nicholls State University and the Thibodaux Regional Medical Center,
- Include bicycle and pedestrian facilities in all street projects,
- Build ADA-compliant pedestrian facilities,
- Connect existing pedestrian infrastructure,
- Collect crash data with the objective of increasing the safety of pedestrians and bicyclists, and
- Evaluate current regulations that pertain to bicyclists, pedestrians, and bicycle/ pedestrian infrastructure and update as needed.

Future goals not included here are to develop a ranking and evaluation system to further identiy and prioritize the projects listed within this document.

In addition, it is recommended that the implementation phase of the program consist of more than just infrastructure projects. Projects or programs aimed at education and enforcement are important elements contributing to a safe non-motorized transportation system.

The projects in shown in this document were developed with consultation from parish officials and the public involved with the Active Transportation Committee. At this time, the committee chose to focus on:

- Identification of existing infrastucture,
- Identification of routes currently being used by bicycle groups with the focus of making these routes safer by the implimentation of road marking and signage,
- Potential connections between existing and proposed infrastructure, with an emphasis on recreational facilities and parks,
- Identification of potential Safe Route to School projects, and
- Potential connections with transit routes.

Users of the Non-Motorized Transportation System

Planning for bicyclists and pedestrians requires an understanding of their characteristics. While bicyclists and pedestrians are often considered together as users of the transportation system, they are actually very different. One thing they share in common is vulnerability in crashes with motor vehicles. Both are susceptible to suffer major and sometimes fatal injuries in crashes with motor vehicles – even at relatively low speeds. Bicyclists and pedestrians have different characteristics that guide the design of facilities that are safe and appropriate.

Characteristics of Pedestrians as Travelers

Besides their vulnerability in crashes with motor vehicles, pedestrians do not have one set of defining characteristics. They can be generally divided into children, teens, adults, and senior adults. Children are still learning the rules of the road. In addition they can be impulsive and act unpredictably. Since they are short they can be difficult for drivers to see when drivers are coming over a hill, when children are walking in roadside ditches, or when children are standing between parked vehicles.

Teens have increased experience but often have a feeling of invulnerability. They have the physical prowess to walk or bike relatively long distances and teenagers are generally responsible enough to travel by themselves or with other teenagers. They also use alternative means of transportation such as skates and skateboards.

Adults are active and tend to be more aware than teens of the relevant elements of the transportation system. They have good peripheral vision (which can be poor in both younger and older people).

Senior adults often experience a loss in vision, agility, speed, balance, concentration, and strength. Those who are beginning to suffer from hearing loss may not hear a motor vehicle approaching from outside their field of vision. Low light conditions make it difficult for senior adults to see.

Users of the pedestrian transportation system may also include the persons with disabilities. People who are blind, in wheelchairs, or otherwise impaired in their ability to navigate the environment require certain conditions in order to safely travel.

A good pedestrian system is one that is continuous and connects people to desired destinations. When pedestrians can travel in a predictable manner (for example, not having to move into the street because the area on the curb is overgrown) there is an increased atmosphere of safety.

Characteristics of Bicyclists as Travelers

In Louisiana bicycles are considered "vehicles" and they may use all the streets and highways unless a particular facility specifically prohibits use. In general bicyclists travel faster than pedestrians and as quickly as slow motor vehicles. The American Association of State Highway and Transportation Officials (AASHTO) divide bicyclists into three categories:

- A – advanced
- B – basic
- C – children

Advanced bicyclists are skilled riders and prefer a direct route to their destination. They are comfortable riding in traffic. Basic bicyclists are able riders but less confident sharing facilities with motor vehicles. They prefer quiet neighborhood streets or exclusive-use facilities. Children cannot travel as fast as adults and should be directed to facilities away from heavy motor vehicle use. Their key destinations are schools, convenience stores, and recreational facilities.

Potential Users of the Non-Motorized Transportation System

There are potentially many thousands of people in the Houma-Thibodaux area that must rely on the non-motorized transportation system. These potential users fall into several categories. Although some categories may overlap, these figures may make up a sizeable portion of the community.

According to the 2010 Census, just under 20% of the people in the Houma-Bayou Cane-Thibodaux area are either between the ages of 5 and 14 or over 65. Approximately 22% of the population is below the driving age (age 16).

Another way to approximate the number of people who might depend upon the non-motorized transportation system is to look at how many households have more workers than automobiles. In the Houma-Bayou Cane-Thibodaux area approximately 6,100 households that have fewer vehicles than workers (2005-2007 ACS).

In addition, the region has approximately 5,925 occupied housing unit that report 0 vehicles. This represents approximately 1,5845 people with the average household size of 2.7 (2010 Census).

The 2006-2010 American Community Survey state that of the areas 90,074 workers, 1.5% report walking to work and 3.8% "other means" (other options include drove alone, carpooled, and public transportation).

Two other indicators of the magnitude of the population who must rely on non-motorized transportation are the poverty rate and the number of people with disabilities. In the Houma-Bayou Cane-Thibodaux area 12.9% of families had an income below the poverty level in the previous twelve months (2006-2010 ACS).

Elements and Design Guidelines

As the motor vehicle system is made up of various piec-

es such as roads, signals, signs, and markings, so is the non-motorized transportation system. The elements of the motor vehicle system are standardized due to the work of the American Association of State Highway and Transportation Officials (AASHTO) and these design guidelines are gathered in a volume known as The Green Book. The size and use of signs and markings are disseminated through the Manual of Uniform Traffic Control Devices (MUTCD). The MUTCD has chapters devoted to bicycle facilities and school areas and subsections of other parts devoted to pedestrian facilities. Standardization allows people to travel throughout the U.S. (and in many parts of the world) knowing that signals, signs, and markings will be uniform. Similarly, AASHTO has produced Green Books for pedestrian and bicycle transportation systems. This section describes the general elements of the bicycle and pedestrian system and presents design guidelines as recommended in AASHTO.

Elements of the Pedestrian Transportation System

The elements of the pedestrian transportation system are:

- Trails (described in a separate subsection below),
- Sidewalks (including ramps),
- Crossings (including crosswalks, midblock crossings and grade-separated crossings),
- Pedestrian-friendly signals,
- Signs, and
- Lighting and other amenities.

AASHTO recommends a landscaped buffer be provided between a sidewalk and a street. The minimum recommended width of the buffer varies depending on the type of street as shown in Table 1.

Table 1:
AASHTO Recomendations for Landscapped Buffer Widths

Type of Road	Recommended Width
Local or collector	2 - 4 feet
Arterial or major street	5 - 6 feet

The minimum recommended specifications for other elements of the pedestrian system are summarized in Table 2. The elements of a curb ramp are shown in Figure 1 and the allowed types of crosswalks are shown in Figure 2.

Table 2: Summary of AASHTO Minimum Standards	
Sidewalks	
Effective width	4 feet, 5 feet periodically for passing
Shy distance	2 feet from buildings, less for less massive objects
Buffer width	2-4 feet from local or collector road
	5-6 feet from arterial or major street
Grade	No more than 5%
	Cross slopes should not exceed 2%
Stairs	Minimum width of 42" with handrail on one side that extends 12" beyond top and bottom stair
Ramps	Minimum 4 foot clear path ending in at least 2 feet of tactile warning
Grade-separated Crossings	
Bridges	Open bridge for pedestrians only - 8 feet minimum width
	Open bridge for pedestrians and bicyclists – 14 foot minimum width
	Enclosed bridge – 14 feet minimum width
Tunnels	Rural tunnels – 12 feet minimum width
	Urban tunnel less than 60 feet long – 14 feet minimum width, 8 feet minimum height
	Urban tunnel longer than 60 feet – 16 feet minimum width, 10 feet minimum height
Pedestrian-friendly Signals	Standard is moving to "countdown" signals
Signs	Should provide timely information to motorists and pedestrians where and when pedestrians may be present – should not impede clear path for pedestrians
Lighting and Other Amenities	All elements should be scaled for pedestrians and not impede the clear path

Figure 1: Elements of a curb ramp

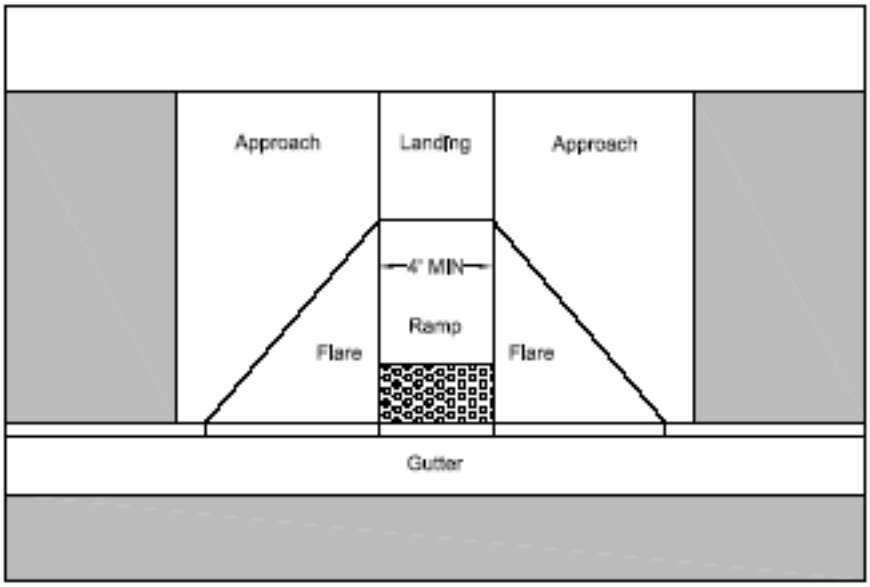
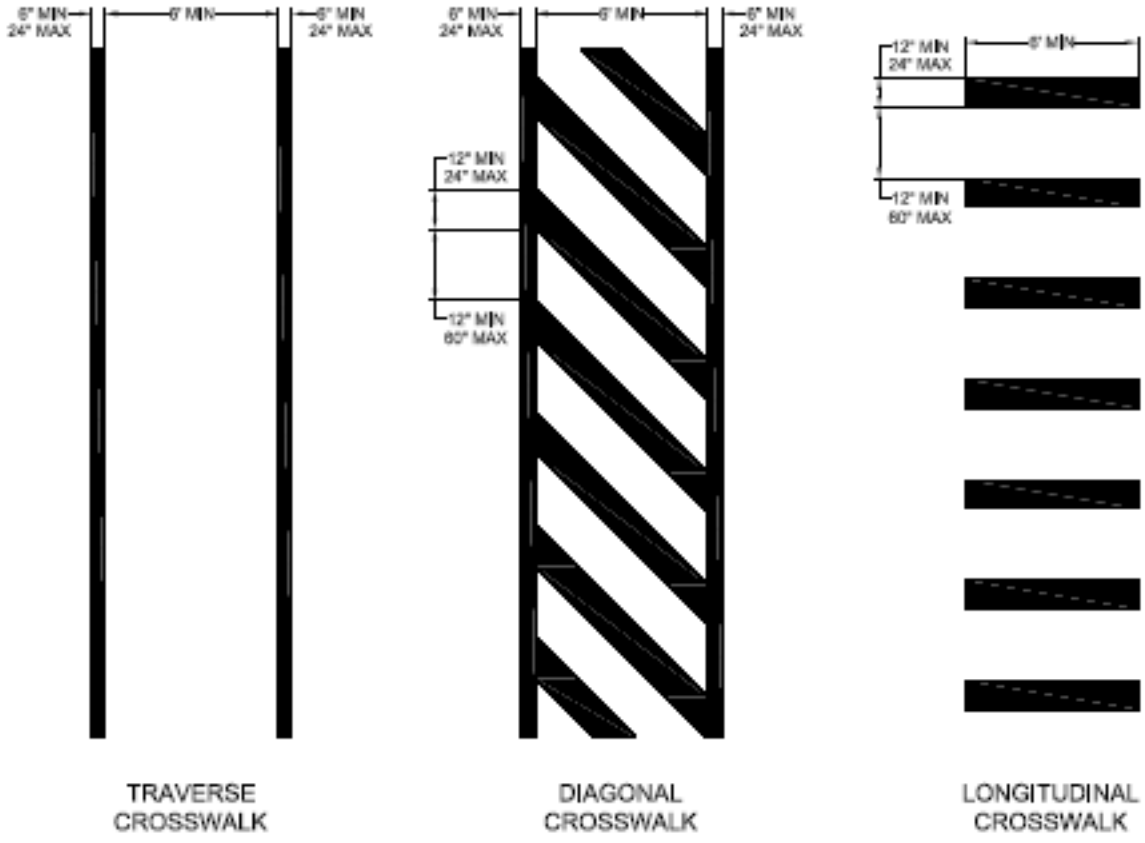


Figure 2: Crosswalk types allowed in the MUTCD



Criteria for Choosing Pedestrian Projects

The first step is to determine project prioritization. Some projects are new and easily incorporated into a project built on undeveloped land. Sometimes the project may be a change to existing conditions - a retrofit. The AASHTO Green Book for pedestrians proposes the following criteria for developing priorities on retrofitting streets:

- Existing pedestrian volumes,
- Presence of major pedestrian generators,
- Traffic speed,
- Street classification (with priority for arterial streets),
- Crash data,
- School walking zones,
- Transit routes,
- Urban centers/Neighborhood commercial areas,
- Disadvantaged neighborhoods,
- Missing links,
- Neighborhood priorities,
- Activity type (such as rollerblading, scootering, etc.),
- Transition plan improvements,
- Citizen requests, and
- Street resurfacing programs (taking advantage of planned rebuilding and rehabilitation).

An alternate way to consider the implementation of a sidewalk policy is a phased approach. In this case an area may specify setting aside right-of-way for future sidewalks. The area may then adopt a "trigger" for when the sidewalk must be built. For example, sidewalks may be required when the road is rebuilt from open ditch to curb and subsurface drainage. Other triggers include distance from a school, availability of transit, and a certain residential density. Funding for the future sidewalk is also an important element of a sidewalk policy. An area may require developers that are not required to build sidewalks as part of the development construction project to pay into a future sidewalk fund.

