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ST. CHARLES PARISH
COMPREHENSIVE PEDESTRIAN & BICYCLE MASTER PLAN

FINAL REPORT
State Project No. H.012462

PREPARED FOR:

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

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0 EXECUTIVE SUMMARY

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EXECUTIVE SUMMARY

Walking and bicycling for transportation and recreation is increasing in popularity across the nation. Several benefits accompany this trend, including increased health, decongestion of roadway traffic, and community economic benefits. Within St. Charles Parish, there is a strong demand to support these methods of transit by supplying infrastructure and safety measures. However, the parish's land development patterns, such as industrial campuses and railroad lines, have created barriers to implementation. The overall transportation network that exists today is designed to make vehicular traffic movement efficient without regard to non-motorized travelers. As a result, implementing expanded pedestrian and bicycle networks within the parish's existing roadway infrastructure must address safety concerns.

This plan used a comprehensive process that involved public participation, professional collaboration, and additional research. To obtain public input, the project team held workshops in three areas of the parish and administered a survey to identify the demands of residents and facility users. Industrial company representatives also voiced their security concerns about pathways that could be placed in close proximity to their sites. Additional meetings with parish officials also contributed to the plan.

Public, industry, and stakeholder engagement resulted in the emergence of three main goals for improving pedestrian and bicycle networks:

- Improving safety
- Increasing transportation options
- Spurring economic development

The project team conducted an existing conditions analysis of land development patterns, current design standards, obstacles to transportation, crash data, and existing facilities within the pedestrian and bicycle networks. The team performed a supplementary multi-modal analysis to recognize public benefits that would result from improved access management through additional transportation modes and connections among modes. Resulting network additions and improvements were developed and prioritized to match identified community needs and the project goals. The team's recommendations propose parish-wide treatments to existing routes, additional locations for pedestrian and bicycle routes, intersection safety improvements, and estimated construction and maintenance costs. In Section 5, priority improvement projects located in Table 19 were extracted from the comprehensive list in Table 20 to highlight projects that are expected to be the lowest in costs or generate the highest public benefits.

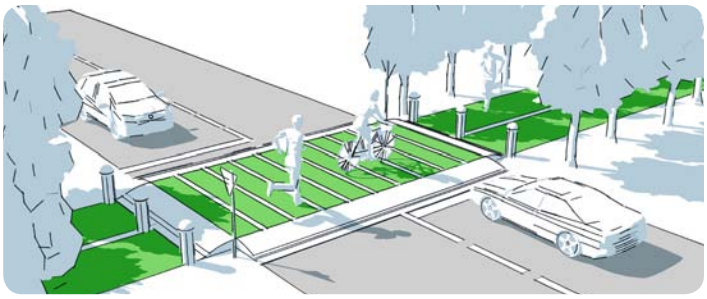

Figure 1 - Illustration of a Multi-Modal Transportation Intersection

The report also details potential constraints to implementation. Strategies to facilitate the implementation of proposed facilities and programs that support safer walking and bicycling are discussed, including potential funding sources, enforcement and education approaches, the need for updated standards and policy changes, and a plan for parish coordination and programming going forward. Implementation of proposed pedestrian and bicycle facilities requires a long-term approach, wherein available funding, other roadway projects, and private developments will inform the pace at which improvements are built. Capital expenditures, which are funds used to improve existing or implement new facilities, will be necessary to implement the projects and thereby meet the Parish's goals for pedestrian and bicycle transportation networks.

The St. Charles Parish Comprehensive Pedestrian & Bicycle Master Plan is a framework for the parish to become more multi-modal, walkable, bikeable, livable, healthier, and safer for its residents.

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1 INTRODUCTION

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1. INTRODUCTION

Figure 2 - Hale Boggs Memorial Bridge in Luling

Overview

The primary goal of the St. Charles Parish Comprehensive Pedestrian & Bicycle Master Plan is to develop a complete framework for pedestrian and bicyclist circulation at a parish-wide level that will improve safety and increase access and mobility opportunities. The plan establishes a hierarchy of facility types dependent on site-specific conditions that build upon the existing pedestrian and bicycle networks of St. Charles Parish.

The scope of this plan includes the establishment of goals and objectives for improved transportation, an inventory of existing conditions that impact pedestrian and bicycle infrastructure, an inventory of existing networks across the parish, a compilation of pedestrian and bicycle incident reports and locations, documented efforts of public and stakeholder engagement, recommendations based on criteria and facility types, and suggested strategies for implementation.

The approach used to develop the plan involved reviewing previously adopted Parish Council master plans with significant pedestrian and bicycle policy or elements, dividing the parish into three sub-areas for distributed analysis, and following a comprehensive planning process.

The St. Charles Parish Comprehensive Pedestrian & Bicycle Master Plan will serve as a reference and guide for future improvements to pedestrian and bicycle infrastructure in St. Charles Parish. The plan proposes new networks and improvements to existing networks within the parish, with emphasis on locations where accidents involving pedestrians or bicyclists have occurred. Data and maps contained within this study can be reviewed independently as a resource for additional projects. This plan serves as a starting point for understanding and addressing the needs of pedestrians and bicyclists in the parish and, as a result, realizing the benefits that the parish will receive from continuous use by these facility users.

Pedestrian & Bicycle Master Plans

A comprehensive master plan is created through collaboration among citizens, planners, and community leaders, and guides local governments and citizens in future development. A comprehensive pedestrian and bicycle master plan is a related, specialized plan that follows a similar process, while guiding the development of pedestrian and bicycle infrastructure and programs.

St. Charles Parish Comprehensive Pedestrian & Bicycle Master Plan

The purpose of the St. Charles Parish Comprehensive Pedestrian & Bicycle Master Plan , also referred to here as the Pedestrian & Bicycle Master Plan, is to improve safety of the existing transportation network for non-motorized users and maximize opportunities for circulation.

St. Charles Parish covers over 400 square miles of land, located on both banks of the Mississippi River. The parish's roadway system totals approximately 4,500 miles, yet less than two percent of road mileage include sidewalks (43 miles) or bicycle routes (31 miles). Current crash data suggests that one in five fatal vehicular crashes in St. Charles Parish result in the death of a pedestrian or bicyclist. These statistics alone reinforce not only the need for additional routes for non-motorists, but also improvements in quality and safety of the existing facilities. By expanding the networks of these facilities, additional transportation and recreational opportunities will be available to St. Charles Parish.

The expanded networks are envisioned as a comprehensive system of paths, trails, and shared-use routes. Increasing the presence of multi-modal transportation infrastructure in the parish will benefit all users and result in an improved awareness of roadway sharing for motorists.

The resulting pedestrian and bicycle master plan offers a tool that can strategically guide future capital investment and suggests policy, to improve and expand infrastructure for walking and bicycling along and across roadways where people desire to travel but cannot safely do so today.

Figure 3 - Location Map of St. Charles Parish

Study Area

This project encompasses the entirety of St. Charles Parish. St. Charles is bordered to the north by Lake Pontchartrain, to the east by Jefferson Parish, to the south by Lafourche Parish, and to the west by St. John the Baptist Parish. Within St. Charles Parish are the following areas: Ama, Bayou Gauche, Boutte, Des Allemands, Destrehan, Hahnville, Luling, Montz, Norco, Paradis, Killona, New Sarpy, Ormond, and St. Rose.

Given that a large portion of the parish consists of surface water and wetlands, which lack virtually any form of infrastructure, the project team restricted the study to areas where land is currently developed and habitable or where future development may occur. To facilitate the planning process, the parish was divided into East Bank, West Bank, and Bayou sub-areas, using logical geographical boundaries.

The East Bank sub-area encompasses the northern part of the Parish, which is on the eastern bank of the Mississippi River. Neighborhoods in the East Bank sub-area include St. Rose, Destrehan, Ormond, Norco, New Sarpy, and Montz.

The West Bank sub-area includes areas on the west bank of the Mississippi River that are north of LA 3127 and east of the I-310/US Highway 90 interchange. Neighborhoods in the West Bank sub-area include Ama, Luling, Boutte, Hahnville, and Killona.

The Bayou sub-area comprises the southernmost portion of St. Charles Parish. It contains communities along the US Highway 90 corridor and LA 306, and is bordered by Lafourche Parish to the south, Interstate 310/Highway 90 intersection and Boutte to the north and east Neighborhoods in the Bayou sub-area include Des Allemands, Paradis, and Bayou Gauche.

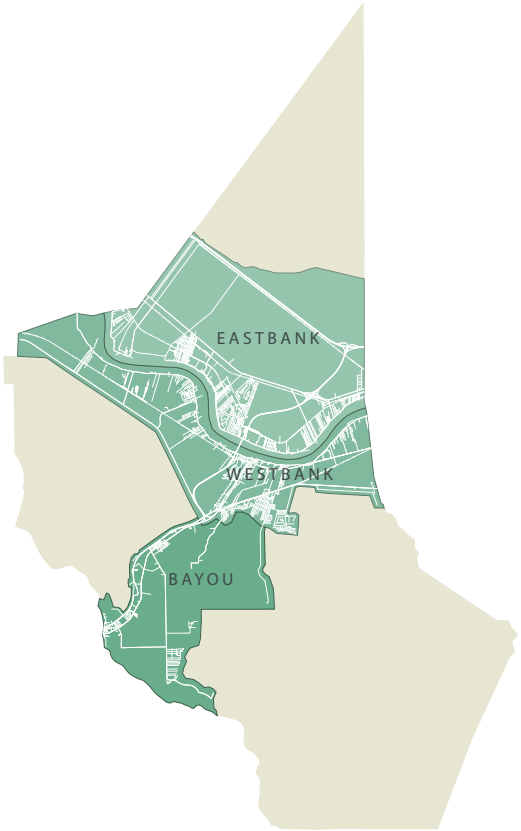

Figure 4 - Sub-Areas Map of St. Charles Parish

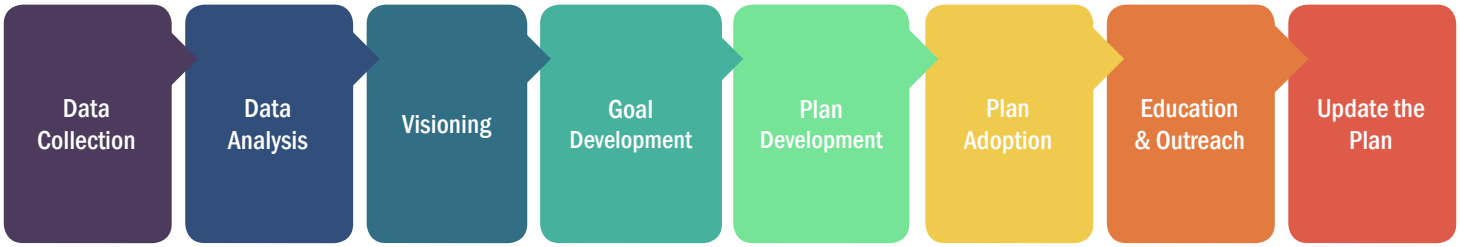

Figure 5 - Planning Process Flowchart

Planning Process

In order to ensure that the plan was developed in a timely manner and that its goals are valid, the project team followed an interactive design approach. This approach allowed for the plan to evolve naturally over the course of the study, while preventing potential oversight of key opportunities.

Prior to beginning any data collection or analysis, a Project Steering Committee (PSC) was established to assist in further guiding the study. The PSC and its members are discussed in greater detail in Section 4 (Engagement).

The project team began with a thorough analysis of the existing conditions of the parish, focusing on existing transportation routes and the location of traffic incidents that involve pedestrians or bicyclists. The project team also reviewed data on zoning, land use, topography, population density, and other factors affecting transportation.

The collected data were used in combination with field measurements, information gathered from stakeholders, and feedback from public workshops to generate maps and conduct an analytical study. These efforts produced comprehensive documentation of the parish's existing conditions, potential assets, opportunities, and constraints. The project team used this documentation to identify locations for proposed improvements and potential expansion of existing pedestrian and bicycle networks.

The project team reviewed, discussed, and revised these proposed improvements based on feedback from the PSC and the general public. Finally, the team identified potential strategies to assist the parish in implementing the plan's proposed improvements.

Previous Studies & Related Documents

This study references the following reports and uses them as planning precedents. These documents substantiate the need to improve upon existing multi-modal transportation infrastructure, and, due to their assessment of or similarity to the conditions of St. Charles Parish, offer a guideline to address challenges that the study area presents.

Louisiana Complete Streets Update 2017

Produced by the Louisiana Department of Transportation and Development (LADOTD), this update outlines state-specified goals for the inclusion of Complete Streets policies on state roadways. It encourages the implementation of policies and offers guidelines on the types of facilities that are appropriate for state roadways, and encourages (but does not require) Complete Streets implementation. Where applicable, LADOTD defers to the Complete Streets policy of the local municipality.

St. Charles Parish 2030 Comprehensive Plan

The St. Charles Parish 2030 Comprehensive Plan (Plan 2030) was adopted by the Parish on June 20, 2011. Elements addressed in the plan include: Economic Development, Land Use, Housing and Community Character, Infrastructure, Community Facilities, Parks and Recreation, Natural and Cultural Resources, and Transportation. This plan supports three general transportation goals stated in Plan 2030: to "provide a variety of transportation choices and options," "to increase connectivity between destinations," and to "apply a 'livable community' perspective when addressing transportation needs." (94). A specific action item from Plan 2030, TR3, lays out the basis for a comprehensive evaluation and

plan for non-motorized transport, with an aim to provide "pedestrian and bicycle mobility throughout the Parish, with expanded provision of sidewalks, paths, and trails and encouragement of bicycle and pedestrian-friendly streets and land use and development patterns" (99).

Paul Maillard Road Corridor Revitalization Plan

The Paul Maillard Road Corridor Revitalization Plan was completed in 2014 and adopted by the Parish in December 2015. It makes recommendations for land use and housing, economic development, infrastructure and public spaces, and transportation. The report sets forth seven transportation strategies for Paul Maillard directly related to the recommendations of the Pedestrian & Bicycle Master Plan. It aims to:

- Reconstruct LA 52 to include a Complete Streets cross-section
- Extend Complete Streets improvements beyond LA 52
- Improve accommodations for pedestrians and bicyclists to cross LA 52
- Create a network of recreational trails to interconnect neighborhoods, community facilities, and the LA 52 corridor
- Initiate a series of policy initiatives to support the Complete Streets approach (16)

St. Charles Parish Parks & Recreation Master Plan

The Parks and Recreation Master Plan was last updated in 2012. It provides guidance for the "development of an interconnected, parish-wide system of parks, recreational facilities and programs, and public open spaces" (1). It also identifies the need for comprehensive networks that will create connections between properties maintained by the Parks and Recreation Department. Survey analysis from this report shows overwhelming residential support for expansion and improvement to the existing pedestrian and bicycle transportation system.

Conclusion

Walking and bicycling for transportation and recreation have become increasingly popular in recent years. As a result, there is a growing demand by pedestrians and bicyclists for additional resources. This plan defines specific treatments for roadways, intersections, and additional facilities to create a well-connected overall network that people can use for walking and bicycling for recreation or transportation. This plan is the result of a multidisciplinary effort by the project team. The plan not only complies with and supports the objectives of previous planning work in St. Charles Parish but expands upon those plans by applying recommendations and strategies and fulfilling previously identified needs. The plan should inform and guide Parish officials, private/public land developers, and LADOTD in the implementation of transportation improvement projects and programs.

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2 PEDESTRIAN AND BICYCLE MASTER PLAN VISION AND GOALS

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2. PLAN VISION AND GOALS

Vision Statement

The vision of the St. Charles Parish Comprehensive Pedestrian & Bicycle Master Plan is to make walking and biking feasible and safe for all residents, through targeted improvements to infrastructure, programming, and enforcement.

Pedestrian & Bicycle Master Plan Goals

The project team developed the goals for the Pedestrian & Bicycle Master Plan in collaboration with the Project Steering Committee, stakeholders, and the general public. They are intended to support the vision for pedestrian and bicycle transportation in St. Charles Parish.

- Goal One: Improve safety
- Goal Two: Increase transportation options
- Goal Three: Spur economic development

The goals identified within the Pedestrian & Bicycle Master Plan align with those of the LADOTD Complete Streets Policy (2010), the St. Charles Parish 2030 Comprehensive Plan, the St. Charles Parish Parks and Recreation Master Plan (2012), and the Paul Maillard Road Corridor Revitalization Plan (2014). The project goals and their related objectives are presented on the following pages. Proposed improvements to the transportation network that can realize these goals are provided in Section 5 (Proposed Improvements), and implementation strategies and recommended policy changes to encourage their establishment are provided in Section 6 (Implementation).

GOAL 1 | IMPROVE SAFETY

The primary goal of the Pedestrian & Bicycle Master Plan is to achieve greater safety for non-motorized users of the transportation network through strategic, consistent, and coordinated facility improvements, programming that includes ongoing education of all ages, and enforcement. Through effective planning and design of pedestrian and bicycling facilities, the Parish seeks to reduce crashes, injuries, and fatalities by creating safe walking and bicycling environments.

The project team reviewed crash data and collaborated with residents and industries to identify the most dangerous locations for non-motorized travel. The team then compared crash locations and existing facilities to determine significant nodes and neglected road segments that its recommendations should include.

The transportation network in St. Charles Parish lacks safe and practical routes for people to walk and bike. Facility design plays an important role in creating a safe environment, but a large responsibility also falls on motorists, pedestrians, and bicyclists to act in a lawful and safe manner. The parish needs additional education to inform and prepare residents about safe behavior for all road users and enforcement to follow-up when rules are not being adhered to.

Figure 6 - Safety Signals

Goal One Objectives

- Create strategic, consistent, and connected pedestrian and bicycle networks
- Improve intersections to provide a safe environment for pedestrians and bicyclists
- Involve residents to enhance awareness of travel laws and appropriate behavior by all roadway users
- Educate drivers, pedestrians, and bicyclists how to use the network together safely
- Improve crash data reporting and mapping to inform preventive/proactive safety strategies

Figure 7 - Rapid Flash Beacon

GOAL 2 | INCREASE TRANSPORTATION OPTIONS

The roadway network in St. Charles Parish is designed primarily for automobiles, and walking and bicycling are not yet viable means of transportation due to a lack of safe and interconnected networks and an absence of end-of-trip facilities.

Connections between neighborhoods and major destinations can be enhanced through coordinated land use and transportation planning. A shift towards a multi-modal transportation system that plans for and supports various transportation modes, not solely vehicular, can increase transportation options for residents. This shift from prioritizing high speeds, wide lanes, and other circumstances that are singularly advantageous for vehicular travel will require the Parish to not only revisit its standards but also to demand abidance and enforcement by those responsible for decision making on non-parish-owned roads. Recommended policy changes are listed in Section 6 (Implementation).

Investments in walking and biking infrastructure are crucial for making transportation more equitable by making transportation accessible and affordable transportation for all residents, particularly for those who do not own a car or are physically impaired. The Americans with Disabilities Act (ADA) of 1990 applies to public and private transportation and lays out policies that require transportation systems to be accessible for all users regardless of physical disabilities. Guaranteeing the presence of ADA accessible facilities will provide physically-impaired users with an environment that offers confidence of safety during travel and recreation.

Goal Two Objectives

- Expand community-oriented pedestrian facilities
- Expand and connect local and regional networks of bicycle facilities
- Improve transportation equity, including ADA accessibility
- Provide and expand existing pedestrian and bicycle access to public facilities
- Provide performance monitoring to ensure continuous support of multi-modal facilities
- Provide neighborhood access to parks, schools, and shopping
- Provide end-of-trip facilities at trailheads and destinations
- St. Charles Parish must establish data-driven performance measures and targets for implemented projects. These measures and targets will allow the Parish to monitor the effect of its transportation investments and improve the transportation decision-making process.

Figure 8 - Neighborhood Sidewalks

Figure 9 - High-Visibility Crosswalk

GOAL 3 | SPUR ECONOMIC DEVELOPMENT

Bicycle and pedestrian corridors have proven to provide economic development benefits in areas with highly concentrated traffic. Coffee shops, bakeries, bike shops, and cafes often open along major pedestrian and bicycle corridors. Increased investment in pedestrian and bicycle projects can serve as catalysts for new development and revitalize commercial areas or neighborhoods. This approach would optimize the potential for a return on the parish's investment in non-motorized facility improvements.

Facilities for pedestrians and bicyclists also generate economic returns by improving health and safety, environmental conditions, raising property values, and enticing visitors to the parish. Through investments to infrastructure, St. Charles Parish can maximize its economic competitiveness with neighboring parishes by creating more attractive communities and by offering regional connections for use by the tourism industry. Major local precedents for these types of implementation are the Tammany Trace Bike Trail in St. Tammany Parish and the Lafitte Greenway in Orleans Parish.

Figure 10 - Bicycle Corridor

Goal Three Objectives

- Use transportation investments to support economic development
- Increase quality-of-life through walkable and bikeable communities
- Optimize returns on investments of bicycle and pedestrian facility improvements
- Increase active transportation investment to meet long-term needs
- Become a regional destination for bicycling
- Improve livability of communities
- Attract younger generations

Figure 11 - Pedestrian Corridor

Complete Streets Ordinance

In addition to the Pedestrian & Bicycle Master Plan, this project also involved development of a draft Complete Streets ordinance for St. Charles Parish. The ordinance was a collaborative effort by the project team with the St. Charles Parish Departments of Public Works and Planning and Zoning and is intended for consideration and adoption by the Parish Council. As a result, this plan incorporates Complete Streets principles and should continue to be guided by these principles, in addition to the ordinance, if adopted.

The ordinance will facilitate ensuring that the proposed Pedestrian & Bicycle Master Plan improvements will be implemented in an accurate and timely fashion and that street projects, whether they be public or private projects, address pedestrian and bicyclist needs as set forth in the plan. Implementation can be made possible by providing parish officials with the legal means for requiring the development of policies and programs that account for the interest of all forms of transportation, not just vehicular.

In 2010, the State of Louisiana adopted a Complete Streets Policy, which is intended to guide projects under the purview of LADOTD. Adoption of a Complete Streets policy in St. Charles Parish, through ordinance, would outline fundamental direction to guide transportation projects and land use development decision-making that impact the transportation system. Local policy can guide the retrofit and reconstruction of locally-owned roads, future maintenance, address the interaction with state-owned roads, and influence projects within the public domain. While LADOTD has its own Complete Streets policy, the department considers the policy of local municipalities when one is in place. Since many roadways in St. Charles Parish are state-owned roads, the state's policy, combined with a newly adopted parish Complete Streets policy, can be a valuable tool in meeting the vision of the Pedestrian & Bicycle Master Plan.

What is Complete Streets?

A Complete Streets policy is based on four principles, as offered by the National Complete Streets Coalition:

- Create a balanced transportation system that serves users of all abilities and all modes of transportation
- Provide and improve means for safe access to destinations
- Create pedestrian- and bicycle-friendly environments
- Provide true alternatives to driving

A Complete Streets policy encourages integrated planning of roadways to provide for users of all ages and abilities, including pedestrians and bicyclists, as well as motor vehicles. Parishes and cities that adopt a Complete Streets policy encourage, and in some cases require, designers and engineers to adopt a more holistic approach to right-of-way design by improving transportation, drainage, and utility infrastructure with all users in mind.

A copy of the draft St. Charles Parish Complete Streets Ordinance is located in Appendix D.

Conclusion

Goals and their objectives intend to improve the experiences of pedestrians and cyclists. The project team developed goal objectives to guide improvements to safety, transportation options, and the economy. The plan's goals are in alliance with the State's Complete Streets Ordinance and include components of Complete Streets designs to promote the recommendation of a Parish ordinance.

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3 EXISTING CONDITIONS

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3. EXISTING CONDITIONS

This section further describes St. Charles Parish development patterns and its existing pedestrian and bicycle facilities. It incorporates an assessment of various characteristics relevant to bicycle planning, including crash data and potential walking and biking destinations.

Land Use Development

Land in St. Charles Parish was originally surveyed in arpents, which are French units of land and area comparable to the English acre. A North American arpent has a linear measurement of 192 feet and areal measurement of 0.85 acres. The arpent system was used to divide land located along the Mississippi River by measuring 40 lineal arpents inland from the river, allowing landowners to have valuable riverfront access. Today, the arpent system is reflected in road patterns and neighborhood layouts along the Mississippi River.

Development patterns in rural parishes along the Mississippi River can be traced to their original land uses during the 18th century. Starting with the first German settlers, agriculture was the prominent industry in St. Charles Parish. Indigo, rice, corn, cotton, vegetables, and later sugar cane were grown here. Produce was mainly transported via the Mississippi River. Logging, which also relied on access to the river for transportation, was also a major economic driver. At that time, virtually all residents lived along the Mississippi River.

Railroads began operating in the parish in the mid-1800s. Spur, or secondary, lines were built directly between the main rail line and local industrial sites. Plantation and business owners took advantage of this industrial infrastructure arrival for the trading of products and materials.

In the early 1900s, plantations and communities along the Mississippi River began to be replaced by industrial complexes, which continued to use the river for transporting goods. Industry employees lived in villages near the refineries, creating populated areas such as Norco, which is named after the New Orleans Refinery Company.

Prior to the 1900s, roadways were mostly constructed of compacted soil and were often impassable during poor conditions. In 1915, the Old Spanish Trail Project attempted to connect California to Florida with paved roads. Paving in Louisiana, including St. Charles Parish, was not completed until 1919. Employee villages, subdivisions, and developed areas that were established throughout the early- to mid-20th century had open swale drainage along the roadways, much of which still exists.

Once the State of Louisiana began to commission highways, communities and subdivisions were built in areas that were no longer associated with the river or railroads. Ormond Boulevard now connected the community along the river to Highway 61, and new subdivisions were created, such as those built around the golf course at Cypress Lakes. Highway 90 and Highway 631 helped to expand the West Bank, connecting isolated communities such as Paradis, Bayou Gauche, and Des Allemands to those located along the Mississippi River, and allowed the development of additional subdivisions such as Mimosa, Lakewood, and Willowdale. The Mississippi River was crossed only by ferries or bridges located in other parishes until the Hale Boggs Memorial Bridge opened in 1983, connecting the parish on both sides of the river.

In recent decades, the population of St. Charles Parish has expanded due to commercial and industrial job growth along the Mississippi River, and (to a lesser extent) the discovery of oil in other parts of the parish.

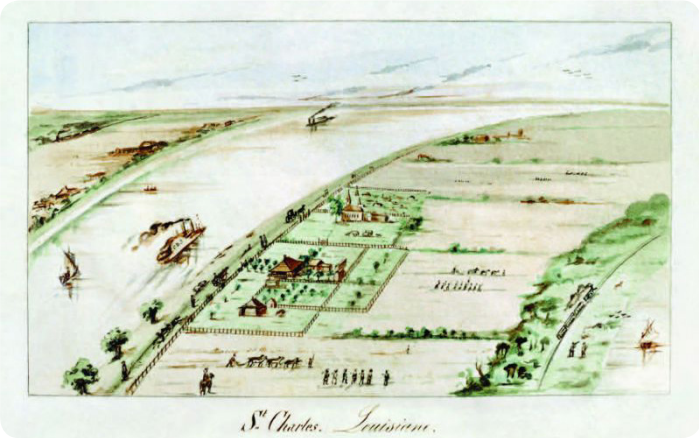

Figure 12 - 1859 Sketch of St. Charles Parish

Figure 13 - Entergy's Waterford 3 Campus on the West Bank, facing Upriver

Figure 14 - Shell Norco Neighborhood on the East Bank, facing Downriver

Destinations

Pedestrian and bicycle facilities are multi-functional, and while they are sometimes used solely for exercise or recreation, they may also be used as transportation to and from local destinations. Trip destinations such as neighborhoods, parks, schools, libraries, government and other institutional buildings, commercial areas, and industrial areas are key nodes within a transportation network. These nodes influence the use patterns and conductivity of a system and should be considered when identifying opportunities for improving the system. The Pedestrian & Bicycle Master Plan identifies connections that will benefit the public by increasing access to these nodes.

Destinations that are located in close proximity to busy service areas or establishments, like schools and shopping centers, will be the most likely to benefit from alternative, non-motorized infrastructure improvements such as short- and long-term bike parking and wayfinding signage offering destination, direction, and distance information.

Public and stakeholder feedback on destinations is discussed in Section 4 (Engagement) and is later considered in Section 5 (Proposed Improvements) in relation to prioritizing roadway treatments for improvements to the overall transportation network. Maps in Appendix B display destination locations in the East Bank, West Bank, and Bayou sub-areas.

Obstacles to Non-Motorized Transportation

As a result of historical land development patterns and planning, St. Charles Parish currently has a transportation system primarily designed to move motor vehicles through the largely rural parish at higher speeds. High speed, high-volume traffic within the system negatively impacts the safety and comfort of individuals walking and biking. While limited pedestrian and bicycle facilities are in place, most roadways in the parish discourage non-motorized movement. Vehicular and non-vehicular traffic operating speeds in the same corridors without appropriate treatments increases the frequency and severity of conflicts.

Industrial Land Uses

East Bank Sub-Area

The most prominent constraint for pedestrians and bicyclists within the East Bank sub-area is industrial complexes that cover large sections of land and which prohibit public access. These facilities create barriers within the roadway network. East Bank complexes such as the Shell Norco Plant separate neighborhoods and fragment the circulation system of the parish in numerous locations. Travelers must often access state highways such as River Road or Highway 61 to circumvent expansive industrial land uses.

West Bank Sub-Area

The West Bank sub-area suffers from the same challenge of industrial complexes segregating communities along the river. One example is Killona, which is isolated from the rest of the parish by the plants located in Taft and can only be accessed within the parish by LA Highways 18 or 3127.

Bayou Sub-Area

No high-impact industrial land uses were identified within the Bayou sub-area.

Railroads

Railroad development has also contributed to limiting non-motorized transportation. Five railways run through St. Charles Parish, with three on the East Bank and two on the West Bank. While this may support significant industrial productivity, roadway crossing locations are infrequent, hampering circulation between destinations and communities. In addition, they are not designed to comfortably accommodate people bicycling or people walking. Highway/railroad intersections present hazards to both but could be retrofitted for a smoother and safer crossing experience.

East Bank Sub-Area

The Canadian National (CN) Railway runs east-to-west following the Mississippi River and divides Norco. Here, only Goodhope Street and Apple Street provide roadways that cross over the tracks. This line also transects New Sarpy where Terrace Street, Harding Street, and Vans Lane have the only railroad crossings. Within St. Rose, Riverbend Drive, Almedia Road (LA Highway 50), and St. Rose Avenue (LA Highway 626) are the only roads with railroad crossings. Aside from a commercial area off US Highway 61, most of the St. Rose community is located between the CN tracks and the Mississippi River. In St. Rose, the lack of sites where railroad crossings can be placed as part of expanded pedestrian and bicycle paths creates issues for networking throughout the parish. The Kansas City Southern (KCS) track crossing at Ormond Boulevard, which includes a bike path, is one of the very few

Figure 15- Ormond Boulevard Crossing on the East Bank, facing River Road

crossings in the area that can be used by pedestrians and bicyclists.

The Amtrak rail line runs along Interstate 10 and Lake Pontchartrain. The line is predominately on a raised bridge over water and swamp. Since this line is isolated from public access, this plan does not consider its right-of-way for bicycle and pedestrian paths.

West Bank and Bayou Sub-Areas

On the West Bank, the Canadian National railroad runs parallel with the river and divides portions of Luling. Barton Ave (LA 3060), Davis Drive, Sugarhouse Road, Paul Maillard Road (LA 52), Gassen Street, and Ashton Plantation Boulevard provide the only crossings. This same line also divides a portion of Killona, with Adams Street and Killona Drive being the only roads with crossings through the corridor. Hahnville and Ama, except for the Fashion Plantation neighborhood, are located between this railroad line and the river. South Fashion Boulevard, accessible only by LA 3127, dead ends at the south side of the CN tracks. On the north side of the tracks, Duhe Drive, accessible by LA 18 (River Road), dead ends. The original road was bisected by the CN railroad and do not currently connect; roads end directly across from each other on opposite sides of the railroad corridor.

Also on the West Bank and into the Bayou sub-area, the Burlington Northern Santa Fe (BNSF) railroad line runs parallel to Highway 90. The only public roadways

providing track crossings are Ridge Road in Des Allemands, Pit Road in Paradis, Paul Maillard (LA 52) in Luling, and Barton Avenue (LA 3060) in Luling. Up the Bayou Road in Des Allemands crosses under the railroad tracks. The BNSF line presents obstacles for pedestrian and bicyclists traveling between the Mississippi River Trail and neighborhoods south of Highway 90, such as Mimosa and Willowdale. Only two roadways give the communities of Luling and Boutte access over the tracks, further exacerbating the lack of connectivity.

Roadways

Most roads that are owned and maintained by the parish are located within residential neighborhoods and do not have sidewalks. The lack of sidewalks in subdivisions developed prior to the 1994 Ordinance creates barriers to walking and discourages parents from allowing children to walk to school or to community activity centers such as libraries and parks. Further, rapid and discontinuous subdivision development over the last several decades has further isolated neighborhoods from each other and from non-vehicular connections to destinations. A lack of local road network connectivity forces users to travel on state routes to move between neighborhoods and to connect to destinations both within and outside of St. Charles Parish.

All major highways in St. Charles Parish are owned and maintained by the state. These highways range from the multi-lane interstate system to two-lane minor collector roads. Many of the proposed facilities in this plan utilize portions of rights-of-way owned by the state, as these are typically wider than local roads and are the prominent connectors throughout the parish. Improved discussion, coordination, and cooperation between the Parish and State is imperative to jointly consider zoning, driveway permitting, speed, and appropriate facilities to create safer routes for all residents.

State highways are the backbone of the Parish's transportation network, yet they currently present many obstacles to walking and biking. Routes like US 90 are high speed, lack sidewalks and appropriate bicycle facilities, and are unfriendly to people who need to cross the street on foot or by bike. In addition, there are few controls to minimize the width of commercial driveways or prohibit businesses using state right-of-way as an extension of parking areas. Wide and frequent commercial driveways in addition to illegal parking on the right-of-way increases exposure, reduces functional right-of-way for potential walking and biking facilities, and adds to unsafe conditions for non-motorized users in state-owned corridors.

For roads and highways that are not under the jurisdiction of St. Charles Parish, this document can be used to guide state roadway improvements using the Pedestrian & Bicycle Master Plan goals set forth herein. Many of the proposed improvements are within the River Road, US Highway 61, and LA Highway 90 rights-of-way.

East Bank Sub-Area

On the East Bank of St. Charles Parish, Interstate 10 bisects from St. John the Baptist Parish to Jefferson Parish. Interstate 310 runs south from Interstate 10 and crosses the Mississippi River via the Hale Boggs Memorial Bridge. US Highway 61 nearly parallels Interstate 10. LA Highway 48, also known as River Road, follows the levee of the Mississippi River, connecting the parishes of Jefferson and St. John the Baptist. LA Highways 628, 48, 627, 626, and 50 all connect US Highway 61 to River Road.

West Bank Sub-Area

On the West Bank of St. Charles Parish, Interstate 310 runs from Hale Boggs Memorial Bridge and terminates at US Highway 90. Within this sub-area, US Highway 90 runs from Interstate 310 to Jefferson Parish. LA Highway 18, also known as River Road, follows the levee of the Mississippi River, connecting the parishes of Jefferson and St. John the Baptist. LA Highways 52 and 3060 connect US Highway 90 to LA Highway 18. LA Highway 3127 runs from Interstate 310 to St. John the Baptist Parish and is connected to River Road by LA Highways 3141, 3142, and 3160.

Bayou Sub-Area

Within the Bayou area of St. Charles Parish, US Highway 90 runs south from Interstate 310 to Bayou Des Allemands (Lafourche Parish boundary) to the south. LA Highway 631, also known as Old Spanish Trail, parallels most of US Highway 90 and crosses Bayou Des Allemands into Lafourche Parish. LA Highways 632 and 306, the only means to access the Bayou Gauche area, run south from US Highway 90. LA Highway 632 also connects a portion of the Sunshine Village area to Highway 306, and 632 connects US Highway 90 to LA Highway 631. LA Highway 633 is the only roadway to connect the Magnolia Ridge area to the rest of the parish, as it directly ties to US 90. LA Highway 635 connects Old Spanish Trail to US Highway 90.

Drainage

Drainage in St. Charles is collected along road rights-of-way, either by subsurface drainage or open swale and canal drainage. Open swale drainage, a more cost-effective alternative to subsurface drainage, is most common throughout the parish. However, open drainage located next to a roadway complicates improving or adding infrastructure and restricts the ability to expand the roadway section, barring significant costs. Expanding the roadway's width, adding a sidewalk, or adding a bike path within the right-of-way usually requires converting the swale to subsurface drainage to allow the new facility to be placed on top.

Water Bodies

The Mississippi River bisects the parish and is currently an impassible obstacle for pedestrians and bicyclists. The only means to cross the river within St. Charles Parish is the Hale Boggs Memorial Bridge, which is part of the U.S. Interstate Highway System. Under federal law, pedestrians and bicyclists are not allowed to use the Interstate, forcing non-motorized travelers to detour to neighboring parishes to cross the river, eithera approximately 15 miles east via the Huey P. Long Bridge in Jefferson Parish or 25 miles east via the Canal Street Ferry in Orleans Parish. Other barriers to connectivity include the Bonnet Carré Spillway, which separates the community of Montz from the rest of St. Charles Parish. The only access points from which a person can travel to and from Montz within the parish is Highway 61 or River Road/ Spillway Road. Levees have long been constructed and maintained to protect developed land from river flooding. The U.S. Army Corps of Engineers (USACE) monitors levees along the Mississippi River and Bonnet Carré Spillway. The USACE allows vehicles to use the limestone roadway on top of the east levee along the Spillway, known as Lower Guide Levee Road. This roadway extends from US Highway 61 to Lake Pontchartrain, where Wetland Watchers Park is located.

Pedestrian & Bicyclist Incidents

Crash data is collected by the State of Louisiana for all vehicular incidents and made available to the Regional Planning Commission. In accordance with LADOTD's "Destination Zero Deaths" policy vision, which aims to reduce non-motorized fatalities by 50% by 2030, this plan identifies key problem areas and suggests predictive and systemic solutions.

Crash data includes various levels of impact severity. Severities range in the following order from most to least damaging:

- Fatal: Resulted in death
- Severe: Incapacitating injury
- Moderate: Non-incapacitating injury
- Complaint: Possible injury
- No injury

The project team obtained data on pedestrian and bicycle injuries and fatalities for analysis and used this data to geolocate crashes and identify common "hot spots" where conflict between vehicles and non-motorists occurred between 2013 and 2016, the most

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recent years for which data was available as the study began. These locations were consequently prioritized for safety improvements, presented in Section 5. Crash data is presented in the following tables and on the pedestrian and bicycle incident maps.

Crash Data Findings

Vehicular crashes that involved a pedestrian in St. Charles Parish are listed by location, category of injury by severity, and year in Table 1.

Vehicular crashes that involved a bicycle in St. Charles Parish are listed by location, category of injury by severity, and year in Table 2.

LOCATION	SEVERITY	YEAR
Magnolia Ridge Road near Highway 90	Fatal	2016
Ruth Street	Fatal	2016
Saint Rose Avenue near Iris Lane	Fatal	2014
Highway 90 near S Kenner Avenue near Jefferson Parish line	Fatal	2013
Old Spanish Trail near Pit Road near I 310 overpass	Fatal	2013
Airline Highway near Evangeline Road	Severe	2016
Airline Highway near Evangeline Road*	Severe	2016
Beaupre Drive near Cottage Drive	Severe	2015
Paul Maillard Road near Luling Avenue	Severe	2015
Highway 90 near Kadak Lane	Severe	2015
Keller Street near River Road	Severe	2014
Old Spanish Trail near JB Green Road	Severe	2013
Old Spanish Trail near JB Green Road*	Severe	2013
Old Spanish Trail near Ellis Lane	Severe	2013
Evangeline Lane near Plantation Road	Moderate	2016
Heather Drive near St. John Street	Moderate	2016
Spruce Street near Magnolia Avenue	Moderate	2016
Paul Maillard Road near N. Oak Court	Moderate	2016
Airline Highway near Evangeline Road	Moderate	2016
Airline Highway near Evangeline Road*	Moderate	2016
Ormond Meadows Drive	Moderate	2015
Highway 90 near Magnolia Avenue	Moderate	2015
Old Spanish Trail near Sellers Lane	Moderate	2015
Saint Charles Street near 6th Street	Moderate	2014
River Road near River Bend Drive	Moderate	2014
Old Spanish Trail near Savoie Lane	Moderate	2014
Willowdale Boulevard near E Heather Drive	Moderate	2013
Highway 90 near Co. Two	Moderate	2013
Panther Run near Longview Drive	Moderate	2013
Paul Fredrick Street near Hackberry Street	Complaint	2016
I 310 near LA 3127	Complaint	2016
Barrios Lane near Old Spanish Trail	Complaint	2015
Highway 3127 near Highway 3141	Complaint	2015
Coronado Drive near Dollar Tree/Game Stop near Highway 90	Complaint	2015
Tinny Street near S Kinler Street	Complaint	2015

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LOCATION	SEVERITY	YEAR
E Club Drive near Redbud Lane	Complaint	2014
Old Spanish Trail near James Lane	Complaint	2014
Old Spanish Trail near James Lane*	Complaint	2014
Old Spanish Trail near James Lane*	Complaint	2014
Paul Maillard Road near Dollar General parking lot near David Ct	Complaint	2014
River Road (LA 48) under I 310 Overpass	Complaint	2014
Schexnaydre Lane near Thomas Coby Drive	Complaint	2014
Highway 90 near River Ridge Drive	Complaint	2014
W Magnolia Avenue near William Street	Complaint	2014
Highway 90 near Tiger Drive	Complaint	2014
Union Street near River Road	Complaint	2014
Hackberry Street near My Sons Lane	Complaint	2013
I 310	Complaint	2013
Highway 90 near Sellers Canal	Complaint	2013
Old Spanish Trail near J.B. Green Road	Complaint	2013
I 10 near I 55	No Injury	2016
I 10/Bonnet Carre Spillway	No Injury	2015
I 10/Bonnet Carre Spillway*	No Injury	2015
I 10/Bonnet Carre Spillway*	No Injury	2015
Evelyn Drive near Nola Street	No Injury	2015
Evelyn Drive near Nola Street*	No Injury	2015
Good Children Street near Bailey Street	No Injury	2015
Airline Highway near Swepi Road	No Injury	2014
River Road near Riverview Drive	No Injury	2013
Paul Maillard Road near Vial Lane	No Injury	2013
Post Street near Short Street	No Injury	2013
Highway 90 near Magnolia Ridge Road/Paul Maillard Road	No Injury	2013
Magnolia Ridge Road near Williams Street	No Injury	2013

*Indicates injuries to additional person in a single event

Table 1. St. Charles Parish Pedestrian Incidents with Injury Severities 2013-2016

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LOCATION	SEVERITY	YEAR
Highway 90 near Lakewood Drive	Fatal	2013
Estate Drive near Hackberry Street	Moderate	2016
Ormond Boulevard near Villere Drive	Moderate	2016
River Road near Oak Street	Moderate	2016
Ormond Boulevard near Eric Lawrence Drive	Moderate	2015
Boutte Estate Drive near Tinny Street	Moderate	2014
Killona Drive near Adams Street	Moderate	2014
Ormond Boulevard near Eric Lawrence Drive	Complaint	2015
Highway 90 near Myrtle Street	Complaint	2014
Airline Highway near I 310	Complaint	2014
Highway 90 near Roys Lane	Complaint	2014
Lakewood Drive near Flowerwood Court	Complaint	2014
Lakewood Drive near Heather Drive	Complaint	2013
Highway 90 near Paul Maillard Road	Complaint	2013
Paul Maillard Road near Canal Street	Complaint	2013
Hackberry Street near Paul Maillard Road	Complaint	2013
Highway 90 near Monsanto Avenue	No Injury	2014
Airline Highway near Almedia Road	No Injury	2013

Table 2. St. Charles Parish Bicycle Incidents with Injury Severities 2013-2016

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Crash Data Findings

In St. Charles Parish between 2013 and 2016, there were 81 non-motorized crashes of all severity levels (all injury categories, including fatal incidents) reported to police 63 crashes involved pedestrians and 18 involved cyclists. (Table 3.) These crashes resulted in 6 fatalities. Thus, 7.4% of all non-motorized crashes led to a death. (Table 4.) Of the 6 non-motorized fatalities, 5 were pedestrians and 1 was a cyclist. (Table 5.)

Year	St. Charles Parish Non-Motorized All Severity Impacts	St. Charles Parish Bicycle All Severity Impacts	St. Charles Parish Pedestrian All Severity Impacts
2016	16	3	13
2015	18	2	16
2014	24	7	17
2013	23	6	17
Total	**81**	**18**	**63**

* All severity impacts include all injury categories and fatal crashes.

Table 3. St. Charles Parish All Severity Impacts by Bicycle and Pedestrian 2013-2016

Year	St. Charles Parish Non-Motorized All Severity Impacts*	St. Charles Parish Non-Motorized Fatalities	Percent Non-Motorized Fatalities of Non-Motorized All Severity Impacts*
2016	16	2	12.5%
2015	18	0	0.0%
2014	24	1	4.2%
2013	23	3	13.0%
Total	**81**	**6**	**7.4%**

* All severity impacts include all injury categories and fatal crashes.

Table 4. St. Charles Parish Percent Non-Motorized Fatalities of Non-Motorized All Severity Impacts 2013-2016

Year	St. Charles Parish Non-Motorized Fatalities	St. Charles Parish Bicycle Fatalities	St. Charles Parish Pedestrian Fatalities
2016	2	0	2
2015	0	0	0
2014	1	0	1
2013	3	1	2
	6	**1**	**5**

Table 5. St. Charles Parish Non-Motorized Fatalities by Bicycle and Pedestrian 2013-2016

There were 31 fatalities in St. Charles Parish between 2013 and 2016 including both non-motorized (6) and motorized fatalities. 19.4% of all crash fatalities in St. Charles Parish were therefore people walking or riding a bicycle. (Table 6.)

Year	St. Charles Parish Motorized and Non-Motorized Fatalities	St. Charles Parish Non-Motorized Fatalities	Percent Non-Motorized Fatalities of Motorized and Non-Motorized Fatalities
2016	8	2	25.0%
2015	7	0	0.0%
2014	6	1	16.7%
2013	10	3	30.0%
Total	**31**	**6**	**19.4%**

Table 6. St. Charles Parish Percent Non-Motorized Fatalities of Motorized and Non-Motorized Fatalities 2013-2016

There were nine severe injuries, all of which were pedestrian injuries. In other words, between 2013 and 2016, 80% of all non-motorized fatalities in St. Charles Parish were pedestrians and 100% of non-motorized severe injuries were incurred by pedestrians. Overwhelmingly, pedestrians are hit, killed, and suffer life-threatening injuries more frequently than people bicycling. (Table 7.)

Year	St. Charles Parish Non-Motorized Severe Injuries	St. Charles Parish Bicycle Severe Injuries	St. Charles Parish Pedestrian Severe Injuries
2016	2	0	2
2015	3	0	3
2014	1	0	1
2013	3	0	3
	9	**0**	**9**

Table 7. St. Charles Parish Non-Motorized Severe Injuries by Bicycle and Pedestrian 2013-2016

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Tables 8-10 illustrate Louisiana statewide crash statistics.

Year	Louisiana Motorized and Non-Motorized Fatalities	Louisiana Non-Motorized Fatalities	Percent Non-Motorized Fatalities of All Fatalities
2016	757	149	19.68%
2015	752	145	19.28%
2014	740	119	16.08%
2013	703	111	15.79%
Total	**2,952**	**524**	**17.75%**

Table 8. Louisiana Percent Non-Motorized Fatalities of All Fatalities Statewide 2013-2016

Year	Louisiana Motorized and Non-Motorized Fatalities	Louisiana Bicycle Fatalities	Percent Bicycle Fatalities of All Fatalities
2016	757	21	2.77%
2015	752	33	4.39%
2014	740	12	1.62%
2013	703	13	1.85%
Total	**2,952**	**79**	**2.68%**

Table 9. Louisiana Percent Bicycle Fatalities of All Fatalities Statewide 2013-2016

Year	Louisiana Motorized and Non-Motorized Fatalities	Louisiana Pedestrian Fatalities	Percent Pedestrian Fatalities of All Fatalities
2016	757	128	16.91%
2015	752	112	14.89%
2014	740	107	14.46%
2013	703	98	13.94%
Total	**2,952**	**445**	**15.07%**

Table 10. Louisiana Percent Pedestrian Fatalities of All Fatalties Statewide 2013-2016

Each year Louisiana vehicle crashes result in over 700 fatalities. The number has steadily climbed from 703 in 2013 to 757 in 2016. A similar trend is reflected in the non-motorized deaths. There were 111 people killed walking or biking in 2013, rising to 149 in 2016. Non-motorized loss of life accounted for nearly 20% of all traffic deaths in 2016 in Louisiana. (Table 8.)

A further breakdown shows that of 79 people died while bicycling between 2013 and 2016, 2.68% of the 2,952 people killed on Louisiana roadways, (Table 9.) A staggering 445 people died while walking on or across Louisiana roadways or 15% of all vehicle related deaths. (Table 10.)

To make further comparisons using the previous tables, in Louisiana, pedestrian fatalities increased from 98 in 2013 to 128 in 2016. Meanwhile, in St. Charles Parish, pedestrian fatalities were inconsistent, jumping from two in both 2013 and 2016 to none in 2014 and one in 2015.

In Louisiana, bicycle fatalities showed episodic changes, increasing to 33 in 2015 and receding to 21 in 2016, yet the trend remained upward over the four-year period. In St. Charles Parish, the number of bicyclist fatalities was low overall, declining from one in 2013 to none between 2014 and 2016.

Rates of pedestrian and bicycle fatalities as a share of total crash fatalities varied over the 4-year study period. In 2013 in St. Charles Parish there were two pedestrian fatalities and one bicycle fatality. There were ten crash fatalities (motorized and non-motorized) in 2013, with the 3 non-motorized fatalities accounting for 30% of that total. This is the highest percentage of the four years that were reviewed. 2016 was the second most severe year for non-motorized fatalities, with non-motorized travelers accounting for two out of eight total crash fatalities (25%). In 2014 this percentage was 16.7%, when there was one pedestrian fatality out of six total crash fatalities.

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Per the most recently available annual report of the National Highway Traffic Safety Administration (2016), the State of Louisiana has the 7th highest number of pedestrian fatalities per capita and 3rd highest number of bicyclist fatalities per capita, among all states including Puerto Rico and the District of Columbia. There is no significant downward trend in non-motorized fatalities relative to overall crash fatalities in St. Charles Parish, thus indicating that existing problems remain unsolved. Since St. Charles Parish deficiencies are greater than statewide deficiencies and statewide deficiencies rank so poorly nationwide, it is imperative to adequately respond by improving facilities and programs to enhance non-motorized safety in St. Charles Parish.

Incident Maps

The project team created incident maps to show the locations of vehicular crashes with non-motorists between 2013--2016. These maps highlight locations where pedestrian and bicycle incidents are concentrated. Key intersections of concern include Paul Maillard Road at US Highway 90 (four incidents), Paul Maillard Road at Tinny Street (two incidents) and Paul Maillard Road at David Court (three incidents). Other areas of concentrated pedestrian crashes exist along Old Spanish Trail, near the intersection with J.B. Green Road (one major incident), and between First Street near Hahnville High School and Paul Maillard Road (two incidents). While the incident map shows that locations for vehicular crashes with bicyclists are mostly dispersed, with no single road segment or intersection causing exceptional difficulty, 11% of total bicycle crashes occurred on Paul Maillard Road near the intersection of David Court where pedestrian crashes were also concentrated.

“Since St. Charles Parish deficiencies are greater than statewide deficiencies and statewide deficiencies rank so poorly nationwide, it is imperative to adequately respond by improving facilities and programs to enhance non-motorized safety in St. Charles Parish.”

Existing Pedestrian and Bicycle Facilities

The extent of existing pedestrian, bicycle, and shared-use facilities across the parish are shown on the existing facilities maps and listed in Tables 11-13. Pedestrian facilities refer to sidewalks, whereas bicycle facilities refer to bike lanes that are shared or independent from vehicular traffic. Shared-use facilities provide transportation for both pedestrians and bicyclists and are therefore shown on both the pedestrian and bicycle exisiting facilities maps.

Pedestrian Facilities

Table 11 shows mileages for pedestrian facilities within each sub-area and for the Parish as a whole. There are currently 22.86 miles of pedestrian facilities in the East Bank sub-area, 18.98 miles in the West Bank sub-area, and 1.34 miles in the Bayou sub-area.

EXISTING PEDESTRIAN FACILITIES	227,971 ft. (43.18 miles)
EAST BANK	120,717 ft. (22.87 miles)
Destrehan	39,769 ft. (7.53 miles)
Montz	14,022 ft. (2.66 miles)
Norco	16,244 ft. (1.85 miles)
New Sarpy	9,746 ft. (3.08 miles)
St. Rose	40,936 ft. (7.75 miles)
WEST BANK	99,203 ft. (18.98 miles)
Ama	5,781 ft. (1.09 miles)
Boutte	3,253 ft. (0.62 miles)
Hahnville	25,063 ft. (4.75 miles)
Killona	956 ft. (0.18 miles)
Luling	59,402 ft. (11.25 miles)
Taft	5,748 ft. (1.09 miles)
BAYOU	7,051 ft. (1.33 miles)
Bayou Gauche	6,034 ft. (1.14 miles)
Des Allemands	1,017 ft. (0.19 miles)

Table 11. Existing Pedestrian Facilities with Locations and Mileages by Sub-Area

Existing pedestrian facilities in St. Charles Parish are typically limited to major thoroughfares, recently-developed subdivisions, and the shared-use Mississippi River Trail (MRT). Although St. Charles Parish now requires the placement of sidewalks in subdivisions, this requirement was adopted after most residential areas were already developed, and sidewalks are often non-existent outside

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residential areas. Within a subdivision, sidewalks allow for safe pedestrian travel internally, but they do not necessarily connect to an outside network. Additionally, there are no pedestrian countdown signals in the parish at existing signalized intersections, and high-visibility crosswalks are also not used.

Bicycle Facilities

Table 12 shows mileages for bicycle facilities within each sub-area and for the Parish as a whole. There are currently 3.97 miles of bicycle facilities in the East Bank sub-area, 1.05 miles in the West Bank sub-area, and no facilities in the Bayou sub-area.

EXISTING BICYCLE FACILITIES	20,962 ft. (3.97 miles)
EAST BANK	**15,432 ft. (2.92 miles)**
Ormond Boulevard Bike Lane	15,432 ft. (2.92 miles)
WEST BANK	**5,530 ft. (1.05 miles)**
Rathborne Park Bike Trail	5,530 ft. (1.05 miles)

Table 12. Existing Bicycle Facilities with Locations and Mileages by Sub-Area

There are very few facilities within the parish that are solely designated for bicycle use. Bicycle paths in the parish are predominately incorporated into the shared-use Mississippi River Trail and trails at the Bridge Parks. The only dedicated, non-shared use bicycle facilities in the parish are the on-street bike lanes on Ormond Boulevard in Destrehan and the bike trail at Rathborne Park in Luling. These bicycle paths operate independent of one another, creating a significant gap in the cycling network.

Shared-Use Facilities

Table 13 shows mileages for shared-use facilities within each sub-area and for the Parish as a whole. There are currently 12.98 miles of shared-use facilities in the East Bank sub-area, 11.16 miles in the West Bank sub-area, and no facilities in the Bayou sub-area.

Shared-use trails permit walking, bicycling, and in some cases other non-motorized uses. All shared-use facilities within St. Charles Parish are located along the Mississippi River. These include the Mississippi River Trail, the East Bank Bridge Park, and the West Bank Bridge Park.

EXISTING SHARED-USE FACILITIES	127,409 ft. (24.14 miles)
EAST BANK	**68,509 ft. (12.98 miles)**
Mississippi River Trail - East Bank	66,350 ft. (12.57 miles)
East Bank Bridge Park	2,159 ft. (0.41 miles)
WEST BANK	**58,900 ft. (11.16 miles)**
Mississippi River Trail - West Bank	56,318 ft. (10.67 miles)
West Bank Bridge Park	2,582 ft. (0.49 miles)

Table 13. Existing Shared-Use Facilities with Locations and Mileages by Sub-Area

The shared-use Mississippi River Trail is the safest route for pedestrians and bicyclists and is located atop levees on both sides of the river. Still, bicyclists must access the MRT by crossing River Road, which has a relatively high average speed of travel and is a problem area for crashes between vehicles and non-motorized travelers. The East Bank Mississippi River Trail runs from Jefferson Parish to the Bonnet Carré Spillway. As of this plan, a construction contract for extending the path to St. John the Baptist Parish has been awarded to a contractor, but construction activities have not started. Dedicated pedestrian and bicyclist access points exist at Apple Street in Norco; West Harding Street in New Sarpy; Ormond Boulevard, Ormond Plantation, and East Bank Bridge Park in Destrehan; and St. Rose Avenue and Club Drive in St. Rose. The West Bank Mississippi River Trail has a continuous asphalt path between Jefferson Parish in the east and Hahnville to the west. Although the Parish plans to continue the bike path farther to the west in the future, the unbuilt portion has yet to be designed. Dedicated pedestrian and bicyclist access points exist at Ellen Street and Saint Mark Street in Ama; Davis Drive in Boutte; West Bank Bridge Park in Luling; and Elm Street in Hahnville. Once fully constructed, the total estimated cost to maintain the entire Mississippi River Trail on both the West Bank and East Bank is $178,000 per mile, or $5.6 million. It is assumed that maintenance would be performed on the trail every 15 years, summing to an annual estimated maintenance cost of $374,000 per year, or $25,000 per mile.

