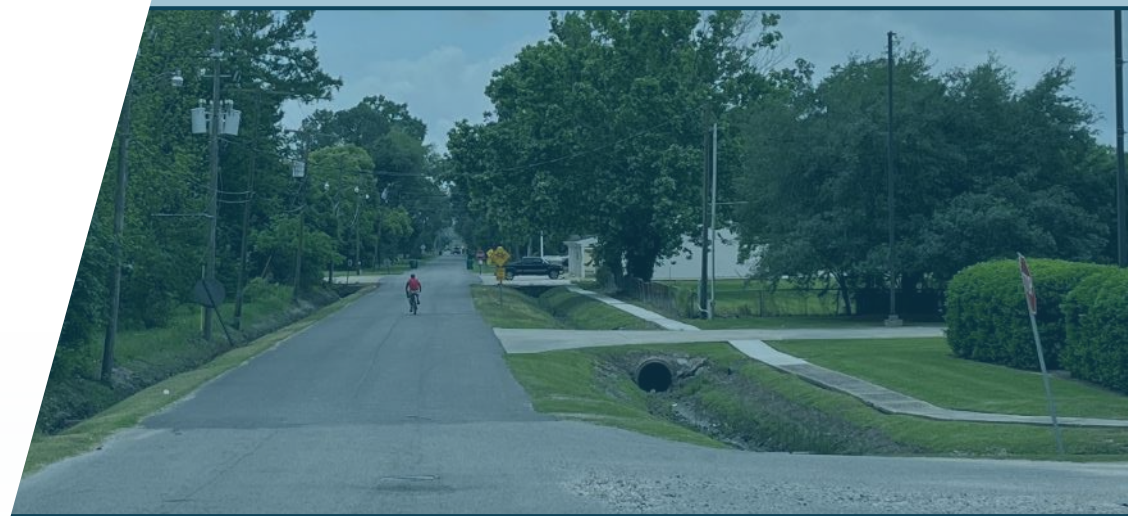


# SCPDC

## Bicycle & Pedestrian Safety Plan

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2024



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### Special Thanks

Matt Trahan

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### Legal Disclaimer

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# **Chapter 1**

## **Introduction**

## Chapter 1: Introduction

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### Overview

The SCPDC Regional Bicycle & Pedestrian Safety Plan (BPSP) provides a shared vision for the communities' priorities for safe and convenient walking, bicycling, and other means of non-motorized travel for recreation and transportation for all users. The Plan identifies a network that, when implemented, will provide residents opportunities to walk and bike between communities and access schools, workplaces, shopping, and recreational opportunities within each of the many communities within the region.

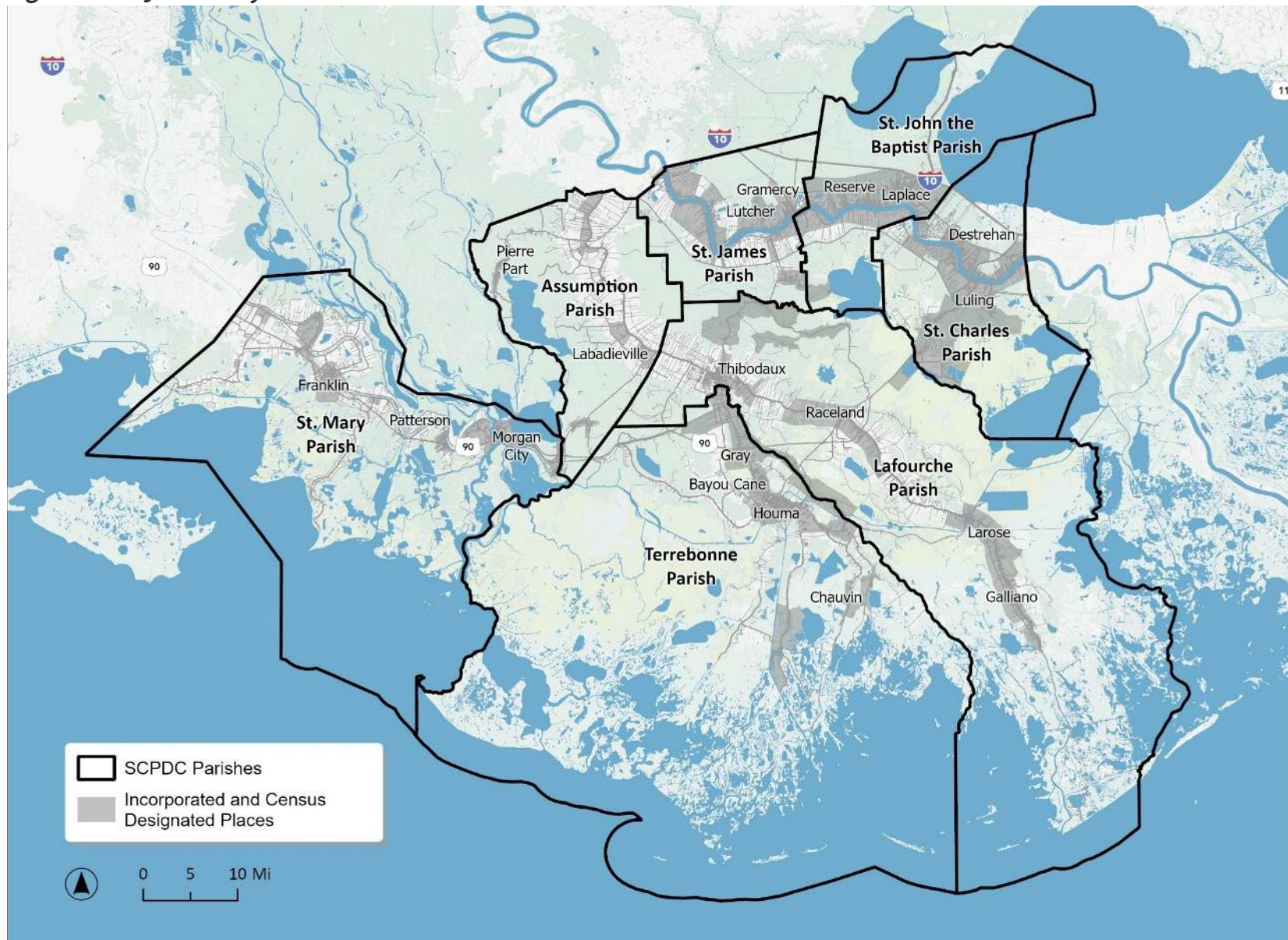
The planning process began in 2018, when SCPDC kicked off their BPSP with public and stakeholder engagement efforts to understand community needs and interest in active transportation. The plan was briefly put on hold due to the COVID-19 pandemic. In 2023, SCPDC hired the consultant team of Alliance Transportation Group and Grey Engineering to complete the

analysis process, develop a network of recommendations, and provide an action plan to develop a path forward towards implementation.

Bicycle and pedestrian planning at the regional scale is intended to provide a framework for addressing the needs of bicyclists and pedestrians by setting the stage for collaboration between SCPDC and the parishes and municipalities within the plan's geography. The BPSP incorporates local bicycle and pedestrian plans, where applicable, and it encourages parishes and municipalities to continue planning for bicyclists and pedestrians at a finer grained scale based on their local knowledge, community needs, and funding opportunities.

The BPSP includes an overview of existing conditions, recommendations for the active transportation network, and an action plan for implementation.

**Figure 1. Project Study Area**





## Why Active Transportation?

Investing in active transportation offers numerous benefits at the regional and local level. Promoting active transportation enhances residents' quality of life, reduces traffic congestion, and contributes to healthier places. The goals of the BPSP align with the overarching goals of the 2045 Metropolitan Transportation Plan (MTP):



### Provide Reliable Transportation

**Options:** Provide a network of connected transportation options to ensure safe and convenient travel for pedestrians, cyclists and other users.



**Improve Safety and Security:** Address the safety of vulnerable road users by implementing projects that protect them and programs that create awareness and encourage safe behaviors for all road users.



### Maintain and Maximize Our System:

Explore opportunities to implement projects through a variety of programs and partnerships.



**Support Prosperity:** Prioritize transportation improvements that provide access to jobs, healthcare, and other essential services with particular attention to transportation disadvantaged communities where need is greatest.



### Protect Our Environment and

**Communities:** Promote non-motorized forms of transportation to reduce greenhouse gas emissions and provide for physical activity to improve health outcomes.

## Complete Streets Policy Support

Complete Streets are those that are designed and operated to enable safe access and travel for all users, including pedestrians, bicyclists, motorists and transit users of all ages and abilities. While this plan focuses on the development of an active transportation network, the SCPDC MPO acknowledges that every road project should be seen as an opportunity to improve access and mobility for all users of the transportation network.

For roadways on the state highway network, the recommendations included in Chapter 3, while not an exhaustive list, should be considered a

“Complete Streets Plan.” Because of the regional nature of this planning document, additional research by the Louisiana Department of Transportation and Development (LADOTD) may be necessary to identify additional local plans that may supersede these recommendations. Additionally, local coordination is always essential to determine whether conditions have changed or if new opportunities arise that were not accounted for during the planning process.

## Public Engagement

SCPDC conducted public engagement activities for the BPSP through an online survey, in person meetings that used Mentimeter polling, and workshops across the region. The online survey aimed to identify public priorities for bicycle and pedestrian connectivity, safety issues, and barriers. Conducted in 2019, the survey reached 8,971 participants.

Members of the public expressed preferences for:

- More neighborhood paths and connections to levees and water-adjacent places

- Improved connections to businesses, especially in high traffic areas
- Safety improvements such as buffered bike lanes, push button crossings, and better lit crosswalks

Barriers to walking and biking that were identified included:

- Lack of sidewalks and connectivity
- Absence of destinations
- Safety concerns and insufficient lighting
- Limited Americans with Disabilities Act (ADA) compliance

Throughout April and May of 2019, SCPDC held five stakeholder engagement sessions that included a presentation, a series of interview questions, and the opportunity for participants to mark up regional maps with their concerns and ideas for project locations. When asked, “Where should we focus limited funds?” the top response was “Safety Improvements,” followed by “Maintenance,” “Intersection Improvements,” then “New Roadways/Widen Existing Roadways.”

# **Chapter 2**

**Existing**

**Conditions**

## Chapter 2: Existing Conditions

### Overview

The project study area encompasses the seven parish area of Assumption, Lafourche, St. Charles, St. James, St. John the Baptist, St. Mary, and Terrebonne Parishes. Located in the "South Central" region of the state, it is roughly bound by I-10 to the north and the Gulf of Mexico to the south. This region is positioned between Lafayette to the west, Baton Rouge to the north, and New Orleans to the east, offering residents and businesses access to a range of educational and professional opportunities and business markets. The area serves as a hub for the oil and gas industry, with offshore, shipbuilding, manufacturing, and processing industries also comprising the region's largest sectors. South Central's biggest cities, Houma and Laplace, each have approximately 30,000 residents.

Wetlands and waterways dominate the region's environment and have shaped settlement patterns and transportation networks through the area. Communities from Morgan City to Galliano hug bayous and canals that provide access to the Gulf, while those in St. John the Baptist, St. Charles, and St. James line the major shipping artery of the

Mississippi River. Highways, bridges, and roadways developed following the winding waterways, creating long spines with shorter, primarily residential roadways branching off them.

There is an abundance of small bridges throughout the region, creating pinch points within the transportation network. Many of these are movable bridges, including bascule, swing, and vertical lift bridges, further complicating navigation on foot and by bike.

## Transportation System

### Existing Facilities

#### *Sidewalk Inventory*

LADOTD maintains two databases of sidewalks that span the state.<sup>1, 2</sup> Most records in the region have not been updated since they were originally inventoried in 2011 or 2016, however. SCPDC conducted its own survey more recently to include ADA compliance, surface type, and condition, but its geographic scope was limited. Because the state's inventory covers the full region, this analysis references LADOTD data.

According to that database, 596 miles of sidewalks are found across the region's communities, but they are unevenly distributed. Generally, towns and

<sup>1</sup> LADOTD (2020). [Sidewalks Outside](#). Accessed October 2023.

<sup>2</sup> LADOTD (2020). [Sidewalks Inside](#). Accessed October 2023.

cities with more compact development patterns are those with more sidewalks, regardless of parish. Central Houma, Thibodaux, and Morgan City have the largest and most interconnected sidewalk networks. Each network aligns to gridded, largely residential streets but also provides access to destinations along larger connector and arterial roads. Smaller communities including Gramercy, Litcher, Napoleonville, Franklin, and Lockport are also defined by compact development and sidewalk networks that connect residential streets and major corridors in each community.

Rural areas in the region have few sidewalks, as shoulders provide the most practical and cost-effective connection between more sparsely populated communities. Assumption and St. James Parishes have minimal sidewalk coverage outside of the towns identified above. In Terrebonne and Lafourche Parishes, pockets of dense development exist along bayous, but shoulders often remain the only pedestrian option. Waterways limit available right-of-way, and it has

been largely reserved for motor vehicle traffic, shoulders, and parking.

Areas with newer, more sprawling residential subdivisions are inconsistent in their inclusion of sidewalks.

Subdivision regulations at the parish or municipal level can require sidewalks at the time of new construction, but most in the region do not. Some jurisdictions require sidewalks only in certain planned unit developments or “traditional neighborhood developments.”<sup>3, 4, 5</sup> St. John the Baptist Parish is the exception, requiring that all subdivisions with more than 5 units have sidewalks unless it interferes with drainage.<sup>6</sup> As a result, the newer, large subdivisions in Laplace north of Airline Drive all include extensive sidewalk networks.

In most new subdivisions throughout the region, it is more expensive for developers to build sidewalk systems (and associated subsurface drainage), so they are typically not built unless mandated to do so or properties in the development are at higher price points to offset the cost. As they are

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<sup>3</sup> Terrebonne Parish (April 2024). [\*Terrebonne Parish, LA Code of Ordinances, Chapter 28: Zoning, Article IV, Planned Unit Developments\*](#). Accessed May 2024.

<sup>4</sup> City of Thibodaux (Nov. 2023). [\*Thibodaux, Louisiana Code of Ordinances, Appendix A – Zoning Ordinance, Article V – Use District Regulations, Sec. 509 – Planned Developments\*](#). Accessed May 2024.

<sup>5</sup> St. Mary Parish (Feb. 2017). [\*Unified Development Ordinance, Chapter 3 Site Design and Development, Division 3.3 Traditional Neighborhood Developments Design and Layout\*](#). Accessed May 2024.

<sup>6</sup> St. Charles Parish (April 2024). [\*St. Charles Parish, LA Code of Ordinances, Appendix C – St. Charles Parish Subdivision Regulations of 1981, IV. – Design Standards\*](#). Accessed May 2024.



constructed in the public right-of-way, sidewalk maintenance then typically falls to a municipality or parish's public works department, and many have limited capacity to maintain these new facilities. Still, the safety and connectivity sidewalks provide outweigh their costs in most locations.

### ***Shared Use Paths***

Shared use paths – paved paths that are fully separated from and independent of the roadway – provide low-stress connectivity and recreation opportunities for both bicyclists and pedestrians. There are a handful in the region which add up to approximately 45 miles, and the longest are those atop Mississippi River levees.<sup>7</sup> By parish, shared use paths include:

- Assumption Parish: a path adjacent to and across Bayou Lafourche near Assumption High School.
- St. Charles Parish: Mississippi River East Bank and West Bank levee trails, with the East Bank path spanning the full length of the parish outside the Bonnet Carre Spillway.

- St. James Parish: Mississippi River levee adjacent trail segments in Paulina on the East Bank and Vacherie on the West Bank.
- St. John the Baptist Parish: Mississippi River East Bank levee trails from Montz to Reserve, and a Laplace neighborhood path between the Riverlands and Belle Terre golf courses.
- St. Mary Parish: the Morgan City Trail, with segments near the Lakeside neighborhood and Morgan City High School.

Other shared use paths exist within community parks dotting the region, but they are not included in the analysis, as they are for recreational use only and do not offer connectivity between destinations.

### ***Existing Bicycle Facilities***

Additional on- or near-street facilities exist throughout the region, but they are often disconnected and only occasionally offer additional separation or protection from motor vehicle traffic. In urban and suburban areas, facility types present include sidepaths, conventional bike lanes, buffered bike lanes, and bicycle boulevards. In rural areas, shoulders are the facility type that currently offers separation for bicyclists. For detailed

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<sup>7</sup> An inventory of shared use path and other on-street bike facilities, described below, was provided by SCPDC in August 2023. Additional

facilities were added by the research team; other facilities may also exist.

descriptions of each facility, see the Design Guidance section in Chapter 3.

### Existing Urban Bicycle Facilities

There are approximately 22 miles of on-street facilities in the region's urban areas. Sidepaths, which are similar to shared use paths but that run parallel to roadways, are the most widely found and run for 10 miles in Lafourche, St. Mary, and Terrebonne Parishes. The longest of these make up the Berwick Trail in St. Mary Parish. The buffered bike lane on Ormond Blvd. in Destrehan is the longest on-street facility, running 3 miles between US-61 / Airline Hwy. and the Mississippi River levee trail.

Parishes include the following urban bicycle facilities:

- **Lafourche Parish:** In Thibodaux, sidepaths in the neutral ground of LA-648 / Acadiana Rd., on roads around the perimeter of the Nicholls State University campus, and on Menard St.; bicycle boulevard on St. Charles St. from E 2<sup>nd</sup> St. to E 5<sup>th</sup> St.
- **St. Charles Parish:** in Destrehan, a buffered bike lane on Ormond Blvd.; in Hahnville, a conventional bike lane on S. Fashion Blvd.
- **St. James Parish:** in Garyville, a bicycle boulevard on Historic Main St.

- **St. John the Baptist Parish:** in Laplace, a conventional bike lane on St. Andrews Blvd.
- **St. Mary Parish:** In Berwick, the Berwick Trail sidepaths along LA-182 and segments nearby, and conventional bike lanes on Renwick Blvd.
- **Terrebonne Parish:** in Bayou Cane, a sidepath on Westside Blvd.

Throughout the region, there are a handful of streets painted with “sharrows,” or arrows with a bicycle symbol that indicate to both bicyclists and drivers that the lane is shared by both users. As part of bicycle boulevard treatments, sharrows can be used in conjunction with slowed speeds, signage, speed humps, and other measures to make these shared routes safer for bicyclists. For most locations in the region, however, sharrows are on streets with speeds faster than 25 mph and few other safety measures, and they are thus not identified as existing bicycle boulevards. Valhi Blvd. in Houma is an example of such a roadway, which is marked with sharrows but has heavy vehicle traffic, a 35 mph speed limit, and is considered uncomfortable for most riders except those most confident riding in mixed traffic.

Some bridges and tunnels in Houma and Thibodaux have pedestrian paths physically

separated from vehicle traffic, but bicycle travel is either not permitted or not possible on these segments. Examples of these pedestrian protected paths include those on Canal Blvd. across Bayou Lafourche in Thibodaux, on the Houma twin span bridges over the Intercoastal Waterway, or under the Intercoastal on Tunnel Blvd.

### Existing Rural Bicycle Facilities

In rural areas, hundreds of miles of shoulders offer a safer alternative than traveling in mixed traffic for bicyclists and pedestrians, though they are not as safe as fully separated facilities. Following a review of LADOTD and SCPDC roadway datasets as well as input from local cycling group Bayou Country Cyclists, almost 340 miles of roadways with shoulders are included in the existing facilities inventory and offer relatively safer regional travel. In each parish, the following state routes have long rural segments with shoulders wider than 4 feet which have been identified as safer for regional connectivity:

- Assumption Parish: LA-1, LA-70, LA-398
- Lafourche Parish: LA-1, LA-182, LA-24
- St. Charles Parish: LA-3127
- St. James Parish: LA-3127, LA-3125

- St. John the Baptist Parish: LA-54, LA-640, LA-3127, LA-3179, Old U.S. 51
- St. Mary Parish: LA-182 (outside of Morgan City)
- Terrebonne Parish LA-20, LA-24, LA-56, LA-57, LA-182, LA-311, LA-660 (all outside of Houma)

In evaluating the existing network, major regional roadways such as interstates and highways (roadways identified by LADOTD as functional class 1 or 2) are excluded, even if they have shoulders. Bicyclists and pedestrians are prohibited on many of these highways. On others, speeds, volumes, and inconsistent shoulder width and maintenance create dangerous conditions for bicycling.

### Existing Plans, Policies and Ongoing Projects

Thirteen existing plans were reviewed to identify envisioned, planned, or programmed projects as well as to look for alignment between public commentary and plan goals and objectives. Key takeaways from the process are:

- **Safety and Accessibility:** Plans consistently prioritized safety, safe routes to community destinations, ADA compliance, and the

creation of advisory groups to monitor progress.

- **Connectivity:** Plans emphasized connecting destinations such as parks, recreational facilities, and schools with bicycle and pedestrian infrastructure.
- **Public Involvement:** Surveys and other public participation revealed a demand for more separated bike trails and better maintained sidewalks.



## Needs Assessment

The needs assessment provides a data-driven analysis to understand conditions for people walking or biking. There were three analyses performed using geospatial and demographic data to understand demand, existing comfort levels, and crashes.

These are:

- Latent Demand
- Bicycle Level of Traffic Stress (BLTS)
- Crash Analysis

### Latent Demand

Latent demand represents potential unfulfilled demand for various reasons. Throughout the project study area there is latent demand for more active transportation options – bicycling and walking – because the built environment is designed for and dominated by the automobile.

The latent demand analysis combines geospatial data which cumulatively represents want and need for active transportation options.

The rationale for each selected factor is a combination of considerations. Population density,

employment density, and destinations are used because enhancing infrastructure in more densely populated areas impacts the most people, with more destinations in closer proximity to one another. The likelihood of people using facilities to walk or bike in these areas is higher.

Transportation disadvantaged communities are more likely to walk or bike, so areas that have a higher than the regional average for households without vehicles, households with disabilities, seniors, children under 18, and minorities are more likely to need safe and accessible infrastructure for walking and biking.

Active transportation begets active transportation, so proximity to transit, commute mode, and existing bike and pedestrian facilities are used in the analysis to understand where more seamless transitions between facilities should exist. All Latent Demand factors are shown in Table 1.

As shown in Figure 2, the areas with the darkest color are those deemed to have the highest demand for safe and accessible active transportation infrastructure, and investments in these areas would have significant impact.



Table 1. Latent Demand Analysis Factors, Sources, and Scoring Methods

Factor	Source	Regional Average	Scoring Method
Population Density <sup>8</sup>	2020 Census	100.01 people/sq. mi.	Above/Below Average
Minority Population <sup>9</sup>	2020 Census	40.07% minority population	Above/Below Average
Senior Population (over 65)	2020 Census	16.19% population over 65	Above/Below Average
Youth Population (under 18)	2020 Census	23.93% population under 18	Above/Below Average
Zero-Car Households	2021 5-Year ACS	7.56% households without a vehicle	Above/Below Average
Low-Income Households <sup>10</sup>	2021 5-Year ACS	16.89% households in poverty	Above/Below Average
Households with Disability	2021 5-Year ACS	32.24% households with a disabled individual	Above/Below Average
Commute Mode	2021 5-Year ACS	1.84% workers typically walk, bike, or transit	Above/Below Average
Employment Density <sup>11</sup>	2023 SCPDC	52.84 jobs/sq. mi.	Above/Below Average
Community Destinations	2023 SCPDC	N/A	Within 0.25 Miles
Active Transportation Facilities	2013, 2016 SCPDC	N/A	Within 0.25 Miles
Access to Public Transit	2016 SCPDC	N/A	Within 0.25 Miles

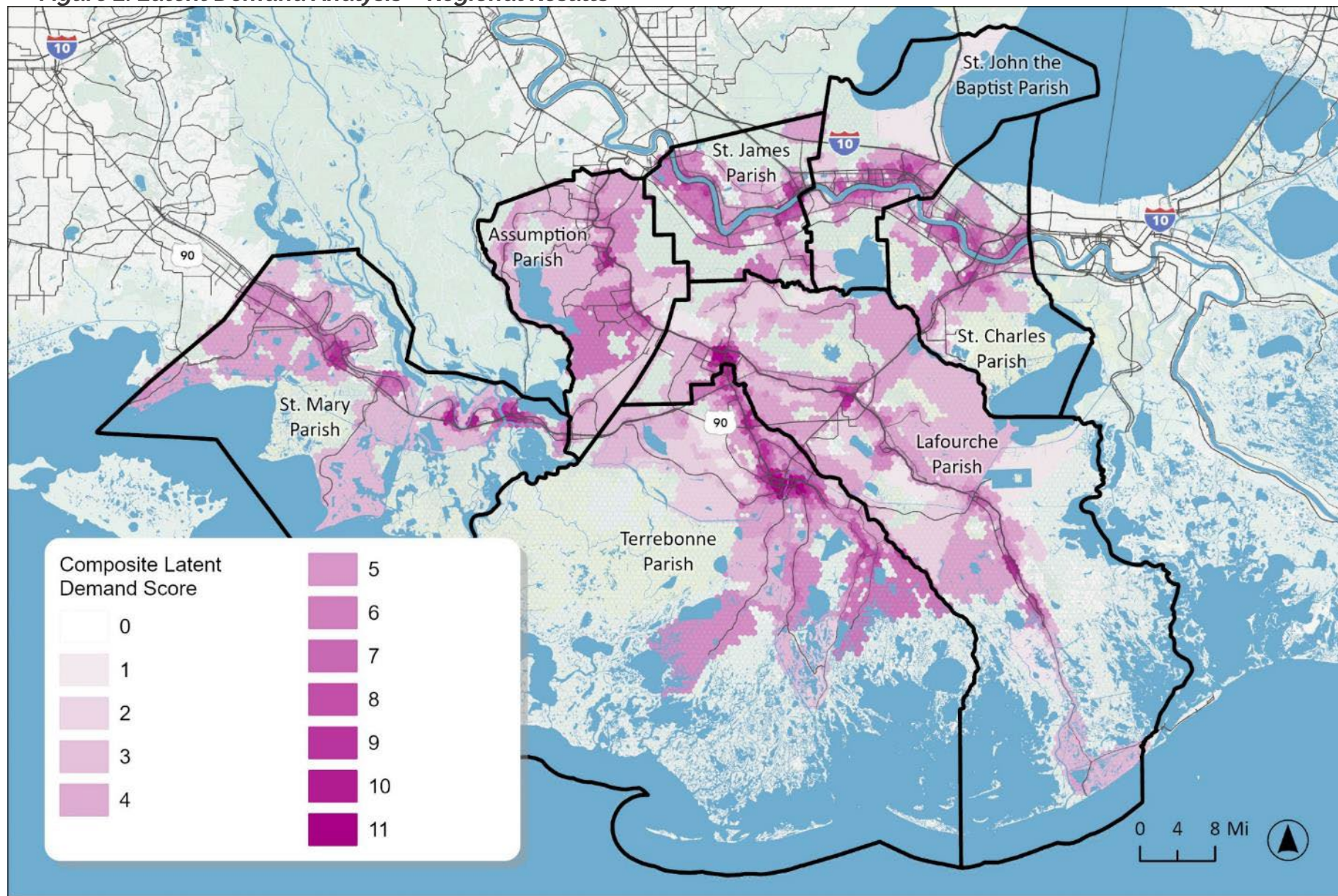
<sup>8</sup> Population density is the total population divided the *land area*, which is included in U.S. Census TIGER/Line polygon shapefile data. If the full area were to be included, the region would have an average density of 64.39 people/sq. mi. For comparison, Louisiana’s statewide population density was 107.8 people/sq. mi. of land in 2020.

<sup>9</sup> The minority population value combines the Census’ ethnicity (Hispanic/Latino) and race categories. If individuals identifies as *either* Hispanic/Latino *or* a race other than “white only,” they are counted in the minority population.

<sup>10</sup> This includes households that are below the Census Bureau’s [Official Poverty Measure](#) for 2021, based on household size and income relative to income level thresholds.

<sup>11</sup> Per Data Axle’s most recently employment report for SCPDC, there were 207,610 jobs across the seven parish region in 2023. This total was divided by the total land area described in the calculation of population density.

**Figure 2. Latent Demand Analysis – Regional Results**



## Bicycle Level of Traffic Stress (BLTS)

The purpose of a Bicycle Level of Traffic Stress Analysis is to illustrate the experience of a bicyclist using the existing road network. Roads are categorized on a scale from one to four, with roads rated one and two classified as “lower stress,” and roads rated three and four classified as “higher stress.” This analysis was conducted using a method modified from the widely cited report by the Mineta Transportation Institute (MTI), *Low-Stress Bicycling and Network Connectivity*, and a 2022 update from one of the report’s authors, Peter Furth.<sup>12, 13</sup>

The theory behind the analysis is that most people have little tolerance for interacting with traffic when riding a bike and are uncomfortable in mixed traffic situations. This type of rider, known as the “interested but concerned group” riders, make up approximately 51% of the population. Another 5% of the population is characterized as “enthused and confident,” preferring dedicated space but having the skills needed to ride comfortably in mixed traffic where vehicular speeds and volumes are not excessively high. The “strong and fearless” riders

make up about 7% of the population and are comfortable riding on roads regardless of the speed limit, number of lanes, or long intersection crossing distances. The last group, at 37% of the population, is the “no way, no how” non-cyclists.<sup>14</sup> These cyclist typologies can be used to facilitate an understanding of how the existing road network is working for the current population.

**Figure 3. Types of Cyclists**



<sup>12</sup> Mekuria, M., et. al. (May 2012). *Low-Stress Bicycling and Network Connectivity*. San Jose State University, accessed Oct. 2023.

<sup>13</sup> Furth, P. (May 2022). *Level of Traffic Stress Criteria for Road Segments, version 2.2*. Northeastern University, accessed Oct. 2023.

<sup>14</sup> Dill, Jennifer, and Nathan McNeil, “Four Types of Cyclists? Examination of Typology for Better Understanding of Bicycling Behavior and Potential,” *Transportation Research Record: Journal of the Transportation Research Board*, 2387: 129-138, 2013.



The BLTS score is based on factors including posted speed limits,<sup>15</sup> number of thru lanes per direction,<sup>16</sup> traffic volumes,<sup>17, 18, 19, 20</sup> and the presence of bicycle facilities. More than 70% of all regional roadways are considered LTS 1, and these are all almost exclusively local roads with slow speeds. 1.6% of all roadways are LTS 2, 15.8% are LTS 3, and 6.9% are LTS 4. Table 2 and Table 3 show LTS by functional class and posted speed.

Generally, most roadways *within* neighborhoods – local roads with slower speeds, fewer lanes, and lower volumes – are lower stress. However, the roadways that connect communities and destinations, including higher volume collectors and arterials, are consistently much higher stress

**Table 2: BLTS by Functional Class – Percent of Total Miles**

	Principal Arterials (3)	Minor Arterials (4)	Major Collectors (5)	Minor Collectors (6)	Local (7)
LTS 1	0.0%	0.0%	4.5%	22.0%	98.0%
LTS 2	0.0%	0.0%	2.7%	11.9%	1.1%
LTS 3	1.4%	58.6%	87.8%	66.0%	0.8%
LTS 4	97.3%	41.3%	2.0%	0.1%	0.1%

**Table 3: BLTS by Roadway Speed – Percent of Total Miles**

	Under 25 <sup>21</sup>	25	35	45	55 and up
LTS 1	51.4%	92.8%	0.0%	0.0%	0.0%
LTS 2	1.3%	0.9%	6.1%	0.0%	0.0%
LTS 3	2.2%	5.9%	79.2%	0.2%	0.0%
LTS 4	9.1%	0.1%	14.6%	64.5%	10.5%

<sup>15</sup> LADOTD (Dec. 2020a). [Louisiana Roadways](#). Accessed Oct. 2023.

<sup>16</sup> LADOTD (Dec. 2020b). [Number of Lanes](#). Accessed Oct. 2023.

<sup>17</sup> LADOTD (2023). [Traffic Count Data](#). Accessed Oct. 2023.

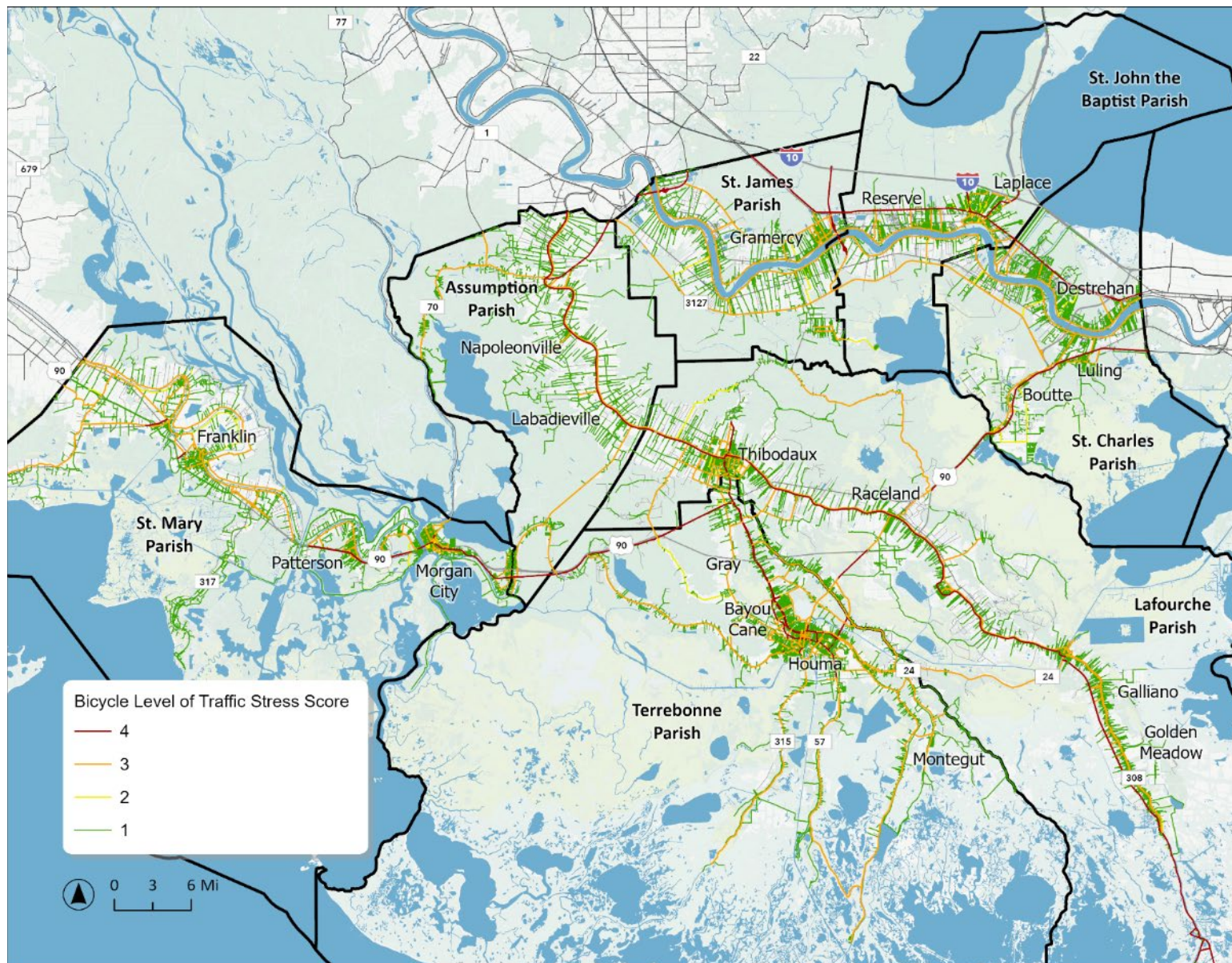
<sup>18</sup> LADOTD (Dec. 2020c). [Functional System](#). Accessed Oct. 2023.

<sup>19</sup> SCPDC (Oct. 2023). [SCPDC Traffic Counts View Layer](#). Accessed Oct. 2023.

<sup>20</sup> FHWA (June 2017). [Highway Functional Classification Concepts, Criteria and Procedures](#). Accessed Oct. 2023.

<sup>21</sup> Many of these segments are freeway ramps or interchanges that have speed limits of 20 MPH and are excluded from these tables.