Elements of the Bicycle Transportation System

The elements of the bicycle transportation system are:

- Trails (described in section 7.4 below),
- Bicycle lanes,
- Shared lanes,
- Bicycle-friendly intersections,
- Signs, and
- Parking.

A summary of the minimum standards recommended by AASHTO for elements of the bicycle transportation system are presented in Table 3. Figure 4 shows the profiles of streets with bicyle lanes with and without on-street parking.

Table 3:
Summary of AASHTO Minimum Standards for Elements of the Bicycle Transportation System

Bicycle Lanes	4 feet clear width to lip of gutter pan 5 feet clear width between travel lane and parking lane
Shared Lanes	14 feet minimum outside lane
Signs	Should provide timely information to motorists and bicyclists where and when bicyclists may be present – should not impede clear path for bicyclists
Parking	Bicyclists should be able to secure the frame and front and back tires

Criteria for Bicycle Transportation System

The different elements of the bicycle transportation system combine in various ways with the motorized transprotation system. Table 4 offers some criteria to use in determining which elements may be most appropriate.

Figure 4: Profiles of Streets with Bicycle Lanes - With and Without On-Street Parking

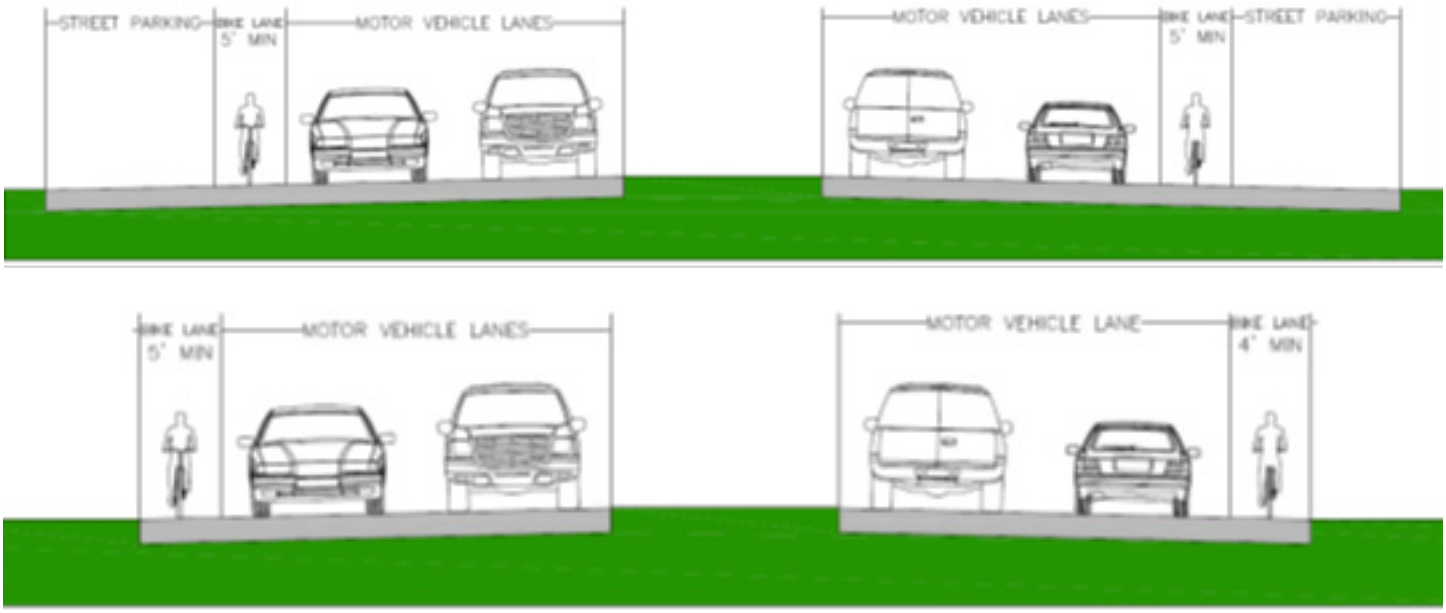


Table 4: Criteria for Choosing Bicycle Transportation System Elements		
Avg. No. of Vehicles per Day	**Roadway Functional Classification**	**Recommended Bikeway Facility**
≤3,000	local service street	no additional facilities, unless specified as bicycle boulevard or signed connection
>3,000	local service street	bicycle lanes or traffic calming
≥3,000 <10,000	neighborhood collector	bicycle lanes or traffic calming
≥10,000 <20,000	neighborhood collector and higher classifications	bicycle lanes or traffic calming
≥20,000	neighborhood collector and higher classifications	bicycle lanes or facility parallel to roadway

Trails

These facilities are open to pedestrians, joggers, and walkers, usually in close proximity to a larger recreational facility, such as a park or athletic field. The anticipated volume of pedestrians using these facilities is low; otherwise, conflict between bicyclists, joggers, and pedestrians may become an issue. One solution regarding access management to mixed-use trails is to institute a standard protocol for the facility. For example, inform pedestrians to yield to bicyclists, or vice versa, and place instructional signs informing users how to announce the intention to pass. Multi-use trails are recommended to be a minimum of 10 feet wide to accommodate both bicyclists and pedestrians.

Intersections/Crossings

A good intersection is essential in order to encourage use by pedestrians and others. AASHTO recommends the following qualities of a good intersection:

- Clarity – easy for motorists and pedestrians to see one another,
- Predictability – crosswalks should be predictable,
- Visibility – the crosswalk should be easily visible to motorists and while in use the motorist and pedestrian should be easily visible to one another,
- Short wait – studies show after approximately 30 seconds pedestrians will try and cross,
- Adequate crossing time for all users,
- Limited exposure – minimize potential conflict points between motorists and pedestrians, and
- Clear crossing – no barriers or obstacles in the crosswalk.

Regional and Parish Maps

South Central Regional Bike and Ped Plan - Regional Facilities

Date: 7/9/2012

SCPDC
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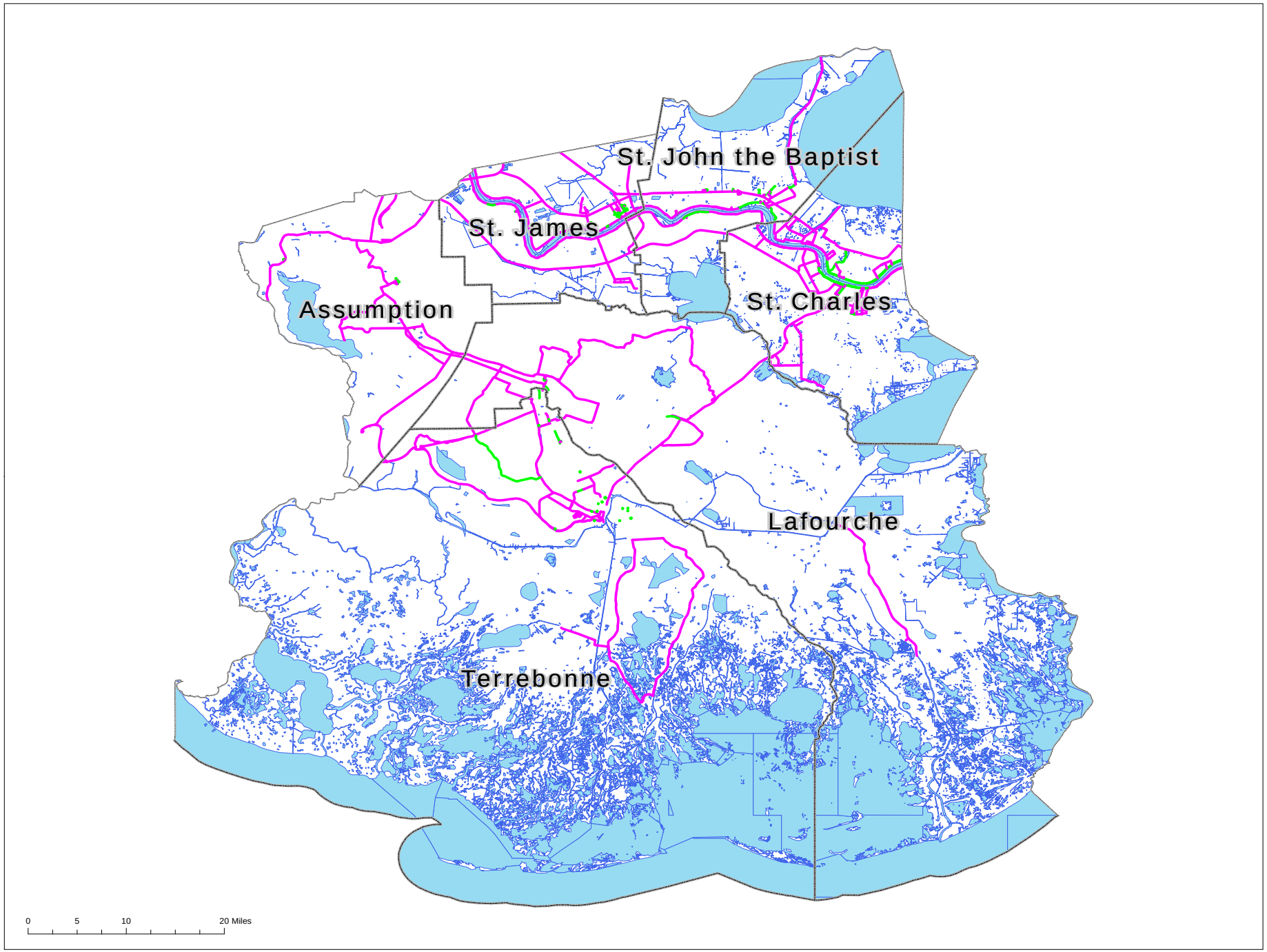
Post Office Box 1870
Gray, Louisiana 70359
Phone: (985) 851-2900



Legend

- Proposed Routes
- Existing Routes
- Streets
- Water

SOUTH CENTRAL REGION

LOUISIANA

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South Central Regional Bike and Ped Plan - Assumption Facilities

Date: 7/9/2012

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South Central Planning & Development Commission
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Legend

- Proposed Routes
- Existing Routes
- Streets
- Census Place

ASSUMPTION PARISH

LOUISIANA

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South Central Regional Bike and Ped Plan - Lafourche Facilities

Date: 2/5/2013

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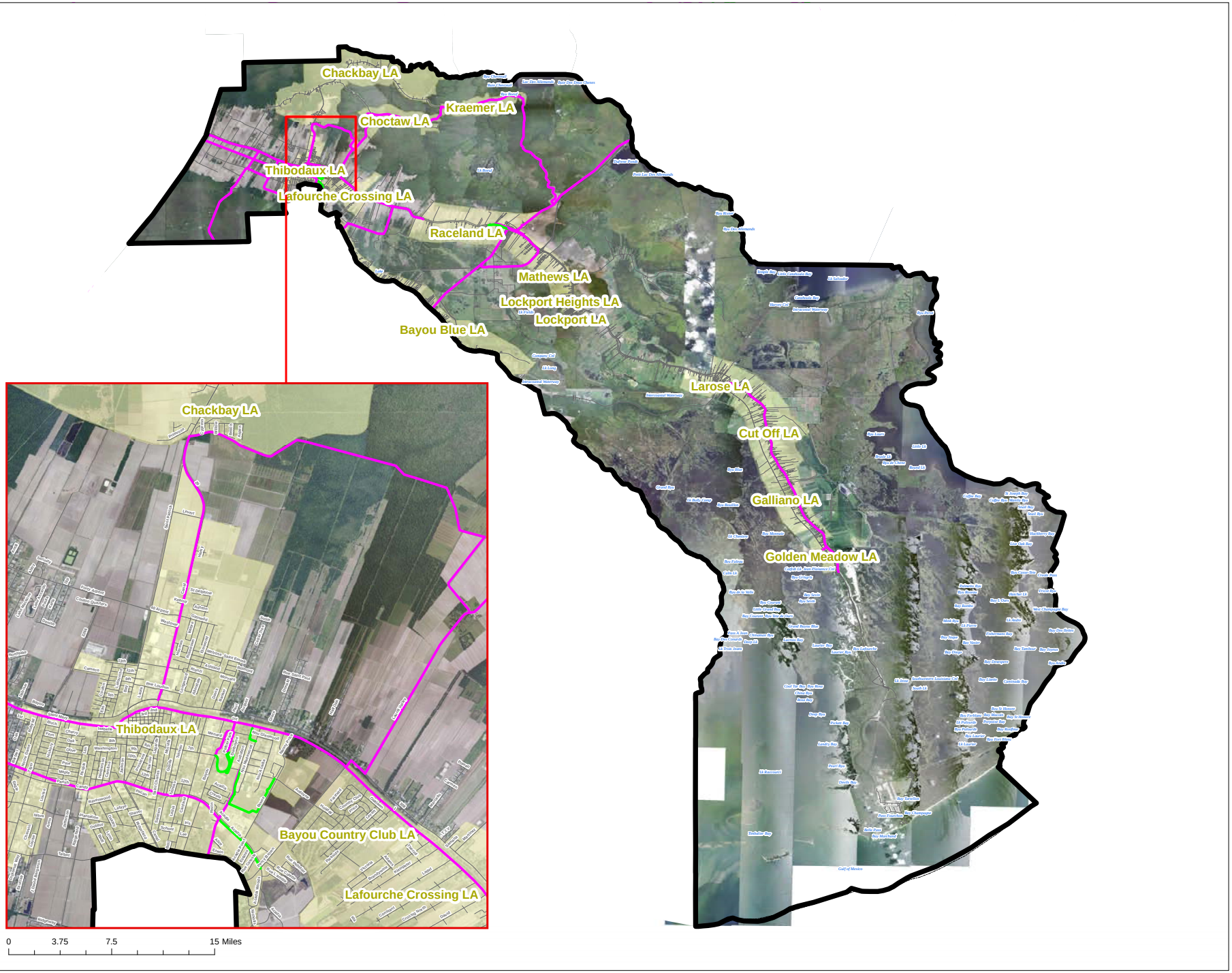