The Mississippi River Trail allows safer travel for bicyclists along both banks of the river. Still, bicyclists must access the Mississippi River Trail by crossing River Road, which has relatively high speeds of vehicular travel and is a problem area for crashes

between vehicles and non-motorized travelers.

Additional shared-use trails exist at East Bank and West Bank Bridge Parks. The East Bank Bridge Park is located at the foot of the Hale Boggs Memorial Bridge in Destrehan. Its counterpart, the West Bank Bridge Park, sits on the opposite side of the bridge and river in Luling. The parks provide nearly the same distance of recreational trail with 0.41 miles in the East Bank and 0.49 miles in the West Bank. Both parks are accessible from their respective sides of the Mississippi River Trail by crossing River Road under the bridge overpass, however no signals or high-visibility infrastructure are placed at the crosswalks.

Reference maps showing the existing overall network, including pedestrian and bicycle facilities can be found in Appendix B. Shared-use trails are displayed on both network maps.

Current Design Standards

Currently, the only adopted design standard for pedestrian facilities in St. Charles Parish is the following language pertaining to the placement of sidewalks, from a 1994 ordinance:

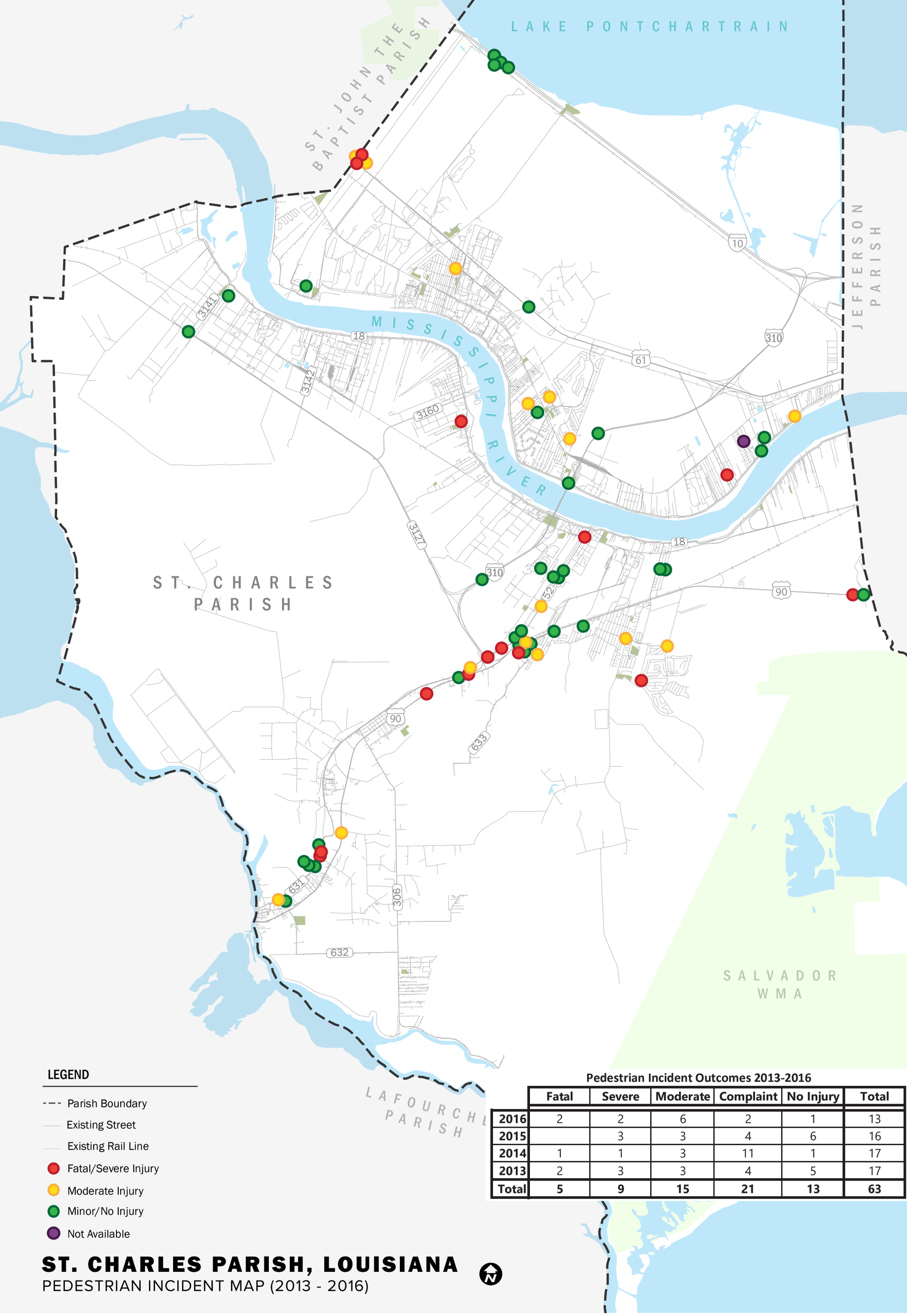
> Ord. No. 94-12-4
>
> Appendix C – St. Charles Parish Subdivision Regulations of 1981
>
> Section IV (Design Standards)
>
> Subsection E (Miscellaneous)
>
> 1. (Sidewalks.)
>
> Sidewalks shall be required along each side of all residential subdivision streets within the five-foot sidewalk servitude within the street rights-of-way. However, in open-swale drainage subdivisions, no sidewalks shall be required.
>
> Required sidewalks shall be installed concurrent with the initial development of each lot of record and shall be the responsibility of the owner-of-record at the time of that initial construction of permanent residential improvements.

There are no ordinances that create design standards specifically related to bicycle facilities.

In addition to the Parish Ordinances, publications by the American Association of State Highway and Transportation Officials (AASHTO), the Federal Highway Administration (FHWA), and Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG) serve as sources for minimum design standards for pedestrian and bicycle facilities. Officials should reference these publications to develop additional standards.

Conclusion

Evaluating existing conditions is the first step in a comprehensive, data-driven planning process to create safer, more accessible, and more comprehensive walking and biking connections within St. Charles Parish. Historical land use patterns and prior planning have resulted in a transportation system which does not adequately address the needs of individuals walking and biking. The facilities that exist today do not provide safe, comprehensive networks for non-motorized travelers. Creating a comprehensive non-motorized transportation network will require improvements to connectivity, intersection and crossing safety, and a shift in transportation planning culture that takes responsibility to provide safe places for non-motorized transportation users.



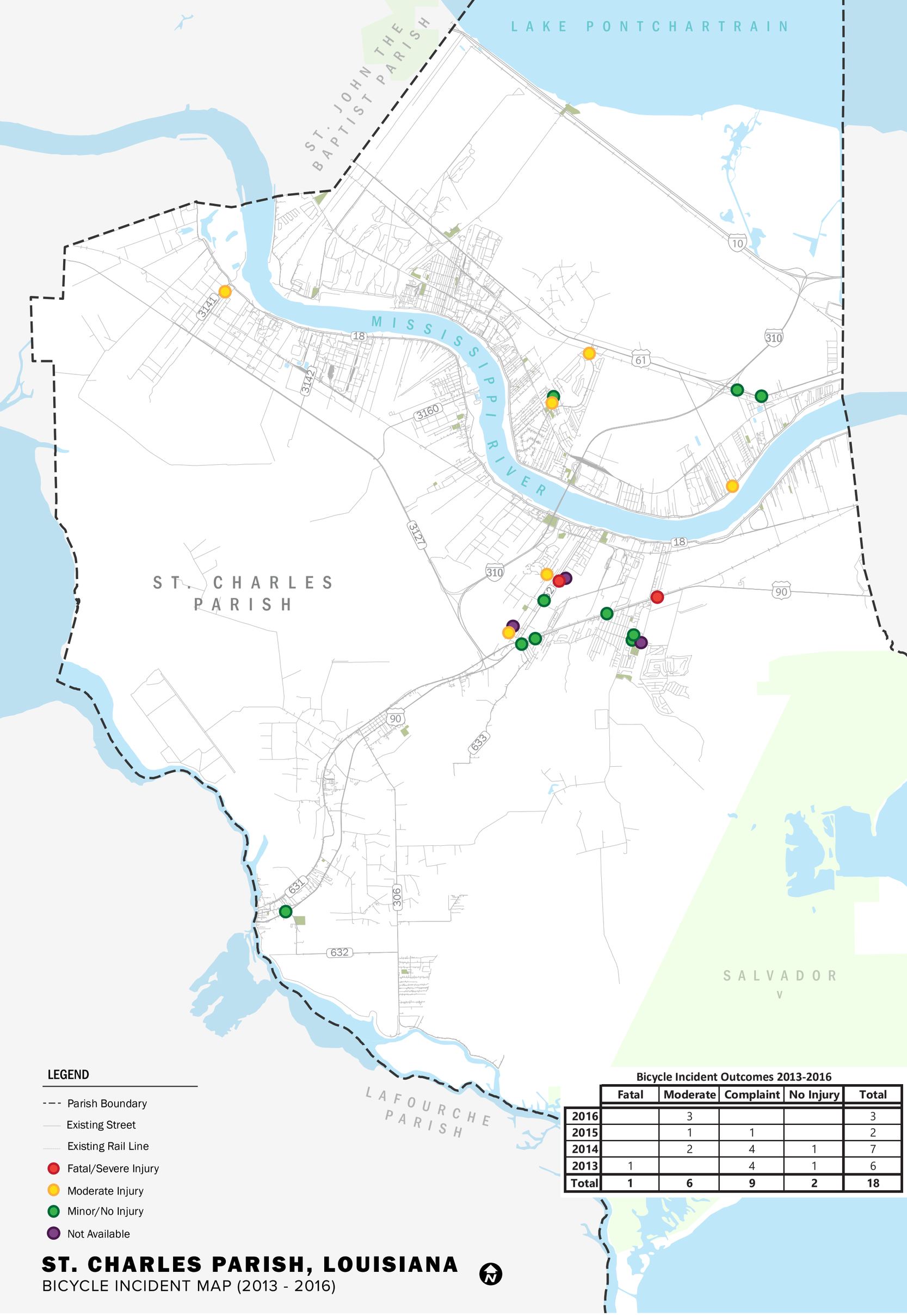
Pedestrian Incident Outcomes 2013-2016

	Fatal	Severe	Moderate	Complaint	No Injury	Total
2016	2	2	6	2	1	13
2015		3	3	4	6	16
2014	1	1	3	11	1	17
2013	2	3	3	4	5	17
Total	**5**	**9**	**15**	**21**	**13**	**63**

Figure 17 - Pedestrian Incident Map

Note: Points marked as not available are due to missing information in the police report for the extent of injury sustained by the pedestrian.

This document and the information contained herein is prepared solely for the purpose of identifying, evaluating and planning safety improvements on public roads which may be implemented utilizing federal and highway funds; and is therefore exempt from discovery or admission into evidence pursuant to 23 U.S.Code § 409.



Bicycle Incident Outcomes 2013-2016

	Fatal	Moderate	Complaint	No Injury	Total
2016		3			3
2015		1	1		2
2014		2	4	1	7
2013	1		4	1	6
Total	**1**	**6**	**9**	**2**	**18**

Figure 18 - Bicycle Incident Map

Note: Points marked as not available are due to missing information in the police report for the extent of injury sustained by the bicyclist.

This document and the information contained herein is prepared solely for the purpose of identifying, evaluating and planning safety improvements on public roads which may be implemented utilizing federal and highway funds; and is therefore exempt from discovery or admission into evidence pursuant to 23 U.S. Code § 409.

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4 ENGAGEMENT

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4. ENGAGEMENT

The planning process was guided by a Project Steering Committee (PSC), comprised of representatives from the New Orleans Regional Planning Commission (RPC) and the St. Charles Parish government, including the Parish Council, Department of Parks and Recreation, and the Planning and Zoning Department. Throughout the study, the project team met regularly with the PSC to provide updates and facilitate discussions. At these meetings, the PSC supplied valuable input and feedback that informed the direction of the project.

The project team engaged with St. Charles Parish residents by administering an online survey and conducting public workshops. These outreach efforts allowed the project team to collect feedback directly from users, and provided a venue for citizens to express their opinions, desires, and experiences regarding the existing networks.

Project Steering Committee

The Project Steering Committee manages the project and reviews reports, maps, and proposed plans. It is comprised of the following members:

New Orleans Regional Planning Commission

Executive Director - Walter Brooks
Executive Director - Jeffrey Roesel
Principal Planner - Karen Parsons, AICP
Pedestrian and Bicycle Program Manager - Dan Jatres

Parish Officials and Staff

Parish President - Larry Cochran
Chief Administrative Officer - Billy Raymond
Executive Director of Procurement and Government Buildings - Darrin Duhe
Planning and Zoning Director - Michael Albert
Planning and Zoning Senior Planner - Marny Stein
Public Works Director - Clayton Faucheux
Public Works Engineer - Lee Zeringue
St. Charles Parish Public Schools, Chief Plant Services and Security Officer - John P. Rome, Jr.
Parks and Recreation Director - Duane Foret
Grants Officer - Carla Chiasson
St. Charles Parish Public Schools, Administrator of Safety, Security, and Emergency Preparedness - Kade Rogers
St. Charles Parish Sheriff's Office - Captain Pat Yoes

Four meetings were scheduled by the PSC to review engagement efforts and plan development:

February 7, 2017

Review of the project scope and identify gaps in the current walking and bicycling infrastructure.

April 12, 2017

Review of the results from data collection and analysis. Provide input concerning policy and program recommendations and to raise awareness and increase pedestrian and bicycle safety.

December 14, 2017

Review of the information collected from public engagement and surveys. Review and comment on the proposed pedestrian and bicycle networks.

November 20, 2018

Review and comment on the St. Charles Parish Comprehensive Pedestrian & Bicycle Master Plan.

Public & Stakeholder Engagement

The public engagement process included a community survey and three public workshops. The process highlighted safety concerns and preferred locations for pedestrian and bicycle routes, facilities, and safety improvements.

Community Survey

In collaboration with the PSC, the project team developed and distributed a survey to facilitate public input and to supplement public workshop results. The community survey was available online at URL www.walkbikescp.com and via public libraries throughout St. Charles Parish. The complete survey is provided in Appendix C.

% RESPONDENTS	AREA OF PARISH
58%	Luling
15%	Destrehan
5%	Hahnville
4%	Boutte
4%	St. Rose
3%	Ama
3%	Montz
3%	Norco
2%	Bayou Gauche
2%	Des Allemands
1%	Paradis

Table 14. Residence Locations of Survey Respondents

101 responses were recorded. Table 14 that follows shows the breakdown of where survey respondents reside:

The general perception is that the parish lacks sufficient pedestrian and bicycling facilities, making it neither pedestrian- nor bicycle-friendly.

- 92% say the parish does NOT have enough sidewalks
- 91% say the parish does NOT have enough bicycle facilities
- 76% think the parish is NOT pedestrian-friendly
- 69% think the parish is NOT bicycle-friendly

Survey respondents identified the following safety concerns regarding walking and bicycling:

- 24% Road or sidewalk conditions
- 14% Aggressive driving
- 14% Distractions from electronic devices
- 13% Drivers not following laws, signals, and rules
- 11% Lack of law enforcement (vehicles surpassing the posted speed limits, vehicles not following the 3-foot passing rule, vehicles parked on sidewalks, etc.)
- 7% Bicyclists not following laws, signals, and rules
- 6% Lack of non-motorized enforcements (no hand signals, riding the wrong way, no front or back lights, etc.)
- 6% Pedestrians not following laws, signals, and rules
- 5% Other

Survey respondents identified the following as the least safe places for walking and bicycling in St. Charles Parish:

- Paul Maillard Road
- Barton Avenue
- Highway 90
- Lakewood Drive

Survey respondents identified the following as the safest places for walking and bicycling in St. Charles Parish:

- Residential streets
- Mississippi River Trail
- Rathborne Park
- Bridge Parks

Pedestrian

When asked how frequently they walk, the majority of respondents stated that they walk at least once per week.

- 42% 1-4 days per week
- 21% 5-7 days per week
- 19% 1-3 days per week
- 8% less than one day per month
- 10% never

Roughly half of the respondents drive their vehicle to a location from which they walk. The most popular reasons for walking are for exercise and fitness (57%) and recreation (29%). The top reasons for choosing not to walk for a trip include lack of enough sidewalks (17%), weather and heat (11%), and difficulty crossing roadways (11%).

Survey respondents say that they would be willing to walk more often if there were the following improvements to infrastructure:

- more sidewalks (26%)
- more marked crosswalks (15%)
- more connectivity (pathways decreasing the distance to desired destinations) (14%)

Bicycle

When asked how frequently they bicycle, the majority of respondents stated that they bicycle at least once per week.

- 42% bicycle 1-4 days per week
- 25% bicycle 1-3 days per month
- 13% bicycle 5-7 days per week
- 11% bicycle less than 1 day per month
- 9% never bicycle

61% of respondents drive a vehicle to a location from which they bicycle.

The top reasons for riding a bicycle include exercise and fitness (46%) and recreation (39%). The top reasons for not riding a bicycle include fear of traffic and road safety (26%) and lack of on-street or off-street bicycling facilities (22%).

Survey respondents say that they would be willing to bike more often if there were the following improvements to infrastructure:

- striped bikeways (20%),
- low-stress bicycling routes (18%)
- connected and safer routes to desired destinations (16%)

The top reasons which lead survey participants to feel nervous or upset about riding their bicycles include: distracted driving, drivers texting or talking on cell phones (31%); drivers failing to provide a safe distance when passing bicyclists (26%); and drivers failing to slow down when the road is narrow (24%).

Safety

Of the people who participated in the survey, 25% answered that they have been in an accident or near-accident while riding their bicycle in St. Charles Parish. The main causes for these accidents include vehicles not following laws or traffic signals (32%), vehicles passing too close (32%), and road conditions (21%). Community members provided suggestions to improve pedestrian and bicycle safety, including:

- creating additional facilities for walking and bicycling
- educating the public on bicycle safety and laws
- enforcing existing state laws

Community Workshops

The project team led workshops to inform and engage community members. The first set of workshops, called Visioning, focused on identifying assets and challenges to walking and cycling across the parish. These conditions resulted in community members determining which roadways and locations were most desirable for pedestrian and bicycle infrastructure improvements. Workshop attendees marked their comments on maps that the project team integrated into its overall assessment. (These maps are located in Appendix B.) Residents identified numerous hazardous locations and intersections that need improvement to increase safety. Overall, the community shared their perception of unsafe routes and their suggestions for new facilities.

Figure 19 - Workshop Attendees Marking Maps during Destrehan Workshop on June 14, 2017

In addition to the Visioning workshop with public attendees, the project team met with industries to understand potential impacts to their campuses. Industry stakeholders reviewed the proposed routes developed in the public workshops. These representatives also marked their comments on maps that led to adjustments of the routes.

The final set of workshops, called Future Scenarios, further involved the public by sharing the input that the project team had gathered and discussing the project's goals. Future Scenarios also provided residents the opportunity to review the proposed routes. Reactions to the routes, including suggestions of alternative routes for improved efficiency, developed the final network improvements.

Conclusion

Engagement with the stakeholders, public, and industries gave the project team a better understanding of pedestrian and bicycle facility needs and how the community feels the networks can be best expanded. The public engagement process also ensured that those who are most likely to use the networks had an opportunity to impact development of the plan, and generated feedback that influenced the recommended pedestrian and bicycle networks.

5 PROPOSED IMPROVEMENTS

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5. PROPOSED IMPROVEMENTS

Figure 20 - Illustration of East Bank Bridge Park Intersection improvements

This section provides recommendations for pedestrian and bicycle routes, facilities, and facility locations. The proposed improvements directly address the plan's goals of improving safety, increasing transportation options, and spurring economic development throughout the parish.

Cost

All costs given for proposed treatments are rough estimates strictly for budgeting construction and maintenance costs. Professional services such as engineering and surveying are not included, as these costs are dependent on the final scope of work for each recommendation. Most unit costs were derived from 2017 LADOTD Letting Information, with additional sources used for items not included in the LADOTD information.

Prioritization

Tables 16-18, located at the end of this section, list all proposed projects for each sub-area by priority. Treatment recommendations are prioritized based on the segment's expected contribution to improved safety, improved connectivity, and economic benefits. Prioritization should guide the phased implementation of projects. Low priority projects should be installed after projects with a higher priority have been completed. This approach will aid in the intentional growth of the overall network while managing expenditures or creating the highest public benefit.

Ownership

Implementation strategies for facility improvements will vary based on road ownership. Table 15 shows the mileage totals by transportation mode and road ownership.

MODE	MILES
Non-Parish	
Pedestrian	13.12
Bicycle	34.57
Shared-Use	34.03
Parish	
Pedestrian	15.77
Bicycle	30.44
Shared-Use	10.03
Private	
Pedestrian	0.27
Bicycle	0.64
Shared-Use	5.95
Mileage Totals for All Owners	
Total Pedestrian	29.16
Total Bicycle	65.65
Total Shared-Use	50.01
Overall Total	**144.82**

Table 15. Facility Types and Mileages of Proposed Improvements by Road Ownership with Mode Totals

Priority Projects

Based on collected data, public engagement, and a modal analysis of the resulting maps, the project team recommends that the projects located in Table 19, located at the end of this section, be given the highest priority. These projects have been identified as having the lowest estimated cost or highest public benefit in consideration of volume use, connectivity, and safety improvements. The table lists the street name, path limits, path length, estimated construction cost, and reason for priority status for these selected treatments. The table lists one or more of the following attributes as reasons for high-priority status:

- "High-Volume Usage" indicates that a large number of pedestrians and bicyclists are expected to use a proposed facility. Most high-volume usage locations are adjacent to high-traffic areas that require additional infrastructure to integrate the multiple modes of transportation.
- "Connectivity" indicates that a proposed facility improves links to a larger pedestrian and bicycle network and improves the completeness of the system.
- "Safety" indicates that a proposed facility is located where previous crashes have occurred, and which are likely to require additional safety measures.
- "Cost" indicates that a proposed facility is estimated to cost less than $15 per linear foot of path.

Detailed information for all proposed projects, including existing condition, recommended treatment, purpose for implementation, estimated implementation cost, and estimated annual maintenance cost are located in Table 20 at the end of this section.

Priority Projects Summary

This report recommends 145 approximate miles of non-motorized facilities, including 29.16 miles of pedestrian facilities, 65.65 miles of bicycle facilities, and 50.01 miles of shared-use facilities. Improvements are also recommended for 23 intersections.

Criteria for Consideration

The FHWA has compiled criteria for selecting context-appropriate pedestrian and bicycle facilities. These selection criteria include:

Network

Treatments should contribute to a larger network or networks of interconnected pedestrian and/or bicycle facilities that allow safe, convenient travel for people of all ages. The most successful networks are comprised of various facility types that establish a hierarchy that ranges in usage volume, travel speed, width, and numerous other factors.

Land Use

Developed areas in St. Charles Parish, such as commercial districts, have a higher density of attractions, destinations, and people, and may require a greater density and variety of walking and biking facilities. Conversely, rural, low-density areas may require fewer dedicated walking and biking facilities for transportation.

Available Right-of-Way

Available right-of-way width is often limited in St. Charles Parish. This often limits the type of pedestrian and bicycle facilities that can be applied. In some cases, right-of-way acquisition may be required for the implementation of the most appropriate facility type.

Speed & Volume

The greater speed and volume of motor vehicle traffic, the greater the amount of separation is desired for comfortable walking and bicycling facilities. Where streets have low volumes and low speeds, the need for separation is less critical and the mixing of modes may be more appropriate. The speed and volume chart summarizes how speed and volume affect possible facility options.

The criteria for each facility type are displayed as icons (shown below). When the icons are colored, the representing conditions apply to that facility type. The top row presents the land use as rural, residential, or urban. The middle row shows the type of network including local, collector, and highway roadways. The bottom row shows the extent of available space in the right-of-way. Speed and volume charts are also included for sidewalks, marked shared lanes, and bicycle lanes. These charts compare the motor vehicle speed to the motor vehicle volume, showing both the potential and preferred amounts.

Figure 22 - Criteria Icon Example

Facility Types

The project team considers the following facility types suitable for implementation based on its analysis of St. Charles Parish. Note: Any changes to signals, roadways, and crossings must be evaluated and approved by a traffic engineer.

Pedestrian and Bicycle Facilities

Paved paths listed in this report are dependent on multiple factors, including but not limited to roadway right-of-way, roadway posted speed, and vehicular volume. Types of paths for pedestrians and/or bicyclists are as follows:

Sidewalk

Sidewalks provide dedicated space that is intended for use by pedestrians and wheelchair users. This space is meant to be safe, comfortable, and accessible to all. Sidewalks are physically separated from the roadway by a curb or unpaved buffer space. Sidewalks are not intended for use by bicycles as they do not provide ample width for this form of transportation, which requires an absolute minimum of eight feet.

Marked Shared Lane

Marked shared lanes are low-volume, low-speed roadways designed to offer priority to bicyclists operating within a roadway that is shared with motor vehicle traffic. Marked shared lanes include Sharrows and bicycle symbols in the roadway. Marked shared lanes are not intended for pedestrian use.

Figure 21 - Sidewalk

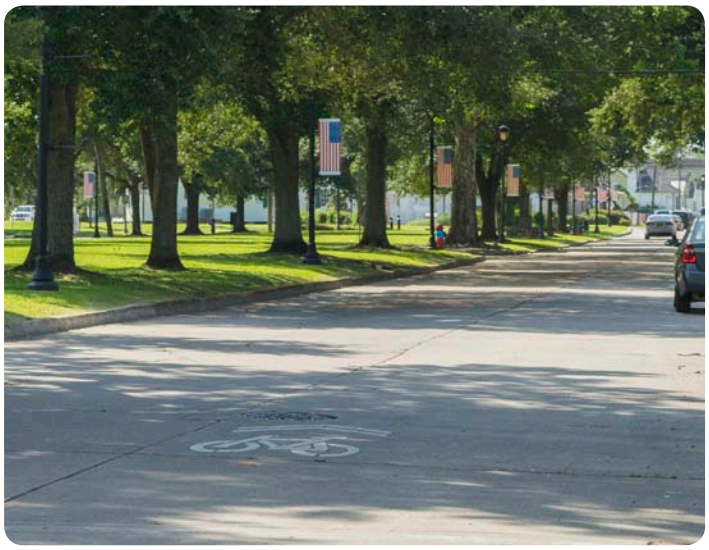
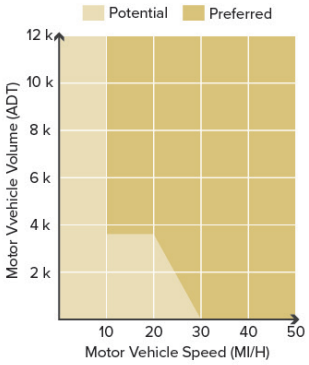
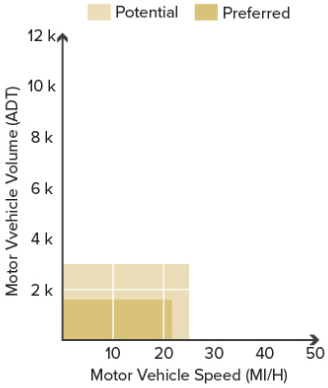


Figure 22 - Marked Shared Lane





Bike Lane

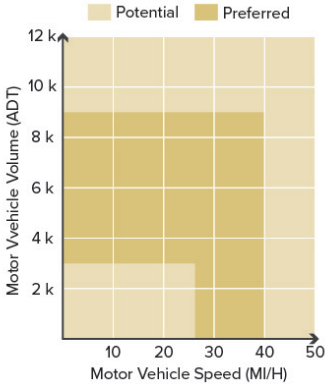
Bike lanes designate an exclusive space for bicyclists using pavement markings and signs. A bike lane is located within the roadway and striped to separate it from vehicular travel lanes. A bike lane is located directly adjacent to motor vehicle travel lanes and follows the same direction as motorized traffic.

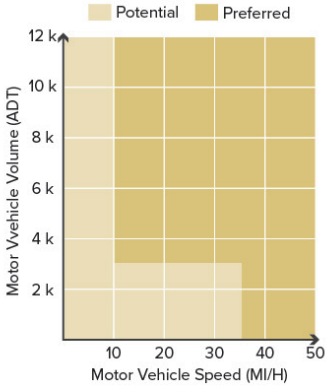
Separated Bike Lane

A separated bike lane is a facility for exclusive use by bicyclists that is located within or directly adjacent to the roadway and is physically separated from motor vehicle traffic by an installed vertical element.

Figure 23 - Bike Lane

Figure 24 - Separated Bike Lane





Shared-Use Trail, Independent

A shared-use trail provides a travel area that is separate from motorized traffic. It is intended for use by bicyclists, pedestrians, wheelchair users, joggers, skaters, and other users. Shared-use paths can provide a low-stress experience for a variety of users who use networks for transportation or recreation.

Shared-Use Trail, Roadway Right-of-Way

A shared-use trail within a roadway right-of-way is a shared-use trail located adjacent and parallel to a roadway. Shared-use trails offer a comfortable experience for non-motorized users of all ages and abilities, in contrast to on-roadway facilities in heavy-traffic environments. These types of trails allow for reduced roadway crossing distances and maintain rural community character.

Figure 25 - Shared-Use Trail, Independent

Figure 26 -Shared-Use Trail, Roadway Right-of-Way

Trailhead

A trailhead is a place of beginning or a significant node along a linear facility. Trailheads can consist of several different elements, including, but not limited to: vehicular parking, bicycle parking, shaded shelter, restrooms, water, lockers, shower facilities, wayfinding information (maps), etc.

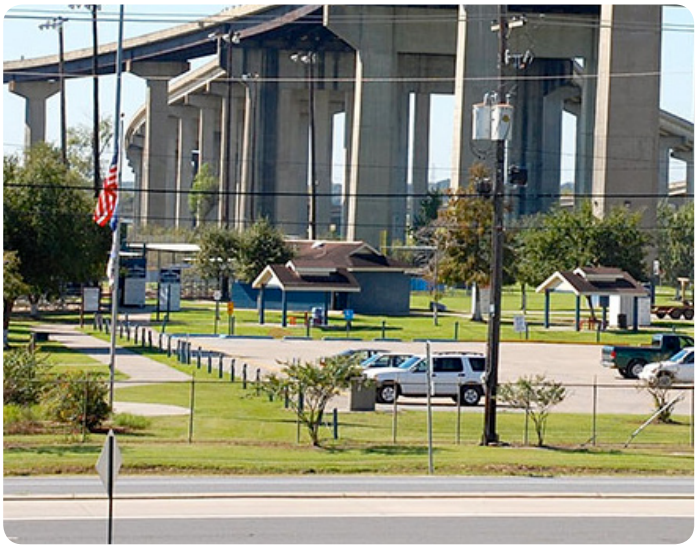


Figure 27 - Trailhead

Intersection Improvements

The appropriate facility type to apply at an intersection varies based on intended speed, level of visibility, and the facility that is being intersected. Intersection treatments deemed to be suitable for implementation include:

Railroad Crossings

St. Charles Parish contains several railroad lines that create barriers separating residents from their destinations. Railroad crossing improvements include those made to both roadway pavement and infrastructure additions, such as crossing arms and concrete or rubber flangeway fillers, that accommodate pedestrian and bicyclist safety.

Figure 28 - Railroad Crossing

Vehicular Barrier

Vehicular barriers indicate that a pathway or trail is only intended for pedestrian or bicycle use and prevent vehicular access. Barriers can exist in the form of bollards, gates, or other devices.

Figure 29 - Vehicular Barrier

Levee Access Path (Switchback Ramps)

Levee access paths include ramps and paths that connect levee-top trails to the surrounding community. To keep the levee top easily accessible, access paths are often placed in a switchback pattern to make travel more gradual during elevation change between the roadway and levee top.

Figure 30 - Levee Access Path

Crossing Marking (Unsignalized)

High-visibility crossing markings alert motorists of locations where they should expect to encounter pedestrians and to identify a designated crossing location for pedestrians and cyclists.

Active Warning Beacon

Active warning beacons are user-activated amber flashing lights that alert drivers to pedestrian and bicyclist crossing. Beacons will need to be installed according to permit regulations and maintained by the local agency that has jurisdiction over the right-of-way.

Figure 31 - High-Visibility Crossing Marking

Figure 32 - Active Warning Beacon

Hybrid Beacon & Crossing

A hybrid beacon, also known as a High-Intensity Activated Crosswalk (HAWK) or Pedestrian Hybrid Beacon (PHB), is a user-actuated crossing signal. When the signal is not actuated, vehicular traffic does not stop; when a pedestrian or bicyclist activates the hybrid beacon, traffic is directed to stop to allow for a safe crossing.

Figure 33 - Hybrid Beacon at Crossing

Crossing Marking & On-Demand Signal (At Existing Signals)

High-visibility crossing markings, in combination with on-demand signals at existing crossings, allow for safe pedestrian and bicycle crossings. Signals alert pedestrians and bicyclists when it is safe to cross.

Figure 34 - Crossing Marking with On-Demand Signal

New Signal, Crossing Marking & On-Demand Signal

Some areas may require the installation of new traffic signals, high-visibility crossing markings, and on-demand signals.

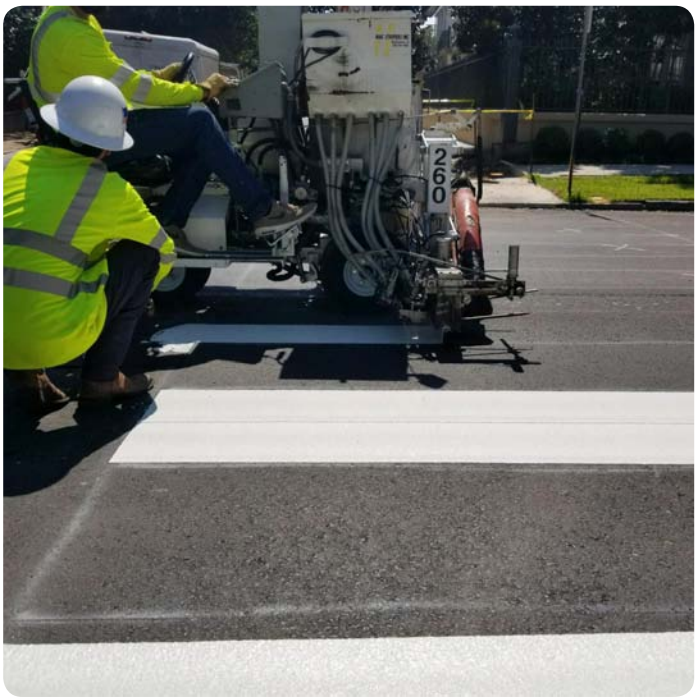


Figure 35 - Applying Paint to New Crosswalk

Constraints to Implementation

Industrial Land Uses

At the industry mapping workshop, some industrial stakeholders expressed concern about surveillance of their campuses from levee trails. One stakeholder was opposed to a path crossing or nearing its campus due to concerns about pedestrians and bicyclists compromising industry safety.

Railroads

The project team performed research to determine whether the railroads owned right-of-way in fee simple or had servitude rights provided by St. Charles Parish. This plan assumes that railroad companies own the rights-of-way where the tracks are located due to the number of ordinances passed by the Parish reflecting those agreements.

Railroad companies generally own 50 to 100% of the right-of-way where tracks are located. Any adjustments within a railroad right-of-way would require an agreement between the parish and the railroad owning the right-of-way.

Experience suggests that railroad companies are unlikely to enter into an agreement with municipalities for additional crossings due to liability concerns. Therefore, this plan recommends using roadways that currently include crossings and improving upon these existing crossing points, while limiting locations for trails within railroad rights-of-way where feasible.

The majority of railroad crossing recommendations in this report involve improvements to existing crossings, and none of the paths recommended in this report utilize a railroad right-of-way.

Limited Access Roads

The State of Louisiana prohibits non-motorized traffic from traveling on Interstates. Pedestrians and bicyclists are only permitted to travel on or beside a local or state roadway right-of-way, which limits the placement of proposed facilities.

Levees

Previous studies have been conducted for paving the Lower Guide Levee Road, but the USACE has yet to approve a proposed design.

Drainage

This report avoids recommending facilities that require converting open swales to subsurface drainage, as they can substantially increase construction costs. Instead, this report recommends combining pedestrian and bicycle uses to create a shared-use trail on one side of the right-of-way, minimizing the amount of drainage work required for those facilities.

Water Bodies

Although canals and other water bodies are a physical barrier to pedestrian and bicycle networks, creating new crossings would add significant costs to both construction and design. The networks proposed in this report use existing crossings to maintain financial feasibility.

Proposed Facility Locations

The project team determined locations for the proposed facilities by reviewing data on existing conditions, feedback from the Project Steering Committee and stakeholders, application criteria, and historical crash patterns.

Where multiple crashes are concentrated in one area, the project team analyzed crash types in greater detail to understand causes and to propose targeted measures to improve safety. In locations where crashes are not centralized, the project team recommends facilities to guide pedestrians and bicyclists to safer locations and network connectors for more efficient transportation. To improve conditions for pedestrians, the project team recommends that the Parish creates additional pedestrian walkways and clearly stripe crosswalks at road intersections. To improve conditions for cyclists, the project team recommends that the Parish creates new dedicated biking paths throughout the parish, improving safety, connectivity, and ease of travel.

Most improvement recommendations are proposed for locations with known crash incidents, except in locations where non-vehicular travel is legally prohibited (e.g. Interstate 310). Where possible, this plan recommends facilities that separate non-motorized travelers from the roadway yet allow them to remain within the road right-of-way. Intersection improvements throughout the parish should direct pedestrians and bicyclists to locations where drivers can anticipate encountering non-motorized traffic on the roadway. The project team expects this to raise driver awareness that non-motorized travelers can access the roadways at these locations, thus anticipating intersections with pedestrians, bicyclists, and reducing vehicular crashes.

This report also recommends new levee facilities due in part to their minimal risk of non-motorized crashes. The estimated construction costs for recommended new levee paths typically exceed one million dollars. However, these paths are often multiple miles long and have a relatively low cost per square foot compared to other facility types, while also providing optimal safety.

Levee-top trails are an ideal location for dedicated non-motorized facilities. Unless access is prohibited, pedestrians can often use levees without any type of surface treatment (concrete, asphalt, limestone), as the top of the levee is usually dry and easily traveled by foot, especially when regularly maintained. Trails paved with asphalt or concrete provide comfortable travel for bicyclists. On these linear green spaces, pedestrians and bicyclists can travel for miles uninterrupted, since non-emergency vehicles are prohibited from using the levee systems. Levees can also provide scenic routes, which attract pedestrians and bicyclists to the parish from elsewhere in the region. Crucially, levee paths substantially reduce conflicts between motorized and non-motorized travelers. The Mississippi River Trail is an existing major asset, and this report proposes several additional levee trails to link to existing and future network.

Figure 36 - Mississippi River Trail

Many of the bicycle facility locations on state routes that are recommended in this Pedestrian and Bicycle Master Plan are for the same locations as those that were determined from the LADOTD's Bicycle Planning Tool. A snapshot of the tool's map (to the extent of the parish boundaries), which shows bicycling conditions on these routes, is located in Appendix B.

Table 20 includes an itemized list of all proposed improvements to networks across the parish. The maps that follow display proposed projects for the overall network and within sub-areas.

Subsequent pages include renderings that demonstrate the installation of several proposed projects. The illustrations show specific segment improvements and visualize their anticipated benefits to the overall network. The numbered icons on the maps relate to their descriptions below. A key map is included to show the location of the segment and the direction of the illustration's perspective.

Conclusion

The proposed pedestrian and bicycle network treatments focus on connections within and between the three defined sub-areas and in consideration of the Mississippi River boundary. The proposed improvements also seek to provide St. Charles Parish residents with safer means of transportation among multiple modes. Improvement projects are vast in location and expense; therefore, priority treatments projects have been selected for immediate consideration. In addition, the following comprehensive table lists treatment information for all projects, sorted by sub-area. Tables showing all projects sorted by priorities and council districts are located in Appendix A.

SUB-AREA: EAST BANK		
TOTAL COST: $26,782,000		
HIGH PRIORITY	MEDIUM PRIORITY	LOW PRIORITY
Apple Street (LA 48)	Airline Highway (US 61)	Airline Highway (US 61)
Ashton Drive	Ormond Blvd. Access Bridge Road	Almedia Road (LA 50)
Country Cottage Boulevard	E. Harding Street	Bart Street
East Bank Bridge Park	E. Terrace Street	Church Road Easement
East Bank Levee Multi-Use Trail	Neighborhood Easment	Entergy ROW
Edgewood Lane	Ninth Street	Evangeline Road
Entergy ROW	Ormond Trace Levee Trail	LA 626 (Saint Rose Avenue)
Entergy ROW	Terrace Street	Prospect Avenue (LA 627)
Eve Street	W. Harding Street	Lower Guide Levee
Fifth Street		Oak Street
First Street		Parish Servitude (Oak Street Pump Station)
Four J Lane		PLD Levee
Hill Heights Country Club Trail		Riverbend Drive
Leigh Lane		S. Destrehan Avenue
Live Oak Drive		St. Rose Avenue (LA 626)
Longview Drive		Swepi Road
Longwood Drive		Wildcat Lane
Lower Guide Levee		
Murray Hill Drive		
Ormond Boulevard		
Plantation Road		
San Francisco Drive		
Schexnaydre Lane		
Spillway Road		
Thomas Coby Drive		
Washington Street		

Table 16. East Bank Projects by Priority

SUB-AREA: WEST BANK		
TOTAL COST: $13,165,000		
HIGH PRIORITY	MEDIUM PRIORITY	LOW PRIORITY
Barton Avenue (LA 3050)	First Street	Beaupre Drive
Davis Drive	Angus Drive	Cottage Drive
Highway 90 (US 90)	Ashton Road	Duhe Drive
Judge Edward Dufresne Parkway	Court Street	Fashion Boulevard
Lakewood Drive	E. Heather Drive	LA 3127
Lakewood Drive	Ellington Avenue	Mary Plantation Road (LA 3141)
Paul Maillard Road (LA 52)	Luling Avenue	Home Place (LA 3160)
Rex Street	Magnolia Ridge Road (LA 633)	Lakewood Drive
West Bank Levee Multi-Use Trail	Oak Lane	Maryland Drive
	Primrose Drive	River Ridge Drive
	Rue La Cannes	S. Fashion Boulevard
	Sugarhouse Road	
	Sycamore Street	
	W. Heather Drive	
	Willowdale Boulevard	

Table 17. West Bank Projects by Priority

SUB-AREA: BAYOU		
TOTAL COST: $20,643,000		
HIGH PRIORITY	MEDIUM PRIORITY	LOW PRIORITY
Audubon Street	Bayou Des Allemands Levee	Beau Place Boulevard
Barber Road	Magnolia Ridge Levee	Down the Bayou Road
Bayou Gauche Road (LA 306)	Sunset Drainage District Levee	Easy Street
Fourth Street		Entergy ROW
Old Spanish Trail (LA 631)		Magnolia Ridge Road (LA 633)
Tiger Drive		Touchard Lane
US Highway 90		Up the Bayou Road
Wisner Street		
WPA Road and Levee Road (LA 632)		
Table 18. Bayou Projects by Priority		

STREET NAME	PATH LIMITS	PATH LENGTH (FT)
Apple St. (LA 48)	Airline Hwy. (LA 61) to River Rd. (LA 48)	7,117
Ashton Dr.	S. Destrehan Ave. to Longwood Dr.	615
Audubon St.	Old Spanish Trail (LA 631) to Highway 90 (US 90)	1,035
Barber Rd.	Eula Dr. to Bayou Gauche Rd. (LA 306)	4,767
Barton Ave. (LA 3050)	Rex St. to Highway 90 (US 90)	939
Bayou Gauche Rd. (LA 306)	Old Spanish Trail (LA 631) to Dead End	45,379
Country Cottage Blvd.	Liza Ct. to River Rd. (LA 628)	17,930
Davis Dr.	River Rd. (LA 18) to Rex S.	5,483
East Bank Bridge Park	N/A	N/A
East Bank Levee Multi-Use Trail	Spillway Levee Crown to St. John the Baptist Parish	15,312
Edgewood Ln.	Leigh Ln. to Westover Ln.	1,849
Entergy ROW	Ormond Trace to E. Harding St.	1,959
Entergy ROW	I 310 to S. Destrehan Ave.	4,138
Eve St.	Murray Hill Dr. to Longview Dr.	1,242
Fifth St.	Norco St. to W. Pine St.	4,286
First St.	Apple St. (LA 48) to Washington St.	2,758
Four J Ln.	Evangeline Rd. to Leigh Ln.	388
Fourth St.	US Highway 90 to Old Spanish Trail (LA 631)	310
Highway 90 (US 90)	Barton Ave. (LA 3060) to Paul Maillard Rd (LA 52)	14,587
Hill Heights Country Club Trail	Murray Hill Dr. to Plantation Rd.	2,070
Judge Edward Dufresne Pkwy.	River Rd. (LA 18) to End	5,448
Lakewood Dr.	Birch St. to N. Lake Dr.	4,014
Lakewood Dr.	Highway 90 (US 90) to Birch St.	2,703
Leigh Ln.	Four J Lane to Edgewood Ln.	658
Live Oak Dr.	Schexnaydre Ln. to River Village Dr.	947
Longview Dr.	Eve St. to San Francisco Dr.	659
Longwood Dr.	Ashton Dr. to San Francisco Dr.	587
Lower Guide Levee	Wetland Watcher Park to Airline Hwy. (US 61)	17,930
Murray Hill Dr.	Hill Heights Country Club to River Rd. (LA 48)	4,922
Old Spanish Trail (LA 631)	Paul Maillard Rd. (LA 52) to Up the Bayou Rd.	38,265
Ormond Blvd.	Kansas City Railroad to Airline Hwy. (US 61)	761
Paul Maillard Rd. (LA 52)	River Rd (LA 18) to Highway 90 (US 90)	14,648
Plantation Rd.	Acadia Ln. to End	3,073
Rex St.	Davis Dr. to Barton Ave.	651
San Francisco Dr.	Longview Dr. to Longwood Dr.	763
Schexnaydre Ln.	Thomas Coby Dr. to River Rd.	4,305
Spillway Rd.	Lower Guide Levee Rd. to Spillway Levee Crown	8,956
Thomas Coby Dr.	Ormond Blvd. to Schexnaydre Ln.	886
Tiger Dr.	US Highway 90 to Hahnville High School	1,803
US Highway 90	Entergy ROW to Fourth St.	2,354
Washington St.	Third St. (Bethune Park) to River Rd. (LA 48)	1,576
West Bank Levee Multi-Use Trail	Elm St. to St. John the Baptist Parish	37,272
Wisner St.	Highway 90 (US 90) to Barber Rd.	1,021
WPA Rd. and Levee Rd (LA 632)	Old Spanish Trail (LA 631) to Allemands Elementary School	3,190

Table 19. High Priority Projects

ESTIMATED COST	REASON FOR HIGH PRIORITY STATUS
$ 735,391.42	Safety Improvements; High-Volume Usage
$ 1,980.30	Cost; Connectivity
$ 32,009.10	Safety Improvements; Connectivity
$ 124,944.74	Safety Improvements; High-Volume Usage/Connectivity
$ 46,487.14	Safety Improvements; High-Volume Usage/Connectivity
$ 538,515.10	Cost; Connectivity
$ 163,942.65	Cost; High-Volume Usage/Connectivity
$ 240,958.58	Safety Improvements; High-Volume Usage/Connectivity
$ 46,000.00	Safety Improvements; High-Volume Usage
$ 1,418,227.70	High-Volume Usage/Connectivity
$ 238,693.85	High-Volume Usage/Connectivity
$ 427,858.72	Safety Improvements; High-Volume Usage/Connectivity
$ 903,360.11	Safety Improvements; High-Volume Usage/Connectivity
$ 3,999.24	Cost; Connectivity
$ 112,470.92	High-Volume Usage/Connectivity
$ 148,536.76	High-Volume Usage/Connectivity
$ 53,282.45	Connectivity
$ 66,784.57	Safety Improvements; Connectivity
$ 1,087,355.41	Safety Improvements; High-Volume Usage/Connectivity
$ 307,098.27	High-Volume Usage/Connectivity
$ 192,218.18	High-Volume Usage/Connectivity
$ 12,925.08	Cost; High-Volume Usage/Connectivity
$ 38,544.78	Cost; High-Volume Usage/Connectivity
$ 86,228.50	Connectivity
$ 21,817.34	Safety Improvements; High-Volume Usage/Connectivity
$ 2,121.98	Cost; Connectivity
$ 1,890.14	Cost; Connectivity
$ 1,495,986.46	Cost; Connectivity
$ 420,004.84	Safety Improvements; High-Volume Usage/Connectivity
$ 10,144,573.03	Safety Improvements
$ 86,474.10	Safety Improvements; High-Volume Usage/Connectivity
$ 3,644,938.03	Safety Improvements; High-Volume Usage/Connectivity
$ 117,949.98	Safety Improvements; High-Volume Usage/Connectivity
$ 24,256.26	Safety Improvements; High-Volume Usage/Connectivity
$ 2,456.86	Cost; Connectivity
$ 81,845.96	Safety Improvements; High-Volume Usage/Connectivity
$ 1,953,759.32	High-Volume Usage/Connectivity
$ 25,898.92	Safety Improvements; High-Volume Usage/Connectivity
$ 78,679.78	Safety Improvements; High-Volume Usage/Connectivity
$ 713,760.04	Safety Improvements; High-Volume Usage/Connectivity
$ 125,156.70	Safety Improvements; Connectivity
$ 3,201,747.23	High-Volume Usage/Connectivity
$ 120,083.46	Safety Improvements; Connectivity
$ 668,077.60	Safety Improvements; Connectivity

STREET NAME	PATH LIMITS	SUB-AREA	PATH LENGTH (FEET)	EXISTING SURFACE
Airline Hwy. (US 61)	Apple St. to Lower Spillway Levee	East Bank	1,483	Asphalt
E. Harding St.	Entergy ROW to S. Johnson St.	East Bank	1,808	Asphalt
E. Terrace St.	9th St. to Terrace St.	East Bank	558	Asphalt
Lower Guide Levee	Wetland Watcher Park to Airline Hwy. (US 61)	East Bank	17,930	Gravel
Neighborhood Easment	Edgewood Ln. to Lisa Ct.	East Bank	458	N/A
Ninth St.	E. Terrace St. to E. Harding St.	East Bank	1,858	Asphalt
Ormond Blvd. Access Bridge Road	Airline Hwy. (LA 61) to PLD Levee	East Bank	572	Gravel
Ormond Trace Levee Trail	Villere Dr. to Entergy ROW	East Bank	3,099	N/A
Terrace St.	E. Terrace St. to River Rd. (LA 48)	East Bank	2,282	Asphalt
W. Harding St.	S. Johnson St. to River Road (LA 48)	East Bank	2,832	Asphalt
Airline Hwy. (US 61)	Swepi Rd. to Prospect Ave. (LA 627)	East Bank	4,604	Asphalt
Airline Hwy. (US 61)	River Bend Dr. to Almedia Rd. (LA 50)	East Bank	2,637	Asphalt
Almedia Rd. (LA 50)	Airline Hwy. to River Rd. (LA 48)	East Bank	4,607	Asphalt
Bart St.	Oak St. to St. Rose Ave. (Louisiana Highway 626)	East Bank		Asphalt
Church Rd. Easement	Airline Hwy. (LA 61) to PLD Levee	East Bank	1,388	Gravel
Entergy ROW	St. Rose Ave. (LA 626) to I 310	East Bank	13,525	N/A
Evangeline Rd.	Four J Ln. to River Rd. (LA 628)	East Bank	4,814	Asphalt
LA 626 (St. Rose Ave.)	Bart St. to River Rd. (LA 48)	East Bank	495	Asphalt
Lower Guide Levee	River Rd. (LA 48) to Airline Hwy. (US 61)	East Bank	8,492	Gravel
Oak St.	Dead End/Parish Servitude (Oak St. Pump Station) to Bart St.	East Bank	3,875	Asphalt

PRIORITY STATUS	ESTIMATED CONSTRUCTION COST	ESTIMATED ANNUAL MAINTENANCE COST	FACILITY TYPE/ INTERSECTION IMPROVEMENTS
Medium	$325,293.04	$2,790.00	Shared-Use Striping (Roadway Right-of-Way) Drainage (21" RCP) Path Construction
Medium	$5,821.76	$510.00	Marked Shared Lane
Medium	$1,796.76	$160.00	Marked Shared Lane
Medium	$1,495,986.46	$67,300.00	Independent Shared-Use Striping Path Construction
Medium	$39,837.65	$890.00	Independent Shared-Use Striping Path Construction Vehicle Barrier
Medium	$5,982.76	$530.00	Marked Shared Lane
Medium	$40,874.02	$1,200.00	Marked Shared Lane Path Construction Vehicle Barrier
Medium	$460,043.21	$5,962.91	Independent Shared-Use Striping Path Construction Drainage (18” RCP) New Crosswalk Striping
Medium	$294,848.04	$690.00	Marked Shared Lane Railroad Crossing Improvement
Medium	$498,675.24	$850.00	Marked Shared Lane Drainage (18” RCP) Railroad Crossing Improvement Sidewalks
Low	$395,619.96	$11,600.00	Marked Shared Lane Independent Shared-Use Path On-Demand Signal & Crossing
Low	$43,761.59	$2,150.00	Separated Marked Shared Lane On-Demand Signal & Crossing
Low	$755,419.82	$5,820.00	Marked Shared Lane On-Demand Signal & Crossing Railroad Crossing Improvement Sidewalks
Low	$26,215.87	N/A	Sidewalks Drainage (15" RCP)
Low	$158,261.03	$3,960.00	Marked Shared Lane New Crosswalk Striping Path Construction
Low	$2,950,596.18	$25,400.00	Independent Shared-Use Striping Drainage (21" RCP) Path Construction
Low	$621,363.24	$1,350.00	Marked Shared Lane Sidewalks Drainage (18” RCP)
Low	$59,277.90	$190.00	Marked Shared Lane Sidewalks Hybrid Beacon
Low	$1,283,527.14	$16,000.00	Independent Shared-Use Striping Path Construction Railroad Crossing Improvement
Low	$230,632.50	$4,860.00	Marked Shared Lane Trailhead Sidewalks

STREET NAME	PATH LIMITS	SUB-AREA	PATH LENGTH (FEET)	EXISTING SURFACE
Parish Servitude (Oak St. Pump Station)	Oak St. to St. Rose Ave (LA 626)	East Bank	275	Gravel
PLD Levee	Jefferson Parish to Lower Guide Levee	East Bank	53,112	N/A
Prospect Ave. (LA 627)	Airline Hwy. (US 61) to River Rd. (LA 48)	East Bank	5,980	Asphalt
Riverbend Dr.	Airline Hwy. (US 61) to River Rd. (LA 48)	East Bank	3,201	Concrete
S. Destrehan Ave.	Entergy ROW to River Rd. (LA 48)	East Bank	2,832	Asphalt
St. Rose Ave. (LA 626)	Entergy ROW to St. Charles Parish Servitude (Oak St. Pump Station)	East Bank	1,103	Asphalt
Swepi Rd.	Airline Hwy. (LA 61) to PLD Levee	East Bank	1,079	Gravel
Wildcat Ln.	Ormond Blvd. to Shexnaydre Ln.	East Bank	1,405	Concrete
Apple St. (LA 48)	Airline Hwy. (LA 61) to River Rd. (LA 48)	East Bank	7,117	Asphalt
Ashton Dr.	S. Destrehan Ave. to Longwood Dr.	East Bank	615	Concrete
Country Cottage Blvd.	Liza Ct. to River Rd. (LA 628)	East Bank	17,930	Concrete
East Bank Bridge Park		East Bank		Asphalt
East Bank Levee Multi-Use Trail (Mississippi River Trail)	West Bonnet Carre Spillway Levee Crown to St. John the Baptist Parish	East Bank	15,312	Gravel
Edgewood Ln.	Leigh Ln. to Westover Ln.	East Bank	1,849	Concrete
Entergy ROW	Ormond Trace to E. Harding St.	East Bank	1,959	N/A
Entergy ROW	I 310 to S. Destrehan Ave.	East Bank	4,138	N/A
Eve St.	Murray Hill Dr. to Longview Dr.	East Bank	1,242	Both
Fifth St.	Norco St. to W. Pine St.	East Bank	4,286	Asphalt

PRIORITY STATUS	ESTIMATED CONSTRUCTION COST	ESTIMATED ANNUAL MAINTENANCE COST	FACILITY TYPE/ INTERSECTION IMPROVEMENTS
Low	$2,377,019.00	$6,920.00	Independent Shared-Use Striping Path Construction
Low	$4,431,337.96	$99,700.00	Independent Shared-Use Striping Path Construction
Low	$594,255.60	$1,730.00	Marked Shared Lane Railroad Crossing Improvement
Low	$826,795.26	$4,120.00	Marked Shared Lane Hybrid Beacon Railroad Crossing Improvement Trailhead Sidewalks
Low	$637,198.80	$12,000.00	Marked Shared Lane New Crosswalk Striping Railroad Crossing Improvement Sidewalks Path Construction
Low	$575,610.95	$2,120.00	Shared-Use Striping (Roadway Right-of-Way) Drainage (21" RCP) Path Construction Hybrid Beacon Railroad Crossing Improvement
Low	$120,336.89	$1,710.00	Marked Shared Lane Path Construction
Low	$39,507.10	$700.00	Marked Shared Lane Sidewalks New Crosswalk Striping
High	$735,391.42	$9,480.00	Marked Shared Lane New Crosswalk Striping Railroad Crossing Improvement Sidewalks
High	$1,980.30	$90.00	Marked Shared Lane
High	$163,942.65	$3,300.00	Marked Shared Lane Levee Access Striping New On-Demand Signal & Crosswalk Striping Levee Access Path Construction
High	$46,000.00	$50.00	Hybrid Beacon
High	$1,418,227.70	$28,400.00	Independent Shared-Use Striping Marked Shared Lane Path Construction Levee Access Path Construction Trailhead
High	$238,693.85	$260.00	Marked Shared Lane Drainage (18” RCP) Sidewalks
High	$427,858.72	$3,680.00	Independent Shared-Use Striping Drainage (21" RCP) Path Construction
High	$903,360.11	$7,760.00	Independent Shared-Use Striping Drainage (21" RCP) Path Construction
High	$3,999.24	$180.00	Marked Shared Lane
High	$112,470.92	$1,210.00	Marked Shared Lane Sidewalks