**Figure 4. Bicycle Level of Travel Stress - Regional Results**





## Crash Analysis

The crash analysis highlights areas of more frequent and severe active transportation crashes, and it is used to inform and prioritize recommendations. LADOTD crash data from 2017-2021 was used to identify crashes involving people walking and biking throughout the study area.

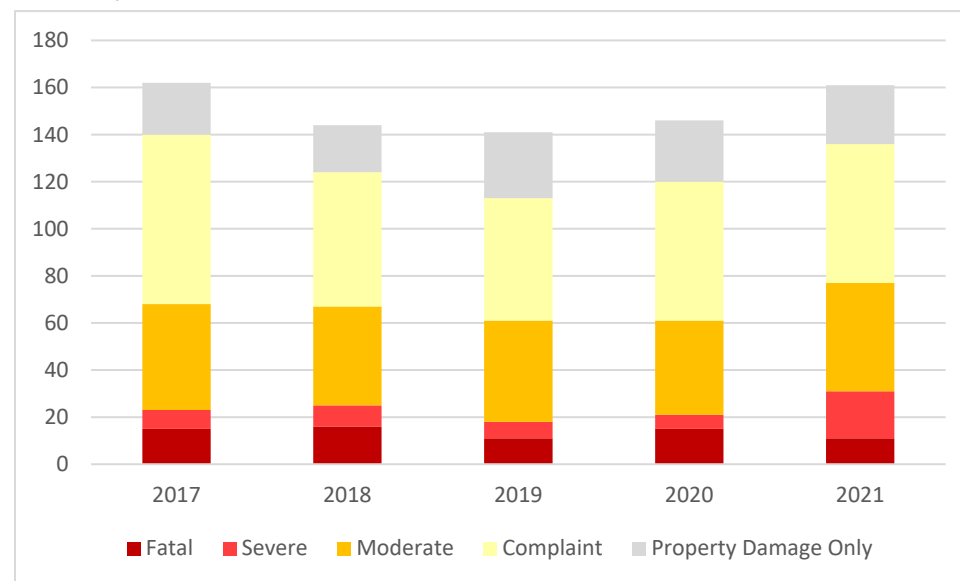
In SCPDC’s seven parish region, there were 754 pedestrian- and bicycle-involved crashes from 2017-2021, averaging about 151 per year. Table 4 shows these crashes by severity. 118 pedestrians and bicyclists were killed or severely injured by motor vehicles in the region from 2017-2021, averaging about 24 per year. Figure 5 shows these crashes by year and severity.<sup>22</sup>

**Table 4. Active Transportation Crashes by Severity (2017-2021)**

Crash Type	Total	Fatality	Severe Injury	Moderate Injury
Pedestrian	494	58	33	155
Bicycle	260	10	17	61
All Nonmotorized	754	68	50	216

Source: LADOTD (2022)

**Figure 5: Active Transportation Crashes by Year and by Severity**



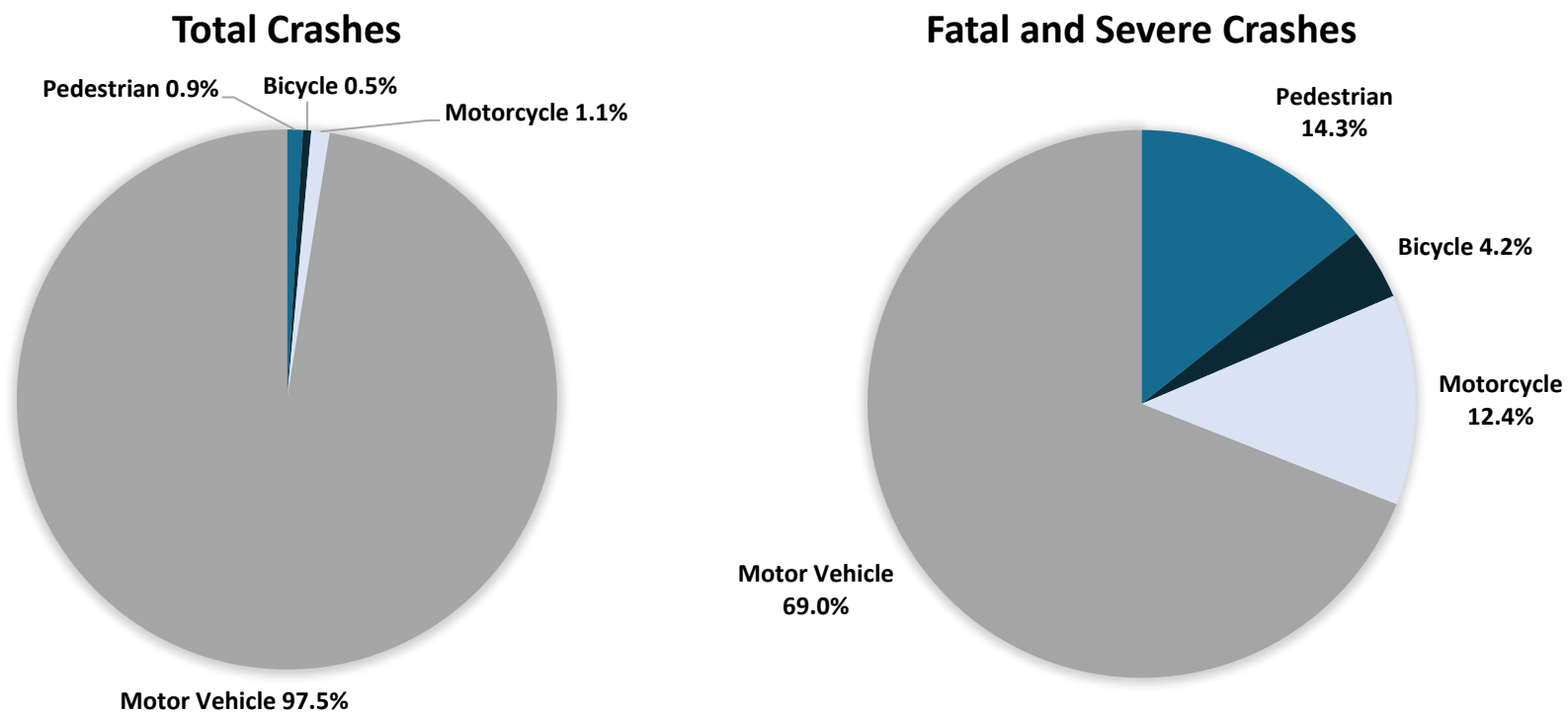
Source: LADOTD (2022)

Figure 6 shows that while bicycle and pedestrian crashes make up a small share of total crashes in the region (1.4%), they make up a much larger proportion of fatal and severe crashes (18.5%).

<sup>22</sup> The Louisiana State Highway Safety Commission’s 2019 [Manual for Use of the Uniform Traffic Crash Report](#) defines crash severity levels.

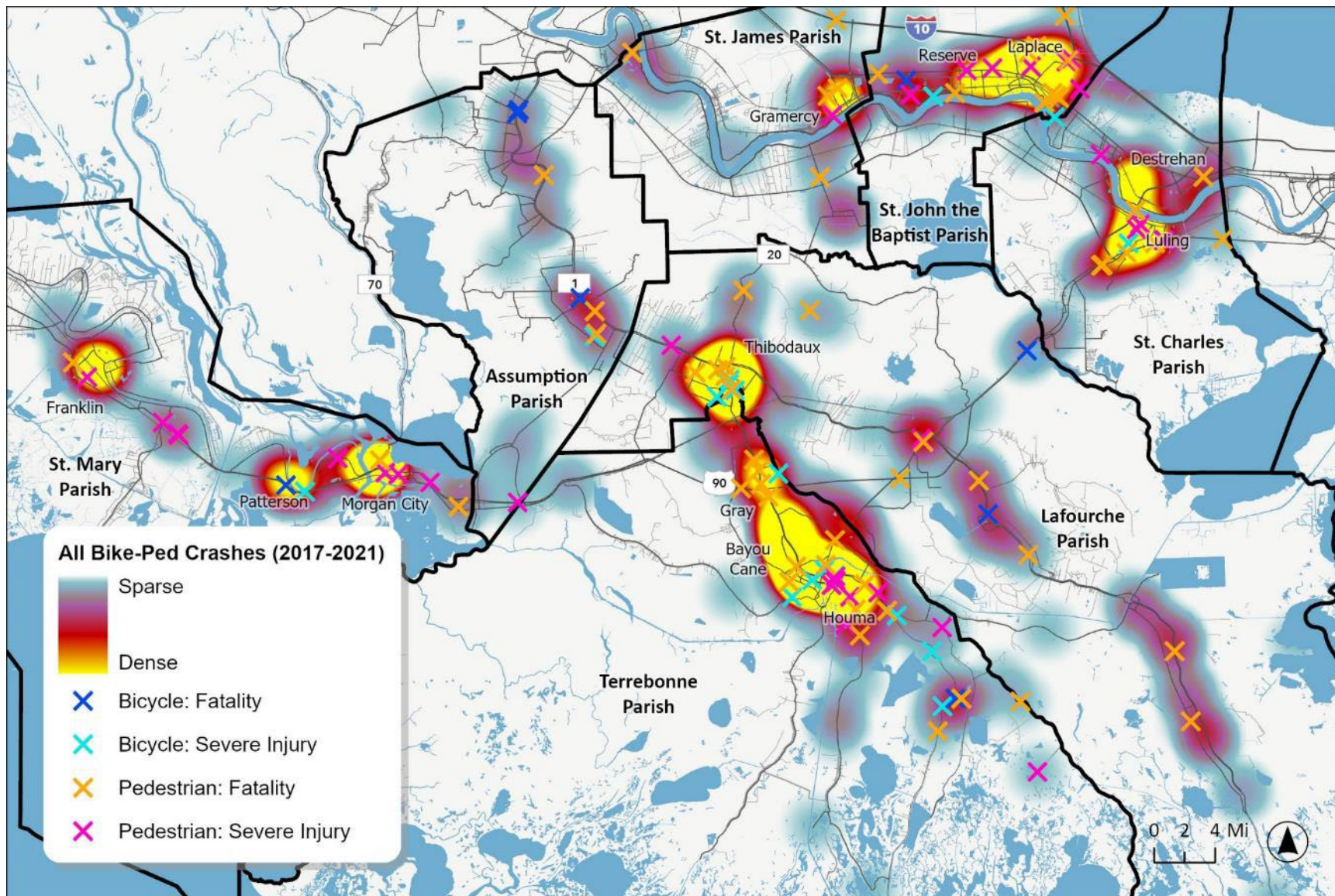
The crash analysis that follows accounts for all crashes but focuses specifically on those with fatal and severe injuries.

*Figure 6: Crashes by Mode – Total Compared to Fatal and Severe*



Source: LADOTD (2022)

Figure 7. All Bicycle and Pedestrian Crashes, Hot Spot Map (2017-2021)

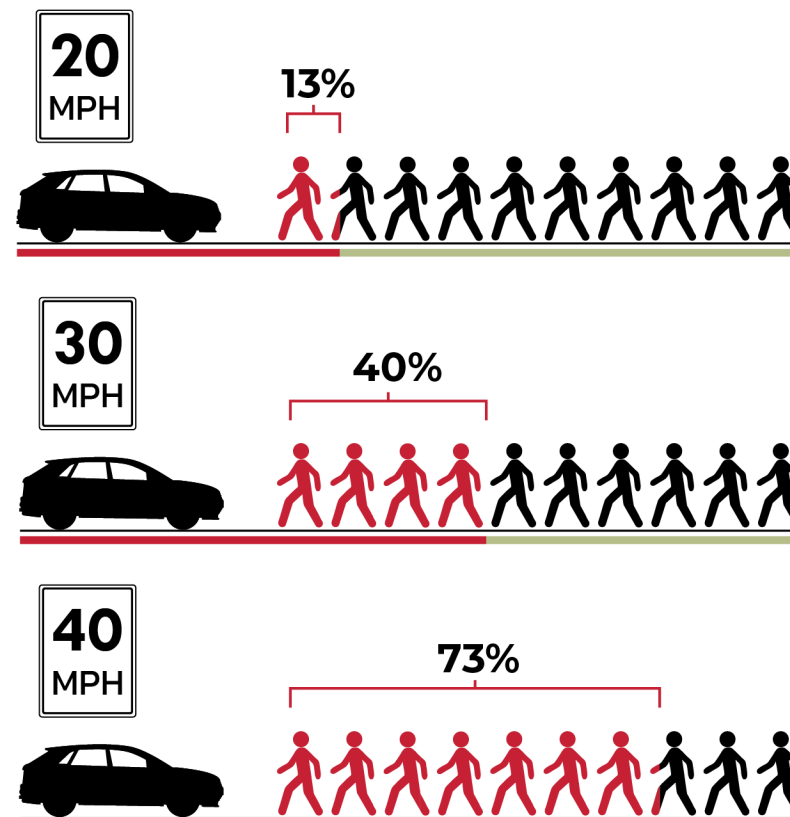


When a vehicle strikes a pedestrian or bicyclist, the vehicle's speed is a critical factor in how severe injuries will be. Figure 8 shows the relationship between vehicle speed and crash outcomes for pedestrians nationally.



**Figure 8. Relationship Between Speed and Pedestrian Crash Fatalities**

Chance of Fatality or Severe Injury if Struck by a Vehicle



Source: NHTSA Pedestrian Safety Month - Resource Guide

# **Chapter 3**

## **Planning the Network**



## Chapter 3: Planning the Network

Recommendations proposed in this chapter are the result of a collaborative process that combines community input with a data-driven analysis to identify needed active transportation routes and recommend context-appropriate facility improvements. Implementation of this network will make it safer for residents of all ages and abilities to walk and bike around the region.

### Network Recommendations

The process of selecting context-appropriate bicycle and pedestrian facilities is grounded in research that balances community wants and needs, existing conditions, and objective measures based on roadway characteristics.

Table 5 gives the total mileage of all distinct bicycle and shared use projects recommended in this plan, organized by facility type.

Specific locations for sidewalk recommendations are not included in this plan. As referenced earlier, jurisdictions can update subdivision regulations to require or incentivize developers to include sidewalks in new developments, which encourages the expansion of pedestrian networks at scale. Outside of new subdivisions, the plan recommends that existing sidewalks are prioritized by dedicating funding for their maintenance, as many existing

facilities in the region are in poor or unsafe condition.

In general, bicycle boulevard recommendations should also be paired with restored or new sidewalk segments where the right-of-way allows. When reviewing facility recommendations, note that shared use paths, sidepaths, and shoulders (in rural contexts) are for the use of bicyclists and pedestrians. Each facility type is detailed in the Design Guidance section that follows.

Whether sidewalks or other facilities, all recommendations should be prioritized for implementation based on objective, goal aligned criteria as discussed in the Phasing and Prioritization section of Chapter 4: Action Plan.

**Table 5. Summary of Bicycle and Shared Use Facility Recommendations by Type**

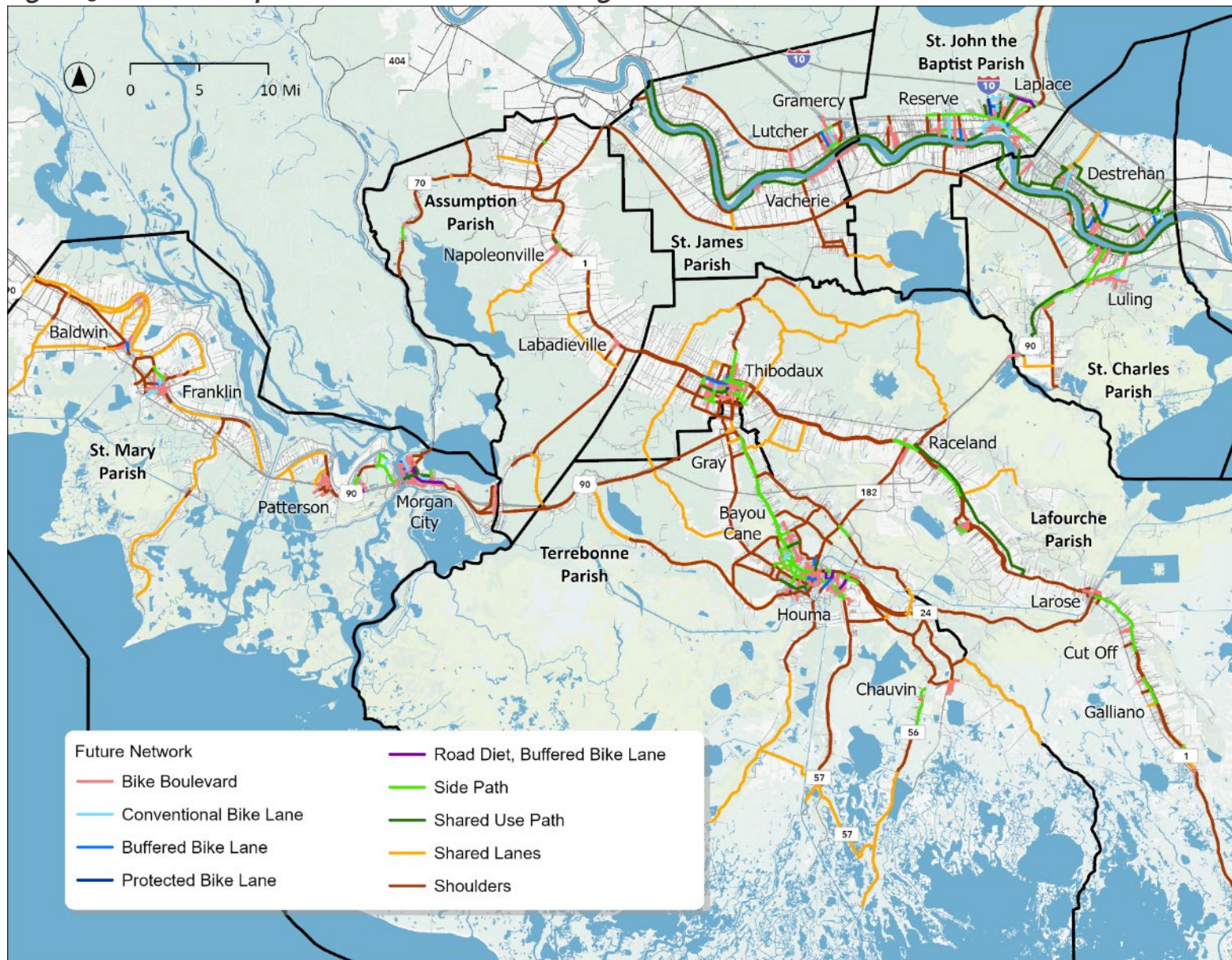
Recommended Facility Type	Mileage
Shared Use Paths	127.4 mi
Sidepaths	93.5 mi
Protected Bike Lanes	3.6 mi
Buffered Bike Lanes	16.8 mi
Conventional Bike Lanes	15.2 mi
Bicycle Boulevards	158.0 mi
Intersection Improvements	124 (total)
Shoulders (Rural)	192.2 mi
Shared Lanes (Rural)	275.2 mi

Figure 9 includes all recommended active transportation segment projects with those that already exist, in the context of the regional future network. Figure 10 shows all recommended

intersection projects by type. Appendix A includes maps and tables of network recommendations at the parish level.

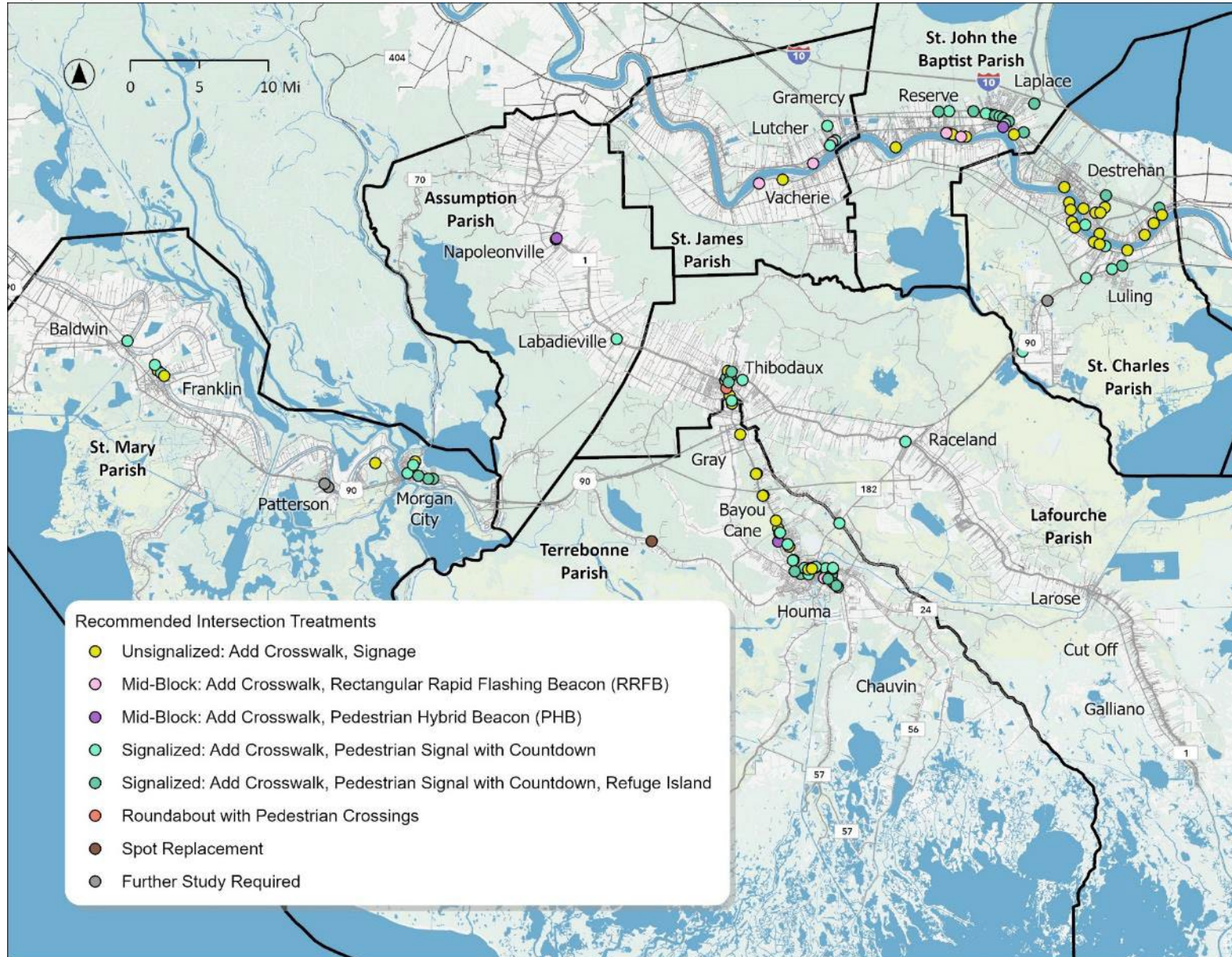


**Figure 9. Active Transportation Future Network (Region)**





**Figure 10. Active Transportation Intersection Recommendations (Region)**





## Design Guidance

The following section describes the types of active transportation facilities that can be implemented to create a connected and complete bicycle and pedestrian network. The development of these typologies is supported by information gathered from sources including the National Association of City Transportation Officials (NACTO), the American Association of State Highway and Transportation Officials (AASHTO), and the Federal Highway Administration (FHWA). Appendix B provides cost estimation assumptions at the planning level of detail.



## Bike Lane

Conventional bike lanes use pavement markings and signage to designate space for bicycles on roadways. Bike lanes are generally found on the right side of the street between the adjacent travel lane and the curb, road edge, or parking lane. Bike lane traffic typically flows the same direction as motor traffic. Bike lanes have the most positive impact on streets with average daily traffic of more than 3,000 vehicles, streets with posted speed between 25-35 mph, and streets with high transit vehicle volume.

### Benefits

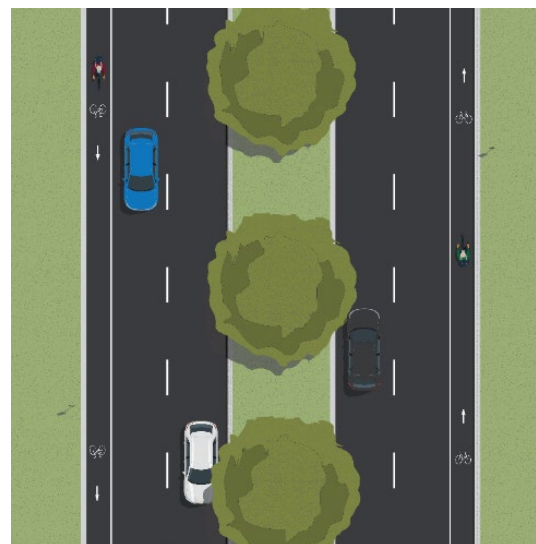
- Increases comfort and confidence on busy streets by creating separation from motor vehicles
- Increases predictability of bicyclist and motorist interactions and movements
- Relatively low-cost treatment for establishing bicycle facilities

### Typical Design Standards

- Minimum 5 ft width against a curb or adjacent to a parking lane
- Adjacent to curb face: desired width of 6 ft

- Adjacent to parking lane: desired width from curb face to edge of bike lane is 14.5 ft (minimum width is 12 ft), with a bike lane width of 5 ft minimum unless there is a marked buffer between the parking lane and the bike lane
- Bike lane markings should be used to designate the cycling space
- A 6-8 in solid white line should be used to mark the boundaries of the bike lane
- Gutter seams, drainage inlets, and utility covers should be flush with the ground to prevent conflicts with bike tires

**Figure 11. Bike Lanes**



## Buffered Bike Lane

A buffered bike lane is a conventional bike lane paired with a designated buffer space separating the bike lane from the adjacent motor vehicle travel lane and/or parking lane. The buffer space may include rumble strips, textured pavement, or similar ground-level restrictions. Buffered bike lanes do not provide physical separation between the bikeway and the roadway. They are appropriate anywhere a standard bike lane is being considered, where existing paving allows for more substantive bicycle facilities, and on streets with high speeds and traffic/truck volumes. Where street parking turnover is high, one should consider placing the buffer between the parking lane and the bike lane.

### Benefits

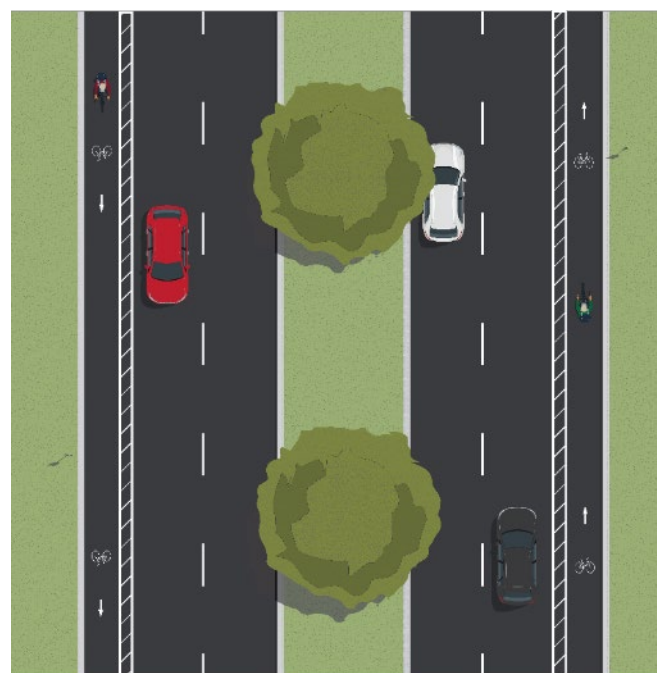
- Increases distance between motor vehicles and bicyclists, and this additional space both reduces potential conflicts with vehicles and increases comfort for less confident riders

### Typical Design Standards

- Typical width for a buffered bike lane is 8 ft: a 5 ft bike lane and a 3 ft buffer
- Buffer may be less than 3 ft if vertical delineators are used
- Bike lane markings should be used to designate the cycling space

- The buffer should be marked with two solid white lines, with diagonal hatching or chevron marks on the interior if the buffer is 3 ft or wider
- Buffer boundary lines should be solid if crossing is discouraged and dashed if crossing is permitted

**Figure 12. Buffered Bike Lanes**



## Protected Bike Lane

Protected bike lanes provide a vertical barrier to physically separate cyclists from traffic. The vertical barrier can be concrete curbs, planters, “armadillos,” or bollards. Low-cost premade delineators can be upgraded to more permanent barriers after implementation. Protected lanes are appropriate anywhere a standard bike lane is being considered, where existing paving allows for more substantive bicycle facilities, and on streets with high speeds and traffic/truck volumes. Where street parking turnover is high, consider placing the buffer between the parking lane and the bike lane. Traffic volume and speed determine the type of barrier, with higher levels benefiting from barriers that provide a significant amount of separation. Parked cars can be used as a means of separation, but access to the sidewalk should be considered for passengers with disabilities.

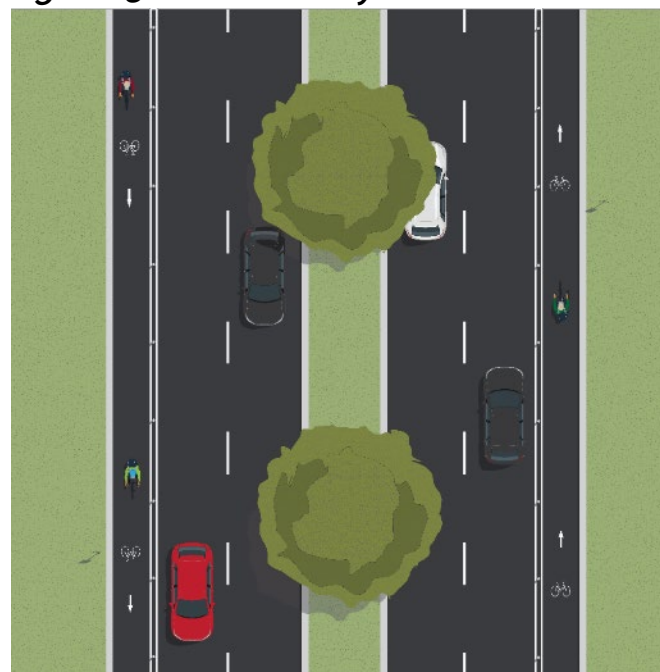
### Benefits

- Physical barrier fully separates bicyclists from traffic, providing a high level of comfort and significantly increased safety
- Slows traffic and alerts drivers to the presence of bicyclists

### Typical Design Standards

- Minimum desired width is 5 ft, with a passing width minimum of 7 ft on uphill high volume segments
- If parking is used as a barrier, a buffer of 3 ft should be included to prevent collisions with open doors
- Signage and markings should be used to give priority to the bike lane

**Figure 13. Protected Bicycle Lane**





## Cycle Track<sup>23</sup>

Cycle tracks are facilities exclusively for bicycles that combine the user experience of a separated path with the on-street infrastructure of a conventional bike lane. A cycle track is physically separated from motorists by either vertical barriers or elevation, and it is distinct from the sidewalk. Cycle tracks traditionally refer to two-way protected bike facilities, but a one-way protected bike lane may be referred to as a one-way cycle track, as is the case in NACTO's Urban Bikeway Design Guide. Cycle Tracks are suitable for streets with parking lanes and high parking demand, high traffic volumes and speeds, and high bicycle volumes.

### Benefits

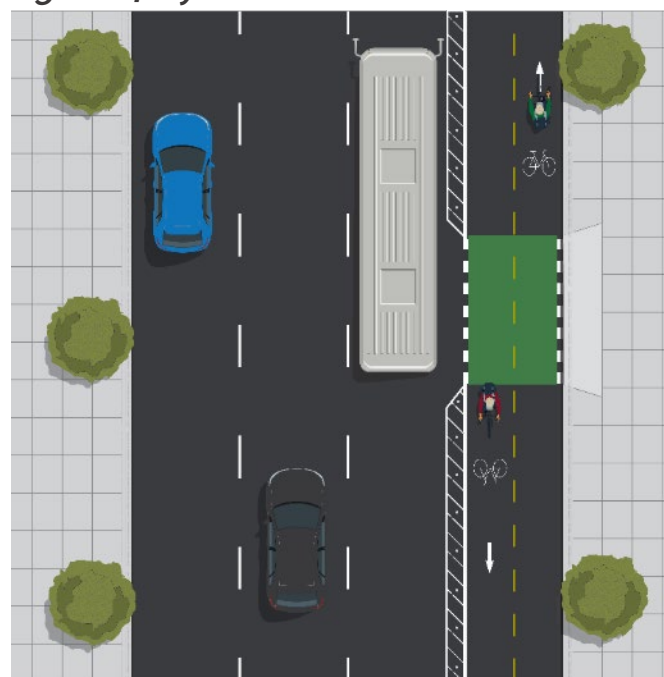
- Improves real and perceived safety for bicyclists by protecting cycling space from motor vehicles
- Prevents motor vehicles from parking in the cycling space

### Typical Design Standards

- Bike lane markings should be painted at the start and at intervals along the facility

- Depending on context, painted markings or physical barriers can separate the track from the roadway and adjacent facilities
- Minimum track width is 6 ft, increased to 7 ft for high bike volume or uphill segments
- A 3 ft of buffer should be left between the track and adjacent parking lane

**Figure 14. Cycle Track**



<sup>23</sup> No cycle tracks are recommended in the BPSP. This facility type is included for reference.

## Sidepath

Sidepaths are shared use paths that run parallel to a roadway. These paths are physically separated from the roadway and safely support both pedestrian and cyclist traffic. The co-location of a sidepath and a sidewalk may be appropriate in locations with high pedestrian traffic, but in most circumstances, they are appropriate where bicycle and pedestrian interactions won't create continual conflict. Sidepaths are suitable for streets that have heavy traffic, high speed limits, and fewer driveway crossings. While they can provide two-way bicycle flow on one side of the street, they typically support one way bicycle travel on each side of the street.

### Benefits

- Removes bicyclists from the roadway while keeping them connected to the overall street network
- Accommodates bicyclists and pedestrians
- Encourages a wide variety of users by increasing a sense of safety and comfort

### Typical Design Standards

- Sidepaths can be designed for two-way travel bicycle and pedestrian travel, though LADOTD design guidance typically requires sidepaths on both sides of the street to support one way bicycle travel<sup>24</sup>
- The minimum width for a two-directional sidepath is 10 ft, with the desired width of 12-14 ft

**Figure 15. Sidepath**



<sup>24</sup> LADOTD (2017). [Minimum Design Guidelines](#). Pg. 10. Accessed October 2023.

## Shared Use Path

Shared use paths are fully separated from roadways and connect cultural, recreational, and other community destinations. These low-stress paths are used by both pedestrians and cyclists. Appropriate for corridors along bodies of water, irrigation channels, drainage canals, utility right of ways, and existing or abandoned rail lines. They can provide links between park facilities and other key community destinations. Depending on the context, shared use path designs can include a curb edge and choice of surface materials such as crushed granite, asphalt, or concrete.

### Benefits

- Highest level of comfort and safety for bicyclists and pedestrians
- Encourages a wide variety of users

### Typical Design Standards

- The minimum paved width for a two-directional shared use path is 10 ft with a maximum of 14 ft, but a width of 8 ft maybe used for a short distance due to physical constraint.
- Pathways with heavy peak hour and/or seasonal volumes should use a centerline stripe to clarify the direction of travel and organize pathway traffic.

- Vertical clearance of obstructions should be at least 8 ft
- Minimum separation of trails from roadways should be 5 ft
- Path/roadway intersections should be carefully designed

**Figure 16. Shared Use Path**



## Bicycle Boulevard

A bicycle boulevard is a shared street with low motorized traffic volumes and speeds that are designed to encourage bicycle travel. Bicycle boulevards use signs, pavement markings, and volume or speed management strategies to discourage through trips by motorists and create safer bicycle crossings at intersections. Suitable for streets with low traffic volumes and speeds; often as an alternative to placing a facility on a parallel busy arterial or collector.