Legend

- Proposed Routes
- Existing Routes
- Streets
- Water
- Census Place

LAFOURCHE PARISH

LOUISIANA

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South Central Regional Bike and Ped Plan - St. Charles Facilities

Date: 7/9/2012

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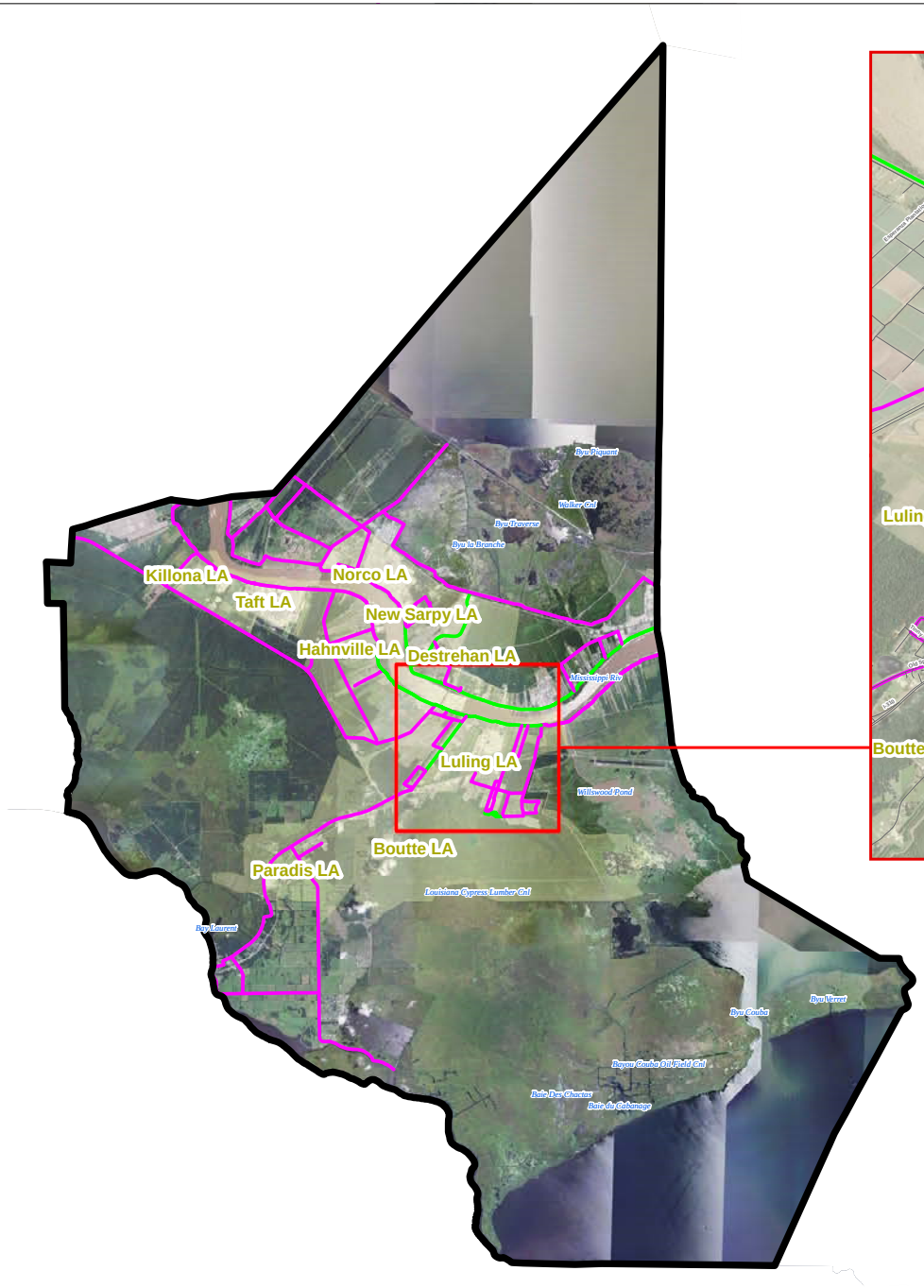

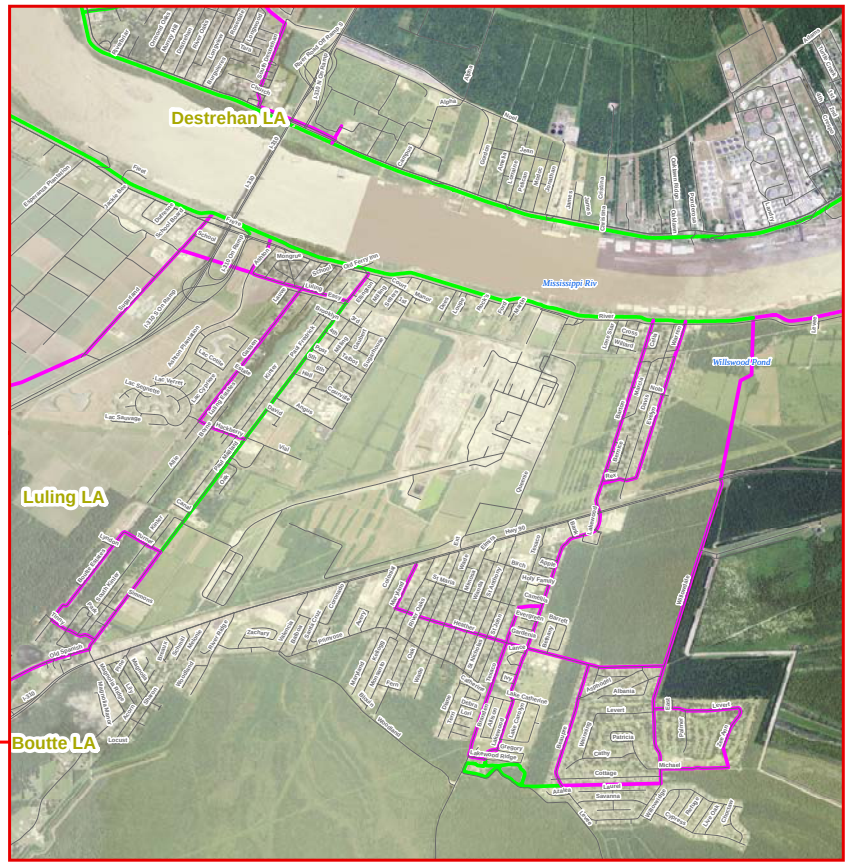

Legend

- Proposed Routes
- Existing Routes
- Streets
- Census Place

ST. CHARLES PARISH

LOUISIANA

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South Central Regional Bike and Ped Plan - St. James Facilities

Date: 7/9/2012

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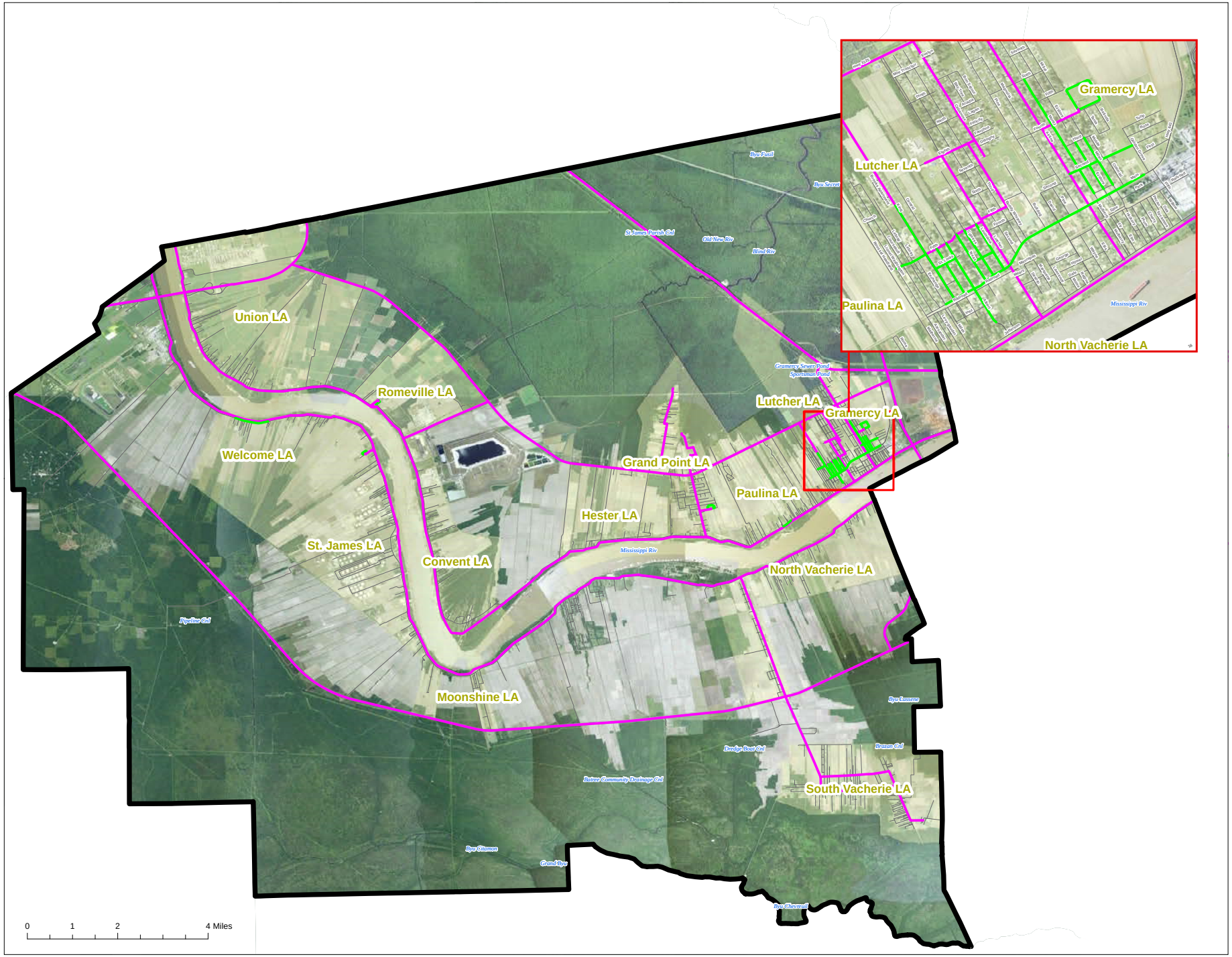

Legend

- Proposed Routes
- Existing Routes
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- Water
- Census Place

ST. JAMES PARISH

LOUISIANA

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South Central Regional Bike and Ped Plan - St. John Facilities

Date: 7/9/2012

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- Proposed Routes
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- Census Place

ST. JOHN THE BAPTIST PARISH

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South Central Regional Bike and Ped Plan - Terrebonne Facilities

Date: 5/16/2012

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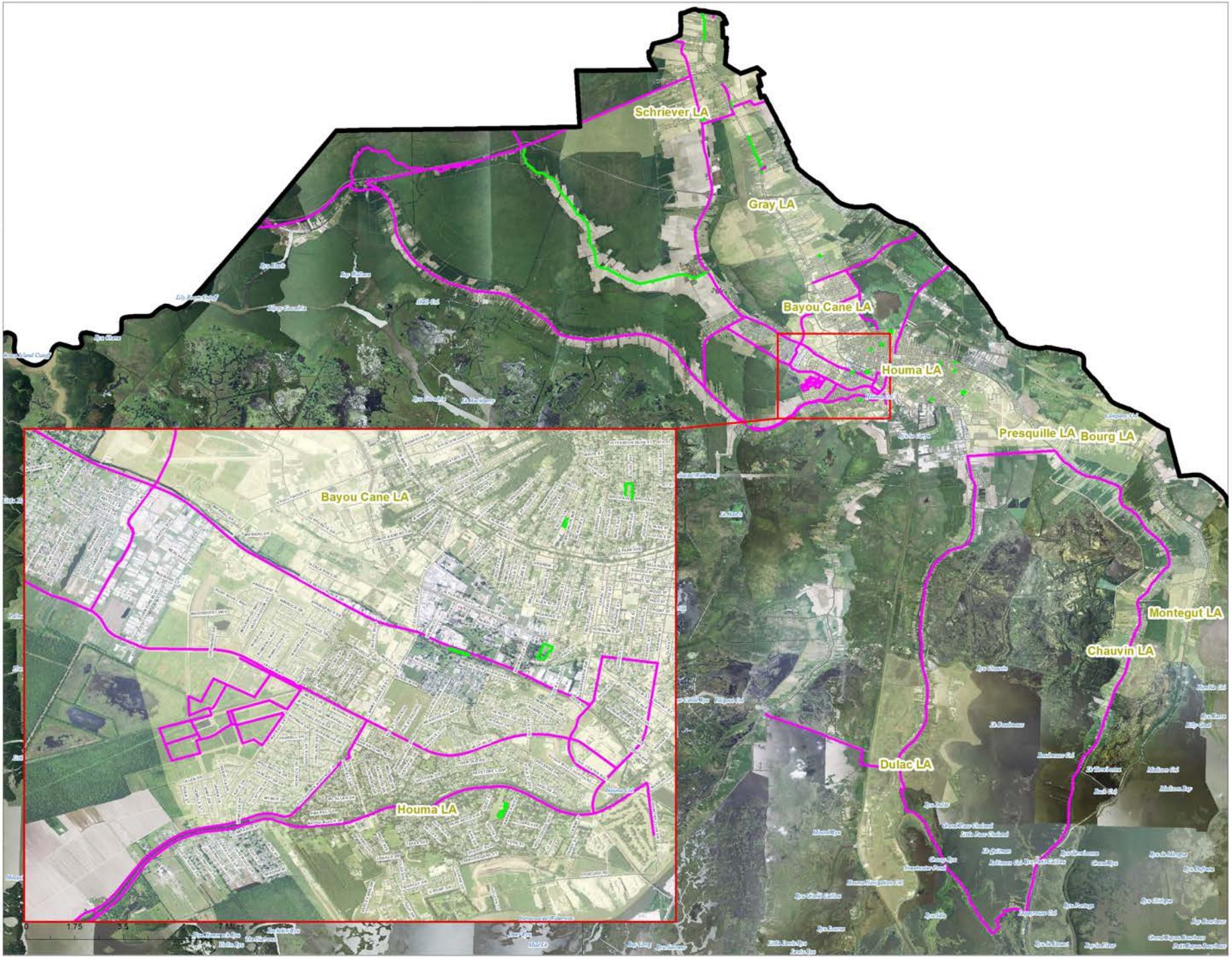

Legend

- Proposed Routes
- Existing Routes
- Streets
- Census Place

TERREBONNE PARISH

LOUISIANA

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Listing of Projects by Parish

Assumption Parish

The Active Transportation Committee has identified approximately 1.25 miles of existing and 100 miles of proposed bicycle and pedestrian facilities in Assumption Parish.