STREET NAME	PATH LIMITS	SUB-AREA	PATH LENGTH (FEET)	EXISTING SURFACE
First St.	Apple St. (LA 48) to Washington St.	East Bank	2,758	Asphalt
Four J Ln.	Evangeline Rd. to Leigh Ln.	East Bank	388	Concrete
Hill Heights Country Club Trail	Murray Hill Dr. to Plantation Rd.	East Bank	2,070	N/A
Leigh Ln.	Four J Lane to Edgewood Ln.	East Bank	658	Concrete
Live Oak Dr.	Schexnaydre Ln. to River Village Dr.	East Bank	947	Both
Longview Dr.	Eve St. to San Francisco Dr.	East Bank	659	Concrete
Longwood Dr.	Ashton Dr. to San Francisco Dr.	East Bank	587	Concrete
Murray Hill Dr.	Hill Heights Country Club to River Rd. (LA 48)	East Bank	4,922	Asphalt
Ormond Blvd.	Kansas City Railroad to Airline Hwy. (US 61)	East Bank	761	N/A
Plantation Rd.	Acadia Ln. to End	East Bank	3,073	Asphalt
San Francisco Dr.	Longview Dr. to Longwood Dr.	East Bank	763	Concrete
Schexnaydre Ln.	Thomas Coby Dr. to River Rd.	East Bank	2,333	Asphalt
Spillway Rd.	Lower Guide Levee Rd. to West Bonnet Carre Spillway Levee Crown	East Bank	8,956	Asphalt
Thomas Coby Dr.	Ormond Blvd. to Schexnaydre Ln.	East Bank	886	Concrete
Washington St.	Third St. (Bethune Park) to River Rd. (LA 48)	East Bank	1,576	Asphalt
Barton Ave. (LA 3060)	Rex St. to Highway 90 (US 90)	West Bank	939	Asphalt
Davis Dr.	River Rd. (LA 18) to Rex S.	West Bank	5,483	Asphalt
Highway 90 (US 90)	Barton Ave. (LA 3060) to Paul Maillard Rd (LA 52)	West Bank	14,587	Asphalt
Judge Edward Dufresne Pkwy.	River Rd. (LA 18) to End	West Bank	5,448	Asphalt

PRIORITY STATUS	ESTIMATED CONSTRUCTION COST	ESTIMATED ANNUAL MAINTENANCE COST	FACILITY TYPE/ INTERSECTION IMPROVEMENTS
High	$148,536.76	$1,080.00	Marked Shared Lane New Crosswalk Striping Sidewalks Drainage (18” RCP)
High	$53,282.45	$210.00	Marked Shared Lane New Crosswalk Striping Sidewalks Drainage (18” RCP)
High	$307,098.27	$3,890.00	Independent Shared-Use Striping Drainage (18" RCP) Path Construction
High	$86,228.50	$130.00	Marked Shared Lane Sidewalks Drainage (18” RCP)
High	$21,817.34	$140.00	Marked Shared Lane Sidewalks
High	$2,121.98	$100.00	Marked Shared Lane
High	$1,890.14	$90.00	Marked Shared Lane
High	$420,004.84	$1,730.00	Marked Shared Lane New Crosswalk Striping Railroad Crossing Improvement Sidewalk
High	$86,474.10	$300.00	Independent Shared-Use Striping Path Construction On-Demand Signal & Crossing
High	$117,949.98	$4,120.00	Marked Shared Lane Sidewalks New Crosswalk Striping
High	$2,456.86	$110.00	Marked Shared Lane
High	$81,845.96	$2,060.00	Marked Shared Lane Walking Path Striping Sidewalks
High	$1,953,759.32	$16,800.00	Shared-Use Striping (Roadway Right-of-Way) Drainage (21" RCP) Path Construction
High	$25,898.92	$280.00	Marked Shared Lane Sidewalks New Crosswalk Striping
High	$125,156.70	$750.00	Marked Shared Lane $4,412.80 Drainage (18” RCP) New Crosswalk Striping Sidewalks
High	$46,487.14	$810.00	Marked Shared Lane On-Demand Signal & Crossing Sidewalks
High	$240,958.58	$4,570.00	Marked Shared Lane Hybrid Beacon Sidewalks Trailhead
High	$1,087,355.41	$37,600.00	Marked Shared Lane Path Construction
High	$192,218.18	$5,850.00	Separated Marked Shared Lane New Crosswalk Striping Sidewalks

STREET NAME	PATH LIMITS	SUB-AREA	PATH LENGTH (FEET)	EXISTING SURFACE
Lakewood Dr.	Birch St. to N. Lake Dr.	West Bank	4,014	Asphalt
Lakewood Dr.	Highway 90 (US 90) to Birch St.	West Bank	2,703	Concrete
Paul Maillard Rd. (LA 52)	River Rd (LA 18) to Highway 90 (US 90)	West Bank	14,648	Asphalt
Rex St.	Davis Dr. to Barton Ave.	West Bank	651	Asphalt
West Bank Levee Multi-Use Trail	Elm St. to St. John the Baptist Parish	West Bank	37,272	N/A
Angus Dr.	Sugarhouse Rd. to Paul Maillard Rd (LA 52)	West Bank	1,822	Asphalt
Ashton Rd.	River Rd. (LA 18) to Luling Ave.	West Bank	1,047	Asphalt
Court St.	Sugarhouse Rd. to Ellington Ave.	West Bank	1,039	Asphalt
E. Heather Dr.	Willowdale Blvd. to Lakewood Dr.	West Bank	3,824	Both
Ellington Ave.	Court St. to First St.	West Bank	199	Asphalt
First St.	Ellington Ave. to Paul Maillard Rd. (LA 52)	West Bank	375	Asphalt
Luling Ave.	Paul Maillard Rd. (LA 52) to Ashton Rd.	West Bank	2,739	Asphalt
Magnolia Ridge Rd. (LA 633)	Highway 90 (US 90) to Maple St.	West Bank	1,785	Asphalt
Oak Ln.	Highway 90 (US 90) to W Heather Dr.	West Bank	2,817	Asphalt
Primrose Dr.	Maryland Dr. to River Ridge Dr.	West Bank	4,875	Asphalt
Rue La Cannes	Ashton Plantation to Judge Edward Dufresne Pkwy.	West Bank	2,090	Concrete
Sugarhouse Rd.	Court St. to Angus Dr.	West Bank	4,716	Asphalt
Sycamore St.	Oak St. to LA 3160	West Bank	2,418	Asphalt
W. Heather Dr.	Lakewood Dr. to Maryland Dr.	West Bank	3,809	Asphalt
Willowdale Blvd.	E. Heather Dr. to Cottage Dr.	West Bank	3,521	Asphalt
Beaupre Dr.	Heather Dr. to Cottage Dr.	West Bank	3,721	Asphalt
Cottage Dr.	Beaupre Dr. to Willowdale Blvd.	West Bank	2,792	Asphalt
Duhe Dr.	Fashion Blvd. to Union Pacific Railroad	West Bank	332	Asphalt
Fashion Blvd.	River Rd. (LA 18) to Duhe Dr.	West Bank	2,162	Asphalt
Home Place (LA 3160)	River Road (LA 18) to LA 3127	West Bank	12,520	Asphalt

PRIORITY STATUS	ESTIMATED CONSTRUCTION COST	ESTIMATED ANNUAL MAINTENANCE COST	FACILITY TYPE/ INTERSECTION IMPROVEMENTS
High	$12,925.08	$570.00	Marked Shared Lane
High	$38,544.78	$1,680.00	Marked Shared Lane
High	$3,644,938.03	$18,300.00	Marked Shared Lane Sidewalk Drainage (36" RCP) New Crosswalk Striping On-Demand Signal & Crossing
High	$24,256.26	$810.00	Marked Shared Lane Sidewalks
High	$3,201,747.23	$75,500.00	Independent Shared-Use Striping Hybrid Beacon Path Construction Trailhead
Medium	$51,015.84	$570.00	Marked Shared Lane New Crosswalk Striping Sidewalk
Medium	$3,371.34	$300.00	Marked Shared Lane
Medium	$3,345.58	$300.00	Marked Shared Lane
Medium	$142,309.74	$3,170.00	Marked Shared Lane Sidewalks
Medium	$640.78	$60.00	Marked Shared Lane
Medium	$1,207.50	$110.00	Marked Shared Lane
Medium	$8,819.58	$770.00	Marked Shared Lane
Medium	$25,454.10	$2,220.00	Marked Shared Lane
Medium	$20,570.74	$560.00	Marked Shared Lane On-Demand Signal & Crossing
Medium	$366,834.99	$8,460.00	Shared-Use Striping (Roadway Right-of-Way) Path Construction New Crosswalk Striping
Medium	$313,125.73	$4,270.00	Independent Shared-Use Striping Drainage (18" RCP) Path Construction Vehicle Barriers
Medium	$135,728.52	$1,350.00	Marked Shared Lane New Crosswalk Striping Active Warning Beacon Sidewalks
Medium	$34,480.68	$3,000.00	Marked Shared Lane
Medium	$145,545.84	$4,780.00	Marked Shared Lane New Crosswalk Striping Sidewalks
Medium	$11,337.62	$660.00	Marked Shared Lane
Low	$11,981.62	$1,050.00	Marked Shared Lane
Low	$8,990.24	$790.00	Marked Shared Lane
Low	$293,844.32	$520.00	Marked Shared Lane Railroad Crossing Improvement Active Warning Beacon Vehicle Barrier
Low	$48,080.12	$2,730.00	Marked Shared Lane
Low	$452,154.24	$13,500.00	Separated Marked Shared Lane On-Demand Signal & Crossing Railroad Crossing Improvement

STREET NAME	PATH LIMITS	SUB-AREA	PATH LENGTH (FEET)	EXISTING SURFACE
LA 3127	LA 3160 to S. Fashion Blvd.	West Bank	5,802	Asphalt
Lakewood Drive	N. Lake Dr. to End	West Bank	2,279	Concrete
Mary Plantation Rd. (LA 3141)	River Rd. (LA 18) to Railroad Dr.	West Bank	3,655	Asphalt
Maryland Dr.	Highway 90 (US 90) to Primrose Dr.	West Bank	2,219	Asphalt
River Ridge Dr.	Highway 90 (US 90) to End	West Bank	2,809	Asphalt
S. Fashion Blvd.	Union Pacific Railroad to LA 3127	West Bank	7,107	Asphalt
Audubon St.	Old Spanish Trail (LA 631) to Highway 90 (US 90)	Bayou	1,035	Asphalt
Barber Rd.	Eula Dr. to Bayou Gauche Rd. (LA 306)	Bayou	4,767	Asphalt
Bayou Gauche Rd. (LA 306)	Old Spanish Trail (LA 631) to Dead End	Bayou	45,379	Asphalt
Fourth St.	US Highway 90 to Old Spanish Trail (LA 631)	Bayou	310	N/A
Old Spanish Trail (LA 631)	Louisiana Highway 52 (Paul Maillard Rd.) to Up the Bayou Rd.	Bayou	38,265	Asphalt
Tiger Dr.	US Highway 90 to Hahnville High School	Bayou	1,803	Both
US Highway 90	Entergy ROW to Fourth St.	Bayou	2,354	Asphalt
Wisner St.	Highway 90 (US 90) to Barber Rd.	Bayou	1,021	Asphalt

PRIORITY STATUS	ESTIMATED CONSTRUCTION COST	ESTIMATED ANNUAL MAINTENANCE COST	FACILITY TYPE/ INTERSECTION IMPROVEMENTS
Low	$1,246,015.21	$11,800.00	Independent Shared-Use Striping Drainage (24" RCP) Path Construction
Low	$167,439.54	$1,440.00	Marked Shared Lane New Crosswalk Striping Sidewalks
Low	$865,720.94	$10,900.00	Shared-Use Striping (Roadway Right-of-Way) Drainage (24" RCP) Path Construction Active Warning Beacon Trailhead
Low	$58,228.18	$630.00	Marked Shared Lane Sidewalks
Low	$158,299.34	$3,590.00	Marked Shared Lane New On-Demand Signal & Crosswalk Striping Vehicle Barrier Sidewalks
Low	$101,345.82	$8,820.00	Marked Shared Lane
High	$32,009.10	$1,350.00	Marked Shared Lane Active Warning Beacon
High	$124,944.74	$1,350.00	Marked Shared Lane Sidewalk
High	$538,515.10	$45,500.00	Marked Shared Lane Marked Shared Lane New Crosswalk Striping Active Warning Beacon
High	$66,784.57	$650.00	Shared-Use Trail (Roadway Right-of-Way) Striping Drainage (18" RCP)
High	$10,144,573.03	$88,800.00	Marked Shared Lane Marked Shared Lane Shared-Use Trail (Roadway Right-of-Way) Shared-Use Trail Striping Sidewalk Drainage (24" RCP) Active Warning Beacon New Crosswalk Striping On-Demand Signal & Crossing Railroad Crossing Improvement
High	$78,679.78	$2,300.00	Marked Shared Lane Sidewalk On-Demand Signal & Crossing
High	$713,760.04	$34,800.00	Shared-Use Trail (Roadway Right-of-Way) Shared-Use Trail Striping Drainage (36" RCP)
High	$120,083.46	$1,330.00	Marked Shared Lane Sidewalk Hybrid Beacon

STREET NAME	PATH LIMITS	SUB-AREA	PATH LENGTH (FEET)	EXISTING SURFACE
WPA Rd. and Levee Rd (LA 632)	Old Spanish Trail (LA 631) to Allemands Elementary School	Bayou	3,190	Asphalt
Bayou Des Allemands Levee	Down the Bayou Rd. to Badeaux Lane West Pump Station	Bayou	30,994	N/A
Magnolia Ridge Levee	River Ridge Dr. to Frickey Ln.	Bayou	18,939	N/A
Sunset Drainage District Levee	Magnolia Ridge Levee to Sunset Levee	Bayou	30,982	N/A
Beau Place Blvd.	Bayou Gauche Rd. to Bayou Gauche Rd. (LA 306)	Bayou	3,225	Concrete
Down the Bayou Rd.	Old US 90 (LA 631) to Dead End	Bayou	4,191	Asphalt
Easy St.	Old US 90 (LA 631) to Touchard Ln.	Bayou	269	Asphalt
Entergy ROW	US Highway 90 to Magnolia Ridge Levee	Bayou	9,734	N/A
Magnolia Ridge Rd. (LA 633)	Maple St. to Entergy ROW	Bayou	10,488	Asphalt
Touchard Ln.	Easy St. to Down the Bayou Rd.	Bayou	425	Asphalt
Up the Bayou Rd.	Old Spanish Trail to Old US 90 (LA 631)	Bayou	358	Asphalt

Table 20. All Proposed Projects

PRIORITY STATUS	ESTIMATED CONSTRUCTION COST	ESTIMATED ANNUAL MAINTENANCE COST	FACILITY TYPE/ INTERSECTION IMPROVEMENTS
High	$668,077.60	$7,843.35	Marked Shared Lane Active Warning Beacon Sidewalk Path Construction Drainage (36" RCP) Hybrid Beacon
Medium	$1,706,032.51	$41,100.00	Independent Shared-Use Trail Striping
Medium	$1,580,166.07	$38,400.00	Independent Shared-Use Trail Striping
Medium	$2,584,954.81	$62,700.00	Independent Shared-Use Trail Striping
Low	$10,384.50	$460.00	Marked Shared Lane
Low	$13,495.02	$1,200.00	Marked Shared Lane
Low	$866.18	$80.00	Marked Shared Lane
Low	$2,128,800.66	$19,800.00	Independent Shared-Use Trail Striping Drainage (21" RCP) New Crosswalk Striping Vehicle Barrier
Low	$128,318.66	$11,200.00	Separated Marked Shared Lane
Low	$1,368.50	$120.00	Marked Shared Lane
Low	$1,152.76	$100.00	Marked Shared Lane

PROPOSED

- Railroad Crossing Improvements
- Vehicular Barriers
- Trailhead Locations
- Levee Access Path (switchback ramp)
- New Crossing Marking (unsignalized)
- Active Warning Beacon (unsignalized)
- Hybrid Beacon Crossing (major streets)
- Crossing Markings + On-Demand Signal (at existing signal)
- New Signal + Crossings + On-Demand Signal
- Sidewalk
- Shared-Use Trail (roadway right-of-way)
- Shared-Use Trail (independent)

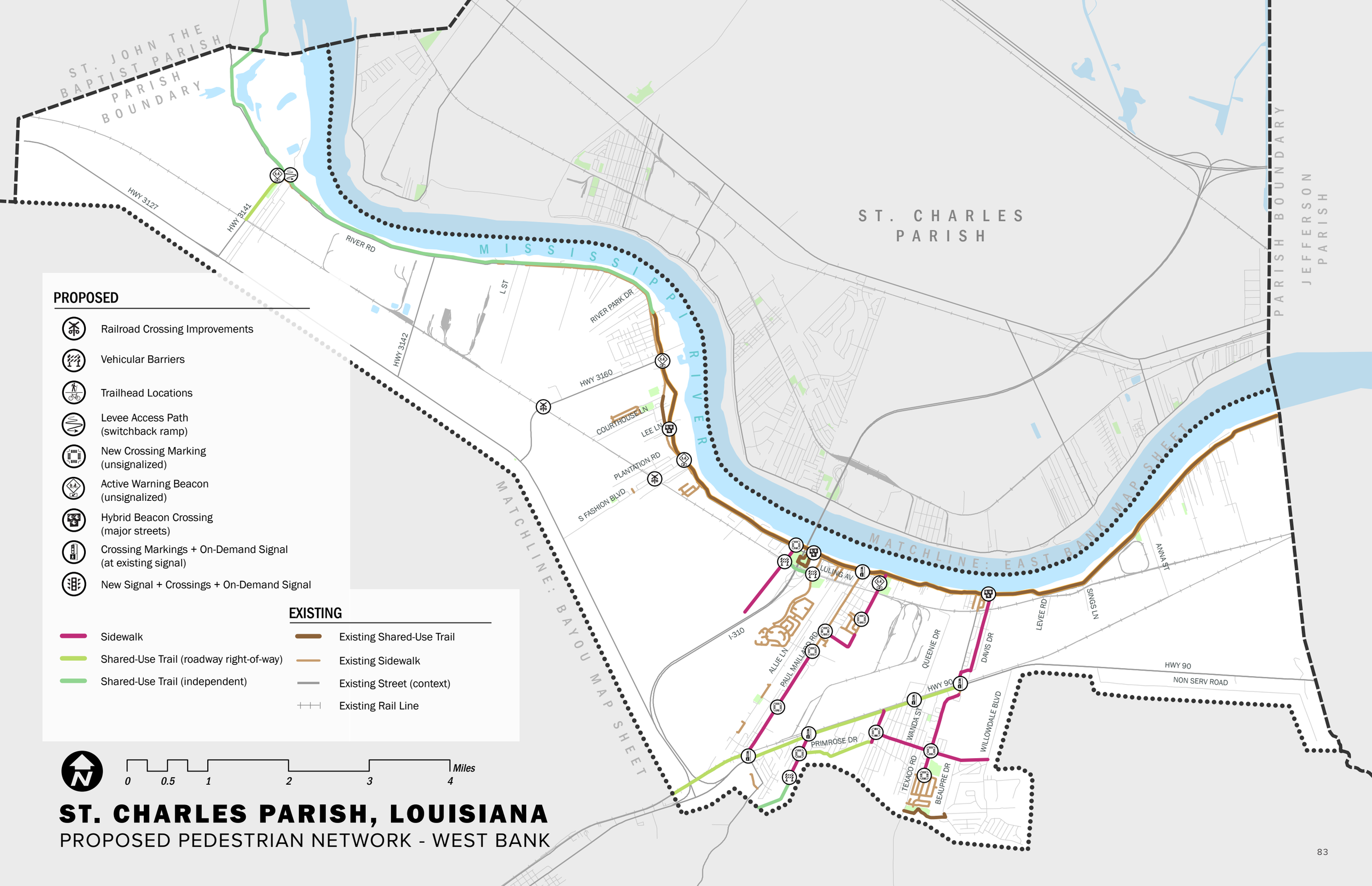
EXISTING

- Existing Shared-Use Trail
- Existing Sidewalk
- Existing Street (context)
- Existing Rail Line

0 0.5 1 2 3 4 Miles

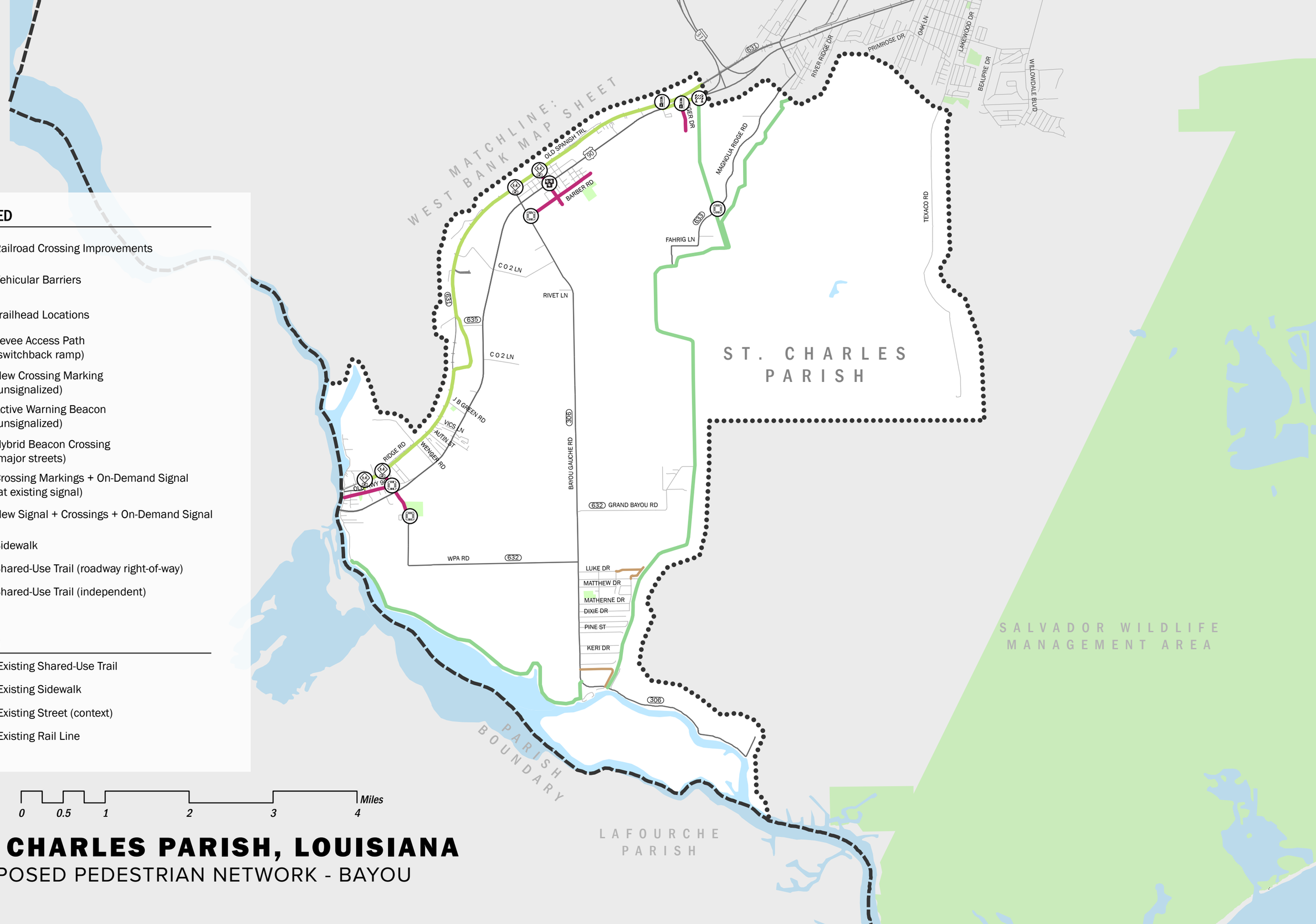
ST. CHARLES PARISH, LOUISIANA

PROPOSED PEDESTRIAN NETWORK - EAST BANK



ST. CHARLES PARISH, LOUISIANA

PROPOSED PEDESTRIAN NETWORK - WEST BANK



ST. CHARLES PARISH, LOUISIANA

PROPOSED PEDESTRIAN NETWORK - BAYOU

PROPOSED

- Railroad Crossing Improvements
- Vehicular Barriers
- Trailhead Locations
- Levee Access Path (switchback ramp)
- New Crossing Marking (unsignalized)
- Active Warning Beacon (unsignalized)
- Hybrid Beacon Crossing (major streets)
- Crossing Markings + On-Demand Signal (at existing signal)
- New Signal + Crossings + On-Demand Signal
- Marked Shared Lane
- Bike Lane
- Separated Bike Lane
- Shared-Use Trail (roadway right-of-way)
- Shared-Use Trail (independant)

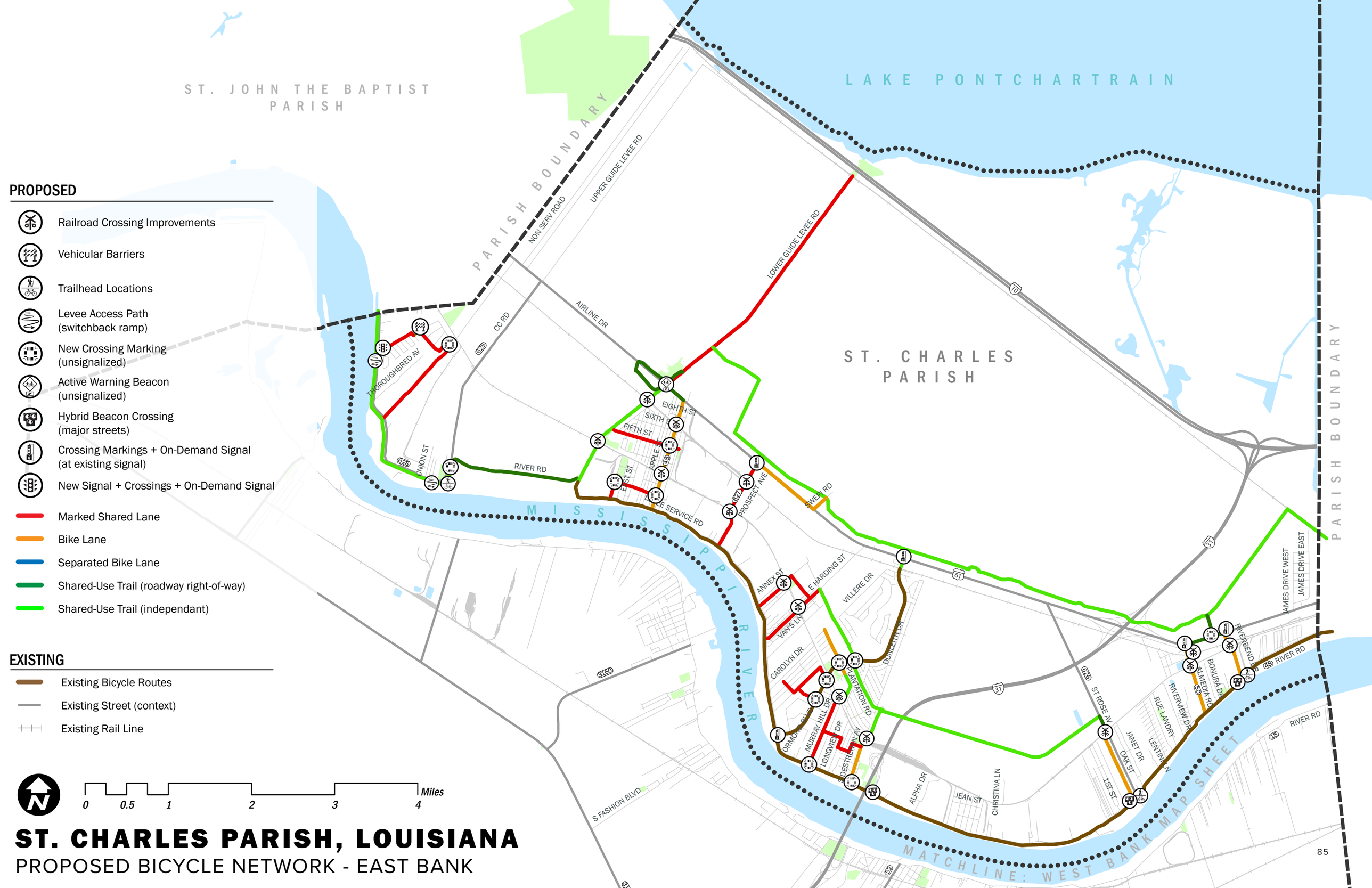
EXISTING

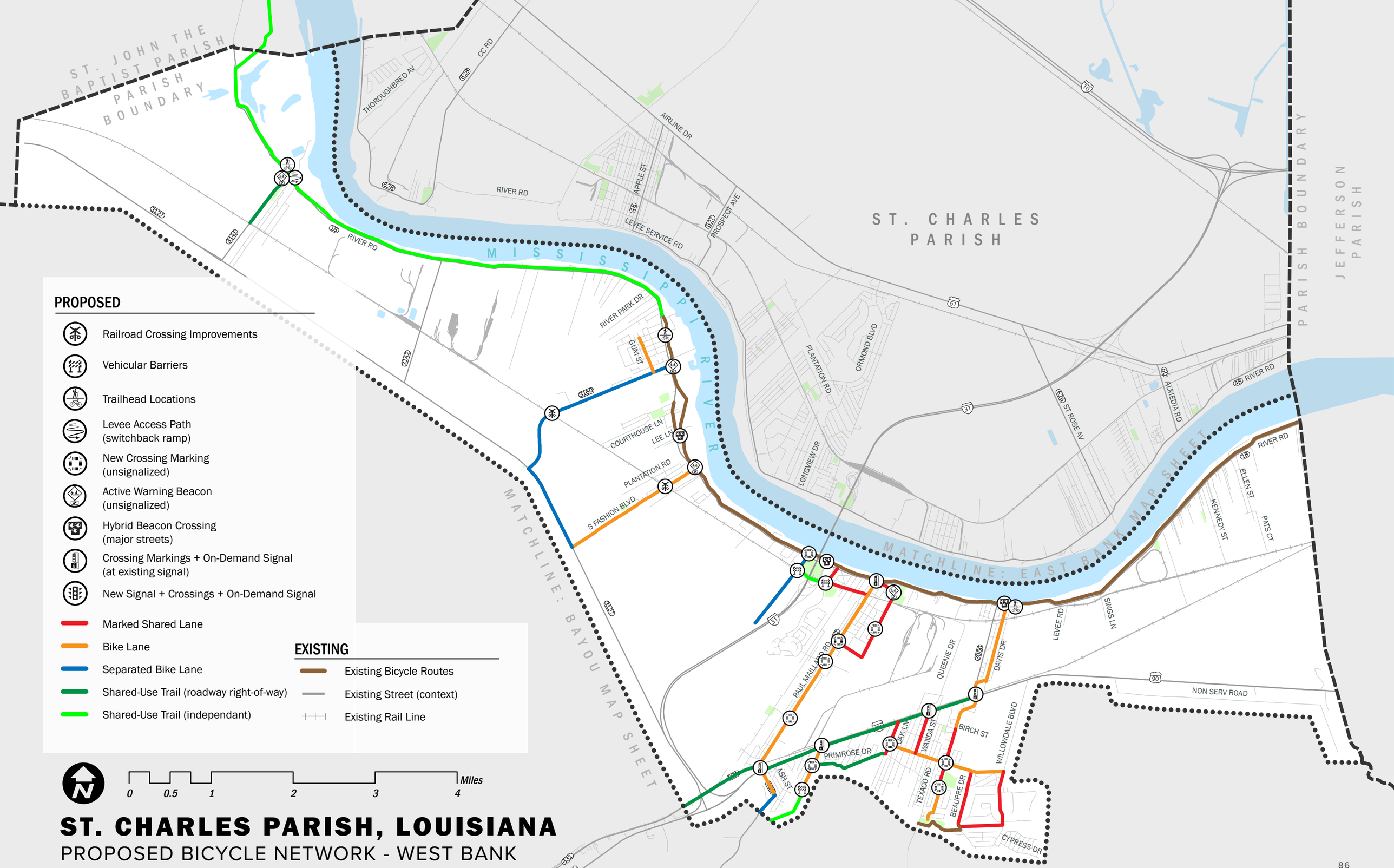
- Existing Bicycle Routes
- Existing Street (context)
- Existing Rail Line

0 0.5 1 2 3 4 Miles

ST. CHARLES PARISH, LOUISIANA

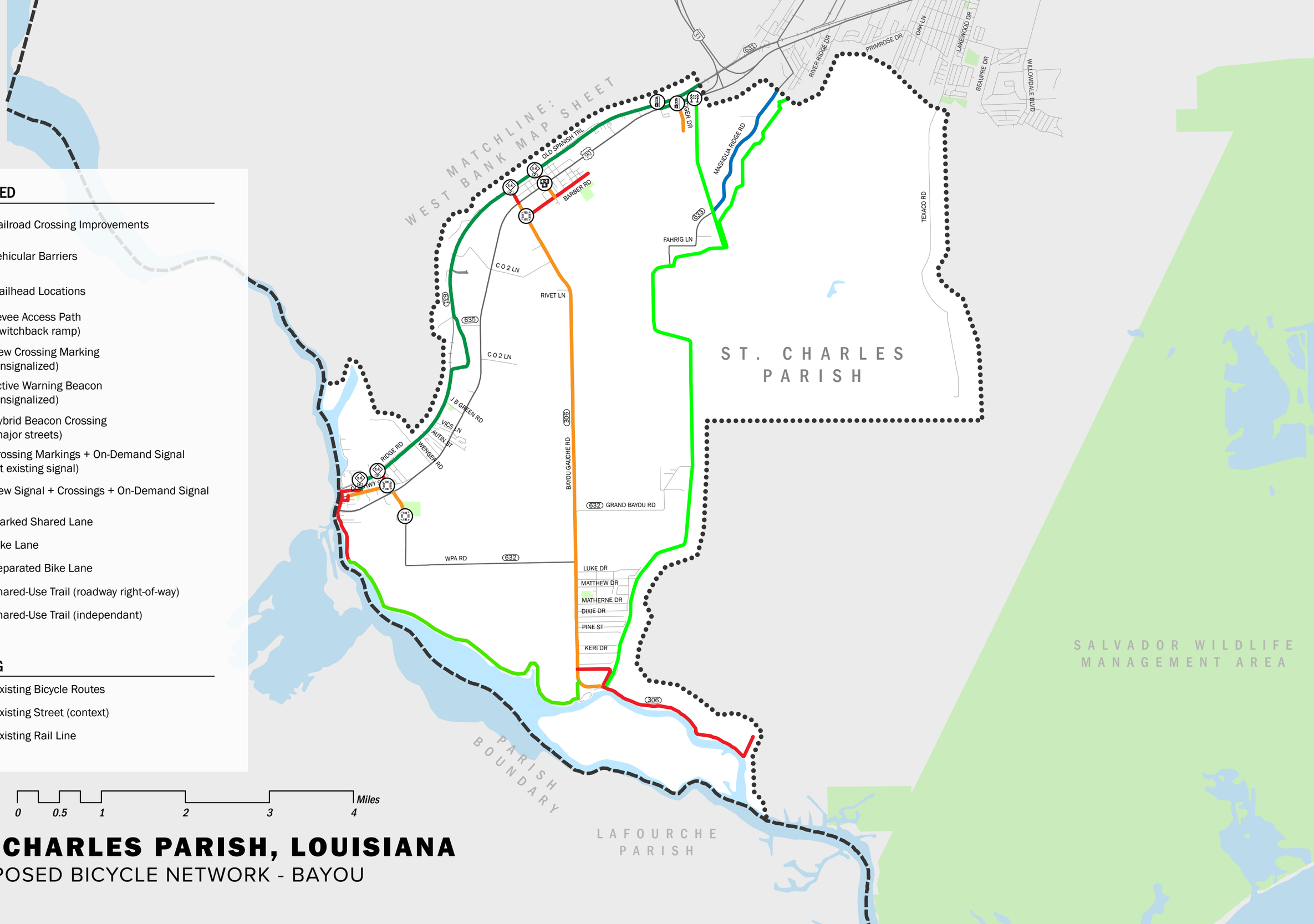
PROPOSED BICYCLE NETWORK - EAST BANK





ST. CHARLES PARISH, LOUISIANA

PROPOSED BICYCLE NETWORK - WEST BANK



PROPOSED

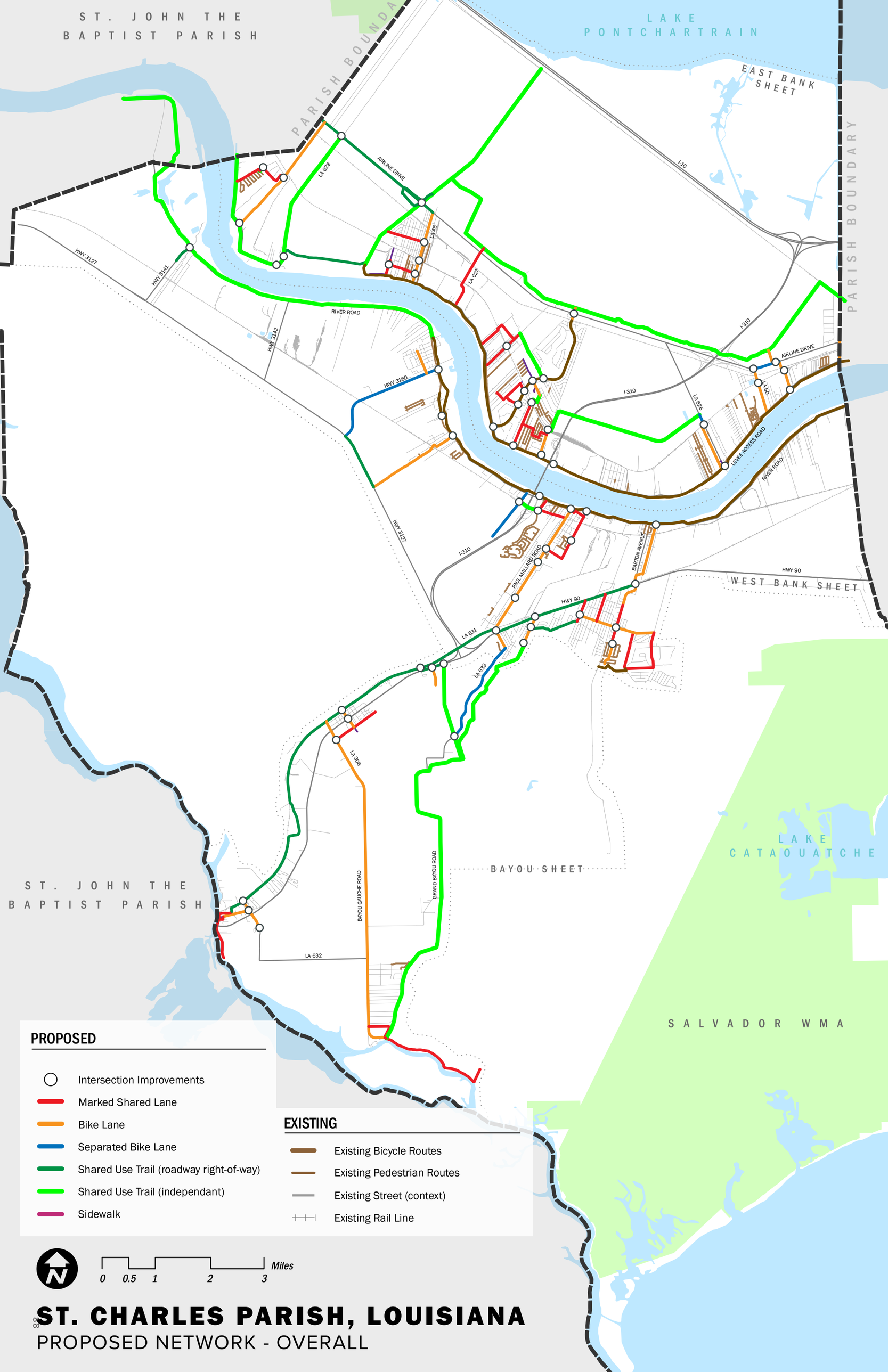
- Railroad Crossing Improvements
- Vehicular Barriers
- Trailhead Locations
- Levee Access Path (switchback ramp)
- New Crossing Marking (unsignalized)
- Active Warning Beacon (unsignalized)
- Hybrid Beacon Crossing (major streets)
- Crossing Markings + On-Demand Signal (at existing signal)
- New Signal + Crossings + On-Demand Signal
- Marked Shared Lane
- Bike Lane
- Separated Bike Lane
- Shared-Use Trail (roadway right-of-way)
- Shared-Use Trail (independant)

EXISTING

- Existing Bicycle Routes
- Existing Street (context)
- Existing Rail Line

ST. CHARLES PARISH, LOUISIANA

PROPOSED BICYCLE NETWORK - BAYOU



ST. CHARLES PARISH, LOUISIANA

PROPOSED NETWORK - OVERALL

East Bank Bridge Park

Figure 37 - East Bank Bridge Park (Crosswalk)

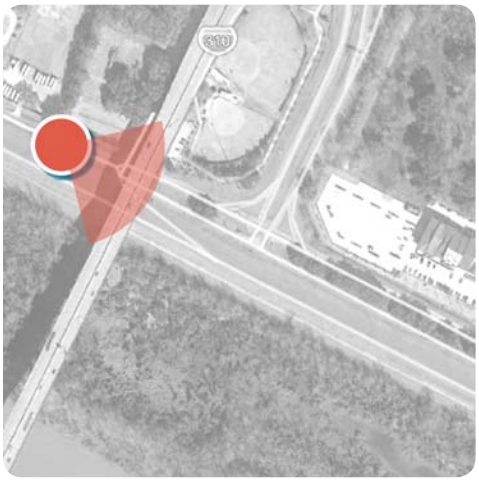


Figure 38 - East Bank Bridge Park Key Map

1. Hybrid Beacon for route crossing of major street.
2. High-Visibility Crosswalks raise awareness of crossing pedestrians and bicyclists. High-Visibility Crosswalks are visible to approaching vehicles and improve yielding behavior.
3. Stop bars and appropriate signage indicate where vehicles should stop. Stop bars should be located at least 8’-0” in advance of crosswalk.
4. 10’-0” Shared-Use Trail connects East Bank Bridge Park, Harry M Hurst Middle School, and the Destrehan Neighborhoods across River Road to the Mississippi River Levee Trail.

West Bank Bridge Park

Figure 39 - West Bank Bridge Park (Crosswalk)

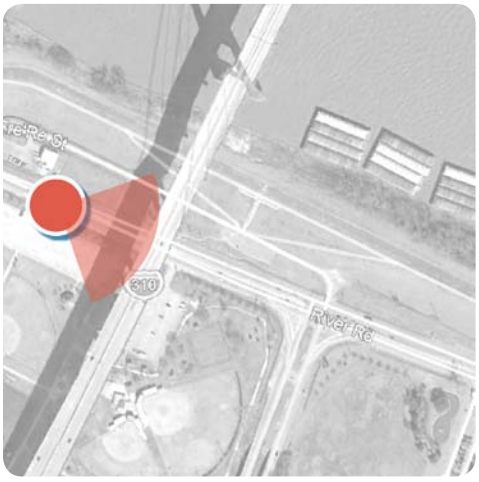


Figure 40 - West Bank Bridge Park Key Map

1. Hybrid Beacon for route crossing of major street.
2. High-Visibility Crosswalks raise awareness and are visible to approaching vehicles.
3. 10’-0” Shared-Use Trail connects West Bank Bridge Park across River Road to the Mississippi River Levee Trail.
4. Stop bars indicate where vehicles should stop.
5. Pedestrian and Bicycle Safety Island reduces the exposure time while crossing an intersection.

Lakewood Drive

Figure 41 - Lakewood Drive (Separated Bike Lane)

Figure 42 - Lakewood Drive Key Map

1. Buffered Bike Lane. 5’-6’ minimum width with a painted buffer of at least 18”.
2. Sidewalks provide dedicated spaces for pedestrians. A minimum 5’ width is required although 6’ is recommended.
3. No Parking-Bike Lane signage is recommended.

Lakewood Drive

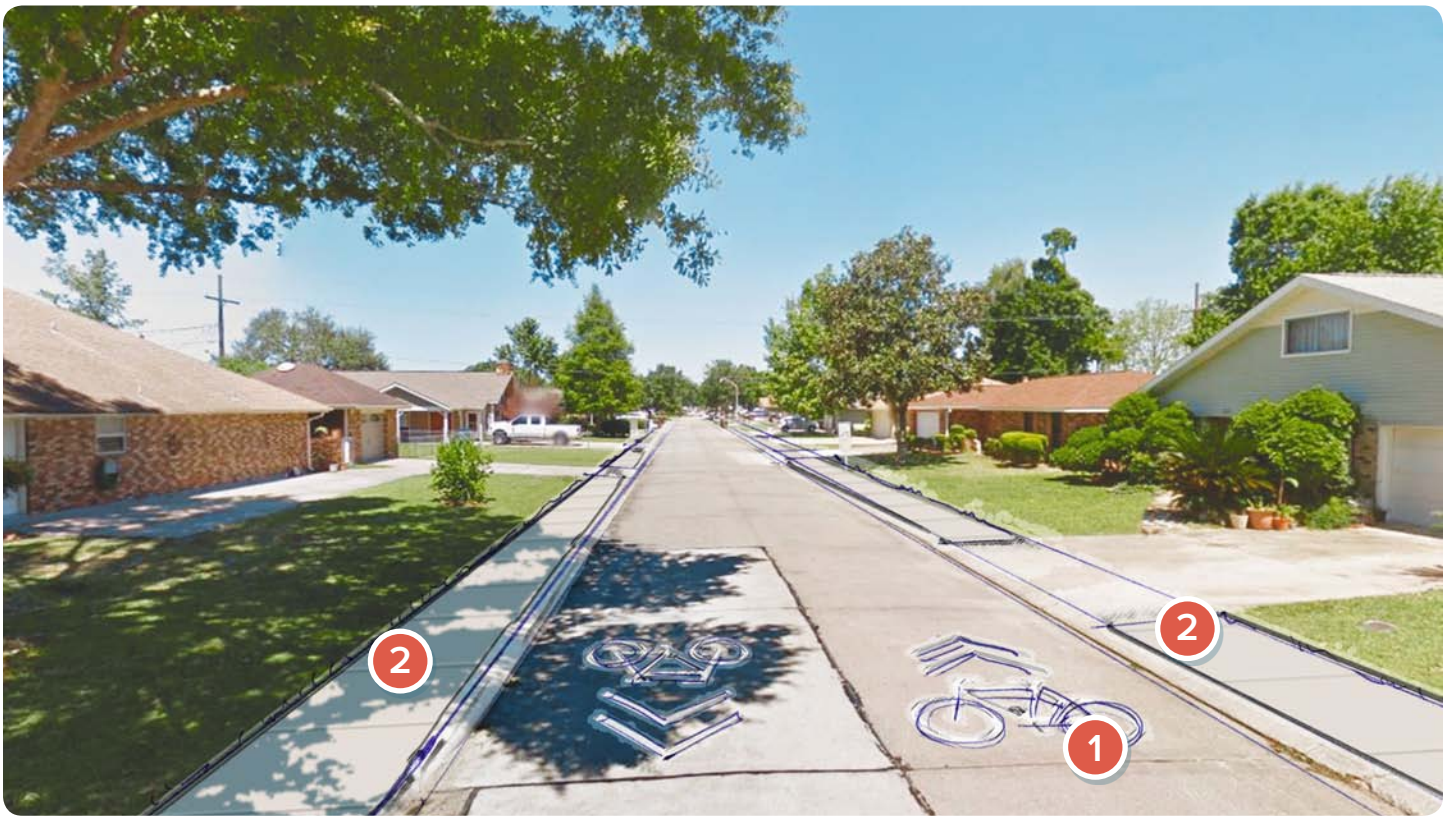


Figure 43 - Lakewood Drive (Marked Shared Lane and Sidewalk)

Figure 44 - Lakewood Drive Key Map

1. Marked Shared Lanes or Sharrows alert drivers to the potential presence of bicyclists, and encourages bicyclists to safely position themselves.

2. Sidewalks provide dedicated spaces for pedestrians. A minimum 5’ width is required, although 6’ is recommended.

Lakewood Drive

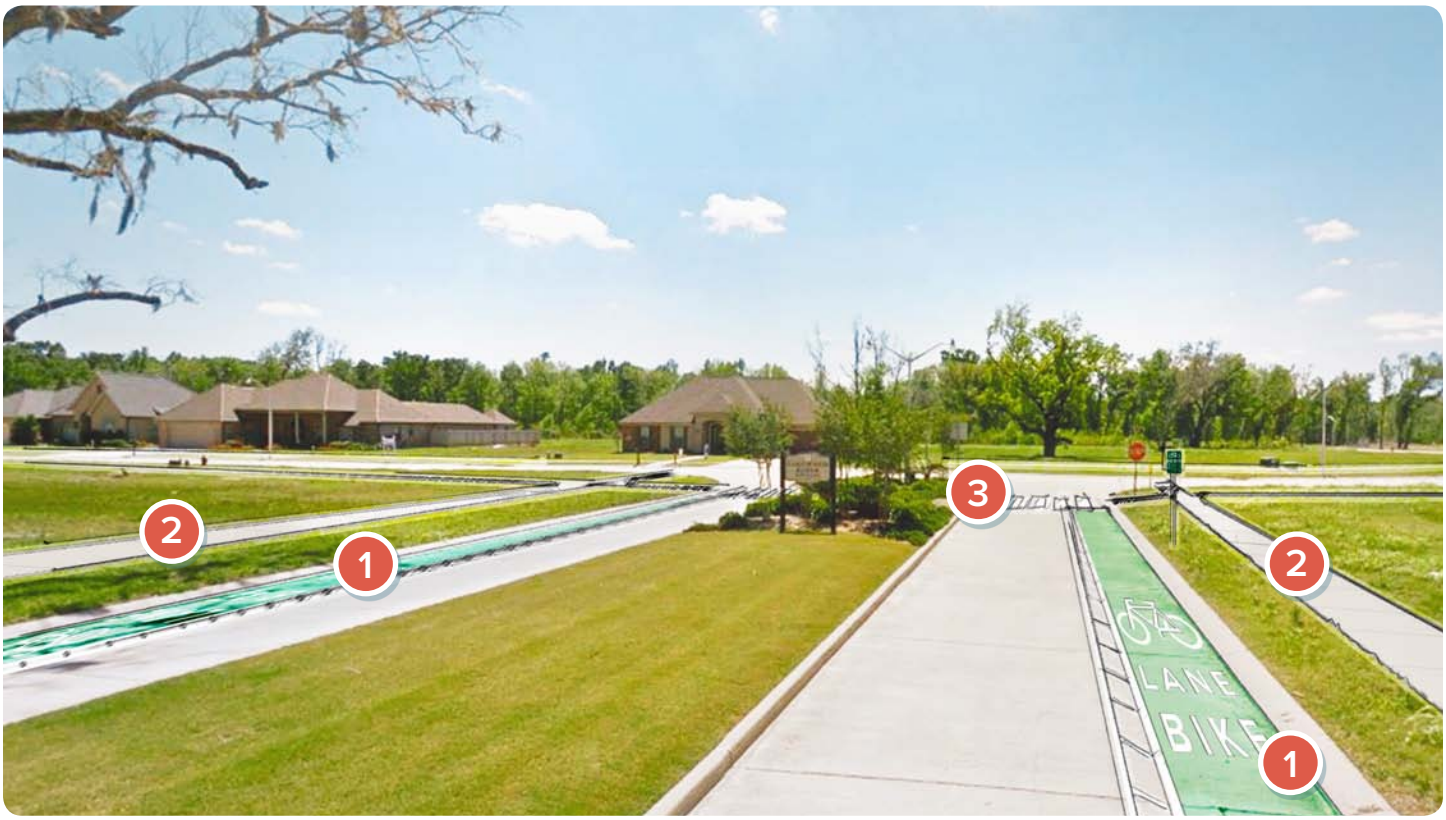


Figure 45 - Lakewood Drive (Separated Bike Lane and High-Visibility Crosswalk)

Figure 46 - Lakewood Drive Key Map

1. Buffered Bike Lane. 5’-6’ minimum width with a painted buffer of at least 18”.
2. Sidewalks provide dedicated spaces for pedestrians. A minimum 5’ width is required, although 6’ is recommended.
3. High-Visibility Crosswalks raise awareness of crossing pedestrians and bicyclists. High-Visibility Crosswalks are visible to approaching vehicles and improve yielding behavior.

Angus Drive

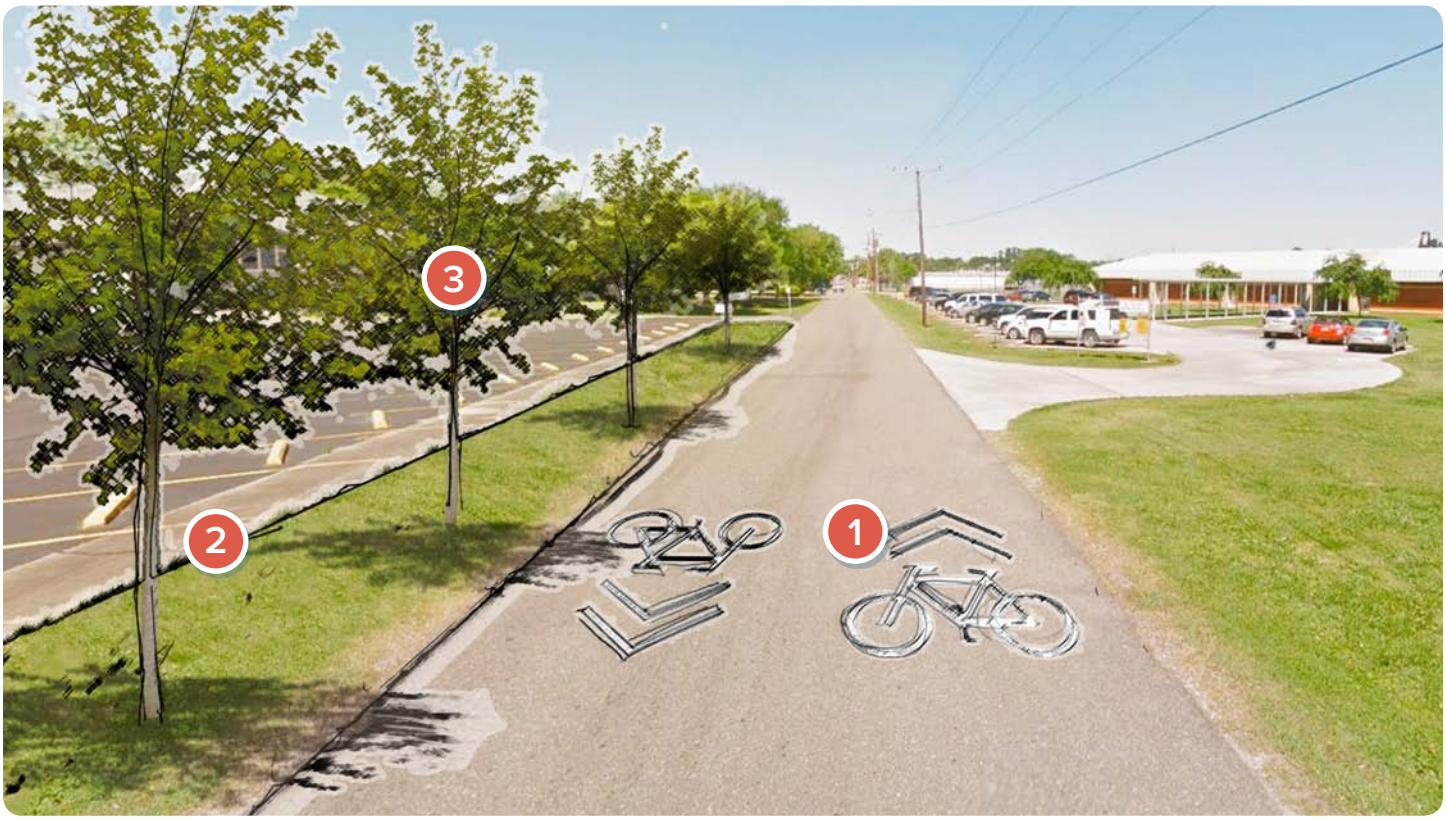


Figure 47 - Angus Drive (Marked Shared Lane)

Figure 48 - Angus Drive Key Map

1. Marked Shared Lanes or Sharrows alert motor vehicle drivers to the potential presence of bicyclists, and encourages bicyclists to safely position themselves.

2. Removal of parking in the roadway right-of-way eliminates vehicles from backing into the roadway creating a safer environment.

3. A planted buffer between the roadway and existing sidewalk creates a safe and comfortable environment.

Old Spanish Trail

Figure 49 - Old Spanish Trail (Shared-Use Trail)

Figure 50 - Old Spanish Trail Key Map

1. Shared-Use Trail within the Old Spanish Trail roadway right-of-way provides a continuous corridor for people walking and riding bicycles.