### Benefits

- Increases comfort and safety for bicyclists
- Cost effective, as relatively minor treatments can substantially improve bicycling conditions on local streets
- Creates alternate routes for bicycles that are still connected to the street network

### Typical Design Standards

- Volume and speed management techniques should be implemented where necessary
- Treatments for minor street crossings, major street crossings, and offset intersections should be implemented to minimize bicyclist delay and maximize bicyclist safety and comfort

- Intersection improvements should take advantage of actuated signaling, such as bicycle activated signals, bicycle sensitive loop detectors, or push button signals that bicyclists can access
- A pocket lane at intersections is an appropriate treatment to increase visibility and safety of bicyclists

**Figure 17. Bicycle Boulevard**



## Shared Lane

A shared lane is a travel lane specifically designated to serve both bicyclists and motor vehicles, often in rural areas. This treatment is often used on streets where there is insufficient width for a bicycle lane but where bicycle travel is also likely. Shared lanes are marked with sharrow markings to alert motorists of potential cyclists, and typically also incorporate bikeway signage. They are suitable on streets with low traffic volumes and speeds, but not recommended where speeds and volumes are higher.

### Benefits

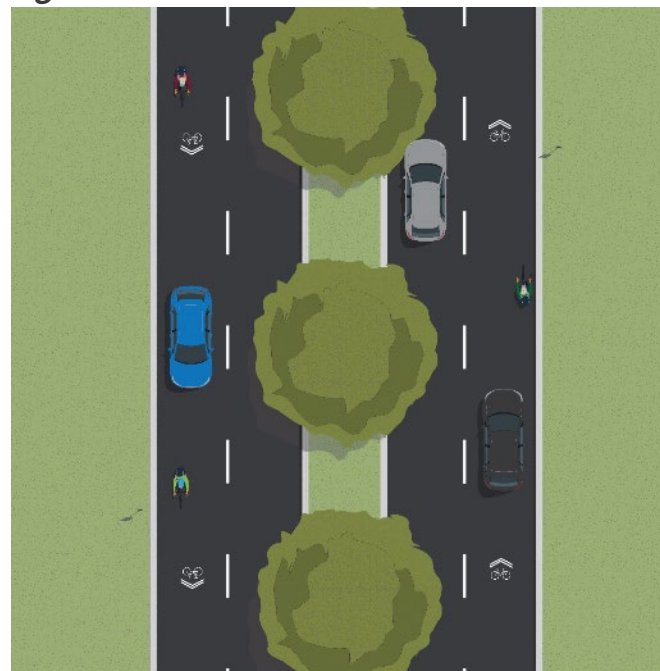
- Motorists are made aware of the presence of bicycles within the travel lane
- Relatively low cost to implement
- Provides bicyclists guidance and wayfinding within the street cross section

### Typical Design Standards

- The shared lane pavement marking, also called a “sharrow,” includes a bicycle below two chevron markings
- Shared lane markings should not be used on shoulders, in designated bike lanes, or to designate bicycle detection at signalized intersections

- Lateral placement of the marking within the travel lane is critical to encourage bicyclists to avoid the “door zone” and to encourage safe passing behavior

**Figure 18. Shared Lanes**



## Shoulder

A shoulder is a paved outer section of a road, contiguous to travel lanes and not separated by a curb or gutter. Shoulders provide a space for bicyclists or pedestrians to travel that is more appropriate for rural contexts, where there are long distances between destinations and other facilities are not possible.

Roads with higher speeds justify wider shoulders, though rumble strips may limit rideable space depending on their placement in the shoulder. If shoulders are dropped at an intersection approach to make room for a right turn lane, signage should be used to alert motorists of bicyclists entering the travel lane in areas where bicyclists' use of the shoulder is common.

### Benefits

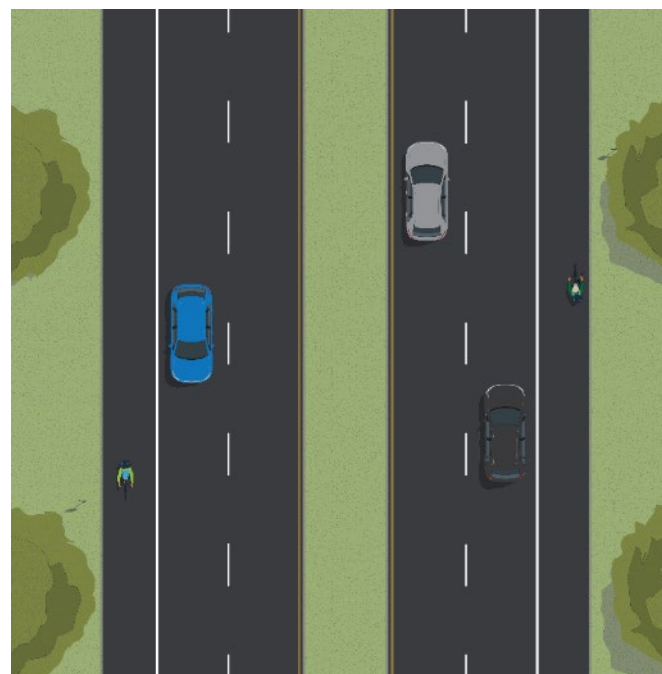
- Provide pedestrians and bicyclists with a separated, though unprotected, space to travel

### Typical Design Standards

- Paved shoulders should be a minimum of 4 ft wide to accommodate bicycle travel, and roads with higher speeds and volumes warrant wider shoulders

- Shoulders at least 5 ft wide are recommended if there are roadside barriers such as guardrails or curbs

**Figure 19. Shoulders**





## Sidewalk

Sidewalks are the basic facility necessary to establish a pedestrian network. Sidewalks are designed for pedestrian use only and are intended to serve all people regardless of age or ability. These facilities are located within the public right of way and run parallel to roadways.

### Benefits

- Increases comfort and safety by providing a distinct area of travel for pedestrians and significantly limiting their interaction with motor vehicles
- Provides connectivity within and between neighborhoods

### Typical Design Standards

- The minimum desired width for a sidewalk is 5 ft excluding any attached curb
- Ideally, sidewalks should be separated from the roadway by an unpaved buffer
- If a sidewalk must be less than 5 ft wide, passing spaces of at least 5 ft wide should be provided at reasonable intervals
- If the facility is flush against the curb, sidewalk widths of 8-10 ft are desired
- Desired width outside core urban areas: 6-8 ft

- Desired width in core urban areas: 10 ft, or wide enough to support higher pedestrian volumes

**Figure 20. Sidewalks**



## Crosswalk

Crosswalks are designated areas at roadway intersections that allow for safe pedestrian or bicycle movement across motor vehicle travel lanes. Crosswalks may be marked or unmarked and are used to connect adjacent sidewalks, shoulders, green spaces, or neutral areas.

### Benefits

- Provides a distinct space for pedestrians to cross a street safely
- Alerts drivers to the presence of pedestrians
- Provides clarity to both pedestrians and motor vehicle drivers where pedestrians are expected to cross a street

### Considerations

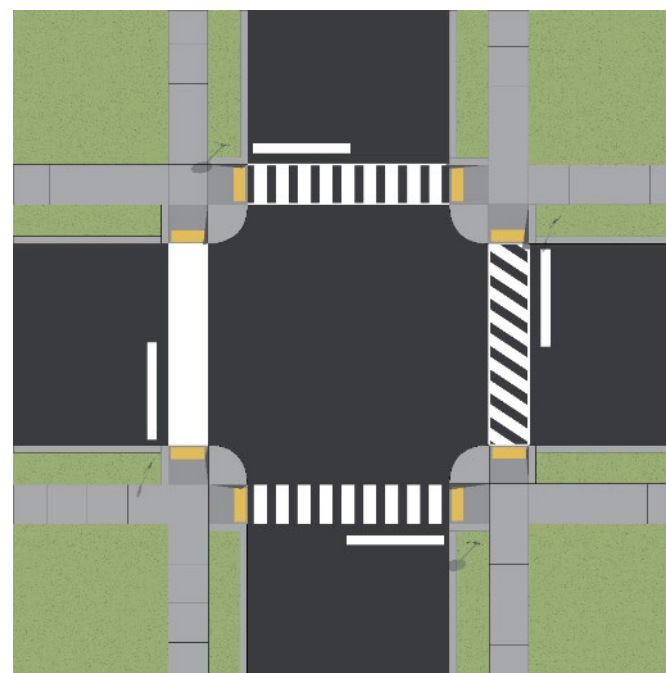
- Location and illumination of crosswalks should allow pedestrians to see and be seen by approaching motor vehicle traffic while crossing
- Pedestrians should experience a short wait to cross and adequate time to cross a street
- Crossing distance should be short, or divided into shorter segments with crossing islands when necessary

- Conflict points with motor vehicle traffic should be few

### Typical Design Standards

- Crosswalk width should reflect the width of the sidewalks that approach the intersection, but no less than 6 ft wide
- Intersections also require extra consideration for grade changes to ensure the necessary ADA requirements are met

**Figure 21. High Visibility Crosswalk Patterns**



## Pedestrian Refuge Island

Pedestrian refuge islands use median space to create an area to pause between the two directions of traffic flow on a wide or busy street. Pedestrians use the island after crossing one half of the street to wait until it is safe to cross the second half. This shortens the distance a pedestrian needs to travel at once.

### Benefits

- Increases pedestrian safety and comfort level when crossing wide or busy streets

### Considerations

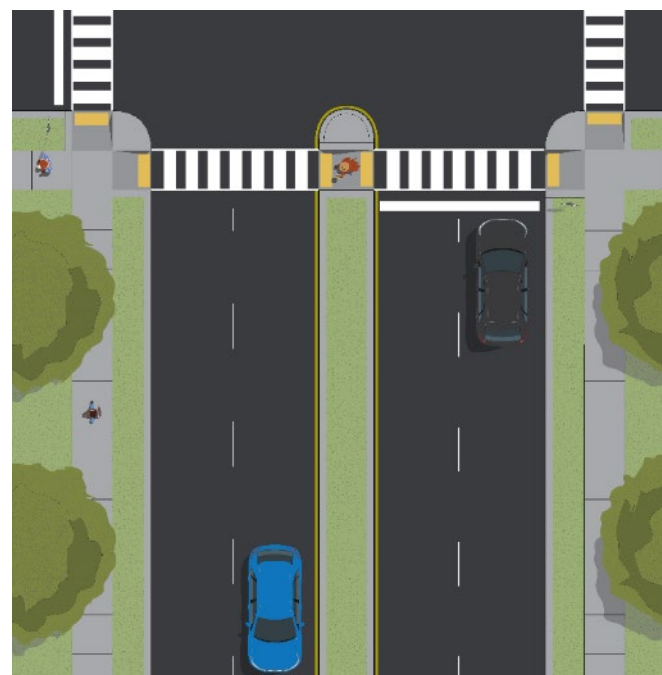
- Can be utilized on busy two-way streets with available median space
- Recommended where pedestrian crossing activity is high

### Typical Design Standards

- The refuge space on the island should be the same width as the connecting crosswalk
- The space should be protected by some type of barrier element
- Use of curbing and planted medians clearly differentiates the pedestrian refuge space from the motor vehicle travel area

- In instances where both pedestrians and bicyclists frequently share the crossing and median area, additional space or parallel facilities may be appropriate

**Figure 22. Pedestrian Refuge Island**



## Mid-block Crossing

Mid-block crossings facilitate travel across roadways to destinations with high pedestrian volumes. These crossings occur between street intersections, especially where street networks have long block lengths.

### Benefits

- Offers convenient locations for pedestrians to cross streets
- Increases safety and comfort of the pedestrian environment

### Considerations

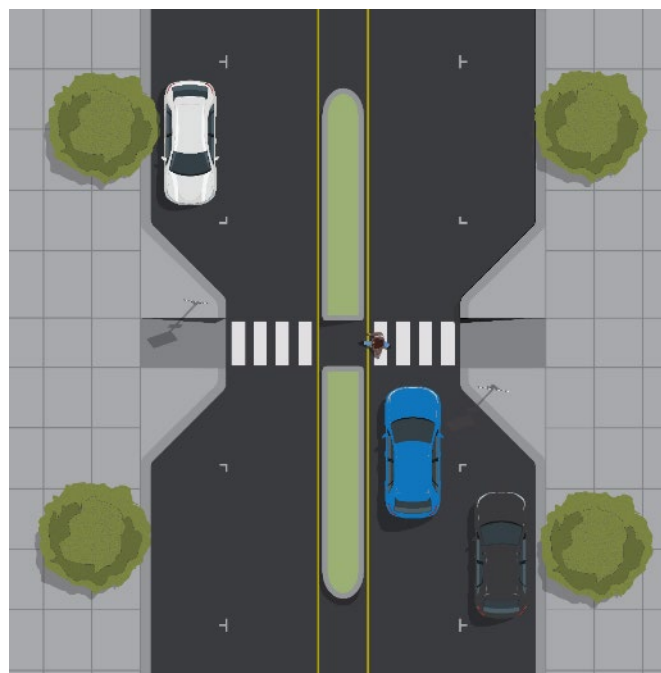
- May connect pedestrians to places such as schools, parks, museums, and other major social, cultural, or commercial destinations where pedestrian activity is high
- Suitable for areas with large block lengths and rural or suburban areas that have fewer intersections to provide standard crosswalks
- May be appropriate next to mid-block bus stops to accommodate boarding and alighting passengers

### Typical Design Standards

- Stop lines at mid-block crossings should be set back 20-50 ft

- Crossings should be striped regardless of paving pattern or material to increase visibility for drivers
- Mid-block crossings can include pedestrian refuge islands if crossing a median
- Treatments like restricting parking near the crossing or adding curb extensions help keep the area around the crossing clear and visible

**Figure 23. Mid-Block Crossing**



## Pedestrian Hybrid Beacon (PHB)

A PHB is a traffic control device designed to help pedestrians safely cross higher-speed roadways at mid-block crossings and uncontrolled intersections. (A PHB is sometimes referred to as a High Intensity Activated Crosswalks or HAWK.) The lights on the beacon remain dark until a pedestrian pushes the call button to activate the beacon. The beacon then begins a sequence of flashing and steady lights that stop drivers and allow pedestrians to safely cross. Drivers wait until pedestrians have crossed and the lights have stopped flashing.

### Benefits

- Allows pedestrians to safely cross roadways with high traffic volumes and speeds
- Provides a clear signal to motor vehicles for when they may proceed through the crossing

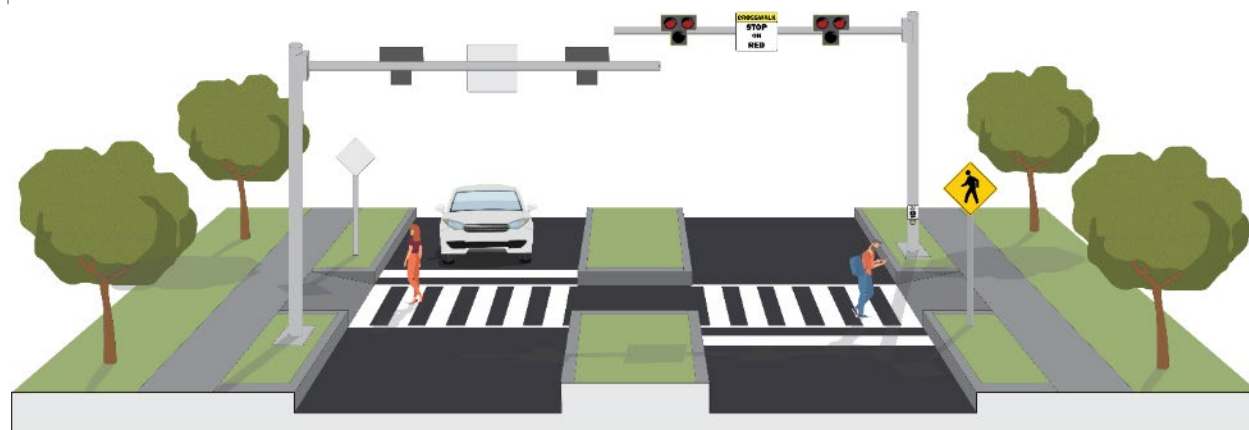
### Considerations

- Signs must be easy to read and placed in locations visible to approaching drivers from a distance
- Vegetation, utility poles, and other large objects along the roadside may obstruct visibility

### Typical Design Standards

- At least two pedestrian hybrid beacon faces are installed for each approach
- A stop line is installed for each approach to the crosswalk
- A pedestrian signal head is installed at each end of the marked crosswalk
- The PHB is pedestrian actuated

**Figure 24. Pedestrian Hybrid Beacon (PHB)**





## Rectangular Rapid Flashing Beacon (RRFB)

RRFBs are used at uncontrolled, marked crosswalks to make pedestrian crossings more visible and increase driver awareness. RRFBs consist of two rectangular-shaped yellow indicators, each with LED lights that flash in an alternating, high frequency pattern when activated.

### Benefits

- Increases safety for all roadway users by adding a highly visible alert where conflict points occur
- Signal indications allow vehicles to proceed once the pedestrian has cleared their side of the travel lane, limiting impacts to traffic flow

### Considerations

- Like PHBs, signs should be placed in locations visible to approaching drivers from a distance

- RRFB should be reserved for locations with significant pedestrian safety concerns, as the over-use of RRFB treatments may diminish their effectiveness<sup>25</sup>

### Typical Design Standards

- RRFBs are placed on both sides of a crosswalk below the pedestrian crossing sign and above the arrow indication pointing at the crossing

**Figure 25. Rectangular Rapid Flashing Beacon (RRFB)**



<sup>25</sup> Federal Highway Administration (n.d.). [Rectangular Rapid-Flashing Beacon \(RRFB\)](#). Accessed October 2023.

## Pedestrian Gateway

Pedestrian gateways use a combination of low cost treatments at unsignalized locations to reminding drivers to stop for pedestrians in accordance with state law.<sup>26</sup> In a pedestrian gateway, narrow in-street pedestrian crossing signs are placed on the ground at each curb and on the centerline. Flexible delineators or tubular markers can also be placed at lane lines to slow and channelize traffic as vehicles approach the crosswalk. Curb extensions may be used to shorten the crossing distance. High visibility crosswalk markings are typically included.<sup>27</sup>

### Benefits

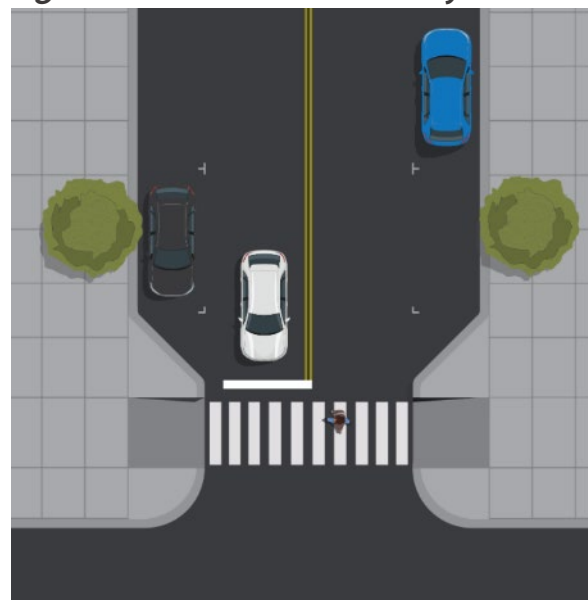
- Provides clarity that pedestrians have the right of way in the crosswalk and increases driver compliance with state law
- Calms traffic in a cost effective manner
- Gateways are effective on roads with moderate volumes (below 12,000) and speeds (35 mph or below)
- Yielding rates are higher when multiple signs and delineators are used as a gateway

compared to in-street pedestrian crossing signs at curbs only<sup>28</sup>

### Typical Design Standards

- In-street pedestrian crossing signs can be up to four feet tall when placed on the roadway or curb
- Signs or posts in the roadway can be mounted on flexible bases to survive minor vehicle strikes

**Figure 26. Pedestrian Gateway**



<sup>26</sup> Louisiana R.S. 32:212 requires that drivers stop and yield the right of way to a pedestrian crossing the roadway when traffic signals are not in place.

<sup>27</sup> FHWA (2023). [MUTCD 11<sup>th</sup> Edition](#). Pg. 634. Accessed Feb. 2024.

<sup>28</sup> Michigan DOT (May 2018). [User Guide for R1-6 Gateway Treatment for Pedestrian Crossings](#). Accessed Feb. 2024.

## Lighting

Effective lighting along bicycle and pedestrian facilities improves visibility, increases safety, and adds hours of utility each day. Lighting for facilities can include direct lighting fixtures, such as street lamps, or indirect lighting, such as that from adjacent buildings and digital signage.

### Benefits

- Provides visibility for pedestrians using facilities at night or during other darkened conditions, such as during storms or fog
- Increases level of comfort and safety for pedestrians using the facility
- Adds visual appeal and a sense of liveliness in the pedestrian environment

### Considerations

- Lighting at intersections and crossings should take priority, as these are the greatest areas of conflict

- Lighting should both provide visibility for pedestrians and bicyclists, and it should also make them more visible to vehicles

### Typical Design Standards

- Pedestrian-scaled lighting creates a more inviting environment and provides the appropriate amount of light
- The level of brightness is an important factor when choosing fixtures and bulbs

**Figure 27. Crosswalk with Pedestrian-Scaled Lighting**



## Non-infrastructure Activities

Adding or upgrading active transportation facilities is essential for the safety and comfort of pedestrians and bicyclists across the region. Physical improvements should not happen in isolation, however, and they are also time- and resource-intensive. For these reasons, other activities and policies are needed to supplement network infrastructure.

## Education

Education involves teaching community members, elected officials, and law enforcement biking and walking skills, laws, and safety.

### **Media Awareness Campaigns**

Media awareness campaigns present an opportunity to further reach the community through online, print, radio, and television materials. The campaigns can bring more driver awareness to safe driving behaviors when sharing the roadway as well as reminding bicyclists and pedestrians of their rights and responsibilities as they travel. In addition, media campaigns can also celebrate the opening or groundbreaking of new facilities, and usher them into the community.

## ***Bicycle Education, LCI Instructor Training and Skills Programs***

These programs are a great way to educate the public about bicycle skills, safety, and the use of bicycles for transportation. League Certified Instructor (LCI) training is for individuals interested in teaching people how to bike safely and confidently. After successfully completing their instructor training, LCIs can lead programs for both adults and children. LCIs can partner with local school districts, employers, or government agencies to offer reoccurring trainings.

### ***Safe Routes to Public Places***

Safe Routes to Public Places (SRTPP) is a federal program created to fund and support communities in their efforts to make walking and biking to public places such as grocery stores, transit facilities, and parks safer. The program supports safe infrastructure development along any public road to improve safety for pedestrians, bicyclists, and transit users of all ages and abilities. SRTPP projects require that the public agency who will be responsible for maintaining safety improvements sponsor the application. For both state and locally-owned roads, this will be a local government entity.<sup>29</sup>

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<sup>29</sup> LADOT (2023). Safe Routes to Public Places Program Guidelines. Pgs. 4-5. Accessed June 2024.

## Encouragement

Encouraging active transportation through programs and policies may encourage community members to switch trips, especially short trips, from driving to biking or walking.

### ***Bike Share Programs***

Bike share programs allow users to rent bicycles for short-term or monthly use from a network of closely spaced stations. Successful bike share programs exist in densely populated areas, near trail networks, tourist destinations, and major institutions. The program's success should be measured by equitable pricing structures and station locations, along with number of annual trips and memberships. Successful bike share programs may be an important tool to support the key principles of this plan in accessibility and community health.

### ***Open Street Initiatives***

Open Street initiatives are temporary closures of public streets to motor vehicle traffic and designed in coordination with a municipality to provide the public access to streets for walking, biking, and recreation. These initiatives may include street festival activities as well as activities to promote walking and biking, and to expose attendees to the economic, health, and social benefits of active transportation. Open Streets began in Colombia as

an inexpensive way to promote health using public space. Known as Ciclovias in South America, the events spread across North America where they are known as Open Streets events. Resources for starting Open Streets events are plentiful, with two primary examples being the NACTO Open Streets Guide and the Open Streets Toolkit found at [opentstreetsproject.org](http://opentstreetsproject.org).

### ***Walk and Bike Month***

National Bike Month in May, as designated by a leading bicycle advocacy group in the United States, the League of American Bicyclists, provides a fun and encouraging platform for communities and local businesses to support residents and employees to commute via bicycle during Bike to Work Month, and even during specific Bike to Work Week, or Day events. Bike to Work Month has evolved to include and encourage commuting by foot and/or by public transit. Bike, bus, and walk to work challenges encourage residents to take part in active transportation through fun events and challenges, and often include incentives for top contestants.

### ***Employer Incentive Programs***

The location where individuals are employed often directly impacts their travel behavior. Employer incentive programs are a tool for public and private employers interested in encouraging their



employees to walk or bike to work. Incentives can be physical (e.g., loaner day trip bikes, end of trip facilities) and/or monetary (e.g., transit vouchers, monthly stipend, waived parking fee). End of trip facilities may include but are not limited to showers, changing rooms, or secure bike parking. Developing strong relationships with Economic Development Councils or Chambers of Commerce is a strong first step to prolonged success working with employers to incentivize active modes.

## **Equitable Enforcement**

Equitable enforcement of active transportation laws may make trips safer for all users, while prioritizing benefits to historically marginalized communities.

### ***Law Enforcement Training***

Law enforcement officers can be champions of cycling and pedestrian safety when equipped with the appropriate training. Law enforcement training should include knowledge of bicycle and pedestrian facilities in their jurisdiction, current bicycle and pedestrian laws at the local and state levels, common collision types and locations, and community education program opportunities, like the LCI programs mentioned above. In addition, officers should review and understand protocols for properly completing collision forms when pedestrians and bicyclists are involved. Such

protocols ensure the necessary details of the crash are properly recorded for later crash analyses.

### ***Ordinance Enforcement***

Community ordinances requiring safe motor vehicle passing and operation around bicyclists, transit vehicles, pedestrians, and subsequent enforcement of such ordinances are critical to supporting a safe transportation network. Laws, enforcement procedures, and penalties should be stringent enough to influence motorist behavior. Key ordinances and citation structures that should be evaluated include safe passage ordinances, crosswalk encroachments, and right-of-way violations to ensure shoulders remain safe for people cycling.

## **Evaluation**

To understand the impacts of investment in active transportation facilities, it is important that performance metrics be continuously monitored.

### ***Bicycle and Pedestrian Counts***

Reliable bicycle and pedestrian count data greatly benefits the planning process. Creating an on-going count dataset can better provide insights and data-driven support for future projects.

### ***Regional Data Portal***

A regional data portal allows municipalities to easily upload, maintain, access, and download key

pedestrian and bicycle data from across the region. Such a central data resource can better support regional network connectivity by providing easy-to-access data critical for multimodal planning efforts. The portal should include geocoded data such as a regional facility inventory, bicycle and pedestrian counts, pilot project locations, bicycle-friendly destinations, and other information relevant to planning efforts. It should also include information and tracking on project phase and funding sources.

### ***Safety Measures***

Safety measures provide the region with measurements aiming to help reduce crashes involving bicyclists and pedestrians. Documenting the relationship between non-motorized and motorized vehicle accidents is critical in illustrating crash interactions between the two. Bicycle and pedestrian crash data should be utilized to gauge a region's overall active transportation safety.

### ***Accessibility Measures***

Accessibility in this case refers to the convenience of bicycle and pedestrian facilities as a transportation option, and how they connect to transit services and school zones.

### ***Transit Access***

Active transportation connectivity to transit services is important as those who utilize transit also typically use bike/pedestrian infrastructure.

This is especially true in areas that fall outside of a transit line's service area. Transit access metrics should focus on active transportation infrastructure's location and proximity to transit service areas, which in this study have been defined as a quarter-mile buffer (the distance one is typically willing to walk/bike to reach transit).

### ***School Access***

A large portion of the region's transit dependent population (TDP) is a part of the region's pre-kindergarten through high school population. Because of this, it is critical to examine how well existing active transportation facilities serve the region's schools. This can be done by measuring current bike/pedestrian facilities and roadways within school buffer zones and examining the systems connectivity between schools.

### ***Project Implementation***

Prioritizing project implementation allows a region to visualize active transportation facility enhancements. By creating a list of projects ranked by importance and need, initial project phasing/scheduling can be implemented to give the community an idea of which projects have been completed and when improvements will take place. Project implementation should be documented to track progress towards achieving Plan outcomes.

### ***Sidewalk Coverage***

It is important for a community and region to quantify and strive to advance existing sidewalk coverage. The following metrics aim to help indicate whether the region has expanded sidewalk coverage, implemented safe and equitable design, and built sidewalk infrastructure where it is most necessary.

### ***Sidewalk Miles***

Sidewalk mileage is one of the most common active transportation performance metrics used by municipalities. Creating an inventory of sidewalk facility mileage creates a base figure to compare future inventories, marking a region's overall/pace of progress.

### ***Gaps Completed***

Increasing sidewalk mileage can in theory benefit a region's active transportation network, however additional mileage must be implemented in areas of need. These areas, also known as gap areas, must be targeted and prioritized prior to project implementation to ensure overall connectivity is increased.

### ***ADA Crosswalks Installed***

Another key component of sidewalk coverage is accessibility, or how equitably connected a region's activity nodes are. Creating an inventory of existing

ADA crosswalks allows a region to understand which areas do not provide all types of users access to the active transportation system.

## **Policy / Zoning Subdivision Regulations**

While SCPDC does not make land use decisions or have zoning and subdivision regulations, SCPDC can provide technical assistance, funding allocation for land use planning, and resources and information on best practices. SCPDC can encourage municipalities to adopt practices that support walking and cycling. Local policy and ordinances should be used to guide inclusive and comprehensive active transportation design.

### ***Supportive Land Use Policy***

Land use and transportation policies are closely linked and can either support or discourage using active modes of transportation. Land Use policies that specifically include bicycle and pedestrian network considerations are critical in supporting a safe and connected network. Smart Growth is an approach to urban development that supports a mix of land uses and supports walkable and bikeable communities. The Smart Growth Network published their 2006 guide, *This is Smart Growth*, which is based on 10 basic principles to guide urban development. Preservation of right-of-way and the provision of on-site connectivity for new development should be present in land use

policies. Connectivity provisions should at a minimum address:

- Dedicated pedestrian pathways from the street to buildings and key land uses.
- Pedestrian pathways between building and uses.
- Shared use connections to trails, public uses, adjacent properties, etc.

### ***Development Code Amendment***

To ensure that ordinances support active transportation connectivity, municipalities can update their Unified Development Code to include requirements for adequate access from all neighborhoods to proposed bicycle and pedestrian facilities and promote the connectivity of the trail network to community destinations. Subdivisions should demonstrate connectivity for pedestrians and bicyclists to adjacent trail or bicycle facilities and between adjacent neighborhoods, either as cul-de-sac easements or connected streets. Developments should provide an internal circulation plan that considers bicycle and pedestrian connectivity. Streets should be designed with appropriate bicycle and pedestrian accommodations to convey people throughout the neighborhood and city.

### ***Remove Parking Minimums***

The removal of parking minimums can support an active transportation network by allowing developers to design less vehicle-dominated spaces and ultimately allow cities and places to be designed for people rather than cars where the market allows.

### ***Support Speed Limit Reduction***

Additionally, support for reducing speed limits when a neighborhood requests a change or indicates a reduction in the neighborhood plan moves a city further towards a friendly environment for active transportation.

### ***Coordination with Roadway Project Implementation***

Bicycle transportation facilities and pedestrian walkways are considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities, except where bicycle and pedestrian use are not permitted such as the Interstate.

### ***Connect Major Destinations and Address Barriers***

Creating a well-connected network requires identifying areas where people would like to travel at the regional, city, and neighborhood level. Projects that enhance pedestrian and bicycling

conditions near major employers, schools and universities, and residential areas, for example, should be given highest priority, as these have the potential to attract the greatest number of trips. Projects that enhance pedestrian and bicycling conditions near transit stops should also be prioritized to take advantage of the complementary nature of these modes. Barriers can take the form of dangerous intersections, controlled access highways, railroad track crossings, bodies of water, gaps in the sidewalk or bike network, or topography, among other physical features of the region. Projects that help address barriers also contribute to safety and regional resilience.

### ***Complete Streets***

The Complete Streets movement promotes the concept that roadways are for all users - pedestrians, transit users, cyclists, and vehicular drivers alike. As such, roadway design should facilitate safe and comfortable access for all users. A Complete Streets policy may take the form of ordinance revisions, new street design guidelines or manuals, and capital improvement program criteria to meet the policy goals.

### ***Advisory Committees***

A regional bicycle and pedestrian advisory committee can help to ensure the planning process

and implementation of plans meet the needs of the community. Members of the committee are ideally active transportation champions who are committed to making their community friendly for biking and walking and ideally represent the demographic makeup of the region.

### ***SCPDC Policies and Committees***

Currently SCPDC does not have a Vision Zero policy, but is in the process of developing a Safety Action Plan. SCPDC should adopt a Vision Zero policy and work towards ending all traffic-related fatalities and serious injuries. SCPDC does not currently have a Bicycle and Pedestrian Advisory Council, but has historically had one.

SCPDC established the South Central Regional Safety Coalition (SCRSC) in 1999. The Coalition, composed of safety partners from the 4 E's— Enforcement, Engineering, Education, and Emergency Medical Services—from the parishes of Assumption, Lafourche, St. Charles, St. James, St. John the Baptist, and Terrebonne, aims to reduce fatalities and serious injuries on the region's roadways. As the first of nine regional safety coalitions in Louisiana, SCRSC is funded by the Louisiana Department of Transportation and Development. It is responsible for implementing Louisiana's Strategic Highway Safety Plan (SHSP) at regional and local levels, with the overarching vision



of achieving Destination Zero Deaths. SCPDC has also been awarded a \$400,000 grant from the U.S. Department of Transportation for developing a Safety Action Plan.

### **Vision Zero**

Vision Zero is a holistic strategy to end all traffic-related fatalities and serious injuries while increasing mobility for all. Instead of accepting traffic-related fatalities as the result of unavoidable accidents, Vision Zero holds that such fatalities are preventable with key strategies. It also recognizes and accommodates human error in the design of transportation facilities. These strategies include but are not limited to establishing a Vision Zero action plan, safer street design, targeted law enforcement, evidence-based public policy, and thoughtful public engagement. The Safe System Approach, adopted by the U.S. Department of Transportation (DOT), provides a strategy to reach Vision Zero. This is a shift from a conventional approach because it focuses on both human mistakes and human vulnerability to design a system with many redundancies in place to protect everyone.<sup>30</sup>



<sup>30</sup> USDOT (2022). Safe Streets and Roads for All FY22 Action Plan Awards by State. Pg. 22. Accessed September 2023.

# **Chapter 4**

## **Action Plan**

## Chapter 4: Action Plan

To implement the recommendations identified in Chapter 3, SCPDC will work with partner organizations to identify project development opportunities to pursue projects through formula funding and discretionary grant opportunities, and utilize the information contained herein to continue to provide technical support to communities to create more walkable and bikeable places.

### Funding Resources

#### ***Potential Federal Funding Sources***

The Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL) was enacted in November of 2021 and increased available funding over the previous transportation bill, the Fixing America's Surface Transportation Act (FAST Act) for transportation projects by authorizing over \$1 trillion for transportation and infrastructure spending. The IIJA replaced the FAST Act, reauthorized and sustained existing programs, and established new programs and new eligibilities for transportation project funding. In addition to new competitive grant opportunities, the IIJA created four new formula programs including the PROTECT Formula Program. Many of these programs can be used to

support the implementation of active transportation facility projects.

#### **Active Transportation Infrastructure Investment Program (ATIIP)**

The ATIIP Program is a grant program that was launched with \$45 million in funding made available from the FY 2023 Omnibus Appropriations bill. The program will support communities in identifying, prioritizing, and implementing improvements to the largest barriers to safe, accessible, and equitable pedestrian and bicycle network connectivity. Projects funded by the program will connect active transportation networks to fill in gaps in bike lanes, sidewalks, and multi-use trail networks.

#### **Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program**

The SMART Program was established to conduct demonstration projects that focus on advanced smart community technologies and systems to improve transportation efficiency and safety. Examples of eligible projects include Advanced Driver Assistance Systems (ADAS), income-based transit fare programs that are integrated with other social service databases, Vehicle-to-Grid (V2G) technologies, and more. Projects should be innovative, purpose driven, and increase

technology capacity and expertise of state or local governments.