Existing and Committed

Name	Distance (Miles)	Location
Canal Street Park Loop	.1	Canal Street Park/Napoleonville
Haughton Memorial Ballpark Loop	.15	Haughton Memorial Ballpark
LA 1 Sidewalk	.25	LA 1 in Napoleonville, between Dr. Marting Luther King Drive and Canal Street
Napoleonville Elementary School Sidewalks	.25	LA 1 in Napoleonville, between pedestrian bridge and Dr. Martin Luther King Drive
Veteran's Park Loop	.35	Veteran's Memorial Park

Proposed

Name	Distance (Miles)	Location	Recommendation	Cost Estimate	Functional Class	Traffic Count	Potential Funding Source
Acadian Trail	6.25	Lafourche Parish boundary to LA 400	Paved trail	$1,500,000	N/A	N/A	TEP, RTP, STP<200K
Grant Road	.5	LA 1005 to LA 403	Sharrows and signs	$1,000	N/A	N/A	TEP, RTP
Hardtime Road	2.5	LA 1010 to LA 401	Sharrows and signs	$5,000	N/A	N/A	TEP, RTP, STP<200K
LA 1	1.2	LA 398 to the Lafourche Parish boundary	Bicycle lanes and signs	$33,600	Minor Arterial	10,000	TEP, RTP, STP<200K
LA 70	23.75	St. Martin Parish boundary to Ascension Parish boundary	Bicycle lanes and signs	$665,000	Minor Arterial	5,000 - 10,000	TEP, RTP

Name	Distance (Miles)	Location	Recommendation	Cost Estimate	Functional Class	Traffic Count	Potential Funding Source
LA 398	10.5	LA 662 to LA 1	Signs	$5,000	Rural Major Collector	2,500	TEP, RTP
LA 400	6.25	LA 1010 to LA 401	Sharrows, Signs	$12,500	Rural Local	280	TEP, RTP
LA 662	4	LA 662 to Terrebonne Parish boundary	Sharrows, Signs	$8,000	Rural Local	930	TEP, RTP
LA 401	7.5	Hardtime Road to Lake Verret	Sharrows, Signs	$9,500	Rural Minor Collector	370	TEP, RTP
LA 403	1.75	LA 402 to Grant Road	Sharrows, Signs	$3,500	Rural Local	530	TEP, RTP
LA 1004	1.25	LA 1005 to LA 70	Sharrows, Signs	$2,500	Rural Local	590	TEP, RTP
LA 1005	.75	Grant Road to LA 1004	Sharrows, Signs	$1,500	Urban Local	590	TEP, RTP
LA 1006	3.5	LA 401 to LA 402	Sharrows, Signs	$7,000	Rural Local	180	TEP, RTP
LA 1010	7	LA 398 to Hardtime Road	Sharrows, Signs	$14,000	Rural Local	1,000	TEP, RTP, STP<200K
North Assumption Bike Trail	5	Along old railroad corridor from Ascension Parish boundary to LA 70	Paved trail	$1,200,000	N/A	N/A	TEP, RTP

Schools

The Active Transportation Committee has identified connectivity with elementary and middle schools as a priority. The primary funding source for these connections would be the Safe Routes to School Program (SR2S). For more information on Safe Routes to School, see the Potential Funding Sources and Application Process section of this document.

Name	Distance (Miles)	Location	Recommendation	Cost Estimate	Potential Funding Source
Napoleonville Sidewalks Phase II	.5	Dr. Martin Luther King Drive from LA 1 to Assumption Street	Sidewalk	$60,000	SR2S
Labadieville Primary and Middle Schools	4.1	LA 1 between LA 398 and Lucille Lane	Sidewalk	$492,000	SR2S
Napoleonville Primary School					
Bayou L'Ourse Primary School	1	Flamingo Road, Quail Run, Whippoorwill Drive, Lark Street, and Wildwood Drive	Sidewalks	$120,000	SR2S
Belle Rose Primary School	2.25	LA 308 in Belle Rose	Sidewalk	$270,000	SR2S
Belle Rose Middle School	4	LA 1 in Belle Rose	Sidewalk	$480,000	SR2S

Parks and Recreational Facilities

The Active Transportation Committee has identified connectivity with existing parks and recreational facilities as a priority. As such, the following parks have been identified as potential connection points if they exist within 1/4 mile of an identified route. Potential linkages are explained.

Name	Location	Recommendation	Cost Estimate	Potential Funding Source
Veteran's Park	120 feet from proposed LA 70 project in Pierre Part community	Sidewalk connecting with LA 70 project	$3,000	RTP, TEP
Bayou L'Ourse Ballpark	LA 662 approximately .5 miles from proposed LA 662 and LA 398 projects and .75 miles from subdivision and SR2S project	Sidewalk connecting subdivision, park, and LA 662/LA398 projects	$150,000	RTP, TEP, SR2S

Name	Location	Recommendation	Cost Estimate	Potential Funding Source
Gwendolyne Rohilliard Haughton Memorial Ballpark	Back Marais Road approximately .75 miles from proposed Acadian Trail and .75 miles from proposed LA 1 S2TS project	Sidewalk connecting Acadian Trail and LA 1 SR2S projects to ballpark	$180,000	RTP, TEP, SR2S
St. Mary Park	LA 1008 approximately .15 miles from existing LA 1 sidewalks in Napoleonville and .75 miles from proposed 1006 project	Sidewalk connecting park to existing and proposed projects	$228,000	RTP, TEP, SR2S
Canal Street Park	Canal Street .25 miles from proposed Dr. Martin Luther King sidewalks in Napoleonville and .25 miles from existing LA 1 sidewalks	Sidewalks connecting park to Dr. Martin Luther King and LA 1	$60,000	RTP, TEP, SR2S
Dorseyville Ball Park	Daggs Street, approximately 200 feet from proposed LA 70 bike route	Sidewalk along Daggs Street connecting community to park and proposed bike route	$4,000	RTP. TEP, SR2S

Safety

The Active Transportation Committee has identified pedestrian safety as a priotity. As such, the committee has researched the crash data for Assumption Parish. The following list represents the roadways with the highest number of pedestrian crashes in the four year period from January 1, 2008 to December 31, 2011. Both local and state highways were examined. The committee recomends that, when possible, priority be given to pedestrian improvements on these roadways.

Local Roadways

Primary Road	Distance From	Intersecting Road	Number of Crashes
Andras	0.1 mile north of	Aristile Road	1
First	190.5 feet north of	Telegraph Street	1
Freetown	15 feet west of	Benji Street	1

Primary Road	Distance From	Intersecting Road	Number of Crashes
Jones	.2 miles west of	LA 1	1

State Highways

Route	Number of Crashes
LA 1	6
LA 998	3
LA 308	2
LA 70	1
LA 182	1
US 90	1

Lafourche Parish

The Active Transportation Committee has identified approximately 6.5 miles of existing and 116 miles of proposed bicycle and pedestrian facilities in Lafourche Parish.

Existing and Committed

Name	Distance (Miles)	Location
Acadian Road Trail Phase A	2	Paved bike path Jackson Street to W. Thibodaux Bypass
Acadian Road Walkway	.75	Audubon Drive to Percy Brown Road
LA 1 Sidewalk	1.25	LA 182 to Simon Street in Raceland
Peltier Park loop	.5	Loop in Peltier Park
Raceland Elementary School Sidewalks	.75	Brocato Land to Bowie Road in Raceland
Nicholls State Walking track	1.25	Loop on Nicholls State University

Proposed

Name	Distance (Miles)	Location	Recommendation	Cost Estimate	Functional Class	Traffic Count	Potential Funding Source
Acadian Road Trail Phase B	1	Acadia Road from Jackson to Audubon Drive	Paved bike path, road markings, and crossing facility of LA 20	$150,000	N/A	N/A	RTP, TEP, STP<200K
Acadian Road Trail Phace C	5	LA 3040 to Assumption Parish boundary	Paved bike path	$600,000	N/A	N/A	RTP, TEP, STP<200K
Audubon Drive Sidewalks	1	Nicholls Campus to Terrebonne Parish boundary	Paved bike path, crosswalks	$150,000	Urban Collector	9,000	RTP, TEP, STP<200K
Bayou Lane	.25	Near Peltier Park	Sharrows	$1,000	Urban Collector	2,000	RTP, TEP, STP<200K

Name	Distance (Miles)	Location	Recommendation	Cost Estimate	Functional Class	Traffic Count	Potential Funding Source
Brule Guillot Road	7.75	LA 1 to Terrebonne Parish boundary	Sharrows and signs	$15,500	Urban Collector	2,300	RTP, TEP, STP<200K
Burma Road	2.5	Waterplant Road to St. Charles Bypass	Sharrows and signs	$5,000	N/A	1,200	RTP, TEP,
Cherokee Avenue	.5	LA 1 to Peltier Park	Sharrows and signs	$1,000	N/A	N/A	RTP, TEP
Choctaw Road	4	Laurel Valley Road to Sanchez Road	Sharrows and signs	$8,000	N/A	2,000	RTP, TEP,
Lafourche-St. Charles Connector	6.5	Along US 90	Facility parallel to roadway	$7,800,000	Urban Principal Arterial	>20,000	RTP, TEP, STP<200K
LA 1 North	13.5	Assumption Parish boundary to St. Charles Bypass	Bicycle lanes and signage	$378,000	Urban Principal Arterial	7,000 - 15,000	RTP, TEP, STP<200K
LA 1 Bike Lane and Sidewalk	2.5	LA 182 to US 90 Service Road	Bicycle lanes and signage	$70,000	Urban Minor Arterial	10,500	RTP, TEP, STP<200K
LA 1 South	16.25	W. 14th Street to W. 222nd Street	Bicycle lanes and signage	$455,000	Urban Minor Arterial / Urban Collector	4,000 - 10,000	RTP, TEP, STP<200K
LA 182	20.75	US 90 to Terrebonne Parish boundary	Bicycle lanes and signage	$581,000	Rural Major Collector / Urban Arban Minor Arterial	5,000 - 13,000	RTP, TEP, STP<200K
LA 20 Bike Lane	3	LA 308 to Laurel Valley Connector Trail	Bicycle lanes and signage	$84,000	Urban Minor Arterial	13,200	RTP, TEP, STP<200K

Name	Distance (Miles)	Location	Recommendation	Cost Estimate	Functional Class	Traffic Count	Potential Funding Source
LA 20 to Laurel Valley Connector	4.25	Connects Laurel Valley to LA 20	Paved bike trail	$1,020,000	N/A	N/A	RTP, TEP, STP<200K
LA 307	15	Sanchez Road to LA 182	Sharrows and signs	$30,000	Rural Minor Collector	960	RTP, TEP, STP<200K
LA 308 Sidewalks and Bike Lane	1.25	From Bowie Road to Charles Street	Sidewalk, bicycle lanes, signage	$185,000	Urban Minor Arterial	5,800	RTP, TEP, STP<200K, SR2S
LA 308	.25	From LA 648 Bridge to Laurel Valley Road	Sharrows and signs	$800	Urban Collector	16,000	RTP, TEP, STP<200K
LA 3185 Bike Lane	4.25	From Terrebonne Parish boundary to LA 1.	Bicycle lanes and signage	$119,000	Urban Collector	12,000	RTP, TEP, STP<200K
LA 631 Bike Lane	.5	From St. Charles Parish boundary to terminus	Sharrows and signs	$1,000	Rural Minor Collector	1,500	RTP, TEP, STP<200K
LA 648 Bridge	.1	Over Bayou Lafourche	Sharrows	$600	Urban Minor Arterial	7,000	RTP, TEP, STP<200K
Laurel Valley Road	5	From LA 308 to Choctaw Road	Sharrows and signs	$10,000	N/A	240	RTP, TEP,
Sanchez Road	2	From LA 307 to Choctaw Road	Sharrows and signs	$4,000	N/A	N/A	RTP, TEP,
St. Charles Bypass	2	From Burma Road to LA 1	Sharrows and signs	$4,000	N/A	N/A	RTP, TEP,
Talbot Avenue	1.5	From LA 3185 to Brule Guillot Road	Sharrows and signs	$3,000	Urban Collector	2,600	RTP, TEP, STP<200K

Name	Distance (Miles)	Location	Recommendation	Cost Estimate	Functional Class	Traffic Count	Potential Funding Source
US 90 Service Road	4.75	From LA 1 to LA 182	Sharrows and signs	$9,500	N/A	N/A	RTP, TEP, STP<200K
Martinez Road	.5	From Burma Road to Terrebonne Parish boundary	Sharrows and signs	$1,000	N/A	1,500	RTP, TEP, STP<200K

Schools

The Active Transportation Committee has identified connectivity with elementary and middle schools as a priority. The primary funding source for these connections would be the Safe Routes to School Program (SR2S). For more information on Safe Routes to School, see the Potential Funding Sources and Application Process section of this document.