2. A planted buffer between the roadway and shared-use trail creates a safe and comfortable environment.

Entergy Easement

Figure 51 - Entergy Easement (Shared-Use Trail)

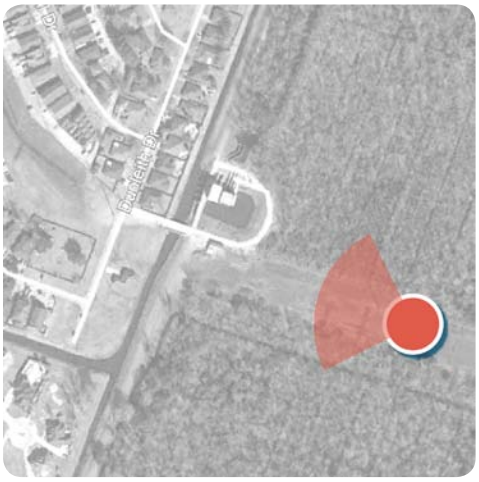


Figure 52 - Entergy Easement Key Map

1 Shared-Use Trail, independent of a roadway along the existing Entergy Right-of-Way, is separate from motor vehicle traffic. Shared-Use Trail signage aids users in understanding the rules of the trail.

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6 IMPLEMENTATION

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6. IMPLEMENTATION

This section identifies funding sources available to St. Charles Parish for implementing the projects identified in Section 5 (Proposed Improvements) and recommends additional policy changes to complement the infrastructure projects in this report. These recommendations include designating a parish pedestrian and bicycle coordinator who would be responsible for overseeing program implementation and developing and implementing progressive local design standards for all projects.

Funding Sources

The following list includes possible funding sources that should be considered when discussing parish-wide implementation of safety measures and infrastructure improvements for pedestrians and bicyclists. The potential funding sources listed are administered differently and are described accordingly:

Federal Funding

The Fixing America's Surface Transportation (FAST) Act is the U.S. transportation bill that creates and funds multiple programs that support bicycle and pedestrian planning, design, construction and "soft" infrastructure using federal gasoline tax. It provides the majority of program funding for bicycle and pedestrian facilities. Below is a list of the most useful funding tools for projects identified in the St. Charles Parish Comprehensive Pedestrian and Bicycle Master Plan. Many programs now have criteria based on increasing safety and reducing crashes.

Highway Safety Improvement Program (HSIP)

DOTD coordinates and collaborates across Louisiana to develop the Strategic Highway Safety Plan (SHSP). The methodology deploys site-based and risk-based (systemic) approaches to reduce the number and severity of crashes on state and local roadways. Project identification is largely based on evaluation of crash data. LADOTD District offices and the nine Regional Safety Coalitions may submit infrastructure projects to LADOTD headquarters for consideration. Regional emphasis area action plans prioritize strategies and seek funds (both for infrastructure and non-infrastructure) to implement those strategies. Bicyclist and pedestrian safety is an emphasis area in the New Orleans region due to a large number of crashes. Proven infrastructure countermeasures are selected and applied under the site-based approach to reduce fatalities and injuries at tangible crash locations. Under the risk-based approach, countermeasures may also be deployed where a location has no crashes or where very few crashes occur but the site has similarities to a location that experiences frequent, serious, or fatal crashes.

Local Road Safety Program (LRSP)

The Local Road Safety Program (LRSP) is one of LADOTD's Louisiana Public Agency programs that provides an opportunity for local governments to use federal-aid funds for safety improvements on locally-owned and locally-maintained roads. It is a mechanism to implement the infrastructure component of the LADOTD Statewide Strategic Highway Safety Plan (SHSP) at the local level. A parish or municipality is eligible to apply for safety-related improvement projects that are located only on locally-owned roads. LRSP projects are currently funded up to 100%, when eligible. Utilization of proven safety countermeasures are encouraged when developing a project to address local safety issues. LRSP applications are accepted year-round and reviewed quarterly.

Louisiana Highway Safety Commission (LHSC)

The Louisiana Highway Safety Commission administers safety funds based on guidelines promulgated by the National Highway Transportation Safety Administration (NHTSA) and Federal Highway Administration (FHWA) for non-infrastructure projects. It is focused on influencing roadway users' behavior to reduce fatalities and injuries. The grant program funds education, research, safety standards, and enforcement efforts.

Safe Routes to Public Places Program (SRTPPP)

The Safe Routes to Public Places Program (SRTPPP) is a LADOTD program to facilitate the development and implementation of projects that will improve safety for

pedestrians, bicyclists, and transit users of all ages and abilities on all public roads (state-owned and locally-owned). Federal funds provide 100% of project costs with no required local match within the limits of the LADOTD's project funding commitment and eligibility requirements. Any public agency is eligible to submit a project application.

Transportation Alternatives Program (TAP)

The Transportation Alternatives Program (TAP) program is administered by the LADOTD for projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, Recreational Trail Program projects, Safe Routes to School projects and projects for planning, designing, or constructing boulevards and other roadways that are largely in the right-of-way of formerly divided highways. Federal funds provide up to 80% of project construction costs with local matches providing the remaining funds.

Recreational Trails Program (RTP)

The Recreational Trails Program (RPT) supports construction and maintenance of any trail that provides recreation (hiking, running, wheelchair use, bicycling, in-line skating, equestrian use, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or other off-road motorized vehicle use). Planning, environmental documentation, and sidewalks are not eligible. It is a federally-funded program administered by the Louisiana Office of State Parks. Projects should further a recreational goal that is identified by the most recent Louisiana Statewide Comprehensive Outdoor Recreation Plan (SCORP) or in a local/regional comprehensive plan. Federal funds provide up to 80% of project cost and donation of materials; right-of-way and services at fair-market value may be counted toward the local match.

Land and Water Conservation Fund (LWCF)

The Land and Water Conservation Fund (LWCF) promotes a broad scope of outdoor recreation, ranging from playgrounds to ball fields to walking trails. Bicycle and pedestrian recreational facilities, structural or site design, engineering, pedestrian bridges, site preparation, and boardwalks may be eligible. Projects should further a recreational goal identified by the most recent Louisiana Statewide Comprehensive Outdoor Recreation Plan (SCORP) or in a local/regional comprehensive plan. It is a federally-funded program controlled by the Department of the Interior in consultation with the National Park Service. The Louisiana Office of State Parks, Division of Outdoor Recreation manages statewide administration. Federal funds provide up to 50% of a project cost and donation of materials; right-of-way and services at fair market value may be counted toward the local match.

Surface Transportation Program (STP>200K or STP <200K funds)

The Metropolitan Planning Organization for the New Orleans region controls federal discretionary funding for four (4) urban areas; New Orleans' South Shore with over 200,000 in population (Orleans, Jefferson, St. Bernard, Plaquemines, St. Charles and St. John parishes) and Slidell, Mandeville/Covington, and Tangipahoa each with under 200,000 in population. Projects are selected for inclusion in the regional Transportation Improvement Program (TIP) year-round by the Transportation Policy Committee of the Regional Planning Commission after technical evaluation. Eligibility includes federal-aid highways, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. STP federal funds provide up to 80% of a project cost with a local sponsor providing the remaining 20%. Projects may be identified through feasibility studies, parish planning efforts, and from a wide array of citizen input.

State Funding

State Transportation Trust Fund (Non-Federal)

Louisiana has a 20 cent fuel tax that goes into the State Transportation Trust Fund. A portion is distributed to the parishes of Louisiana based on a per capita formula by population. This funding source has previously been used for transportation projects

throughout St. Charles Parish, including partial annual funding of the Road Maintenance Program. Roadways that are recommended for safety improvements within this report and which are included in the base bid of future Road Maintenance Program projects are eligible for this state funding.

Road Transfer Program

The Road Transfer Program is a LADOTD program that seeks to reduce the amount of public roads that are owned by the State. This voluntary program allows for a transfer of road ownership to local governments. The State will repair the roads prior to transfer, and will credit the receiving government with 40 years of maintenance for highway capital projects.

Parish Funding

St. Charles Parish Property Tax

The Parish property tax is annually distributed for transportation projects. As an example, the Road Maintenance Program, which rehabilitates parish-maintained asphalt roadways, operates by using a portion of this funding source. The roadways discussed in this report that only require striping should be considered candidates for funding under this source, even if the road surface is not asphalt.

Private Funding

St. Charles Parish may pursue donations or public-private partnerships with industrial stakeholders in St. Charles Parish. Examples of private funding include adoption and financial support of upgrades to a particular corridor or an intersection improvement, sponsorship of a parish-represented bike ride or children's "bike rodeo", or a grant to cover the cost of a Parish Pedestrian and Bicycle Coordinator.

Recommendations

Pedestrian & Bicycle Coordinator

This report recommends that St. Charles Parish designate a parish Pedestrian and Bicycle Coordinator. An increasing number of municipalities nationally have designated Pedestrian and Bicycle Coordinators to oversee improvements of pedestrian and bicycle infrastructure and dedicated pedestrian and bicycle programming. Responsibilities of the St. Charles Parish Coordinator would include:

- review development proposals to ensure that local pedestrian and bicycle requirements and ordinances are incorporated
- develop educational programming and outreach materials for pedestrian and bicycle safety
- serve as the public contact for walking and bicycling inquiries and complaints
- coordinate with local pedestrian and bicycle advisory committees
- coordinate with neighboring parishes, transit agencies, and public health officials to implement policies and projects
- coordinate parish goals regarding state roadways with state agencies that are included in the Pedestrian and Bicycle Master Plan

Enforcement, Education, & Encouragement

This report recommends that St. Charles Parish create an Engagement Plan outlining a process to guide encourage, enforce, and educate all residents and containing goals and metrics for evaluating progress. Engagement should also ensure that the public understands how various transportation modes can operate safely and smoothly within the same overall network.

The St. Charles Parish Sheriff's Office and Louisiana State Police are responsible for enforcing laws that protect roadway users within the parish, including pedestrians and bicyclists. The RPC has recently campaigned in the Greater New Orleans area to promote the Collin Goodier Protection Act (LA RS 32:76.1), which states that a vehicle passing a bicyclist must give the bicyclist a minimum three-foot clearance. Vehicles are also supposed to stop for pedestrians in a marked or unmarked crosswalk.

Likewise, bicyclists should be made aware of the language contained in LA RS 32:197, which describes laws that bicyclists must abide by when operating on roadways and bike paths. This information is already included in the LA Drivers Manual and instructional publications for drivers throughout the state. St. Charles Parish should work with the State and local police as well as Parish judges to make sure the enforcement and judicial community are familiar with all state laws and to request their support to encourage, enforce, and/or penalize illegal behavior. Police might be invited to be part of local school or community training activities for children.

To educate the public on bicycle safety and laws, it is recommended that the Parish employ public schools to generate awareness of the laws that govern roadway sharing between bicyclists and vehicles. To reach all residents, the Parish should consider measures including distributing bike and pedestrian safety laws with water or utility invoices, leverage the recreation department to create fun campaigns, or support parish social rides.

Design Standards

As noted in Section 3, the only design standards pertaining to pedestrian and bicyclist paths are for sidewalks. An additional responsibility of the Pedestrian and Bicycle Coordinator position, or other responsible official, should be to strengthen design standards to match the goals and address the findings of this plan.

When developing design standards, it is recommended that St. Charles Parish adhere to the most current Federal Highway Administration's guidelines when designing future path geometry (i.e., width, curves, grades, etc). It is recommended that all future paths, that are not associated with roadways, constructed with an asphalt surface be a depth of 4" as the minimum thickness for asphalt, with a minimum of 6" compacted base course under the asphalt. The St. Charles Parish Department of Public Works should define the standards for building paths, including the asphalt mix and base course type.

Figure 53 - Roadway Safety Signs

Policy Changes

A number of circumstances currently limit or stand in direct opposition to the primary goals of this plan by impacting access management. Therefore, policies related to the following topics should be created or amended to better align parish and state laws in support of mobility and safety within a multi-modal transportation system.

Illegal Parking

Many businesses in St. Charles Parish have claimed parking space within the right-of-way or encourage illegal consumer parking along the right-of-way. A strong example of this is the abundance of roadside parking along US 90 between the I-310 interchange and River Ridge Drive. Parish police should increase enforcement on local roads that will address the abundance of illegal parking. Furthermore, due to the large amount of state-owned road mileage in the parish, the project team recommends that St. Charles Parish actively engage LADOTD and State Police in a discussion about regulating and enforcing laws against parking on the shoulder of state roads at commercial business sites. These measures will create

space for walking and biking facilities and reduce the vulnerability of non-motorized users.

The parish or state, as owners of the right-of-way, may wish to permit parking in exchange for appropriate compensation that could be accumulated for the purpose of improved pedestrian and bicycle facility construction and corridor beautification in the future. By establishing a parking policy on state or parish right-of-way the governing authority will create a tool to regulate use while working toward enhancements on behalf of key pedestrian and bicycle corridors.

Excessive Driveway Widths and Distance from Roadway Corners

The project team recommends that St. Charles Parish pass an ordinance limiting the number and width of driveway entrances on commercial property, particularly along state highways. This measure will contribute to decreasing conflicts between motorized and non-motorized travelers. The project team also recommends that the parish increase enforcement of existing regulations addressing driveway widths, ensure compliance with new driveway permits for construction projects, and mandate driveway width reductions during major renovation projects. Finally, the parish should develop and enforce planning and zoning standards for corner clearance (the distance between a driveway and its nearest roadway corner). Removing or limiting the number of unnecessary driveways and reducing excessive widths will enhance the pedestrian experience and make space available for additional streetscaping and stormwater management.

Roadway Speed

Growth of previously-undeveloped areas of St. Charles Parish has increased the number of locations where vehicles may stop, slow, and make turns on the road network. The project team recommends that the parish and state evaluate network locations where reducing posted speeds may be appropriate. Slower speeds allow vehicles to anticipate turns that intersect with bike paths and sidewalks, increasing driver awareness of non-motorized users.

Neighborhood Sidewalks

The existing sidewalk ordinance, described in Section 2 (Existing Conditions), requires individual lot owners to install and maintain sidewalks that pass through their property. This requirement does not align with the plan's goals. Instead, the project teams recommends that the parish adopt subdivision regulations that require developers to install and repair sidewalks. This amendment will increase the likelihood of facility conditions and, resultingly, its safety to remain satisfactory.

Conclusion

Implementation of projects will require a sustained collaborative effort over a long period. The funding sources described in this section are available to aid implementation of the proposed network improvements. The project team encourages the parish to pursue policies that educate road users, encourage walking and biking, and enforce safe behavior; and to adopt design standards and regulations that improve the number and quality of facilities for non-motorized users.

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7 CONCLUSION

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7. CONCLUSION

Figure 54 - Aerial View of Hale Boggs Memorial Bridge

The St. Charles Parish Pedestrian and Bicycle Master Plan identifies infrastructure projects and policy changes that will improve the safety and ease of walking and biking in St. Charles Parish. The recommended projects and programming are consistent with the plan's goals of improving safety, increasing transportation options, and spurring economic development. The project team expects the plan's proposed infrastructure improvements, educational programming, and enforcement measures to improve safety, enhance awareness, and encourage confidence by facility users.

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List of Figures

Figure 1 Illustration of a Multi-Modal Transportation Intersection

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Glossary of Acronyms

AASHTO	American Association of State Highway and Transportation Officials
BNSF	Burlington Northern Santa Fe Railway
CN	Canadian National Railway
FAST	Fixing America's Surface Transportation
FHWA	Federal Highway Administration
FRA	Federal Railroad Administration
HAWK	High-Intensity Activated Crosswalk
HSIP	Highway Safety Improvement Program
KCS	Kansas City Southern Railway Company
LADOTD	Louisiana Department of Transportation and Development
MRT	Mississippi River Trail
PLD	Pontchartrain Levee District
PMT	Paul Maillard Transportation
PROWAG	Proposed Right-of-Way Guidelines
RPC	Regional Planning Commission
RPTA	River Parishes Transit Authority
SHSP	Strategic Highway Safety Plan
STP	Surface Transportation Program
TIP	Transportation Improvement Program
TAP	Transportation Alternatives Program
USACE	United States Army Corps of Engineers

Works Cited

Section 3

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APPENDICES

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At Large, Division B	Councilman Paul J. Hogan, PE
District I	Councilman Terrell Wilson
District II	Councilwoman Mary K. Clulee
District III	Councilman Dick Gibbs
District IV	Councilman William "Billy" Woodruff
District V	Councilwoman Marilyn B. Bellock
District VI	Councilwoman Traci Fletcher
District VII	Councilwoman Julia Fisher-Perrier

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A APPENDIX

ROADWAY RECOMMENDATIONS

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Appendix A includes detailed roadway recommendations for each proposed improvement, arranged separately for the East Bank, West Bank, and Bayou sub-areas. Each segment description includes the name of the roadway being altered followed by the road names that bound the path limits; an existing conditions description that includes the responsible entity that owns and maintains the segment; the roadway's length, width, and speed; the presence of current pedestrian and bicycle infrastructure; and existing drainage infrastructure. Existing conditions are followed by the recommended facility type or improvement, the improvement's purpose, estimated implementation cost, and annual maintenance cost. Additional tables categorize improvement projects by priority level and council district.

The project team obtained information on existing conditions for Parish-owned roads by referencing the 2017 St. Charles Parish Road Manuals, which include information from field visits to each roadway. For other roadways and paths, the team conducted site visits and pulled data from Google Earth and Google Street View.

Spatial and table data information and sources are listed below.

Street Centerlines

Street centerlines were received from St. Charles parish and used to show names of streets for context. The streets centerline layer was joined to the Pavement Condition tables to show the conditions, speed limits, sidewalks, and drainage related to the street segments. Additionally, the street centerlines were used to create the locations for the proposed path.

2013-2016 Incident Data

The Vehicle Incident Data was provided by the Regional Planning Commission. The data contained accident information involving vehicles with pedestrians and vehicles with cyclist used to locate areas in St. Charles parish (hot spots) with high probability for future incidents. The tabular data was converted to spatial data using the provided coordinates in the tables. The severity of the incident ranged from fatality to no injury.

Education Facilities

Spatial Data for the location and names of the educational facilities was provided by St. Charles Parish. The spatial data was a point feature and converted to a polygon for better visual representation. The feature was updated and checked for accuracy by Barowka and Bonura Engineers and Consultants, L.L.C.

Industrial Facilities

The industrial facilities layer was created by digitizing aerial imagery after visually locating facilities that were determined to be industrial in nature. The feature was used during meetings held with representatives of identified industries to get their input on concerns or recommendations for the Pedestrian/Cyclist path locations. This feature was created by Barowka and Bonura Engineers and Consultants, L.L.C.

Rail Lines

The spatial feature for the rail lines were collected from the U.S. Census Tiger Data. The spatial data was used to generate the Right of Way buffer which varied depending on the rail line. The spatial data was also used to identify the rail line ownership and create an inventory of items for Pedestrian/Cyclist crossing where the rail lines were intersected by a Pedestrian/Cyclist path. The location of the rail lines was checked using the latest aerial imagery to insure spatial accuracy by Barowka and Bonura Engineers and Consultants, L.L.C.

Traffic Counts

The traffic counts were a set of tabular data downloaded from the Louisiana Department of Transportation and Development. The data was converted to spatial data using the location information provided in the tables. The data was

used by the consultants during the path evaluation. The Blanket Traffic Counts Traffic counts performed on roadway that are NOT State-maintained or State-maintained roadways deemed consistently low volume. These traffic counts are performed every ten (10) years per parish. The Routine traffic counts performed on State-maintained roadways, US Highways, and other consistently high-volume roadways. They are performed every three (3) years per parish.

Zero Car Households

This tabular data was downloaded from the U.S. Census. The data is a part of the Census community survey which provides detailed data on the population. The tabular data was spatially joined to the Census block groups to give the consultants information regarding areas that could benefit from Pedestrian/Cyclist project recommendations. The spatial feature was created by Barowka and Bonura Engineers and Consultants, L.L.C. and a copy of the feature was provided to the Planning and Zoning office.

Parish Outlines

Spatial data showing the boundaries of the parishes in Louisiana. This data was downloaded from the U.S. Census Tiger data website. The parish outlines were used on most maps for context.

Sidewalks

The side walk information was represented using the street centerlines. Data from the St. Charles Parish Road Maintenance project was appended to the centerline segments. The location of sidewalks in the parish was also visually verified by field visits and using online product like Google Earth.

Speed Limits

This data set was appended to the street centerlines in order to show the consultants the speed on streets when determining Pedestrian/Cyclist path viability and facility need. The data was also visually verified by field visits and using online product like Google Earth.

Existing Pedestrian/Cyclist Network

The location of the existing Pedestrian Cyclist was a spatial data set created from data existing in neighboring parish plans, collected from talking to parish representatives, and field visits. The existing network was a collection of the Mississippi River path, Ormond path, and parish sidewalks. The existing network was used in the planning of new facilities to create a unified network.

Future Land Use/Zoning

This spatial data was received from the St. Charles Parish Planning and Zoning office. The data was used to determine areas of need for path and facilities.

Parcels

Parcel spatial feature was received from the St. Charles Planning and Zoning office. The data was used to determine Right-of-Way size information during the planning of path and facility locations.

EAST BANK

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Airline Highway (US 61) - Apple Street to Lower Spillway Levee

Existing Conditions: This portion of US Highway 61 is owned and maintained by LADOTD. The roadway is a four-lane asphalt roadway separated by a striped median and a two-way left turn lane. Westbound Airline Highway at Lower Guide Levee Road has a turn lane to the north and a turn lane to the south. Shoulders are located on the outsides of the roadway. The total length of this portion is 1,483 feet. Subsurface drainage can be found on the south side of the roadway; an open swale/outfall canal is located on the north side of the roadway. Except for a small portion on the north side at the Apple Street intersection, guardrails do not exist along this segment. Bike paths and sidewalks do not currently exist on this segment.

Proposed Improvement Project

Independent shared-use trail to be placed on the south side of Airline Highway, which may require drainage improvements to allow for more room of the path. Future maintenance will consist of replacing the path's asphalt surface.

Purpose for Including This Segment Implementation

This segment will connect the Norco area to the Lower Guide Levee Road via the existing path underneath Airline Highway. This path should be considered a medium priority since it will be used mostly for recreation. However, it will also give pedestrians and bicyclists a safer means for crossing Airline Highway to access Wetlands Watchers Park.

Estimated Implementation Cost

Shared-Use Striping (Road ROW)	$ 10,611.20
Drainage	$ 175,273.72
Path Construction	$ 96,978.59
15% Contingency	$ 42,429.53
Total	$325,293.04

Estimated Annual Maintenance Cost

$2,780.78 based on 20-year asphalt replacement. (Vehicles should not be permitted on the asphalt surface to extend the life of the asphalt.)

LADOTD Bicycle Planning Tool

According to the LADOTD's Bicycle Planning Tool, this segment has an average Bicycle Level of Service and a moderate demand.

Airline Highway (US 61) - Riverbend Drive to Almedia Road (LA 50)

Existing Conditions: This portion of US Highway 61 is owned and maintained by LADOTD. The roadway is a four-lane asphalt roadway separated by a striped two-way left turn lane. Shoulders are located on the outsides of the roadway. The total length of this portion is 2,637 feet. Subsurface drainage can be found on the south side of the roadway, as well as some locations on the north side of the roadway; open swales can also be found on the north side of the roadway. Bike paths and sidewalks do not currently exist on this segment.

LADOTD Bicycle Planning Tool

According to the LADOTD's Bicycle Planning Tool, this segment has an average Bicycle Level of Service and a moderate demand.

Proposed Improvement Project

Independent shared-use trail to be placed to the north of Airline Highway and On-Demand signal added on Airline Highway Future maintenance will consist of replacing the path's asphalt surface.

Purpose for Including This Segment Implementation

This segment will connect the Mississippi River Trail to the Pontchartrain Levee District levee in the St. Rose area. Because this segment primarily serves as a recreation trail, which is expected to result in a relatively low amount of pedestrian and bicyclist activity, it should be considered a low priority.

Estimated Implementation Cost

Separated Bike Lane Striping	$ 28,053.56
On-Demand Signal & Crossing	$ 10,000.00
15% Contingency	$ 5,708.03
Total	$ 43,761.59

Estimated Annual Maintenance Cost

$2,141.52 based on 15-year asphalt replacement.

Airline Highway (US 61) - Swepi Road to Prospect Avenue (LA 627)

Existing Conditions: This portion of US Highway 61 is a four-lane asphalt roadway separated by a grass median with shoulders on the outside of the roadway. The road is owned and maintained by LADOTD. The total length of this portion is 4,604 feet. An outfall canal is located to the north of the roadway, and an open swale/swamp is located to the south of the roadway. A guardrail runs along the entire north portion of the roadway segment. Bike paths and sidewalk do not currently exist.

LADOTD Bicycle Planning Tool

According to the LADOTD's Bicycle Planning Tool, this segment has an average Bicycle Level of Service and a low demand.

Proposed Improvement Project

Bike path to be placed on the north side of the roadway, with an on-demand signal to allow pedestrians and bicyclists a chance to cross Airline Highway at LA Highway 627.

Purpose for Including This Segment Implementation

This segment is to connect the Mississippi River Trail to the Pontchartrain Levee District levee. Because this segment primarily serves as a recreational trail, which results in a relatively low amount of pedestrian and bicyclist activity, this should be considered a low priority.

Estimated Implementation Cost

Striping	$ 32,945.60
Independent Shared-Use Path	$ 301,071.76
On-Demand Signal & Crossing	$ 10,000.00
15% Contingency	$ 51,602.60
Total	$395,619.96

Estimated Annual Maintenance Cost

$11,544.38 based on 15-year asphalt replacement. (Vehicles should not utilize the path to extend the surface's lifetime.)

Almedia Road (LA 50) - Airline Highway (US 61) to River Road (LA 48)

Existing Conditions: Almedia Road is an asphalt roadway owned and maintained by LADOTD. It has a width of 36 feet with a total length of 4,607 feet. The road is divided by yellow striping and has a striped shoulder on both sides for a majority of the roadway. Subsurface drainage exists for most of the segment, although there are a few locations of open swale drainage. Bike paths and sidewalks do not exist on this roadway. The posted speed limit is 35 mph.

This segment is considered to be a minor arterial in the Federal Aid Network.

LADOTD Bicycle Planning Tool

According to the LADOTD's Bicycle Planning Tool, this segment has a poor Bicycle Level of Service and a moderate demand.

Proposed Improvement Project

Bike path to be placed in the shoulders of the highway, with two railroad crossing improvements included in this segment. An on-demand signal is recommended for the intersection at US Highway 61.

Purpose for Including This Segment Implementation

This segment will connect the Mississippi River Trail to the Pontchartrain Levee District levee in the St. Rose area. Because this segment primarily serves as a recreation trail, which is expected to result in a relatively low amount of pedestrian and bicyclist activity, it should be considered a low priority.

Estimated Implementation Cost

Bike Lane Striping	$ 57,126.80
On-Demand Signal & Crossing	$ 10,000.00
Railroad Crossing Improvement	$500,000.00
Sidewalks	$ 89,760.00
15% Contingency	$ 98,533.02
Total	$ 755,419.82

Estimated Annual Maintenance Cost

$5,812.68 based on 10-year asphalt replacement.

Apple Street (LA 48) - Airline Highway (US 61) to River Road (LA 48)

Existing Conditions: Apple Street is an asphalt roadway owned and maintained by LADOTD. The road is divided by yellow striping. The typical width of the roadway is 24 feet with a total length of 7,117 feet. Subsurface drainage exists for the segment. Bike paths do not exist on this roadway, but sidewalks and a striped concrete shoulder are located on each side of the road between Airline Highway and the Canadian National railroad tracks. The posted speed limit is 30 mph.

This segment is considered to be a minor arterial in the Federal Aid Network.

LADOTD Bicycle Planning Tool

According to the LADOTD's Bicycle Planning Tool, this segment has a poor Bicycle Level of Service and a high demand.

Proposed Improvement Project

Shared-use bike lane to be placed in this roadway along with sidewalks. Two railroad crossings require improvements along this segment as well as two new crosswalks at the intersections of Fifth Street and First Street. Future maintenance will consist of replacing the path's asphalt surface and striping.

Purpose for Including This Segment Implementation

This segment provides most of the Norco residents access to the Mississippi River Trail, as well access the Lower Guide Levee Road via Airline Highway. This segment should be considered a high priority due to the number of residents who would benefit from the safety features of this path.

Estimated Implementation Cost

Bike Lane Striping	$ 88,250.80
New Crosswalk Striping	$ 6,000.00
Railroad Crossing Improvement	$ 500,000.00
Sidewalks	$ 45,220.00
Trailhead	$ 75,000.00
15% Contingency	$ 107,170.62
Total	$ 821,641.42

Estimated Annual Maintenance Cost

$9,525.08 based on 10-year asphalt replacement.

Ashton Drive – S. Destrehan Avenue to Longwood Drive

Existing Conditions: Ashton Drive is a concrete residential roadway owned and maintained by St. Charles Parish. The roadway has a total length of 615 feet. The roadway has rollover curbs and a width of 27 feet. There are no bike paths currently located on this roadway, but sidewalks exist on both sides. Subsurface drainage also exists on both sides of the roadway. The posted speed limit is 20 mph.

Proposed Improvement Project

Shared-use bike lanes to be placed along the entire roadway, with future maintenance consisting of replacing striping, which is estimated to be every 20 years.

Purpose for Including This Segment Implementation

This segment would be part of the network to connect the neighborhoods of Destrehan to Ormond Boulevard and the Mississippi River Trail. Priority is considered high for this segment since it would be used as a means of transportation for residents throughout the parish, instead of just a recreational path.

Estimated Implementation Cost

Shared-Use Bike Lane Striping	$1,722.00
15% Contingency	$ 258.30
Total	$1,980.30

Estimated Annual Maintenance Cost

$86.10 based on 20-year concrete/striping replacement.

Bart Street - Oak Street to St. Rose Avenue (LA 626)

Existing Conditions: Bart Street is a 268 feet roadway that is owned and maintained by St. Charles Parish. There is no posted speed limit on this roadway. Subsurface drainage exists on the south side of the road, and open swale drainage is on the north side of the road. Parking for the St. Rose Volunteer Fire Department station is located along most of the south side roadway edge.

Proposed Improvement Project

Sidewalk to be placed on the north side of the roadway, which would require subsurface drainage in place of the open swale drainage.

Purpose for Including This Segment Implementation

This segment is a piece of the connection for the Entergy Right-of-Way to the Mississippi River Trail within the St. Rose area. Priority is considered low since this segment only serves a small portion of local residents to access the network for transportation purposes, while mainly being used as a recreational segment for the overall network.

Estimated Implementation Cost

Sidewalks	$ 5,900.00
Drainage	$ 16,896.41
15% Contingency	$ 3,419.46
Total	$ 26,215.87

Estimated Annual Maintenance Cost

Sidewalk and drainage are considered a negligible cost for maintenance.

Church Road Easement - Airline Highway (US 61) to the Pontchartrain Levee District Levee

Existing Conditions: This easement consists of a gravel driveway that connects US Highway 61 to the Pontchartrain Levee District levee. The average width is approximately 25 feet with a total length of 572 feet. There are no posted speed limits.

Proposed Improvement Project

Independent shared-use trail to be placed in the right-of-way and a new crosswalk to be placed at the Airline intersection. Future maintenance will consist of replacing the path's asphalt surface.

Purpose for Including This Segment Implementation

This segment will connect the Mississippi River Trail to the Pontchartrain Levee District levee in the St. Rose area. Because this segment primarily serves as a recreation trail, which is expected to result in a relatively low amount of pedestrian and bicyclist activity, it should be considered a low priority.

Estimated Implementation Cost

Bike Lane Striping	$ 43,852.09
New Crosswalk Striping	$ 3,000.00
Path Construction	$ 90,766.20
15% Contingency	$ 20,642.74
Total	$158,261.03

Estimated Annual Maintenance Cost

$3,952.11 based on 20-year asphalt replacement. (Vehicles should not be permitted on the asphalt surface to extend the life of the asphalt.)

Country Cottage Boulevard – Liza Court to River Road (LA 628)

Existing Conditions: Country Cottage is a concrete residential roadway owned and maintained by St. Charles Parish. The roadway has a total length of 2,647 feet, with approximately 500 ft separated by median. The roadway section east of Gretchen Court has rollover curbs, a width of 28 ft, and sidewalk on both sides. The portion from River Road to Gretchen Court has a barrier curb along the median, rollover curbs on the outside of the roadway, and roadway widths of 23 feet on each side of the median. There are no bike paths currently located on this roadway. Subsurface drainage also exists on both sides of the roadway. The posted speed limit is 15 mph.

Proposed Improvement Project

Shared-use bike lane to be placed on this roadway, with future maintenance consisting of replacing striping, which is estimated to be every 20 years.

Purpose for Including This Segment Implementation

This segment is a critical piece for connecting residents in Montz to the rest of St. Charles Parish via the Mississippi River Trail. Residents coming from Evangline Estates would use this path, as would the residents in Country Cottage Estates. This segment should be considered a high priority due to the impact that it will have on pedestrians and bicyclists in Montz.

Estimated Implementation Cost

Shared-Use Bike Lane Striping	$ 50,204.00
Levee Access Striping	$ 1,300.00
New On-Demand Signal & Crosswalk Striping	$ 45,000.00
Levee Access Path Construction	$ 46,039.17
15% Contingency	$ 21,381.48
Total	$163,924.65

Estimated Annual Maintenance Cost

$3,291.38 based on 20-year concrete and asphalt access path replacement.

East Bank Levee Multi-Use Trail (Mississippi River Trail) – West Bonnet Carré Spillway Levee Crown to St. John the Baptist Parish

Existing Conditions: The Mississippi River Levee current has a gravel pathway along most of the levee crown. There are no bike paths or sidewalks located along this segment. The segment length is 15,312 feet.

LADOTD Bicycle Planning Tool

According to the LADOTD's Bicycle Planning Tool, the segment of River Road adjacent to the Mississippi River Trail has an average Bicycle Level of Service and a moderate demand.

Proposed Improvement Project

Independent shared-use trail to be placed on the US Army Corps of Engineers levee, with a trailhead and levee access ramps in the Montz area. Future maintenance will consist of replacing the path's asphalt surface.

Purpose for Including This Segment Implementation

This segment would continue the Mississippi River Trail on the east bank, which connects St. Charles Parish to Orleans Parish. Completing this segment would result in connecting St. John the Baptist Parish to Orleans Parish. This priority is considered high, as this segment is the only access to the overall network for residents in the Montz area. This segment will also benefit the entire Southeast Louisiana region, in comparison to the other segments in this report that essentially benefit just St. Charles Parish.

As of this report, this segment has not been let by the DOTD. However, it is expected that this segment will be fully constructed by 2020.

Estimated Implementation Cost

Independent Shared-Use Striping	$ 109,596.80
Shared-Use Bike Lane Striping	$ 1,300.00
Path Construction	$ 1,001,305.56
Levee Access Path Construction	$ 46,039.17
Trailhead	$ 75,000.00
15% Contingency	$ 184,986.23
Total	$ 1,418,227.70

Estimated Annual Maintenance Cost

$28,347.87 based on 15-year asphalt replacement. (Vehicles should not be permitted on the asphalt surface to extend the life of the asphalt.) The estimated maintenance cost also includes trailhead upkeep.

E. Harding Street - Entergy ROW to S. Johnson Street

Existing Conditions: E. Harding Street is an asphalt residential roadway owned and maintained by St. Charles Parish. The roadway has a total length of 1,808 feet and width of 22 feet. The south side of the roadway has subsurface drainage, with the north side having both subsurface and open swale drainage. Bike paths and sidewalks do not currently exist on this segment of roadway. Once this segment reaches the Canadian National Railroad track, it becomes W. Harding Street. The posted speed limit is 15 mph.

This segment is considered a minor collector in the Federal Aid Network.

Proposed Improvement Project

Shared-use bike lane to be placed on this roadway, with future maintenance consisting of replacing striping, which is estimated to be every 10 years.

Purpose for Including This Segment Implementation

The purpose of this segment is to connect the Entergy Right-of-Way to the New Sarpy area. This segment should be considered a medium priority, as it serves to connect residents in the New Sarpy area to an east/west route other than the Mississippi River Trail, which has an access point at W. Harding Street.

Estimated Implementation Cost

Shared-Use Bike Lane Striping	$5,062.40
15% Contingency	$ 759.36
Total	$ 5,821.76

Estimated Annual Maintenance Cost

$506.24 based on 10-year asphalt replacement.

E. Terrace Street – 9th Street to Terrace Street

Existing Conditions: East Terrace Street is an asphalt residential roadway owned and maintained by St. Charles Parish. The roadway has a total length of 558 feet and width of 18 feet. There is some subsurface drainage throughout this portion, but mostly the drainage is by an open swale on each side of the road. Bike paths and sidewalks do not currently exist on this segment of roadway. Once this segment reaches the Canadian National Railroad track, it becomes Terrace Street. The posted speed limit is 25 mph.

Proposed Improvement Project

Shared-use bike lane to be placed on this roadway, with future maintenance consisting of replacing striping, which is estimated to be every 10 years.

Purpose for Including This Segment Implementation

This segment will connect a portion of New Sarpy with the Mississippi River Trail via W. Harding Street and the Entergy Right-of-Way via E. Harding Street. This segment should be considered a medium priority since it includes residential streets and does not pose a major threat to current pedestrian and bicyclist safety. This segment provides a means of transportation by residents of New Sarpy to the rest of the network, which is why this is not considered a low priority.

Estimated Implementation Cost

Shared-Use Bike Lane Striping	$1,562.40
15% Contingency	$ 234.36
Total	$ 1796.76

Estimated Annual Maintenance Cost

$156.24 based on 10-year asphalt replacement.

Edgewood Lane - Leigh Lane to Westover Lane

Existing Conditions: Edgewood is a concrete residential roadway owned and maintained by St. Charles Parish. The roadway segment has a width of 23 feet and a total length of 1,849 feet, with a majority of open swale drainage along the beach side of the roadway. Although this seems to be located in a new subdivision, bike paths and sidewalks do not currently exist on this segment of roadway. The posted speed limit is 20 mph.

Proposed Improvement Project

Shared-use bike lanes and sidewalks along the segment. Sidewalks to be placed will likely require subsurface drainage to be installed on each side of the roadway.

Purpose for Including This Segment Implementation

This segment is included to connect the residents of Evangeline Estates and those who live on Evangeline Road access to the Mississippi River Trail via Country Cottage Boulevard. This segment should be considered a high priority since it is the only access for some of the residents in Montz to access the overall network.

Estimated Implementation Cost

Shared-Use Bike Lane Striping	$ 5,177.20
Drainage	$ 165,402.67
Sidewalks	$ 36,980.00
15% Contingency	$ 31,133.98
Total	$238,693.85

Estimated Annual Maintenance Cost

$258.86 based on 20-year concrete replacement.

Entergy Right-of-Way - Interstate 310 to S. Destrehan Avenue

Existing Conditions: There are no bike paths, roadways, or sidewalks in this right-of-way. Any paths placed in the future, with Entergy approval, will be funded and maintained by St. Charles Parish. The length of this segment is 4,138 feet.

Proposed Improvement Project

Independent shared-use trail to be placed in the Entergy Right-of-Way and drainage improvements. Future maintenance will consist of replacing the path's asphalt surface.

Purpose for Including This Segment Implementation

This segment will connect communities to the rest of St. Charles Parish. Priority is considered high, as this segment gives access to pedestrians and bicyclists to safe routes. This segment also provides transportation means for residents to businesses and neighborhoods.

Estimated Implementation Cost

Independent Shared-Use Striping	$ 29,603.20
Drainage	$485,328.95
Path Construction	$270,598.38
15% Contingency	$ 117,829.58
Total	$ 903,360.11

Estimated Annual Maintenance Cost

$7,758.92 based on 20-year asphalt replacement. (Vehicles should not be permitted on the asphalt surface to extend the life of the asphalt.)

Entergy Right-of-Way - Ormond Trace to E. Harding Street

Existing Conditions: There are no bike paths, roadways, or sidewalks in this right-of-way. Any paths placed in the future, with Entergy approval, will be funded and maintained by St. Charles Parish. The length of this segment is 1,959 feet.

Proposed Improvement Project

Independent shared-use trail to be placed in the Entergy Right-of-Way and drainage improvements. Future maintenance will consist of replacing the path's asphalt surface.

Purpose for Including This Segment Implementation

This segment will connect communities to the rest of St. Charles Parish. Priority is considered high, as this segment gives access to pedestrians and bicyclists to safe routes. This segment also provides transportation means for residents to businesses and neighborhoods.

Estimated Implementation Cost

Independent Shared-Use Striping	$ 14,017.60
Drainage	$229,927.56
Path Construction	$ 128,105.90
15% Contingency	$ 55,807.66
Total	$427,858.72

Estimated Annual Maintenance Cost

$3,673.38 based on 20-year asphalt replacement. (Vehicles should not be permitted on the asphalt surface to extend the life of the asphalt.)

Entergy Right-of-Way - St. Rose Avenue (LA 626) to Interstate 310

Existing Conditions: There are no bike paths, roadways, or sidewalks in this right-of-way. Any paths placed in the future, with Entergy approval, will be funded and maintained by St. Charles Parish. The segment length is 13,525 feet.

Proposed Improvement Project

Independent shared-use trail to be placed in the Entergy Right-of-Way and drainage improvements. Future maintenance will consist of replacing the path's asphalt surface.

Purpose for Including This Segment Implementation

This segment will join other proposed segments to connect the Entergy Right-of-Way to the Mississippi River Trail within the St. Rose area. Priority is considered low since this segment only serves a small portion of local residents to access the network for transportation purposes, while mainly being used as a recreational segment for the overall network.

Estimated Implementation Cost

Independent Shared-Use Striping	$ 96,800.00
Drainage	$ 1,584,488.47
Path Construction	$ 884,447.34
15% Contingency	$ 384,860.37
Total	$2,950,596.18

Estimated Annual Maintenance Cost

$25,363.36 based on 20-year asphalt replacement. (Vehicles should not be permitted on the asphalt surface to extend the life of the asphalt.)

Evangeline Road – Four J Lane to River Road (LA 628)

Existing Conditions: Evangeline Road is an asphalt roadway that is owned and maintained by St. Charles Parish. The segment is a width of 22 feet with a total of 6,178 feet in length. Subsurface and open swale drainage can be found on both sides of this roadway. Sidewalk exists for approximately 1,370 feet on the north side of the segment starting at River Road. The remainder of the roadway does not have sidewalk, nor does any of the roadway have a bike path. A posted speed limit of 25 mph.

This segment is considered to be part of a minor collector in the Federal Aid Network.

Proposed Improvement Project

Shared-use bike lane and sidewalk to be placed along the segment. Open swale drainage may be required to be converted to subsurface drainage for the inclusion of sidewalk.

Purpose for Including This Segment Implementation

This segment will connect residents from Evangeline Road to the Mississippi River Trail via Evangeline Estates and Country Cottage Estates paths. Priority is considered low due to the number of residents that are expected to utilize this segment.

Estimated Implementation Cost

Shared-Use Bike Lane Striping	$ 17,297.28
Sidewalks	$ 96,280.00
Drainage	$ 412,073.05
15% Contingency	$ 78,847.55
Total	$ 604,497.88

Estimated Annual Maintenance Cost

$1,729.73 based on 10-year asphalt replacement.

Eve Street - Murray Hill Drive to Longview Drive

Existing Conditions: Eve Street is primarily a concrete roadway with a small portion of asphalt. This road is owned and maintained by St. Charles Parish. The roadway width is 28 feet, and the length is 1,242 feet. There are sidewalks located on this segment, but a bike path does not exist. Subsurface drainage can be found along the entire roadway.

Proposed Improvement Project

Shared-use bike lane to be placed on this roadway, with future maintenance consisting of replacing striping, which is estimated to be every 20 years.

Purpose for Including This Segment Implementation

This segment would be part of the network to connect the neighborhoods of Destrehan to Ormond and the Mississippi River Trail. Priority is considered high for this segment since it would be used as a means of transportation for residents throughout the parish, instead of just a recreational path.

Estimated Implementation Cost

Shared-Use Bike Lane Striping	$ 3,477.60
15% Contingency	$ 521.64
Total	$3,999.24

Estimated Annual Maintenance Cost

$173.88 based on 20-year concrete replacement.

First Street - Apple Street (LA 48) to Washington Street

Existing Conditions: Fifth Street is an asphalt residential roadway owned and maintained by St. Charles Parish. The roadway has a width of 20 feet and a total length of 2,758 feet. There is some subsurface drainage throughout this portion which is predominately on the north side of the roadway, but most of the drainage is by open swale. Sidewalks and bike paths do not currently exist on this segment. The posted speed limit is 25 mph.

Proposed Improvement Project

Shared-use bike lane to be placed on this roadway, with future maintenance consisting of replacing striping, which is estimated to be every 10 years. Adding sidewalks to the roadway, which may require converting open swale drainage to subsurface drainage.

Purpose for Including This Segment Implementation

This segment would connect the residents in Norco to the Bethune Park area to the west and the Louisiana Highway 48 path to the east. The priority should be considered high due to the impact this could have on the many residents of Norco.

Estimated Implementation Cost

Shared-Use Bike Lane Striping	$ 7,722.40
New Crosswalk Striping	$ 3,000.00
Sidewalks	$ 55,160.00
Drainage	$ 83,280.00
15% Contingency	$ 19,374.36
Total	$148,536.76

Estimated Annual Maintenance Cost

$1,072.24 based on 10-year asphalt replacement.

Fifth Street - Norco Street to W. Pine Street

Existing Conditions: Fifth Street is an asphalt residential roadway owned and maintained by St. Charles Parish. The roadway has a width of 21 feet and a total length of 4,290 feet. There is some subsurface drainage throughout this portion, but mostly the drainage is by open swale on each side of the road. Sidewalk is located only on the southern side of the roadway, and bike paths do not currently exist on this segment. Crosswalk striping can be found along this segment, since the Parish was able to utilize the Safe Routes to School grant in the past. The posted speed limit is 25 mph.

Proposed Improvement Project

Shared-use bike lane to be placed on this roadway, with future maintenance consisting of replacing striping, which is estimated to be every 10 years. Adding sidewalks to the north side of the roadway.

Purpose for Including This Segment Implementation

This segment would connect the residents in Norco to the Lower Guide Levee trail to the west and the Louisiana Highway 48 path to the east. The priority should be considered high due to the impact this could have on the many residents of Norco.

Estimated Implementation Cost

Shared-Use Bike Lane Striping	$ 12,000.80
Sidewalks	$ 85,800.00
15% Contingency	$ 14,670.12
Total	$ 112,470.92

Estimated Annual Maintenance Cost

$1,200.08 based on 10-year asphalt replacement.

Four J Lane - Evangeline Road to Leigh Lane

Existing Conditions: Four J Lane is a concrete residential roadway owned and maintained by St. Charles Parish. The roadway segment has a width of 23 feet and a total length of 388 feet, with subsurface drainage on both sides of the roadway. Similar to Edgewood, although this seems to be located in a new subdivision, bike paths and sidewalk do not currently exist on this segment of roadway. A speed limit is not posted on this roadway, but all streets that have posted speed limits located within this subdivision are 20 mph.

Proposed Improvement Project

Shared-use bike lanes and sidewalks along the segment. Sidewalks to be placed will likely require subsurface drainage to be installed on each side of the roadway. A crosswalk is also recommended at the intersection of Evangeline Road

Purpose for Including This Segment Implementation

This segment is included to connect the residents who live on Evangeline Road access to the Mississippi River Trail via Evangeline Estates and Country Cottage Boulevard. This segment should be considered a high priority since it is the only access for some of the residents in Montz to access the overall network.

Estimated Implementation Cost

Shared-Use Bike Lane Striping	$ 1,086.40
Drainage	$ 34,486.16
New Crosswalk Striping	$ 3,000.00
Sidewalks	$ 7,760.00
15% Contingency	$ 6,949.88
Total	$53,282.45

Estimated Annual Maintenance Cost

$204.32 based on 20-year concrete replacement.

Hill Heights Country Club Trail - Murray Hill Drive to Plantation Road

Existing Conditions: Hill Heights Country Club Trail is privately owned and maintained. There are no bike paths, roadways, or sidewalks in this right-of-way. Any paths placed here in the future, with an agreement between St. Charles Parish and the owners of Hill Heights, will be funded and maintained by St. Charles Parish. The length of this segment is 2,070 feet.

Proposed Improvement Project

Independent shared-use trail to be placed in this right-of-way and drainage improvements. Future maintenance will consist of replacing the path's asphalt surface.

Purpose for Including This Segment Implementation

This segment will connect neighborhoods of Destrehan and Ormond and should be considered a high priority due to the amount of residents that it will serve.

Estimated Implementation Cost

Independent Shared-Use Striping	$ 14,808.00
Drainage	$ 116,869.39
Path Construction	$ 135,364.58
15% Contingency	$ 40,056.30
Total	$ 307,098.27

Estimated Annual Maintenance Cost

$3,881.14 based on 20-year asphalt replacement. (Vehicles should not be permitted on the asphalt surface to extend the life of the asphalt.)

Leigh Lane - Four J Lane to Edgewood Lane

Existing Conditions: Leigh Lane is a concrete residential roadway owned and maintained by St. Charles Parish. The roadway segment has a width of 23 feet and a total length of 658 feet, with open swale drainage on both sides of the roadway. Similar to Edgewood and Four J Lane, although this seems to be located in a new subdivision, bike paths and sidewalk do not currently exist on this segment of roadway. A speed limit is not posted on this roadway, but all streets that have posted speed limits located within this subdivision are 20 mph.

Proposed Improvement Project

Shared-use bike lanes and sidewalks along the segment. Sidewalks to be placed will likely require subsurface drainage to be installed on each side of the roadway.

Purpose for Including This Segment Implementation

This segment is included to connect residents who live on Evangeline Road and in Evangeline Estates access to the Mississippi River Trail via Country Cottage Boulevard This segment should be considered a high priority since it is the only access for some Montz residents to access the overall network.

Estimated Implementation Cost

Shared-Use Bike Lane Striping	$ 1,842.40
Drainage	$59,858.90
Sidewalks	$ 13,280.00
15% Contingency	$ 11,247.20
Total	$86,228.50

Estimated Annual Maintenance Cost

$122.83 based on 20-year concrete replacement.

Live Oak Drive - Schexnaydre Lane to River Village Drive

Existing Conditions: Live Oak Drive is a 265 feet asphalt roadway and a 682 feet concrete residential roadway owned and maintained by St. Charles Parish. The roadway segment has a width of 26 feet with a majority of subsurface drainage on both sides of the roadway. Bike paths and sidewalks do not currently exist on this segment of roadway. The posted speed limit is 25 mph.

Proposed Improvement Project

Shared-use bike lanes and sidewalks along the segment.

Purpose for Including This Segment Implementation

This segment provides an entire subdivision access to Ormond Boulevard, which then ties to the Mississippi River Trail, the Entergy Right-of-Way, and the Pontchartrain Levee District Levee. This segment should be considered high priority due to the impact it will have on the many residents safely travelling throughout the overall network.

Estimated Implementation Cost

Shared-Use Bike Lane Striping	$ 2,651.60
Sidewalks	$16,320.00
15% Contingency	$2,8445.74
Total	$ 21,817.34

Estimated Annual Maintenance Cost

$139.56 based on 19-year concrete replacement. (This estimated cost factors in the short segment of asphalt that might need to be replaced every 10 years.)

Longwood Drive - Ashton Drive to San Francisco Drive

Existing Conditions: This portion of Longwood Drive is a concrete residential roadway owned and maintained by St. Charles Parish. The roadway segment has a width of 28 feet and a total length of 587 feet, with subsurface drainage throughout the segment. Sidewalks can be found on both sides of the roadway; bike paths do not currently exist. The posted speed limit is 20 mph.

Proposed Improvement Project

Shared-use bike lane to be placed on this roadway, with future maintenance consisting of replacing striping, which is estimated to be every 20 years.

Purpose for Including This Segment Implementation

This segment would connect the neighborhoods of Destrehan to Ormond Boulevard and the Mississippi River Trail. Priority is considered high for this segment since it would be used as a means of transportation for residents throughout the parish, instead of just a recreational path.

Estimated Implementation Cost

Shared-Use Bike Lane Striping	$1,643.60
15% Contingency	$ 246.54
Total	$ 1,890.14

Estimated Annual Maintenance Cost

$82.18 based on 20-year concrete replacement.

Longview Drive - Eve Street to San Francisco Drive

Existing Conditions: This block of Longview Drive is a concrete residential roadway owned and maintained by St. Charles Parish. The roadway segment has a width of 30 feet and a total length of 659 feet, with subsurface drainage throughout the segment. Sidewalks can be found on both sides of the roadway; bike paths do not currently exist. The posted speed limit is 20 mph.

Proposed Improvement Project

Shared-use bike lane to be placed on this roadway, with future maintenance consisting of replacing striping, which is estimated to be every 20 years.

Purpose for Including This Segment Implementation

This segment would be part of the network to connect the neighborhoods of Destrehan to Ormond and the Mississippi River Trail. Priority is considered high for this segment since it would be used as a means of transportation for residents throughout the parish, instead of just a recreational path.

Estimated Implementation Cost

Shared-Use Bike Lane Striping	$1,845.20
15% Contingency	$ 276.78
Total	$ 2,121.98

Estimated Annual Maintenance Cost

$92.26 based on 20-year concrete replacement.

Lower Guide Levee - River Road (LA 48) to Airline Highway (US 61)

Existing Conditions: The existing roadway is a gravel road located on the crown of the levee that is maintained by the US Army Corps of Engineers. The levee crown is approximately 12 feet, with a length of 8,492 feet. There is not a posted speed limit on this segment, and the roadway crosses two railroad tracks.

Proposed Improvement Project

Independent shared-use trail to be placed on top of the Lower Guide Levee. Future maintenance includes asphalt maintenance.

Purpose for Including This Segment Implementation

Priority is considered low since this segment is more for recreational use and not to transport residents to homes or businesses.

Estimated Implementation Cost

Independent Shared-Use Striping	$ 60,788.80
Path Construction	$ 555,321.76
Railroad Crossing Improvement	$ 500,000.00
15% Contingency	$ 167,416.58
Total	$ 1,283,527.14

Estimated Annual Maintenance Cost

$15,951.06 based on 20-year asphalt replacement. (Vehicles should not be permitted on the asphalt surface to extend the life of the asphalt.)

Lower Guide Levee - Wetlands Watchers' Park to Airline Highway (US 61)

Existing Conditions: The existing roadway is a mostly gravel road mainly located on the crown of the levee that is maintained by the US Army Corps of Engineers. The south portion of this roadway is asphalt roadway maintained by St. Charles Parish. The levee crown is approximately 23 feet, with a length of 17,930 feet. The roadway leaves the crown of the levee on the northern portion to the west side, going below the Amtrak railroad line and Interstate 10. The existing path then leads into St. Charles Parish's Wetlands Watchers Park. There is not a posted speed limit on this segment, and any future paths will likely require funding and maintenance by St. Charles Parish.

Proposed Improvement Project

Placing a 10 feet wide independent shared-use trail on top of the Lower Guide Levee. Future maintenance includes asphalt maintenance. There has been interest from St. Charles Parish in previous years to convert the levee top to an asphalt roadway. Should the roadway be constructed, it is recommended that this segment be re-evaluated for either becoming a shared lane path or to add bike lanes on the shoulders of the roadway.

Purpose for Including This Segment Implementation

Priority is considered medium since this segment is the only route to Wetland Watchers Park, but it is more for recreational use and not to transport residents to homes or businesses throughout the parish.

Estimated Implementation Cost

Independent Shared-Use Striping	$ 128,352.00
Path Construction	$ 1,172,505.79
15% Contingency	$ 195,128.67
Total	$1,495,986.46

Estimated Annual Maintenance Cost

$67,253.06 based on 10-year asphalt replacement. (Vehicles should not be permitted on the asphalt surface to extend the life of the asphalt. but it is assumed that vehicular traffic will often use this roadway to access Wetlands Watchers Park or pipelines located along the levee).

Murray Hill Drive - Hill Heights Country Club to River Road (LA 48)

Existing Conditions: Murray Hill Drive is an asphalt roadway with concrete curb and gutter that is owned and maintained by St. Charles Parish. The width of the roadway is 26 feet with a total length of 4,922 feet and the entire roadway has subsurface drainage. Bike paths and sidewalks do not currently exist on this roadway segment. The posted speed limit is 25 mph.

Proposed Improvement Project

Shared-use bike lane to be placed, with future maintenance consisting of replacing striping, which is estimated to be every 20 years. A crosswalk is also recommended to be placed at the intersection of River Road

Purpose for Including This Segment Implementation

This segment would be part of the network to connect the neighborhoods of Destrehan to Ormond and the Mississippi River Trail. Priority is considered high for this segment since it would be used as a means of transportation for residents throughout the parish, instead of just a recreational path.

Estimated Implementation Cost

Shared-Use Bike Lane Striping	$ 13,781.60
New Crosswalk Striping	$ 3,000.00
Railroad Crossing Improvement	$250,000.00
Sidewalk	$ 98,440.00
15% Contingency	$ 54,783.24
Total	$420,004.84

Estimated Annual Maintenance Cost

$1,728.16 based on 10-year asphalt replacement.

Neighborhood Easement - Edgewood Lane to Lisa Court

Existing Conditions: This easement connects Evangeline Estates and Country Cottage Estates, but does not have a dedicated bike path or sidewalk. The 458 feet easement terminates at Edgewood Lane in Evangeline Estates and Liza Court in Country Cottage Estates. A culvert crossing already exists for this easement.

Proposed Improvement Project

Independent shared-use trail to be placed in this right-of-way. A vehicle barrier should be included to keep cars from accessing the path. Future maintenance will consist of replacing the path's asphalt surface and any striping associated to the path.

Purpose for Including This Segment Implementation

This segment connects communities to the rest of St. Charles Parish. Priority is considered medium, as it connects two of the larger subdivisions in Montz, allowing them access to the rest of the overall network via the Mississippi River Trail.