### **Surface Transportation Block Grant (STBG) Program**

The STBG is a block grant funding program with subcategories for states and urban areas. STBG funding may be used for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge, and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. The IJA continued all STBG requirements, but added the provision that states may use up to 15% of certain categories of STBG funds on roadways classified as local roads or rural minor collectors. The state portion of funding can be used on roads within (or outside) an urbanized area, while the urban portion can only be used on roads within an urbanized area. The funding ratio is 80% federal and 20% local. For urban areas with a population of greater than 200,000 people, the MPO is the lead agency for funding allocation in consultation with the State. In urban areas with a population of less than 200,000 people, the state is the leading agency for fund allocation in consultation with regional planning organizations.

### **Transportation Alternatives (TA) Program**

The Transportation Alternatives (TA) Program is a set-aside of STBG program funding to provide funding for a variety of alternative transportation projects. From fiscal years 2022-2026, a total of around \$1.4 billion is available for the TA program each year. Eligible TA project activities include:

- Facilities for pedestrians, bicyclists, and other non-motorized forms of transportation
- Safe routes to school and public places
- Conversion and use of abandoned railroad corridors for trails
- Community improvement activities
- Environmental mitigation related to stormwater and habitat connectivity

States and MPOs conduct a competitive application process for use of the sub-allocated funds. Other than a recreational trails set-aside, states are given broad flexibility to use these funds. A 20% local funding match is required for most projects.

### ***Projected Available Federal Funding***

The Houma-Thibodaux MPO forecasted expected federal funds for bicycle and pedestrian projects in the 2045 MTP. From 2019 to 2045, over \$5 million is expected to be available from the TA set-aside for

independent active transportation projects (not combined with other transportation projects). This forecast is broken down in the table below.<sup>31</sup>

**Table 6: Houma-Thibodaux MPO Active Transportation Forecasting of Available Funds**

Stage	Years	Forecasted Federal Funding
Stage 1	2019-2025	\$1,315,530
Stage 2	2026-2035	\$2,133,874
Stage 3	2036-2045	\$2,476,447
Total	2019-2045	\$5,925,851

Rural areas not part of the Houma-Thibodaux metropolitan area are also forecasted to receive funding from the TA set-aside, since a state’s TA apportionment is sub-allocated based on rural/urban relative share of the population.

### Recreational Trails Program

The RTP was reauthorized under the FAST Act and is now a set-aside of funds from the TA Program. The RTP is administered by the Louisiana Office of State Parks, Division of Outdoor Recreation. Eligible projects include maintenance and restoration of existing facilities, construction of new trails, acquisition of easements or property for trails, and the development and rehabilitation of trailside/trailhead facilities and trail linkages.

### Highway Safety Improvement Program (HSIP)

The purpose of the HSIP is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. States are required to allocate HSIP using a safety data system to perform problem identification and countermeasure analysis on all public roads, adopt strategic and performance-based goals, advance data collection, analysis, and integration capabilities, determine priorities for the correction of identified safety problems, and establish evaluation procedures. The IJJA continued and increased HSIP funding. To be eligible for HSIP funds, projects must be consistent with State level strategic highway safety plans (SHSP) and must specifically address safety concerns. Projects that reduce conflicts between pedestrian/bicycles and automobiles, or Vulnerable Road User Projects, are an example of eligible activities. Louisiana uses a portion of HSIP funds to support the Local Road and Safety Program, which can be used for projects that reduce bike and pedestrian crashes.

### Safe Streets and Roads for All (SS4A) Grant Program

The SS4A grant program was established by the IJJA, with available funding in the amount of \$5 billion from 2022-2026. The purpose of the program

<sup>31</sup> Houma-Thibodaux MPO (2020). [2045 MTP Technical Report: Plan Development](#). Pg. 91. Accessed September 2023.



is to prevent roadway injuries and deaths to support the USDOT National Roadway Safety Strategy and goal of zero roadway deaths. Eligible applicants for SS4A grant funding includes local governments, special districts, transit agencies, MPOs, and tribal governments. The program requires a 20% cost share match from local entities that must be paid by the completion of the grant award. SS4A funding can be used to create a comprehensive safety action plan and implement infrastructure, operational, or behavioral activities from the plan. Eligible projects will address safety issues for vulnerable users like pedestrians and cyclists.

### **Neighborhood Access and Equity (NAE) Grant Program**

The NAE grant program was established by the Inflation Reduction Act of 2022 and is part of the Reconnecting Communities and Neighborhoods (RCN) Grant Program. This program provides funds for projects that improve walkability, safety, and transportation access, especially for historically disadvantaged groups. Projects should be context sensitive and address barriers to connectivity and any negative impacts to communities and the

environment. Around \$3 billion was appropriated in 2022 and remains available until September 2026.

NAE grants typically require a 20% local match but can be up to 100% federally funded for projects in disadvantaged areas. Appendix D includes a map of these jurisdictions identified across the seven parish region.<sup>32</sup> The map also includes other areas designated by federal agencies as disadvantaged which may be eligible for lower local match requirements or other grant funding.

### **Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program**

The PROTECT program, established by the IIJA, provides funding to states for planning activities, transportation resilience improvements, evacuation route activities, and natural infrastructure to protect transportation assets. The goal of the program is to make the transportation system more resilient to natural hazards. From 2022-2026, the total amount of available funding from the PROTECT Formula Program is \$7.5 billion.<sup>33</sup> Active transportation projects can be incorporated into projects that are funded through the PROTECT program, through utilization of

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<sup>32</sup> USDOT (2023). [\*Notice of Funding Opportunity for the Reconnecting Communities and Neighborhoods \(RCN\) Program\*](#). Pg. 41. Accessed September 2023.

<sup>33</sup> USDOT (2022). [\*Bipartisan Infrastructure Law Fact Sheets. PROTECT Formula Program\*](#). Accessed September 2023.

natural infrastructure. Moreover, the PROTECT At-Risk Coastal Infrastructure Grants can be used to strengthen and stabilize pedestrian walkways, bike lanes, and associated infrastructure that is at risk of coastal flooding.

### **Carbon Reduction Program**

The Carbon Reduction Program was established by the IIJA and provides funds to states to reduce emissions and develop carbon reduction strategies. States are required to work with MPOs to develop and update a carbon reduction strategy to receive funding. Eligible projects include public transportation, congestion management, alternative fuel infrastructure, and pedestrian and nonmotorized transportation projects.

### **Bridge Formula Program**

The Bridge Formula Program was created by the IIJA and provides funding to states for bridge rehabilitation, protection, construction, and replacement. The program apportions 75% of the funds for replacement of bridges in poor condition, and 25% for rehabilitation of bridges in fair condition. Projects funded from the Bridge Formula Program are subject to the requirement of accommodation for pedestrians and cyclists.

### **National Highway Performance Program (NHPP)**

The IIJA allocated over \$28 billion for NHPP formula funding each year from 2022 to 2026. The purpose

of the NHPP is to preserve the condition, performance, and resilience of the National Highway System (NHS). NHPP funds can also be used to construct new NHS facilities and ensure that projects are making progress toward performance goals set out in each state's asset management plan. NHPP provides funding to states for improvements to rural and urban roads that are part of the NHS, including the Interstate System and designated connections to major intermodal terminals. Bicycle transportation and pedestrian walkways that are associated with an NHS facility are eligible projects under the NHPP.

### **Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program**

Funding for the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program was renewed through the IIJA to continue to build and repair critical portions of the nation's freight and passenger transportation networks. RAISE, formerly known as Better Utilizing Investments to Leverage Development (BUILD) and Transportation Investment Generating Economic Recovery (TIGER), has dedicated over \$14 billion in grants to projects in all 50 states, the District of Columbia, and Puerto Rico since 2009. Projects for RAISE funding are evaluated based on merit criteria that include safety, environmental sustainability, quality of life, economic

competitiveness, state of good repair, innovation, and partnership. Within these criteria, USDOT will prioritize projects that can demonstrate significant progress on national objectives. As of 2023, the maximum grant award for RAISE grants is \$345 million for a single state.<sup>34</sup> To ensure that the benefits of infrastructure investments benefit communities large and small, the Department will award an equitable amount, not to exceed half of funding, to projects located in urban and rural areas, respectively. Numerous 2023 RAISE grants were awarded to projects that focused on or incorporated pedestrian and bicycle facilities.

### **Community Development Block Grants (CDBG) Entitlement**

The CDBG Entitlement Program, administered through the Department of Housing and Urban Development (HUD), provides funds to entitlement communities on a formula basis to develop viable urban communities. As such, funds available through the CDBG Entitlement Program would likely only be eligible for bicycle and pedestrian projects within city limits. These grants can be used to fund an array of community development projects, including public facilities and improvements that enhance the quality of life for

residents of low- to moderate-income communities. Specifically, the construction or improvement of streets is an approved activity. Eligible projects could include sidewalk improvements, streetscape enhancements that promote economic development, and community-based active transportation facilities. The grantee must develop and follow a detailed citizen participation plan during the design and implementation of any funded project. Additional eligibility requirements can be found on the CDBG Entitlement Program website.

### **Potential Local Funding Sources**

It is typically the responsibility of state or local government jurisdictions (cities, parishes, or special purpose districts) to cover any costs not covered by federal programs. Match requirements make local funds critical to maintain eligibility for several federal funding sources, which is typically around 20% of total project costs. State and local funding is especially important for bicycle and pedestrian facilities since it is the most consistent and reliable path to implementation. Local funding can come from a variety of sources including property taxes,

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<sup>34</sup> USDOT (2022). [\*Notice of Funding Opportunity for the Department of Transportation's National Infrastructure Investments \(RAISE Grant Program\)\*](#). Pg. 9. Accessed September 2023.

sales taxes, user fees, special assessments, and impact fees.

### **Property Taxes**

Property taxation has historically been the primary source of funding for local governments in the United States. Cities, parishes, levee districts, and other political subdivisions are allowed to collect property taxes under the Louisiana constitution. Property taxes are used to fund police, public education, and other governmental operations, including the construction and maintenance of roads.

### **General Sales Taxes**

The general sales and use taxes are also an important funding source for state and local governments. The most commonly known form of the general sales tax is the retail sales tax. The retail sales tax is imposed on a wide range of commodities, and the rate is usually a uniform percentage of the selling price. The state sales tax rate is 4.45%. Cities, parishes, and special purpose districts are also able to impose sales and use taxes, with an average rate of 5.10%. The combined state and average local sales tax rate is 9.55%, which places Louisiana among the top highest sales tax rates nationally.<sup>35</sup>

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<sup>35</sup> Tax Foundation (2023). [Louisiana Tax Rates, Collections, and Burdens](#). Accessed September 2023.

### **Income Taxes**

Income tax in Louisiana ranges from 1.85% to 4.25%, based on income brackets. Full time and part time resident taxpayers are required to file a Louisiana income tax return. State revenue from income taxes can be used to pay for a range of government expenditures, including transportation, infrastructure, and capital projects.

### **Bond Issues**

Property tax and sales tax funds can be used on a pay-as-you-go basis, or the revenues from these taxes can be used to repay general obligation or revenue bonds. General obligation bonds are backed by the credit and taxing authority of the governmental entity and are repaid through general revenue sources. Revenue bonds debts, on the other hand, are repaid from a specific source of revenue such as tolls. These bonds are issued by local governments upon approval of the voting public.

### **User Fees**

User fees are fees collected from those who use a service or facility. The fees are collected to pay for the cost of a facility, finance the cost of operations, and/or generate revenue for other uses. User fees are commonly charged for public parks, water and

sewer services, transit systems, toll roads, express lanes, and solid waste facilities. The theory behind the user fee is that those who directly benefit from these public services pay for the costs.

### **Special Assessments**

A special assessment is a method of generating funds for public improvements, whereby those who directly benefit bear the cost of the improvement. Areas in which this scenario occurs may be called “Special Assessment Districts.” Within these districts, property owners—typically business owners—will vote to dedicate a portion of their sales tax or property tax to fund some improvement or service that benefits the district. In many instances, new streets are financed by special assessment. The owners of property located adjacent to the new streets are assessed a portion of the cost of the new streets based on the amount of frontage they own along the new streets.

### **Tax Increment Finance (TIF)**

One of the tools many states use to obtain funds not provided by federal and state funding is through Tax Increment Financing (TIF), which is a public financing method used for redevelopment and community improvement projects. A TIF allows cities or parishes to capture the increase in value from improvements through taxes to pay for the cost of the improvements. The TIF applies for a set

number of years to a specific district that is expected to benefit from the public improvement project. Over the time period (maximum of 30 years), the governmental entity collects a consistent base value of tax revenue from the district and applies the revenue from the increase in value (increment) to pay for the project’s bonds or loans.

### **Traffic or Development Impact Fees**

Traffic or Development Impact Fees are a charge assessed on new developments to mitigate increased traffic volume on the streets around them that result from their construction. Development impact fees are a way of placing a portion of the cost burden of improvements on developers who create the need for improvements.

### **Public-Private Partnerships**

A Public-Private Partnership (P3) is a contractual agreement between a public agency (federal, state, or local) and a private entity for a long-term, performance-based approach to procuring public infrastructure. The private entity assumes the major share of the risk in terms of financing, constructing, and the performance of the project in return for the right to collect revenue from the project over a set period of time. The Louisiana Department of Transportation and Development may solicit P3 projects and enter into P3 contracts when it is in the



best interest of taxpayers and approved by the House and Senate Transportation, Highways, and Public Works Committees.

Partnerships with local and regional businesses can be integral to securing additional funding for bicycle and pedestrian projects, particularly when local funding is not readily available. Additionally, institutions such as hospitals or universities may be interested in sponsoring bicycle and pedestrian facility improvements near their campuses to promote public health benefits associated with active transportation. Active transportation improvements can also revitalize and enhance business corridors by providing better accessibility. Additional partnerships between neighboring communities can lead to increased funding potential for projects that cross municipal boundaries.

### **Local Capital Improvement Programs**

Capital Improvement Programs (CIPs) are utilized by local municipalities as a framework for financing future capital projects. Using a variety of local funding sources, including property taxes and sales taxes, municipalities can systematically determine which projects should be funded each year based on their anticipated revenues versus operating expenses. The process of developing a CIP allows municipalities to reasonably predict when funds

will be available to construct capital improvement projects, as well as prioritize specific projects. The SCPDC should coordinate with local jurisdictions to ensure that projects are included within local CIPs and leverage funding opportunities.

### **State Funding Sources**

#### **Capital Outlay Program**

The Capital Outlay Program from the state of Louisiana annually prepares the proposed state construction program. Construction projects that have been reviewed and evaluated and deemed feasible are listed in the Capital Outlay Bill, which is submitted to the Legislature for enactment. Once signed into law by the state governor, capital outlay appropriations and procedures can begin. Projects that are eligible for inclusion in the Capital Outlay budget include land acquisition, site development and improvement, construction, and more. Projects should have a useful life of at least twenty years and a cost of at least \$50,000.

#### **Louisiana Infrastructure Technical Assistance Corporation**

The Louisiana Infrastructure Technical Assistance Corporation (LITACorp) helps local governments to access federal infrastructure grants. More specifically, the organization has goals to equip political subdivisions in rural and economically distressed areas with tools to minimize barriers and

acquire the federal grant funds that are available through the IIJA. Communities that are interested in receiving technical assistance can submit a letter of interest. LITACorp will work with selected communities in the areas of strategic planning, project development, funding identification, grant writing, and administration. Additionally, LITACorp has made \$20 million available for the Matching Funds Grant Program to assist local governments with local cost share requirements.

### **Delta Regional Authority**

The Delta Regional Authority (DRA) was created in 2000 as a Federal and State joint collaboration for the economic development of the Lower Mississippi River and Alabama Black Belt region. Louisiana is part of the DRA, along with Alabama, Arkansas, Illinois, Kentucky, Mississippi, Missouri, and Tennessee. The DRA works to support investments in transportation and infrastructure investments, workforce training, and business development. For 2023, the DRA Community Infrastructure Fund has over \$29 million available for flood control, basic public infrastructure, and transportation infrastructure improvement projects.<sup>36</sup> Projects supported through DRA

funding need to be tied to economic development and job creation.

### **Other Funding Sources**

Numerous non-governmental organizations also provide funding for grants to achieve specific goals in transportation development. In particular, projects for active transportation facilities have funding opportunities available from non-governmental organizations. The list below is not exhaustive but provides a sampling of the private grant programs available.

#### **City Thread Accelerated Mobility Playbook (AMP) Technical Assistance Grant**

City Thread is a national non-profit planning and engagement organization that offers an assistance grant for their Accelerated Mobility Playbook (AMP). The AMP provides a roadmap for successfully implementing mobility projects. Cities, in partnership with community organizations, are eligible to apply for this grant and receive up to \$50,000. There is a local match requirement of \$18,500.

#### **Rails To Trails Conservancy**

Through their Trail Grants Program, Rails-to-Trails Conservancy (RTC) emphasizes strategic

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<sup>36</sup> DRA (2023). [Community Infrastructure Fund \(CIF\)](#). Accessed October 2023.

investments that support significant regional and community trail development goals. Many of their funded projects are small in scope and scale and can be hard to finance within traditional funding streams. These projects help build, maintain and manage trails for recreation, transportation and economic vitality.

### **AARP Community Challenge Grant Program**

The AARP Community Challenge provides small grants to fund "quick-action" projects that can help communities become more livable for people of all ages. Applications have been accepted for projects to improve housing, transportation, public space, technology ("smart cities"), and civic engagement to keep communities safe and healthy. Grants can range from several hundred dollars for smaller, short-term activities to tens of thousands of dollars for larger projects. Grant recipients are selected by an AARP panel of experts on aging, community development, and livable communities. Projects are judged on the degree to which their goals make an immediate change that leads to longer-term impact in a manner that meets all other selection criteria.

### **Safe Routes to Parks Accelerator Program**

The Safe Routes Partnership is a national nonprofit organization that works to advance healthy communities and safe active transportation to and

from schools. As part of this mission, the Safe Routes to Parks Accelerator Program provides technical assistance to cross-agency teams. While the program is not a source of funding, the partnership provides consulting services to selected applicants to successfully implement safe routes to parks plans. This includes assistance in utilizing creative funding solutions and applying to grants.

### **People for Bikes Community Grant Program**

The Community Grant Program from the People For Bikes organization has awarded more than 400 grants to communities since 1999, totaling more than \$3.5 million. Nonprofits, small businesses, and local and state governments are eligible to apply for the grant. Qualifying projects include the development of permanent bike infrastructure, demonstration projects, land acquisition, and events to support bicycle acceptance.

### **Robert Wood Foundation**

The Robert Wood Johnson Foundation has a mission to improve the health and wellbeing of everyone in America. The foundation administers many initiatives, some of which could be used to support active transportation projects to improve community health and wellbeing. The foundation and many of the previously awarded grants are largely focused on equity in relation to access to healthcare and development.

### **America Walks Community Change Grants Program**

The nonprofit organization America Walks works to advance safe, equitable, accessible, and enjoyable places to walk. The Community Change Grants Program is made available from a partnership between America Walks and the Active People, Healthy Nation initiative from the CDC. Grantees of the program will be awarded \$1,500 for projects that create healthy and active places to live, work, and play. Examples of projects from prior grant recipients include walking paths, community street art, walk audits, and safety improvements.

### **Crowd Funding**

Crowd funding is an innovative and attractive option to fund bicycle and pedestrian infrastructure improvements. Crowd funding allows individuals to donate money to collectively fund a specific project. While crowd funding can help fund projects, it can also serve as a tool to raise community awareness for bicycle and pedestrian needs and concerns, and in turn, potentially attract additional local support for continued investment.

### **Demonstrations**

Demonstration projects can help display the benefits of active transportation facilities such as protected bike lanes. Demonstrations can be temporary and built quickly to gather support from the community to invest in a more permanent or substantial facility. A demonstration project costs less to implement and can bring attention to the need for increased funding for active transportation.

## Phasing and Prioritization

Implementing the plan will be a long term, multi-jurisdictional effort. Each community will exercise their judgement in proactively advancing the projects within their jurisdiction on the timeline that is most appropriate to their unique challenges, available funding, and community priorities. This plan’s prioritization process is intended to be used as a resource by jurisdictions. It should not preclude jurisdictions from advancing other projects as opportunities arise or that were not known at the time of this report.

The factors considered in this prioritization process include those for **safety, equity, and connectivity**. Table 7 shows the scoring criteria for each project. The highest a project can score is 12.

**Table 7: Project Scoring Criteria**

Category	Factor	Points
Safety	Project is within .25 miles of a fatal or severe bike-ped crash location	2
Safety	Project is within .25 miles of a location with multiple bike-ped crashes	2
Safety	Project is within 100 feet of a roadway with speeds > 45 mph OR with daily volumes > 20,000	2
Equity & Connectivity	Project is within a hex with a latent demand score of 8 or higher	4
Connectivity	Project addresses a pinchpoint or critical node in the network	2

By scoring all recommendations on these criteria, the result is a tiered list of high, medium, and low priority projects. Figure 28 shows prioritized projects at the regional scale. Appendix C includes maps and tables of projects at the parish level.

### **High Priority Projects**

These projects are critical to providing safe, equitable transportation options in the areas where need is greatest, as well as where an ongoing or near term project provides an immediate opportunity for the improvement to move forward. These projects scored 9-12 points and have a recommended implementation timeline of 0-5 years.

### **Medium Priority Projects**

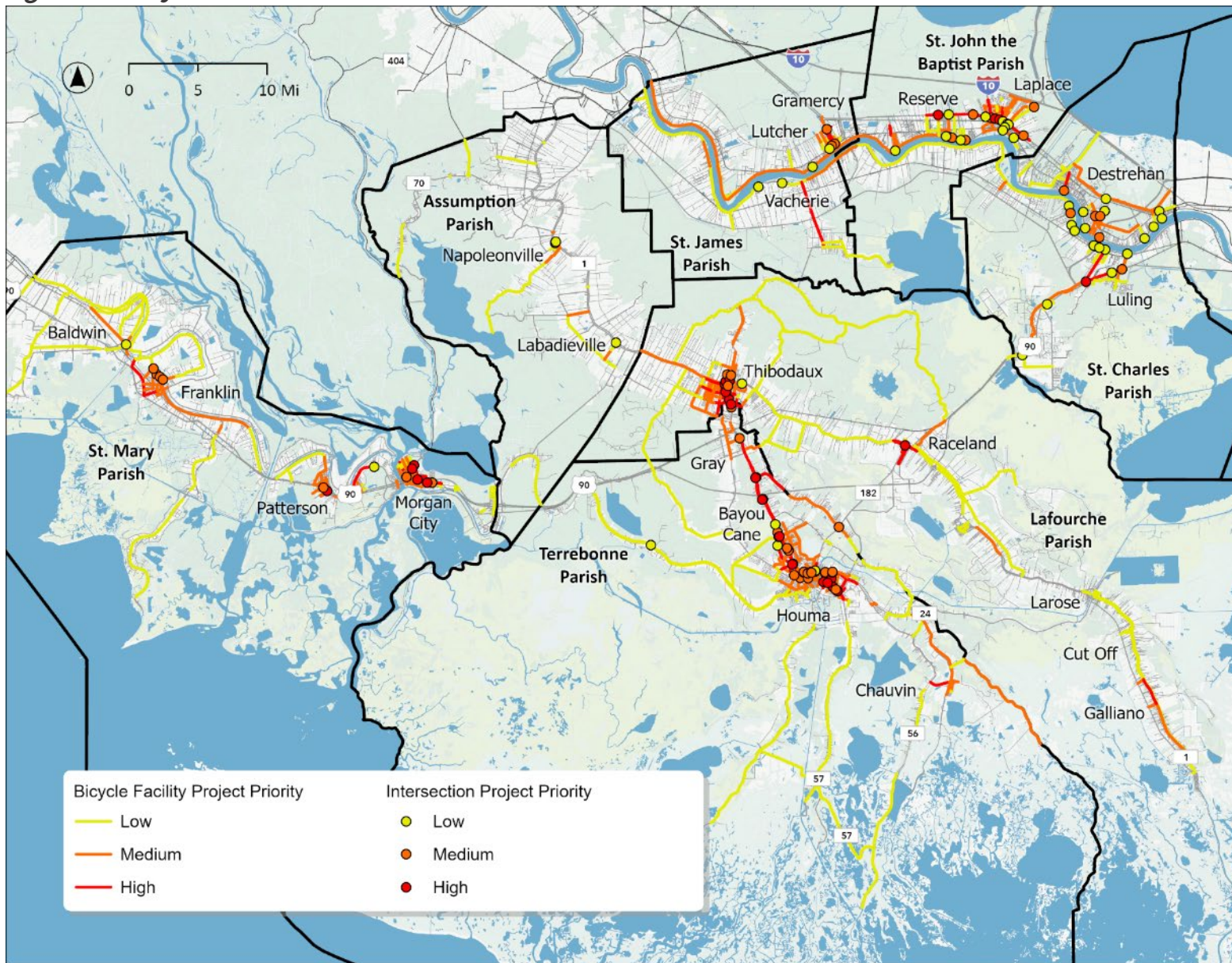
These projects connect people to key destinations within and between communities. Scoring between 5-8 points, these have a recommended implementation timeline of 6-10 years.

### **Lower Priority Projects**

All projects in this plan have their own merits. These represent those that will complete a true regional network, but they are not as urgent others described above. Scoring 4 or below, these have a recommended timeline greater than 10 years.



**Figure 28. Project Prioritization**



## Action Plan

Table 8 captures recommendations for the region in support of active transportation safety, connectivity, environmental, and health goals aligned to the 2045 Metropolitan Transportation Plan.

**Table 8: Actions to Implement Plan**

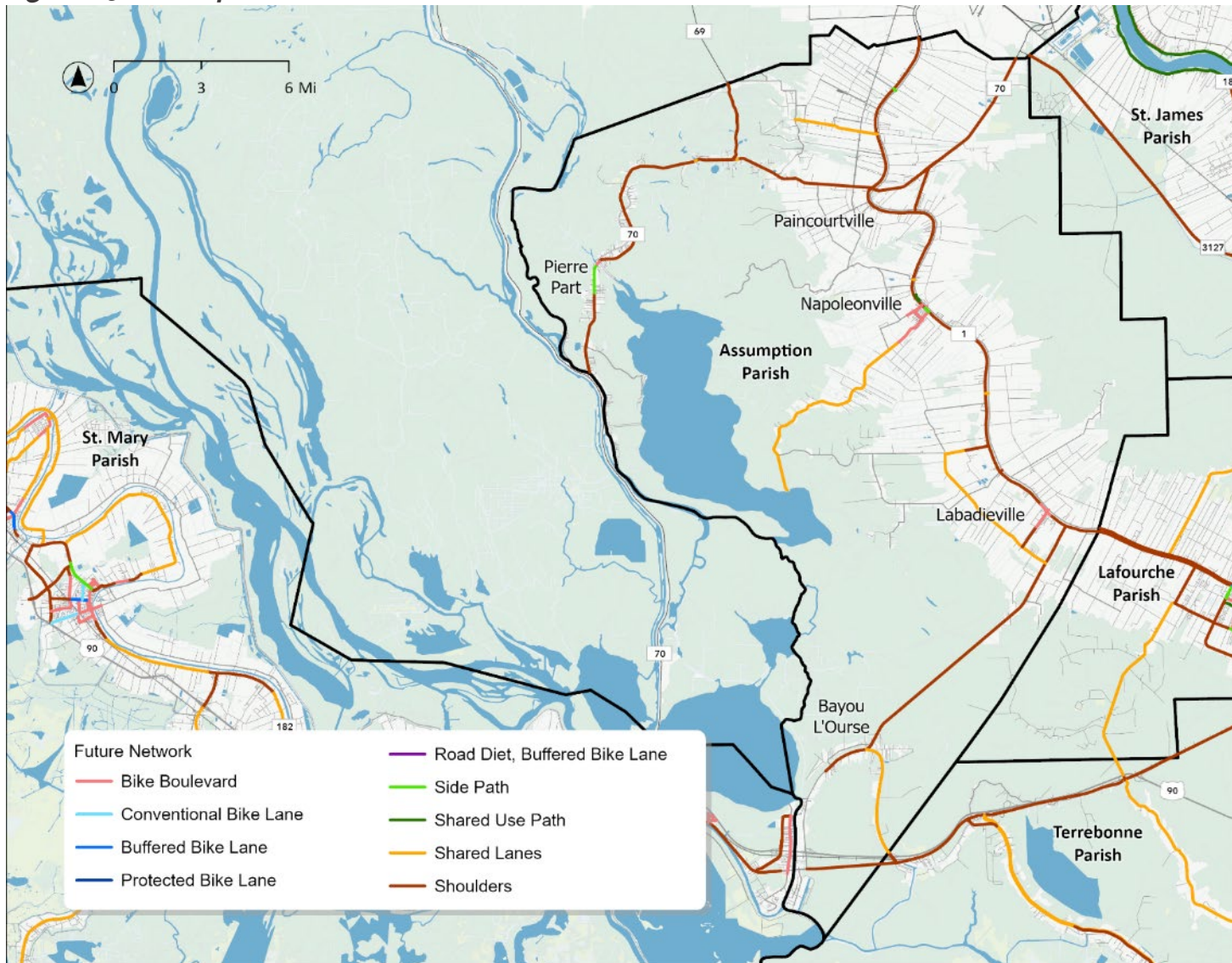
	Short Term	Medium Term	Long Term
Policy	<ul style="list-style-type: none"> <li>• Adopt a Vision Zero Statement</li> </ul>	<ul style="list-style-type: none"> <li>• Adopt Complete Streets Policy</li> <li>• Encourage communities to adopt a Vision Zero Statement</li> </ul>	<ul style="list-style-type: none"> <li>• Encourage communities to adopt Complete Streets Policies</li> </ul>
Evaluation	<ul style="list-style-type: none"> <li>• Add a bike-ped advocate to the IO Emphasis area of the SCPDC safety coalition</li> <li>• Add bike-ped advocate to the TAC</li> </ul>	<ul style="list-style-type: none"> <li>• Work with LADOTD and UNO to establish bike-ped count program</li> <li>• Update bike-ped plan every 5-10 years including metrics of facilities completed</li> </ul>	<ul style="list-style-type: none"> <li>• Create regional data portal to track progress towards network completion and other related metrics</li> </ul>
Technical Assistance & Education	<ul style="list-style-type: none"> <li>• Continue to provide technical assistance to jurisdictions in pursuit of TA funding</li> </ul>	<ul style="list-style-type: none"> <li>• Assist communities interested in applying for federal grants</li> <li>• Implement an Active Transportation Safety Campaign</li> </ul>	<ul style="list-style-type: none"> <li>• Provide technical assistance to jurisdictions interested in updating development codes, zoning ordinances, and subdivision regulations to support active transportation</li> </ul>
Project Implementation	<ul style="list-style-type: none"> <li>• Continue to support local road safety program applications and safe routes to schools applications</li> </ul>	<ul style="list-style-type: none"> <li>• Include active transportation projects and complete streets projects in Transportation Improvement Program</li> </ul>	<ul style="list-style-type: none"> <li>• Prepare grant applications for projects to pursue funding for identified high priority projects</li> </ul>