Name	Distance (Miles)	Location	Recomendation	Cost Estimate	Potential Funding Source
Bayou Blue Elementary and Middle	4.5	LA 316, from D Dupre to LA 3087	Sidewalk	$540,000	SR2S
Bayou Boeuf Elementary	2	LA 307	Sidewalk	$240,000	SR2S
Raceland Lower Elementary, Raceland Upper Elementary, and Raceland Middle	1.25	LA 308	Sidewalk	$150,000	SR2S
Sixth Ward Middle	4	Choctaw Road	Bicycle lanes and signage	$112,000	SR2S
St. Charles Elementary	.5	LA 1	Sidewalk	$60,000	SR2S

Safety

The Active Transportation Committee has identified pedestrian safety as a priotity. As such, the committee has researched the crash data for Lafourche Parish. The following list represents the roadways with the highest number of pedestrian crashes in the four year period from January 1, 2008 to December 31, 2011. Both local and state highways were examined. The committee recomends that, when possible, priority be given to pedestrian improvements on these roadways.

Local Roadways

Primary Road	Number of Crashes
St. Louis	6
St. Charles	4
Plantation	3
Hummingbird	3

State Highways

Route	Number of Crashes
LA 1	21
LA 20	8
LA 3235	6
US 90	3
LA 308	3

St. Charles Parish

St. Charles Parish, through its parish-wide comprehensive plan update, has identified approximately 20 miles of existing and 116 miles of proposed bicycle and pedestrian facilities in St. Charles Parish.

Existing and Committed

Name	Distance (Miles)	Location
Eastbank Levee	9.25	Paved bike path along the Mississippi River levee from the Jefferson Parish boundary to New Sarpy
Lakewood Ridge	1	Loop in Lakewood subdivision
Ormond Blvd.	3.25	Between River Road and Airline Highway
Paul Maillard Road	1.75	Between Luling Ave. and Turner Lane
Westbank Levee	5.25	Paved bike path along the Mississippi River levee from Willowdale Blvd. to north of Fashion Blvd.

Proposed

Name	Distance (Miles)	Location	Functional Class	Traffic Count	Potential Funding Source
1st Street	0.5	From Washington St to Apple St	N/A	N/A	RTP, TEP
Almedia Rd	0.5	From Eastbank Levee trail to RR Corridor	Urban Minor Arterial	6,700	RTP, TEP, ST-P>200K
Apple Street	1.25	From Airline Highway to 1st Street	Urban Minor Arterial	7,000	RTP, TEP, ST-P>200K
Ashton Plantation	0.25	From Westbank Levee trail to Luling Ave	N/A	N/A	RTP, TEP
Barber Road	0.75	From Bayou Gauche Road to Louisiana Street	N/A	N/A	RTP, TEP
Barton Ave	1.25	From Westbank Levee trail t US 90	Urban Collector	7,200	RTP, TEP, ST-P>200K
Bayou Gauche Road	8.25	From Old Spanish Trail to terminus	Rural Minor Collector	3,700	RTP, TEP
Beaupre Drive	0.75	From Heather Drive existing Lakewood Ridge trail	N/A	N/A	RTP, TEP

Name	Distance (Miles)	Location	Functional Class	Traffic Count	Potential Funding Source
Boutte Estates Drive	0.66	From Turner Lane to Tinny Street	N/A	N/A	RTP, TEP
CC Road	1.26	From Airline Highway to Unnamed feature in Montz (possible Spillway?)	Rural Major Collector	1,460	RTP, TEP
Champagne Drive	1.75	From Westbank Levee trail to LA 3160	N/A	N/A	RTP, TEP
Champagne Drive extension	3.25	From LA 3160 to unnamed feature parallel to Sugarland trail	N/A	N/A	RTP, TEP
Down the Bayou Road	1	From Old Spanish Trail to terminus	N/A	N/A	RTP, TEP
Eastbank Levee	7.75	From St. John the Baptist Parish boundary existing trail	N/A	N/A	RTP, TEP
Evangeline Road	2.5	From Airline Highway to Eastbank Levee	N/A	N/A	RTP, TEP
Evelyn Drive	1	From Westbank Levee to Rex Street	N/A	N/A	RTP, TEP
Fashion Blvd.	1	From Westbank Levee to terminus	N/A	N/A	RTP, TEP
Gassen Street	1	From Lulling Ave to Hackberry Street	N/A	N/A	RTP, TEP
Hackberry Street	0.25	From Paul Maillard Road to Gassen Street	N/A	N/A	RTP, TEP
Harding Street	1	From Eastbank Levee trail to unnamed feature	N/A	N/A	RTP, TEP
Heather Court	1.5	From Willowdale Blvd to Maryland Drive	N/A	N/A	RTP, TEP
LA 3127	9.75	From Sugarland Pkwy trail to St. John the Baptist boundary	Rural Minor Arterial	14,100	RTP, TEP
LA 3141	1.25	From Westbank Levee trail to LA 3127	Rural Minor Collector	1,860	RTP, TEP

Name	Distance (Miles)	Location	Functional Class	Traffic Count	Potential Funding Source
LA 3160	2.5	From Westbank Levee trail to LA 3127	Urban Collector, Rural Minor Collector	1,950	RTP, TEP, ST-P>200K
LA 631	8.5	From Lafourche parish boundary to Magnolia Ridge	Urban Collector, Rural Minor Collector	1,610	RTP, TEP, ST-P>200K
Lakewood Drive	1.5	From Airline Highway to Gregory Drive	N/A	N/A	RTP, TEP
Lakewood Ridge	0.25	From Lakewood Drive to Texaco Road	N/A	N/A	RTP, TEP
Levee Trail	11.25	From Lower Guide Levee on eastbank, parallel to US 61 then along Jefferson Parish boundary to Eastbank Levee trail	N/A	N/A	RTP, TEP
Levert Drive	0.5	From Willowdale Blvd to Zee Anne Street	N/A	N/A	RTP, TEP
Lower Guide Levee	5	From Eastbank Levee to Lake Pontchartrain	N/A	N/A	RTP, TEP
Luling Avenue	1	From Paul Maillard Rd to Sugarland Pwky	N/A	N/A	RTP, TEP
Maryland Drive	0.25	From US 90 to Heather Drive	N/A	N/A	RTP, TEP
Michael Drive	0.5	From Willowdale Blvd to Zee Anne Street	N/A	N/A	RTP, TEP
Paul Maillard Road	0.75	Westbank Levee to Luling Ave. & Turner Ln. to Tinny St.	Urban Collector	8,500	RTP, TEP, ST-P>200K
Rex Street	0.25	From Barton Ave. to Evelyn Drive	N/A	N/A	RTP, TEP
River Bend Drive	0.5	From Eastbank Levee to RR Corridor	N/A	N/A	RTP, TEP
River Road	0.5	From S Destrehan Ave. to unnamed building east of I-310	Urban Minor Arterial	7,300	RTP, TEP, ST-P>200K
RR Corridor	1.75	From St. Rose Ave. to River Bend Drive	N/A	N/A	RTP, TEP

Name	Distance (Miles)	Location	Functional Class	Traffic Count	Potential Funding Source
RR Corridor	1	From Ormond Blvd. to S Destrehan Ave.	N/A	N/A	RTP, TEP
South Destrehan Ave.		From River Road to RR Corridor	N/A	N/A	RTP, TEP
Spillway Road	1.75	From CC Road to Lower Guide Levee	N/A	N/A	RTP, TEP
St. Rose Ave	1	From Eastbank Levee trail to RR Corridor	Urban Collector	3,500	RTP, TEP
Sugarland Pkwy trail	3	From Westbank levee trail to LA 3127	N/A	N/A	RTP, TEP
Terrace Street	0.75	From Eastbank Levee to unnamed feature	N/A	N/A	RTP, TEP
Texaco Road	1	From Lakewood Ridge to St, Maria Street	N/A	N/A	RTP, TEP
Tinny Street	0.25	From Paul Maillard to Bouttee Estates	N/A	N/A	RTP, TEP
Turner Lane	0.22	From Paul Maillard to Boutte Estates	N/A	N/A	RTP, TEP
Unnamed feature	0.5	Connecting Terrace St to E Harding Street	N/A	N/A	RTP, TEP
Unnamed feature	0.5	From CC Rd. to Evangeline Rd.	N/A	N/A	RTP, TEP
Unnamed feature	0.1	From Eastbank Levee to unnamed buidling east of I-310	N/A	N/A	RTP, TEP
Unnamed feature	0.5	From Beaupre Dr. to Willowdale Blvd.	N/A	N/A	RTP, TEP
Unnamed Feature	0.1	Connecting Lakewood Drive to Texaco Road	N/A	N/A	RTP, TEP
US 61	2.75	From Evangeline Road to Apple Street	Rural Minor Arterial	22,200	RTP, TEP
Washington Street	0.25	From Eastbank Levee to 1st Street	N/A	N/A	RTP, TEP

Name	Distance (Miles)	Location	Functional Class	Traffic Count	Potential Funding Source
Westbank Levee Phase A	4	From Jefferson Parish boundary to Willowdale Blvd.	N/A	N/A	RTP, TEP
Westbank Levee Phase B	8.75	From just north of Fashion Blvd to St. John the Baptist Parish boundary	N/A	N/A	RTP, TEP
Willowdale Blvd	2.25	From Westbank Levee to un-named feature	N/A	N/A	RTP, TEP
WPA Road	4	From Down the Bayou Road to Bayou Gauche Road	Rural Minor Collec-tor	1,580	RTP, TEP
Zee Anne Street	0.5	From Michael Drive to Levert Drive	N/A	N/A	RTP, TEP

Safety

The Active Transportation Committee has identified pedestrian safety as a priotity. As such, the committee has researched the crash data for St. Charles Parish. The following list represents the roadways with the highest number of pedestrian crashes in the four year period from January 1, 2008 to December 31, 2011. Both local and state highways were examined. The committee recomends that, when possible, priority be given to pedestrian improvements on these roadways.

Local Roadways

Primary Road	Number of Crashes
Paul Frederick	8
Ormond	5
Boutte Estates	4

State Highways

Route	Number of Crashes
US 90	11
US 61	5
LA 631	5

Route	Number of Crashes
I-10	5
LA 18	4

St. James Parish

The Active Transportation Committee has identified approximately 7 miles of existing and 124 miles of proposed bicycle and pedestrian facilities in St. James Parish.

Existing and Committed

Name	Distance (Miles)	Location
5th Street Sidewalk	.25	From Lionel Washington to King Street
Cypress Street Sidewalk	.25	From 5th Street to Main Street
Detillier Street Sidewalk	.1	From Texas Street to Louisiana Avenue
E 2nd Street Sidewalk	.25	From Airline Ave. to Golden Grove St.
Fifth Ward Sidewalk	.65	From Jones Street to Big Boy Street
Gramercy Park Loop	.5	Loop in Gramercy Park
Louisiana Ave. Sidewalk	.25	From 5th Street to Main Street
Main Street Sidewalks	1.22	From Golden Grove St. to N Exchange Aly
N. Ezidore Ave. Sidewalk	.25	From 1st Street to 3rd Street
N. Millet Street Sidewalk	.25	From 1st Street to 3rd Street
N. Albert Street Sidewalk	.5	From 5th Street to south of Inez St.
N. Central Ave. Sidewalk	.25	From 5th Street to Main Street
N. King Ave. Sidewalk	.5	From Main Street to Brooks Apartment Street
N. Montz Ave. Sidewalk	.75	From 1st Street to 6th Street
Paulina Elementary Sidewalk	.25	From Cambre Rd. to Paulina Elementary
Paulina Park Loop	.25	Loop in Paulina Park
Romeville Loop	.25	Loop in Romeville Park
St. Louis Street Sidewalk	.1	From N. King Ave. to N. Albert Street
Texas Ave. Sidewalk	.25	From 5th Street to Main Street
Welcome Park Loop	.25	Loop in Welcome Park

Proposed

Name	Distance (Miles)	Location	Recomendation	Cost Estimate	Functional Class	Traffic Count	Potential Funding Source
4th Street	.25	From Airline Ave. to Gramercy Park	Sidewalks	$30,000	N/A	N/A	RTP, TEP
5th Street	.5	From N. King Ave. to Buddy Whitney Street	Sidewalks	$60,000	N/A	N/A	RTP, TEP
8th Street	.25	From Cabanoose Ave to Lutcher Park	Sidewalks	$30,000	N/A	N/A	RTP, TEP
Arline Ave.	2.5	From Eastbank Levee to US 61	Bicycle lanes and signs	$70,000	Urban Collector	6,500	RTP, TEP
Buddy Whitney Street	.5	From 5th Street to 8th Street	Sharrows and signs	$1,000	N/A	N/A	RTP, TEP
Cabanose Ave. Bike Lane	.75	From LA 3225 to terminus	Sharrows and signs	$1,500	N/A	N/A	RTP, TEP
Carly Ln/Carolyn Dr/Humble St	1	From LA 642 to terminus of Carolyn Drive	Sharrows and signs	$2,000	N/A	N/A	RTP, TEP
Lutcher Ave.	1	From Eastbank Levee trail to 8th Street	Bicycle lane and signs	$28,000	Urban Collector	3,193	RTP, TEP
Eastbank Levee Trail	23	From St. John boundary to Ascension boundary	Paved multi-use trail		N/A	N/A	RTP, TEP
Gramercy-Wallace Bridge	1.25	From St. John boundary to terminus	Seperated pedestrian lane		Urban Minor Arterial	12,000	RTP, TEP
King Avenue	1.25	From Main Street to LA 3125	Sidewalks	$150,000	N/A	N/A	RTP, TEP

Name	Distance (Miles)	Location	Recomendation	Cost Estimate	Functional Class	Traffic Count	Potential Funding Source
LA 20	5	From LA 18 to LA 643	Bicycle lane and signs	$140,000	Rural Major Collector	5,700	RTP, TEP
LA 3125	13.75	From LA 70 to LA 3213	Bicycle lane and signs	$385,000	Rural Major Collector, Urban Collector	11,300	RTP, TEP
LA 3127	20.75	From St John boundary to Ascension boundary	Bicycle lane and signs	$581,000	Rural Minor Arterial	≥3,000	RTP, TEP
LA 3213 Phase A	1.5	From LA 3127 to St John Boundary	Bicycle lane and signs	$42,000	Rural Major Arterial	12,000	RTP, TEP
LA 3213 Phase B	1	From Gramercy-Wallace bridge to US 61	Bicycle lane and signs	$28,000	Rural Major Arterial	2,800 - 12,000	RTP, TEP
LA 641	3.25	From US 61 to terminus	Sharrows and signs	$6,500	Rural Major Collector	2,800	RTP, TEP
LA 642	4	From Eastbank Levee trail to terminus	Sharrows and signs	$8,000	Rural Minor Collector, Urban Collector	3,300	RTP, TEP
LA 643	2.5	From LA 20 to Becnels Street	New sidewalks and sidewalk maintenance	$300,000	Rural Local	3,500	RTP, TEP
LA 644	1.75	From LA 20 to LA 643	Sidewalks	$210,000	Rural Local	4,300	RTP, TEP
LA 70 Phase A	2.25	From Sunshine bridge to Ascension boundary	Bicycle lane and signs	$63,000	Rural Minor Arterial	16,100	RTP, TEP

Name	Distance (Miles)	Location	Recomendation	Cost Estimate	Functional Class	Traffic Count	Potential Funding Source
LA 70 Phase B	1	From Sunshine bridge to Ascension boundary	Bicycle lane and signs	$28,000	Rural Minor Arterial	16,100	RTP, TEP
LA 3214	2	From LA 44 to LA 3125	Sharrows and signs	$4,000	Rural Minor Collector	3,200	RTP, TEP
Sunshine Bridge	.5	Along LA 70	Seperated pedestrian lane		Rural Minor Arterial	16,100	RTP, TEP
US 61	9	From St. John boundary to Ascension boundary	Bicycle lane and signs	$252,000	Rural Minor Arterial, Urban Minor Arterial	12,000 - 17,000	RTP, TEP
Westbank Levee trail	22	From St John boundary to Ascension boundary	Paved bike trail		N/A	N/A	RTP, TEP

Schools

The Active Transportation Committee has identified connectivity with elementary and middle schools as a priority. The primary funding source for these connections would be the Safe Routes to School Program (SR2S). For more information on Safe Routes to School, see the Potential Funding Sources and Application Process section of this document.