Estimated Implementation Cost

Independent Shared-Use Striping	$ 3,291.20
Path Construction	$ 29,950.23
Vehicle Barrier	$ 1,400.00
15% Contingency	$ 5,196.21
Total	$ 39,837.65

Estimated Annual Maintenance Cost

$885.21 based on 20-year asphalt replacement. (Vehicles should not be permitted on the asphalt surface to extend the life of the asphalt.)

Ninth Street - E. Terrace Street to E. Harding Street

Existing Conditions: This asphalt roadway portion of Ninth Street has a length of 1,858 feet, which is owned and maintained by St. Charles Parish. The width of the roadway is approximately 25 feet. Most of the roadway has open swale drainage, with a few properties having subsurface drainage. Bike paths and sidewalks do not currently exist on this segment of roadway. The posted speed limit is 25 mph.

Proposed Improvement Project

Shared-use bike lane to be placed on this roadway, with future maintenance consisting of replacing striping, which is estimated to be every 10 years.

Purpose for Including This Segment Implementation

This segment will connect a portion of New Sarpy to the Mississippi River Trail via W. Harding Street to the Entergy Right-of-Way via E. Harding Street. This segment should be considered a medium priority since the segment is on residential streets and does not pose a major threat to current pedestrian and bicyclist safety. This segment provides a means of transportation for residents of New Sarpy to the rest of the network, which is why this is not considered a low priority.

Estimated Implementation Cost

Shared-Use Bike Lane Striping	$5,202.40
15% Contingency	$ 780.36
Total	$5,982.76

Estimated Annual Maintenance Cost

$520.24 based on 10-year asphalt replacement.

Oak Street – Dead End/Parish Servitude (Oak St. Pump Station) to Bart Street

Existing Conditions: Oak Street is an asphalt roadway that is owned and maintained by St. Charles Parish. The segment has a width of 17 feet with a total length of 3,875 feet. The roadway is predominantly drained subsurface, but there is some open swale drainage located on both sides of this roadway. Just over half of the roadway has sidewalk on the west side, and no sidewalk exists on the east side. This segment does not currently have bike paths. A posted speed limit of 25 mph.

Proposed Improvement Project

Bike lane and sidewalk to be added, with a trailhead placed near the intersection of River Road Future maintenance will consist of replacing the path's asphalt surface and trailhead maintenance.

Purpose for Including This Segment Implementation

This segment will connect the Entergy Right-of-Way to the Mississippi River Trail within the St. Rose area. Priority is considered low since this segment only serves for a small portion of local residents to access the network for transportation purposes, while mainly being used as a recreational segment for the overall network.

Estimated Implementation Cost

Bike Lane Striping	$ 48,050.00
Trailhead	$ 75,000.00
Sidewalks	$ 77,500.00
15% Contingency	$ 30,082.50
Total	$230,632.50

Estimated Annual Maintenance Cost

$4,855.00 based on 10-year asphalt replacement and trailhead maintenance.

Ormond Blvd Access Bridge Road - Airline Highway (LA 61) to Pontchartrain Levee District's Levee

Existing Conditions: This right-of-way runs from US Highway 61 to the levee and is maintained by the Pontchartrain Levee District. The roadway has a width of 16 feet with a total length of this segment is 572 feet. The bridge portion is concrete, and the land portion is gravel. The segment is currently gated off by the Pontchartrain Levee District at Airline Highway.

Proposed Improvement Project

Bike lane to be placed in the right-of-way and independent path to be created from the bridge to the levee. A vehicle barrier should be utilized to reduce vehicle use on the path. Future maintenance will consist of replacing the path's asphalt surface.

Purpose for Including This Segment Implementation

This segment will connect Ormond Boulevard to the Pontchartrain Levee District levee. Due to the current use of Ormond Boulevard's path, this segment should be considered a medium priority, even though most pedestrians and bicyclists will use it for recreation as opposed to transportation.

Estimated Implementation Cost

Bike Lane Striping	$ 7,092.80
Path Construction	$ 27,049.83
Vehicle Barrier	$ 1,400.00
15% Contingency	$ 5,331.39
Total	$40,874.02

Estimated Annual Maintenance Cost

$1,198.11 based on 20-year concrete replacement and assuming vehicles to not access the asphalt path.

Ormond Boulevard – Kansas City Railroad to Airline Highway (US 61)

Existing Conditions: Ormond Boulevard is owned and maintained by St. Charles Parish. This segment is a 4-lane roadway, separated by a median, with the two northbound lanes turning left or right on to US Highway 61. The width is 72 feet (including the median) with a length of 761 feet. This is the only portion of Ormond Boulevard that is not completely striped for bike paths and sidewalks do not exist on this segment. The posted speed limit is 35 mph.

This segment is considered to be part of a major collector in the Federal Aid Network.

Proposed Improvement Project

Independent shared-use trail to be placed on the east side of the roadway, and an on-demand signal and crossing at the intersection of Airline Highway Future maintenance will consist of replacing the path's asphalt surface and signal upkeep.

Purpose for Including This Segment Implementation

This segment will connect Ormond Boulevard with the Pontchartrain Levee District levee path. This connection will provide pedestrians and bicyclists safer access across Airline Highway, as well as provide access from the levee path to businesses at the intersection of Airline Highway and Ormond Boulevard. Even though this segment may essentially be used for only recreation, it still has the potential to increase travel to businesses in St. Charles, as well as providing a safety measure for crossing a state highway; therefore, this segment should be considered a high priority.

Estimated Implementation Cost

Independent Shared-Use Striping	$ 5,430.40
Path Construction	$ 49,764.47
On-Demand Signal & Crossing	$20,000.00
15% Contingency	$ 11,279.23
Total	$ 86,474.10

Estimated Annual Maintenance Cost

$296.52 based on 20-year asphalt replacement. (Vehicles should not be permitted on the asphalt surface to extend the life of the asphalt.)

Ormond Trace Levee Trail – Villere Drive to Entergy Right-of-Way

Existing Conditions: This levee is owned and maintained by St. Charles Parish. The length of this segment is 3,099 feet. There are no dedicated bike paths, roadways, or sidewalks on this levee, which parallels Ormond Trace. There is not a posted speed limit.

Proposed Improvement Project

Independent shared-use trail to be placed on the crown of the levee. Drainage should also be considered to allow for path construction. Although not directly associated to this segment, a crosswalk should be added at the nearest intersection of Ormond Boulevard and Ormond Trace.

Purpose for Including This Segment Implementation

Similar to the Entergy Right-of-Way segments, this segment connects communities to the rest of St. Charles Parish. Priority is considered high, as this segment gives access to pedestrians and bicyclists to safe routes. This segment also provides transportation means for residents to businesses and neighborhoods.

Estimated Implementation Cost

Independent Shared-Use Striping	$ 22,193.60
Path Construction	$ 202,654.51
Drainage (18” RCP)	$ 172,189.46
New Crosswalk Striping	$ 3,000.00
15% Contingency	$ 60,005.64
Total	$ 460,043.21

Estimated Annual Maintenance Cost

$5,962.91 based on 20-year asphalt replacement. (Vehicles should not be permitted on the asphalt surface to extend the life of the asphalt.)

Plantation Road - Acadia Lane to Ormond Nursing and Care Center Entrance

Existing Conditions: Plantation Road is owned and maintained by St. Charles Parish. This asphalt roadway has a width of 22 feet with a total length of 3,073 feet. The segment has both subsurface and open swale drainage. This segment does not currently have bike paths or sidewalk, yet it serves as the main access to New Sarpy Elementary School and Ethel Schoeffner Elementary School. The posted speed limit is 20 mph.

Proposed Improvement Project

Bike lane striping and sidewalk to be placed along the segment. Future maintenance will consist of replacing the path's asphalt surface. A crosswalk is to be installed at the Ormond Boulevard intersection.

Purpose for Including This Segment Implementation

This segment will connect Ormond and Destrehan. Because it is an access point to two elementary schools, it should be considered a high priority.

Estimated Implementation Cost

Bike Lane Striping	$ 38,105.20
Sidewalks	$ 61,460.00
New Crosswalk Striping	$ 3,000.00
15% Contingency	$ 15,384.78
Total	$ 117,949.98

Estimated Annual Maintenance Cost

$4,110.52 based on 10-year asphalt replacement.

Pontchartrain Levee District Levee - Jefferson Parish to Lower Guide Levee

Existing Conditions: There are no dedicated bike paths, roadways, or sidewalks on this levee. Any paths placed in the future will require an agreement between St. Charles Parish and the Pontchartrain Levee District. The length of this segment is 53,112 feet. There is not a posted speed limit on this segment, and any future paths will likely require funding and maintenance by St. Charles Parish.

Proposed Improvement Project

Independent shared-use trail to be placed on top of the levee. Future maintenance includes asphalt maintenance.

Purpose for Including This Segment Implementation

General connectivity of communities to the rest of St. Charles Parish. Priority is considered low, as this segment does not significantly move pedestrians and bicyclists from using fewer safe routes, the path parallels the Mississippi River Trail, and access to this path is more limited than that to the Mississippi River Trail. This path connects Jefferson Parish to Lower Guide Levee Road (Bonnet Carré Spillway).

Estimated Implementation Cost

Independent Shared-Use Striping	$ 380,156.80
Path Construction	$ 3,473,180.56
15% Contingency	$ 578,000.60
Total	$ 4,431,337.96

Estimated Annual Maintenance Cost

$99,603.47 based on 20-year asphalt replacement. (Vehicles should not be permitted on the asphalt surface to extend the life of the asphalt.)

Prospect Avenue (LA 627) - Airline Highway (US 61) to River Road (LA 48)

Existing Conditions: Louisiana Highway 627 is a two-lane highway owned and maintained by LADOTD. Except for curb and gutter in portions of the highway, the entire roadway has an asphalt surface, and has a width of 22 feet and a total length of 5,980 feet. The road has mostly open swale drainage between US Highway 61 and the Canadian National Railroad. From the Canadian National railroad to River Road, the roadway is approximately 42 feet wide, and subsurface drainage exists with catch basins located in the shoulders. It has a posted speed limit of 35 mph.

This segment is considered to be a major collector in the Federal Aid Network.

LADOTD Bicycle Planning Tool

According to the LADOTD's Bicycle Planning Tool, the segment between the Canadian National Railroad and US 61 has a poor Bicycle Level of Service and a low demand, and the segment between the Canadian National Railroad and LA 48 has an average Bicycle Level of Service and a moderate demand.

Proposed Improvement Project

Shared-use bike lanes on the segment with railroad crossing improvements at the Canadian National and Kansas City Southern Railroad crossings.

Purpose for Including This Segment Implementation

The LA Highway 627 segment essentially connects the Pontchartrain Levee District levee to the Mississippi River Trail. This segment gives some access to industry sites, so it could be considered a transportation route for residents to travel to work, however, it is expected to be mostly used for recreational purposes. It should therefore be considered a low priority since it may not be utilized as much as route to neighborhoods, large commercial areas, or multiple industries.

Estimated Implementation Cost

Shared-Use Bike Lane Striping	$ 16,744.00
Railroad Crossing Improvement	$500,000.00
15% Contingency	$ 77,511.60
Total	$594,255.60

Estimated Annual Maintenance Cost

$1,724.40 based on 10-year asphalt replacement.

Riverbend Drive - Airline Highway (US 61) to River Road (LA 48)

Existing Conditions: Riverbend Drive is a concrete roadway owned and maintained by St. Charles Parish. Except for the 450 feet section that is divided by median, the roadway width is 30 feet with a total length is 3,201 feet. Sidewalk and bike paths do not exist on this segment. The road serves as an entrance to an industrial park. All drainage is subsurface. Has a posted speed limit of 25 mph.

This segment is considered to be a major collector in the Federal Aid Network.

Proposed Improvement Project

Bike path to be placed in the shoulders of the roadway, with two railroad crossing improvements included in this segment. An on-demand signal is recommended for the intersection at US Highway 61.

Purpose for Including This Segment Implementation

This segment will connect the Mississippi River Trail to the Pontchartrain Levee District levee in the St. Rose area. Because this segment primarily serves as a recreation trail, which is expected to result in a relatively low amount of pedestrian and bicyclist activity, it should be considered low priority.

Estimated Implementation Cost

Bike Lane Striping	$ 39,692.40
Hybrid Beacon	$ 40,000.00
Railroad Crossing Improvement	$ 500,000.00
Trailhead	$ 75,000.00
Sidewalks	$ 64,260.00
15% Contingency	$ 107,842.86
Total	$ 826,795.26

Estimated Annual Maintenance Cost

$4,119.24 based on 20-year concrete replacement.

San Francisco Drive - Longview Drive to Longwood Drive

Existing Conditions: This portion of San Francisco Drive is a concrete residential roadway owned and maintained by St. Charles Parish. The roadway segment has a width of 27 feet and a total length of 763 feet, with subsurface drainage throughout the segment. Sidewalks can be found on both sides of the roadway; bike paths do not currently exist. The posted speed limit is 20 mph.

Proposed Improvement Project

Shared-use bike lane to be placed on this roadway, with future maintenance consisting of replacing striping, which is estimated to be every 20 years.

Purpose for Including This Segment Implementation

This segment would be part of the network to connect the neighborhoods of Destrehan to Ormond and the Mississippi River Trail. Priority is considered high for this segment since it would be used as a means of transportation for residents throughout the parish, instead of just a recreational path.

Estimated Implementation Cost

Shared-Use Bike Lane Striping	$ 2,136.40
15% Contingency	$ 320.46
Total	$2,456.86

Estimated Annual Maintenance Cost

$106.82 based on 20-year concrete replacement.

Schexnaydre Lane - Thomas Coby Drive to River Road (LA 48)

Existing Conditions: The roadway is owned and maintained by St. Charles Parish, and serves as the main entrance to Destrehan High School. This segment of Schexnaydre Lane is an asphalt roadway with a length of 4,305 feet. A 1,972-foot portion of the roadway is divided by an outfall canal. Subsurface drainage exists throughout most of the segment. Bike paths and sidewalks do not currently exist on this portion of the roadway, but the northbound portion of Schexnaydre has a striped shoulder. It has a 25 mph posted speed limit and a 15 mph school zone.

Proposed Improvement Project

Shared-use bike lane to be placed on this roadway, with future maintenance consisting of replacing striping, which is estimated to be every 10 years. Sidewalk to be placed along the west portion of the segment and striping for a walkway within the road on the northbound portion of the roadway.

Purpose for Including This Segment Implementation

This segment should be considered a high priority because Schexnaydre is a critical roadway for Destrehan High School students. Students currently park in the striped shoulder but have no defined walkway to access the school. Adding sidewalk and striping for pedestrians will increase safety by giving defined paths for pedestrians, while also restricting the travel lane for vehicles, which tends to reduce speeds.

Estimated Implementation Cost

Shared-Use Bike Lane Striping	$ 6,532.40
Walking Path Striping	$ 13,998.00
Sidewalks	$50,640.00
15% Contingency	$ 10,675.56
Total	$81,845.96

Estimated Annual Maintenance Cost

$2,053.04 based on 10-year asphalt replacement.

S. Destrehan Avenue - Entergy ROW to River Road (LA 48)

Existing Conditions: Between the Kansas City Railroad track and River Road, S. Destrehan Avenue is an asphalt roadway owned and maintained by St. Charles Parish. The roadway width is 20 feet, and the length is 2,832 feet. There is some sidewalk located along the east side of this segment, but a bike path does not exist. Subsurface drainage exists throughout the roadway. Between the KCS Railroad and the Entergy Right-of-Way, the existing path is gravel. The distance of this path is 2,442 feet.

Proposed Improvement Project

Bike lane striping and sidewalks to be placed along the asphalt section of S. Destrehan Avenue and independent shared-use path to be added north of the Kansas City Railroad tracks. The railroad crossing would require an improvement, and a new crosswalk is to be added at the River Road intersection.

Purpose for Including This Segment Implementation

This segment will connect the Entergy Right-of-Way to the Mississippi River Trail, which would likely be used by recreational pedestrians and bicyclists. Although this path runs through a subdivision, the users have an will alternate route for connecting to other neighborhoods and businesses within the parish. It is expected that this path will primarily be used for recreational purposes, which is why it should be considered a low priority.

Estimated Implementation Cost

Bike Lane Striping	$ 89,511.47
New Crosswalk Striping	$ 3,000.00
Railroad Crossing Improvement	$ 250,000.00
Sidewalks	$ 26,380.00
Path Construction	$ 185,194.44
15% Contingency	$ 83,112.89
Total	$ 637,198.80

Estimated Annual Maintenance Cost

$11,931.67 based on an average of 15-year asphalt replacement. (The portion of path that runs between the KCS line and Entergy Right-of-Way should not be subjected to vehicle loads, giving more longevity to the asphalt surface).

Spillway Road - Lower Guide Levee Road to West Bonnet Carré Spillway Levee Crown

Existing Conditions: Spillway Road connects River Road in Norco to River Road in Montz through the Bonnet Carré Spillway. Although the Bonnet Carré Spillway is operated by the US Army Corps of Engineers, the roadway is owned and maintained by St. Charles Parish. The roadway has two lanes that are separated by a yellow centerline. This road has a width of 21 feet with a total length of 8,956 feet. The Mississippi River Trail terminates at the top of the Lower Guide Levee on the Norco side; the Montz side does not have the Mississippi River Trail bike path in place yet. There is not a bike path or sidewalk associated to this segment. There is a posted speed limit of 25 mph.

Proposed Improvement Project

Independent shared-use trail to be placed in this right-of-way. Future maintenance will consist of replacing the path's asphalt surface.

Purpose for Including This Segment Implementation

This segment will connect the Mississippi Levee Trail in Norco to the proposed Mississippi River Trail in Montz. The roadway would also be part of the Mississippi River Trail, which connects many parishes in Southeast Louisiana. This should be considered a high priority.

Estimated Implementation Cost

Shared-Use Striping (Road ROW)	$ 64,118.40
Drainage	$ 1,049,138.39
Path Construction	$ 585,664.35
15% Contingency	$ 254,838.17
Total	$1,953,759.32

Estimated Annual Maintenance Cost

$16,797.07 based on 20-year asphalt replacement. (Vehicles should not be permitted on the asphalt surface to extend the life of the asphalt.)

St. Rose Avenue (LA 626) - Entergy Right-of-Way to Parish Servitude (Oak St. Pump Station)

Existing Conditions: St. Rose Avenue is owned and maintained by LADOTD. This two-lane asphalt roadway connects River Road to Airline Highway and has two lanes that are separated by a yellow centerline. The width of the roadway is 23 feet with a total length of 1,103 feet. This segment of the roadway will connect the bike paths and sidewalks from the Entergy Right-of-Way to the Oak Street Pump Station servitude, which will tie into Oak Street. Bike paths and sidewalks do not exist on this segment. The posted speed limit is 35 mph.

This segment is considered to be a minor collector in the Federal Aid Network.

LADOTD Bicycle Planning Tool

According to the LADOTD's Bicycle Planning Tool, this segment has an average Bicycle Level of Service and a moderate demand.

Proposed Improvement Project

Shared-use trail to be placed in the roadway right-of-way, which would require converting open swale drainage to subsurface drainage. Future maintenance will consist of replacing the path's asphalt surface and any maintenance associated to the hybrid beacon. This segment crosses a railroad track, which would require improvements for the safety of pedestrians and bicyclists.

Purpose for Including This Segment Implementation

This segment will join other proposed segments to connect the Entergy Right-of-Way to the Mississippi River Trail within the St. Rose area. Priority is considered low since this segment only serves a small portion of local residents to access the network for transportation purposes, while mainly being used as a recreational segment for the overall network.

Estimated Implementation Cost

Shared-Use Striping (Road ROW)	$ 7,899.20
Drainage	$ 130,503.01
Path Construction	$ 72,129.05
Hybrid Beacon	$ 40,000.00
Railroad Crossing Improvement	$250,000.00
15% Contingency	$ 75,079.69
Total	$ 575,610.95

Estimated Annual Maintenance Cost

$2,118.94 based on 20-year asphalt replacement. (Vehicles should not be permitted on the asphalt surface to extend the life of the asphalt.)

Swepi Road - Airline Highway (US 61) to Pontchartrain Levee District Levee

Existing Conditions: Swepi Road is a private road that provides access to the Pontchartrain Levee District levee. The path is currently gravel with a width of 27 feet and a total length of 1,079 feet. There is not a dedicated drainage system to this segment.

Proposed Improvement Project

Independent shared-use trail to be placed in this right-of-way. Future maintenance will consist of replacing the path's asphalt surface.

Purpose for Including This Segment Implementation

This segment will connect the Mississippi River Trail to the Pontchartrain Levee District levee. Because this segment primarily serves as a recreational trail, which results in a relatively low amount of pedestrian and bicyclist activity, this should be considered a low priority.

Estimated Implementation Cost

Bike Lane Striping	$ 34,081.16
Path Construction	$ 70,559.61
15% Contingency	$ 15,696.12
Total	$120,336.89

Estimated Annual Maintenance Cost

$1,704.06 based on 20-year asphalt replacement. (Vehicles should not be permitted on the asphalt surface to extend the life of the asphalt.)

Terrace Street - E. Terrace Street to River Road (LA 48)

Existing Conditions: Owned and maintained by St. Charles Parish, this asphalt roadway portion of Terrace Street has a width of 20 feet and a length of 2,282 feet. The roadway has both open swale and subsurface drainage. Bike paths and sidewalks do not currently exist on this segment of roadway. The posted speed limit is 25 mph.

Proposed Improvement Project

Shared-use bike lane to be placed on this roadway, with future maintenance consisting of replacing striping, which is estimated to be every 10 years.

Purpose for Including This Segment Implementation

This segment will connect a portion of New Sarpy with the Mississippi River Trail via W. Harding Street and the Entergy Right-of-Way via E. Harding Street. This segment should be considered a medium priority since the segment is on residential streets and does not pose a major threat to current pedestrian and bicyclist safety. This segment provides a means of transportation for the people of New Sarpy to the rest of the network, which is why this is not considered a low priority.

Estimated Implementation Cost

Shared-Use Bike Lane Striping	$ 6,389.60
Railroad Crossing Improvement	$250,000.00
15% Contingency	$ 38,458.44
Total	$294,848.04

Estimated Annual Maintenance Cost

$688.96 based on 10-year asphalt replacement.

Thomas Coby Drive - Ormand Boulevard to Schexnaydre Lane

Existing Conditions: Thomas Coby Drive is owned and maintained by St. Charles Parish. This concrete roadway has a width of 26 feet with a total length of 886 feet and subsurface drainage. Bike paths and sidewalks do not currently exist on this segment of roadway. The roadway and the posted speed limit is 15 mph.

Proposed Improvement Project

Placing sidewalks and a shared-use bike lane on this roadway, with a crosswalk to be installed at the intersection of Ormond Boulevard.

Purpose for Including This Segment Implementation

Thomas Coby is in close proximity to Destrehan High School, thus receiving an above-average amount of pedestrian traffic from the students. This segment should be considered a high priority due to the impact it will have on pedestrian safety of the students going to/from Destrehan High School.

Estimated Implementation Cost

Shared-Use Bike Lane Striping	$ 2,480.80
Sidewalks	$ 17,040.00
New Crosswalk Striping	$ 3,000.00
15% Contingency	$ 3,378.12
Total	$25,898.92

Estimated Annual Maintenance Cost

$274.04 based on 20-year concrete replacement.

Washington Street – 2nd Street (Bethune Park) to River Road (LA 48)

Existing Conditions: This asphalt roadway portion of Washington Street is owned and maintained by St. Charles Parish. The width of the roadway is approximately 18 feet and has a length of 1,576 feet. The roadway mostly has open swale drainage to the east side, with some subsurface drainage along the recreational park areas. Bike paths and sidewalks do not currently exist on this segment of roadway. The posted speed limit is 20 mph.

Proposed Improvement Project

Shared-use bike lane to be placed on this roadway and installing sidewalks, which will probably require converting open swale drainage to subsurface drainage using 18” RCP. A crosswalk will be included at the intersection of First Street.

Purpose for Including This Segment Implementation

This segment is primarily used to access Bethune Park, a recreational facility owned by St. Charles Parish. Pedestrian and bicyclist traffic here are assumed to be primarily for recreation, and not for travel to businesses, neighborhoods, or industrial complexes. Because this segment impacts the recreational department, and could benefit children’s safety at the park, this should be considered a high priority. The sidewalk will tie into the sidewalk placed along River Road.

Estimated Implementation Cost

Shared-Use Bike Lane Striping	$ 4,412.80
Drainage	$ 69,899.11
New Crosswalk Striping	$ 3,000.00
Sidewalks	$ 31,520.00
15% Contingency	$ 16,324.79
Total	$125,156.70

Estimated Annual Maintenance Cost

$741.28 based on 10-year asphalt replacement.

W. Harding Street – S. Johnson Street to River Road (LA 48)

Existing Conditions: This asphalt roadway portion of W. Harding Street is owned and maintained by St. Charles Parish. The width of the roadway is approximately 20 feet with a length of 2,832 feet. Most of the roadway has subsurface drainage, but a few properties have open swale drainage. Bike paths do not currently exist on this segment of roadway; a sidewalk is located along the south side of the road. The Mississippi River Levee Trail has access points that tie to W. Harding Street at River Road. The posted speed limit is 25 mph.

Proposed Improvement Project

Shared-use bike lane to be placed on this roadway and sidewalks installed, which will likely require converting open swale drainage to subsurface drainage using 18” RCP. This segment includes a railroad crossing over the Canadian National Railroad, which would require a crossing improvement. Future maintenance will consist of replacing striping, which is estimated to be every 10 years.

Purpose for Including This Segment Implementation

This segment will connect a portion of New Sarpy with the Mississippi River Trail. This segment should be considered a medium priority since the segment is on residential streets and does not pose a major threat to current pedestrian and bicyclist safety. This segment provides a means of transportation for the people of New Sarpy to the rest of the network, which is why this is not considered a low priority.

Estimated Implementation Cost

Shared-Use Bike Lane Striping	$ 7,929.60
Drainage	$ 127,441.05
Railroad Crossing Improvement	$ 250,000.00
Sidewalks	$ 48,260.00
15% Contingency	$ 65,044.60
Total	$ 498,675.24

Estimated Annual Maintenance Cost

$842.96 based on 10-year asphalt replacement.

Wildcat Lane - Ormond Boulevard to Shexnaydre Lane

Existing Conditions: Wildcat Lane is a concrete roadway is owned and maintained by the St. Charles Parish School Board. The width of the roadway is 20 feet with a total length of the roadway segment is 1,405 feet and drainage to an outfall canal located approximately 30 feet from the edge of the roadway. Bike paths and sidewalks do not currently exist on this segment of roadway, which has a gate to Destrehan High School approximately 155 feet from Ormond Boulevard. A posted speed limit does not exist for this roadway.

Proposed Improvement Project

Shared-use bike lane to be placed on this roadway, with future maintenance consisting of replacing striping, which is estimated to be every 20 years. A crosswalk will also be included at the intersection of Ormond Boulevard.

Purpose for Including This Segment Implementation

This segment would connect Ormond Boulevard to Destrehan High School. As noted above, this roadway is considered private (i.e., not maintained by the SCP Department of Public Works). Pedestrian and bicyclist traffic that currently use this roadway may not have much conflict with vehicular traffic since this roadway is often closed to vehicular traffic. Because this roadway is comparatively safer to the other segments in this study, this segment is deemed to have a low priority.

Estimated Implementation Cost

Shared-Use Bike Lane Striping	$ 3,934.00
Sidewalks	$27,420.00
New Crosswalk Striping	$ 3,000.00
15% Contingency	$ 5,153.10
Total	$ 39,507.10

Estimated Annual Maintenance Cost

$693.40 based on 20-year concrete replacement.

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1st Street – Ellington Avenue to Paul Maillard Road (LA 52)

Existing Conditions: 1st Street is owned and maintained by St. Charles Parish. The entire roadway is an asphalt surface with a width of 17 feet and a total length of 375 feet. Both subsurface and open swale drainage can be found along this roadway, however, no sidewalks or bike paths exist on this roadway. The posted speed limit is 25 mph.

Proposed Improvement Project

Shared-use bike lanes to be placed along the entire roadway. Future maintenance consists of replacing striping when the surface is replaced, which is estimated to be every 10 years.

Purpose for Including This Segment Implementation

This segment connects a neighborhood to LA 52, which is a major corridor in St. Charles Parish. Priority for this segment is considered to be medium.

Estimated Implementation Cost

Shared-Use Bike Land Striping	$1,050.00
15% Contingency	$ 157.50
Total	$ 1,207.50

Estimated Annual Maintenance Cost

$105.00 based on 10-year asphalt roadway replacement.

Angus Drive – Sugarhouse Road to Paul Maillard Road (LA 52)

Existing Conditions: Angus Drive is a St. Charles Parish owned and maintained asphalt roadway with a width of 20 feet and a total length of 1,822 feet. Drainage is mostly open swale, except for subsurface drainage along the properties of St. Anthony of Padua Church and Luling Elementary School. This roadway has no sidewalks or bike paths. The posted speed limit is 25 mph.

Proposed Improvement Project

Shared-use bike lanes to be placed along the entire roadway, adding sidewalk, and placing a new crosswalk at the intersection of LA 52. Future maintenance consists of replacing striping when the surface is replaced, which is estimated to be every 10 years.

Purpose for Including This Segment Implementation

This segment connects a neighborhood to LA 52, which is a major corridor in St. Charles Parish. This segment also gives access to two schools off of LA 52. Priority for this segment is considered to be medium.

Estimated Implementation Cost

Shared-Use Bike Land Striping	$ 5,101.60
New Crosswalk Striping	$ 3,000.00
Sidewalk	$36,260.00
15% Contingency	$ 6,654.24
Total	$ 51,015.84

Estimated Annual Maintenance Cost

$560.16 based on 10-year asphalt roadway replacement.

Ashton Road – Luling Avenue to River Road (LA 18)

Existing Conditions: Ashton Road is owned and maintained by St. Charles Parish. The asphalt roadway has a width of 20 feet with a total length of 1,047 feet. Runoff seems to move to the east side of the roadway, where the drainage is mostly open swales. No sidewalks or bike paths exist on this roadway. The posted speed limit is 25 mph.

Proposed Improvement Project

Shared-use bike lanes to be placed along the entire roadway. Future maintenance consists of replacing striping when the surface is replaced, which is estimated to be every 10 years.

Purpose for Including This Segment Implementation

This segment connects a neighborhood to LA 52, which is a major corridor in St. Charles Parish. Priority for this segment is considered to be medium.

Estimated Implementation Cost

Shared-Use Bike Land Striping	$ 2,931.60
15% Contingency	$ 439.74
Total	$ 3,371.34

Estimated Annual Maintenance Cost

$293.16 based on 10-year asphalt roadway replacement.

Barton Ave (LA 3060) – Rex Street to US 90

Existing Conditions: Barton Avenue is an asphalt roadway is owned and maintained by the LADOTD. This segment of Barton Avenue has a width of 22 feet and a length of 939 feet. Drainage is mostly by open swale. There are no sidewalks or bike paths on this segment, which crosses the BNSF railroad tracks, which includes striping for the railroad. The posted speed limit is 25 mph.

This segment is considered to be a minor collector in the Federal Aid Network.

Proposed Improvement Project

Bike lane striping and sidewalks to be placed along the entire segment. On-demand signal and crosswalk striping to be placed at the US Highway 90 intersection. Future maintenance consists of signal upkeep and replacing striping when the surface is replaced, which is estimated to be every 10 years.

Purpose for Including This Segment Implementation

This segment is considered a high priority since it is a portion of the route for most of the residential Luling area south of US Highway 90 to access the Mississippi River Trail, which then connects to the rest of the West Bank.

Estimated Implementation Cost

Bike Lane Striping	$ 11,643.60
On-Demand Signal & Crossing	$ 10,000.00
Sidewalks	$ 18,780.00
15% Contingency	$ 6,063.54
Total	$ 46,487.14

Estimated Annual Maintenance Cost

$809.57 based on 10-year asphalt roadway replacement and required signal maintenance.

LADOTD Bicycle Planning Tool

According to the LADOTD's Bicycle Planning Tool, this segment has a poor Bicycle Level of Service and a high demand.

Beaupre Drive – Heather Drive to Cottage Drive

Existing Conditions: Beaupre Drive is an asphalt roadway owned and maintained by St. Charles Parish. The width of the roadway segment is 32 feet with a total length of 3,721 feet. Mostly open swale drainage exists on both sides of the roadway, although some subsurface drainage exists throughout the segment. No sidewalks or bike paths exist on this roadway. The posted speed limit is 25 mph.

Proposed Improvement Project

Shared-use bike lanes to be placed along the entire roadway. Future maintenance consists of replacing striping when the surface is replaced, which is estimated to be every 10 years.

Purpose for Including This Segment Implementation

Beaupre is a residential street that connects one subdivision to a segment that connects the Luling community. Priority for this segment is considered low since a small portion of the residents in the Parish will benefit from this segment.

Estimated Implementation Cost

Shared-Use Bike Land Striping	$ 10,418.80
15% Contingency	$ 1,562.82
Total	$ 11,981.62

Estimated Annual Maintenance Cost

$1,041.88 based on 10-year asphalt roadway replacement.

Cottage Drive – Beaupre Drive to Willowdale Boulevard

Existing Conditions: Cottage Drive is owned and maintained by St. Charles Parish. The asphalt roadway has a width of 20 feet with a total length of 2,792 feet. There are open swales for drainage on both sides of the roadway. No sidewalks or bike paths exist on this roadway. The posted speed limit is 25 mph.

Proposed Improvement Project

Shared-use bike lanes to be placed along the entire roadway. Future maintenance consists of replacing striping when the surface is replaced, which is estimated to be every 10 years.

Purpose for Including This Segment Implementation

Cottage Drive is a residential street that is part of a sub network which connects one subdivision to a segment that connects the Luling community. Priority for this segment is considered low since a small portion of the residents in the Parish will benefit from this segment.

Estimated Implementation Cost

Shared-Use Bike Land Striping	$ 7,817.60
15% Contingency	$ 1,172.64
Total	$ 8,990.24

Estimated Annual Maintenance Cost

$781.76 based on 10-year asphalt roadway replacement.

Court Street – Sugarhouse Road to Ellington Avenue

Existing Conditions: Court Street is owned and maintained by St. Charles Parish. The asphalt roadway has a width is 20 feet with a total length of 1,039 feet. Open swale drainage is located on both sides of the roadway. There is a sidewalk running from Ellington to Milling; there are no other sidewalks or bike paths on this segment. The posted speed limit is 25 mph.

Proposed Improvement Project

Shared-use bike lanes to be placed along the entire roadway. Future maintenance consists of replacing striping when the surface is replaced, which is estimated to be every 10 years.

Purpose for Including This Segment Implementation

This segment connects a neighborhood to LA 52, which is a major corridor in St. Charles Parish. Priority for this segment is considered to be medium.

Estimated Implementation Cost

Shared-Use Bike Land Striping	$ 2,909.20
15% Contingency	$ 436.38
Total	$ 3,345.58

Estimated Annual Maintenance Cost

$290.92 based on 10-year asphalt roadway replacement.

Davis Drive – Rex Street to River Road (LA 18)

Existing Conditions: Davis Drive is owned and maintained by St. Charles Parish. This asphalt roadway has yellow centerline striping and a width of 20 feet with a total length of 5,483 feet. Drainage is mostly subsurface, with some open swales from the Union Pacific railroad tracks to Rex Street, and open swale drainage from the railroad tracks to River Road. There are no sidewalks or bike paths on this segment, but it does tie into an existing levee access for the Mississippi River Trail. The posted speed limit is 25 mph.

Proposed Improvement Project

Bike lane striping and sidewalks to be placed along the entire roadway. Hybrid beacon signal to be placed at the intersection of River Road. Future maintenance consists of signal upkeep and replacing striping when the surface is replaced, which is estimated to be every 10 years. A trailhead is to also be placed near the River Road intersection.

Purpose for Including This Segment Implementation

This segment is considered a high priority since it is a portion of the route for most of the residential Luling area south of US Highway 90 to access the Mississippi River Trail, which then connects to the rest of the West Bank.

Estimated Implementation Cost

Bike Lane Striping	$ 67,989.20
Hybrid Beacon	$ 40,000.00
Sidewalks	$ 101,540.00
Trailhead	$ 75,000.00
15% Contingency	$ 42,679.38
Total	$ 327,208.58

Estimated Annual Maintenance Cost

$4,599.28 based on 10-year asphalt roadway replacement and required signal and trailhead maintenance.

Duhe Drive – Fashion Boulevard to Union Pacific Railroad

Existing Conditions: Duhe Drive is an asphalt road that is owned and maintained by St. Charles Parish. The roadway has a width of 23 feet with a total length of 332 feet. Drainage is open swale drainage. There are no sidewalks or bike paths on this segment. The posted speed limit is 25 mph.

Proposed Improvement Project

Bike lane striping to be placed along the entire segment. Railroad crossing treatment will be located at the Union Pacific crossing. Future maintenance consists of replacing striping when the surface is replaced, which is estimated to be every 10 years. Vehicle Barrier should be implemented to prohibit vehicles from trying to cross the railroad tracks.

Purpose for Including This Segment Implementation

Similar to the Fashion Boulevard segment, this segment is a portion of a route that allows the Fashion Plantation subdivision access to the Mississippi River Trail. This segment is considered a low priority due to the limited number of residents that will likely use it.

Estimated Implementation Cost

Bike Lane Striping	$ 4,116.80
Railroad Crossing Improvement	$ 250,000.00
Vehicle Barrier	$ 1,400.00
15% Contingency	$ 38,327.52
Total	$ 293,844.32

Estimated Annual Maintenance Cost

$511.68 based on 10-year asphalt roadway replacement.

E. Heather Drive – Willowdale Boulevard to Lakewood Drive

Existing Conditions: E. Heather Drive is owned and maintained by St. Charles Parish. A single yellow broken stripe divides the roadway. E. Heather Drive has a mostly asphalt surface, with a small portion of concrete roadway and a width of 33 feet with a total length of 3,824 feet. Drainage is mostly open swale, with subsurface drainage located on each side of the roadway between Lakewood Drive and Peterson Canal. There are no sidewalks or bike paths. The posted speed limit is 25 mph.

Proposed Improvement Project

Bike lane striping and sidewalks to be placed along the entire roadway. Future maintenance consists of replacing striping when the surface is replaced, which is estimated to be every 10 years.

Purpose for Including This Segment Implementation

This segment is expected to be used by multiple subdivisions in the Luling area to access Lakewood Drive, which connects the area to the rest of St. Charles Parish. Priority is considered medium for this segment since it is a residential roadway, does not include intersection upgrades, and only serves a limited portion of the Parish.

Estimated Implementation Cost

Bike Lane Striping	$ 47,417.60
Sidewalks	$ 76,330.00
15% Contingency	$ 18,562.14
Total	$ 142,309.74

Estimated Annual Maintenance Cost

$3,161.17 based on 10-year asphalt roadway replacement.

Ellington Avenue – Court Street to First Street

Existing Conditions: Ellington Avenue is owned and maintained by St. Charles Parish. The asphalt roadway is 20 foot wide with a total length of 199 feet. Mostly open swale drainage can be found throughout the segment; some subsurface drainage is located on the east side of the roadway. There is a sidewalk running on the entire west side of the roadway; there are no bike paths on this segment. The posted speed limit is 25 mph.

Proposed Improvement Project

Shared-use bike lanes to be placed along the entire roadway. Future maintenance consists of replacing striping when the surface is replaced, which is estimated to be every 10 years.

Purpose for Including This Segment Implementation

This segment connects a neighborhood to LA 52, which is a major corridor in St. Charles Parish. This segment also gives access to Monsanto Park and Playground. Priority for this segment is considered to be medium.

Estimated Implementation Cost

Shared-Use Bike Land Striping	$ 557.20
15% Contingency	$ 83.58
Total	$ 640.78

Estimated Annual Maintenance Cost

$55.72 based on 10-year asphalt roadway replacement.

Fashion Boulevard – River Road (LA 18) to Duhe Drive

Existing Conditions: Fashion Boulevard is owned and maintained by St. Charles Parish. The asphalt roadway has a median at the intersection of River Road and a width of 23 feet with a total length of 2,162 feet. Drainage is mostly subsurface drainage with some open swale drainage. There are no sidewalks or bike paths on this segment. The posted speed limit is 25 mph.

Proposed Improvement Project

Bike lane striping to be placed along the entire segment. A warning beacon signal is to be placed at the intersection of River Road Future maintenance consists of signal upkeep and replacing striping when the surface is replaced, which is estimated to be every 10 years.

Purpose for Including This Segment Implementation

The Fashion Boulevard segment is a portion of a route that allows the Fashion Plantation subdivision, including the section south of the Union Pacific Railroad, access to the Mississippi River Trail. This segment is considered a low priority due to the limited number of residents that will likely use it.

Estimated Implementation Cost

Bike Lane Striping	$ 26,808.80
Active Warning Beacon	$ 15,000.00
15% Contingency	$ 6,271.32
Total	$ 48,080.12

Estimated Annual Maintenance Cost

$2,730.88 based on 10-year asphalt roadway replacement and required signal maintenance.

Highway 90 (US 90) – Barton Avenue (LA 3060) to Paul Maillard Road (LA 52)

Existing Conditions: This segment of US Highway 90 is a multilane highway, divided by a two-way left turn-only lane in the Boutte portion of the segment, and a grass median with turn lanes in the Luling portion of the segment. This roadway is owned and operated by LADOTD with a total length of 14,587 feet. Drainage along the Luling portion is by open swale ditches on both sides of the roadway; the Boutte portion has predominately subsurface drainage on both sides of the roadway. The north side of the Luling portion is undeveloped, and neither bike paths nor sidewalks exist along any portion of this segment. The posted speed limit varies between 35 and 45 mph.

This segment is considered to be a principal arterial in the Federal Aid Network.

Proposed Improvement Project

Shared-use path to be constructed within the roadway right-of-way. Future maintenance consists of removing and replacing worn striping, which is estimated to be every 10 years.

Purpose for Including This Segment Implementation

This segment is considered a high priority due to the amount of expected use as a connection between Boutte and Luling. The Highway 90 business corridor is located along this segment, allowing residents in local neighborhoods to travel to the businesses within the corridor.

Estimated Implementation Cost

Shared-Use Striping (Road ROW)	$ 104,396.80
Path Construction	$ 841,129.64
15% Contingency	$ 141,828.97
Total	$ 1,087,355.41

Estimated Annual Maintenance Cost

$37,503.43 based on 10-year asphalt roadway replacement.

LADOTD Bicycle Planning Tool

According to the LADOTD's Bicycle Planning Tool, the segment between Paul Maillard Dr. and Coronado Dr. has a good Bicycle Level of Service and a moderate demand, and the segment between Coronado Dr. and Barton Ave. has an average Bicycle Level of Service and a moderate demand.

Home Place (LA 3160) – River Road (LA 18) to LA 3127

Existing Conditions: Home Place is owned and maintained by the LADOTD and is a two-lane asphalt roadway with yellow striping along the centerline. The roadway has a width of 25 feet with a total length of 12,520 feet. Open swale ditches can be found on each side of the roadway. There are no bike paths or sidewalks located on this segment, and there is a railroad crossing at the Union Pacific line. The posted speed limit of 55 mph.

This segment is considered to be a major collector in the Federal Aid Network.

Proposed Improvement Project

Separated bike lane striping to be placed along the entire segment. New crosswalk striping and on-demand signal to be added to the intersection of River Road. A railroad crossing improvement will be required at the Union Pacific railroad line. Future maintenance consists of replacing striping when the surface is replaced, which is estimated to be every 10 years.

Purpose for Including This Segment Implementation

This segment is considered to be a low priority since it primarily serves as a recreational path for people travelling on the Mississippi River Trail. One neighborhood in Hahnville would be able to access the MRT from this path.

Estimated Implementation Cost

Separated Bike Lane Striping	$ 133,177.60
On-Demand Signal & Crossing	$ 10,000.00
Railroad Crossing Improvement	$ 250,000.00
15% Contingency	$ 58,976.64
Total	$ 452,154.24

Estimated Annual Maintenance Cost

$13,417.76 based on 10-year asphalt roadway replacement and required signal maintenance.

LADOTD Bicycle Planning Tool

According to the LADOTD's Bicycle Planning Tool, this segment has a good Bicycle Level of Service and a moderate demand.

Judge Edward Dufrense Parkway – River Road (LA 18) to Dead End

Existing Conditions: Judge Edward Dufrense Parkway is owned and maintained by St. Charles Parish. The roadway has three lanes: two for travel north and south, and a center two-way left turn-only lane. The roadway crosses the Union Pacific line. RK Smith Middle School, SCP Department of Parks and Recreation, SCP Sherriff's Office, SCP School Board, the community center, and Rue La Cannes are all accessed from this roadway. The roadway has a width of 35 feet with a total length of 5,448 feet. Drainage north of the Union Pacific line is all subsurface; drainage to the south of the railroad line is mostly open swale on the west side and subsurface on the east. There are no bike paths or sidewalks currently located on this roadway. The posted speed limit is 25 mph.

This segment is considered to be a major collector in the Federal Aid Network.

Proposed Improvement Project

Separated bike lane striping and sidewalks to be placed along the entire segment. New crosswalk striping to be added to the intersection of River Road. Future maintenance consists of replacing striping when the surface is replaced, which is estimated to be every 10 years.

Purpose for Including This Segment Implementation

This segment is considered a high priority since it connects to so many Parish facilities off of the Mississippi River Trail.

Estimated Implementation Cost

Separated Bike Lane Striping	$ 57,946.24
New Crosswalk Striping	$ 3,000.00
Sidewalks	$ 106,200.00
15% Contingency	$ 25,071.94
Total	$ 192,218.18

Estimated Annual Maintenance Cost

$5,844.62 based on 10-year asphalt roadway replacement.

Lakewood Drive – Birch Street to N. Lake Drive

Existing Conditions: Lakewood Drive is a concrete roadway, owned and maintained by St. Charles Parish. This segment of Lakewood Drive varies in width, but it is mostly 26 feet with a total length of 4,014 feet. There is subsurface drainage throughout the entire segment. The roadway is striped in some areas to prevent parking on the shoulders. No sidewalks or bike paths exist on this roadway. The posted speed limit is 25 mph.

Proposed Improvement Project

Shared-use bike lanes to be placed along the entire roadway. Future maintenance consists of replacing striping when the surface is replaced, which is estimated to be every 10 years.

Purpose for Including This Segment Implementation

This portion of Lakewood Drive is considered to be a high priority since it is a connection point for all of Luling, south of US Highway 90, to cross on to Barton Avenue, thus having access to the Mississippi River Trail.

Estimated Implementation Cost

Shared-Use Bike Land Striping	$ 11,239.20
15% Contingency	$ 1,685.88
Total	$ 12,925.08

Estimated Annual Maintenance Cost

$561.96 based on 20-year concrete roadway replacement.

Lakewood Drive – N. Lake Drive to Dead End

Existing Conditions: This southern-most segment of the Lakewood Drive roadway is mostly 55 feet wide, divided by a 22 foot wide median. From Gregory Drive to the dead end, the roadway is 24 feet wide without a median. This concrete segment is 2,279 feet in length. Drainage is all subsurface. Sidewalks are located along the roadway where a property has been developed. There are no bike paths located on this segment. The posted speed limit is 25 mph.

Proposed Improvement Project

Bike lane striping and sidewalks to be placed along the entire segment. New crosswalk striping is to be placed at the intersections East Heather and North Lake. Future maintenance consists of replacing striping when the surface is replaced, which is estimated to be every 10 years.

Purpose for Including This Segment Implementation

This portion of Lakewood Drive is considered to be a low priority since it is on a residential street that primarily serves one subdivision in the Luling area.

Estimated Implementation Cost

Bike Lane Striping	$ 28,259.60
New Crosswalk Striping	$ 6,000.00
Sidewalks	$ 111,340.00
15% Contingency	$ 21,839.94
Total	$ 167,439.54

Estimated Annual Maintenance Cost
$1,437.98 based on 20-year concrete roadway replacement.

Lakewood Drive - US 90 to Birch Street

Existing Conditions: This segment of Lakewood is a concrete roadway, owned and maintained by St. Charles Parish. The roadway has a width of 38 feet with a total length of 2,703 feet. The segment is divided by a median for approximately 720 feet near the US Highway 90 intersection. The shoulders of the roadway are currently striped to prevent parking. A solid double yellow stripe runs down the centerline of the roadway. Drainage is subsurface. There are no bike lanes or sidewalks located on this segment. The posted speed limit is 25 mph.

This segment is considered to be a minor collector in the Federal Aid Network.

Proposed Improvement Project

Bike lane striping to be placed along the entire segment. Future maintenance consists of replacing striping when the surface is replaced, which is estimated to be every 10 years.

Purpose for Including This Segment Implementation

This portion of Lakewood Drive is considered to be a high priority since it is a connection point for all of Luling, south of US Highway 90, to cross on to Barton Avenue, thus having access to the Mississippi River Trail.

Estimated Implementation Cost

Bike Lane Striping	$ 33,517.20
15% Contingency	$ 5,027.58
Total	$ 38,544.78

Estimated Annual Maintenance Cost

$1,675.86 based on 20-year concrete roadway replacement.

LA 3127 – LA 3160 to S. Fashion Boulevard

Existing Conditions: This roadway is owned and operated by LADOTD. This segment of LA Highway 3127 is a multi-lane highway, divided by a grass median. The length of the segment is 14,587 feet. Drainage is by open swale ditches on both sides of the roadway. There is a canal crossing located in this segment. Most of the area along the roadway is undeveloped land. The posted speed limit is 65 mph.

LADOTD Bicycle Planning Tool

According to the LADOTD's Bicycle Planning Tool, this segment has a good Bicycle Level of Service and a moderate demand.

Proposed Improvement Project

Independent shared-use path and striping to be placed along the entire segment. Subsurface drainage is to be installed to accommodate new path construction. Future maintenance consists of replacing striping when the surface is replaced, which is estimated to be every 15 years.

Purpose for Including This Segment Implementation

This segment is considered to be a low priority since it primarily serves as a recreational loop for people travelling on the Mississippi River Trail. This segment does not directly service neighborhoods or businesses in the Parish.

Estimated Implementation Cost

Independent Shared-Use Striping	$ 41,532.80
Drainage (24" RCP)	$ 719,519.78
Path Construction	$ 322,438.91
15% Contingency	$ 162,523.72
Total	$ 1,246,015.21

Estimated Annual Maintenance Cost

$11,739.39 based on 15-year asphalt roadway replacement.

Luling Avenue – Ashton Road to Paul Maillard Road (LA 52)

Existing Conditions: Luling Avenue is an asphalt roadway, owned and maintained by St. Charles Parish. The roadway has a width of 20 feet with a total length of 2,739 feet. Drainage is mostly by open swale throughout the segment with some surface drainage on the north side of the roadway. There is some sidewalk located on the north side of the roadway; there are no bike paths on this segment. There is no posted speed limit, but it is assumed to be 25 mph as this is the speed limit for the adjacent streets.

Proposed Improvement Project

Shared-use bike lanes to be placed along the entire roadway. Future maintenance consists of replacing striping when the surface is replaced, which is estimated to be every 10 years.

Purpose for Including This Segment Implementation

This segment connects a neighborhood to LA 52, which is a major corridor in St. Charles Parish. Priority for this segment is considered to be medium.

Estimated Implementation Cost

Shared-Use Bike Land Striping	$ 7,669.20
15% Contingency	$ 1,150.38
Total	$ 8,819.58

Estimated Annual Maintenance Cost

$766.92 based on 20-year concrete roadway replacement.

Magnolia Ridge Road (LA 633) – US 90 to Maple Street

Existing Conditions: Magnolia Ridge is an asphalt roadway, owned and maintained by the LADOTD. There is a signal at the intersection of US Highway 90. Louisiana Highway 52 is on the north side of the US Highway Intersection. The roadway has a solid double yellow striping down its centerline with a width of 22 feet. Open drainage is located on east side of the roadway, and the west side has both open swale and subsurface drainage. There are no bike paths or sidewalks currently located on this roadway. The posted speed limit is 35 mph.

This segment is considered to be a minor collector in the Federal Aid Network.

LADOTD Bicycle Planning Tool

According to the LADOTD's Bicycle Planning Tool, this segment has an average Bicycle Level of Service and a moderate demand.

Proposed Improvement Project

Bike lane striping to be placed along the entire roadway. Future maintenance consists of replacing striping when the surface is replaced, which is estimated to be every 10 years.

Purpose for Including This Segment Implementation

This segment is considered to be a medium priority since it connects US Highway 90/LA Highway 52 intersection to the route from the Bayou region. This path is expected to mostly be utilized by recreational users, but it also gives access to a business corridor for multiple residential portions of the Parish.

Estimated Implementation Cost

Bike Lane Striping	$ 22,134.00
15% Contingency	$ 3,320.10
Total	$ 25,454.10

Estimated Annual Maintenance Cost

$2,213.40 based on 10-year asphalt roadway replacement.

Maryland Drive – Primrose Drive to US 90

Existing Conditions: Maryland Drive is and asphalt roadway, owned and maintained by St. Charles Parish. The roadway has a width of 20 feet with a total length of 2,219 feet. Drainage is both subsurface and open swale, mixed throughout the segment. There are no sidewalks or bike paths on this segment. The posted speed limit is 25 mph.

Proposed Improvement Project

Shared-use bike lanes and sidewalks to be placed along the entire roadway. Future maintenance consists of replacing striping when the surface is replaced, which is estimated to be every 10 years.

Purpose for Including This Segment Implementation

The Maryland Drive segment is considered a low priority since it is a connection to US Highway 90 from a residential area. There are no major crossing improvements for this segment as other local segments that parallel Maryland Drive, such as Oak Lane and Lakewood Drive.

Estimated Implementation Cost

Shared-Use Bike Land Striping	$ 6,213.20
Sidewalks	$ 44,420.00
15% Contingency	$ 7,594.98
Total	$ 58,228.18

Estimated Annual Maintenance Cost

$621.32 based on 10-year asphalt roadway replacement and required signal maintenance.

Mary Plantation Road (LA 3141) – River Road (LA 18) to Railroad Drive

Existing Conditions: Mary Plantation Road is owned and maintained by the LADOTD with a two-lane asphalt roadway with yellow striping along the centerline. The roadway has a width of 26 feet with a total length of 3,655 feet. Open swale ditches can be found on each side of the highway. The St. Charles Parish Parks and Recreation Department has playgrounds and fields located on this segment. There are no bike paths or sidewalks located on this segment. The posted speed limit is 55 mph.

This segment is considered to be a major collector in the Federal Aid Network.

LADOTD Bicycle Planning Tool

According to the LADOTD's Bicycle Planning Tool, this segment has a good Bicycle Level of Service and a moderate demand.

Proposed Improvement Project

Shared-use path to be constructed within the roadway right-of-way, with drainage installed to accommodate the path. An active warning beacon is to be placed at the intersection of Rive Road Future maintenance consists of signal upkeep and removing and replacing worn striping, which is estimated to be every 10 years. A trailhead is to be placed near the River Road intersection.

Purpose for Including This Segment Implementation

This segment is considered a low priority since it only serves a small amount of the population in St. Charles Parish. This shared-use path will primarily be used as a recreational path, as most residents who will be using the Parks and Recreation Department facilities located along this path will be travelling from the nearby Killona area.

Estimated Implementation Cost

Shared-Use Striping (Road ROW)	$ 27,452.00
Drainage (24" RCP)	$ 453,551.51
Path Construction	$ 256,797.30
Active Warning Beacon	$ 15,000.00
Trailhead	$ 75,000.00
15% Contingency	$ 124,170.12
Total	$ 951,970.94

Estimated Annual Maintenance Cost

$10,878.79 based on 10-year asphalt roadway replacement and required signal and trailhead maintenance.

Oak Lane – W. Heather Drive to US 90

Existing Conditions: Oak Lane is an asphalt roadway, owned and maintained by St. Charles Parish. The roadway has a width of 19 feet with a total length of 2,817 feet. Drainage is both subsurface and open swale, mixed throughout the segment. There are no sidewalks or bike paths on this segment. The posted speed limit is 25 mph.

Proposed Improvement Project

Shared-use bike lanes to be placed along the entire roadway, with a new crossing and on-demand signal at the existing US Highway 90 traffic signal. Future maintenance consists of replacing striping when the surface is replaced, which is estimated to be every 10 years.

Purpose for Including This Segment Implementation

This segment is considered a medium priority since it provides a crossing at US Highway 90, yet it is not expected to be used as much for the Luling area as Lakewood Drive, which parallels this segment, to be.

Estimated Implementation Cost

Shared-Use Bike Land Striping	$ 7,887.60
On-Demand Signal & Crossing	$ 10,000.00
15% Contingency	$ 2,683.14
Total	$ 20,570.74

Estimated Annual Maintenance Cost

$559.17 based on 10-year asphalt roadway replacement and required signal maintenance.

Paul Maillard Rd (LA 52) – US 90 to River Road (LA 18)

Existing Conditions: Paul Maillard is owned and maintained by LADOTD. The asphalt road has a width of 24 feet with a total length of 14,468 feet. It has open swale drainage along a majority of each side of the road. There is a signal at the intersections of US Highway 90 on the south and at LA Highway 18 to the north. A sidewalk exists along the east side of the roadway from the Union Pacific railroad track to Vial Lane. No bike lanes exist on this segment. This segment also crosses the BNSF railroad tracks. The posted speed limit is 25 mph.

This segment is considered to be a major collector in the Federal Aid Network.

LADOTD Bicycle Planning Tool

According to the LADOTD's Bicycle Planning Tool, this segment has a poor Bicycle Level of Service and a moderate demand.

Proposed Improvement Project

Bike lane striping and sidewalks to be placed along the entire segment. On-demand signals and crossings are to be placed at the existing intersection signals of River Road and US Highway 90. Crosswalks to be added to the intersections of Hackberry Street and Turner Street. Drainage is to be placed to allow the addition of sidewalks. Future maintenance consists of signal upkeep and replacing striping when the surface is replaced, which is estimated to be every 10 years.