# Appendix

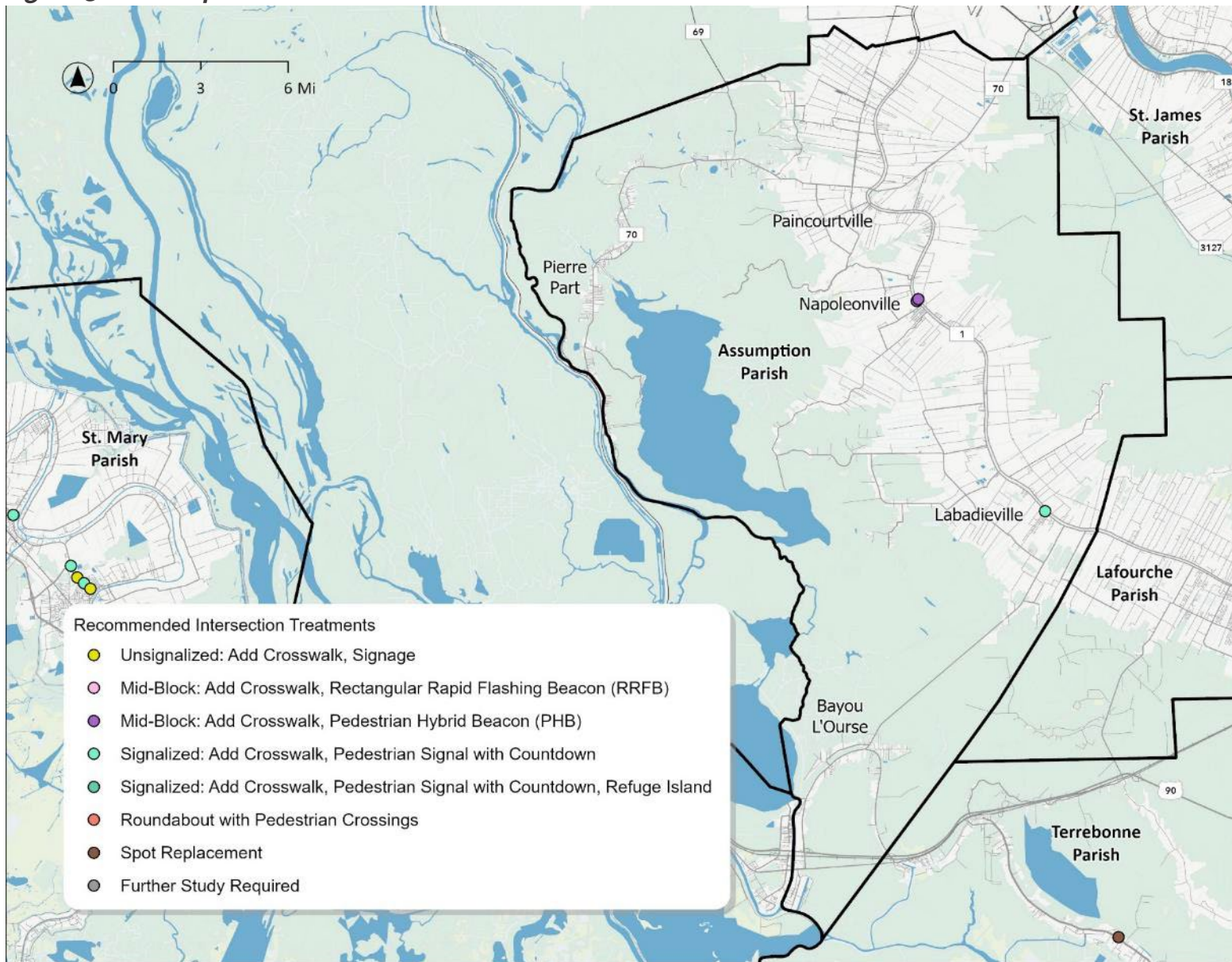


# Appendix A

Figure 29: Assumption Parish Future Network

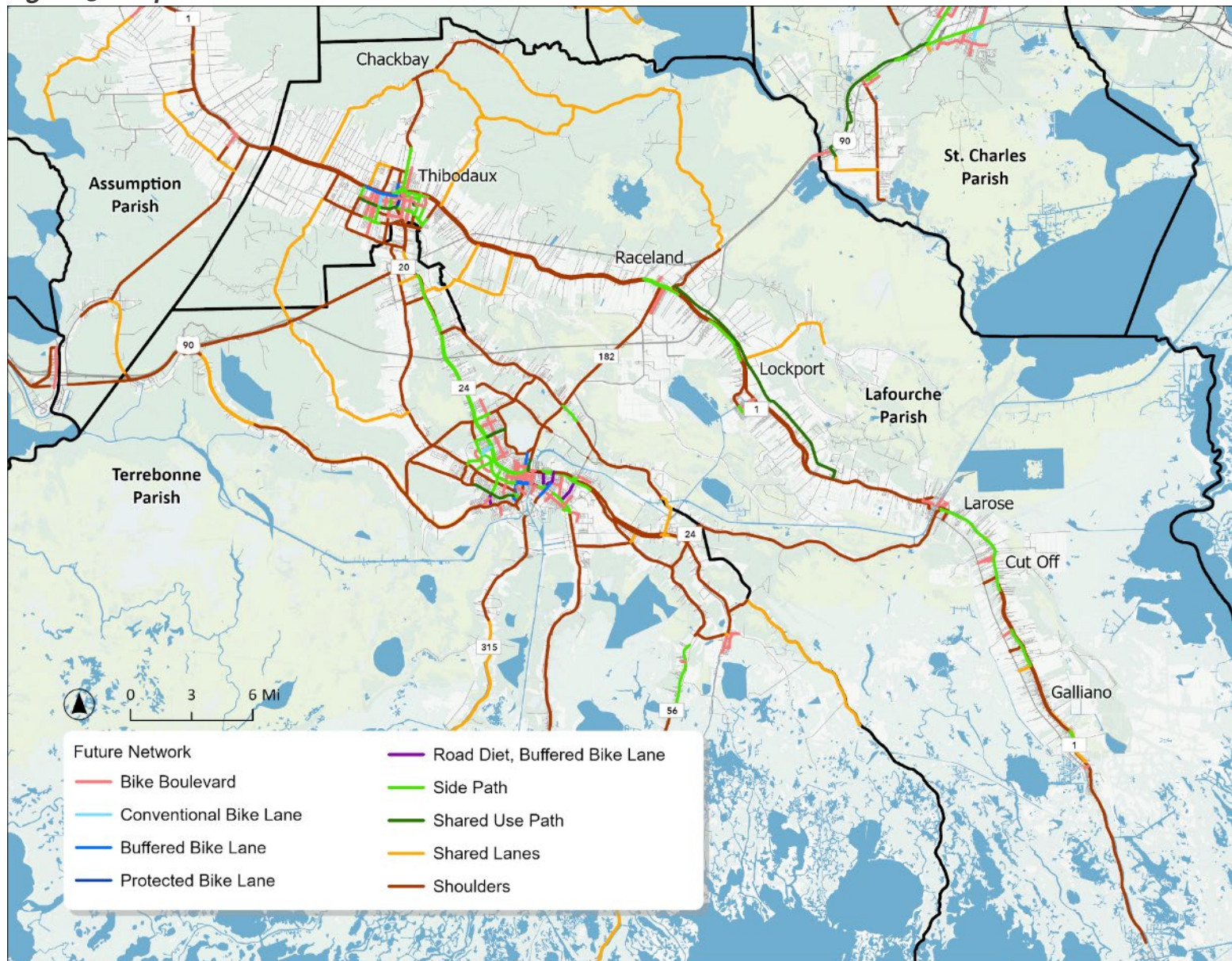


**Figure 30: Assumption Parish Intersection Treatment Recommendations**



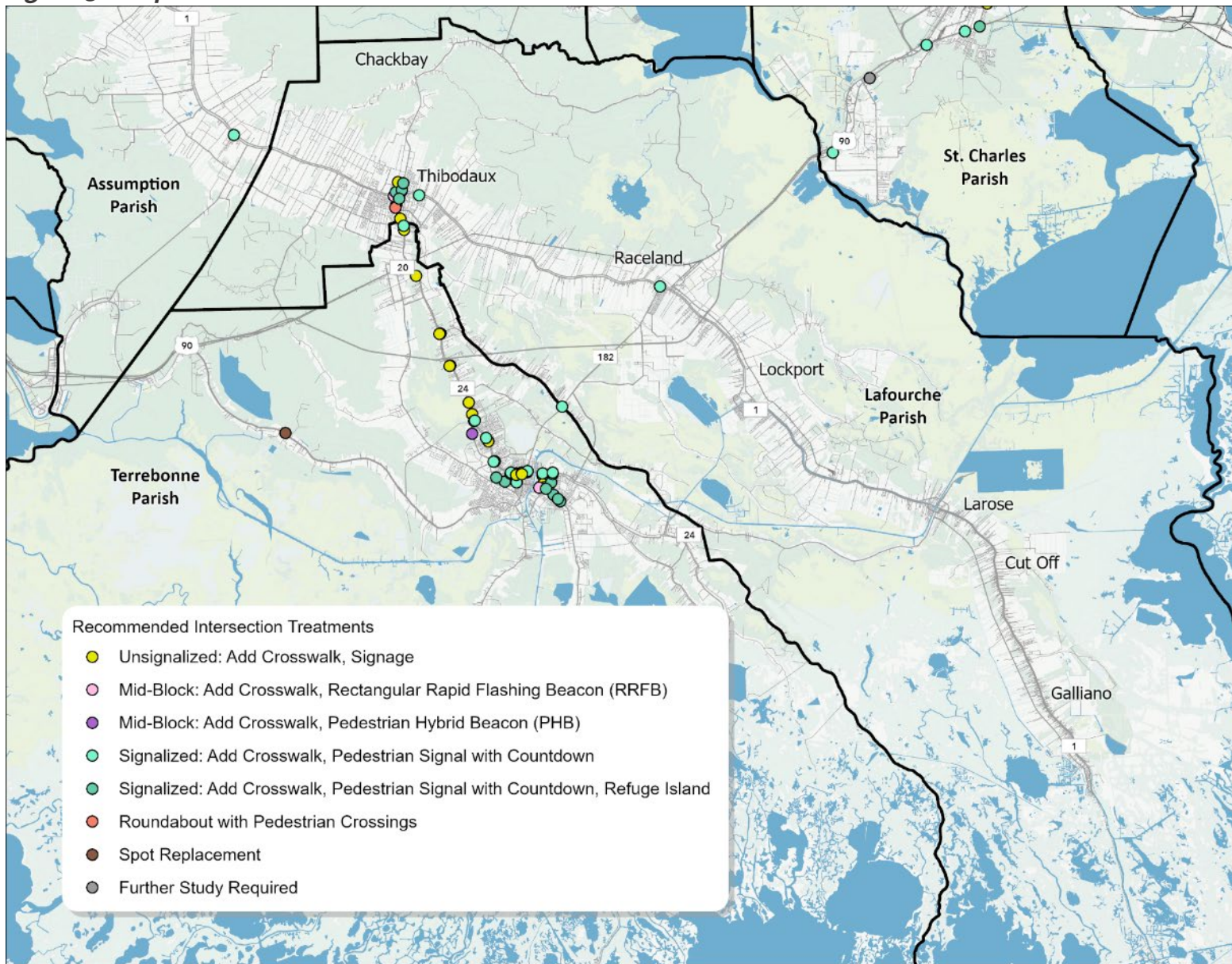


**Figure 31: Lafourche Parish Future Network**



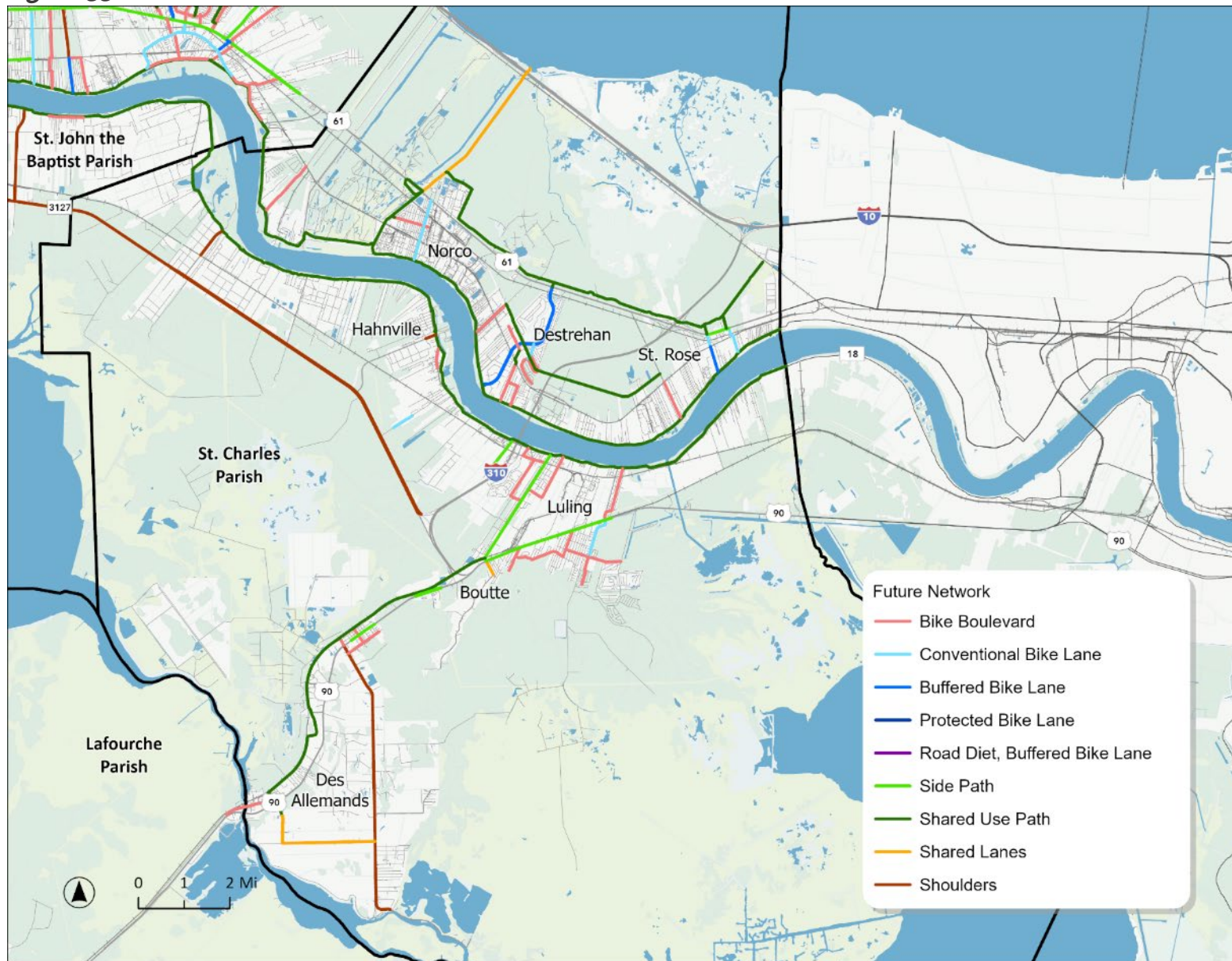


**Figure 32: Lafourche Parish Intersection Treatment Recommendations**

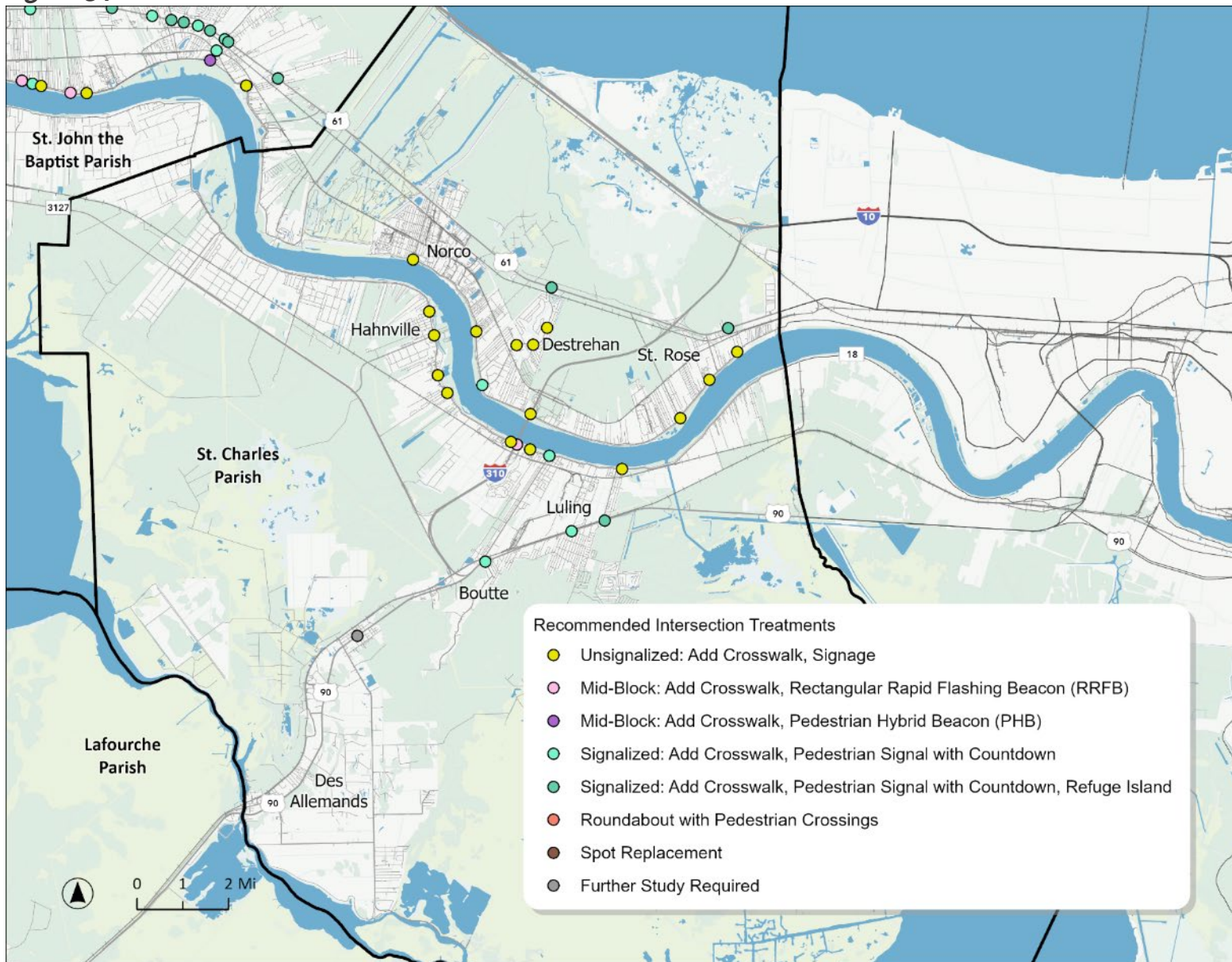




**Figure 33: St. Charles Parish Future Network**

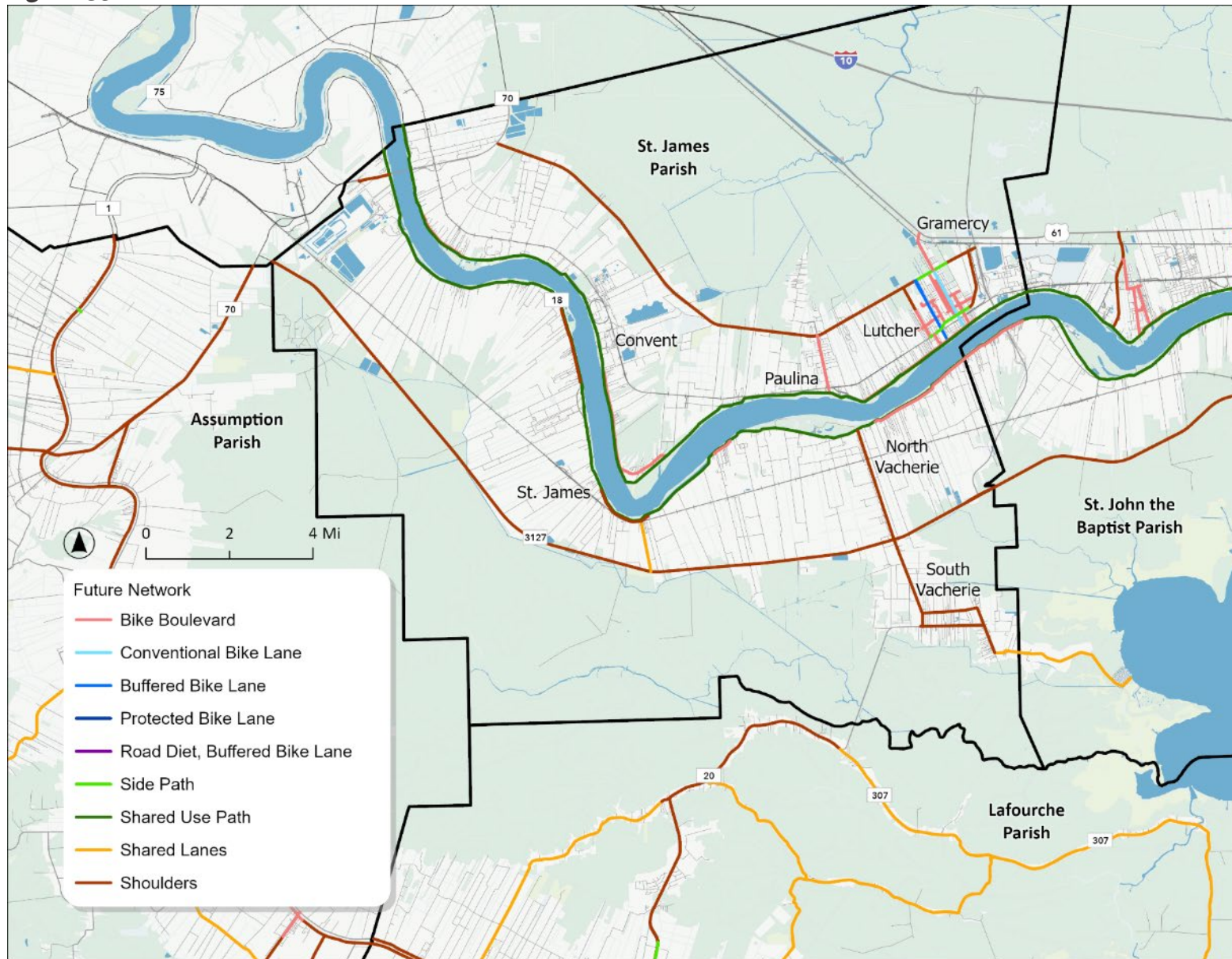


**Figure 34: St. Charles Parish Intersection Treatment Recommendations**



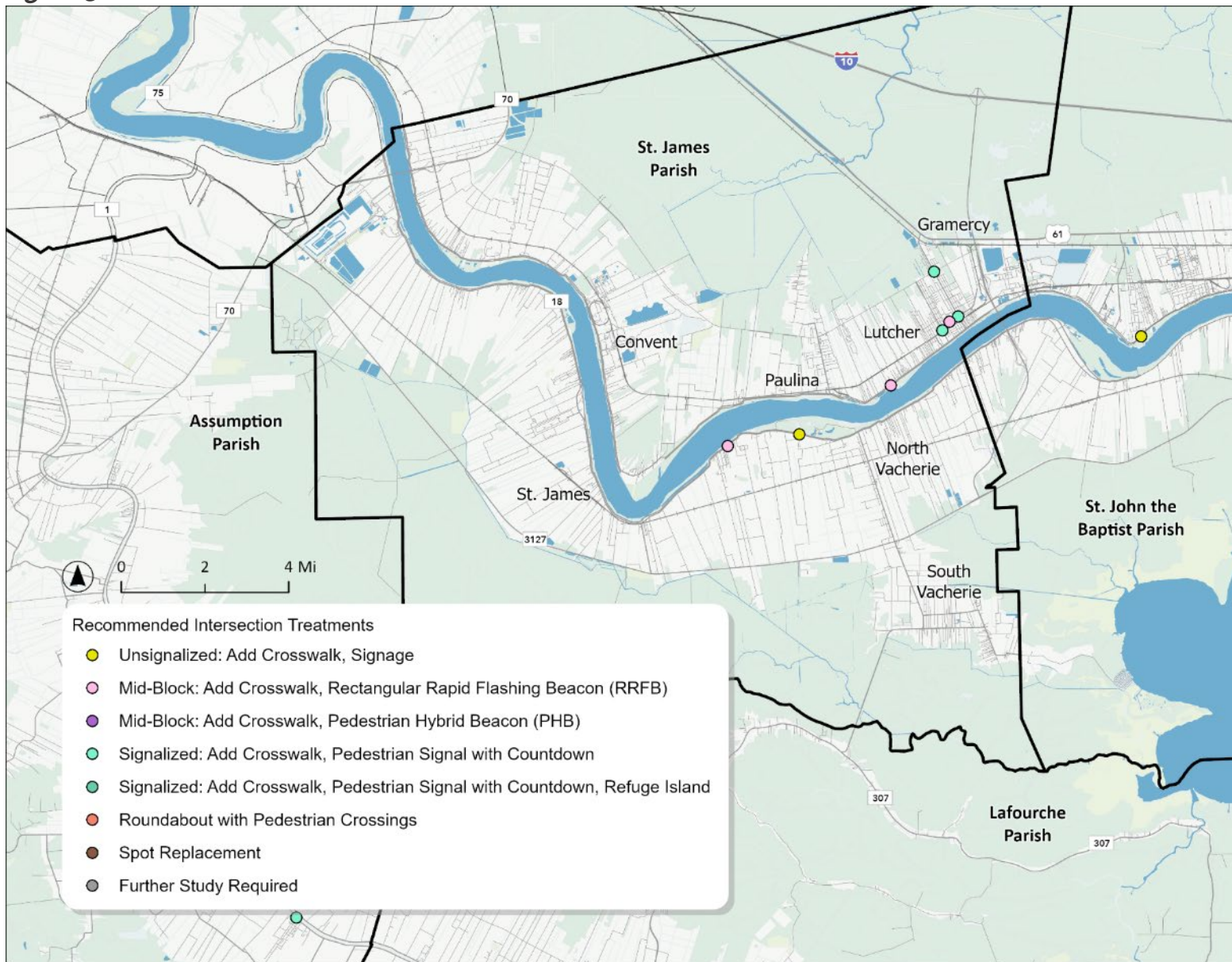


**Figure 35: St. James Parish Future Network**





**Figure 36: St. James Parish Intersection Treatment Recommendations**

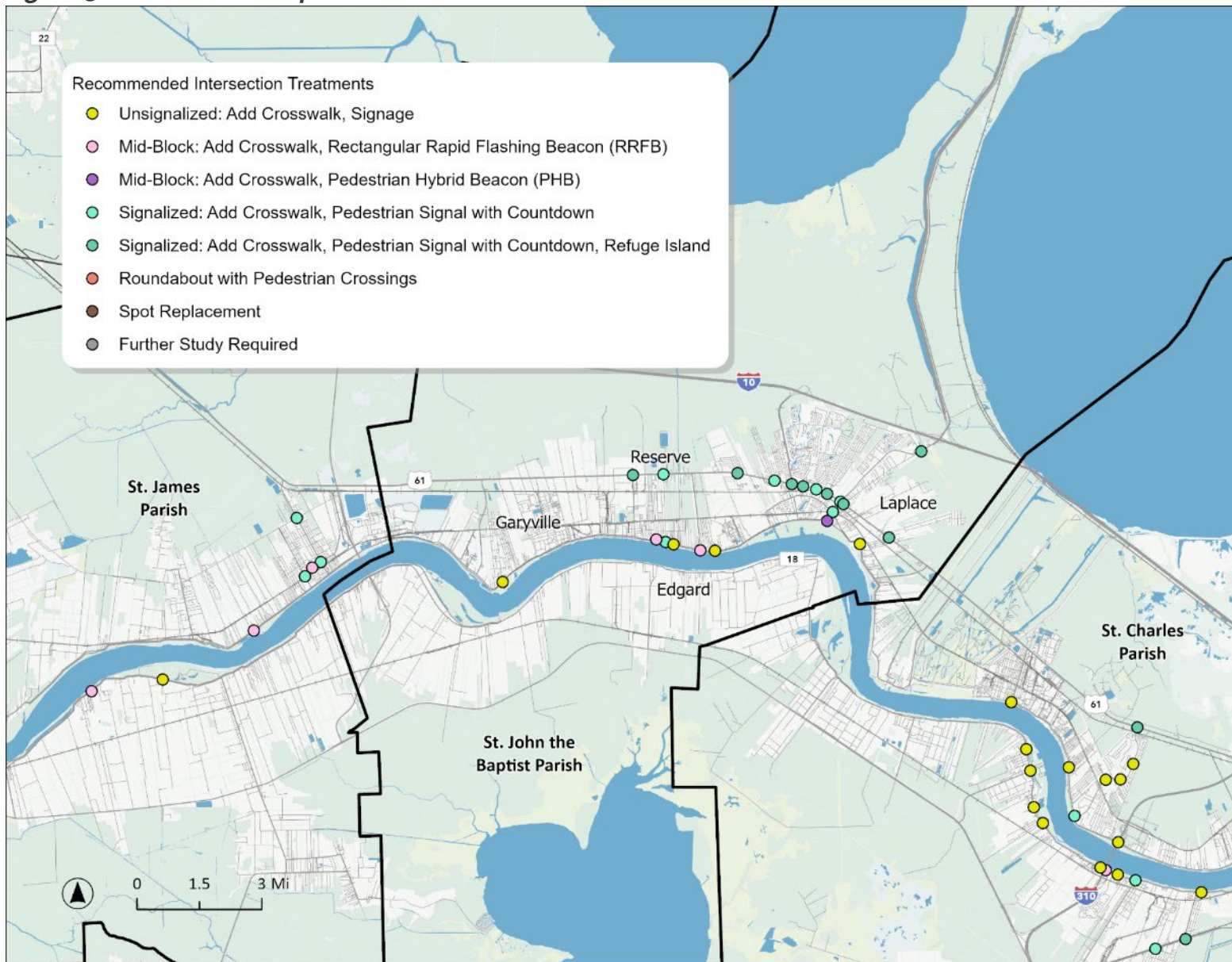


**Figure 37: St. John the Baptist Parish Future Network**





**Figure 38: St. John the Baptist Treatment Recommendations**

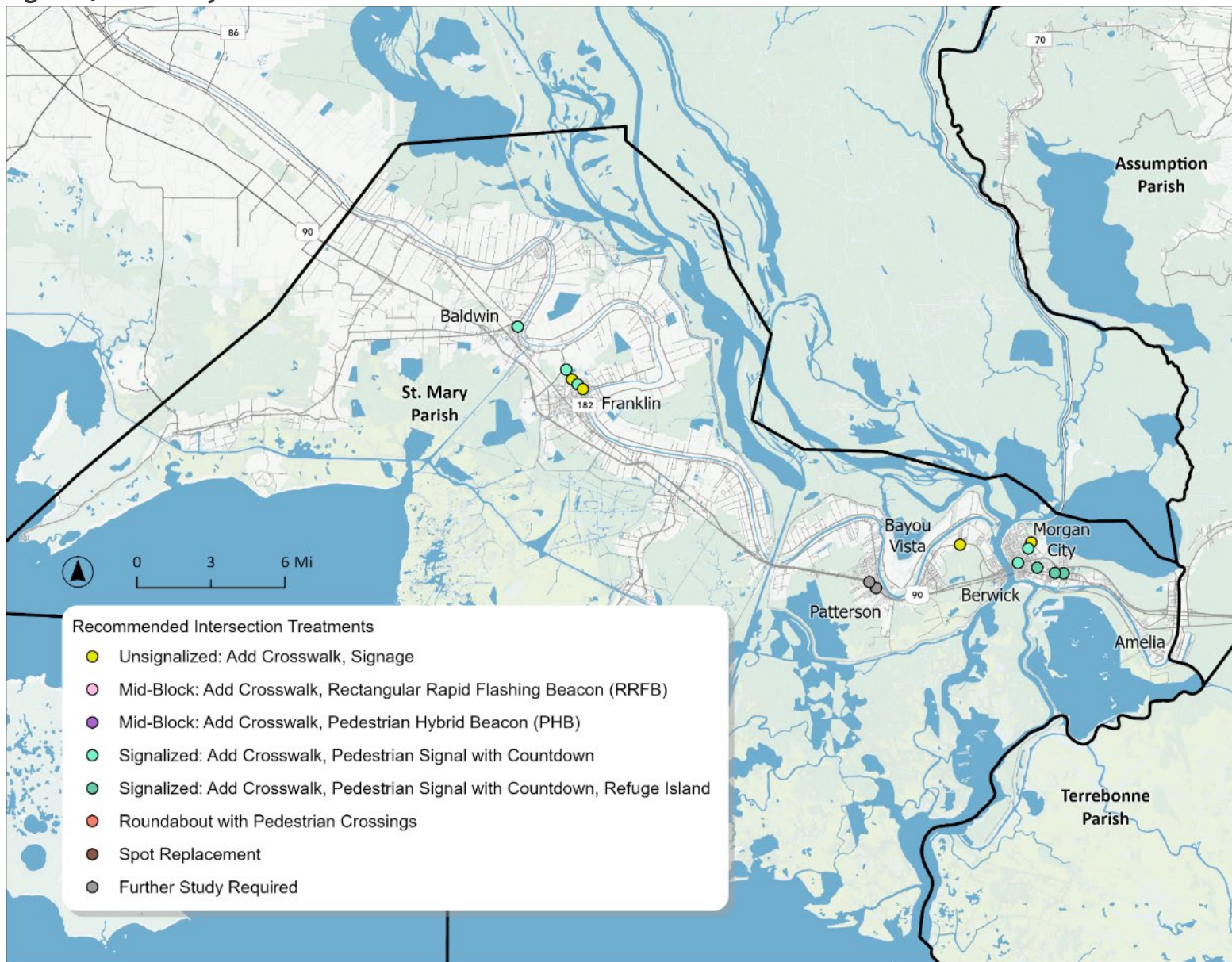


**Figure 39: St. Mary Parish Future Network**



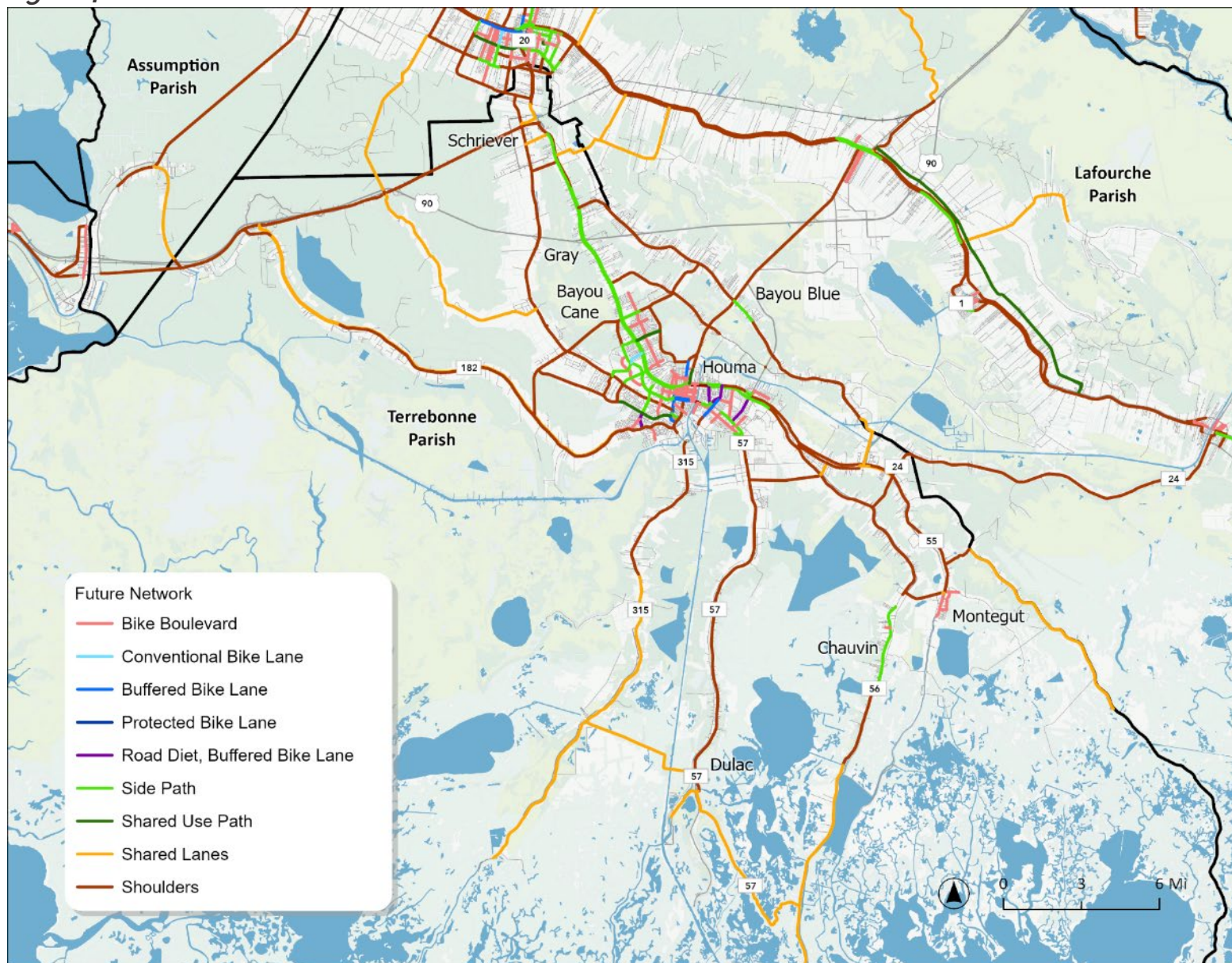


**Figure 40: St. Mary Parish Intersection Treatment Recommendations**



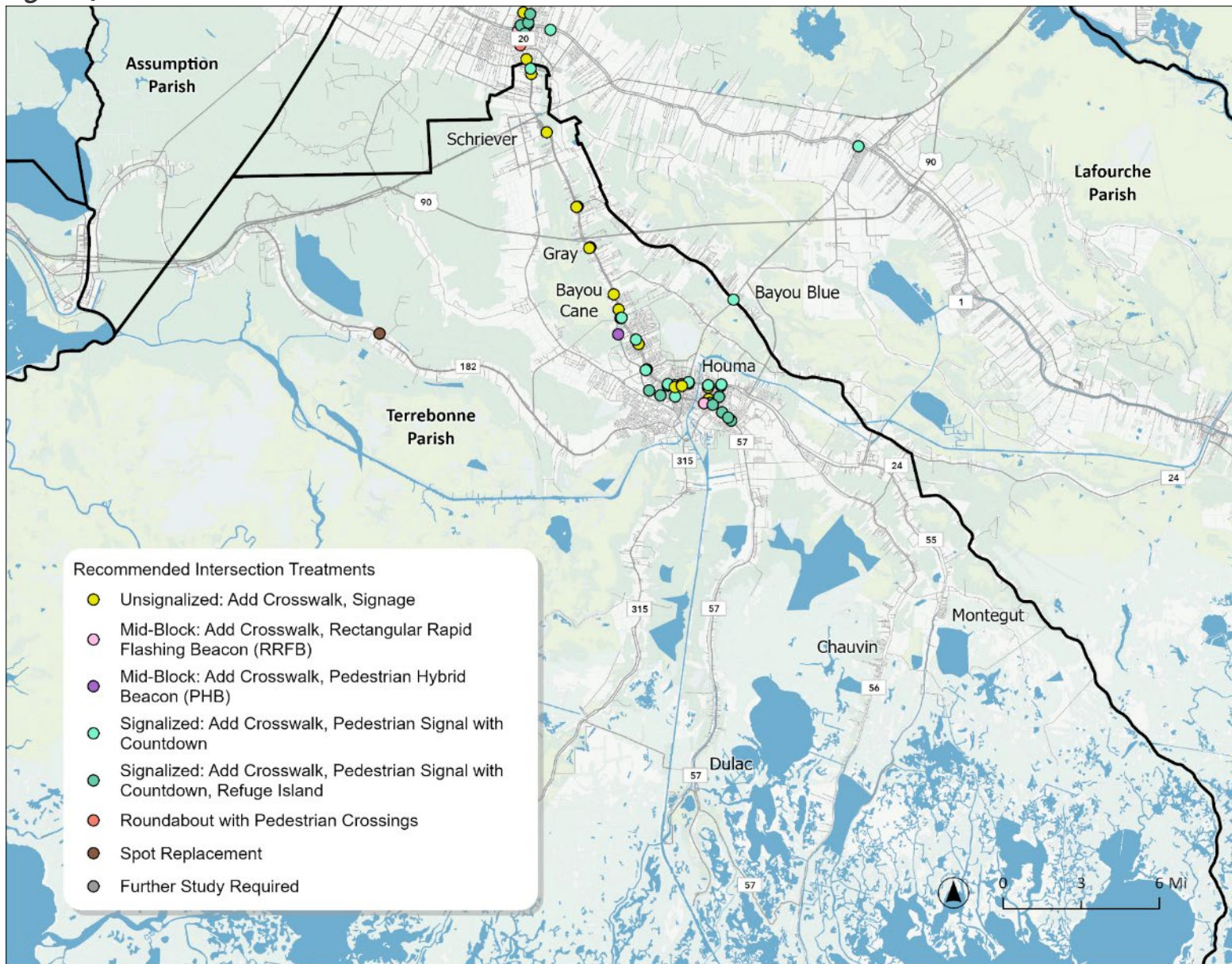


**Figure 41: Terrebonne Parish Future Network**





**Figure 42: Terrebonne Parish Intersection Treatment Recommendations**



## Appendix B

**Table 9: Cost by Facility Type – Linear Features**

Linear Facility Type	Assumptions	Base Cost Per Mile
Shared Use Path / Sidepath	Sidepaths and Shared Use Paths are assumed to be 10' width and constructed with asphaltic concrete of 5' width and 2" thickness with a limestone base. No delineation is necessary.	\$497,000
Cycle Track	Cycle tracks are assumed to be 7' width with a 3' buffer space and constructed with asphaltic concrete of 5' width and 2" thickness with a limestone base. Bike symbols are assumed to be spaced at 100' intervals and delineation is to be provided using an 8" thermoplastic stripe of 90 mil thickness.	\$629,000
Bicycle Lane	Bike lanes are assumed to be bi-directional and constructed with asphaltic concrete of 5' width and 2" thickness with a limestone base. Bike symbols are assumed to be spaced at 100' intervals and delineation is to be provided using an 8" thermoplastic stripe of 90 mil thickness.	\$306,000
Buffered Bike Lane	Buffered bike lanes are assumed to be the same cost per mile as bike paths but with an additional cost of diagonal striping in each direction.	\$484,000
Protected Bike Lane	Protected bike lanes are assumed to be the same cost per mile as buffered bike lanes but with an additional cost of flexible delineators in the buffer space.	\$500,000
Shared Lane (Sharrow)	Shared Lanes are assumed to repurpose existing travel lanes by simply adding bicycle symbols are assumed to be spaced at 100' intervals and no additional delineation is necessary.	\$64,000
Bicycle Boulevard	Bicycle Boulevards are assumed to be the same cost per mile as shared lanes.	\$64,000
Sidewalk (5')	Sidewalks are assumed to be bi-directional and constructed with concrete of 5' width and 4" thickness. Crosswalks are assumed to be installed using the high-visibility marking pattern and occur at intersections every quarter of a mile or 1640' and are provided on all 4 quadrants. ADA ramps are provided at all four quadrants.	\$353,000
Shoulder	Shoulders are assumed to be 4' width and constructed with asphaltic concrete of 5' width and 2" thickness with a lime and cement soil base treatment and no additional delineation is necessary.	\$207,000