Name	Distance (Miles)	Location	Recomendation	Cost Estimate	Potential Funding Source
Fifth Ward Elementary	1.25	LA 18, from Jones St. to Pierre Street	Sidewalks, signage	$150,000	SR2S
Paulina Elementary Phase I	.75	From Paulina Elementary to Metge St.	Sidewalks, signage	$90,000	SR2S
Paulina Elementary Phase II	1	Extension of current sidewalk to Matherne Rd.	Sidewalks, signage	$120,000	SR2S

Romeville Elementary	2	LA 44, from Ester St. to Peachon St.	Sidewalks, signage	$240,000	SR2S
Vacherie Elementary & Primary Sidewalks	4.25	New and rehabbed sidewalks on LA 644 and LA 643	Sidewalks, signage	$510,000	SR2S

Parks and Recreational Facilities

The Active Transportation Committee has identified connectivity with existing parks and recreational facilities as a priority. As such, the following parks have been identified as potential connection points if they exist within 1/4 mile of an identified route. Potential linkages are explained.

Name	**Location**	**Recomendation**	**Potential Funding Source**
Gramercy Park	4th Street, from Gramercy Park to the existing N. Montz sidewalk	Sidewalk connecting existing pedestrian facilities	RTP, TEP
Gravois Park	Jake Gravois Street	Facility connecting LA 643 project to park	RTP, TEP
Longview Park	Longview Street	Facility connecting project on Longview Street to park	RTP, TEP
Lutcher Park	8th Street	Potential to connect with proposed projects on Cabanose Ave. and Lutcher Ave.	RTP, TEP
Paulina Park	Sugar House Street	Potential to connect with proposed projects on LA 642	RTP, TEP
Romeville Park	Romeville Street	Potential to connect proposed Eastbank Levee trail to park	RTP, TEP
Welcome Park	Park Street	Potential to connect proposed Westbank Levee trail to park	TRP, TEP

Safety

The Active Transportation Committee has identified pedestrian safety as a priotity. As such, the committee has researched the crash data for St. James Parish. The following list represents the roadways with the highest number of pedestrian crashes in the four year period from January 1, 2008 to December 31, 2011. Both local and state highways were examined. The committee recomends that, when possible, priority be given to pedestrian improvements on these roadways.

Local Roadways

Primary Road	Number of Crashes
Railroad	3

State Highways

Route	Number of Crashes
LA 44	4
LA 3125	2
LA 3274	2

St. John the Baptist Parish

The Active Transportation Committee has identified approximately 14.25 miles of existing and 74.50 miles of proposed bicycle and pedestrian facilities in St. John the Baptist Parish.

Existing and Committed

Name	Distance (Miles)	Location
Belle Pointe Park Loop	.25	Walking Path in Belle Pointe Park
Cambridge Park Loop	.25	Walking Path in Cambridge Park
Derek Lane Sidewalks	.50	From St Loupe Dr to Chartres Ct Paralleling New US 51
Eastbank Levee	5	Path on Levee
Emily C Watkins Park Loop	.25	Loop in Emily Watkins Park
Ezekiel Jackson Park Loop	.25	Loop in Ezekiel Jackson Park
Greenwood Park Loop	.25	Loop in Greenwood Park
Jackson Avenue Sidewalk	.25	From Belle Pointe Park to local neighborhood on Jackson Avenue and Sunny Drive
LA 18 Sidewalk	2.50	From community on LA 18 through West St. John Elementary School (Needs upgrade)
Lake Path Phase 1	.75	Asphalt Path
Laraya Park Sidewalk	.75	Existing Sidewalk connects neighborhood and park almost to potential US 61 route
Ory Drive Sidewalk	.25	From Belle Pointe Blvd to Breaux Drive
Regala Park Loop	.50	Loop in Regala Park
Summerlin Sidewalks	.25	From Tuscany Drive to New US 51
Tuscany Sidewalks	.25	From Summerlin Drive to Tuscany Dr Paralleling New US 51
Westbank Loop	.25	Loop in Westbank Park
West 5th St/ LA 44 Sidewalks	1.75	From Apricot Street to Spruce Street

Proposed

Name	Distance (Miles)	Location	Recomendation	Cost Estimate	Functional Class	Traffic Count	Potential Funding Source
Eastbank Levee Phase II	2.75	Phase 2 of Eastbank Levee	Paved multi-use path		N/A	N/A	RTP, TEP
Eastbank Levee Phase IV	6.50	Phase 4 of Eastbank Levee	Paved multi-use path		N/A	N/A	RTP, TEP
Gramercy Bridge	.50	From St. James boundary to terminus	Seperate pedestrian lane		Urban Minor Arterial	12,000	RTP, TEP
Levee Trail Connector	.25	From Levee Trail to Potential Fifth Ward Sidewalks	Paved multi-use path	$59,500	N/A	N/A	RTP, TEP
LA 3127	9	Identified Routes Connecting St. James & St. Charles	Sharrows and signs	$18,000	Rural Minor Arterial	3,600	RTP, TEP
Old US 51	14.25	From Lake Path Phase I to Tangipahoa Parish line	Sharrows and signs	$28,500	N/A	N/A	RTP, TEP
Old US 51 Connector 1	.25	Lake Path Phase I to US 51	Paved bike path	$64,500	N/A	N/A	RTP, TEP
River to Lake Option 1	3.65	From levee trail to existing Lake Path Phase I	Paved multi-use path	$868,7000	N/A	N/A	RTP, TEP

Name	Distance (Miles)	Location	Recomenda-tion	Cost Estimate	Functional Class	Traffic Count	Potential Funding Source
River to Lake Option 2	2.25	From US 61 to existing Lake Path Phase I	Paved multi-use path	$535,500	N/A	N/A	RTP, TEP
St. John Child Development Center Sidewalks	.50	Surrounding Neighbor-hoods on Stebbins Street to LA 44	Sidewalks	$60,000	N/A	N/A	RTP, TEP
US 61 Connec-tors	14.50	US 61 Route Connecting St. James and St. Charles Routes	Needs assess-ment				RTP, TEP
Westbank Levee	14.75	From St. Charles Par-ish line to St. James Parish line	Paved multi-use path		N/A	N/A	RTP, TEP

Schools

The Active Transportation Committee has identified connectivity with elementary and middle schools as a priority. The primary funding source for these connections would be the Safe Routes to School Program (SR2S). For more information on Safe Routes to School, see the Potential Funding Sources and Application Process section of this document.

Name	Distance (Miles)	Location	Recomendations	Cost Estimate	Potential Funding Source
East St. John Elementary	.75	Ory Drive to Belle Pointe	Sidewalks, signs	$90,000	SR2S
Emily C. Watkins Elementary	2	On LA 628, bet. Jan-ice Lane and Azalea Lane	Sidewalks, signs	$240,000	SR2S

Fifth Ward Elementary School	2	Around Panther Drive and Vine Street	Sidewalks, signs	$240,000	SR2S
Lake Pontchartrain Elementary School	1.75	On New Hwy 51 connecting to Bamboo Road	Sidewalks, signs	$210,000	SR2S
West St. John Elementary School	2	On LA 18, between Castle Drive and East 2nd Street	Sidewalks, signs	$240,000	SR2S

Parks and Recreational Facilities

The Active Transportation Committee has identified connectivity with existing parks and recreational facilities as a priority. As such, the following parks have been identified as potential connection points if they exist within 1/4 mile of an identified route. Potential linkages are explained.

Name	**Location**	**Recomendation**	**Cost Estimate**	**Potential Funding Source**
Belle Pointe Park	Jackson Avenue, Reserve	Potential to connect existing loop in park to W. Ariline Highway bike lane	$30,000	RTP, TEP
Cambridge Park	Cambridge Drive, LaPlace	Sidewalks to connect existing loop in park to various neighborhoods on Cambridge Drive and proposed facility toward US 61 (.5 miles)	$60,000	RTP, TEP
Emily C Watkins Park	Redbud Street, LaPlace	Potential to connect existing loop on Redbud Street to W. 2nd Street (.25 miles)	$30,000	RTP, TEP

Name	Location	Recomendation	Cost Estimate	Potential Funding Source
Ezekiel Jackson Park	Historic Main Street, Garyville	Potential to connect existing loop to proposed sidewalks on Stebbins street and East Bank Levee trail	$30,000	RTP, TEP
Harold Scott Roussell Park	Castle Drive	Potential to connect park with proposed levee trail	$30,000	RTP, TEP
Hwy 51 Park 1	US 51	Connect loop to existing sidewalk west of Derek Lane	$30,000	RTP, TEP
Hwy 51 Park 2	US 51	Connect existing loop to proposed River to Lake Connector Option 2	$60,000	RTP, TEP
Regala Park	Regala Park Road	Sidewalks connecting Regala Park to VA Building and Airline Hwy Route (.75 miles)	$90,000	RTP, TEP

Safety

The Active Transportation Committee has identified pedestrian safety as a priotity. As such, the committee has researched the crash data for St. John the Baptist. The following list represents the roadways with the highest number of pedestrian crashes in the four year period from January 1, 2008 to December 31, 2011. Both local and state highways were examined. The committee recomends that, when possible, priority be given to pedestrian improvements on these roadways.

Local Roadways

Primary Road	Number of Crashes
Homewood	3
13th	2
14th	2
3rd	2
Cambridge	2
Fig	2
Revere	2

Primary Road	Number of Crashes
Williams	2

State Highways

Route	Number of Crashes
US 61	17
LA 18	2
LA 3224	2
LA 6363	2
I-10	2
I-55	2

Terrebonne Parish

The Active Transportation Committee has identified approximately 34.25 miles of existing/committed and 1133 miles of proposed bicycle and pedestrian facilities in Terrebonne Parish.

Existing and Committed

Name	Distance (Miles)	Location
Authement Park Loop	0.25	Existing loop in park
Barrios Park Loop	0.25	Existing loop in park
Bayou Black Park Loop	0.25	Existing loop in Park
Blackwater Outer Loop Trail	3	Committed recreational trail
Bull Run Road	8.75	Existing signage between LA 20 and LA 311
Charlton P Rozands Park Loop	0.25	Existing loop in park
City Park loop	0.25	Existing loop in park
Ernest C Moss Park Loop	0.25	Existing loop in park
Gary Park Loop	0.25	Existing loop in park
King Street Park Loop	0.25	Existing loop in park
LA 24 Sidewalks	1.75	Sidewalks in front of H.L.B High school and library on both sides of road
Maple Park Loop	0.25	Existing loop in park
Mandalay Inner Loop Trail	1	Committed recreational trail
Mechanicville Park Loop	0.25	Existing loop in park
Oakshire Park	1	Existing loop in park
Rio Vista Park Loop	0.25	Existing loop in park
Schriever Park Loop	0.25	Existing loop in park
Southdown On-Road Loop	13.5	Committed bicycle lanes
Veterans Park Loop	0.25	Existing loop in park
West Park Sidewalks	1	Existing sidewalk along LA 20 from Livas to Hausley St.
Westide Blvd.	0.5	Bike path between St Louis Canal Road and Hwy 24
Williams Ave Walking Track	0.5	Existing loop in park