Purpose for Including This Segment Implementation

This segment is considered a high priority. It already had a study submitted and accepted by St. Charles Parish. This corridor serves as a connection to businesses within the Parish as well as being a major connection of residential areas on the West Bank.

Estimated Implementation Cost

Bike Lane Striping	$ 181,635.20
New Crosswalk Striping	$ 6,000.00
Drainage (36" RCP)	$ 2,797,396.13
On-Demand Signal & Crossing	$ 20,000.00
Sidewalks	$ 164,480.00
15% Contingency	$ 475,426.70
Total	$ 3,644,938.03

Estimated Annual Maintenance Cost

$18,213.52 based on 10-year asphalt roadway replacement and required signal maintenance.

Primrose Drive - Maryland Drive to River Ridge Drive

Existing Conditions: Primrose Drive is owned and operated by St. Charles Parish. The asphalt roadway has a width of 20 feet with a total length of 4,875 feet. The Ellington Canal runs along the south of the roadway; a mixture of subsurface and open swale drainage can be found along the north portion of the segment. There are no bike paths or sidewalks currently located on this segment. The posted speed limit is 25 mph.

This segment is considered to be a minor collector in the Federal Aid Network.

Proposed Improvement Project

Shared-use path to be constructed within the roadway right-of-way. A new crosswalk is to be placed at the intersection of River Ridge Drive Future maintenance consists of removing and replacing worn striping, which is estimated to be every 15 years.

Purpose for Including This Segment Implementation

This shared-use path runs through a large residential neighborhood. Priority is considered medium for the amount of service it provides for some of the Parish.

Estimated Implementation Cost

Shared-Use Striping (Road ROW)	$ 34,880.00
Path Construction	$ 281,106.94
New Crosswalk Striping	$ 3,000.00
15% Contingency	$ 47,848.04
Total	$ 366,834.99

Estimated Annual Maintenance Cost

$8,455.17 based on 15-year asphalt roadway replacement.

Rex Street – Davis Drive to Barton Avenue

Existing Conditions: Rex Street is an asphalt roadway owned and maintained by St. Charles Parish. The segment has a width of 22 feet with a total length of 651 feet. There is mostly open swale drainage on both sides of the roadway. There are no bike paths or sidewalks currently located on this roadway. There is not a posted speed limit for this road, but it should be assumed to be 25 mph since that is the posted speed on Evelyn Drive which turns into Rex Street.

Proposed Improvement Project

Bike lane striping and sidewalks to be placed along the entire segment. Future maintenance consists of replacing striping when the surface is replaced, which is estimated to be every 10 years.

Purpose for Including This Segment Implementation

This segment is considered a high priority since it is a portion of the route for most of the residential Luling area south of US Highway 90 to access the Mississippi River Trail, which then connects to the rest of the West Bank.

Estimated Implementation Cost

Bike Lane Striping	$ 8,072.40
Sidewalks	$ 13,020.00
15% Contingency	$ 3,163.86
Total	$ 24,256.26

Estimated Annual Maintenance Cost

$807.24 based on 10-year asphalt roadway replacement.

River Ridge Drive – US 90 to Dead End

Existing Conditions: River Ridge Drive is a residential roadway owned and maintained by St. Charles Parish. The roadway runs from US Highway 90 and dead ends south of the Blouin Canal. The asphalt roadway has a width of 21 feet with a total length of approximately 2,105 feet. A concrete portion of roadway runs from the dead end to the asphalt for a distance of 755 feet and a width of 25 feet. Subsurface and open swale drainage are mixed along the asphalt portion of this roadway, with the concrete roadway portion having all subsurface drainage. There are no bike paths or sidewalk currently located on this roadway.

Proposed Improvement Project

Bike lane striping and sidewalks to be placed along the entire segment. On-demand signal and crossing to be placed at the intersection of US Highway 90. A vehicle barrier is to be placed where the bike lane striping converts to an independent path (See Sunset Drainage District Levee in the Bayou Region for more information). Future maintenance consists of replacing striping when the surface is replaced, which is estimated to be every 10 years.

Purpose for Including This Segment Implementation

This segment is considered to be a low priority due to the limited number of residents that are expected to access it for transportation purposes; this will be utilized mainly as a recreational trail.

Estimated Implementation Cost

Bike Lane Striping	$ 34,831.60
New On-Demand & Crossing	$ 45,000.00
Vehicle Barrier	$ 1,400.00
Sidewalks	$ 56,420.00
15% Contingency	$ 20,647.74
Total	$ 158,299.34

Estimated Annual Maintenance Cost

$3,583.16 based on 10-year asphalt roadway replacement and required signal maintenance.

Rue La Cannes Drive - Ashton Plantation Boulevard to Judge Edward Dufrense Parkway

Existing Conditions: Rue La Cannes is mostly a concrete roadway, owned and maintained by St. Charles Parish. The concrete roadway runs from Judge Edward Dufrense Parkway to the Interstate 310 overpass, where it turns into a gravel roadway that continues to Ashton Plantation Boulevard. The concrete segment has a width of 30 feet with a total length of 2,090 feet. The concrete portion has subsurface drainage on both sides of the roadway, while the drainage along the gravel portion has not yet been established. There are no bike paths or sidewalks currently located on this segment. The posted speed limit is 25 mph.

Proposed Improvement Project

Independent shared-use path and striping to be placed along the entire segment. Subsurface drainage is to be installed to accommodate the new path construction. Vehicle barriers to be placed in locations to prevent vehicles from entering onto the path from Ashton Plantation Boulevard and Judge Edward Dufrense Parkway. Future maintenance consists of replacing striping when the surface is replaced, which is estimated to be every 15 years.

Purpose for Including This Segment Implementation

This segment is considered to be a medium priority due to it being located in a rather isolated portion of the Parish, yet it serves as a connection to so many Parish facilities on Judge Edward Dufrense Parkway.

Estimated Implementation Cost

Independent Shared-Use Striping	$ 14,976.00
Drainage (18” RCP)	$ 117,834.79
Path Construction	$ 136,672.45
Vehicle Barriers	$ 2,800.00
15% Contingency	$ 40,842.49
Total	$ 313,125.73

Estimated Annual Maintenance Cost

$4,263.11 based on 15-year asphalt trail replacement.

S. Fashion Boulevard - N. Fashion Boulevard to LA 3127

Existing Conditions: S. Fashion Boulevard is an asphalt roadway is owned and maintained by St. Charles Parish. The roadway has a width of 55 feet, which includes the 12 foot median, and has a total length of 7,107 feet. All drainage is subsurface. There is a bike lane located on the northbound side of this roadway; no bike lane exists on the southbound side, nor does sidewalk exist in this relatively new subdivision. The posted speed limit is 25 mph.

Proposed Improvement Project

Bike lane striping to be placed along the entire segment. Future maintenance consists of replacing striping when the surface is replaced, which is estimated to be every 10 years.

Purpose for Including This Segment Implementation

The S. Fashion Boulevard segment is a portion of a route that allows the Fashion Plantation subdivision access to the Mississippi River Trail and LA Highway 3127. This segment is considered a low priority due to the limited number of residents that will likely use it.

Estimated Implementation Cost

Bike Lane Striping	$ 88,126.80
15% Contingency	$ 13,219.02
Total	$ 101,345.82

Estimated Annual Maintenance Cost

$8,812.68 based on 10-year asphalt roadway replacement.

Sugarhouse Road – Court Street to Angus Drive

Existing Conditions: Sugarhouse Road is owned and maintained by St. Charles Parish. The asphalt roadway has a width of 27 feet with a total length of 4,716 feet. The segment crosses the Union Pacific railroad tracks. Drainage is both subsurface and open swale, mixed throughout the segment. There are no sidewalks or bike paths on this segment. The posted speed limit is 25 mph.

Proposed Improvement Project

Shared-use bike lanes and sidewalks to be placed along the entire roadway. Crosswalk striping to be added at the intersection of Talbot. The intersection of River Road will receive crosswalk striping and an active warning beacon. Future maintenance consists of signal upkeep and replacing striping when the surface is replaced, which is estimated to be every 10 years.

Purpose for Including This Segment Implementation

This segment connects a neighborhood to LA 52, Monsanto Park, St. Anthony of Padua Church, and Luling Elementary School. Priority for this segment is considered to be medium since it has connectivity to so many facilities, although it will be mostly utilized by a small portion of the Parish.

Estimated Implementation Cost

Shared-Use Bike Land Striping	$ 13,204.80
New Crosswalk Striping	$ 6,000.00
Active Warning Beacon	$ 15,000.00
Sidewalks	$ 83,820.00
15% Contingency	$ 17,703.72
Total	$ 135,728.52

Estimated Annual Maintenance Cost

$1,346.99 based on 10-year asphalt roadway replacement and required signal maintenance.

Sycamore Street – Oak Street to LA 3160

Existing Conditions: Sycamore Street is a residential roadway, owned and maintained by St. Charles Parish. The roadway ties into LA Highway 3160 on one side, and dead ends on the other past Oak Street. The entire roadway has an asphalt surface with a width of 27 feet. There is some subsurface drainage located along portions of this roadway. Because this area was recently developed, all houses on this roadway have sidewalks installed in front of them. There are no bike paths or sidewalks currently located on this roadway.

Proposed Improvement Project

Bike lane striping to be placed along the entire segment. Future maintenance consists of replacing striping when the surface is replaced, which is estimated to be every 10 years.

Purpose for Including This Segment Implementation

This segment is a portion of the route that gives the Hahnville residential area safer access to the Mississippi River Trail, although this segment only benefits those who live near, or visit, the Hahnville area.

Estimated Implementation Cost

Bike Lane Striping	$ 29,983.20
15% Contingency	$ 4,497.48
Total	$ 34,480.68

Estimated Annual Maintenance Cost

$2,998.32 based on 10-year asphalt roadway replacement.

W. Heather Drive – Lakewood Drive to Maryland Drive

Existing Conditions: W. Heather Drive is owned and maintained by St. Charles Parish. The portion between Cousin Canal and Maryland Drive is asphalt, with a width of 20 feet. The portion between Lakewood and Cousin Canal is predominately concrete with a width of 24 feet. The entire segment has a length of 3,809 feet. The roadway has a mixture of subsurface and open swale drainage. There are no bike paths or sidewalks located on this segment. The posted speed limit is 25 mph.

This segment is considered to be a minor collector in the Federal Aid Network.

Proposed Improvement Project

Bike lane striping and sidewalks to be placed along the entire segment. New crosswalk striping to be added to the intersection of Maryland Drive. Future maintenance consists of replacing striping when the surface is replaced, which is estimated to be every 10 years.

Purpose for Including This Segment Implementation

This segment is a residential roadway in a very populated area of Luling. Although it does not directly connect different portions of the Parish, this does give residents the option to reach some of the paths that run through the Parish.

Estimated Implementation Cost

Bike Lane Striping	$ 47,231.60
New Crosswalk Striping	$ 3,000.00
Sidewalks	$ 76,330.00
15% Contingency	$ 18,984.24
Total	$ 145,545.84

Estimated Annual Maintenance Cost

$4,773.16 based on 10-year asphalt roadway replacement.

Westbank Levee Multi-Use Trail (Mississippi River Trail) – Elm Street to St. John the Baptist Parish

Existing Conditions: The Mississippi River Trail currently connects the Hahnville area with Jefferson Parish. This is an independent bike path along the crown of the Mississippi River Levee. Although the path is located on a federal levee, it is maintained by St. Charles Parish. The portion from Hahnville to St. John the Baptist Parish, which is approximately 7 miles in length, has not been constructed as of this report.

Proposed Improvement Project

An independent shared-use path and striping to be placed along the entire segment. Hybrid beacons are to be added to the intersection of Lee Lane and at the West Bank Bridge Park. Future maintenance consists of signal upkeep and replacing striping when the surface is replaced, which is estimated to be every 15 years. A trailhead is to be placed near the intersection of Elm Street and River Road.

Purpose for Including This Segment Implementation

This path is considered a high priority since it serves the entire southeast Louisiana region as well as the West Bank of St. Charles Parish. Public input requested the path, and it was included in the 2030 St. Charles Parish Comprehensive Master Plan.

Estimated Implementation Cost

Independent Shared-Use Striping	$ 266,780.80
Path Construction	$ 2,437,347.22
Hybrid Beacons	$ 80,000.00
Trailhead	$ 75,000.00
15% Contingency	$ 428,869.20
Total	$ 3,287,997.23

Estimated Annual Maintenance Cost

$75,478.71 based on 15-year asphalt trail replacement and required signal and trailhead maintenance.

LADOTD Bicycle Planning Tool

According to the LADOTD's Bicycle Planning Tool, the segment of River Road adjacent to the Mississippi River Trail has a poor Bicycle Level of Service and a moderate demand from Jefferson Parish to LA 3141, and a good Bicycle Level of Service and a moderate demand from LA 3141 to St. John the Baptist Parish.

Willowdale Boulevard – E. Heather Drive to Cottage Drive

Existing Conditions: Willowdale Boulevard is owned and maintained by St. Charles Parish. The asphalt roadway has yellow centerline striping and a width of 26 feet with a total length of 2,817 feet. Open swale drainage lines both sides of the segment. There are no sidewalks or bike paths on this segment. The posted speed limit is 25 mph.

Proposed Improvement Project

Shared-use bike lanes to be placed along the entire roadway. Future maintenance consists of replacing striping when the surface is replaced, which is estimated to be every 10 years.

Purpose for Including This Segment Implementation

This segment is expected to be used by multiple subdivisions in the Luling area to access Heather Drive and Lakewood Drive, which connects the area to the rest of St. Charles Parish. Priority is considered medium for this segment since it is a residential roadway, does not include intersection upgrades, and only serves a limited portion of the Parish.

Estimated Implementation Cost

Shared-Use Bike Land Striping	$ 9,858.80
15% Contingency	$ 1,478.82
Total	$ 11,337.62

Estimated Annual Maintenance Cost

$657.25 based on 10-year asphalt roadway replacement.

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Audubon Street - Old Spanish Trail (LA 631) to US 90

Existing Conditions: Audubon Street is a residential roadway owned and maintained by St. Charles Parish. The roadway runs from Old Spanish Trail to Highway 90. The entire roadway has an asphalt surface and a width of 18 feet with a total length of 1,042 feet. Some subsurface drainage can be located on most of the east side of the roadway. The west side of the roadway mostly has open swale ditches. There are no bike paths currently located on this roadway. The posted speed limit is 25 mph.

Proposed Improvement Project

- Shared-use bike lanes to be placed between Highway 90 and Barber Road.
- Active warning beacon to be installed for people to safely cross LA 631 from Audubon Street.

Future maintenance consists of replacing striping, which is estimated to be every 10 years, assuming a decade between replacing the roadway's asphalt. Since the active beacon crossing would be located on a state highway, installation and maintenance of the crossing beacon would be under the direction of the LADOTD.

Purpose for Including This Segment Implementation

According to crash data, a bicyclist fatality occurred near the intersection of Audubon and Highway 90; to provide safer means for crossing US 90, the active warning beacon is recommended at this intersection, making this segment a high priority. General connectivity of communities to the rest of St. Charles Parish is another reason to include the facilities in the master plan.

Estimated Implementation Cost

Bike Lane Striping	$ 12,834.00
Active Warning Beacon	$ 15,000.00
15% Contingency	$ 4,175.10
Total	$ 32,009.10

Estimated Annual Maintenance Cost

$1,350.00 based on 10-year asphalt roadway replacement and signal repairs as required.

Barber Road - LA 306 to Eula Drive

Existing Conditions: Barber Road is a residential roadway owned and maintained by St. Charles Parish. The entire roadway has an asphalt surface and a width of 19 feet with a total length of 4,767 feet. More than half of this roadway has subsurface drainage, which flows into the Flux Canal, south of the roadway. A small portion of the roadway has open drainage ditches on both sides of the roadway. There are no bike paths or sidewalks currently located on this roadway. The posted speed limit is 25 mph.

Proposed Improvement Project

Shared-use bike lanes to be placed along the entire roadway. Future maintenance consists of replacing striping, which is estimated to be every 10 years, assuming a decade between replacing the roadway's asphalt.

Purpose for Including This Segment Implementation

General connectivity of communities to the rest of St. Charles Parish.

Estimated Implementation Cost

Shared-Use Bike Lane Striping	$ 13,347.60
Sidewalk	$ 95,300.00
15% Contingency	$ 16,297.14
Total	$ 124,944.74

Estimated Annual Maintenance Cost

$1,350.00 for striping based on 10-year asphalt roadway replacement.

Bayou Des Allemands Levee - Down the Bayou Road to Badeaux Lane West Pump Station

Existing Conditions: The levee is owned by St. Charles Parish, but maintained by the Lafourche Basin Levee District. The levee segment runs from Down the Bayou Road to the Badeaux Lane West Pumping Station, for a length of 5.87 miles. The levee does not have a bike or pedestrian path.

Proposed Improvement Project

Independent shared-use trail to be placed on this levee. Future maintenance consists of replacing the path's asphalt surface.

Purpose for Including This Segment Implementation

This segment was recommended by public input. Priority is considered moderate. Safety improvements would allow pedestrians and bicyclists to travel between Bayou Gauche and Des Allemands with minimal opportunities of having a crash with vehicles.

Estimated Implementation Cost

Independent Shared-Use Trail	$ 1,344,556.13
Striping	$ 138,950.40
15% Contingency	$ 222,525.98
Total	$ 1,706,032.51

Estimated Annual Maintenance Cost

$41,100.00 based on 15-year asphalt replacement. (Vehicles are not permitted on this asphalt surface, extending the life of the asphalt.)

Beau Place Boulevard - Bayou Gauche Road to Bayou Gauche Road (Loops)

Existing Conditions: Beau Place Boulevard is a residential roadway owned and maintained by St. Charles Parish. The roadway ties into Bayou Gauche Road at both ends. The entire roadway has a concrete surface with a width of 27 feet. Because this area was recently developed, all houses on this roadway have sidewalks installed in front of them. There are no bike paths currently located on this roadway, and subsurface drainage exists with catch basins located within the roadway.

Proposed Improvement Project

Shared-use bike lanes to be placed along the entire roadway. Future maintenance consists of removing and replacing worn striping, which is estimated to be every 20 years.

Purpose for Including This Segment Implementation

This segment connects communities to the rest of St. Charles Parish.

Estimated Implementation Cost

Shared-Use Bike Lane Striping	$ 9,030.00
15% Contingency	$ 1,354.50
Total	$ 10,384.50

Estimated Annual Maintenance Cost

$455.00 based on 20-year concrete/striping replacement.

Down the Bayou Road - LA 631 to Dead End

Existing Conditions: Down the Bayou Road is a residential roadway owned and maintained by St. Charles Parish. The roadway runs south along Bayou Des Allemands from LA Highway 631, under US Highway 90, and dead ends 4,191 feet from Highway 631. The entire roadway has an asphalt surface and a width of 20 feet. The west side of the roadway is Bayou Des Allemands, and the east side of the roadway does not have subsurface drainage. There is no bike path or sidewalk currently located on this roadway. The posted speed limit is 25 mph.

Proposed Improvement Project

Shared-use bike lanes to be placed from Touchard Lane to the proposed independent shared-use path on the Sunset Levee, south of the dead end.

The option to connect Down the Bayou Road with Up the Bayou Road under Highway 631, which is currently blocked off to vehicular traffic, should be considered depending on whether the site conditions would allow such a connection. This option would require surveying and a more intensive engineering study.

Future maintenance consists of replacing striping, which is estimated to be every 10 years, assuming a decade between replacing the roadway's asphalt surface.

Purpose for Including This Segment Implementation

This segment is included in the 2030 Master Plan; it also serves as general connectivity for the Des Allemands community to the rest of St. Charles Parish. This roadway is considered a low priority since it is only adding to the network, as opposed to increasing safety in a location that had been recorded as having crashes between non-motorized travelers and vehicles.

Estimated Implementation Cost

Shared-Use Bike Lane Striping	$ 11,734.80
15% Contingency	$ 1,760.22
Total	$ 13,495.02

Estimated Annual Maintenance Cost

$1,200.00 based on 10-year asphalt roadway replacement.

Easy Street – Old US 90 (LA 631) to Touchard Lane

Existing Conditions: Easy Street is a residential roadway owned and maintained by St. Charles Parish. The roadway runs 792 feet from Highway 631 to a dead end. The entire roadway has an asphalt surface, and a width of 18 feet. The west side of the roadway mostly has subsurface drainage, and the east side of the roadway mostly has open ditch drainage. There is no bike path currently located on this roadway, but some sidewalk exists on the east side of the roadway. The posted speed limit is 15 mph.

Proposed Improvement Project

Shared-use bike lanes to be placed 269 feet from Highway 631 to Touchard Lane. Future maintenance consists of replacing striping, which is estimated to be every 10 years, assuming a decade between replacing the roadway's asphalt surface.

Purpose for Including This Segment Implementation

General connectivity of communities to the rest of St. Charles Parish. This roadway is considered a low priority since it is only adding to the network, as opposed to increasing safety in a location that had been recorded as having crashes between non-motorized travelers and vehicles.

Estimated Implementation Cost

Shared-Use Bike Lane Striping	$ 753.20
15% Contingency	$ 112.98
Total	$ 866.18

Estimated Annual Maintenance Cost

$75.00 based on 10-year asphalt roadway replacement.

Entergy Right-of-Way - US 90 to Magnolia Ridge Levee

Existing Conditions: This right-of-way runs from Highway 90 to the Magnolia Ridge Levee for a distance of 1.84 miles. The right-of-way is owned by Entergy; any paths placed in this area will need an agreement with Entergy, and the Parish will be required to maintain the path.

Proposed Improvement Project

Independent shared-use trail to be placed in this right-of-way. Future maintenance consists of replacing the path's asphalt surface.

Purpose for Including This Segment Implementation

This segment provides general connectivity for communities to the rest of St. Charles Parish. Priority is considered low, as this segment does not significantly deter pedestrians and bicyclists from using fewer safe routes. This segment connects the Magnolia Ridge Levee to an area just outside of Hahnville High School, so students who walk and bike to school could have a safer access route.

Estimated Implementation Cost

Independent Shared-Use Trail	$ 636,540.51
Striping	$ 69,657.60
New Crosswalk Striping	$ 3,000.00
Vehicle Barrier	$ 1,400.00
15% Contingency	$ 106,589.72
Total	$ 817,187.83

Estimated Annual Maintenance Cost

$19,750.00 based on 15-year asphalt replacement. (Vehicles are not permitted on this asphalt surface, extending the life of the asphalt.)

Fourth Street - US 90 to Old Spanish Trail (LA 631)

Existing Conditions: 4th Street connects LA 631 to US Highway 90 in Paradis and is owned and maintained by St. Charles Parish. 4th Street has a width of 16 feet with a total distance of 250 feet. The roadway has open swale drainage on the east side. There is no bike path or sidewalk currently located on this roadway. The posted speed limit is 15 mph.

Proposed Improvement Project

Shared-use trail to be placed along the entire roadway. Sidewalk placement is to be along the roadway's length.

Future maintenance consists of replacing striping, which is estimated to be every 10 years, assuming a decade between replacing the roadway's asphalt surface.

Purpose for Including This Segment Implementation

This segment provides general connectivity for communities to the rest of St. Charles Parish. It implements safety devices for pedestrians and bicyclists to safely cross LA 631, reducing the chances of major/fatal crashes that have been reported along LA 631 near the Paradis/Hahnville area, and therefore making this a high priority segment.

Estimated Implementation Cost

Shared-Use Trail (Road ROW)	$ 20,271.99
Striping	$ 2,224.00
Drainage (18" RCP)	$ 35,577.55
15% Contingency	$ 8,711.03
Total	$ 66,784.57

Estimated Annual Maintenance Cost

$650.00 based on 15-year asphalt replacement. (Vehicles are not permitted on this asphalt surface, extending the life of the asphalt.)

Highway 90 (US 90) – Entergy ROW to Ruth/Fourth Street

Existing Conditions: Highway 90 is owned and maintained by the LADOTD. This segment runs from the Entergy Right-Of-Way, east of Hahnville High School, to Ruth Street. This segment of Highway 90 is a four-lane roadway separated by a median that also contains left turn lanes. The asphalt roadway has a total length of 2,354 feet. There are open drainage ditches south of the roadway. There are no sidewalks or bike paths currently located on this roadway. Multiple businesses have access driveways along this segment. The posted speed limit for this segment is 45 mph, which includes a 25 mph School Zone.

According to the Federal Aid Network, this portion of Highway 90 is considered a Principal Arterial.

LADOTD Bicycle Planning Tool

According to the LADOTD's Bicycle Planning Tool, this segment has an average Bicycle Level of Service and a moderate demand.

Proposed Improvement Project

Shared-use trail to be placed on the south side of the roadway, which would require the open ditches to be converted to subsurface drainage. Future maintenance consists of replacing striping, which is estimated to be every 10 years, assuming a decade between replacing the roadway's asphalt.

Purpose for Including This Segment Implementation

This segment provides general connectivity for communities to the rest of St. Charles Parish. Priority for this segment is considered high due to the potential crashes between pedestrians and bicyclists trying to travel along US 90. This segment also serves as an access to Tiger Drive, which is the Hahnville High School entrance.

Estimated Implementation Cost

Shared-Use Trail (Road ROW)	$ 153,936.34
Shared-Use Trail Striping	$ 16,865.60
Drainage (36" RCP)	$ 449,858.96
15% Contingency	$ 93,099.14
Total	$ 713,760.04

Estimated Annual Maintenance Cost

$34,800.00 based on 15-year asphalt replacement. (Vehicles are not permitted on this asphalt surface, extending the life of the asphalt.)

LA 306 (Bayou Gauche Road) - Old Spanish Trail (LA 631) to Bayou Gauche Dead End

Existing Conditions: Highway 306 is a two-lane roadway that runs from Old Spanish Trail (LA Highway 631) to the dead end located in Bayou Gauche. The entire roadway is asphalt surface, owned and maintained by the LADOTD. There are no sidewalks or bike paths currently located on this roadway. According to the Federal Aid Network, Highway 306 is considered a major collector.

- The segment between Old Spanish Trail and US Highway 90 has an approximate width of 28 feet and a length of 1,060 feet. Except for a small portion of subsurface drainage near Highway 90, open drainage swales line both sides of the segment. The posted speed limit is 25 mph.
- The segment between Highway 90 and Grand Bayou Canal Bridge has shoulders on the side of each travel lane and an approximate width of 38 feet with a total length of 6.18 miles. On the east side of the roadway is an open drainage ditch; the Crawford drainage canal is located on the west side of the roadway until the roadway curves east towards the Grand Bayou Canal Bridge. The posted speed limit is 50 mph.
- From the Grand Bayou Canal Bridge to the dead end, Bayou Gauche Road has a width is 20 feet with a total length of 2.22 miles. Bayou Des Allemands runs to the south of the roadway until it curves north, with a tributary of the bayou running to the east of the roadway. The posted speed limit is 30 mph.

LADOTD Bicycle Planning Tool

According to the LADOTD's Bicycle Planning Tool, this segment has a poor Bicycle Level of Service and a moderate demand from Old Spanish Trail to Highway 90, an average Bicycle Level of Service and a moderate demand from Highway 90 to LA 632 and Frickey Ln. to the Dead End, and a good Bicycle Level of Service and a moderate demand from LA 632 to Frickey Ln.

Proposed Improvement Project

Bike lanes to run from Old Spanish Trail to Highway 90. From Highway 90, the bike lanes will run south, then east along each side of the roadway's shoulders until the Grand Canal Bayou crossing. At the crossing, the bike lanes become shared lanes. The Barber Street intersection is to have unsignalized crossing markings (striped crosswalk), and Old Spanish Trail intersection is to have an active warning beacon with crosswalk.

Purpose for Including This Segment Implementation

Public input request of path; general connectivity of communities to the rest of St. Charles Parish; included in the 2030 St. Charles Parish Comprehensive Master Plan.

Estimated Implementation Cost

Shared-Use Bike Lane Striping	$ 32,790.80
Bike Lane Striping	$ 417,483.20
New Crosswalk Striping	$ 3,000.00
Active Warning Beacon	$ 15,000.00
15% Contingency	$ 70,241.10
Total	$ 538.515.10

Estimated Annual Maintenance Cost

$45,500.00 based on 10-year asphalt roadway replacement and required signal maintenance.

Magnolia Ridge Levee - River Ridge Drive to Frickey Lane

Existing Conditions: The levee is owned by St. Charles Parish, but maintained by the Lafourche Basin Levee District. This levee does not have a bike or pedestrian path on it. The proposed levee path segment runs from Frickey Lane in Bayou Gauche along Grand Bayou and Paradis Canals, and ties into River Ridge Drive in Boutte for a length of 3.59 miles.

Proposed Improvement Project

Independent shared-use trail to be placed on this levee. Future maintenance consists of replacing the path's asphalt surface.

Purpose for Including This Segment Implementation

This segment provides general connectivity for communities to the rest of St. Charles Parish. It was recommended by public input. Priority for this path is considered moderate. Safety improvements would allow pedestrians and bicyclists to travel between Bayou Gauche and Boutte with minimal opportunities of having a crash with vehicles.

Estimated Implementation Cost

Independent Shared-Use Trail	$ 1,238,487.85
Striping	$ 135,569.60
15% Contingency	$ 206,108.62
Total	$ 1,580,166.07

Estimated Annual Maintenance Cost

$38,400.00 based on 15-year asphalt replacement. (Vehicles are not permitted on this asphalt surface, extending the life of the asphalt.)

Magnolia Ridge Road (LA 633) - Maple Street to Entergy ROW

Existing Conditions: Magnolia Ridge Road connects LA 631 to US Highway 90 in Paradis and is owned and maintained by LADOTD. This segment has a width of 16 feet with a total distance of 2 miles. The roadway has open swale drainage on the both sides. There is no bike path or sidewalk currently located on this roadway. The posted speed limit is 35 mph.

This segment is considered a major collector according to the Federal Aid Network.

LADOTD Bicycle Planning Tool

According to the LADOTD's Bicycle Planning Tool, this segment has an average Bicycle Level of Service and a low demand.

Proposed Improvement Project

Separated bike lane to be placed along the entire roadway.

Future maintenance consists of replacing striping, which is estimated to be every 10 years, assuming a decade between replacing the roadway's asphalt surface.

Purpose for Including This Segment Implementation

This portion connects the Entergy Right-of-Way path to US 90 and LA 52. The highway dead ends, and the majority of traffic to use this roadway are the residents who live on the highway. This segment is considered to be a low priority.

Estimated Implementation Cost

Separated Bike Lane Striping	$ 111,581.44
15% Contingency	$ 16,737.22
Total	$ 128,318.66

Estimated Annual Maintenance Cost

$11,900.00 based on 10-year asphalt replacement.

Old Spanish Trail (LA 631) – Paul Maillard Road (LA 52) to Up the Bayou Road (Contd.)

Existing Conditions: Highway 631 is a two-lane roadway that runs from the bridge crossing Bayou Des Allemands in Des Allemands to Highway 52 in Boutte.

- The segment from Highway 52 to the portion of Old Spanish Trail that is not part of US 631 is owned and maintained by the LADOTD. The asphalt roadway has a width is 20 feet with an approximate length of 9 miles. Open swale ditches line both sides of the roadway, with the BNSF railroad line right-of-way abutting the road's right-of-way. There are no sidewalks or bike paths currently located on this roadway. The posted speed limit is 45 mph. According to the Federal Aid Network, this portion of Highway 631 is mostly considered a minor collector, except for the section between Highway 632 and Old Spanish Trail, which is a major collector.
- The segment of Old US Highway 90 that is recommended for use is owned and maintained by the LADOTD. The asphalt roadway has an approximate width of 34 feet with a total length of 920 feet. Subsurface drainage is on the north side of the roadway, and open ditch drainage is on the south side of the roadway. There are no sidewalks or bike paths currently located on this roadway. The posted speed limit is 30 mph.
- A portion of Old Spanish Trail is not considered part of US 631, but is included under this section since it is a minor segment. This segment connects Up the Bayou Road to LA 631, and is owned and maintained by St. Charles Parish. The asphalt roadway has a width of 20 feet with a total length is 1,315 feet. Subsurface drainage exists along the roadway. The posted speed limit is 25 mph.

Proposed Improvement Project

- Shared-use trail to be placed along the roadway's right-of-way from Paul Maillard Road to Old Spanish Trail.
- Sidewalk and bike lanes to be installed along Old US 90.
- Shared-use bike lanes (sharrows) and sidewalks to be installed along Old Spanish Trail between Up the Bayou Road and US 631.
- 4 active warning beacons to be placed at the intersections of Audubon Street, Ridge Road, LA Highway 306, and LA Highway 632.

Future maintenance consists of replacing asphalt and striping on the shared-use trail, which is estimated to be every 15 years. Maintenance on Old Highway 90 would require restriping the roadway when new asphalt is placed, which is estimated every 10 years. Additional maintenance will be needed for the active warning beacons, as required.

Purpose for Including This Segment Implementation

This segment provides general connectivity for communities to the rest of St. Charles Parish. It is also included in the 2030 St. Charles Parish Comprehensive Master Plan. Priority for this path is considered high due to the amount of pedestrian and bicyclist crashes with vehicles that have occurred here. Intersection improvements are recommended near the locations of previous fatal/major crashes.

Estimated Implementation Cost

Shared-Use Bike Lane Striping	$ 3,766.00	Active Warning Beacon	$ 15,000.00
Bike Lane Striping	$ 32,909.60	New Crosswalk Striping	$ 3,000.00
Shared-Use Trail (Road ROW)	$ 2,502,217.59	On-Demand Signal & Crossing	$ 10,000.00
Shared-Use Trail Striping	$ 273,889.60	Railroad Crossing Improvement	$ 250,000.00
Sidewalk	$ 61,000.00	15% Contingency	$ 1,174,729.45
Drainage (24" RCP)	$ 4,728,685.89	Total	$ 9,062,538.98

Continued on the following page.

Old Spanish Trail (LA 631) – Paul Maillard Road (LA 52) to Up the Bayou Road (Contd.)

Estimated Annual Maintenance Cost

$80,164.74 based on 15-year asphalt replacement. (Vehicles are not permitted on this asphalt surface, extending the life of the asphalt.)

LADOTD Bicycle Planning Tool

According to the LA DOTD's Bicycle Planning Tool, this segment has an average Bicycle Level of Service and a moderate demand.

Sunset Drainage District Levee - Magnolia Ridge Levee to Sunset Levee

Existing Conditions: The levee is owned by St. Charles Parish, but maintained by the North Lafourche Levee District. Portions of this levee are currently under construction. This levee does not have a bike or pedestrian path on it. The proposed levee path segment runs from Frickey Lane in Bayou Gauche along Grand Bayou and Paradis Canals, and ties into River Ridge Drive in Boutte for a length of 5.87 miles.

Proposed Improvement Project

Independent shared-use trail to be placed on this levee. Future maintenance consists of replacing the path's asphalt surface.

Purpose for Including This Segment Implementation

This segment provides general connectivity for communities to the rest of St. Charles Parish. Priority for this path is considered moderate. Safety improvements would allow pedestrians and bicyclists to travel between Luling and Boutte with minimal opportunities of having a crash with vehicles.

Estimated Implementation Cost

Independent Shared-Use Trail	$ 2,026,021.99
Striping	$ 221,764.80
15% Contingency	$ 337,168.02
Total	$ 2,584,954.81

Estimated Annual Maintenance Cost

$62,700.00 based on 15-year asphalt replacement. (Vehicles are not permitted on this asphalt surface, extending the life of the asphalt.)

Tiger Drive - US 90 to Hahnville High School

Existing Conditions: Tiger Drive is the roadway entrance to Hahnville High School. The road is owned and maintained by St. Charles Parish. Tiger Drive runs from Highway 90 to the Hahnville High School parking lot. The roadway has both asphalt and concrete surfaces, and a width of 26 feet with a total length of 1,803 feet. Most of the roadway has subsurface drainage. There is no bike path currently located on this roadway, but some sidewalk exists on the east side of the roadway. The posted speed limit is 15 mph.

Proposed Improvement Project

- Bike lanes and sidewalk to be placed along the entire roadway.
- On-demand signal and crossing to be installed at the US 90 Intersection.

Future maintenance consists of replacing striping, which is estimated to be every 10 years, assuming a decade between replacing the roadway's asphalt surface.

Purpose for Including This Segment Implementation

This segment provides general connectivity for communities to the rest of St. Charles Parish and school access. It implements safety devices for pedestrians and bicyclists to safely cross US 90, reducing the chances of major/fatal crashes that have been reported along US 90 near Hahnville High School. Priority is considered high for this segment due to the amount of minors that could benefit from it.

Estimated Implementation Cost

Bike Lane Striping	$ 22,357.20
Sidewalk	$ 36,060.00
On-Demand Signal & Crossing	$ 10,000.00
15% Contingency	$ 10,262.58
Total	$ 78,679.78

Estimated Annual Maintenance Cost

$2,300.00 based on 10-year asphalt roadway replacement and signal repairs as required.

Touchard Lane – Down the Bayou Road to Easy Street

Existing Conditions: Touchard Lane is a residential roadway owned and maintained by St. Charles Parish. The roadway connects Down the Bayou Road with Easy Street. The entire roadway has an asphalt surface and a width of 19 feet with a total length of 380 feet. Most of the roadway has subsurface drainage. There is no bike path currently located on this roadway, but sidewalk exists on the south side of the roadway. The posted speed limit is 15 mph.

Proposed Improvement Project

Shared-use bike lanes to be placed along the entire roadway. Future maintenance consists of replacing striping, which is estimated to be every 10 years, assuming a decade between replacing the roadway's asphalt surface.

Purpose for Including This Segment Implementation

This segment provides general connectivity of communities to the rest of St. Charles Parish. It is considered a low priority since it is only adding to the network, as opposed to increasing safety in a location that had been recorded as having crashes between non-motorized travelers and vehicles.

Estimated Implementation Cost

Shared-Use Bike Lane Striping	$ 1,190.00
15% Contingency	$ 178.50
Total	$ 1,368.50

Estimated Annual Maintenance Cost

$120.00 based on 10-year asphalt roadway replacement

Up the Bayou Road – Old Spanish Trail to Old US 90 (LA 631)

Existing Conditions: Up the Bayou Road is a residential roadway owned and maintained by St. Charles Parish. The roadway runs north along Bayou Des Allemands, under the BNSF railroad line, and dead ends 4,224 feet from Highway 631. The entire roadway has an asphalt surface and a width of 20 feet. The west side of the roadway is Bayou Des Allemands, and the east side does not have subsurface drainage. There is no bike path or sidewalk. The posted speed limit is 25 mph.

Proposed Improvement Project

Shared-use bike lanes to be placed 319 feet from Highway 631 to Old Spanish Trail. Future maintenance consists of replacing striping, which is estimated to be every 10 years, assuming a decade between replacing the roadway's asphalt surface.

Purpose for Including This Segment Implementation

General connectivity of the Des Allemands community to the rest of St. Charles Parish. This roadway is considered a low priority since it is only adding to the network, as opposed to increasing safety in a location that had been recorded as having crashes between non-motorized travelers and vehicles.

Estimated Implementation Cost

Shared-Use Bike Lane Striping	$ 1,002.40
15% Contingency	$ 150.36
Total	$ 1,152.76

Estimated Annual Maintenance Cost

$100.00 based on 10-year asphalt roadway replacement.

Wisner Street - US 90 to Barber Road

Existing Conditions: Wisner Street is a residential roadway owned and maintained by St. Charles Parish. The roadway runs from Highway 90 to a dead end. The entire roadway has an asphalt surface and has a width of 18 feet with a total length of 1,848 feet. Some subsurface drainage exists on both sides of the roadway, but mostly on the west side; the east side of the roadway mostly has open swale ditches. There are no bike paths currently located on this roadway, but sidewalk can be located on most of the west side of the roadway. The posted speed limit is 25 mph.

Proposed Improvement Project

- Shared-use bike lanes to be placed between Highway 90 and Barber Road.
- Sidewalks to be installed in missing locations throughout the street between Highway 90 and the dead end.
- Hybrid beacon crossing to be installed on Highway 90 to connect Wisner Street with Audubon Street.

Future maintenance consists of replacing striping, which is estimated to be every 10 years, assuming a decade between replacing the roadway's asphalt. Since the hybrid beacon crossing would be located on a state highway, installation and maintenance of the crossing beacon would be under the direction of the LADOTD.

Purpose for Including This Segment Implementation

General connectivity of communities to the rest of St. Charles Parish, especially for those residents on the south side of US 90 to safely cross over to have access to LA 631. This segment is considered a high priority since it connects US 90 to LA 631, and has had crashes located near the intersection of LA 631.

Estimated Implementation Cost

Bike Lane Striping	$ 12,660.40
Sidewalk	$ 51,760.00
Hybrid Beacon	$ 40,000.00
15% Contingency	$ 15,663.06
Total	$ 120,083.46

Estimated Annual Maintenance Cost

$1,325.00 based on 10-year asphalt roadway replacement and signal repairs as required.

WPA Road and Levee Road (LA 632) – Allemands Elementary School to Old Spanish Trail

Existing Conditions: Highway 632 is a state highway owned and maintained by LADOTD. The segment of roadway that runs between US Highway 90 and LA Highway 306 (Bayou Gauche Road) is WPA Road, and the segment that runs from Highway 90 to Old Spanish Trail is Levee Road. The entire roadway has an asphalt surface with a width of 20 feet. There are no sidewalks or bike paths currently located on this roadway. According to the Federal Aid Network, Highway 632 is considered a major collector.

- Levee Road has an open drainage ditch on the west side of the roadway. The posted speed limit is 25 mph, and a length of 1,060 feet.
- Only a small portion of WPA Road, which is the segment south of US 90, connects Allemands Elementary School to the network. This segment has a length of 1,645 feet. The posted speed limit is 55 mph, and the roadway has open swales for drainage on both sides. The remaining portion of WPA was included in the 2030 Master Plan, but roadway geometry (width, curves, length, etc) are not recommended for bike lanes.

Proposed Improvement Project

- Bike Lane Striping and sidewalk along the Levee Road segment.
- Installing an Active Warning Beacon at the Intersection of Levee Rd and LA 631
- Installing a Hybrid beacon at the Intersection of LA 632 and US 90
- Installing an independent shared-use path along the WPA Road portion

Future maintenance consists of removing and replacing worn striping, which is estimated to be every 10 years, and repairs to the two beacons along this segment as required.

Purpose for Including This Segment Implementation

According to crash data, a bicyclist fatality occurred near the intersection of Levee Road and Highway 90; to provide safer means for crossing US 90, the hybrid beacon is recommended at this intersection, and the segment between US 90 and LA 631 is a high priority. General connectivity of communities to the rest of St. Charles Parish is another reason to include the facilities in the master plan.

The WPA segment is considered a low priority due to the trail ending and possibly not getting much use for travel of residents going to/from Allemands Elementary.

Estimated Implementation Cost

Bike Lane Striping	$ 39,283.20
Active Warning Beacon	$ 15,000.00
Sidewalk	$ 62,980.00
Path Construction	$ 107,572.34
Drainage (36” RCP)	$ 316,101.50
Hybrid Beacon	$ 40,000.00
15% Contingency	$ 87,140.56
Total	$ 668,077.60

Continued on the following page.

WPA Road and Levee Road (LA 632) – Allemands Elementary School to Old Spanish Trail (Contd.)

Estimated Annual Maintenance Cost

$7,843.35 based on 10-year asphalt roadway replacement and signal repairs as required.

LADOTD Bicycle Planning Tool

According to the LADOTD's Bicycle Planning Tool, this segment has an average Bicycle Level of Service and a moderate demand.

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TABLES

Projects by Priority Level: High Priority

STREET NAME	PATH LIMITS	PATH LENGTH (FT)
Apple St. (LA 48)	Airline Hwy. (LA 61) to River Rd. (LA 48)	7,117
Ashton Dr.	S. Destrehan Ave. to Longwood Dr.	615
Country Cottage Blvd.	Liza Ct. to River Rd. (LA 628)	17,930
East Bank Bridge Park	N/A	N/A
East Bank Levee Multi-Use Trail	Spillway Levee Crown to St. John the Baptist Parish	15,312
Edgewood Ln.	Leigh Ln. to Westover Ln.	1,849
Entergy ROW	Ormond Trace to E. Harding St.	1,959
Entergy ROW	I 310 to S. Destrehan Ave.	4,138
Eve St.	Murray Hill Dr. to Longview Dr.	1,242
Fifth St.	Norco St. to W. Pine St.	4,286
First St.	Apple St. (LA 48) to Washington St.	2,758
Four J Ln.	Evangeline Rd. to Leigh Ln.	388
Hill Heights Country Club Trail	Murray Hill Dr. to Plantation Rd.	2,070
Leigh Ln.	Four J Lane to Edgewood Ln.	658
Live Oak Dr.	Schexnaydre Ln. to River Village Dr.	947
Longview Dr.	Eve St. to San Francisco Dr.	659
Longwood Dr.	Ashton Dr. to San Francisco Dr.	587
Lower Guide Levee	Wetland Watchers Park to Airline Hwy. (US 61)	17,930
Murray Hill Dr.	Hill Heights Country Club to River Rd. (LA 48)	4,922
Ormond Blvd.	Kansas City Railroad to Airline Hwy. (US 61)	761
Plantation Rd.	Acadia Ln. to End	3,073
San Francisco Dr.	Longview Dr. to Longwood Dr.	763
Schexnaydre Ln.	Thomas Coby Dr. to River Rd.	4,305
Spillway Rd.	Lower Guide Levee Rd. to Spillway Levee Crown	8,956
Thomas Coby Dr.	Ormond Blvd. to Schexnaydre Ln.	886
Washington St.	Third St. (Bethune Park) to River Rd. (LA 48)	1,576
Barton Ave. (LA 3060)	Rex St. to Highway 90 (US 90)	939
Davis Dr.	River Rd. (LA 18) to Rex S.	5,483
Highway 90 (US 90)	Barton Ave. (LA 3060) to Paul Maillard Rd (LA 52)	14,587
Judge Edward Dufresne Pkwy.	River Rd. (LA 18) to End	5,448
Lakewood Dr.	Birch St. to N. Lake Dr.	4,014
Lakewood Dr.	Highway 90 (US 90) to Birch St.	2,703
Paul Maillard Rd. (LA 52)	River Rd (LA 18) to Highway 90 (US 90)	14,648
Rex St.	Davis Dr. to Barton Ave.	651
West Bank Levee Multi-Use Trail	Elm St. to St. John the Baptist Parish	37,272
Audubon St.	Old Spanish Trail (LA 631) to Highway 90 (US 90)	1,035
Barber Rd.	Eula Dr. to Bayou Gauche Rd. (LA 306)	4,767
Bayou Gauche Rd. (LA 306)	Old Spanish Trail (LA 631) to Dead End	45,379
Fourth St.	US Highway 90 to Old Spanish Trail (LA 631)	310
Highway 90 (US 90)	Entergy ROW to Ruth/4th St.	2,354
Old Spanish Trail (LA 631)	Paul Maillard Rd. (LA 52) to Up the Bayou Rd.	38,265
Tiger Dr.	US Highway 90 to Hahnville High School	1,803
Wisner St.	Highway 90 (US 90) to Barber Rd.	1,021
WPA Rd. and Levee Rd. (LA 632)	Allemands Elementary School to Old Spanish Trail (LA 631)	3,190

*Refers to surfaces that contain both asphalt and concrete
**Refers to surfaces without a paved surface

EXISTING SURFACE	SUB-AREA	ESTIMATED CONSTRUCTION COST	ESTIMATED ANNUAL MAINTENANCE COST
Asphalt	East Bank	$ 735,391.42	$ 9,480.00
Concrete	East Bank	$ 1,980.30	$ 90.00
Concrete	East Bank	$ 163,942.65	$ 3,300.00
Asphalt	East Bank	$ 46,000.00	$ 50.00
Gravel	East Bank	$ 1,418,227.70	$ 28,400.00
Concrete	East Bank	$ 238,693.85	$ 260.00
N/A*	East Bank	$ 427,858.72	$ 3,680.00
N/A	East Bank	$ 903,360.11	$ 7,760.00
Both**	East Bank	$ 3,999.24	$ 180.00
Asphalt	East Bank	$ 112,470.92	$ 1,210.00
Asphalt	East Bank	$ 148,536.76	$ 1,080.00
Concrete	East Bank	$ 53,282.45	$ 210.00
N/A	East Bank	$ 307,098.27	$ 3,890.00
Concrete	East Bank	$ 86,228.50	$ 130.00
Both	East Bank	$ 21,817.34	$ 140.00
Concrete	East Bank	$ 2,121.98	$ 100.00
Concrete	East Bank	$ 1,890.14	$ 90.00
Gravel	East Bank	$ 1,495,986.46	$ 160.00
Asphalt	East Bank	$ 420,004.84	$ 1,730.00
N/A	East Bank	$ 86,474.10	$ 300.00
Asphalt	East Bank	$ 117,949.98	$ 4,120.00
Concrete	East Bank	$ 2,456.86	$ 110.00
Asphalt	East Bank	$ 81,845.96	$ 2,060.00
Asphalt	East Bank	$ 1,953,759.32	$ 16,800.00
Concrete	East Bank	$ 25,898.92	$ 280.00
Asphalt	East Bank	$ 125,156.70	$ 750.00
Asphalt	West Bank	$ 46,487.14	$ 810.00
Asphalt	West Bank	$ 240,958.58	$ 4,570.00
Asphalt	West Bank	$ 1,087,355.41	$ 37,600.00
Asphalt	West Bank	$ 192,218.18	$ 5,850.00
Asphalt	West Bank	$ 12,925.08	$ 570.00
Concrete	West Bank	$ 38,544.78	$ 1,680.00
Asphalt	West Bank	$ 3,644,938.03	$ 18,300.00
Asphalt	West Bank	$ 24,256.26	$ 810.00
N/A	West Bank	$ 3,201,747.23	$ 75,500.00
Asphalt	Bayou	$ 32,009.10	$ 1,350.00
Asphalt	Bayou	$ 124,944.74	$ 1,350.00
Asphalt	Bayou	$ 538,515.10	$ 45,500.00
N/A	Bayou	$ 66,784.57	$ 650.00
Asphalt	Bayou	$ 713,760.04	$ 34,800.00
Asphalt	Bayou	$ 10,144,573.03	$ 88,800.00
Both	Bayou	$ 78,679.78	$ 2,300.00
Asphalt	Bayou	$ 120,083.46	$ 1,330.00
Asphalt	Bayou	$ 668,077.60	$ 7,843.35

Projects by Priority Level: Medium Priority

STREET NAME	PATH LIMITS	PATH LENGTH (FT)
Airline Hwy. (US 61)	Apple St. to Lower Spillway Levee	1,483
Angus Dr.	Sugarhouse Rd. to Paul Maillard Rd (LA 52)	572
Ashton Rd.	River Rd. (LA 18) to Luling Ave.	1,808
Bayou Des Allemands Levee	Down the Bayou Rd. to Badeaux Lane West Pump Station	558
Court St.	Sugarhouse Rd. to Ellington Ave.	458
E. Harding St.	Entergy ROW to S. Johnson St.	1,858
E. Heather Dr.	Willowdale Blvd. to Lakewood Dr.	3,099
E. Terrace St.	Ninth St. to Terrace St.	2,282
Ellington Ave.	Court St. to First St.	2,832
First St.	Ellington Ave. to Paul Maillard Rd. (LA 52)	375
Luling Ave.	Paul Maillard Rd. (LA 52) to Ashton Rd.	1,822
Magnolia Ridge Levee	River Ridge Dr. to Frickey Ln.	1,047
Magnolia Ridge Rd. (LA 633)	Highway 90 (US 90) to Maple St.	1,039
Neighborhood Easment	Edgewood Ln. to Lisa Ct.	3,824
Ninth St.	E. Terrace St. to E. Harding St.	199
Oak Ln.	Highway 90 (US 90) to W Heather Dr.	2,739
Ormond Blvd. Access Bridge Road	Airline Hwy. (LA 61) to PLD Levee	1,785
Ormond Trace Levee Trail	Villere Dr. to Entergy ROW	2,817
Primrose Dr.	Maryland Dr. to River Ridge Dr.	4,875
Rue La Cannes	Ashton Plantation to Judge Edward Dufresne Pkwy.	2,090
Sugarhouse Rd.	Court St. to Angus Dr.	4,716
Sunset Drainage District Levee	Magnolia Ridge Levee to Sunset Levee	2,418
Sycamore St.	Oak St. to LA 3160	3,809
Terrace St.	E. Terrace St. to River Rd. (LA 48)	3,521
W. Harding St.	S. Johnson St. to River Road (LA 48)	30,994
W. Heather Dr.	Lakewood Dr. to Maryland Dr.	18,939
Willowdale Blvd.	E. Heather Dr. to Cottage Dr.	30,982

*Refers to surfaces that contain both asphalt and concrete
**Refers to surfaces without a paved surface

EXISTING SURFACE	SUB-AREA	ESTIMATED CONSTRUCTION COST	ESTIMATED ANNUAL MAINTENANCE COST
Asphalt	East Bank	$ 325,293.04	$ 2,790.00
Gravel	East Bank	$ 40,874.02	$ 1,200.00
Asphalt	East Bank	$ 5,821.76	$ 510.00
Asphalt	East Bank	$ 1,796.76	$ 160.00
N/A**	East Bank	$ 39,837.65	$ 890.00
Asphalt	East Bank	$ 5,982.76	$ 530.00
N/A	East Bank	$ 460,043.21	$ 5,962.91
Asphalt	East Bank	$ 294,848.04	$ 690.00
Asphalt	East Bank	$ 498,675.24	$ 850.00
Asphalt	West Bank	$ 1,207.50	$ 110.00
Asphalt	West Bank	$ 51,015.84	$ 570.00
Asphalt	West Bank	$ 3,371.34	$ 300.00
Asphalt	West Bank	$ 3,345.58	$ 300.00
Both*	West Bank	$ 142,309.74	$ 3,170.00
Asphalt	West Bank	$ 640.78	$ 60.00
Asphalt	West Bank	$ 8,819.58	$ 770.00
Asphalt	West Bank	$ 25,454.10	$ 2,220.00
Asphalt	West Bank	$ 20,570.74	$ 560.00
Asphalt	West Bank	$ 366,834.99	$ 8,460.00
Concrete	West Bank	$ 313,125.73	$ 4,270.00
Asphalt	West Bank	$ 135,728.52	$ 1,350.00
Asphalt	West Bank	$ 34,480.68	$ 3,000.00
Asphalt	West Bank	$ 145,545.84	$ 4,780.00
Asphalt	West Bank	$ 11,337.62	$ 660.00
N/A	Bayou	$ 1,706,032.51	$ 41,100.00
N/A	Bayou	$ 1,580,166.07	$ 38,400.00
N/A	Bayou	$ 2,584,954.81	$ 62,700.00

Projects by Priority Level: Low Priority

STREET NAME	PATH LIMITS	PATH LENGTH (FT)
Airline Hwy. (US 61)	Swepi Rd. to Prospect Ave. (LA 627)	4,604
Airline Hwy. (US 61)	River Bend Dr. to Almedia Rd. (LA 50)	2,637
Almedia Rd. (LA 50)	Airline Hwy. to River Rd. (LA 48)	4,607
Bart St.	Oak St. to St. Rose Ave. (Louisiana Highway 626)	N/A
Church Rd. Easement	Airline Hwy. (LA 61) to PLD Levee	1,388
Entergy ROW	St. Rose Ave. (LA 626) to I 310	13,525
Evangeline Rd.	Four J Ln. to River Rd. (LA 628)	4,814
Lower Guide Levee	River Rd. (LA 48) to Airline Hwy. (US 61)	8,492
Oak St.	Parish Servitude (Oak St. Pump Station) to Bart St.	3,875
Parish Servitude (Oak St. Pump Station)	Oak St. to St. Rose Ave (LA 626)	275
PLD Levee	Jefferson Parish to Lower Guide Levee	53,112
Prospect Ave. (LA 627)	Airline Hwy. (US 61) to River Rd. (LA 48)	5,980
Riverbend Dr.	Airline Hwy. (US 61) to River Rd. (LA 48)	3,201
S. Destrehan Ave.	Entergy ROW to River Rd. (LA 48)	2,832
St. Rose Ave. (LA 626)	Bart St. to River Rd. (LA 48)	495
St. Rose Ave. (LA 626)	Entergy ROW to Parish Servitude (Oak St. Pump Station)	1,103
Swepi Rd.	Airline Hwy. (LA 61) to PLD Levee	1,079
Wildcat Ln.	Ormond Blvd. to Shexnaydre Ln.	1,405
Beaupre Dr.	Heather Dr. to Cottage Dr.	3,721
Cottage Dr.	Beaupre Dr. to Willowdale Blvd.	2,792
Duhe Dr.	Fashion Blvd. to Union Pacific Railroad	332
Fashion Blvd.	River Rd. (LA 18) to Duhe Dr.	2,162
Home Place (LA 3160)	River Road (LA 18) to LA 3127	12,520
LA 3127	LA 3160 to S. Fashion Blvd.	5,802
Lakewood Drive	N. Lake Dr. to End	2,279
Mary Plantation Road (LA 3141)	River Rd. (LA 18) to Railroad Dr.	3,655
Maryland Dr.	Highway 90 (US 90) to Primrose Dr.	2,219
River Ridge Dr.	Highway 90 (US 90) to End	2,809
S. Fashion Blvd.	Union Pacific Railroad to LA 3127	7,107
Beau Place Blvd.	Bayou Gauche Rd. to Bayou Gauche Rd. (LA 306)	3,225
Down the Bayou Rd.	Old US 90 (LA 631) to Dead End	4,191
Easy St.	Old US 90 (LA 631) to Touchard Ln.	269
Entergy ROW	US Highway 90 to Magnolia Ridge Levee	9,734
Magnolia Ridge Rd. (LA 633)	Maple St. to Entergy ROW	10,488
Touchard Ln.	Easy St. to Down the Bayou Rd.	425
Up the Bayou Rd.	Old Spanish Trail to Old US 90 (LA 631)	358