Sources: LADOTD Weighted Unit Prices 10/1/2022 to 9/30/2023

**Table 10: Cost by Facility Type – Spot Treatments**

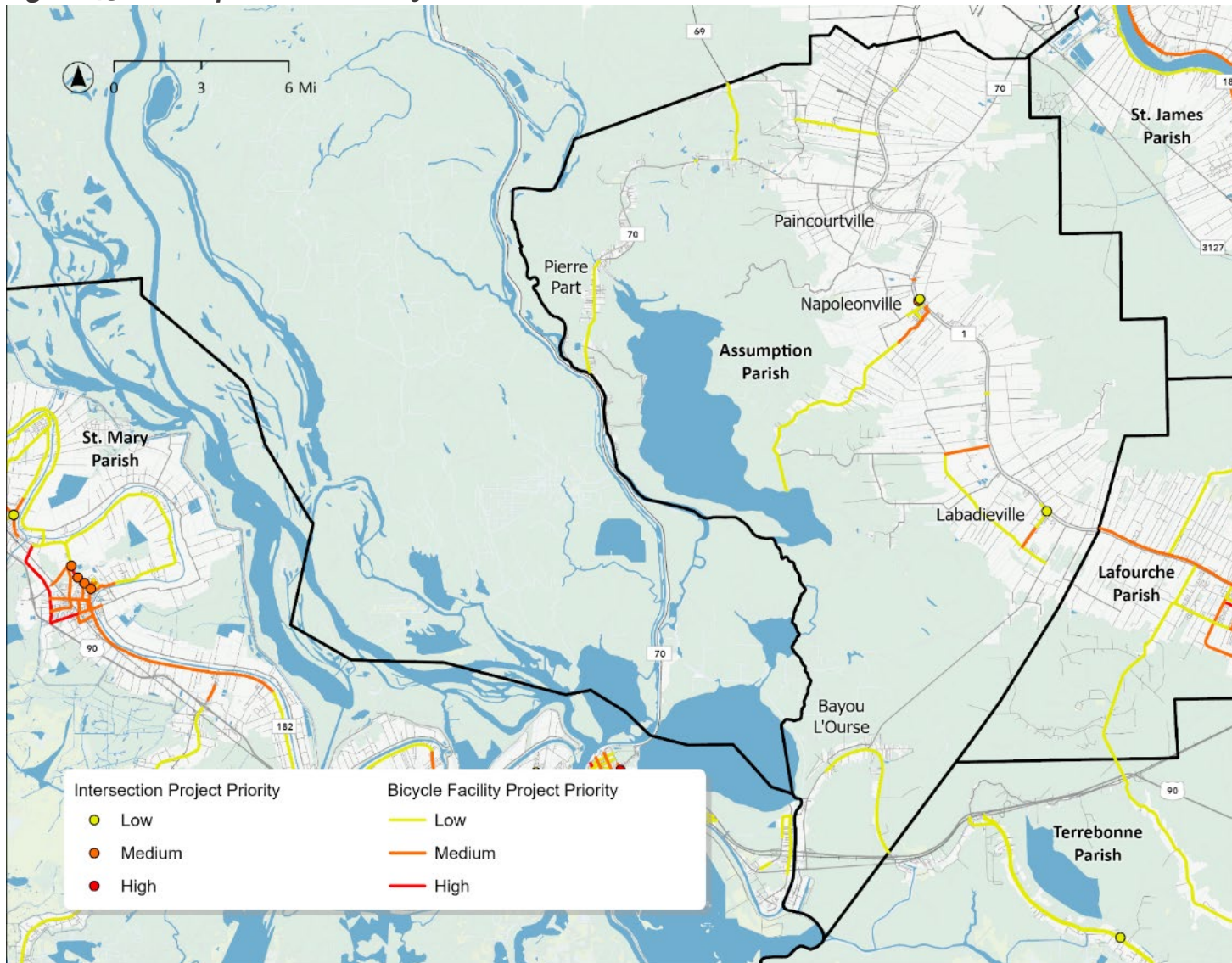
Spot Treatments and Intersection Facility Types	Assumptions	Base Cost Per Intersection
Bicycle Boulevard Intersection Improvement	Varies	Varies
Pedestrian Refuge Island	Assumes to repurpose a 14' median or existing turning lane and the addition of curbing, ADA ramps, high-visibility crosswalk markings, and signage is needed.	\$22,000
ADA Ramp Upgrade	All intersection corners require 2 directional ADA ramps.	\$4,000
Ped Head Upgrade, LPI installation	Unknown	
High Visibility Crosswalk Marking (per intersection)	Assumes ADA ramps are needed on all 24' wide approaches and the 24" thermoplastic striping is used at 6' width across all four intersection legs.	\$11,000
Pedestrian Hybrid Beacon (PHB)	Assumes all existing electrical connections are already in place and ADA ramps and crosswalks are needed.	\$368,000
Rectangular Rapid Flashing Beacon (RRFB)	Assumes all existing electrical connections are already in place and ADA ramps and crosswalks are needed.	\$128,000

Sources: LADOTD Weighted Unit Prices 10/1/2022 to 9/30/2023



# Appendix C

**Figure 43: Assumption Parish Project Prioritization**



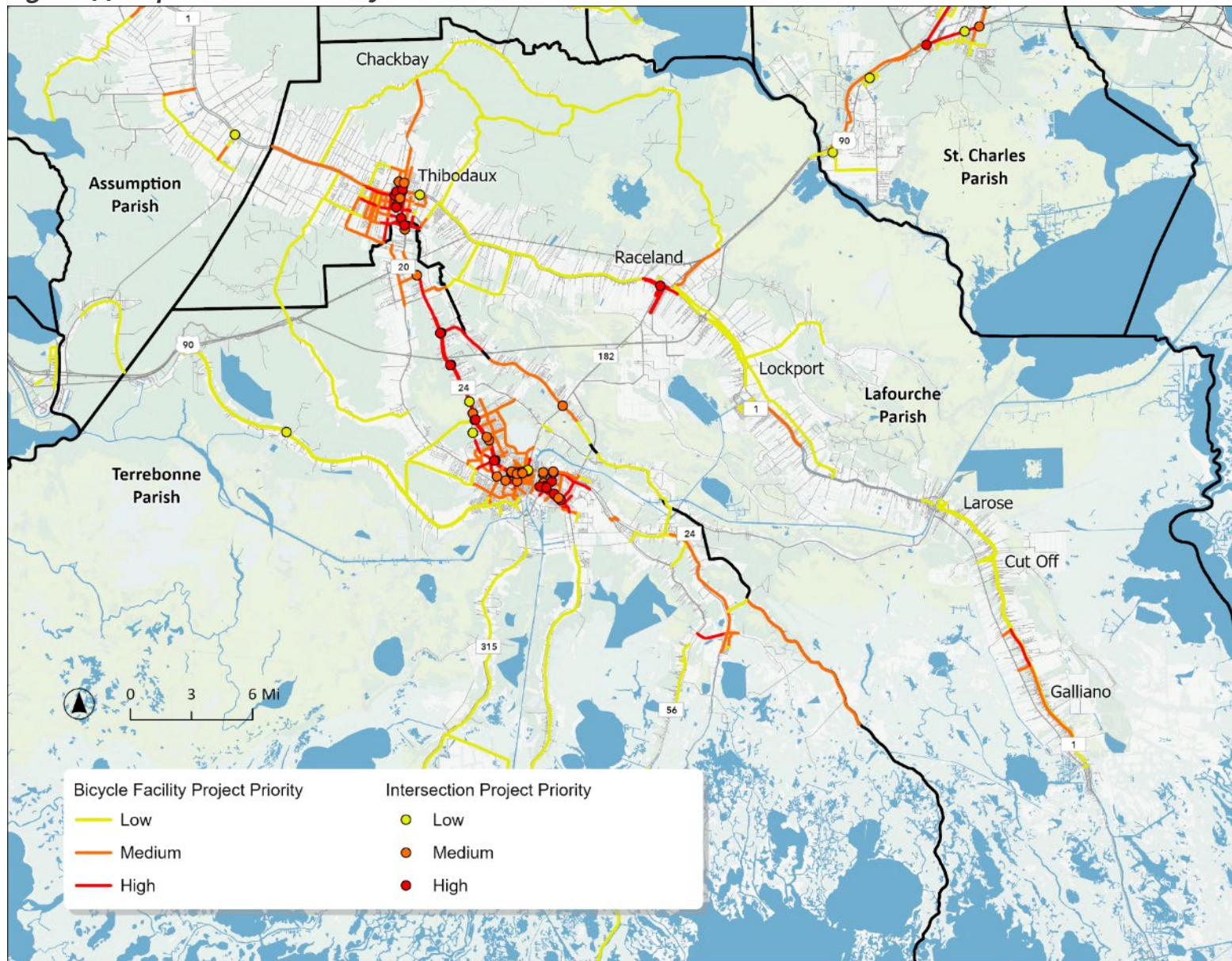


**Table 11: Assumption Parish Project Prioritization and Cost Estimates**

ID	Location	Recommendation	Priority	Cost Estimate
<b>Intersections</b>				
66	LA-1 @ Assumption HS	Mid-Block: Add Crossing Markings, Pedestrian Activated Signal - Pedestrian Hybrid Beacon (PHB)	Medium	\$368,000
124	LA-1 & LA-1247	Signalized Intersection: Add Crossing Markings, Pedestrian Activated Signal with Countdown Signal Heads	Low	\$32,000
67	LA-308 @ Assumption HS	Mid-Block: Add Crossing Markings, Pedestrian Activated Signal - Pedestrian Hybrid Beacon (PHB)	Low	\$368,000
<b>Road Segments</b>				
565	Brule Rd from LA-1010 to Hickory St	Shoulders	Medium	\$177,000
414	Franklin Ave from LA-1 to LA-308	Bike Boulevard	Medium	\$6,000
481	Hospital Rd from LA-1 to LA-308	Shared Lanes	Medium	\$5,000
633	LA-1 from Franklin Ave to LA-401 / Canal Rd	Side Path	Medium	\$85,000
480	LA-1 from LA-401 / Canal Rd to Property Line	Bike Boulevard	Medium	\$96,000
478	LA-400 from Back Marais Rd to LA-1	Shoulders	Medium	\$165,000
477	LA-400 from LA-1010 to Back Marais Rd	Shared Lanes	Medium	\$47,000
566	Brule Rd from Cherry St to LA-1	Bike Boulevard	Low	\$40,000
627	LA-1 from Labadieville Middle School to Pine St	Bike Boulevard	Low	\$31,000
413	LA-1000 from LA-996 to LA-1	Shared Lanes	Low	\$184,000
415	LA-1008 from Army National Guard to LA-1	Bike Boulevard	Low	\$41,000
417	LA-1010 from LA-1 to LA-308	Shared Lanes	Low	\$7,000
416	LA-1010 from LA-400 to LA-398	Shared Lanes	Low	\$339,000
479	LA-401 / Canal Rd from Hardtime Rd to Lake Verret	Shared Lanes	Low	\$507,000
524	LA-662 from Katie Ct to LA-398	Shoulders	Low	\$345,000
525	LA-662 from LA-398 to US-90	Shared Lanes	Low	\$258,000
571	LA-69 from Assumption / Iberville Parish Line to LA-70	Shoulders	Low	\$564,000
587	LA-70 / Pierre Part Bridge from Bay Rd to S Bay Rd	Bike Boulevard	Low	\$8,000
586	LA-70 from Bayou Corne St to Edmond Ln	Shared Lanes	Low	\$4,000
588	LA-70 from Grand Bayou Rd to End of bridge	Shared Lanes	Low	\$2,000
585	LA-70 from S Bay Rd to Syrup Mill Ct	Side Path	Low	\$499,000

ID	Location	Recommendation	Priority	Cost Estimate
584	LA-70 S from Syrup Mill Ct to Belle River Rd	Shoulders	Low	\$579,000
530	LA-998 from LA-1 to LA-308	Side Path	Low	\$47,000
125	St Mary St from Canal Rd to LA-1008	Bike Boulevard	Low	\$32,000
572	Unnamed Bridge from LA-1 to LA-308	Bike Boulevard	Low	\$6,000

**Figure 44: Lafourche Parish Project Prioritization**



**Table 12: Lafourche Parish Project Prioritization and Cost Estimates**

ID	Location	Recommendation	Priority	Cost Estimate
<b>Intersections</b>				
118	LA-1 & LA-182	Signalized Intersection: Add Crossing Markings, Pedestrian Activated Signal with Countdown Signal Heads	High	\$32,000
57	LA-1 / Saint Mary St & Church St	Mid-Block: Add Crossing Markings, Pedestrian Activated Signal - Rectangular Rapid Flashing Beacon (RRFB)	High	\$128,000
60	LA-20 / Canal Blvd & Gerald T Peltier Dr	Roundabout with Pedestrian Crossings	High	\$3,000,000
61	LA-20 / Canal Blvd & LA-1 / 1st St	Signalized Intersection: Add Crossing Markings, Pedestrian Activated Signal with Countdown Signal Heads, Refuge Island	High	\$42,000
8	LA-20 / Canal Blvd & LA-308 / Bayou Rd	Signalized Intersection: Add Crossing Markings, Pedestrian Activated Signal with Countdown Signal Heads, Refuge Island	High	\$42,000
62	LA-20 / Canal Blvd & School St	Unsignalized Intersection: Add Crossing Markings, Signage	High	\$25,000
58	Saint Patrick St & LA-308 & Bayou Rd	Signalized Intersection: Add Crossing Markings, Pedestrian Activated Signal with Countdown Signal Heads, Refuge Island	High	\$42,000
119	LA-182 & LA-316 / Bayou Blue Rd	Signalized Intersection: Add Crossing Markings, Pedestrian Activated Signal with Countdown Signal Heads	Medium	\$32,000
63	LA-20 / Canal Blvd & 7th St	Signalized Intersection: Add Crossing Markings, Pedestrian Activated Signal with Countdown Signal Heads, Refuge Island	Medium	\$42,000
56	LA-20 / Canal Blvd & E 12th St	Roundabout with Pedestrian Crossings	Medium	\$3,000,000
9	LA-20 / Canal Blvd & Rienzi Dr	Signalized Intersection: Add Crossing Markings, Pedestrian Activated Signal with Countdown Signal Heads, Refuge Island	Medium	\$42,000
59	Saint Patrick St & Rienzi Dr	Unsignalized Intersection: Add Crossing Markings, Signage	Medium	\$25,000
55	LA-1/ E 1st St & Audubon Ave	Signalized Intersection: Add Crossing Markings, Pedestrian Activated Signal with Countdown Signal Heads	Low	\$32,000
<b>Road Segments</b>				
128	Audubon Ave from LA-648 / N Acadia Rd to LA-648 / Percy Brown Rd	Shoulders	High	\$122,000
137	Canal Blvd from LA-20 / Jackson St to LA-1 / E 1st St	Protected Bike Lane	High	\$824,000



ID	Location	Recommendation	Priority	Cost Estimate
360	Duplantis St from LA-3170 / Talbot Ave to LA-648 / S Acadia Rd	Shoulders	High	\$304,000
148	Gerald T Peltier Dr from Canal Blvd to Bayou Ln	Side Path	High	\$413,000
632	LA-1 / W 1st St from Jackson St to Canal Blvd	Side Path	High	\$138,000
630	LA-1 / W Main St from W 107th St to W 134th Pl	Side Path	High	\$993,000
628	LA-1 from LA-3185 / W Thibodaux Bypass Rd to Jackson St	Buffered Bike Lane	High	\$806,000
631	LA-1 from Robichaux St to Danos St	Side Path	High	\$862,000
580	LA-182 from LA-1 / LA-182 to Morristown Rd	Shoulders	High	\$110,000
420	LA-308 / Bayou Rd from Coulon Rd to Rosedown Dr	Side Path	High	\$413,000
564	LA-308 from Triple Oaks Dr to LA-182 / Mill St	Side Path	High	\$736,000
554	LA-3107 / Talbot Ave from Louise St to LA-20 / Canal Blvd	Shoulders	High	\$244,000
155	Morristown Rd from LA-182 to LA-1 / LA-182	Bike Boulevard	High	\$38,000
159	Plantation Rd from WS Lafargue Elementary School to LA-20 / Canal Blvd	Bike Boulevard	High	\$39,000
162	Ridgefield Rd from LA-1 / St Mary St to Candy Ln	Side Path	High	\$343,000
161	Ridgefield Rd from LA-3185 to WS Lafargue Elementary School	Shoulders	High	\$267,000
171	St Charles St from E 15th St to LA-20 / Canal Blvd	Bike Boulevard	High	\$71,000
172	St Louis St from LA-652 to LA-1 / LA-182	Bike Boulevard	High	\$90,000
636	St Patrick Bridge from LA-308 / Bayou Rd to LA-1 / W 1st St	Further Study Needed	High	TBD
176	St Philip St from LA-652 to LA-1 / LA-182	Bike Boulevard	High	\$90,000
177	Tregre Ln from LA-3185 / W Thibodaux Bypass Rd to LA-20 / Jackson St	Shared Use Path	High	\$977,000
184	Along W 1st St from Jackson St to St Mary St	Shared Use Path	Medium	\$90,000
610	Ardoyne Dr from Cherokee Ave to Bowie Rd	Bike Boulevard	Medium	\$30,000
127	Arms St from Cherry St to Parish Rd	Bike Boulevard	Medium	\$34,000
130	Audubon Ave from LA-1 / E 1st St to LA-308	Bike Boulevard	Medium	\$6,000
134	Bowie Rd from LA-1 / E 1st St to Cercle De L Universite St	Bike Boulevard	Medium	\$24,000
135	Bradford St / Caroline St / W 10th St from Ridgefield Rd to Jackson St	Bike Boulevard	Medium	\$27,000
138	Cardinal Dr from E Park Dr to Menard St	Bike Boulevard	Medium	\$80,000

ID	Location	Recommendation	Priority	Cost Estimate
140	E 2nd St from Canal Blvd to St Charles St	Bike Boulevard	Medium	\$9,000
141	E 5th St from Canal Blvd to St Charles St	Bike Boulevard	Medium	\$10,000
143	E 7th St from Canal Blvd to Bayou Ln	Bike Boulevard	Medium	\$43,000
147	Forty Arpent Rd from LA-3266 / Coulon Plantation Rd to LA-20 / N Canal Blvd	Shoulders	Medium	\$153,000
635	LA-1 / E 1st St from Canal Blvd to St Charles St	Further Study Needed	Medium	TBD
634	LA-1 / E 1st St from St Charles St to Audubon Ave	Side Path	Medium	\$372,000
624	LA-1 / N Bayou Dr from Armand St to Ridgewood Blvd	Side Path	Medium	\$352,000
623	LA-1 / W Main St from W 134th Pl to Armand St	Shoulders	Medium	\$776,000
581	LA-182 from Washington St to LA-307	Shoulders	Medium	\$603,000
175	LA-20 from LA-304 to LA-20 Divide	Shoulders	Medium	\$653,000
419	LA-20 from Turnaround north of Levert Dr to LA-308 / E Bayou Rd	Side Path	Medium	\$1,616,000
562	LA-308 / Bayou Rd from Trail Plantation Rd to Coulon Rd	Shoulders	Medium	\$1,298,000
457	LA-308 from LA-1 / W Main St to LA-308 / E Main St	Shared Lanes	Medium	\$4,000
560	LA-308 from McCloud Rd to Beaver Ln	Shoulders	Medium	\$554,000
555	LA-3107 / Talbot Ave from St John Vol Fire Dept to Louise St	Side Path	Medium	\$481,000
180	LA-3107 / Talbot Ave from Tiger Dr to Parish Rd	Side Path	Medium	\$396,000
450	LA-316 / Bayou Blue Rd from Kajun St to LA-182	Shoulders	Medium	\$898,000
452	LA-316 / Bayou Blue Rd from LA-182 to Silver St	Side Path	Medium	\$558,000
463	LA-3185 from Parish to Ridgefield Rd	Shoulders	Medium	\$816,000
514	LA-648 / Percy Brown Rd from Acadia Villas to Acadia Woods Dr	Side Path	Medium	\$187,000
157	Park Dr from LA-3170 / Talbot Ave to Parish Rd	Bike Boulevard	Medium	\$49,000
158	Park Dr from St Mary St to Parish Rd	Bike Boulevard	Medium	\$41,000
160	Plantation Rd from Tiger Rd to WS Lafargue Elementary School	Shoulders	Medium	\$113,000
163	Ridgefield Rd from Candy Ln to WS Lafargue Elementary School	Bike Boulevard	Medium	\$26,000
164	Rienzi Dr from St Patrick St to LA-20 / N Canal Blvd	Bike Boulevard	Medium	\$17,000
165	Rosedown Dr from St Delphine Dr to E Bayou Rd	Bike Boulevard	Medium	\$74,000

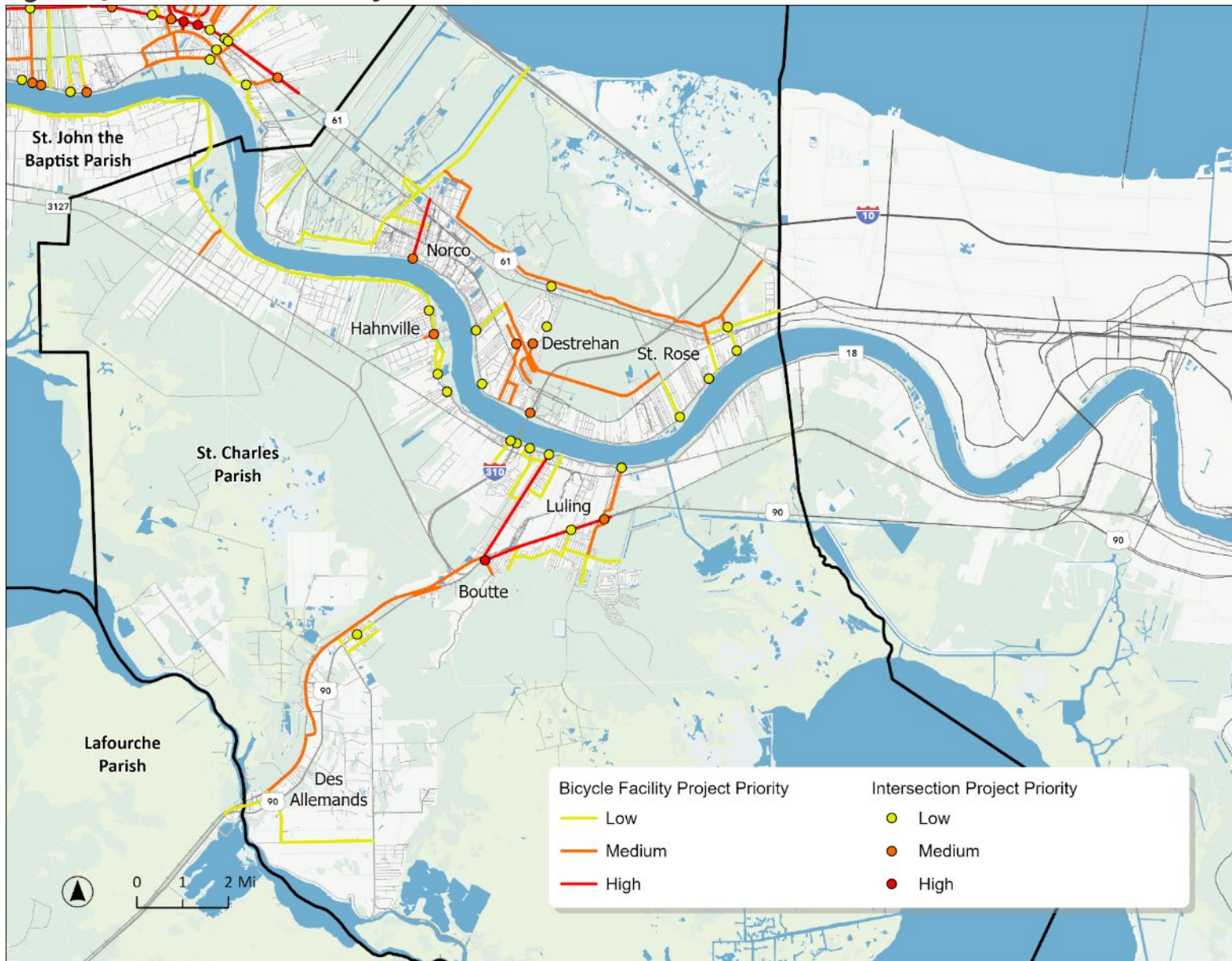
ID	Location	Recommendation	Priority	Cost Estimate
166	Rue Loudun from St Patrick St to Rosedown Dr	Bike Boulevard	Medium	\$28,000
167	S Barbier Ave from LA-3107 / Talbot Ave to Parish Rd	Bike Boulevard	Medium	\$48,000
156	Spruce St / Olive St / Young Pl from Tiger Dr to Ridgefield Rd	Bike Boulevard	Medium	\$34,000
169	St Bernard St from LA-1 / St Mary St to Parish	Bike Boulevard	Medium	\$41,000
168	St Bernard St from LA-3107 / Talbot Ave to Parish Rd	Bike Boulevard	Medium	\$48,000
174	St Patrick St from Forty Arpent Rd to Rienzi Dr	Shoulders	Medium	\$116,000
173	St Patrick St from Rienzi Dr to LA-20 / Bayou Rd	Buffered Bike Lane	Medium	\$244,000
178	Tiger Dr Bridge from LA-1 / St Mary St to LA-308 / Bayou Rd	Further Study Needed	Medium	TBD
179	Tiger Dr from LA-1 / St Mary St to Parish Rd	Conventional Bike Lane	Medium	\$201,000
181	Veterans Blvd from LA-3185 / W Thibodaux Bypass Rd to LA-3107 / Talbot Ave	Bike Boulevard	Medium	\$52,000
182	W 107th St from LA-3235 to LA-1 / W Main St	Bike Boulevard	Medium	\$33,000
183	W 134th Pl from LA-3235 to LA-1 / W Main St	Shared Lanes	Medium	\$42,000
570	W 7th St from Ridgefield Rd to Canal Blvd	Bike Boulevard	Medium	\$28,000
126	Abby Rd from LA-308 / Bayou Rd to Forty Arpent Rd	Shared Lanes	Low	\$82,000
129	Audubon Ave from Audubon Ct to LA-648 / N Acadia Rd	Side Path	Low	\$92,000
569	Ave B from E 5th St to E 7th St	Bike Boulevard	Low	\$7,000
131	Barbier Ave from Parish to Wilton St	Bike Boulevard	Low	\$33,000
132	Bayou Ln from LA-648 / N Acadia Rd to LA-648 / S Acadia Rd	Bike Boulevard	Low	\$2,000
133	Bowie Rd from N 3rd St to LA-308	Bike Boulevard	Low	\$25,000
136	Burma Rd from Old Hwy 650 to St Charles Bypass	Shared Lanes	Low	\$154,000
139	Cedar St from Barbier Ave to Tiger Dr	Bike Boulevard	Low	\$11,000
656	Choctaw Rd from LA-20 to Sanchez Rd	Shared Lanes	Low	\$485,000
542	Cut Off Bridge from LA-1/ W Main St to LA-308	Shared Lanes	Low	\$5,000
142	E 5th St from LA-657 / E Main St to Ave C	Bike Boulevard	Low	\$23,000
144	E 7th St from LA-657 / E Main St to LA-308	Bike Boulevard	Low	\$24,000
145	E Fontinelle St from LA-655 / E Main St to LA-308	Bike Boulevard	Low	\$21,000

ID	Location	Recommendation	Priority	Cost Estimate
146	Forty Arpent Rd from Abby Rd to LA-3266 / Coulon Plantation Rd	Shared Lanes	Low	\$45,000
149	Hamilton St / Industrial Park Rd from LA-308 to Gemini St	Bike Boulevard	Low	\$41,000
629	LA-1 / Crescent Ave from Lafourche St to Comeaux Dr	Side Path	Low	\$352,000
622	LA-1 / W Main St from W 6th St to W 86th St	Side Path	Low	\$2,775,000
625	LA-1 / W Main St from W 86th St to W 107th St	Shoulders	Low	\$405,000
626	LA-1 from S Service Rd to LA-654 / Bayou Crossing Dr	Side Path	Low	\$1,255,000
582	LA-182 / LA-3199 / Mill St from LA-1 to LA-308	Shared Lanes	Low	\$5,000
432	LA-304 / LA-20 from School Ln to LA-307	Shoulders	Low	\$1,080,000
431	LA-304 from LA-308 / Bayou Rd to School Ln	Shared Lanes	Low	\$437,000
440	LA-307 from LA-20 to LA-182	Shared Lanes	Low	\$1,238,000
558	LA-308 / E Main St from Airport Rd to Yankee Canal	Shared Lanes	Low	\$201,000
559	LA-308 / E Main St from LA-657 / W 15th St to E 52nd St	Further Study Needed	Low	TBD
557	LA-308 / East Main St from E 52nd St to Airport Rd	Shoulders	Low	\$1,387,000
561	LA-308 from LA-182 to Ravenwood Rd	Shoulders	Low	\$1,213,000
563	LA-308 from Percy Brown Rd to Triple Oaks Dr	Shoulders	Low	\$2,380,000
443	LA-309 / Brule Guillot Rd from Talbot Ave to US-90	Shared Lanes	Low	\$435,000
442	LA-309 from Talbot Ave to St Mary St	Shoulders	Low	\$310,000
556	LA-3107 / Talbot Ave from LA-309 / Brule Guillot Rd to Renee Dr	Shoulders	Low	\$415,000
449	LA-316 / Bayou Blue Rd from Parkwood Dr to Old Ferry Rd	Shoulders	Low	\$881,000
454	LA-316 / Bayou Blue Rd from Silver St to Parkwood Dr	Shoulders	Low	\$239,000
453	LA-316 / Lower Bayou Blue Rd from Old Ferry Rd to LA-316 / Company Canal Rd	Shared Lanes	Low	\$48,000
640	LA-3185 / W Thibodaux Bypass Rd from LA-1 / St Mary St to Parish Rd	Side Path	Low	\$204,000
464	LA-3185 from LA-308 / Bayou Rd to LA-1 / St Mary St	Shared Lanes	Low	\$4,000
501	LA-631 / Old US-90 from US-90 to W Bayou Rd	Bike Boulevard	Low	\$28,000
513	LA-648 / Percy Brown Rd from LA-1 / E 1st St to Acadia Villas	Shoulders	Low	\$196,000
515	LA-654 from LA-308 to Company Canal	Shared Lanes	Low	\$349,000



ID	Location	Recommendation	Priority	Cost Estimate
153	LA-655 / Vacherie St / Main St from LA-1 / Crescent Ave to School St	Bike Boulevard	Low	\$49,000
516	LA-657 / E 2nd St / E Main St from E Ave D to E 5th St	Bike Boulevard	Low	\$36,000
517	LA-657 / E Main St from E 5th St to Tobacco Shop	Shoulders	Low	\$49,000
655	Laurel Valley Rd from LA-308 to Choctaw Rd	Shared Lanes	Low	\$390,000
151	Lee Dr from Jobet St to Parish Rd	Bike Boulevard	Low	\$10,000
152	Lefort Bypass Rd from LA-1 to Burma Rd	Shared Lanes	Low	\$130,000
154	Old Hwy 650 from S Waterplant Rd to Burma Rd	Shared Lanes	Low	\$39,000
150	Parish Rd / Jobet St from LA-3185 / W Thibodaux Bypass Rd to Park Dr	Bike Boulevard	Low	\$37,000
657	Sanchez Rd from Choctaw Rd to LA-307	Shared Lanes	Low	\$118,000
550	School St from LA-1 / Crescent Ave to Main St	Bike Boulevard	Low	\$38,000
639	Southern Pacific Trans Co from LA-182 to Jay Dr	Shared Use Path	Low	\$6,438,000
170	St Charles Bypass from LA-1 to Burma Rd	Shared Lanes	Low	\$132,000
185	W 54th St from LA-3235 to LA-1 / W Main St	Bike Boulevard	Low	\$59,000
186	W 55th St from Becky Elementary School to LA-1 / W Main St	Bike Boulevard	Low	\$62,000
187	Washington St from LA-3235 / S Alex Plaisance Blvd to LA-1 / S Bayou Dr	Bike Boulevard	Low	\$14,000