Proposed

Name	Distance (Miles)	Location	Recomendation	Cost Estimate	Functional Classs	Traffic Count	Potential Funding Source
Audubon Drive	.25	LA 648 to Lafourche Parish	Sidewalks	$150,000	Urban Collector	9,000	RTP, TEP, STP<200K
Azalea Drive	1.5	Entire roadway	Sharrows and signs	$3,000	N/A	N/A	RTP, TEP
Barrow Street	1	Margaret Street to Civic Center Blvd.	Sharrows and signs	$2,000	Urban Minor Arterial	11,900	RTP, TEP, STP<200K
Bayou Black Drive	15.5	LA 20 to Barrow Street	Sharrows and signs	$31,000	Urban Minor Arterial, Rural Major Collector	3,500 - 11,900	RTP, TEP, STP<200K
Bayou Gardens Blvd	2.25	LA 24 to LA 660	Bicycle lane and signs	$63,000	Urban Minor Arterial	12,000	RTP, TEP, STP<200K
Bayou Gardens Extension	1.5	LA 660 to LA 182	Bicycle lane and signs	$42,000	Urban Minor Arterial	N/A	RTP, TEP, STP<200K
Bayou Sale Road	8	Connects Falgout Canal Road to LA 56	Sharrows and signs	$16,000	Rural Local	340	RTP, TEP, STP<200K
Brule Guillot Road	7	LA 20 to Lafourche Parish	Sharrows and signs	$14,000	Rural Minor Collector	1,650	RTP, TEP, STP<200K
Caroll Street	0.25	LA 20 to S. Bayou Black Drive	Sharrows and signs	$1,000	N/A	N/A	RTP, TEP
Country Club	0.75	Near golf course, not heavily traveled	Sharrows and signs	$1,500	N/A	800	RTP, TEP
Deadwood Road	3.5	Loop connecting LA 182 to LA 20	Sharrows and signs	$7,000	N/A	N/A	RTP, TEP, STP<200K
Falgout Canal Road	5.25	From LA 57 to LA 315	Sharrows and signs	$10,500	N/A	500	RTP, TEP

Name	Distance (Miles)	Location	Recomenda-tion	Cost Estimate	Functional Classs	Traffic Count	Potential Funding Source
LA 57	13.25	Thomson Road Ext to Bayou Sale Road	Bicycle lane and signs	$371,000	Urban Minor Arterial	1,990 - 20,800	RTP, TEP, STP<200K
LA 182	3.5	LA 662 to LA 20	Bicycle lane and signs	$98,000	Rural Major Collector	4,100	RTP, TEP, STP<200K
LA 182	4	LA 24 to La-fourche Parish	Bicycle lane and signs	$112,000	Urban Minor Arterial	22,200	RTP, TEP, STP<200K
LA 20	11.75	LA 182 to Main Project	Sharrows and signs	$23,500	Rural Major Collector, Urban Minor Arterial	2,200 - 4,300	RTP, TEP, STP<200K
LA 24	0.25	LA 311 to Wa-terplant Road	Bicycle lane, ped crossing, and signs	$7,000	Urban Princi-pal Arterial	13,000	RTP, TEP, STP<200K; SR2S
LA 311	11.75	Main Project to LA 24	Sharrows and signs	$23,500	Urban Collec-tor	3,600	RTP, TEP, STP<200K; SR2S
LA 56	19.5	Thomson Road Ext to Bayou Sale Road	Bicycle lane and signs	$546,000	Urban Collec-tor	4,800	RTP, TEP, STP<200K
LA 662	0.5	LA 182 to Assumption Parish	Bicycle lane and signs	$1,000	Rural Local	930	RTP, TEP, STP<200K
Lafayette Street	0.25	LA 311 to Mar-garet Street	Sharrows and signs	$1,000	Urban Minor Arterial	7000	RTP, TEP, STP<200K
Library	0.25	Barrow St to Civic Center Blvd	Sharrows and signs	$1,000	N/A	N/A	RTP, TEP
Main Project Road	3	LA 311 to LA 3185	Bicycle lane and signs	$84,000	Urban Minor Arterial, Urban Collector	6,500	RTP, TEP, STP<200K

Name	Distance (Miles)	Location	Recomenda-tion	Cost Estimate	Functional Classs	Traffic Count	Potential Funding Source
Margaret Street	0.25	Lafayette St. to Barrow St.	Sharrows and signs	$1,000	N/A	1,200	RTP, TEP
Savanne Road	3.25	LA 311 to LA 182	Sharrows and signs	$6,500	Urban Collec-tor	6,000	RTP, TEP, ST-P<200K
Southdown Mandalay	3.25	St. Charles St to Waterproof Bridge	Sharrows and signs	$6,500	Urban Collec-tor	2,900	RTP, TEP, ST-P<200K
St. Charles St.	1.25	LA 311 to LA 182	Bicycle lane and signs	$35,000	Urban Minor Arterial	7,000 - 15,000	RTP, TEP, ST-P<200K
St. Louis Canal	2.5	Bayou Gardens to Hollywood	Sharrows and signs	$4,500	Urban Minor Arterial	7,300	RTP, TEP, ST-P<200K
Thompson Road Ext.	2.75	LA 56 to LA 57	Bicycle lane and signs	$77,000	N/A	N/A	RTP, TEP
Valhi Blvd Extension	2.5	Equity Blvd to Savanne Rd	Sharrows and signs	$4,500	N/A	N/A	RTP, TEP
Waterplant Road	1.5	LA 24 to La-fourche Parish	Sharrows and signs	$3,000	N/A	1,800	RTP, TEP
Westisde Blvd.	1	St. Louis Canal to LA 24	Sharrows and signs	$2,000	N/A	7,200	RTP, TEP, ST-P<200K

Schools

The Active Transportation Committee has identified connectivity with elementary and middle schools as a priority. The primary funding source for these connections would be the Safe Routes to School Program (SR2S). For more information on Safe Routes to School, see the Potential Funding Sources and Application Process section of this document.

Name	Distance (Miles)	Location	Needs	Cost Estimate	Potential Funding Source
Bayou Blue Elemen-tary	1.25	LA 182 to Silver Street	Sidewalks	$150,000	SR2S
Boudreaux Canal Elementary	.5	Dr. Hugh Saint Mar-tin & Vin Streets	Sidewalks	$60,000	SR2S

Name	Distance (Miles)	Location	Needs	Cost Estimate	Potential Funding Source
Caldwell Middle	1.75	LA 24, LA 311, Main Project	Sidewalks	$210,000	SR2S
Gibson Elementary	.25	Bayou Black Drive, from school to and including Caroll Street	Sidewalks, ped bridge, crosswalk		SR2S
Grand Caillou Elementary	2.5	LA 57 from Panda Ln to Samanie Ct.	Sidewalks	$300,000	SR2S
Grand Caillou Middle	1.25	LA 57, from Becky Drive to school	Sidewalks	$150,000	SR2S
Greenwood Middle	4	LA 182	Bicyle lane and signs	$112,000	SR2S
Lacache Middle	1.5	LA 56, from Johanna Drive to Jane Street	Sidewalks	$180,000	SR2S
Little Caillou Elementary	.5	LA 56, from school to Victory Street	Sidewalks	$60,000	SR2S
Schriever Elementary	1	LA 24	Sidewalk	$120,000	SR2S

Parks and Recreational Facilities

The Active Transportation Committee has identified connectivity with existing parks and recreational facilities as a priority. As such, the following parks have been identified as potential connection points if they exist within 1/4 mile of an identified route. Potential linkages are explained.

Name	Location	Needs	Cost Estimate	Potential Funding Source
Barrios Park	.15 miles from LA 182	Signs	$500	RTP, TEP
Bayou Black Park	Southdown Mandalay, Jackson Rd to Park (.5)	Sidewalk	$60,000	RTP, TEP, STP<200K
Broadmoor Park	.15 miles from Saint Louis Canal	Signs	$500	RTP, TEP
Charlton P. Rozands Park	.15 miles from Southdown On-Road Loop	N/A	N/A	RTP, TEP

Name	Location	Needs	Cost Estimate	Potential Funding Source
Gray Park	.25 miles from LA 24	Sidewalk	$30,000	RTP, TEP
Hermon Park	Near Margaret Street	N/A	N/A	RTP, TEP
Legion Park	.25 miles from LA 182	N/A	N/A	RTP, TEP
Mulberry Park	.15 miles from LA 182	N/A	N/A	RTP, TEP
Schriever Park	Adjacent to Main Project Road	N/A	N/A	RTP, TEP
South Side Park	Near Margaret Street	N/A	N/A	RTP, TEP
Southdown West Park	.15 miles from South-down On-Road Loop	N/A	N/A	RTP, TEP
Summerfield Park	Adjacent to Southdown On-Road Loop	N/A	N/A	RTP, TEP
Veterns Park	Adjacent to Southdown On-Road Loop	N/A	N/A	RTP, TEP
Williams Walking Track and Ballpark	.23 miles from LA 182	N/A	N/A	RTP, TEP

Safety

The Active Transportation Committee has identified pedestrian safety as a priotity. As such, the committee has researched the crash data for Terrebonne Parish. The following list represents the roadways with the highest number of pedestrian crashes in the four year period from January 1, 2008 to December 31, 2011. Both local and state highways were examined. The committee recomends that, when possible, priority be given to pedestrian improvements on these roadways.

Local Roadways

Primary Road	Number of Crashes
Gabasse	3
Hobson	3
Shrimpers Row	3
Main Project	2

State Highways

Route	Number of Crashes
LA 24	36
LA 57	16
LA 3040	7
LA 182	6
LA 20	5

Potential Funding Sources and Application Process

The following was taken from the Local Public Agency (LPA) Manual. A link to this manual, which covers all of DOTD's programs, can be found at http://htmpo.org/bikesandped.aspx. All programs herein were part of the SAFETEA-LU transportation bill. Programs have changed slightly under the new federal transportation legislation, MAP-21. Changes made by MAP-21 will be included in the next version of the *Bike and Pedestrian Plan*.

The following text explaining the LPA manual was taken from DOTD's website in May 2012:

The purpose of the Local Public Agency (LPA) Manual is to familiarize the public agencies with the programs that are available to them through the DOTD for local transportation and public works projects. It is also intended to help Louisiana's public agencies fulfill the requirements of planning, environmental clearance, design, right-of-way purchase, construction and maintenance of transportation facilities using state or federal funds. To assist agencies in accomplishing these goals, the manual describes the processes, documents, and approvals necessary to obtain Federal Highway Administration (FHWA) federal aid funds or state funds through DOTD to develop local transportation projects and defray the sponsoring entity's costs. A sponsoring entity is a local public agency that initiates and sponsors a project to be included in the DOTD Highway Program, Public Works projects and Intermodal Transportation Programs using state and/or federal funds. (Louisiana Department of Transportation and Development, 2012)

STP >200K and <200K

Many projects in this plan are eligible for STP >200K and <200K. These funds are accessible through working through a Metropolitan Planning Organization (MPO). In Assumption, Lafourche, and Terrebonne parishes, the MPO is the South Central Planning and Development Commission (http://www.scpdc.org). In St. Charles and St. John the Baptist parishes, the MPO is the New Orleans Regional Planning Commission (http://www.norpc.org).

From the LPA Manual:

This program provides federal funds to metropolitan areas to use on their federal aid highways. (Federal-aid highways include highways on the Federal-aid highway system and all other public roads not classified as local roads or rural minor collectors.)

For STP >200K and <200K funded projects, the Metropolitan Planning Organization (MPO) or their consultant or the sponsoring entity completes the Stage 0 documentation as outlined in Chapter 6 of the Stage 0 Manual of Standard Practice. The documentation is submitted by the MPO to the DOTD Urban Transportation Planning Engineer within the Transportation Planning Section for review. The documentation is reviewed for completeness, ensuring that funding is available and the MPO's program is fiscally constrained. (p. 16)

If everything is deemed satisfactory, the DOTD Urban Transportation Planning Engineer will approve the Stage 0 documentation, obtain a project number, and send a memorandum to the DOTD >200K or <200K Program Manager indicating the project has been approved for further processing through Stage 1, NEPA process. A copy of the Stage 0 study and/or memorandum is also sent to other appropriate DOTD sections and district.

Any significant changes to the approved project scope or budget must be submitted to the DOTD Urban Transportation Planning Engineer for approval. The DOTD Urban Transportation Planning Engineer reviews the MPO Transportation Improvement Program (TIP) to ensure fiscal constraint. If a project on the TIP does not have an approved Stage 0, then the TIP will not be accepted.

Once a construction project is approved and included in the program, the project is managed like a typical DOTD project. It is assigned a project manager and is subject to all standard reviews as described in the Road Design Plan Preparation Manual

Some projects that use STP >200K or <200K are studies/research and must be included on the TIP. A request is submitted to the Urban Transportation Planning Engineer to use the funds. A scope of services and description of the study must accompany the request. If the MPO has an approved

consultant selection procedure they can advertise and select a consultant once DOTD and FHWA have approved the request/scope. If the project is a study, then it will be reviewed and approved by the DOTD Office of Multimodal Planning. (p. 26)

Key Points:

- *ALL projects must be studied for feasibility during the DOTD Stage 0 process, as managed by the Office of Multimodal Planning. A Stage 0 report must be completed.*
- *After the Stage 0 report is approved, a Stage 1 NEPA document must be prepared and approved.*
- *After the Stage 0 report is approved, a project must be included in the MPO's financially constrained Transportation Improvement Program (TIP).*
- *Entities must work with their MPO to have projects included in the program. DOTD does not select the projects placed in this program.*
- *Though the MPO has great flexibility in its funding use, projects must be on highways that are eligible for federal funds based on their functional classification (major collectors and above), within the MPO geographic area and comply with all federal and state requirements related to the project type and scope. Projects may be on state highways or local roads and streets*
- *The majority of these construction projects are funded at 80% federal / 20% local match ratio.*
- *Engineering consultants performing design and/or construction inspection may be reimbursed by this program. If reimbursement is sought, they must be obtained through the DOTD Consultant Selection process.*
- *Right-of-way must be publically owned. The sponsoring entity must ensure that all right-of-way acquisition for the project follows all state and federal requirements.*
- *Right-of-way must be obtained in accordance with the procedures described in the "DOTD LPA Right-of-Way Manual" (p. 27)*

Congestion Mitigation and Air Quality

Congestion Mitigation and Air Quality Program (CMAQ) funds are available to areas which are currently below the Environmental Protection Agencies National Ambient Air Quality Standards.