*Refers to surfaces without a paved surface

EXISTING SURFACE	SUB-AREA	ESTIMATED CONSTRUCTION COST	ESTIMATED ANNUAL MAINTENANCE COST
Asphalt	East Bank	$ 395,619.96	$ 11,600.00
Asphalt	East Bank	$ 43,761.59	$ 2,150.00
Asphalt	East Bank	$ 755,419.82	$ 5,820.00
Asphalt	East Bank	$ 26,215.87	N/A
Gravel	East Bank	$ 158,261.03	$ 3,960.00
N/A*	East Bank	$ 2,950,596.18	$ 25,400.00
Asphalt	East Bank	$ 621,363.24	$ 1,350.00
Gravel	East Bank	$ 1,283,527.14	$ 16,000.00
Asphalt	East Bank	$ 230,632.50	$ 4,860.00
Gravel	East Bank	$ 2,377,019.00	$ 6,920.00
N/A	East Bank	$ 4,431,337.96	$ 99,700.00
Asphalt	East Bank	$ 594,255.60	$ 1,730.00
Concrete	East Bank	$ 826,795.26	$ 4,120.00
Asphalt	East Bank	$ 637,198.80	$ 12,000.00
Asphalt	East Bank	$ 59,277.90	$ 190.00
Asphalt	East Bank	$ 575,610.95	$ 2,120.00
Gravel	East Bank	$ 120,336.89	$ 1,710.00
Concrete	East Bank	$ 39,507.10	$ 700.00
Asphalt	West Bank	$ 11,981.62	$ 1,050.00
Asphalt	West Bank	$ 8,990.24	$ 790.00
Asphalt	West Bank	$ 293,844.32	$ 520.00
Asphalt	West Bank	$ 48,080.12	$ 2,730.00
Asphalt	West Bank	$ 452,154.24	$ 13,500.00
Asphalt	West Bank	$ 1,246,015.21	$ 11,800.00
Concrete	West Bank	$ 167,439.54	$ 1,440.00
Asphalt	West Bank	$ 865,720.94	$ 10,900.00
Asphalt	West Bank	$ 58,228.18	$ 630.00
Asphalt	West Bank	$ 158,299.34	$ 3,590.00
Asphalt	West Bank	$ 101,345.82	$ 8,820.00
Concrete	Bayou	$ 10,384.50	$ 460.00
Asphalt	Bayou	$ 13,495.02	$ 1,200.00
Asphalt	Bayou	$ 866.18	$ 80.00
N/A	Bayou	$ 2,128,800.66	$ 19,800.00
Asphalt	Bayou	$ 128,318.66	$ 11,200.00
Asphalt	Bayou	$ 1,368.50	$ 120.00
Asphalt	Bayou	$ 1,152.76	$ 100.00

Projects by Council District

COUNCIL DISTRICT	STREET NAME	PATH LENGTH (FT)	SUB-AREA	PRIORITY	ESTIMATED COST	FACILITY TYPE/ INTERSECTION IMPROVEMENTS
1	Ashton Dr.	615	East Bank	High	$1,980.30	Shared-Use Bike Lane Striping
1	Longview Dr.	659	East Bank	High	$2,121.98	Shared-Use Bike Lane Striping
1	Longwood Dr.	587	East Bank	High	$1,890.14	Shared-Use Bike Lane Striping
1	San Francisco Dr.	763	East Bank	High	$2,456.86	Shared-Use Bike Lane Striping
1	Judge Edward Dufresne Pkwy.	5,448	West Bank	High	$192,218.18	Separated Bike Lane Striping New Crosswalk Striping Sidewalks
1	West Bank Levee Multi-Use Trail	37,272	West Bank	High	$3,201,747.23	Independent Shared-Use Striping Hybrid Beacon Path Construction Trailhead
1	Ashton Rd.	1,047	West Bank	Medium	$3,371.34	Shared-Use Bike Lane Striping
1	Rue La Cannes	2,090	West Bank	Medium	$313,125.73	Independent Shared-Use Striping Drainage (18” RCP) Path Construction Vehicle Barriers
1	Sycamore St.	2,418	West Bank	Medium	$34,480.68	Bike Lane Striping
1	Duhe Dr.	332	West Bank	Low	$293,844.32	Bike Lane Striping Railroad Crossing Improvement Active Warning Beacon Vehicle Barrier
1	Home Place (LA 3160)	12,520	West Bank	Low	$452,154.24	Separated Bike Lane Striping On-Demand Signal & Crossing Railroad Crossing Improvement
1	LA 3127	5,802	West Bank	Low	$1,246,015.21	Independent Shared-Use Striping Drainage (24” RCP) Path Construction
1	Mary Plantation Road (LA 3141)	3,655	West Bank	Low	$865,720.94	Shared-Use Striping (Road ROW) Drainage (24” RCP) Path Construction Active Warning Beacon Trailhead
1	S. Fashion Blvd.	7,107	West Bank	Low	$101,345.82	Bike Lane Striping
2	Entergy ROW	4,138	East Bank	High	$903,360.11	Independent Shared-Use Striping Drainage (21" RCP) Path Construction
2	Barton Ave. (LA 3060)	939	West Bank	High	$46,487.14	Bike Lane Striping On-Demand Signal & Crossing Sidewalks
2	Davis Dr.	5,483	West Bank	High	$240,958.58	Bike Lane Striping Hybrid Beacon Sidewalks Trailhead
2	Highway 90 (US 90)	14,587	West Bank	High	$1,087,355.41	Shared-Use Bike Lane Striping Path Construction
2	Rex St.	651	West Bank	High	$24,256.26	Bike Lane Striping Sidewalks
2	Angus Dr.	1,822	West Bank	Medium	$51,015.84	Shared-Use Bike Lane Striping New Crosswalk Striping Sidewalk
2	Court St.	1,039	West Bank	Medium	$3,345.58	Shared-Use Bike Lane Striping
2	Ellington Ave.	199	West Bank	Medium	$640.78	Shared-Use Bike Lane Striping
2	First St.	375	West Bank	Medium	$1,207.50	Shared-Use Bike Lane Striping
2	Luling Ave.	2,739	West Bank	Medium	$8,819.58	Shared-Use Bike Lane Striping
2	Sugarhouse Rd.	4,716	West Bank	Medium	$135,728.52	Shared-Use Bike Lane Striping New Crosswalk Striping Active Warning Beacon Sidewalks

COUNCIL DISTRICT	STREET NAME	PATH LENGTH (FT)	SUB-AREA	PRIORITY	ESTIMATED COST	FACILITY TYPE/ INTERSECTION IMPROVEMENTS
2	Willowdale Blvd.	3,521	West Bank	Medium	$11,337.62	Shared-Use Bike Lane Striping
2	Beaupre Dr.	3,721	West Bank	Low	$11,981.62	Shared-Use Bike Lane Striping
2	Cottage Dr.	2,792	West Bank	Low	$8,990.24	Shared-Use Bike Lane Striping
3	Hill Heights Country Club Trl.	2,070	East Bank	High	$307,098.27	Independent Shared-Use Striping Drainage (18" RCP) Path Construction
3	Live Oak Dr.	947	East Bank	High	$21,817.34	Shared-Use Bike Lane Striping Sidewalks
3	Ormond Blvd.	761	East Bank	High	$86,474.10	Independent Shared-Use Striping Path Construction On-Demand Signal & Crossing
3	Plantation Rd.	3,073	East Bank	High	$117,949.98	Bike Lane Striping Sidewalks New Crosswalk Striping
3	Schexnaydre Ln.	4,305	East Bank	High	$81,845.96	Shared-Use Bike Lane Striping Walking Path Striping Sidewalks
3	Thomas Coby Dr.	886	East Bank	High	$25,898.92	Shared-Use Bike Lane Striping Sidewalks New Crosswalk Striping
3	Ormond Trace Levee Trail	3,099	East Bank	Medium	$460,043.21	Independent Shared-Use Striping Path Construction Drainage (18” RCP) New Crosswalk Striping
3	Wildcat Ln.	1,405	East Bank	Low	$39,507.10	Shared-Use Bike Lane Striping Sidewalks New Crosswalk Striping
4	Audubon St.	1,035	Bayou	High	$32,009.10	Marked Shared Lane Active Warning Beacon
4	Barber Rd.	4,767	Bayou	High	$124,944.74	Shared Use Marked Shared Lane Sidewalk
4	Bayou Gauche Rd. (LA 306)	45,379	Bayou	High	$538,515.10	Shared Use Marked Shared Lane Marked Shared Lane New Cross Walk Striping Active Warning Beacon
4	Fourth St.	310	Bayou	High	$66,784.57	Shared Use Trail (Road ROW) Striping Drainage (18” RCP)
4	Highway 90 (US 90)	2,354	Bayou	High	$713,760.04	Shared Use Trail (Road ROW) Shared Use Trail Striping Drainage (36” RCP)
4	Old Spanish Trail (LA 631)	38,265	Bayou	High	$10,144,573.03	Shared Use Marked Shared Lane Marked Shared Lane Shared Use Trail (Road ROW) Shared Use Trail Striping Sidewalk Drainage (24” RCP) Active Warning Beacon New Cross Walk Striping On Demand Signal and Crossing Railroad Crossing Improvement
4	Tiger Dr.	1,803	Bayou	High	$78,679.78	Marked Shared Lane Sidewalk On Demand Signal and Crossing
4	Wisner St.	1,021	Bayou	High	$120,083.46	Marked Shared Lane Sidewalk Hybrid Beacon

Projects by Council District

COUNCIL DISTRICT	STREET NAME	PATH LENGTH (FT)	SUB-AREA	PRIORITY	ESTIMATED COST	FACILITY TYPE/ INTERSECTION IMPROVEMENTS
4	WPA Rd. and Levee Rd. (LA 632)	3,190	Bayou	High	$668,077.60	Marked Shared Lane Active Warning Beacon Sidewalk Path Construction Drainage (36" RCP) Hybrid Beacon
4	Magnolia Ridge Rd. (LA 633)	1,785	West Bank	Medium	$25,454.10	Bike Lane Striping
4	Magnolia Ridge Rd. (LA 633)	1,785	West Bank	Medium	$25,454.10	Marked Shared Lane
4	Beau Place Blvd.	3,225	Bayou	Low	$10,384.50	Shared Use Marked Shared Lane
4	Down the Bayou Rd.	4,191	Bayou	Low	$13,495.02	Shared Use Marked Shared Lane
4	Easy St.	269	Bayou	Low	$866.18	Shared Use Marked Shared Lane
4	Entergy ROW	9,734	Bayou	Low	$2,128,800.66	Independent Shared Use Trail Striping Drainage (21" RCP) New Cross Walk Striping Vehicle Barrier
4	Magnolia Ridge Rd. (LA 633)	10,488	Bayou	Low	$128,318.66	Separated Marked Shared Lane
4	Touchard Ln.	425	Bayou	Low	$1,368.50	Shared Use Marked Shared Lane
4	Up the Bayou Rd.	358	Bayou	Low	$1,152.76	Shared Use Marked Shared Lane
4	Bayou Des Allemands Levee	30,994	Bayou	Moderate	$1,706,032.51	Independent Shared Use Trail Striping
4	Magnolia Ridge Levee	18,939	Bayou	Moderate	$1,580,166.07	Independent Shared Use Trail Striping
4	Sunset Drainage District Levee	30,982	Bayou	Moderate	$2,584,954.81	Independent Shared Use Trail Striping
5	Bridge to PLD Levee	572	East Bank	Medium	$40,874.02	Bike Lane Striping Path Construction Vehicle Barrier
5	Airline Hwy. (US 61)	2,637	East Bank	Low	$43,761.59	Separated Bike Lane Striping On-Demand Signal & Crossing
5	Almedia Rd. (LA 50)	4,607	East Bank	Low	$755,419.82	Bike Lane Striping On-Demand Signal & Crossing Railroad Crossing Improvement Sidewalks
5	Bart St.		East Bank	Low	$26,215.87	Sidewalks Drainage (15" RCP)
5	Church Rd. Easement	1,388	East Bank	Low	$158,261.03	Bike Lane Striping New Crosswalk Striping Path Construction
5	Oak St.	3,875	East Bank	Low	$230,632.50	Bike Lane Striping Trailhead Sidewalks
5	Parish Servitude (Oak St. Pump Station)	275	East Bank	Low	$2,377,019.00	Independent Shared-Use Striping Path Construction
5	Prospect Ave. (LA 627)	5,980	East Bank	Low	$594,255.60	Shared-Use Bike Lane Striping Railroad Crossing Improvement
5	Riverbend Dr.	3,201	East Bank	Low	$826,795.26	Bike Lane Striping Hybrid Beacon Railroad Crossing Improvement Trailhead Sidewalks

COUNCIL DISTRICT	STREET NAME	PATH LENGTH (FT)	SUB-AREA	PRIORITY	ESTIMATED COST	FACILITY TYPE/ INTERSECTION IMPROVEMENTS
5	St Rose Ave. (LA 626)	495	East Bank	Low	$59,277.90	Shared-Use Bike Lane Striping Sidewalks Hybrid Beacon
6	Apple St. (LA 48)	7,117	East Bank	High	$735,391.42	Bike Lane Striping New Crosswalk Striping Railroad Crossing Improvement Sidewalks
6	Country Cottage Blvd.	17,930	East Bank	High	$163,942.65	Shared-Use Bike Lane Striping Levee Access Striping New On-Demand Signal & Crosswalk Striping Levee Access Path Construction
6	East Bank Levee Multi-Use Trail	15,312	East Bank	High	$1,418,227.70	Independent Shared-Use Striping Shared-Use Bike Lane Striping Path Construction Levee Access Path Construction Trailhead
6	Edgewood Ln.	1,849	East Bank	High	$238,693.85	Shared-Use Bike Lane Striping Drainage (18" RCP) Sidewalks
6	Fifth St.	4,286	East Bank	High	$112,470.92	Shared-Use Bike Lane Striping Sidewalks
6	First St.	2,758	East Bank	High	$148,536.76	Shared-Use Bike Lane Striping New Crosswalk Striping Sidewalks Drainage (18" RCP)
6	Four J Ln.	388	East Bank	High	$53,282.45	Shared-Use Bike Lane Striping New Crosswalk Striping Sidewalks Drainage (18" RCP)
6	Leigh Ln.	658	East Bank	High	$86,228.50	Shared-Use Bike Lane Striping Sidewalks Drainage (18" RCP)
6	Spillway Rd.	8,956	East Bank	High	$1,953,759.32	Shared-Use Striping (Road ROW) Drainage (21" RCP) Path Construction
6	Washington St.	1,576	East Bank	High	$125,156.70	Shared-Use Bike Lane Striping Drainage (18" RCP) New Crosswalk Striping Sidewalks
6	Airline Hwy. (US 61)	1,483	East Bank	Medium	$325,293.04	Shared-Use Striping (Road ROW) Drainage (21" RCP) Path Construction
6	E. Harding St.	1,808	East Bank	Medium	$5,821.76	Shared-Use Bike Lane Striping
6	E. Terrace St.	558	East Bank	Medium	$1,796.76	Shared-Use Bike Lane Striping
6	Lower Guide Levee	17,930	East Bank	Medium	$1,495,986.46	Independent Shared-Use Striping Path Construction
6	Neighborhood Easment	458	East Bank	Medium	$39,837.65	Independent Shared-Use Striping Path Construction Vehicle Barrier
6	Ninth St.	1,858	East Bank	Medium	$5,982.76	Shared-Use Bike Lane Striping
6	Terrace St.	2,282	East Bank	Medium	$294,848.04	Shared-Use Bike Lane Striping Railroad Crossing Improvement
6	W. Harding St.	2,832	East Bank	Medium	$498,675.24	Shared-Use Bike Lane Striping Drainage (18" RCP) Railroad Crossing Improvement Sidewalks

Projects by Council District

COUNCIL DISTRICT	STREET NAME	PATH LENGTH (FT)	SUB-AREA	PRIORITY	ESTIMATED COST	FACILITY TYPE/ INTERSECTION IMPROVEMENTS
6	Airline Hwy. (US 61)	4,604	East Bank	Low	$395,619.96	Bike Lane Striping Independent Shared-Use Path On-Demand Signal & Crossing
6	Evangeline Rd.	4,814	East Bank	Low	$621,363.24	Shared-Use Bike Lane Striping Sidewalks Drainage (18" RCP)
6	Lower Guide Levee	8,492	East Bank	Low	$1,283,527.14	Independent Shared-Use Striping Path Construction Railroad Crossing Improvement
6	Swepi Rd.	1,079	East Bank	Low	$120,336.89	Bike Lane Striping Path Construction
6	Fashion Blvd.	2,162	West Bank	Low	$48,080.12	Bike Lane Striping
7	Lakewood Dr.	2,703	West Bank	High	$38,544.78	Bike Lane Striping
7	Lakewood Dr.	4,014	West Bank	High	$12,925.08	Shared-Use Bike Lane Striping
7	Oak Ln.	2,817	West Bank	Medium	$20,570.74	Shared-Use Bike Lane Striping On-Demand Signal & Crossing
7	Primrose Dr.	4,875	West Bank	Medium	$366,834.99	Shared-Use Striping (Road ROW) Path Construction New Crosswalk Striping
7	W. Heather Dr.	3,809	West Bank	Medium	$145,545.84	Bike Lane Striping New Crosswalk Striping Sidewalks
7	Lakewood Drive	2,279	West Bank	Low	$167,439.54	Bike Lane Striping New Crosswalk Striping Sidewalks
7	Maryland Dr.	2,219	West Bank	Low	$58,228.18	Shared-Use Bike Lane Striping Sidewalks
1, 2	East Bank Bridge Park	N/A	East Bank	High	$46,000.00	Hybrid Beacon
1, 2	S. Destrehan Ave.	2,832	East Bank	Low	$637,198.80	Bike Lane Striping New Crosswalk Striping Railroad Crossing Improvement Sidewalks Path Construction
1, 3	Eve St.	1,242	East Bank	High	$3,999.24	Shared-Use Bike Lane Striping
1, 3	Murray Hill Dr.	4,922	East Bank	High	$420,004.84	Shared-Use Bike Lane Striping New Crosswalk Striping Railroad Crossing Improvement Sidewalk
2, 7	Paul Maillard Rd. (LA 52)	14,648	West Bank	High	$3,644,938.03	Bike Lane Striping Sidewalk Drainage (36" RCP) New Crosswalk Striping On-Demand Signal & Crossing
2, 7	E. Heather Dr.	3,824	West Bank	Medium	$142,309.74	Bike Lane Striping Sidewalks
3, 5	Entergy ROW	13,525	East Bank	Low	$2,950,596.18	Independent Shared-Use Striping Drainage (21" RCP) Path Construction
3, 5, 6	PLD Levee	53,112	East Bank	Low	$4,431,337.96	Independent Shared-Use Striping Path Construction
3, 6	Entergy ROW	1,959	East Bank	High	$427,858.72	Independent Shared-Use Striping Drainage (21" RCP) Path Construction
4, 7	River Ridge Dr.	2,809	West Bank	Low	$158,299.34	Bike Lane Striping New On-Demand Signal & Crosswalk Striping Vehicle Barrier Sidewalks

B APPENDIX

MAPS

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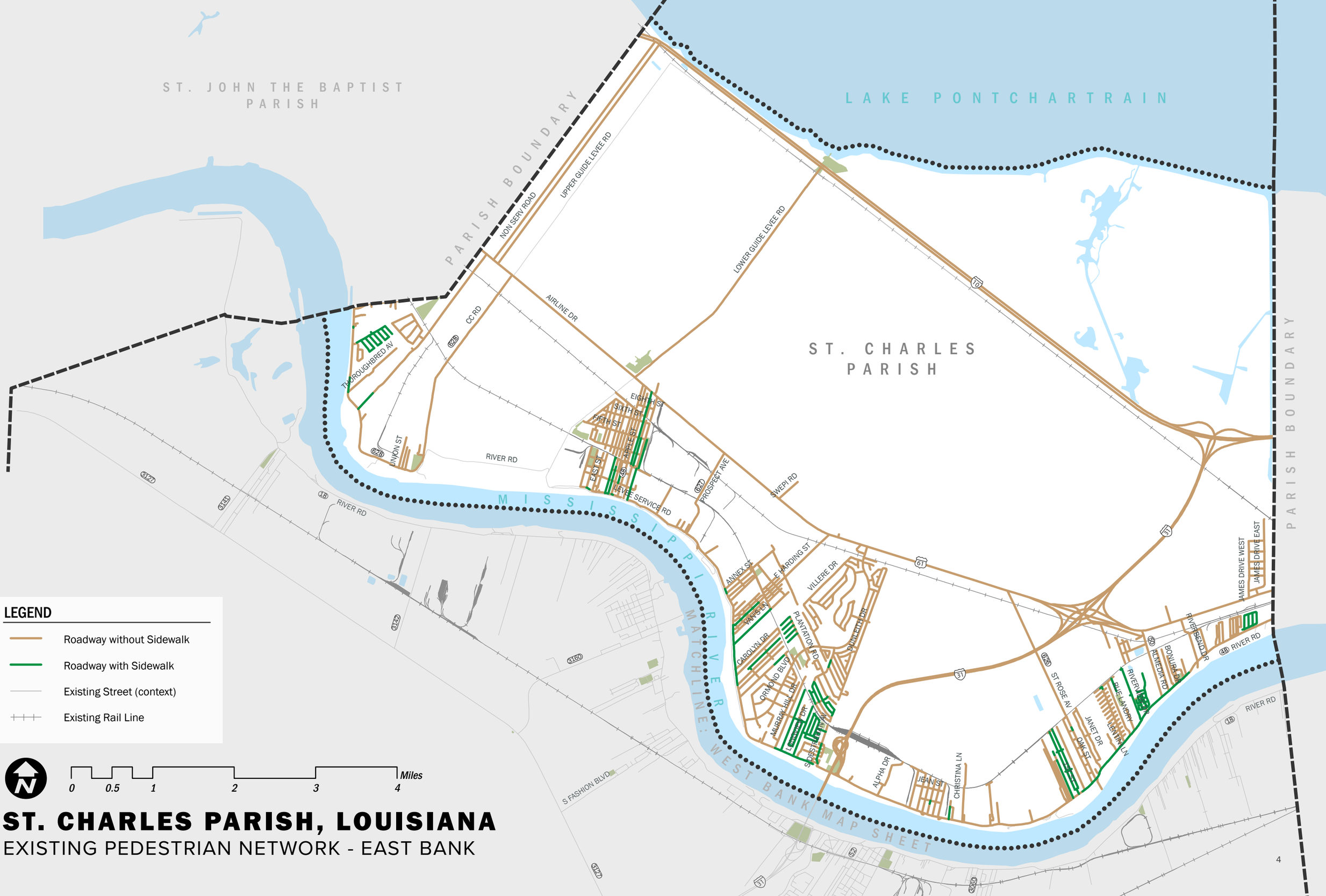
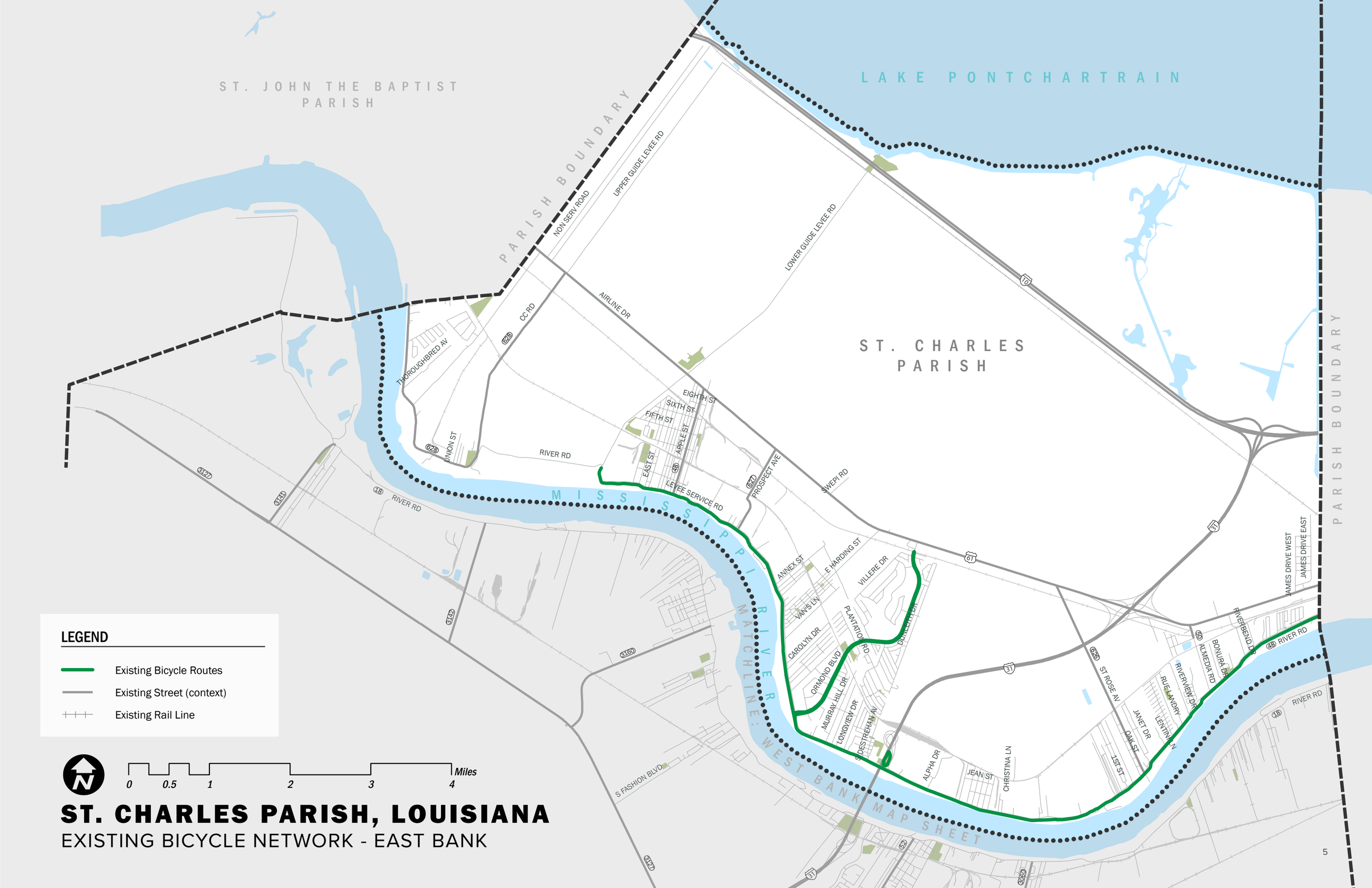
Appendix B consists of maps created by the project team to display existing pedestrian and bicycle networks and destination locations, and those developed by the public on hand-drawn physical maps supplied to them during the visioning workshops. Each map type is available for each sub-area.

This appendix also includes a snapshot of LADOTD's Bicycle Planning Tool that represents bicycle network analysis and model output for the purpose of recommendations. This image was captured while focusing on St. Charles Parish, although the tool includes the extent of the State of Louisiana. The legend for the mapping tool rates routes based on bicylcing conditions and the level of demand, ranging from green (good BLOS and low demand) to red (poor BLOS and high demand.) This tool is publicly available as a webmap through the LA DOTD website.



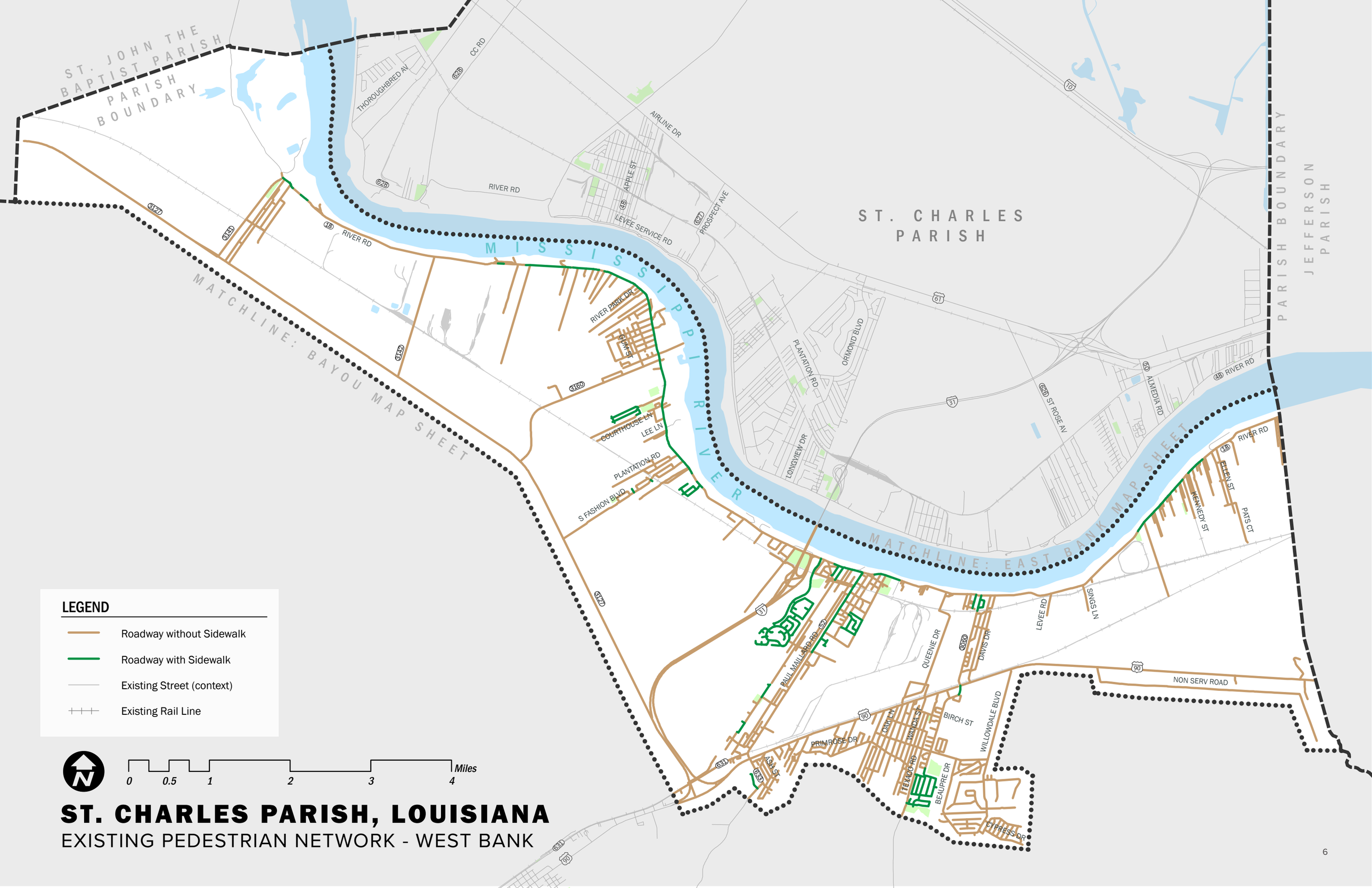
ST. CHARLES PARISH, LOUISIANA

EXISTING PEDESTRIAN NETWORK - EAST BANK



ST. CHARLES PARISH, LOUISIANA

EXISTING BICYCLE NETWORK - EAST BANK



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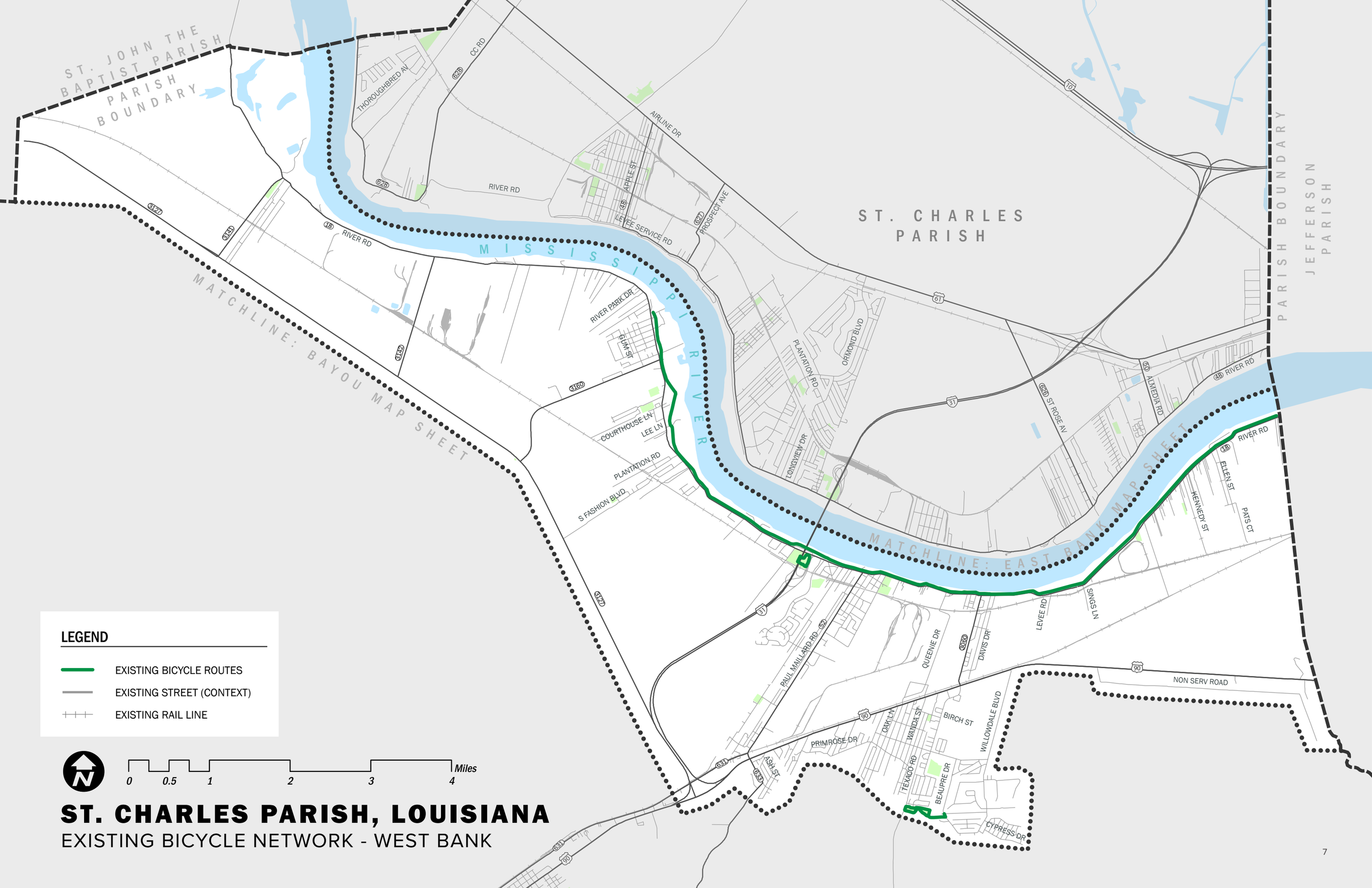
EXISTING PEDESTRIAN NETWORK - WEST BANK



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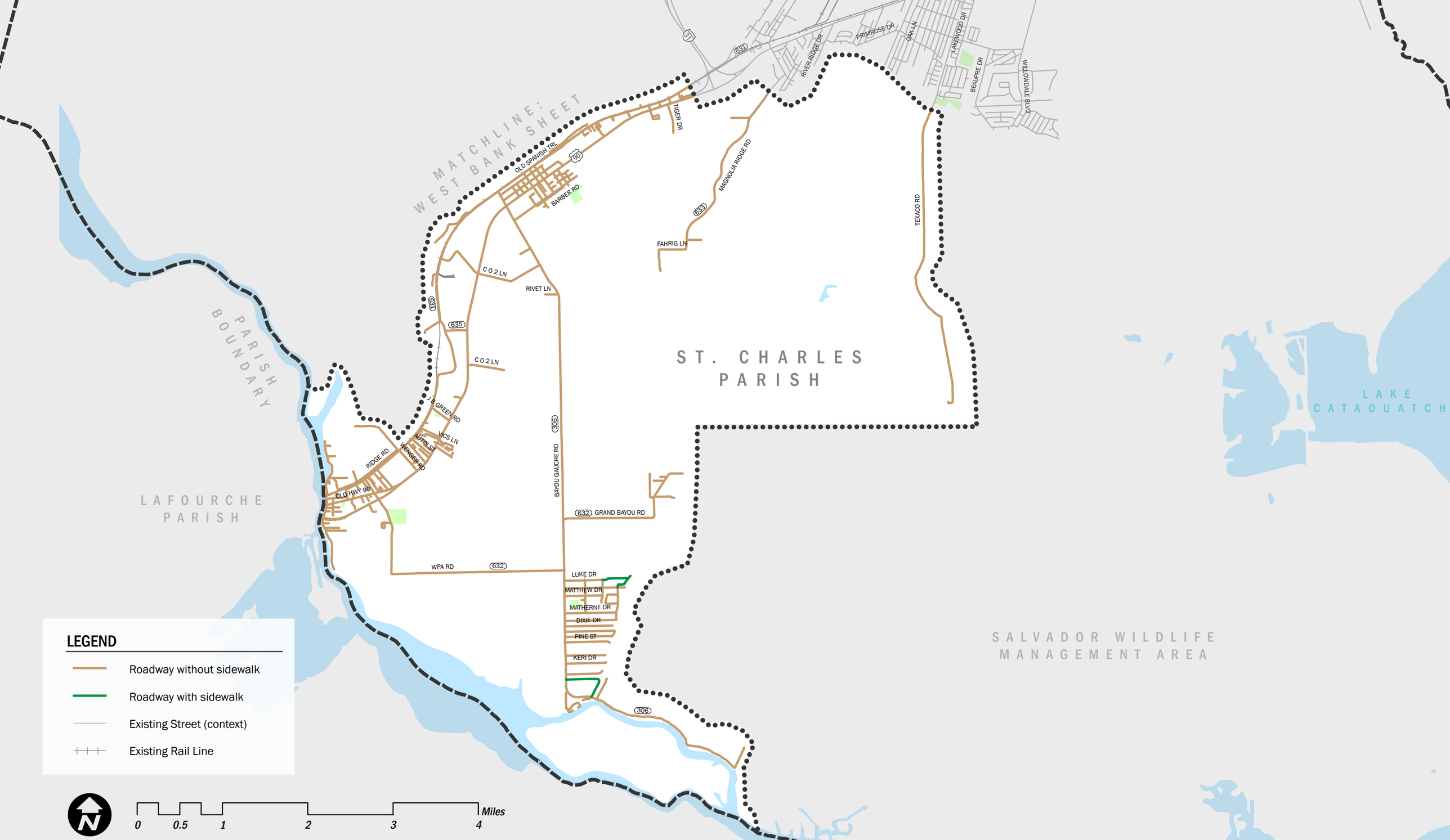
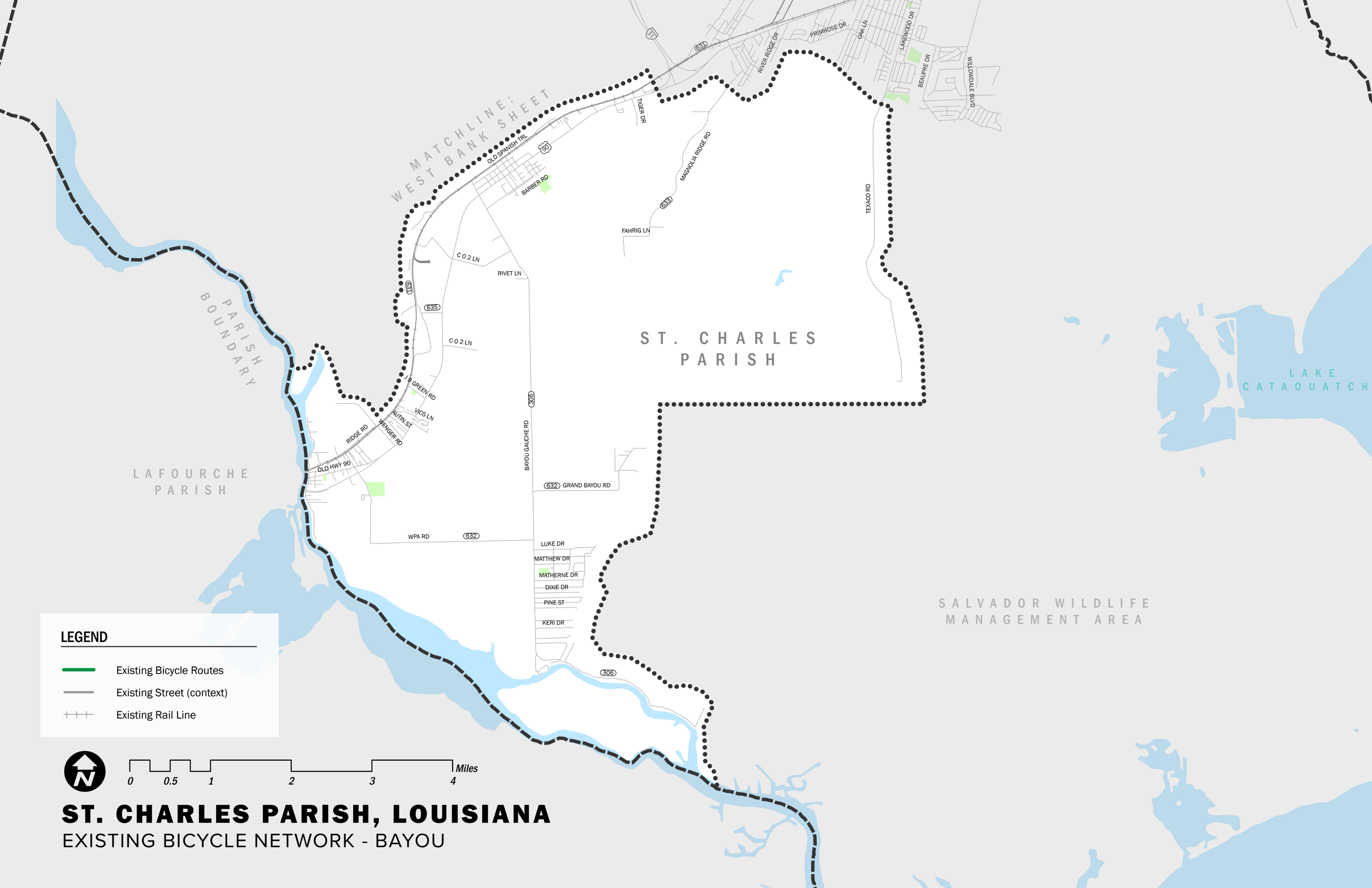
EXISTING BICYCLE NETWORK - WEST BANK