**Figure 45: St. Charles Parish Project Prioritization**



**Table 13: St. Charles Parish Project Prioritization and Cost Estimates**

ID	Location	Recommendation	Priority	Cost Estimate
<b>Intersections</b>				
72	US-90 & LA-52 / Paul Maillard	Signalized Intersection: Add Crossing Markings, Pedestrian Activated Signal with Countdown Signal Heads	High	\$32,000
78	LA-18 / River Rd & LA-3160	Unsignalized Intersection: Add Crossing Markings, Signage	Medium	\$25,000
86	LA-48 / River Rd & Apple St	Unsignalized Intersection: Add Crossing Markings, Signage	Medium	\$25,000
76	LA-48 / River Rd @ Eastbank Bridge Park	Unsignalized Intersection: Add Crossing Markings, Signage	Medium	\$25,000
3	Ormond Blvd & Plantation Rd	Unsignalized Intersection: Add Crossing Markings, Signage	Medium	\$25,000
15	Ormond Blvd & Stanton Hall Rd	Unsignalized Intersection: Add Crossing Markings, Signage	Medium	\$25,000
70	US-90 & Lakewood Dr	Signalized Intersection: Add Crossing Markings, Pedestrian Activated Signal with Countdown Signal Heads, Refuge Island	Medium	\$42,000
73	LA-18 / River Rd & Davis Dr	Unsignalized Intersection: Add Crossing Markings, Signage	Low	\$25,000
77	LA-18 / River Rd & Elm St	Unsignalized Intersection: Add Crossing Markings, Signage	Low	\$25,000
80	LA-18 / River Rd & Fashion Blvd	Unsignalized Intersection: Add Crossing Markings, Signage	Low	\$25,000
115	LA-18 / River Rd & Judge Edward Dufresne Pkwy	Unsignalized Intersection: Add Crossing Markings, Signage	Low	\$25,000
74	LA-18 / River Rd & LA-52 / Paul Maillard	Signalized Intersection: Add Crossing Markings, Pedestrian Activated Signal with Countdown Signal Heads	Low	\$32,000
79	LA-18 / River Rd & Lees Ln	Unsignalized Intersection: Add Crossing Markings, Signage	Low	\$25,000
116	LA-18 / River Rd & St Charles Blvd	Unsignalized Intersection: Add Crossing Markings, Signage	Low	\$25,000
75	LA-18 / River Rd @ Westbank Bridge Park	Mid-Block: Add Crossing Markings, Pedestrian Activated Signal - Rectangular Rapid Flashing Beacon (RRFB)	Low	\$128,000
117	LA-48 / River Rd & Club Dr	Unsignalized Intersection: Add Crossing Markings, Signage	Low	\$25,000
84	LA-48 / River Rd & LA-626 / St Rose Ave	Unsignalized Intersection: Add Crossing Markings, Signage	Low	\$25,000
87	LA-48 / River Rd & Ormond Blvd	Signalized Intersection: Add Crossing Markings, Pedestrian Activated Signal with Countdown Signal Heads	Low	\$32,000
83	LA-48 / River Rd & Riverbend Dr	Unsignalized Intersection: Add Crossing Markings, Signage	Low	\$25,000
85	LA-48 / River Rd & W Harding St	Unsignalized Intersection: Add Crossing Markings, Signage	Low	\$25,000
2	Ormond Blvd & Linwood Dr	Unsignalized Intersection: Add Crossing Markings, Signage	Low	\$25,000
81	US-61 / Airline Hwy & Ormond Blvd	Signalized Intersection: Add Crossing Markings, Pedestrian Activated Signal with Countdown Signal Heads, Refuge Island	Low	\$42,000

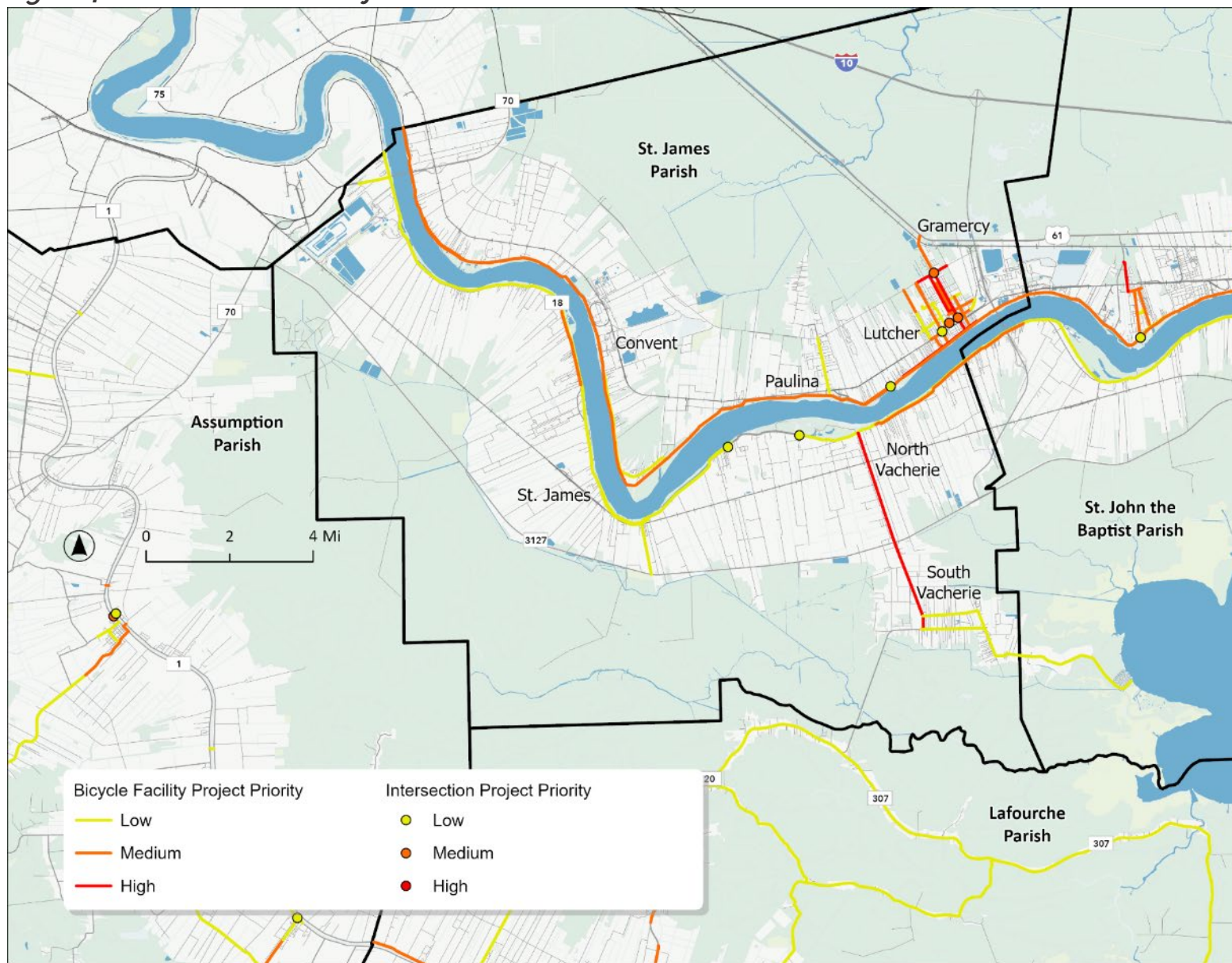
82	US-61 / Airline Hwy & Riverbend Dr	Signalized Intersection: Add Crossing Markings, Pedestrian Activated Signal with Countdown Signal Heads, Refuge Island	Low	\$42,000
68	US-90 & Levee Rd / WPA Rd	Signalized Intersection: Add Crossing Markings, Pedestrian Activated Signal with Countdown Signal Heads	Low	\$32,000
71	US-90 & Oak Ln	Signalized Intersection: Add Crossing Markings, Pedestrian Activated Signal with Countdown Signal Heads	Low	\$32,000
69	US-90 & Wisner St	Further Study Needed	Low	TBD
<b>Road Segments</b>				
482	LA-48 / Apple St from River Rd to US-61	Conventional Bike Lane	High	\$411,000
485	LA-52 / Paul Mailard Rd from US-90 to LA-18 River Rd	Side Path	High	\$1,338,000
536	US 90 from LA-633 / Magnolia Ridge Rd to Winn-Dixie	Side Path	High	\$1,446,000
483	Almedia Rd from US-61 to Railroad	Conventional Bike Lane	Medium	\$86,000
193	Brandon Hall Dr from Stanton Hall Dr to Dunleith Dr	Bike Boulevard	Medium	\$22,000
207	Canal / Railroad from Ormond Nursing & Care Center to Destrehan Dr	Shared Use Path	Medium	\$157,000
194	Carriage Ln from Stanton Hall Dr to Dunleith Dr	Bike Boulevard	Medium	\$28,000
199	Eve St / Longview Dr from Murray Hill Dr to LA-48 / River Rd	Bike Boulevard	Medium	\$46,000
195	LA-3060 / Barton Ave / Rex St / Davis Dr from US-90 to LA-18 / River Rd	Bike Boulevard	Medium	\$81,000
447	LA-3141 / Mary Plantation Rd from Railroad Dr to LA-18 / River Rd	Shoulders	Medium	\$144,000
456	LA-3160 / Home Pl from Sycamore St to LA-18 / River Rd	Shoulders	Medium	\$46,000
500	LA-631 / Old Spanish Trl from LA-632 / Levee Rd to LA- / 52 Paul Mailard Rd	Shared Use Path	Medium	\$3,874,000
504	LA-633 / Magnolia Ridge Rd from US-90 to Maple St	Shared Lanes	Medium	\$22,000
646	Lake Levee Spillway to Swepi from Lower Guide Levee Rd to Railroad	Shared Use Path	Medium	\$5,008,000
201	Lakewood Rd from W Heather Rd to US-90	Conventional Bike Lane	Medium	\$337,000
203	Murray Hill Dr from Destrehan Dr to LA-48 / River Rd	Bike Boulevard	Medium	\$57,000
647	Ormond Trace Levee Trl from E Harding St to LA-626 / St Rose Ave	Shared Use Path	Medium	\$2,258,000
206	Plantation Rd from Acadia Ln to Ormond Nursing & Care Center	Bike Boulevard	Medium	\$38,000



204	Stanton Hall Dr from Carriage Ln to Arlington Dr	Bike Boulevard	Medium	\$43,000
210	Stanton Hall Dr from Ormond Blvd to Carriage	Conventional Bike Lane	Medium	\$107,000
535	US 90 from Gulf States Gas Station to Tiger Tech Equipment Repairs and Service	Side Path	Medium	\$580,000
188	5th St from W Pine St to Norco St	Bike Boulevard	Low	\$49,000
189	Angus Dr / Sugarhouse Rd from LA-52 / Paul Maillard Rd to LA-18 / River Rd	Bike Boulevard	Low	\$87,000
190	Ashton Rd / Luling Ave from LA-18 / River Rd to LA-52 / Paul Maillard Rd	Bike Boulevard	Low	\$46,000
191	Audubon St from LA-631 / Old Spanish Trl to Barber Rd	Bike Boulevard	Low	\$25,000
192	Barber Rd from LA-306 to EuLA-St	Bike Boulevard	Low	\$53,000
198	Evangeline Rd from LA-628 / River Rd to Railroad Crossing	Bike Boulevard	Low	\$83,000
200	Gassen St / Hackberry St from Luling Ave to Paul Maillard Rd	Bike Boulevard	Low	\$78,000
643	Judge Edward Dufresne Pkwy from Satellite Center to LA-18 / River Rd	Side Path	Low	\$334,000
578	LA-18 / River Rd from Rectory Ln to Bethlehem Ln	Bike Boulevard	Low	\$27,000
439	LA-306 from LA-631 / Old Spanish Trl to US-90	Bike Boulevard	Low	\$13,000
484	LA-50 / Almedia Rd from Railroad to LA-48 / River Rd	Buffered Bike Lane	Low	\$277,000
499	LA-631 / Old US-90 from W Bayou Rd to Levee Rd	Bike Boulevard	Low	\$43,000
502	LA-632 / Levee Rd / WPA Rd from LA-631 / Old Spanish Trl to Allemands Elementary School	Shared Use Path	Low	\$299,000
503	LA-632 / WPA Rd from Allemands Elementary School to LA-306 / Bayou Gauche Rd	Shared Lanes	Low	\$168,000
202	Lakewood Dr from E Heather Dr to Gregory Dr	Bike Boulevard	Low	\$64,000
211	Lower Guide Levee Rd from US-61 to Lake Pontchartrain	Shared Lanes	Low	\$232,000
212	Mississippi River Trl from Ormond Blvd to Mississippi River Trl	Shared Use Path	Low	\$40,000
205	Oak Ln from Primrose Dr to US-90	Bike Boulevard	Low	\$40,000
644	Powerland St / River St from Mississippi River Trl to Lower Guide Levee	Shared Use Path	Low	\$929,000
543	Primrose Dr from River Ridge Dr to Oak Ln	Bike Boulevard	Low	\$75,000
209	River Ridge Dr from US-90 to End of road	Bike Boulevard	Low	\$35,000
208	Riverbend Dr from US-61 to LA-48 / River Rd	Conventional Bike Lane	Low	\$176,000

645	Shared Use Path from River Rd to US-61	Shared Use Path	Low	\$1,343,000
497	St Rose Ave from Oak St to LA-48 / River Rd	Bike Boulevard	Low	\$56,000
534	US 61 from Almedia Rd to Riverbend Dr	Side Path	Low	\$249,000
533	US 61 from Riverbend Dr to Dixieland Dr	Further Study Needed	Low	TBD
537	US 90 from Taylor St to Early St	Side Path	Low	\$313,000
196	W Harding St from LA-48 / River Rd to Schexnaydre Pump Station Entrance	Bike Boulevard	Low	\$57,000
197	W Heather Dr from Oak Ln to Willowdale Blvd	Bike Boulevard	Low	\$81,000
213	Westbank Levee Trail from Terry Ct to Lee Ln	Shared Use Path	Low	\$5,073,000

**Figure 46: St. James Parish Project Prioritization**



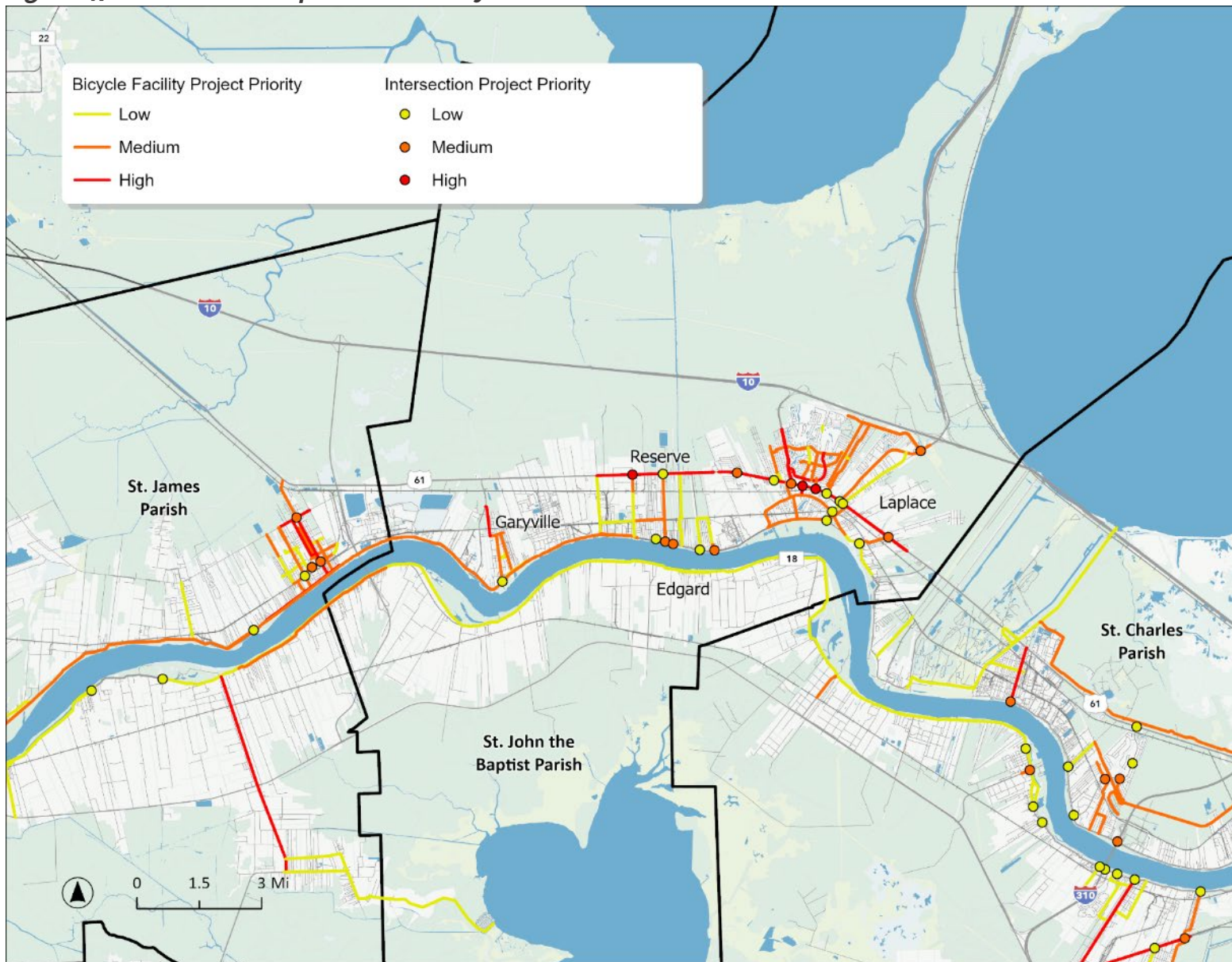
**Table 14: St. James Parish Project Prioritization and Cost Estimates**

ID	Location	Recommendation	Priority	Cost Estimate
<b>Intersections</b>				
114	LA-3125 / Airline Ave	Signalized Intersection: Add Crossing Markings, Pedestrian Activated Signal with Countdown Signal Heads	Medium	\$32,000
110	LA-641 / W Main St	Mid-Block: Add Crossing Markings, Pedestrian Activated Signal - Rectangular Rapid Flashing Beacon (RRFB)	Medium	\$129,000
109	Lutcher Ave & W Main St	Signalized Intersection: Add Crossing Markings, Pedestrian Activated Signal with Countdown Signal Heads	Medium	\$32,000
107	LA-18 / River Rd	Mid-Block: Add Crossing Markings, Pedestrian Activated Signal - Rectangular Rapid Flashing Beacon (RRFB)	Low	\$129,000
113	LA-18 / River Rd & Valcour Aime St	Unsignalized Intersection: Add Crossing Markings, Signage	Low	\$25,000
108	LA-44 / River Rd	Mid-Block: Add Crossing Markings, Pedestrian Activated Signal - Rectangular Rapid Flashing Beacon (RRFB)	Low	\$129,000
111	LA-641 / W Main St & LA-3193 / Lutcher Ave	Signalized Intersection: Add Crossing Markings, Pedestrian Activated Signal with Countdown Signal Heads	Low	\$32,000
<b>Road Segments</b>				
421	LA-20 from LA-18 to LA-643	Shoulders	High	\$1,034,000
446	LA-3125 from LA-3193 / Lutcher Ave to N Golden Grv Rd	Side Path	High	\$420,000
224	LA-3125 from N Pine St to N Magnolia St	Bike Boulevard	High	\$68,000
475	LA-3274 / N Airline Ave from LA-3125 to LA-44	Conventional Bike Lane	High	\$475,000
617	LA-44 from Chanel St to S Willow Ave	Bike Boulevard	High	\$141,000
216	E 2nd St from LA-3274 / N Airline Ave to end of road	Bike Boulevard	Medium	\$34,000
642	East Bank Levee Trail from Levee Rd to St John the Baptist / St James Parish Line	Shared Use Path	Medium	\$11,345,000
575	LA-18 from Franklin St to Goodwill Plantation Ct	Bike Boulevard	Medium	\$172,000
576	LA-18 from Park St to Burton Rd	Shoulders	Medium	\$376,000
468	LA-3193 / Lutcher Ave from LA-3125 to LA-44	Buffered Bike Lane	Medium	\$1,013,000
476	LA-3274 / N Airline Ave from US-61 to LA-3125	Bike Boulevard	Medium	\$63,000
614	LA-44 from Amanda Rd to Ester St	Bike Boulevard	Medium	\$90,000
616	LA-44 from Metge St to Paulina St	Bike Boulevard	Medium	\$47,000
506	LA-641 / W Main St from N King Ave to Fifth Ave	Side Path	Medium	\$607,000
221	N King Ave from LA-3125 to Brooks Apartment St	Shoulders	Medium	\$122,000



ID	Location	Recommendation	Priority	Cost Estimate
222	N Magnolia St from N Pine St to LA-641 / W Main St	Bike Boulevard	Medium	\$66,000
223	N Millet Ave from E 4th St to LA-44	Bike Boulevard	Medium	\$51,000
508	S Albert St from LA-641 / W Main St to LA-44	Bike Boulevard	Medium	\$20,000
225	W 2nd St from N David St to N Magnolia St	Bike Boulevard	Medium	\$8,000
214	3rd St / 7th St / Buddy Whitney St from Eighth St to LA-641 / W Main St	Bike Boulevard	Low	\$41,000
217	Eighth St from St. James Parish Hospital to Cabanose Ave	Bike Boulevard	Low	\$25,000
218	Fifth St from Lionel Washington St to Buddy Whitney St	Bike Boulevard	Low	\$41,000
579	LA-18 from Domino St to Parking Lot	Bike Boulevard	Low	\$32,000
577	LA-18 from Peace Zone Rd to Martin St	Shoulders	Low	\$321,000
219	LA-18 from Valcour Aime St to Goodwill Plantation Ct	Shared Use Path	Low	\$9,970,000
470	LA-3219 from LA-18 to LA-3127	Shared Lanes	Low	\$79,000
619	LA-44 from Como St to Dirt path past Honey Suckle St	Bike Boulevard	Low	\$230,000
507	LA-641 from Sugar Refinery North Entrance to Golden Grv St	Shoulders	Low	\$56,000
509	LA-642 from LA-3125 to LA-44	Bike Boulevard	Low	\$89,000
510	LA-643 from LA-20 to LA-644	Shoulders	Low	\$315,000
512	LA-644 from LA-20 to N Spruce St	Shoulders	Low	\$274,000
511	LA-644 from N Spruce St to S Spruce St	Shoulders	Low	\$241,000
527	LA-70 Frontage St from Sunshine Rd to LA-18	Shoulders	Low	\$156,000
220	N King Ave from Brooks Apartment St to W Main St	Bike Boulevard	Low	\$68,000
215	W Fourth St from N Pine St to End of road	Bike Boulevard	Low	\$29,000

**Figure 47: St. John the Baptist Parish Project Prioritization**



**Table 15: St. John the Baptist Parish Project Prioritization and Cost Estimates**

ID	Location	Recommendation	Priority	Cost Estimate
<b>Intersections</b>				
91	US-61 / Airline Hwy & Carrollwood Dr	Signalized Intersection: Add Crossing Markings, Pedestrian Activated Signal with Countdown Signal Heads, Refuge Island	High	\$42,000
105	US-61 / Airline Hwy & LA-367 / W 10th St	Signalized Intersection: Add Crossing Markings, Pedestrian Activated Signal with Countdown Signal Heads, Refuge Island	High	\$42,000
92	US-61 / Airline Hwy & Ormond Blvd	Signalized Intersection: Add Crossing Markings, Pedestrian Activated Signal with Countdown Signal Heads	High	\$32,000
100	LA-44 / River Rd & E 29th St	Unsignalized Intersection: Add Crossing Markings, Signage	Medium	\$25,000
102	LA-44 / River Rd & E 6th St	Unsignalized Intersection: Add Crossing Markings, Signage	Medium	\$25,000
101	LA-44 / River Rd & LA-53 / Central Ave	Signalized Intersection: Add Crossing Markings, Pedestrian Activated Signal with Countdown Signal Heads	Medium	\$32,000
99	US-51 & Woodland Dr	Signalized Intersection: Add Crossing Markings, Pedestrian Activated Signal with Countdown Signal Heads, Refuge Island	Medium	\$42,000
89	US-61 / Airline Hwy & Belle Pointe Blvd	Signalized Intersection: Add Crossing Markings, Pedestrian Activated Signal with Countdown Signal Heads, Refuge Island	Medium	\$42,000
88	US-61 / Airline Hwy & McReine Rd	Signalized Intersection: Add Crossing Markings, Pedestrian Activated Signal with Countdown Signal Heads, Refuge Island	Medium	\$42,000
13	US-61 / W Airline Hwy & LA 3188 / Belle Terre Blvd	Signalized Intersection: Add Crossing Markings, Pedestrian Activated Signal with Countdown Signal Heads, Refuge Island	Medium	\$42,000
98	Cardinal St / W 2nd St	Mid-Block: Add Crossing Markings, Pedestrian Activated Signal - Pedestrian Hybrid Beacon (PHB)	Low	\$369,000
103	LA-44 / River Rd	Mid-Block: Add Crossing Markings, Pedestrian Activated Signal - Rectangular Rapid Flashing Beacon (RRFB)	Low	\$129,000
104	LA-44 / River Rd	Mid-Block: Add Crossing Markings, Pedestrian Activated Signal - Rectangular Rapid Flashing Beacon (RRFB)	Low	\$129,000
106	LA-44 / River Rd & S Church St	Unsignalized Intersection: Add Crossing Markings, Signage	Low	\$25,000
97	LA-628 / E 5th St & McReine Rd	Unsignalized Intersection: Add Crossing Markings, Signage	Low	\$25,000

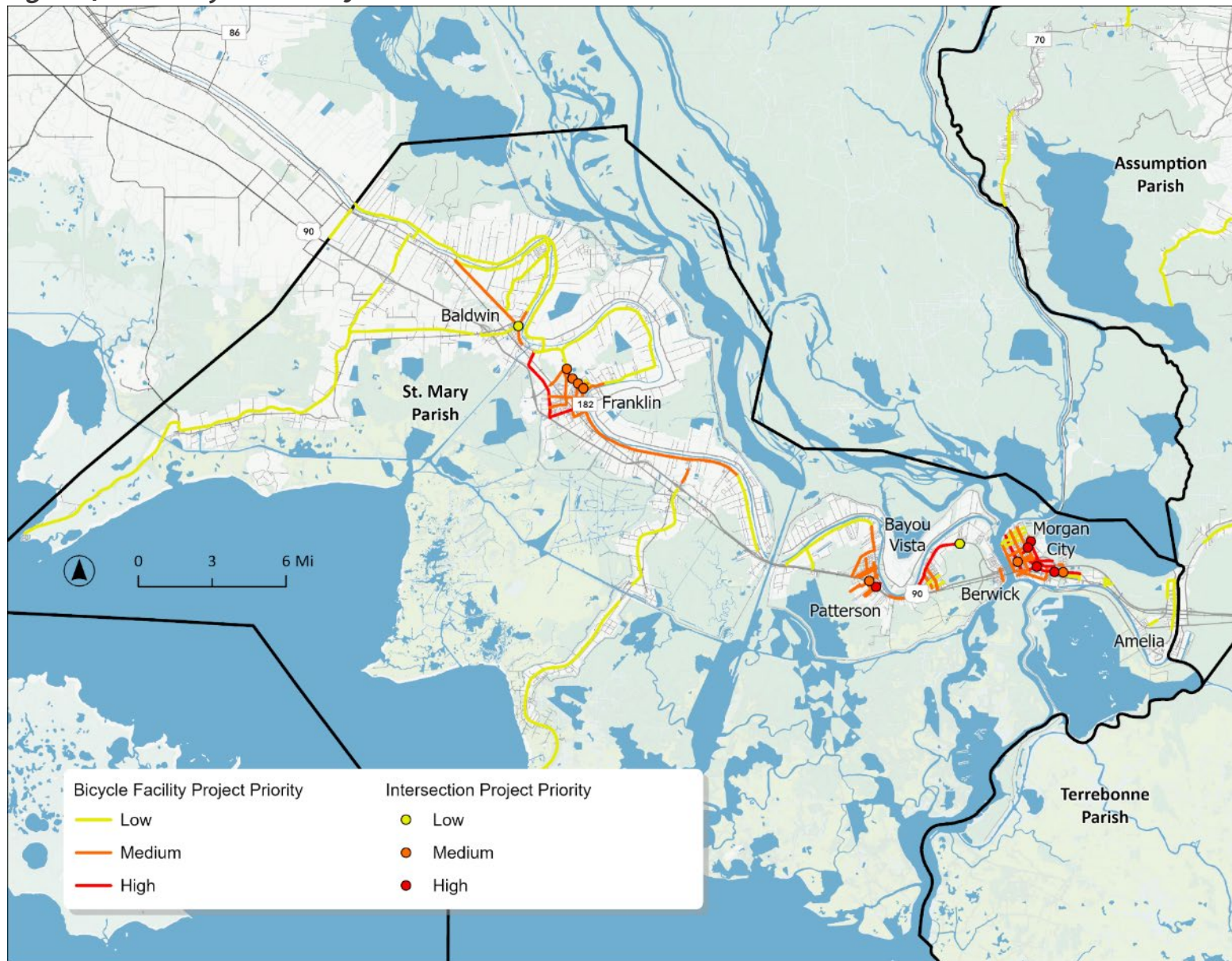
ID	Location	Recommendation	Priority	Cost Estimate
96	Main St & LA-44 / E 5th St	Signalized Intersection: Add Crossing Markings, Pedestrian Activated Signal with Countdown Signal Heads	Low	\$32,000
93	US-61 / Airline Hwy & Cambridge Dr	Signalized Intersection: Add Crossing Markings, Pedestrian Activated Signal with Countdown Signal Heads, Refuge Island	Low	\$42,000
90	US-61 / Airline Hwy & Magnolia Ave	Signalized Intersection: Add Crossing Markings, Pedestrian Activated Signal with Countdown Signal Heads	Low	\$32,000
95	US-61 / Airline Hwy & Main St	Signalized Intersection: Add Crossing Markings, Pedestrian Activated Signal with Countdown Signal Heads, Refuge Island	Low	\$42,000
94	US-61 / Airline Hwy & US-51	Signalized Intersection: Add Crossing Markings, Pedestrian Activated Signal with Countdown Signal Heads	Low	\$32,000
14	US-61 / W Airline Hwy & Central Ave	Signalized Intersection: Add Crossing Markings, Pedestrian Activated Signal with Countdown Signal Heads	Low	\$32,000
<b>Road Segments</b>				
244	Garyville Northern St from LA-54 to Anthony F Monica St	Bike Boulevard	High	\$47,000
471	Hemlock St from US-61 to LA-44 / W 5th St	Conventional Bike Lane	High	\$82,000
465	LA-3188 / Belle Terre Blvd from Madewood Dr to US-61	Buffered Bike Lane	High	\$357,000
466	LA-3188 / Belle Terre Blvd from St Andrews Blvd to Madewood Dr	Protected Bike Lane	High	\$982,000
249	Madewood Dr from LA-3188 / Belle Terre Blvd to Fairway Dr	Bike Boulevard	High	\$103,000
532	US 61 from W 19th St to Emmett Ct	Side Path	High	\$4,689,000
226	Anthony F Monica St from Garyville Northern St to S Fig St	Bike Boulevard	Medium	\$22,000
227	Cambridge Dr from Woodland Dr to US-61	Bike Boulevard	Medium	\$143,000
229	Carrollwood Dr from Greenwood Dr to US-61	Bike Boulevard	Medium	\$38,000
649	Country Club Canal from Fairway Dr to Madewood Rd	Shared Use Path	Medium	\$379,000
236	E 29th St from Vine St to LA-44	Bike Boulevard	Medium	\$10,000
641	East Bank Levee Trl from St John the Baptist / St James Parish Line to W 10th St	Shared Use Path	Medium	\$3,391,000
241	Fairway Dr from Cartier Dr to LA-3188 / Belle Terre Blvd	Bike Boulevard	Medium	\$14,000
239	Fairway Dr from LA-3188 / Belle Terre Blvd to Shadow Ln	Buffered Bike Lane	Medium	\$544,000
240	Fairway Dr from Shadow Ln to Greenwood Dr	Bike Boulevard	Medium	\$46,000



ID	Location	Recommendation	Priority	Cost Estimate
243	Fir St from LA-44 / W 5th St to LA-636-3 / W 2nd St	Bike Boulevard	Medium	\$36,000
245	Greenwood Dr from Glendale Dr to Newport Dr	Bike Boulevard	Medium	\$75,000
247	Historic Main St from Anthony F Monica St to LA-44	Bike Boulevard	Medium	\$60,000
230	Kara Dr / Cartier Dr from End of road to Fairway Dr	Bike Boulevard	Medium	\$20,000
573	LA-18 from Goodwill Plantation Ct to Bastian Ct	Bike Boulevard	Medium	\$107,000
609	LA-3223 / Elm St from US-61 to LA-44 / W 5th St	Bike Boulevard	Medium	\$24,000
620	LA-44 / W 5th St / LA-628 from LA-636-3 / W 2nd St to Fleurange Ln	Conventional Bike Lane	Medium	\$886,000
615	LA-44 from W 19th St to St John Alternative School	Bike Boulevard	Medium	\$21,000
486	LA-53 / Central Ave from US-61 to LA-44	Conventional Bike Lane	Medium	\$497,000
228	LA-636-3 / W 2nd St / Cardinal St from LA-44 to US-61	Bike Boulevard	Medium	\$132,000
505	McReine Rd from LA-628 / E 5th St to US-61	Bike Boulevard	Medium	\$47,000
252	Ormond Blvd from Bellevue Dr to US-61	Bike Boulevard	Medium	\$17,000
254	Railroad Ave from LA-637 to LA-53 / Central Ave	Side Path	Medium	\$370,000
255	S Church St from Anthony F Monica St to LA-44	Bike Boulevard	Medium	\$72,000
652	Tiffany Dr from Rebecca Ln to Heather Ln	Shared Use Path	Medium	\$326,000
531	US 51 from US-61 to Chevron	Side Path	Medium	\$1,367,000
654	US 61 from LA-637 / W 10th St to Railroad	Shoulders	Medium	\$84,000
650	Vicknair Canal from Saint Andrews Blvd to Cambridge Dr	Shared Use Path	Medium	\$1,104,000
546	Woodland Dr from Vicknair Canal to US-51	Road Diet, Buffered Bike Lane	Medium	\$1,581,000
651	Carrollwood Dr from Fairway Dr to Greenwood Dr	Conventional Bike Lane	Low	\$114,000
232	Country Club Dr from St Andrews Blvd to Canal Bridge	Bike Boulevard	Low	\$8,000
233	Duhe Dr from E 12th St to E 13th St	Bike Boulevard	Low	\$3,000
234	E 12th St from Eric St to Duhe Dr	Bike Boulevard	Low	\$18,000
235	E 13th St from Duhe Dr to LA-44	Bike Boulevard	Low	\$24,000
238	Esperance St / Historic W St / Iris St from S Church St to Historic Main St	Bike Boulevard	Low	\$17,000
246	Grove Park / Tiffany Dr from Cottage Grove to US-61	Bike Boulevard	Low	\$25,000
237	Homewood Pl from US-61 to Railroad	Bike Boulevard	Low	\$74,000
574	LA-18 from Lapeyrolerie Dr to John Pierre St	Bike Boulevard	Low	\$49,000

ID	Location	Recommendation	Priority	Cost Estimate
461	LA-3179 / E 22nd St from Perriloux Dr to LA-44	Buffered Bike Lane	Low	\$369,000
618	LA-44 / Main St from LA-44 / W 5th St to US-61	Buffered Bike Lane	Low	\$209,000
613	LA-44 from S Church St to Tregre Ln	Bike Boulevard	Low	\$52,000
498	LA-628 / E 5th St from Emily C Watkins Elementary to Jouty Ln	Bike Boulevard	Low	\$82,000
653	LA-637 / W 10th St from Regs Mobile home and RV park to LA-44	Bike Boulevard	Low	\$70,000
251	LA-643 from S Spruce St to East End of Rue Saint Martin	Shared Lanes	Low	\$243,000
648	Main St from Farm Rd to US-51 / Main St	Shoulders	Low	\$86,000
250	Main St from US-61 to Farm Rd	Bike Boulevard	Low	\$115,000
658	Mississippi River Trl from Satsuma St to LA-636-3 / Cardinal St	Shared Use Path	Low	\$22,000
242	Newport Dr / Yorktowne Dr / Fairway Dr from Greenwood Dr to Cambridge Dr	Bike Boulevard	Low	\$18,000
231	Perriloux Dr / Chad B Baker St from E 22nd St to Vine St	Bike Boulevard	Low	\$59,000
253	Railroad Ave from W 19th St to LA-637 / W 10th St	Bike Boulevard	Low	\$53,000
248	River Levee from St John the Baptist / St James Parish Line to Terry Ct	Shared Use Path	Low	\$6,702,000
256	W 19th St from US-61 to LA-44	Shoulders	Low	\$285,000