From the LPA Manual:

Congestion Mitigation and Air Quality Program: The purpose of the CMAQ program is to support transportation projects or programs that will improve air quality and relieve congestion in areas that do not meet National Ambient Air Quality Standards. Reducing pollution and other adverse environmental effects of transportation projects and transportation system inefficiency have been long-standing objectives of the Department of Transportation. CMAQ funds may be used to establish new or expanded transportation projects or programs that reduce emissions, including capital investments in transportation infrastructure, congestion relief efforts and diesel engine retrofits. Other CMAQ projects include operating assistance for new transit services, travel demand management (TDM) strategies, traffic flow improvement programs that reduce emissions and bicycle/pedestrian facilities and programs. (p. 28)

No projects in the region are currently eligible for CMAQ funding but may be in the future depending on future EPA air-quality regulations. The Active Transportation Committee will continue to monitor EPA regulation and future air-quality legislation and update this section as necessary.

Transportation Enhancement Program

All projects in this plan are eligible for the Transportation Enhancement Program (TEP). In addition to pedestrian and bicycle facilities, TEP will also fund safety and educational activities such as campaigns promoting safety awareness, safety training activities and classes, and training material.

From the LPA Manual:

A "call for applications" is sent to potential sponsoring entities and posted on the DOTD website every two years (odd numbered years unless otherwise advertised). The applications will be received by DOTD from June 1st – July 31st of the selection year. The sponsoring entity can obtain a copy of the application on the TEP website.

The applications are reviewed for eligibility by the Enhancement Coordination Committee, which is comprised of the following DOTD staff: TEP Manager, TEP Coordinator, Architect, Landscape Architect and FHWA representative.

Eligible projects are sent to the respective DOTD District Administrator for selection. Sponsoring entities are notified in writing of acceptance into the program. (p. 17)

Key Points:

- *Projects must be designed by Louisiana licensed professionals. Example: Electrical engineers must design electrical systems; landscape architects must design landscaping projects, etc.*
- *If the project is adjacent (within 200') or crosses a railroad track, the sponsoring entity will be responsible for obtaining the railroad permit. (This can be a long process.)*
- *TEP projects DO NOT have to be located on state owned roads.*
- *Right-of-way must be publically owned. The sponsoring entity must ensure that all right-of-way acquisition for the project follows all state and federal requirements.*
- *Right-of-way must be obtained in accordance with the procedures described in the "DOTD LPA Right-of-Way Manual" (p. 31)*

Safe Routes to School

Safe Routes to School Program (SR2S) funds are available to all projects which enable and encourage children to walk or bike to school. Eligible projects must be located within two miles of an elementary or middle school and directly related to improving the safety of walking or biking to the school. Funds cover engineering, education, encouragement, enforcement, and evaluation.

From the LPA Manual:

Funds are awarded through an application process. Applications are accepted during the months of January and February of each year. The application and guidelines are posted on the DOTD website and can be downloaded at http://www.dotd.la.gov/planning/highway_safety/safe_routes/. Applications are graded and prioritized by the SRTS staff based on their conformance with the goals of the program. The SRTS Advisory Board composed of state officials from various state agencies, reviews the prioritized list and recommends adjustments if needed. The top applications are approved based on funds available.

Sponsoring entities are notified in writing of acceptance into the program. (p. 18)

Key Points:

- *Projects must be within 2 miles of school (K-8)*
- *Projects can be on state highways or local roads and streets*
- *Can fund both infrastructure projects and non-infrastructure activities*
- *Maximum project funds of $250,000 for infrastructure and $50,000 for non-infrastructure*
- *100% Federal funds – No match required*
- *Funds secured through a competitive application process*
- *Procurement process for non-construction projects must be in accordance to all state and local laws*
- *Right-of-way must be publically owned. The sponsoring entity must ensure that all right-of-way acquisition for the project follows all state and federal requirements.*
- *Right-of-way must be obtained in accordance with the procedures described in the "DOTD LPA Right-of-Way Manual" (p. 35)*

National Scenic Byway Program

The National Scenic Byway Program will fund facilities along designated byways for pedestrians and bicyclists. To be eligible for this program, the existing route must be located along a previously designated scenic byway.

From the LPA Manual:

The Scenic Byway Program promotes tourism to our state's treasured routes. This is a grass-roots program involving public and private partnerships to increase accessibility to Louisiana's unique treasures.

The National Scenic Byways Program is part of the U.S. Department of Transportation, Federal Highway Administration. The program is a collaborative effort established to recognize, preserve and enhance selected roads throughout the United States. The U.S. Secretary of Transportation recognizes certain roads as All-American Roads or National Scenic Byways based on one or more archeological, cultural, historic, natural, recreational and scenic qualities. Funding is allocated to States and Indian tribes to implement projects. The Secretary of Transportation selects the projects through a national competitive application process. Once the Secretary of Transportation selects a project for funding, the ap-

plicant must work with the State byway coordinator, Indian tribe byway coordinator, and/or FHWA division office byway contact to implement the project and to be reimbursed for eligible expenses. (p. 20)

Key Points:

- *Must be within the corridor of a designated Louisiana Byway*
- *Must enhance the visitor experience along the byway*
- *Must be part of byway goals as indicated in the Corridor Management Plan (CMP)*
- *The maximum Federal share is 80 percent.*
- *Private, Local, Indian tribe and State funds may be used as the match share.*
- *Federal land management agencies are allowed to provide funds for the match share for projects on Federal or Indian lands.*
- *An applicant proposing Federal funds from other sources must document that those Federal funds can be used to match National Scenic Byways Program funds. Coordination with the State or Indian tribe byway coordinator and FHWA is recommended prior to submitting an application proposing such a match.*
- *Federal funds from most other sources are not allowed as the match, such as: Transportation Enhancements, Save America's Treasures, National Endowment for the Arts*
- *The sponsoring entity should determine if the proposed project is eligible for funding consideration, and if their organization has the capacity to oversee the implementation of the proposed project using National Scenic Byways Program funds.*
- *Right-of-way for construction projects must be publically owned. The sponsoring entity must ensure that all right-of-way acquisition for the project follows all state and federal requirements.*
- *Right-of-way must be obtained in accordance with the procedures described in the "DOTD LPA Right-of-Way Manual" (p. 44)*

Eligible projects include construction of a facility along a designated scenic byway for pedestrians and bicyclists – LPA Manual 20, 43, 44

FHWA Recreational Trails Program for Louisiana

From the LPA Manual:

The Recreational Trails Program (RTP): This program provides funds to States to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. The RTP is an assistance program of the Department of Transportation's Federal Highway Administration (FHWA). Federal transportation funds benefit recreation including hiking, bicycling, in-line skating, equestrian use, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, and/or other off-road motorized vehicles. This program is managed by the LA Department of Culture, Recreation and Tourism (DCRT). Their website is http://www.crt.state.la.us/parks/RTPTrails-FAQ.aspx. (p. 45)

Funds are awarded annually through an application process. The application form can be downloaded from the Louisiana Department of Culture, Recreation and Tourism website, http://www.crt.state.la.us/parks/ioutdoorrec.aspx. The deadline for applications submitted to the Department of Culture Recreation and Tourism is May 1. Along with a resolution from the sponsoring entity, an approval by the Land Manager is required with the applicant's submission. This assures the project has his approval, accessibility to the public for 25 years, and if on federal land, is in compliance with all applicable laws. The applications are reviewed by the award committee. Assignment of points is outlined in the application form. Awards are sent out 60-90 days after due date. (p. 20-21)

Key Points:

- *The FHWA Recreational Trails Program for Louisiana (FRTPL) is an 80/20 reimbursable (RTP reimburses sponsoring entities 80% of eligible expenditures) matching grant program. The sponsoring entity match (20%) can be either cash or the value of documented contributions of land, material, equipment, labor or services.*
- *The minimum (federal share) is $5,000 and the maximum is $100,000 for non-motorized projects and $200,000 for motorized projects.*
- *Funding may be provided to non-profit, governmental or commercial entities.*
- *Funding can be used for the entire trail project or a component (trail tread, bridge, trailhead, trailside, etc.) of the trail.*
- *Projects will be selected based on criteria developed by the FRTPL Advisory Committee and the FRTPL*

Outreach and Education Material

Compiled outreach material, including links to the below documents, can be found at http://htmpo.org/bikesandped.aspx.

FHWA Resources

The following was taken from the FHWA website on May 15, 2012. It includes a variety of resources from academic research to course textbooks to resource toolboxes. Links to the below can also be found at http://htmpo.org/bikesandped.aspx.

Education and Training:

- FHWA University Course on Bicycle and Pedestrian Transportation

  Provides current information on pedestrian and bicycle planning and design techniques, as well as practical lessons on how to increase bicycling and walking through land-use practices and engineering design. (http://www.fhwa.dot.gov/publications/research/safety/pedbike/05085/)

- NHI Pedestrian Facility Design Course

  This 1.5 day course provides information and application opportunities for those involved in the design of pedestrian facilities. (http://www.nhi.fhwa.dot.gov/training/course_detail.aspx?num=FHWA-NHI-142045&cat=t&key=&num=142&loc=&sta=&tit=&typ=&lev=&ava=&str=&end=&drl=)

- NHI Bicycle Facility Design Course

  This 1.5 day course provides information and application opportunities for those involved in the design of bicycle facilities. (http://www.nhi.fhwa.dot.gov/training/course_detail.aspx?num=FHWA-NHI-142046&cat=t&key=&num=142&loc=&sta=&tit=&typ=&lev=&ava=&str=&end=&drl=)

Safety:

- Pedestrian Safety - Report to Congress

  A comprehensive report on pedestrian safety that builds on the current level of knowledge of pedestrian safety countermeasures by identifying the most effective advanced technology and intelligent transportation systems. (http://safety.fhwa.dot.gov/ped_bike/legis_guide/rpts_cngs/pedrpt_0808/)

- How To Develop a Pedestrian Safety Action Plan

  The document will help state and local officials know where to begin to address pedestrian safety issues. (http://katana.hsrc.unc.edu/cms/downloads/howtoguide2006.pdf)

- Pedestrian Safety Campaign

  A ready-made toolkit of safety related outreach materials that States and communities can customize and use locally. (http://safety.fhwa.dot.gov/local_rural/pedcampaign/)

- Good Practices Guide for Bicycle Safety Education; FHWA-SA-02-001

  A guide to developing your own bicycle education program or selecting the most effective program for your needs. (http://www.bicyclinginfo.org/education/resource/bestguide.cfm)

- Bicycle Safer Journey

  A virtual journey designed to increase our awareness of bicycle safety. Its use is intended for the general public, road user, safety advocates, and safety. (http://safety.fhwa.dot.gov/ped_bike/ped_bike_order/#bike_journey)

- Safer Journey: Interactive Pedestrian Safety Awareness

  An interactive web site that takes the user through various pedestrian safety scenarios encountered every day by pedestrians. (http://safety.fhwa.dot.gov/saferjourney/)

- A Resident's Guide for Creating Walkable Communities

  This guide is designed to be used by anyone looking for ways to improve the walkability of their neighborhood, whether they are just beginning to learn about pedestrian safety or are already part of an established community safety group. (http://safety.fhwa.dot.gov/ped_bike/ped_cmnity/ped_walkguide/index.cfm)

- Informational Report on Lighting Design for Midblock Crosswalks

  This report provides information on lighting parameters and design criteria that should be considered when installing fixed roadway lighting for midblock crosswalks. (http://www.fhwa.dot.gov/publications/research/safety/08053/index.cfm)

- Pedestrian Road Safety Audit Guidelines and Prompt Lists; FHWA-SA-07-007

  This document provides transportation agencies and teams conducting Road Safety Audits with a better understanding of the needs of pedestrians of all abilities. (http://katana.hsrc.unc.edu/cms/downloads/PedRSA.reduced.pdf)

- Pedestrian Bicycle Crash Analysis Tool (PBCAT Version 2.1); FHWA-RD-99-093

  Software product intended to assist state and local pedestrian and bicycle coordinators, planners, and engineers in addressing pedestrian and bicyclist crash problems. (http://www.walkinginfo.org/facts/pbcat/index.cfm?/pc/pbcat.htm)

- PEDSAFE; FHWA-SA-04-003

  The Pedestrian Safety Guide and Countermeasure Selection System (PEDSAFE) is intended to provide practitioners with the latest information available for improving the safety and mobility of those who walk. (http://www.walkinginfo.org/pedsafe/)

- BIKESAFE; FHWA-SA-05-006

  The Bicycle Countermeasure Selection System (BIKESAFE) is intended to provide practitioners with the latest information available for improving the safety and mobility of those who bicycle. (http://www.bicyclinginfo.org/bikesafe/)

Bicycle Groups

Bayou Country Cyclists – http://www.bccbike.org/
Bike Louisiana - http://www.bikelouisiana.com/
Bayou Runners Association - http://bayourunners.com/

Pedestrian Advocacy Groups

AARP - http://www.aarp.org/

Other Documents and Resources

Louisiana Bicycle and Pedestrian Plan

- http://www.dotd.la.gov/planning/highway_safety/bike_ped/masterplan.aspx

Louisiana DOTD Complete Streets Policy

- http://www.dotd.la.gov/planning/highway_safety/documents/Complete Streets Final Report 2007-29-2010.pdf

Houma-Thibodaux Metropolitan Transportation Plan

- http://htmpo.org/MTP.aspx

Recreational Trail Program

- http://www.crt.state.la.us/parks/ioutdoorrec.aspx

Safe Routes to School

- National Center for Safe Routes to School: http://www.saferoutesinfo.org/
- FHWA website for SRTS: http://safety.fhwa.dot.gov/saferoutes/
- DOTD SRTS website: http://www.dotd.la.gov/planning/highway_safety/safe_routes/

Transportation Enhancement Program

- National Transportation Enhancement Clearinghouse: http://www.enhancements.org/
- FHWA Transportation Enhancement Program: http://www.fhwa.dot.gov/environment/te/guidance.htm
- DOTD Transportation Enhancement Program website: http://www.dotd.la.gov/planning/tep/

Louisiana American Byways

- http://www.byways.org/explore/states/LA/

CMAQ

- http://www.fhwa.dot.gov/environment/air_quality/cmaq/

Pedestrian and Bicycle Information Center:

- http://www.bicyclinginfo.org/
- http://www.pedbikeinfo.org/
- http://www.pedbikeimages.org/
- http://www.walkinginfo.org/