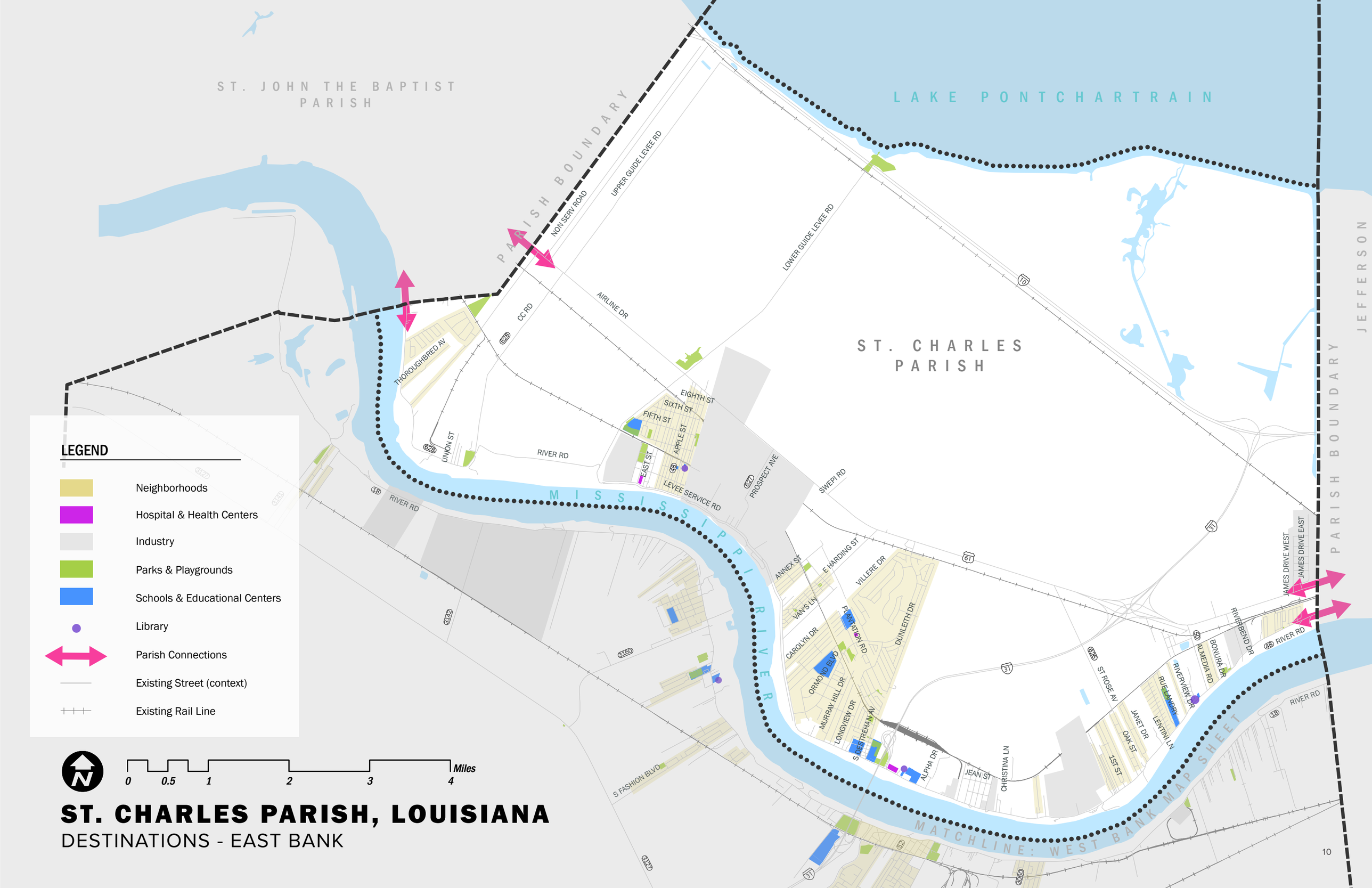
ST. CHARLES PARISH, LOUISIANA

EXISTING PEDESTRIAN NETWORK - BAYOU



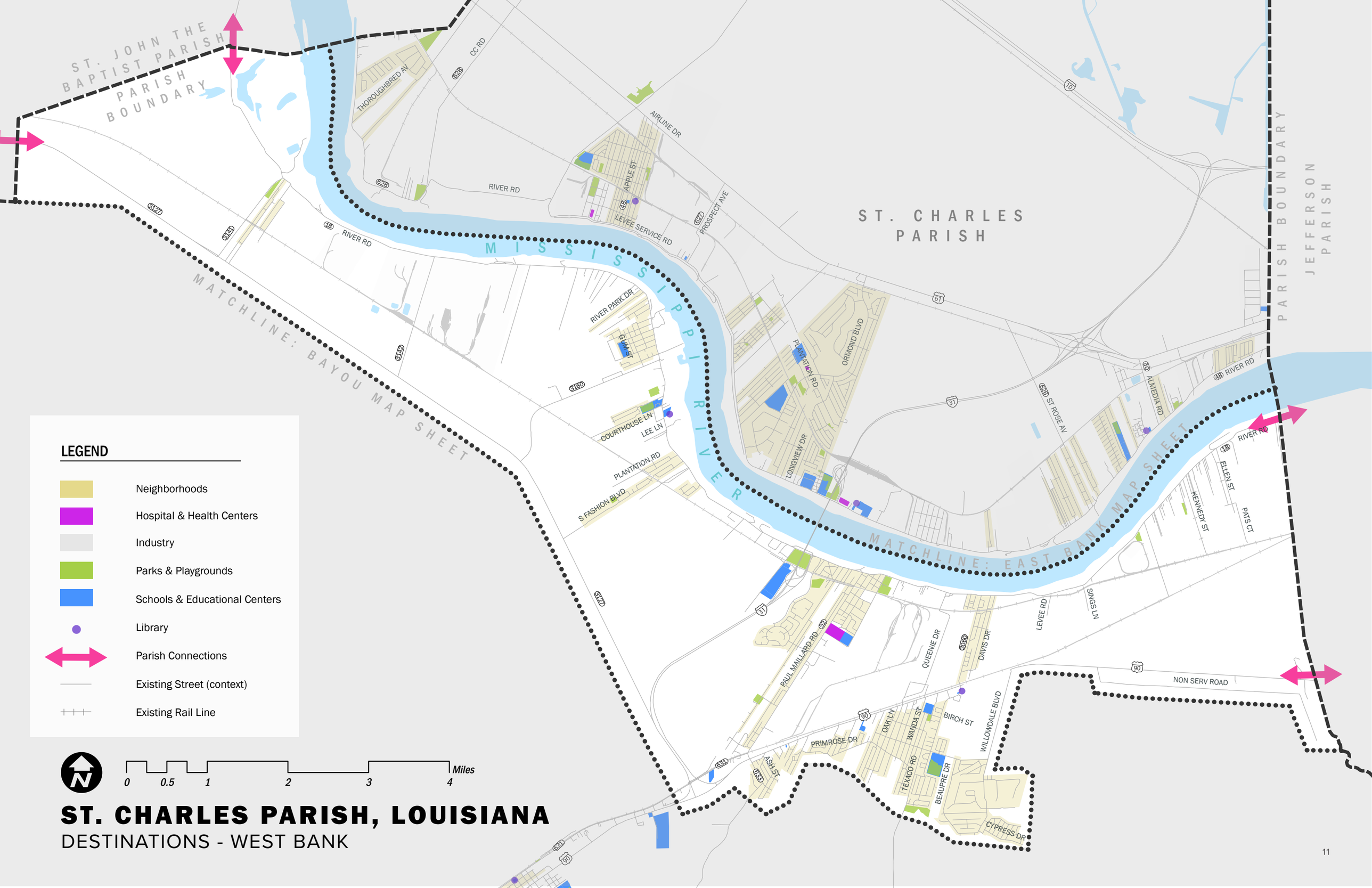
ST. CHARLES PARISH, LOUISIANA

EXISTING BICYCLE NETWORK - BAYOU



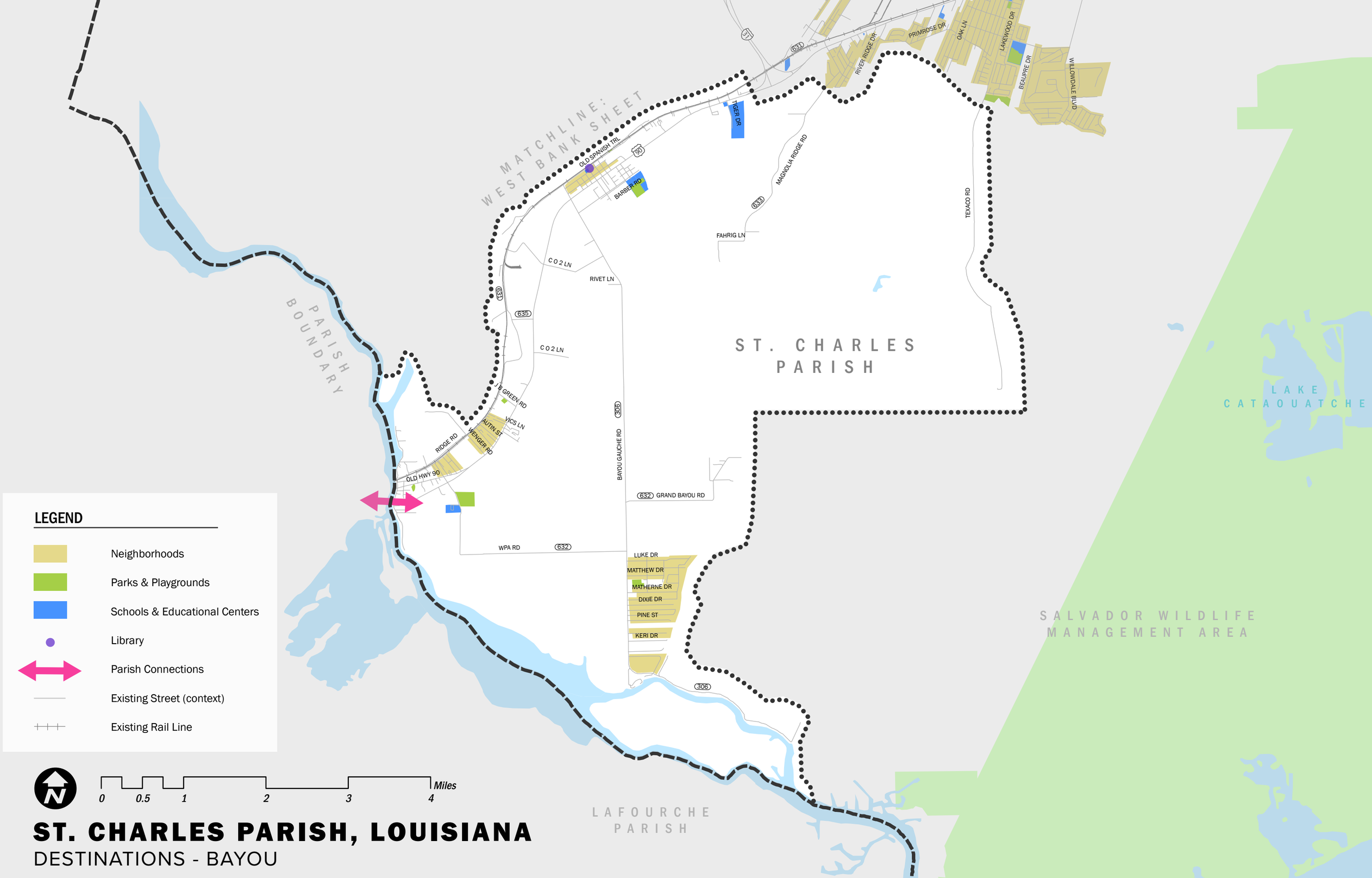
ST. CHARLES PARISH, LOUISIANA

DESTINATIONS - EAST BANK



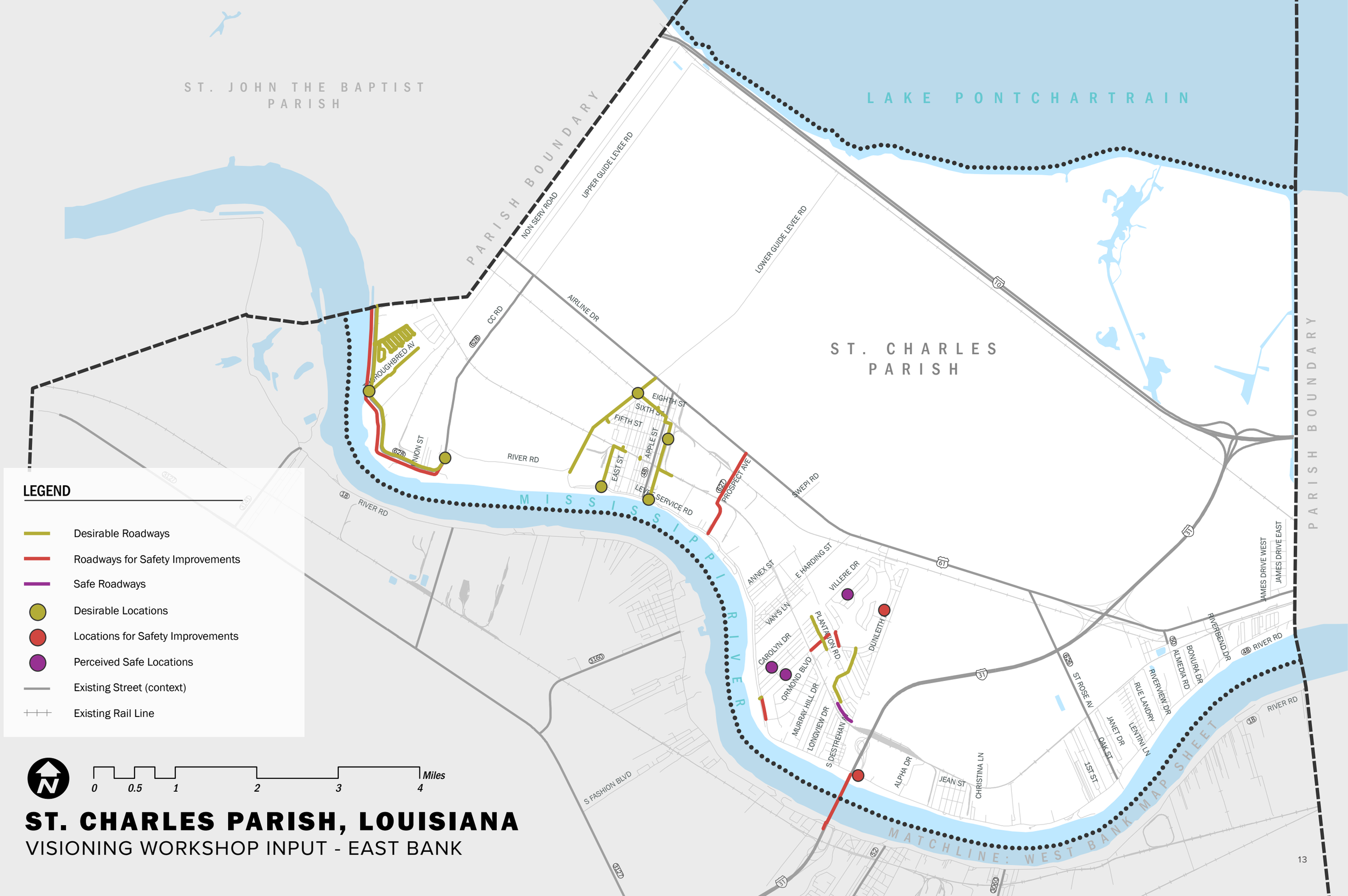
ST. CHARLES PARISH, LOUISIANA

DESTINATIONS - WEST BANK



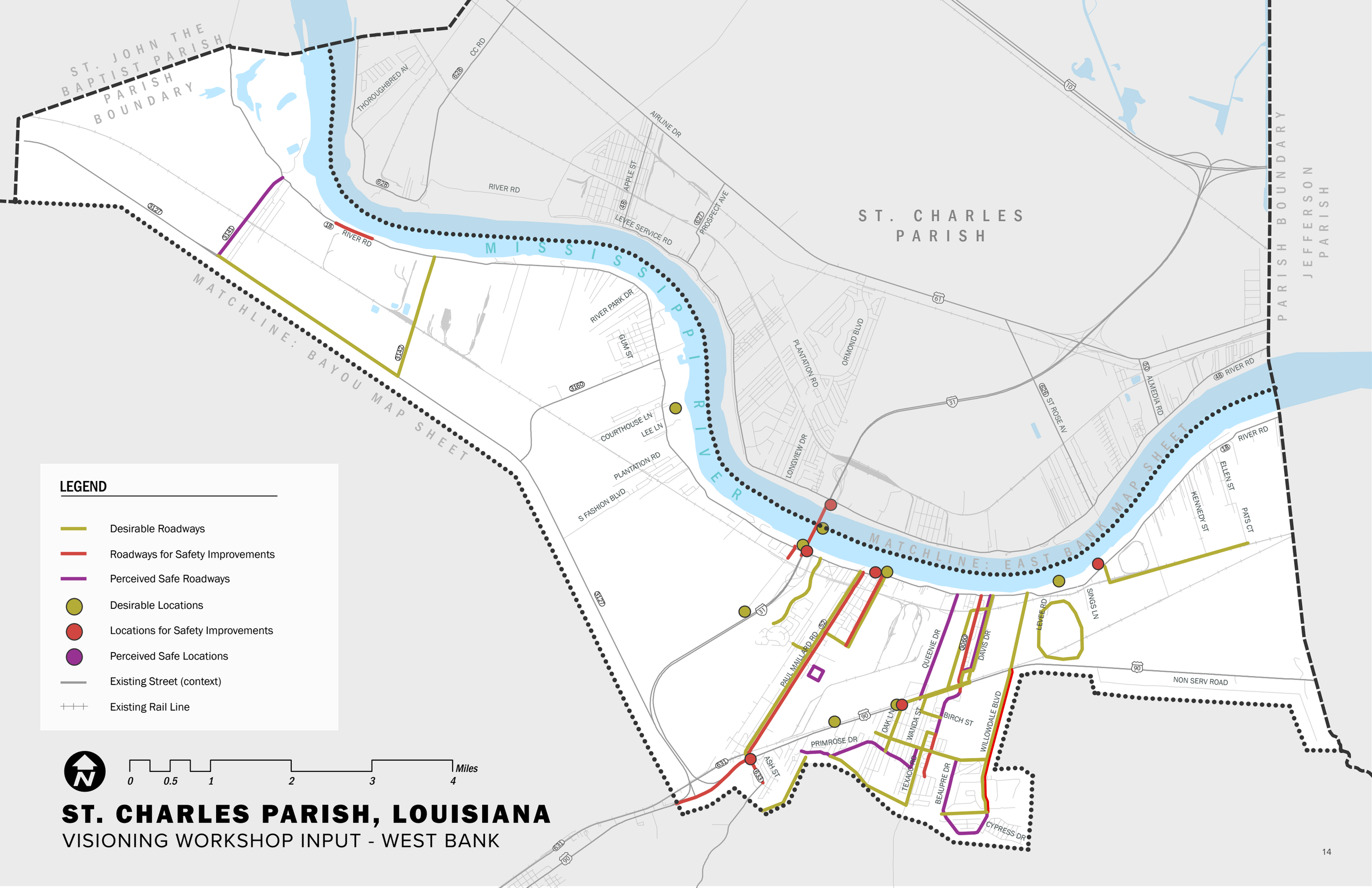
ST. CHARLES PARISH, LOUISIANA

DESTINATIONS - BAYOU



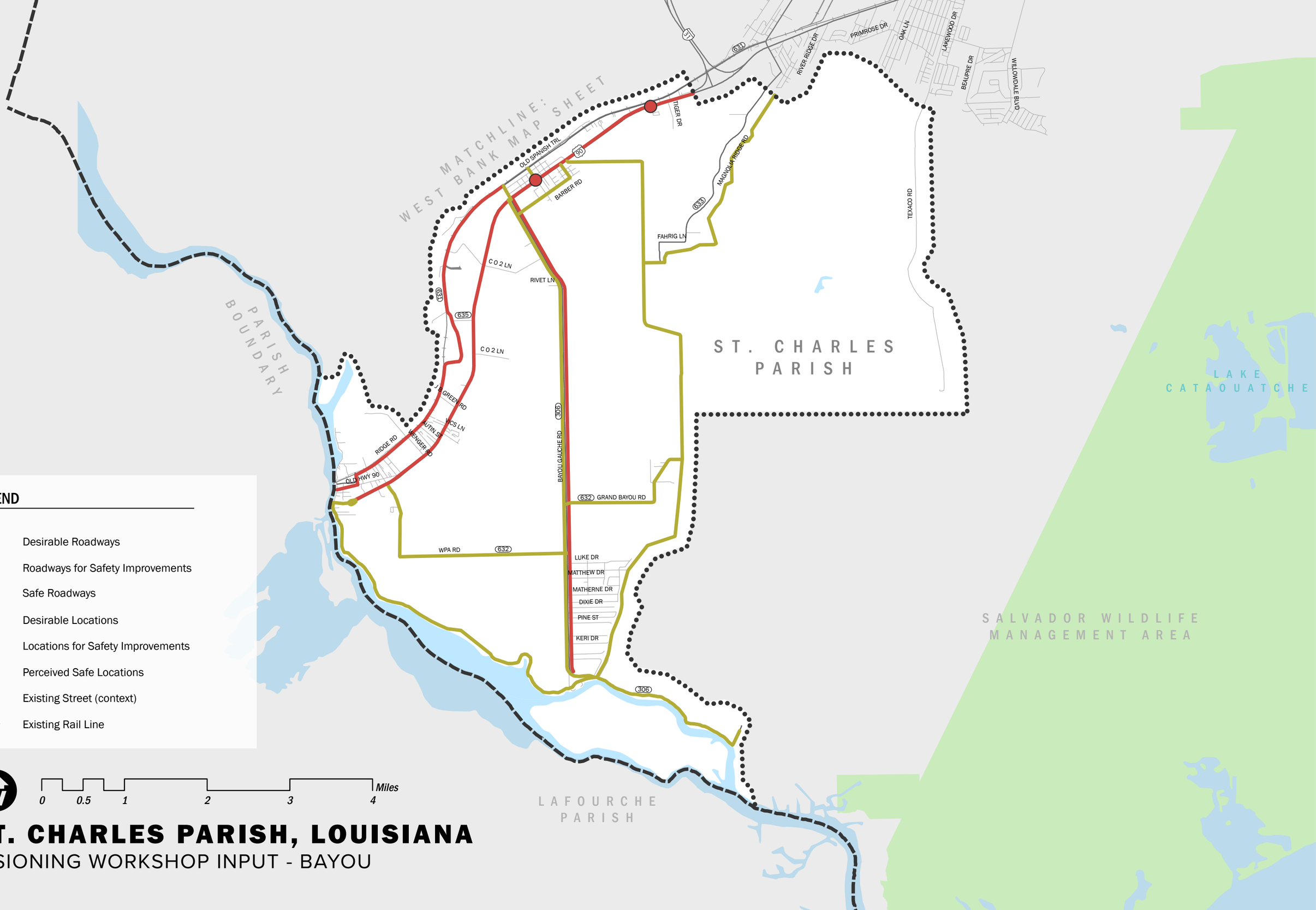
ST. CHARLES PARISH, LOUISIANA

VISIONING WORKSHOP INPUT - EAST BANK



ST. CHARLES PARISH, LOUISIANA

VISIONING WORKSHOP INPUT - WEST BANK



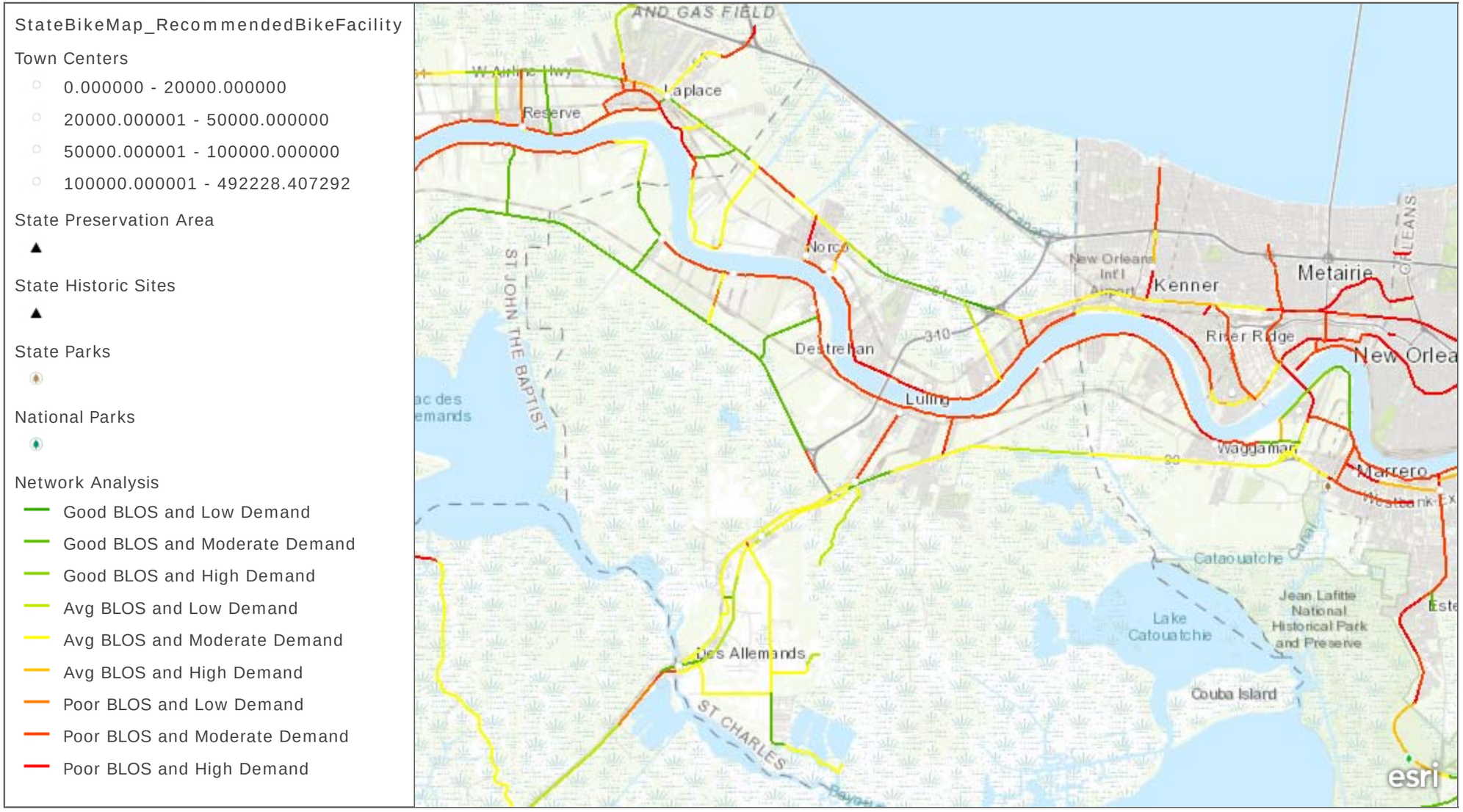
LEGEND

- Desirable Roadways
- Roadways for Safety Improvements
- Safe Roadways
- Desirable Locations
- Locations for Safety Improvements
- Perceived Safe Locations
- Existing Street (context)
- Existing Rail Line

ST. CHARLES PARISH, LOUISIANA

VISIONING WORKSHOP INPUT - BAYOU

Bicycle Planning Tool



Esri, HERE, Garmin, USGS, NGA, EPA, USDA, NPS

Source: Bicycle Planning Tool. LADOTD. ArcGIS. http://ladotd.maps.arcgis.com/home/webmap/viewer.html?webmap=2fa6dd795292471f8cc4f72ce6f60c3c

C APPENDIX

STAKEHOLDER ENGAGEMENT DOCUMENTS

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Appendix C includes descriptions of the community workshops and a copy of the survey that the project team made available for community feedback. The survey includes 23 questions in addition to demographic information. Some of the questions ask about the respondents' primary transportation method, perceptions of sidewalks and bicycle infrastructure, perceptions of safety, reasons for using non-motorized transportation, and factors that would make them more likely to walk and bike.

This appendix also includes copies of documents from Project Steering Committee Meetings. These documents include sign-in sheets from meetings on February 7 and December 14, 2017, and a presentation used at the April 2017 PSC meeting.

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COMMUNITY SURVEY

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ST. CHARLES PARISH PEDESTRIAN AND BICYCLE MASTER PLAN

SURVEY

Note: No personal information will be collected or shared.

Age

- ○ Under 12 years old
- ○ 12-17 years old
- ○ 18-24 years old
- ○ 25-39 years old
- ○ 40-54 years old
- ○ 55-74 years old
- ○ 75 years or older
- ○ Prefer not to respond

Gender

- ○ M
- ○ F
- ○ Prefer not to respond

Do you have a disability or limiting impairment?

- ○ Yes
- ○ No
- ○ Prefer not to respond

1. Where in St. Charles Parish do you live?

- ○ Ama
- ○ Bayou Gauche
- ○ Boutte
- ○ Des Allemands
- ○ Destrehan
- ○ Hahnville
- ○ Killona
- ○ Luling
- ○ Montz
- ○ New Sarpy
- ○ Norco
- ○ Paradis
- ○ St. Rose
- ○ Taft
- ○ Other (please specify)

2. What is your primary mode of travel? (more than 50% of the time)

- ○ Car
- ○ Walk
- ○ Bicycle
- ○ For Hire Service (ride share, taxi)
- ○ Public Transit
- ○ Other (please specify)

3. There are enough sidewalks in St. Charles Parish.

○ Strongly Agree ○ Agree ○ Neutral ○ Disagree ○ Strongly Disagree

4. St. Charles Parish is PEDESTRIAN friendly.

○ Strongly Agree ○ Agree ○ Neutral ○ Disagree ○ Strongly Disagree

5. St. Charles Parish has enough bicycle infrastructure. (on-street facilities such as protected bike lanes, shared use paths, signage, and off-street paths)

○ Strongly Agree ○ Agree ○ Neutral ○ Disagree ○ Strongly Disagree

6. St. Charles Parish is BICYCLE friendly.

○ Strongly Agree ○ Agree ○ Neutral ○ Disagree ○ Strongly Disagree

7. What makes St. Charles Parish UNSAFE for people walking or people riding bicycles? (select all that apply)

- ☐ Road or sidewalk conditions
- ☐ Weather conditions
- ☐ Aggressive driving
- ☐ Distractions from electronic devices
- ☐ Lack of vehicle enforcements (speed limits, 3 feet passing rule, vehicles parked on sidewalks, etc.)
- ☐ People walking not following laws, signals, and rules
- ☐ People bicycling not following laws, signals, and rules
- ☐ People driving not following laws, signals, and rules
- ☐ Lack of non-motorized enforcement (no hand signals, riding the wrong way, no front or back lights, etc.)
- ☐ Other (please specify)

8. How often do you bicycle?

- ○ 5 - 7 days / week
- ○ 1 - 4 days / week
- ○ 1 - 3 days / month
- ○ Less than 1 day / month
- ○ Never (non-bicyclists may skip to question 15)

9. Do you ever drive to a location in order to bicycle?

- ○ Yes (please specify where)
- ○ No

10. Why do you ride your bicycle? (select all that apply)

- ☐ Recreation
- ☐ Exercise / Fitness
- ☐ Transportation to/from my job or school
- ☐ Personal errands
- ☐ To save money
- ☐ For the environment
- ☐ Other (please specify)

11. What affects your decision NOT to use a bicycle for a trip? (select all that apply)

- ☐ Lack of physical ability or bike riding skills
- ☐ Lack of enough off-street and on-street facilities
- ☐ Poor road conditions
- ☐ Fear of traffic and road safety
- ☐ Lack of secure bike parking
- ☐ Weather/Temperature
- ☐ My job or school is too far away
- ☐ Driver behavior
- ☐ Seems like more of a hassle than driving
- ☐ Other (please specify)

12. What would increase the chances of your riding a bicycle more often? (select all that apply)

- ☐ More striped bikeways
- ☐ More shared lane markings (sharrows)
- ☐ Access to bicycle safety training classes
- ☐ Better driver training and awareness
- ☐ More low-stress bicycling routes
- ☐ Environment where drivers share the road with people riding bicycles
- ☐ More secure bicycle parking
- ☐ More connected and safer routes to places I want to go
- ☐ Increased traffic enforcement for drivers and people riding bicycles who break the law
- ☐ Other (please specify)

13. As a person BICYCLING, drivers make me most nervous or upset when they : (select all that apply)

- ☐ Fail to slow down for me
- ☐ Distracted driving, texting, or talking on cell phones
- ☐ Fail to provide a safe distance when passing me on the road
- ☐ Use their car horn
- ☐ Other (please specify)

14. As a person BICYCLING, have you ever been in a crash or had a near miss in St. Charles Parish?

- ○ Yes (please explain)
- ○ No

15. How often do you walk? (to work, for exercise, to the park, to run errands, etc.)

- ○ 5 - 7 days/week
- ○ 1 - 4 days/week
- ○ 1 - 3 days/month
- ○ Less than 1 day/month
- ○ Never (non-walkers may skip to question 21)

---

16. Why do you walk? (select all that apply)

- ☐ Recreation
- ☐ Exercise/Fitness
- ☐ Transportation to/from my job or school
- ☐ Personal errands
- ☐ To save money
- ☐ For the environment
- ☐ Other (please specify)

---

17. Do you drive to a location in order to walk?

- ○ Yes (please specify where)
- ○ No

---

18. What affects your decision not to walk for a trip? (select all that apply)

- ☐ Lack of physical ability
- ☐ Lack of enough sidewalks
- ☐ Lack of continuous lighting
- ☐ Difficulty crossing roadways
- ☐ Complex dangerous intersections
- ☐ Weather / Temperature
- ☐ Lack of connectivity (lack of direct access to destinations)
- ☐ Lack of shade (street trees)
- ☐ Driver behavior
- ☐ Poor road conditions
- ☐ Fear of traffic and road safety
- ☐ My job or school is too far away
- ☐ Other (please specify)

---

19. What would increase the likelihood you would walk for a trip more often? (select all that apply)

- ☐ More sidewalks
- ☐ More marked crosswalks
- ☐ More pedestrian countdown signals at intersections
- ☐ More connectivity (safe paths, intersections and sidewalks to desired destinations)
- ☐ Bump-outs at intersections (shortening crossing distance)
- ☐ Continuous lighting
- ☐ More street trees
- ☐ Increased traffic enforcement for drivers and pedestrians who break the law
- ☐ Other (please specify)

---

20. As a person WALKING, have you ever been in a crash or had a near miss in St. Charles Parish?

- ○ Yes (please explain)
- ○ No

21. Is there any place in St. Charles Parish you feel UNSAFE as a person walking or bicycling?

○ Yes (please explain) ○ No

---

22. Is there any place in St. Charles Parish (or elsewhere) you feel especially SAFE as a person walking or bicycling?

○ Yes (please explain) ○ No

---

23. Do you have any other suggestions for improving pedestrian and bicycle safety in St. Charles Parish? Is there anything else you would like to share with the St. Charles Parish Comprehensive Bicycle and Pedestrian Master Plan Team?

Please drop-off completed surveys at the your local public library in St. Charles Parish.

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COMMUNITY WORKSHOPS

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Figure 16 - Workshop Attendees

Workshop: Visioning

West Bank at Hahnville High School on June 6, 2017

East Bank at Destrehan High School on June 14, 2017

The first of two sets of public workshops encouraged residents to become engaged in discussions about the parish's assets, challenges, and potential for improved pedestrian and bicycling networks. This workshop was held on both the East Bank and West Bank. At the beginning of each workshop, the project team and the elected officials in attendance were introduced, followed by a presentation introducing the goals of the project and emphasizing that the community's involvement is essential to its success.

Workshop Activity

Workshop attendees were divided into small groups and asked to identify areas of concern for walking and bicycling safety by marking them on maps. Attendees also pinpointed areas where they desired new or improved pedestrian or bicycle routes. Afterwards, project team members guided attendees through discussions about the assets and challenges of areas throughout the parish. Attendees were asked to record their comments and opinions directly on maps or notecards.

The following information was gathered directly from the public at the workshops and aggregated by geographic area.

Results

Below are the results received from the community members who attended Workshop 1: Visioning.

Luling

Public Indicated As Unsafe Routes

- Paul Maillard Road is not safe to ride or walk
- Difficult to cross Highway 90 at Paul Maillard
- Unsafe to cross from Paul Maillard to Magnolia Ridge at Highway 90
- Old Spanish Trail is not safe to ride or walk
- Difficult to cross Highway 90 at Barton Avenue
- There are no sidewalks along Barton Avenue. The street is lined with open ditches, and a lot of people walk in this area
- Difficult to cross River Road at the West Bank Bridge Park
- Difficult to cross River Road at Lawrence Drive to access the levee trail (near Monsanto)
- It is unsafe to access the Levee from Davis Drive across River Road
- The intersection of Davis Road at the Rail Road is dangerous
- Primrose Street from Highway 90 to Texaco Road is unsafe for bicycling or walking
- Sugarhouse Road from Maryland to Texaco Road
- West Heather Drive from Maryland to Texaco Road
- The Lakewood and Heather Drive intersection is an unsafe intersection and very busy
- Willowdale is very unsafe

Public Indicated As Safe Routes

- Davis from River Road to Barton
- Lakewood from Highway 90 to West Heather Drive
- Beaupre Drive from Heather Drive to Willowdale

Public Suggested New Routes & Facilities

- Willowdale Boulevard from Highway 90 to Beaupre. Need speed limit enforcement along Willowdale
- West Heather Drive from Willowdale Drive to Maryland Drive
- Primrose Street from River Ridge Drive to Texaco Road
- Need a sidewalk crossing over the railroad at Ellington Avenue in Luling
- Improve the levee access at Sugarhouse Road
- Sugarhouse Road from River Road to Luling Elementary and Angus Drive surrounding Luling Elementary
- Riverfront linear parks along the Bridge Parks on the Levee side. Access across River Road to the Levee is difficult and unsafe
- Need public rest areas near the Levee
- Maintenance program for the Levee path
- Ashton Plantation Boulevard from Ashton Plantation a Master Planned community to River Road
- Safe crossing from Boutte to the commercial area across Highway 90 and Old Spanish Trail at the end of Paul Maillard Road
- Paul Maillard Road needs improvements for bicycle and pedestrian safety
- Angus Drive from Paul Maillard to Sugarhouse Road
- Sugarhouse Road from Angus to River Road
- Improve the Parish Water Intake ramp to the Levee trail at the end of Sugarhouse Road for the surrounding neighborhood to use
- Improve Primrose Drive from Highway 90 to Texaco Road
- Improve Maryland Drive from Primrose to Highway 90
- Texaco Road from Blouin Canal / Levee Road to the Holy Family Church
- Improve Heather Drive from Texaco Road to Highway 90
- Improve the intersection at Lakewood Drive and Highway 90
- Improve St. Anthony Street from Highway 90 to Birch Street and Birch Street from St. Anthony Street to Lakewood Drive to create an alternate route parallel to Highway 90
- Improve the commercial corridor along Highway 90 from St. Anthony to the St. Charles Library. Create a walkable corridor for Lakewood Elementary School, the Library, churches, and commercial businesses.
- Improve Davis Road from Highway 90 to River Road
- Improve the Levee to add a path along the existing levee parallel to Barton Avenue
- Widen the crossing or put in a separate path on Davis Drive at the Rail Road Crossing

Destrehan

Public Indicated As Unsafe Routes

- Bicycling along Ormond Boulevard is difficult and unsafe because there are often vehicles parked in the bike lane, speeding traffic, and standing water in the bike lane. The buffer zone needs to be a better barrier between vehicles and people bicycling.
- At Destrehan High School, students park across Schexnaydre Lane in the surrounding neighborhood and cross through a private field at the end of Cedar Lane to get to the school. No safe crossing or sidewalks are provided.
- It is unsafe to travel down River Road to Schexnaydre Lane
- The pathway behind Ormond Park and Covenant Church
- Villere Drive from Ormond Boulevard to Ormond Tree

Public Suggested New Routes & Facilities

- Bicycle access over the Hale Boggs Memorial Bridge or a protected crossing under the bridge.
- Nottaway Drive from Ormond Boulevard to Longview Drive
- Plantation Road from Ormond Boulevard to Acadia Lane
- Need continuous sidewalks along River Road

New Sarpy

- Remove “BIKE PATH ENDS” sign on the East Bank of the Mississippi Levee Trail near the Harding Street levee access in New Sarpy

Hahnville

Public Suggested New Routes & Facilities

- New levee access from the Hahnville Library to the Mississippi River Levee Trail

Montz

Public Indicated As Unsafe Routes

- On the levee from Norco to the St. John Parish boundary
- Evangeline Road from River Road to Airline Highway
- Airline Highway from Evangeline Road to CC Road
- CC Road from the River Road to Airline Highway

Public Indicated As Safe Routes

- Country Cottage Estates
- Thoroughbred Lane

Public Suggested New Routes & Facilities

- Better education about pedestrian and bicycle safety in schools
- Pave the levee from Norco through Montz to the St. John Parish boundary
- Sidewalk on River Road from St. John Parish boundary to Montz Park
- Bike path or sidewalk (safe route) along the Spillway Road (River Road)
- Levee access ramps at Montz Park, Country Cottage Estates, Evangeline Road, and Thoroughbred Lane
- Safe crossing to levee access ramps including signage, flashing lights, and striped crosswalks
- Bicycle facilities on either side of the Spillway with bike racks, rest areas, and shade.

Bayou Gauche, Des Allemands, Paradis

Public Indicated As Unsafe Routes

- Old Spanish Trail
- Highway 90
- Highway 306 is unsafe from Paradis to Bayou Gauche
- There is gravel in the road and on the shoulder of Highway 90 at the truck staging area near Hahnville. It is dangerous to ride a bicycle here.
- The intersection of Audubon and Highway 90 in Paradis is unsafe for people walking across Highway 90.
- Barber Road is not safe.

Public Suggested New Routes & Facilities

- Highway 632 from Highway 90 to Bayou Gauche Road. Highway 632 from Bayou Gauche Road to the Canal levee.
- Highway 306 Bayou Gauche Road from Highway 90 to the boat launches. This is a good bicycle route with little traffic, although it is narrow and could use improvements to make it safe.
- Bicycle boulevard in Paradis parallel to Highway 90. Barber Road and Kirk Drive.
- Levee to Trails Program - Using the existing levee along Bayou Gauche, Bayou Des Allemands, and Grand Bayou Canal, creates a route from Des Allemands through Bayou Gauche all the way to Paradis. A bridge at Canal Number 6 connects the Levee Trail to Highway 633. The route creates an off-road connection for walkers and bicyclists similar to the Mississippi River Levee Trail. Avoiding high traffic highways and vehicular traffic.
- Walking path along Bayou Gauche Road.
- New park at the library in Paradis.
- Need a safer intersection crossing at the Dollar Store and Texaco in Paradis. A lot of people from the surrounding area walk to the stores.

Figure 17 - Workshop Attendees

Workshop Maps

Using the written and mapped information collected during Workshop 1: Visioning, maps were created to illustrate community input, including areas with safety concerns and desired routes for walking and bicycling. Please refer to Appendix B to see the Visioning Workshop Maps.

Workshop: Future Scenarios

West Bank at Hahnville High School on January 31, 2018

East Bank at Destrehan High School on February 1, 2018

West Bank at Judge Edward Dufresne Community Center on February 6, 2018

The second round of public workshops focused on participants reviewing and discussing the proposed networks, which were developed by the project team based on numerous factors, including feedback from the previous workshop.

Workshop Activity

At the beginning of each workshop, the project team and the elected officials in attendance were introduced, followed by a presentation stating the purpose of the project, reviewing the information gathered during the visioning workshops and survey, and discussing the overall goals of the Pedestrian & Bicycle Master Plan. Residents provided feedback directly on network maps by locating alternate routes where they would receive increased usage, identifying intersections in need of safety improvements, and proposing additional bicycle and pedestrian facilities, such as trailheads. Ideas generated in the workshops were evaluated for feasibility, efficacy, connectivity, and safety. The results influenced planning of the final networks. See Appendix B for Proposed Networks.

Workshop: Industry Mapping

St. Charles Parish Courthouse on July 13, 2017

This was a mapping workshop for industry stakeholders, held at the St. Charles Parish Courthouse. Industry representatives were asked to review the proposed pedestrian and bicycle network suggestions and list of improvements. Feedback included concern for the security of plants. The industry participant's comments were documented on the maps by the project team and some changes were integrated into the proposed networks. Moreover, to respond to the public's desire for better access, Waterford is willing to help facilitate connections between neighborhoods and the Mississippi River Trail. For additional comments, see Appendix B for Industry Maps.

Figure 18 - Workshop Attendees

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PROJECT STEERING COMMITTEE DOCUMENTS

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St. Charles Parish Pedestrian / Bicycle Master Plan
Kickoff Meeting
3rd Floor Conference Room, St. Charles Parish Courthouse, Hahnville, LA
2/7/17 10:00 AM

Name	Agency/Company	Email	Phone
Tim Bonura	All South Consulting	Tim@ASCELLC.com	(504) 322-2783
Gavin D. Gillen	All South Consulting	GGillen@ASCELLC.com	(504) 322-2783
Emma Bahm	Dana Brown + Associates	ebahm@danabrownassociates.com	(504) 345-2639
Darrin Duhe	SCP	dduhe@stcharlesgov.net	985-783-5000
Larry Cochran	SCP Gov	lcochran@stcharlesgov.net	985-783-5000
Sam Scholle	CCP	ssscholle@stcharlesgov.net	504-235-7180
Walt Baranka	BBEC	wbaranka@bbecllc.com	504-828-0030

All South Consulting Engineers

St. Charles Parish Pedestrian / Bicycle Master Plan
Kickoff Meeting
3rd Floor Conference Room, St. Charles Parish Courthouse, Hahnville, LA
2/7/17 10:00 AM

Name	Agency/Company	Email	Phone
Dan Jatres	RPC	djatres@norpc.org	504.483.8505
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KATE ROGERS	ST. CHARLES PARISH PUBLIC SCHOOLS	Krogers@stcharles.k12.la.us	504-235-9166
JOHN P. ROME JR.	" " " " "	jrome@stcharles.k12.la.us	504-481-6381
Anthony Ayo	SCP Gov	aayo@stcharlesgov.net	504-559-6752
DUANE D. FORET	Parks & Rec	dforet@stcharlesgov.net	504-415-0050

St. Charles Parish Pedestrian / Bicycle Master Plan
Kickoff Meeting
3rd Floor Conference Room, St. Charles Parish Courthouse, Hahnville, LA
2/7/17 10:00 AM

Name	Agency/Company	Email	Phone
Carla Chiasson	St. Charles Parish	cchiasson@stcharlesgov.net	985-783-5165
Chris Welker	St. Charles Parish P+Z	cwelker@stcharlesgov.net	985-783-5060
Michael Albert	St. Charles Parish P+Z	malbert@stcharlesgov.net	985-783-5060
Billy Raymond	St. Charles Parish	braymond@stcharlesgov.net	985-783-5000
Snookie Faucheux	St. Charles Parish PW	cmfaucheux@stcharlesgov.net	985-783-5102 504-701-2829

St. Charles Parish Pedestrian / Bicycle Master Plan
PMC Meeting #3
3rd Floor Conference Room, St. Charles Parish Courthouse, Hahnville, LA
12/14/17 3:00 PM

Name	Agency/Company	Email	Phone
Jessica DeVille	DOTD	jessica.deville@la.gov	225-379-1844
Marny Stein	SCPPZ	mstein@stcharlesgov.net	985-331-3741
Duane P. Foret	SC Parks & Rec	dforet@stcharlesgov.net	985-331-3085
Carla Chiasson	SCP Grants Office	cchiasson@stcharlesgov.net	985-783-5165

St. Charles Parish Pedestrian / Bicycle Master Plan
PMC Meeting #3
3rd Floor Conference Room, St. Charles Parish Courthouse, Hahnville, LA
12/14/17 3:00 PM

Name	Agency/Company	Email	Phone
GAVIN GILLEN	ASCE	GGillen@ASCELLC.com	(504) 322-2783
Emma Bahm	DBA	ebahm@danabrownassociates.com	(504) 345 2639
DANA BROWN	DBA	DBROWN@DANABROWNASSOCIATES.COM	(504) 345-2639
Karen Parsons	RPC	kparsons@norpc.org	504-483-8511
Dan Satres	RPC	djatres@norpc.org	504.483.8505
Michael Albert	P&Z	malbert@stcharlesgov.net	985-783-5060

All South Consulting Engineers

St. Charles Parish Pedestrian / Bicycle Master Plan
PMC Meeting #3
3rd Floor Conference Room, St. Charles Parish Courthouse, Hahnville, LA
12/14/17 3:00 PM

Name	Agency/Company	Email	Phone
Raxbom Clipper	BBEC	rclipper@bbecllc.com	828-0038
Walt Borawka	BBEC	wborawka@bbecllc.com	828-0030

St. Charles Parish comprehensive pedestrian and bicycle master plan

ST. CHARLES PARISH

Steering Committee Meeting

04/12/2017

RPC REGIONAL PLANNING COMMISSION FOR THE PARISHES OF LOUISIANA

ALL SOUTH CONSULTING ENGINEERS, L.L.C.

DANA BROWN & Associates

bbec

AGENDA

» Introduction

» The Comprehensive Planning Process

» Complete Street Principles

» Walking and Bicycling in St. Charles Parish

» Visioning Workshop & Participation

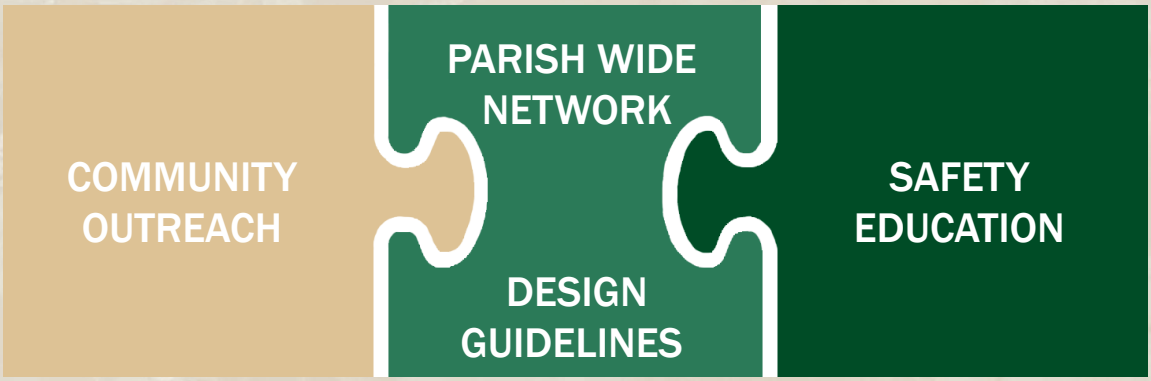
- Area & Route Identification
- Pin the Sticker on the Problem
- Developing a Vision Statement
- Public Survey

THE COMPREHENSIVE PLANNING PROCESS

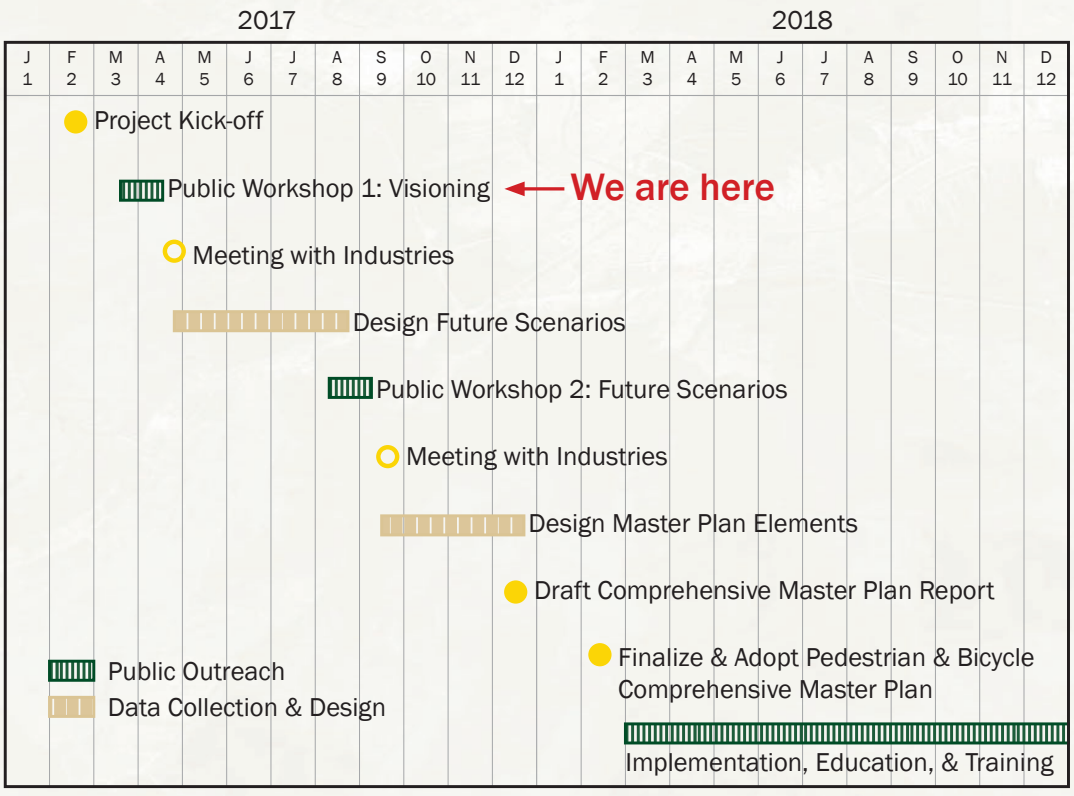
THE COMPREHENSIVE PLANNING PROCESS

The **St. Charles Parish Comprehensive Bicycle** and Pedestrian Master Plan goal is to improve **SAFETY** for **WALKING** and **BICYCLING** for residents and visitors.

Outreach and education will be key elements of the plan's development throughout the planning process.



PROJECT SCHEDULE



THE COMPREHENSIVE PLAN RESULTS

Parish-wide Network

- Parish-wide interconnected network of on-street and off-street walking and bicycling facilities based on data analysis, public engagement, and best practices

Design Guidelines & Specifications

- Engineering standards for on-street and off-street walking and bicycling infrastructure
- Intersection design
- Bicycle parking requirements
- Way-finding signage
- Street markings

Plan Implementation

- Short-term goals
- Policy Programs
- Education Programs
- Law Enforcement

COMPLETE STREETS PRINCIPLES

COMPLETE STREETS

GOALS:

- Create a balanced transportation system for all users to serve all modes.
- Improve safe access to destinations.
- Pedestrian and bicycle friendly environment
- Providing a real alternative to driving

COMPLETE STREETS

SPECIFIES ALL USERS:

- All Users
  - » Motorists, Transit, Cyclists, Pedestrians
- All Ages
  - » Children and Elderly
- All Abilities
  - » Universal Access

COMPLETE STREETS

COMPLETE STREETS BENEFITS:

- Increase mobility and safety for children.
- Improve mobility for people with disabilities.
- Increase mobility and independence for older citizens.
- Support local economic development efforts.

- Reduce pedestrian and bicycle injury and fatality rates.
- Reductions in rates of obesity, type 2 diabetes, and heart disease.
- Reduce emissions, supporting environmental policies and goals.
- Lower household transportation costs.

COMPLETE STREETS

INCLUDE ALL PROJECTS:

- » New & retrofit projects
- » Small and large scale projects
- » Urban, suburban, and rural

re-striping

Before

After

Before

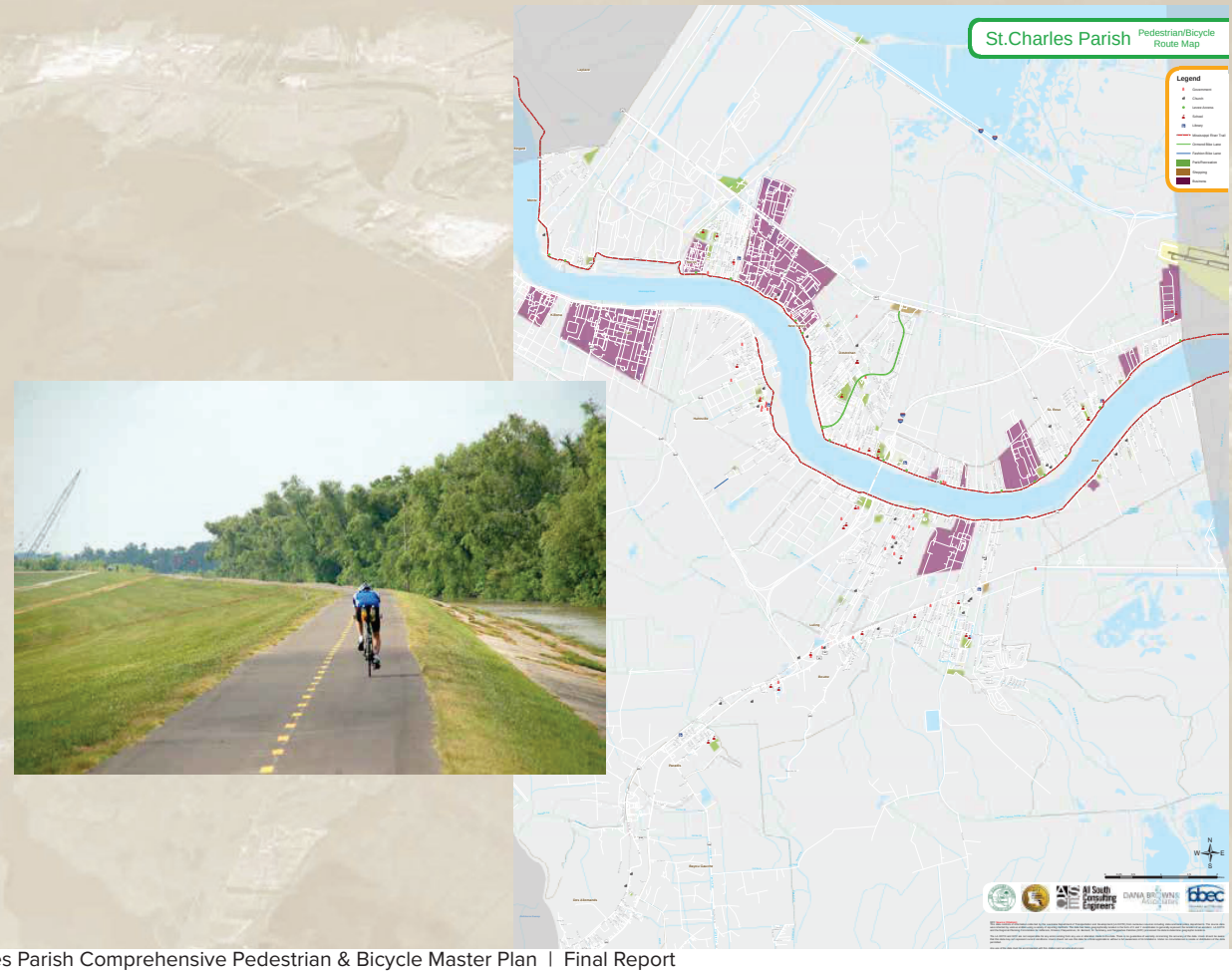
After

WALKING AND BICYCLING IN ST. CHARLES PARISH TODAY

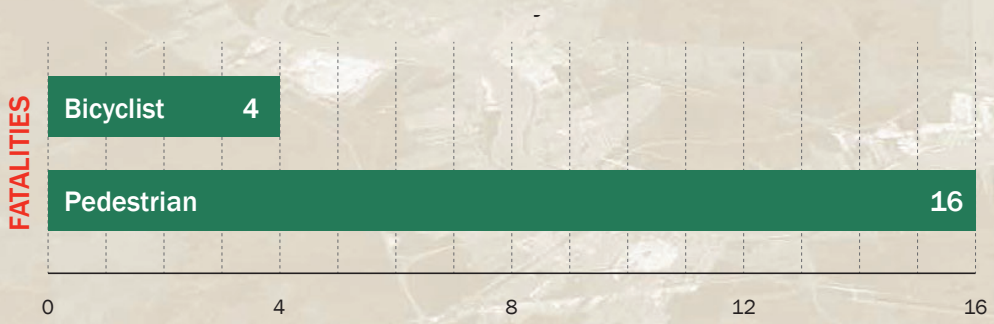
WALKING AND BICYCLING IN ST. CHARLES PARISH

EXISTING CONDITIONS:

- Roads offer limited opportunities for walking and bicycling.
- The Parish's greatest strength is the shared use levee trails along the river connecting to adjacent parks.
  - » Used by pedestrians and bicyclists ranging in abilities.
  - » Connect with neighboring Jefferson Parish, with future plans for expansion.
- High-speed arterial streets discourage walking and biking.



2005-2015 St. Charles Parish Bicycle & Pedestrian Fatalities

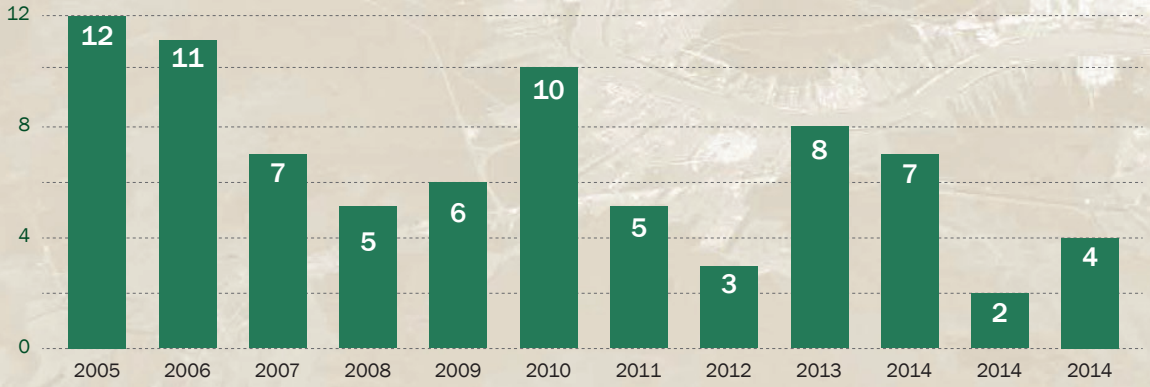


2005 - 2015 St. Charles Parish Fatalities

1 IN 5 TRAFFIC FATALITIES WERE PEDESTRIANS OR BICYCLISTS

Source : Louisiana Crash Data Reports (Crash Report Index http://datareports.lsu.edu/Crash ReportIndex.aspx)

2005-2016 St. Charles Parish Vehicular - Bicycle Crashes



80 TOTAL VEHICULAR - BICYCLE CRASHES SINCE 2005

Source : Louisiana Crash Data Reports (Crash Report Index http://datareports.lsu.edu/Crash ReportIndex.aspx)

VISIONING WORKSHOP & PARTICIPATION

VISIONING WORKSHOP & PARTICIPATION

ACTIVITY 1 :

- Identify areas on the map where you feel SAFE walking or bicycling
  - » **BLUE**

- Identify areas on the map where you feel UNSAFE walking or bicycling
  - » **RED**

- Identify areas on the map where you would like pedestrian and bicycle safe corridors
  - » **GREEN**

VISIONING WORKSHOP & PARTICIPATION

ACTIVITY 2 :

Pin the Sticker on the Problem

- Use stickers with a corresponding note cards to identify problem areas.
- Notes can identify:
  - » A specific problem (area, intersection, corridor, etc.)
  - » Areas where you feel unsafe as a pedestrian or bicyclist
  - » Areas that need a specific improvement
  - » Anything else you would like to note

7

Place the corresponding sticker number on the map.

7

Write Notes Here

VISIONING WORKSHOP & PARTICIPATION

ACTIVITY 3 :Visioning

- » What kind of place should St. Charles Parish be for pedestrians and bicyclists in 20 years?
- » What characteristics set St. Charles Parish apart as a place for walking and biking?
- » Formulate a sentence or two that describes your groups' vision for the future of walking and bicycling in St. Charles Parish.

VISIONING WORKSHOP & PARTICIPATION

YOUR FEEDBACK IS IMPORTATION!

PLEASE FILL OUT THE PUBLIC SURVEY

Please mail or drop off surveys at

St. Charles Parish Courthouse or mailed to

15045 River Road

Hahnville, LA 70057

Attn: Darrin Duhe

TAKE THE SURVEY ONLINE

walkbikescp.com

NEXT STEPS

- Finish this round of public workshops, meetings with stakeholders, and industries.
- Finalize the vision statement & goals for St. Charles Parish
- Develop the Parish-wide network pedestrian and bicycle plan
- Conduct the next round of public workshops at which attendees will be asked to review a draft pedestrian and bicycle network and design recommendations and provide feedback on priorities.

ST. CHARLES PARISH

Thank you!

For more information

please visit

walkbikescp.com

RPC REGIONAL PLANNING COMMISSION FOR THE PARISHES OF LOUISIANA

ALL SOUTH CONSULTING ENGINEERS, L.L.C.

DANA BROWN & Associates

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D APPENDIX

COMPLETE STREETS DRAFT ORDINANCE

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Appendix D is a draft copy of the Complete Streets Ordinance (Ord. No. 94-12-4). This draft is the most recent version available. The ordinance will facilitate ensuring that the proposed Pedestrian & Bicycle Master Plan improvements will be implemented in an accurate and timely fashion and that street projects, whether they be public or private projects, address pedestrian and bicyclist needs as set forth in the plan. The ordinance is intended for consideration and adoption by the Parish Council.

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An ordinance to amend and re-ordain Ord. No. 94-12-4, § VI, 12-5-94, of the St. Charles Parish Code to establish a Complete Streets program for the Parish of St. Charles, to provide guiding principles and practices requiring that all transportation improvements are planned, designed, and constructed to encourage walking, bicycling, and transit use, while also promoting the full use of, and safe operations for, all users of the Parish's transportation network.

WHEREAS, according to the Louisiana Crash Data Reports, one in five crashes resulting in a fatality in St. Charles Parish involved either a pedestrian or bicyclists between 2005 and 2015 ; and

WHEREAS, the City Council, with the Parish President concurring adopted Ordinance 15-12-18 that endorses Complete Street principles; and

WHEREAS, the St. Charles Parish Bicycle and Pedestrian Comprehensive Master Plan expressly states that "The Vision for the St. Charles Parish Bicycle and Pedestrian Master Plan is to create a safe network for bicyclists and pedestrians" is a transportation goal of the Parish; and

WHEREAS, the St. Charles Parish 2030 Comprehensive Plan directs the Parish to "[e]stablish and adopt a 'Complete Streets' [program] that moves people and freight safely by integrating various transportation modes" as a strategy for achieving this goal; and

WHEREAS, a Complete Streets program for the roadway segments listed in the St. Charles Parish Bicycle and Pedestrian Master Plan will balance access, mobility, health and safety needs of all users, which include pedestrians, bicyclists, and transit users of all ages and abilities, as well as buses, streetcars, and commercial and private motorized vehicles; and

WHEREAS, a Complete Streets program for the roadway segments listed in the St. Charles Parish Bicycle and Pedestrian Master Plan will create a comprehensive, integrated, and connected transportation for the St. Charles Parish; and

WHEREAS, in 2010, the Louisiana Department of Transportation and Development (LADOTD) adopted an internal Complete Streets program to "create a comprehensive, integrated, [and] connected transportation network for Louisiana that balances access, mobility, [and] health and safety needs of motorists, transit users, bicyclists and pedestrians of all ages and abilities"; and

WHEREAS, numerous state transportation agencies including LADOTD, multiple Metropolitan Planning Organizations, counties and municipalities nationwide have adopted Complete Streets programs; and

DRAFT

WHEREAS, transportation improvements on Parish streets and bridges that have been recognized as contributing to a Complete Streets program include an array of facilities and amenities, such as sidewalks, bike lanes, bike racks, crosswalks, traffic calming measures, street and sidewalk lighting; targeted pedestrian and bicycle safety improvements; access improvements in compliance with the Americans with Disabilities Act; street trees and landscaping; drainage and storm water management; and street furniture and other amenities; now therefore,

SECTION 1. THE ST. CHARLES PARISH COUNCIL HEREBY ORDAINS, that _____ is hereby amended and preordained to read as follows:

"Sec. _____ -Complete Streets Program.

a) Purpose. The St. Charles Parish Council shall establish and implement a Complete Streets program for the roadway segments listed in the St. Charles Parish Bicycle and Pedestrian Master Plan by requiring that all planning, designing, funding, operation and maintenance of the Parish's transportation system listed in the Master Plan to accommodate and encourage travel for all users in a balanced, responsible, and equitable manner consistent with, and supportive of, the surrounding community.

b) Definitions.
   1) Crash data, as used in this section, means data, including but not limited to, location, severity and demographics regarding crashes involving vehicles and/or pedestrians.
   2) User mode share data, as used in this section, means the number of users or percentage of users for particular modes of transportation, such as private motor vehicles, public transit, bicycling, or walking.
   3) Vehicle, as used in this Section, means every device by which persons or things may be transported upon a public street, highway, or bridge. A bicycle or a ridden animal shall be a vehicle, and a trailer or semitrailer shall be a separate vehicle.

c) Scope. The Complete Streets program shall apply to all phases of design, development and implementation. It shall also apply to the entirety of transportation facilities' lifetimes, including planning, design, construction, funding, operation, and maintenance.

d) Establishment of Complete Streets goals, metrics, policies, standards and guidelines.
   1) The director of the Department of Public Works (DPW) and director of the Department of Planning and Zoning (DPZ) shall develop goals and metrics for the Complete Streets policy

DRAFT

based on recognized best practices including, but not limited to, the National Complete Streets Coalition Complete Streets Policy Analysis 2010 and the American Planning Association Complete Streets: Best Policy and Implementation Practices.

2) The director of DPW shall adapt, develop, and adopt departmental policies, design criteria, standards, and guidelines based upon recognized best practices in street design, construction, and operations including, but not limited to, the latest editions of American Association of State Highway Transportation Officials (AASHTO) A Policy on Geometric Design of Highways and Streets; AASHTO Guide for Planning, Designing, and Operating Pedestrian Facilities; AASHTO Guide for the Development of Bicycle Facilities; Institute of Transportation Engineers (ITE) "Designing Walkable Urban Thoroughfares: A Context Sensitive Approach"; National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide; U.S. Access Board: Public Right-of-Way Accessibility Guidelines; Highway Capacity Manual and Highway Safety Manual. In doing so, DPW shall consider methods of providing development flexibility within safe design parameters, such as context-sensitive design solutions. DPW shall also attempt to employ all solutions consistent with, and sensitive to, the context of the project.

e) Collaboration. DPW shall work with all appropriate agencies as necessary to effectively develop, operate and maintain bicycle and pedestrian networks. Such agencies include, but are not limited to, LADOTD, the New Orleans Regional Planning Commission, and the Department of Planning and Zoning.

f) Exemptions: DPW and the Department of Planning and Zoning may exempt part or all of a specific roadway segment from the requirements of this Section by issuing in writing, documentation of said exemption. Such exemptions must be approved in writing by the directors of DPW and DPZ. Exemptions may be granted:

1) If the project involves a roadway on which non-motorized use is prohibited by law. In this case, DPW and DPZ shall make a demonstrable effort to accommodate pedestrians, bicyclists, and other non-motorized users elsewhere;

2) If DPW and DPZ document an absence of current and future need or use of the affected area by pedestrians, bicyclists, and other non-motorized users, and that such an absence would likely continue despite compliance with this Section;

3) If DPW, in consultation with DPZ, conclude that the cost of accommodation of all users is excessively disproportionate to the need or probable use of the affected area. Under this Section, excessively disproportionate may be defined as 15% or more of the total project cost; or

DRAFT

4) If DPW, in consultation with DPZ, conclude that the project involves routine, minor maintenance activities designed to keep the Parish's transportation assets in serviceable condition, including but not limited to, cleaning, pothole and catch basin repair, or temporary measures on detour or haul routes. Under this Section, overlay projects shall not qualify as routine, minor maintenance activities.

g) Implementation. In support of the Complete Streets program, DPW, in consultation with DPZ, shall:

1) Create an entity tasked with oversight of the implementation and progress of the Complete Streets program;
2) Develop, modify and update Parish plans, manuals, rules, regulations and programs in accordance with this Section;
3) Dedicate sufficient staff to implement Complete Streets guidelines and practices into Parish projects;
4) Dedicate sufficient resources to train pertinent staff on the content, guiding principles and best practices to effectively implement the Complete Streets program; and
5) Dedicate sufficient resources to the collection and analysis of data, such as crash data and mode share, necessary to guide and inform the decision- making process.
6) Ensure the Complete Streets Program for St. Charles Parish is fully implemented not later than _____.

h) Complete Streets program performance evaluation. In support of the Complete Streets program, DPW and DPZ shall establish a reporting procedure that annually measures the success of the Complete Streets program.

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