**Figure 48: St. Mary Parish Project Prioritization**



**Table 16: St. Mary Parish Project Prioritization and Cost Estimates**

ID	Location	Recommendation	Priority	Cost Estimate
<b>Intersections</b>				
36	LA-182 / Bus-90 & Ditch Ave	Signalized Intersection: Add Crossing Markings, Pedestrian Activated Signal with Countdown Signal Heads, Refuge Island	High	\$42,000
35	LA-182 / Bus-90 & MLK Jr Blvd	Signalized Intersection: Add Crossing Markings, Pedestrian Activated Signal with Countdown Signal Heads, Refuge Island	High	\$42,000
33	LA-70 & Veterans Blvd	Unsignalized Intersection: Add Crossing Markings, Signage	High	\$25,000
37	LA-70 / Marguerite St & N Victor II Blvd	Signalized Intersection: Add Crossing Markings, Pedestrian Activated Signal with Countdown Signal Heads	High	\$32,000
10	US-90 & Tiffany St / Lipari St	Further Study Needed	High	TBD
34	LA-182 / Bus-90 & Roderick St	Signalized Intersection: Add Crossing Markings, Pedestrian Activated Signal with Countdown Signal Heads, Refuge Island	Medium	\$42,000
11	LA-182 / Federal Ave & Brashear Ave	Signalized Intersection: Add Crossing Markings, Pedestrian Activated Signal with Countdown Signal Heads	Medium	\$32,000
38	LA-182 / Main St & LA-3211 / Northwest Blvd	Signalized Intersection: Add Crossing Markings, Pedestrian Activated Signal with Countdown Signal Heads	Medium	\$32,000
12	LA-182 / Main St & Mitchell St	Unsignalized Intersection: Add Crossing Markings, Signage	Medium	\$25,000
40	LA-182 / Main St & Sterling Rd	Unsignalized Intersection: Add Crossing Markings, Signage	Medium	\$25,000
39	LA-182 / Main St & Weber St	Signalized Intersection: Add Crossing Markings, Pedestrian Activated Signal with Countdown Signal Heads	Medium	\$32,000
32	US-90 & Veterans / Railroad	Further Study Needed	Medium	TBD
1	LA-182 & Tournament Blvd	Unsignalized Intersection: Add Crossing Markings, Signage	Low	\$25,000
41	LA-182 / Main St & LA-326 / MLK Blvd	Signalized Intersection: Add Crossing Markings, Pedestrian Activated Signal with Countdown Signal Heads	Low	\$32,000
<b>Road Segments</b>				
327	Along Canal from Veterans Blvd to Cajun Coast Tourism	Shared Use Path	High	\$749,000
541	David Dr from LA-182 / US-90 BUS to Victor II Blvd	Bike Boulevard	High	\$13,000
280	Ditch Ave from Railroad Ave to US-90 BUS	Bike Boulevard	High	\$27,000
286	Federal Ave from Levee Rd to Railroad Ave	Buffered Bike Lane	High	\$1,179,000



ID	Location	Recommendation	Priority	Cost Estimate
611	LA-182 / US-90 BUS from US-90 to Aycock St	Road Diet, Buffered Bike Lane	High	\$1,123,000
599	LA-182 from Pluto St to Riverview Dr	Side Path	High	\$687,000
600	LA-182 from Riverview Dr to Bayside Ln	Shoulders	High	\$293,000
594	LA-182 from Walmart to LA-322 / Sterling Rd	Side Path	High	\$583,000
307	Lipari St from US-90 to LA-182 / Main St	Bike Boulevard	High	\$14,000
309	Marguerite St from Sixth St to Veterans Blvd	Road Diet, Buffered Bike Lane	High	\$327,000
326	Tiffany St from Waveland Dr to US-90	Shoulders	High	\$42,000
331	Victor II Blvd from US-90 Overpass to Dr M.L.K Jr Blvd	Conventional Bike Lane	High	\$293,000
334	Willow St from Frontage Rd to Anderson St	Conventional Bike Lane	High	\$315,000
274	Yokley Rd / Chatsworth Rd from LA-182 to Willow St	Shoulders	High	\$621,000
257	10th St from Iberia St to W Ibert St	Bike Boulevard	Medium	\$19,000
258	1st St / Cleco St from Martin Luther King Jr Ave to Wise St	Bike Boulevard	Medium	\$42,000
259	1st St from Iberia St to Willow St	Bike Boulevard	Medium	\$22,000
260	3rd St from Texas St to St Clair Alley	Bike Boulevard	Medium	\$31,000
265	Anderson St from Iberia St to Willow St	Bike Boulevard	Medium	\$30,000
267	Barrow St from 1st St to Fourth St	Bike Boulevard	Medium	\$34,000
269	Barrow St from Joe Hoy Dr to Iberia St	Bike Boulevard	Medium	\$50,000
268	Barrow St from LA-3211 / Northwest Blvd to Joe Hoy Dr	Shoulders	Medium	\$71,000
271	Brashear Ave from 7th St to Victor II Blvd	Road Diet, Buffered Bike Lane	Medium	\$277,000
272	Camille Dr / Tiffany St from Waveland Dr to Waveland Dr	Bike Boulevard	Medium	\$52,000
273	Catherine St from US-90 to LA-182 / Main St	Bike Boulevard	Medium	\$48,000
275	Chinaberry St / Joan Dr / W Ibert St from Chatsworth Rd to 10th St	Bike Boulevard	Medium	\$44,000
278	Cynthia St from LA-182 / Main St to Haifleigh St	Bike Boulevard	Medium	\$18,000
279	David Dr / Lia St from Lucia Dr to Veterans Dr	Bike Boulevard	Medium	\$38,000
284	Dr M.L.K. Jr Blvd from Victor II Blvd to Eastgate Dr	Bike Boulevard	Medium	\$37,000
285	Elm St from Pine St to Marguerite St	Bike Boulevard	Medium	\$10,000
261	Fourth St / Youngs Rd from Barrow St to Myrtle St	Bike Boulevard	Medium	\$59,000
288	Front St from Levee Rd to Railroad Ave	Bike Boulevard	Medium	\$79,000

ID	Location	Recommendation	Priority	Cost Estimate
293	Hospital Ave from LA-182 / Main St to Haifleigh St	Bike Boulevard	Medium	\$17,000
294	Iberia St from Barrow St to LA-182 / Main St	Buffered Bike Lane	Medium	\$334,000
295	Iberia St from Chatsworth Rd to Barrow St	Shoulders	Medium	\$137,000
302	Jupiter St from LA-182 to Arlington St	Bike Boulevard	Medium	\$41,000
608	LA-182 / Brashear Ave from Sixth St to 7th St	Side Path	Medium	\$40,000
596	LA-182 / Main St from Acadian Ln to Kemper Rd	Shoulders	Medium	\$131,000
601	LA-182 / Main St from Idlewild Plantation Home 1850 to Crown Oilfield Services Inc	Shoulders	Medium	\$170,000
593	LA-182 / Main St from Sterling Rd to Acadian Ln	Bike Boulevard	Medium	\$74,000
597	LA-182 / Main St from W Sunset St to Sager-Brown Rd	Buffered Bike Lane	Medium	\$327,000
591	LA-182 from Centerville-Bridge Rd to Miller Ln	Shoulders	Medium	\$510,000
595	LA-182 from Kemper Rd to Centerville-Bridge Rd	Shared Lanes	Medium	\$241,000
590	LA-182 from LA-670 / Sorrell Bridge App to Sunset Ln	Shoulders	Medium	\$732,000
598	LA-182 from Sager-Brown Rd to Newman St	Shoulders	Medium	\$47,000
604	LA-182 from Wiggins Ln to Bridge Rd	Shoulders	Medium	\$203,000
335	LA-3069 / Willow St from Anderson St to LA-87	Bike Boulevard	Medium	\$51,000
460	LA-317 from Ben Miller St to Deforest Brown Ln	Shoulders	Medium	\$112,000
469	LA-3211 / Northwest Blvd from Bayou Bend Fitness Center to Walmart	Shoulders	Medium	\$183,000
474	LA-326 / Charenton Rd from LA-182 / Main St to Baldwin Church	Bike Boulevard	Medium	\$40,000
308	Maple St from Shaw Dr to Pine St	Bike Boulevard	Medium	\$55,000
311	Morris St from Oneal Chube St to LA-182 / Main St	Bike Boulevard	Medium	\$34,000
312	Myrtle St from Victor II Blvd to Youngs Rd	Bike Boulevard	Medium	\$36,000
262	Oneal Chube St from Willow St to Morris St	Bike Boulevard	Medium	\$19,987
313	Park St from US-90 to LA-182 / Main St	Bike Boulevard	Medium	\$57,275
314	Pine St from Sixth St to Ochsner St. Mary Outpatient Rehab	Bike Boulevard	Medium	\$26,645
315	Pluto St from LA-182 to Saturn Rd	Bike Boulevard	Medium	\$6,156
317	Railroad Ave from US-90 to LA-182 / Main St	Bike Boulevard	Medium	\$25,533
316	Railroad Ave from Front St to Iowa St	Bike Boulevard	Medium	\$33,493

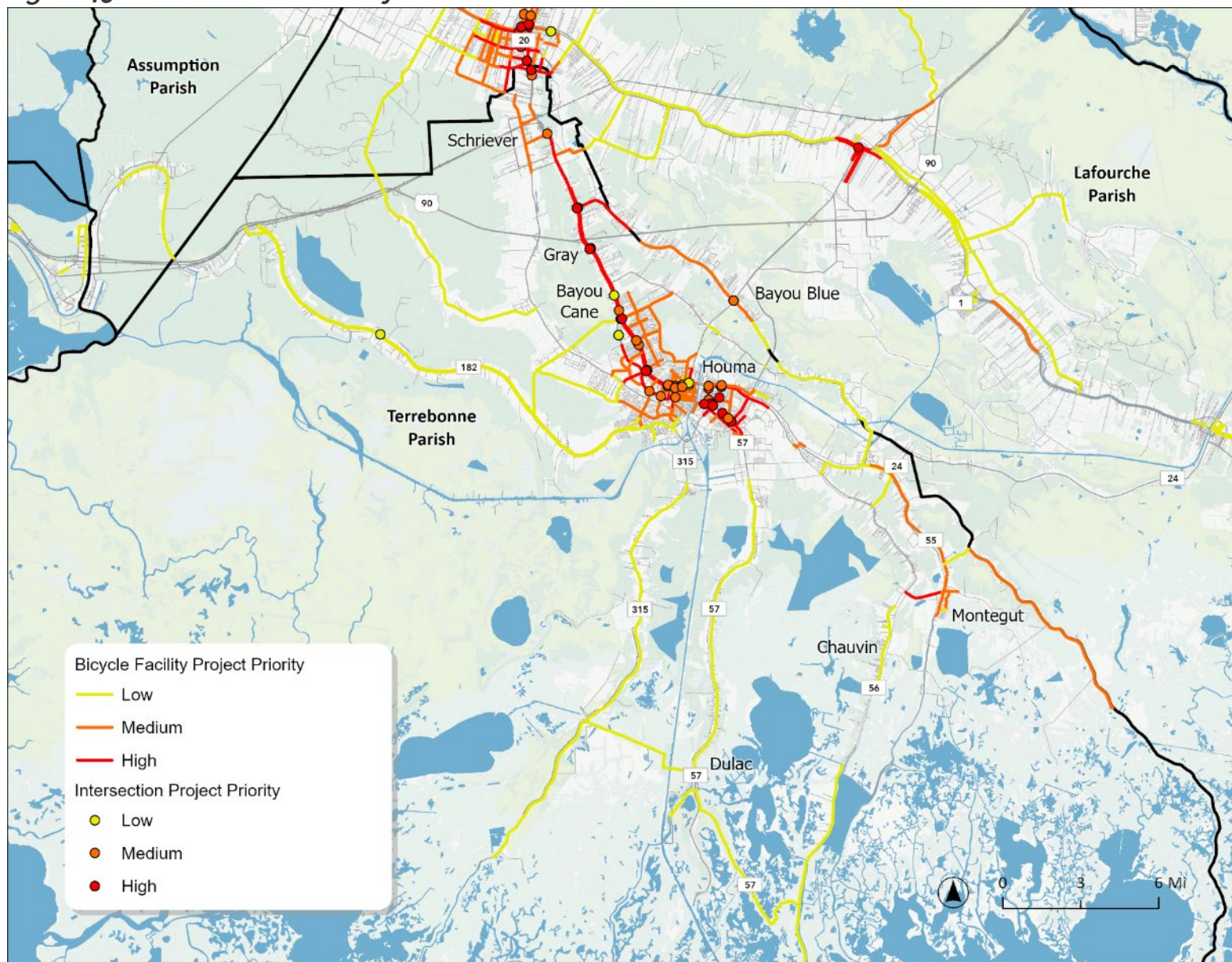
ID	Location	Recommendation	Priority	Cost Estimate
318	Red Cypress Rd from US-90 to LA-182 / Main St	Shared Lanes	Medium	\$94,079
319	Roderick St from Justa St to Railroad Ave	Bike Boulevard	Medium	\$40,292
321	Saturn Rd from Pluto St to Venus Rd	Bike Boulevard	Medium	\$26,064
263	Seyburn St / Plum St / 5th St from Williams St to Catherine St	Bike Boulevard	Medium	\$36,975
548	Sixth St from Levee Rd to Marguerite St	Conventional Bike Lane	Medium	\$308,160
549	Sixth St from Marguerite St to Ditch Ave	Bike Boulevard	Medium	\$47,069
324	Southeast Blvd from LA-182 to Middle Rd	Bike Boulevard	Medium	\$35,940
323	Southeast Blvd from Middle Rd to US-90	Road Diet, Buffered Bike Lane	Medium	\$459,693
299	Sterling Rd / Irish Bend Rd from LA-182 / Main St to St Joseph Ln	Shoulders	Medium	\$186,502
325	Terrebonne St from Front St to Sixth St	Bike Boulevard	Medium	\$33,157
638	US 90 from Front St to Victor II Blvd	Shared Use Path	Medium	\$472,308
328	Venus Rd from Saturn Rd to Delmar Ave	Bike Boulevard	Medium	\$8,516
329	Veterans Blvd from LA-70 / Marguerite St to Canal	Bike Boulevard	Medium	\$28,266
330	Veterans Dr from Lia St to US-90	Shoulders	Medium	\$79,432
332	Victor II Blvd from Marguerite St to US-90 Overpass	Road Diet, Buffered Bike Lane	Medium	\$477,264
547	Waveland Dr from Veterans Dr to Tiffany St	Shoulders	Medium	\$79,731
333	Weber St from LA-182 / Main St to Iberia St	Conventional Bike Lane	Medium	\$180,551
264	Acorn St / Fig St from Leona St to Levee Rd	Bike Boulevard	Low	\$55,773
266	Aycock St from LA-182 / US-90 BUS to Railroad Ave	Bike Boulevard	Low	\$15,626
270	Bellview St from Jupiter St to Teche Rd	Bike Boulevard	Low	\$34,128
304	Duhon Blvd from Taylor Rd to Turnaround East of Commercial Strip	Shoulders	Low	\$159,306
282	E Martin Luther King Rd / Ralph Darden Memorial Pkwy from Tunich Dr to LA-182 W	Shared Lanes	Low	\$308,929
283	E Martin Luther King Rd from Ballpark to LA-326 / Chitimacha Trl	Bike Boulevard	Low	\$24,653
287	Franklin St from Front St to Maple St	Bike Boulevard	Low	\$53,925
289	Glenwood St from Grizzaffi St to Aycock St	Bike Boulevard	Low	\$49,667
290	Grace St from James St to End of road	Bike Boulevard	Low	\$18,522

ID	Location	Recommendation	Priority	Cost Estimate
291	Haifleigh St from Bethia St to LA-322 / Sterling Rd	Bike Boulevard	Low	\$22,438
292	Hickory St from Sixth St to Shared Use Path	Bike Boulevard	Low	\$33,483
297	Irish Bend Rd from Gumpoint Ln to Dirt Road	Shoulders	Low	\$109,795
296	Irish Bend Rd from LA-182 to Easy St	Shared Lanes	Low	\$466,465
298	Irish Bend Rd from St Joseph Ln to Gumpoint Ln	Bike Boulevard	Low	\$29,749
300	James St from Siracusa Rd to LA-182 / US-90 BUS	Bike Boulevard	Low	\$20,678
301	Joseph St from James St to Grace St	Bike Boulevard	Low	\$20,261
303	Katy Bridge App Rd from LA-87 to LA-182	Shared Lanes	Low	\$34,189
336	LA-182 / Zenor Rd from US-90 to Wiggins Ln	Shared Lanes	Low	\$322,583
592	LA-182 from Miller Ln to Ernest Ln	Shared Lanes	Low	\$198,191
589	LA-182 from Yokley Rd to Walmart	Shoulders	Low	\$372,006
458	LA-317 from LA-317 Frontage Rd to United Gas Ln	Shared Lanes	Low	\$640,023
459	LA-317 from US-90 to Elizabeth St	Shared Lanes	Low	\$325,987
462	LA-318 from LA-182 to St. Mary Parish Recreation District #5	Shoulders	Low	\$329,756
528	LA-318 from LA-83 to LA-318 Divide	Shared Lanes	Low	\$168,567
467	LA-319 from Louisa Rd N to Minow Ln	Shared Lanes	Low	\$513,595
472	LA-324 / Convent St from LA-326 / Chitimacha Trl to LA-87	Shared Lanes	Low	\$13,062
473	LA-326 / Chitimacha Trl from E Martin Luther King Rd to Manigo Lan	Shared Lanes	Low	\$170,374
320	LA-807 / St Peter St from Pepper Rd to LA-182 / Main St	Shared Lanes	Low	\$89,932
621	LA-83 from LA-319 to Rosebud Rd	Shared Lanes	Low	\$938,231
529	LA-87 from St Mary / Iberia Parish Line to Katy Bridge App Rd	Shared Lanes	Low	\$893,435
305	Lake Palourde Rd from Lakeview Dr to Beadle St	Bike Boulevard	Low	\$127,833
281	Lakeview Dr / Duhon Blvd from Lake Palourde Rd to Duhon divide	Shoulders	Low	\$202,430
306	Levee Rd / Leona St from Front St to Sixth St	Bike Boulevard	Low	\$35,379
545	Martin Luther King Jr St from LA-83 to Branch St	Shared Lanes	Low	\$38,541
544	Martin Luther King Jr St from N Branch St to LA-182 / Main St	Bike Boulevard	Low	\$66,525



ID	Location	Recommendation	Priority	Cost Estimate
310	Middle Rd from Venus Rd to Teche Rd	Bike Boulevard	Low	\$50,607
276	Par Rd 36 / Chitimacha Trl from W Martin Luther King Jr Rd to Navarro St	Bike Boulevard	Low	\$94,403
277	Par Rd 36 from LA-670 / Sorrell Bridge App to Georgetown Ln	Shared Lanes	Low	\$205,943
322	Sorrell Bridge App Rd from LA-87 to LA-182	Shared Lanes	Low	\$25,104

**Figure 49: Terrebonne Parish Project Prioritization**



**Table 17: Terrebonne Parish Project Prioritization and Cost Estimates**

ID	Location	Recommendation	Priority	Cost Estimate
<b>Intersections</b>				
25	LA-20 / W Park Ave & LA-648 / Percy Brown Rd	Signalized Intersection: Add Crossing Markings, Pedestrian Activated Signal with Countdown Signal Heads	High	\$32,000
21	LA-24 / Main St & Hollywood Rd	Signalized Intersection: Add Crossing Markings, Pedestrian Activated Signal with Countdown Signal Heads	High	\$32,000
120	LA-24 / W Main St & LA-3040 / MLK Blvd	Signalized Intersection: Add Crossing Markings, Pedestrian Activated Signal with Countdown Signal Heads	High	\$32,000
64	LA-24 / W Main St & LA-316 / Bayou Blue Rd	Unsignalized Intersection: Add Crossing Markings, Signage	High	\$25,000
54	LA-24 / W Main St & Reservation Bridge	Unsignalized Intersection: Add Crossing Markings, Signage	High	\$25,000
65	LA-24 / W Park Ave & Bayou Gardens Blvd	Signalized Intersection: Add Crossing Markings, Pedestrian Activated Signal with Countdown Signal Heads	High	\$32,000
19	LA-24 / W Park Ave & LA-316 / Bayou Blue Rd	Signalized Intersection: Add Crossing Markings, Pedestrian Activated Signal with Countdown Signal Heads	High	\$32,000
121	LA-24 / W Park Ave & Reservation Bridge	Unsignalized Intersection: Add Crossing Markings, Signage	High	\$25,000
43	LA-3040 / E Tunnel Blvd	Mid-Block: Add Crossing Markings, Pedestrian Activated Signal - Rectangular Rapid Flashing Beacon (RRFB)	High	\$128,022
42	LA-3040 / E Tunnel Blvd & Howard Ave	Signalized Intersection: Add Crossing Markings, Pedestrian Activated Signal with Countdown Signal Heads, Refuge Island	High	\$42,000
51	LA-57 / Grand Caillou Rd & Jane Ave	Signalized Intersection: Add Crossing Markings, Pedestrian Activated Signal with Countdown Signal Heads, Refuge Island	High	\$42,000
24	LA-57 / Grand Caillou Rd & LA-3040 / E Tunnel Blvd	Signalized Intersection: Add Crossing Markings, Pedestrian Activated Signal with Countdown Signal Heads, Refuge Island	High	\$42,000
23	LA-57 / Grand Caillou Rd & LA-3087 / Prospect Blvd	Signalized Intersection: Add Crossing Markings, Pedestrian Activated Signal with Countdown Signal Heads, Refuge Island	High	\$42,000
31	LA-57 / Grand Caillou Rd & Van Ave / Howard Ave	Signalized Intersection: Add Crossing Markings, Pedestrian Activated Signal with Countdown Signal Heads, Refuge Island	High	\$42,000
4	LA-20 / Main St & Louisiana Dr	Unsignalized Intersection: Add Crossing Markings, Signage	Medium	\$25,000
44	LA-24 / Main St & Barataria Ave	Unsignalized Intersection: Add Crossing Markings, Signage	Medium	\$25,000

ID	Location	Recommendation	Priority	Cost Estimate
29	LA-24 / Main St & Howard Ave	Signalized Intersection: Add Crossing Markings, Pedestrian Activated Signal with Countdown Signal Heads	Medium	\$32,000
27	LA-24 / Main St & LA-57 / Grand Caillou Rd	Signalized Intersection: Add Crossing Markings, Pedestrian Activated Signal with Countdown Signal Heads	Medium	\$32,000
7	LA-24 / Main St & Morgan St	Signalized Intersection: Add Crossing Markings, Pedestrian Activated Signal with Countdown Signal Heads	Medium	\$32,000
48	LA-24 / Main St & Suthon Ave	Unsignalized Intersection: Add Crossing Markings, Signage	Medium	\$25,000
18	LA-24 / Park Ave & Buquet St	Unsignalized Intersection: Add Crossing Markings, Signage	Medium	\$25,000
16	LA-24 / Park Ave & Central Ave	Further Study Needed	Medium	TBD
26	LA-24 / Park Ave & Hollywood Rd	Signalized Intersection: Add Crossing Markings, Pedestrian Activated Signal with Countdown Signal Heads	Medium	\$32,000
17	LA-24 / Park Ave & Morgan St	Signalized Intersection: Add Crossing Markings, Pedestrian Activated Signal with Countdown Signal Heads	Medium	\$32,000
22	LA-24 / Park Ave & Suthon Ave	Further Study Needed	Medium	TBD
30	LA-24 / Park Ave & Westside Blvd	Signalized Intersection: Add Crossing Markings, Pedestrian Activated Signal with Countdown Signal Heads	Medium	\$32,000
123	LA-24 / W Main St & Edward St	Unsignalized Intersection: Add Crossing Markings, Signage	Medium	\$25,000
6	LA-24 / W Main St & St George Rd	Unsignalized Intersection: Add Crossing Markings, Signage	Medium	\$25,000
20	LA-3040 / W Tunnel Blvd & LA-312 / Lafayette St	Signalized Intersection: Add Crossing Markings, Pedestrian Activated Signal with Countdown Signal Heads	Medium	\$32,000
122	LA-3040 / W Tunnel Blvd & LA-664 / Saint Charles St	Signalized Intersection: Add Crossing Markings, Pedestrian Activated Signal with Countdown Signal Heads, Refuge Island	Medium	\$42,000
5	LA-3040 / W Tunnel Blvd & Polk St	Signalized Intersection: Add Crossing Markings, Pedestrian Activated Signal with Countdown Signal Heads, Refuge Island	Medium	\$42,000
52	LA-57 / Grand Caillou Rd & East St	Signalized Intersection: Add Crossing Markings, Pedestrian Activated Signal with Countdown Signal Heads, Refuge Island	Medium	\$42,000
49	LA-57 / Grand Caillou Rd & Ellender St	Unsignalized Intersection: Add Crossing Markings, Signage	Medium	\$25,000
50	LA-57 / Grand Caillou Rd & Furman St	Unsignalized Intersection: Add Crossing Markings, Signage	Medium	\$25,000
45	LA-659 / E Park Ave & Howard Ave	Signalized Intersection: Add Crossing Markings, Pedestrian Activated Signal with Countdown Signal Heads	Medium	\$32,000



ID	Location	Recommendation	Priority	Cost Estimate
46	LA-24 / Main St & New Orleans Blvd	Signalized Intersection: Add Crossing Markings, Pedestrian Activated Signal with Countdown Signal Heads	Low	\$32,000
47	LA-24 / Park Ave & LA-182 / New Orleans Blvd	Signalized Intersection: Add Crossing Markings, Pedestrian Activated Signal with Countdown Signal Heads	Low	\$32,000
53	LA-24 / W Main St & Patrick Bridge	Unsignalized Intersection: Add Crossing Markings, Signage	Low	\$25,000
28	LA-3040 / MLK Blvd	Mid-Block: Add Crossing Markings, Pedestrian Activated Signal - Pedestrian Hybrid Beacon (PHB)	Low	\$368,000
112	N Bayou Black Dr	Spot Replacement	Low	TBD
<b>Road Segments</b>				
337	Acadian Dr from Saadi St to Nixon Dr	Bike Boulevard	High	\$122,000
339	Barataria Ave from LA-24 / Park Ave to LA-311 / Little Bayou Black Dr	Buffered Bike Lane	High	\$438,000
612	Boundary Rd from LA-57 / Grand Caillou Rd to Calloway Rd	Bike Boulevard	High	\$34,000
348	Canal St from LA-24 / W Main St to Barataria Ave	Buffered Bike Lane	High	\$242,000
352	Columbus St from LA-24 / W Main St to LA-3040 / W Tunnel Blvd	Bike Boulevard	High	\$30,000
605	LA-182 / New Orleans Blvd from 6th St to Park Ave	Shared Use Path	High	\$277,000
422	LA-24 / W Main St from Saint George Rd to Barataria Ave	Side Path	High	\$5,608,000
429	LA-24 / W Park Ave from Tiffany Ct to LA-182 / New Orleans Blvd	Side Path	High	\$4,720,000
423	LA-24 E Main St from LA-57 / Grand Caillou Rd to Clendenning Rd	Side Path	High	\$1,248,000
436	LA-3040 / E Tunnel Blvd from LA-57 / Grand Caillou Rd to LA-661 / Howard Ave	Road Diet, Buffered Bike Lane	High	\$402,000
437	LA-3040 / E Tunnel Blvd from Eugene St to LA-57 / Grand Caillou Rd	Side Path	High	\$397,000
373	LA-3040 / Hollywood Rd from LA-24 / Park Ave to LA-24 / W Main St	Further Study Needed	High	TBD
433	LA-3040 / Martin Luther King Blvd from Westside Blvd to S Hollywood Rd	Side Path	High	\$689,000
434	LA-3040 / W Tunnel Blvd from S Hollywood Rd to LA-312 / Lafayette St	Side Path	High	\$1,855,000
451	LA-316 from LA-24 / W Park Ave to Highland Oaks Ave	Shoulders	High	\$509,000

ID	Location	Recommendation	Priority	Cost Estimate
490	LA-57 / Grand Caillou Rd from Glynn Ave to James Rd	Side Path	High	\$643,000
493	LA-57 / Grand Caillou Rd from LA-3040 / E Tunnel Blvd to N Van Ave	Side Path	High	\$52,000
430	LA-57 / Grand Caillou Rd from Park Ave to LA-3040 / E Tunnel Blvd	Road Diet, Buffered Bike Lane	High	\$372,000
495	LA-58 / Sarah Rd from Bayouside Dr to Aragon Rd	Shoulders	High	\$300,000
395	Prospect Blvd from LA-57 / Grand Caillou Rd to LA-24 / E Main St	Road Diet, Buffered Bike Lane	High	\$545,000
538	S Hollywood Rd from LA-311 / Little Black Dr to LA-24 / W Main St	Side Path	High	\$518,000
522	S Van Ave / Howard Ave from Expert Transmissions to E Tunnel Blvd	Buffered Bike Lane	High	\$434,000
404	6th St from Williams Ave to LA-182 / New Orleans Blvd	Bike Boulevard	Medium	\$14,000
342	Bayou Gardens Blvd from LA-24 / W Main St to Marathon Gas Station	Side Path	Medium	\$746,000
341	Bayou Gardens Blvd from Marathon Gas Station to LA-660 / Coteau Rd	Shoulders	Medium	\$304,000
344	Belanger St from Goode St to Dunn St	Bike Boulevard	Medium	\$39,000
345	Birch Ave from Wright Ave to Gouaux Ave	Bike Boulevard	Medium	\$28,000
346	Bond St from LA-3040 / Tunnel Blvd to Dunn St	Bike Boulevard	Medium	\$14,000
567	Broadway Ave from N Main Project Rd to Old Schriever Hwy	Shared Lanes	Medium	\$36,000
350	Central Ave from Hache St to LA-24 / W Park Ave	Bike Boulevard	Medium	\$29,000
353	Corporate Dr from LA-3040 / Martin Luther King Blvd to LA-3040 / W Tunnel Blvd	Bike Boulevard	Medium	\$104,000
357	Cross St from Dolphin St to Old Oak Drive	Bike Boulevard	Medium	\$48,000
358	Dolphin St from Montegut Rd to Point Farm Rd	Bike Boulevard	Medium	\$36,000
361	East St from LA-57 / Grand Caillou Rd to LA-24 / E Main St	Bike Boulevard	Medium	\$76,000
362	Elizabeth St from Gouaux Ave to Williams Ave	Bike Boulevard	Medium	\$10,000
552	Enterprise Dr from LA-3040 / Martin Luther King Blvd to LA-24 / W Main St	Conventional Bike Lane	Medium	\$183,000
366	Funderburk Ave from LA-24 / W Main St to LA-24 / W Park Ave	Further Study Needed	Medium	TBD

ID	Location	Recommendation	Priority	Cost Estimate
365	Funderburk Ave from LA-24 to Broadmoor Ave	Bike Boulevard	Medium	\$53,000
367	Gabasse St from W Main St to Point St	Bike Boulevard	Medium	\$27,000
368	Glynn Ave from Woodlawn Bayou to LA-57 / Grand Caillou Rd	Bike Boulevard	Medium	\$35,000
369	Goode St from LA-24 / W Main St to Honduras St	Bike Boulevard	Medium	\$31,000
371	Hayes St from LA-3087 / Prospect Blvd to Friendswood Dr	Bike Boulevard	Medium	\$11,000
372	Hobson St / High St from Polk St to LA-312 / Lafayette St	Bike Boulevard	Medium	\$35,000
359	Honduras St / Dunn St from LA-3040 / Tunnel Blvd to Bond St	Bike Boulevard	Medium	\$16,000
438	Honduras St from LA-312 / Lafayette St to LA-3040 / Tunnel Blvd	Buffered Bike Lane	Medium	\$248,000
523	Howard Ave from LA-659 / Park Ave to E Tunnel Blvd	Road Diet, Buffered Bike Lane	Medium	\$232,000
374	Industrial Blvd from Leonard J. Chabert Medical Center to LA-57 / Grand Caillou Rd	Side Path	Medium	\$156,000
375	James Rd from LA-57 / Grand Caillou Rd to Cummins Rd	Bike Boulevard	Medium	\$29,000
603	LA-182 / Barrow St from LA-24 / W Main St to Point St	Bike Boulevard	Medium	\$25,000
425	LA-24 from LA-24 / Bayou Terrebonne Bridge to South Terrebonne High School	Shoulders	Medium	\$49,000
428	LA-24 / E Main St from Roller skating rink to LA-24 / Bayou Petit Caillou Bridge	Shoulders	Medium	\$30,000
424	LA-24 / Main St from Barataria Ave to New Orleans Bridge	Bike Boulevard	Medium	\$36,000
427	LA-24 from Hotard St to LA-58	Shoulders	Medium	\$1,290,000
426	LA-24 from LA-24 / E Main St to Presque Isle Dr	Further Study Needed	Medium	TBD
387	LA-3040 / N Hollywood Rd from St Louis Canal Rd to New Orleans Blvd	Shoulders	Medium	\$202,000
435	LA-3040 / Tunnel Blvd from LA-312 / Lafayette St to Bond St	Buffered Bike Lane	Medium	\$242,000
351	LA-311 / Little Bayou Black Dr / Civic Center Blvd from Barataria Ave to LA-182 / Barrow St	Buffered Bike Lane	Medium	\$569,000
444	LA-311 / Little Bayou Black Dr from Cedar Plaza Ct to Barataria Ave	Shoulders	Medium	\$30,000
487	LA-55 / Montegut Rd from LA-58 / Sarah Rd to Louis St	Bike Boulevard	Medium	\$61,000
496	LA-58 / Sarah Rd from Aragon Rd to LA-55 / Montegut Rd	Shared Lanes	Medium	\$5,000

ID	Location	Recommendation	Priority	Cost Estimate
518	LA-659 / Park Ave / LA-3087 / Prospect Blvd from Grenes St to Hayes St	Side Path	Medium	\$185,000
519	LA-659 / Park Ave from Howard Ave to Grenes St	Shoulders	Medium	\$188,000
520	LA-659 from Grand Caillou Rd to Howard Ave	Side Path	Medium	\$250,000
526	LA-664 / St Charles St from Stadium Dr to LA-24 / Park Ave	Further Study Needed	Medium	TBD
568	LA-665 from Hope Farm Rd to Paw Paw Ct	Shared Lanes	Medium	\$562,000
378	Liberty St from E Park Ave to Bond St	Bike Boulevard	Medium	\$41,000
379	Library Dr from Civic Center Blvd to LA-182 / Barrow St	Side Path	Medium	\$168,000
380	Magnolia St from Lafayette St to Havers St	Bike Boulevard	Medium	\$37,000
382	Mc Kinley St from Rightor St to LA-24 / W Park Ave	Bike Boulevard	Medium	\$30,000
383	Merrill Dr from Acadian Dr to LA-57 / Grand Caillou Rd	Bike Boulevard	Medium	\$14,000
385	Monarch Dr from Alma St to United Houma Nation	Bike Boulevard	Medium	\$17,000
384	Monarch Dr from LA-24 / Park Ave to Alma St	Bike Boulevard	Medium	\$30,000
381	N Main Project Rd from LA-3185 / Elizabeth St to LA-311	Shoulders	Medium	\$639,000
388	Oaklawn Dr from Acadian Dr to LA-57 / Grand Caillou Rd	Bike Boulevard	Medium	\$12,000
390	Old Schriever Hwy from Ducros Rd to Broadway Ave	Shared Lanes	Medium	\$38,000
406	Park Ave Service Rd from LA-182 / New Orleans Blvd to Pecan St	Bike Boulevard	Medium	\$21,000
392	Payne St from Howard Ave to East St	Bike Boulevard	Medium	\$31,000
393	Point St from Lafayette St to Dunn St	Bike Boulevard	Medium	\$48,000
394	Polk St from Valhi Blvd to LA-24 / W Main St	Bike Boulevard	Medium	\$81,000
370	Rightor St from Morrison Ave to Central Ave	Bike Boulevard	Medium	\$17,000
396	Roussell St from LA-24 / W Main St to LA-3040 / Honduras St	Bike Boulevard	Medium	\$32,00
398	Saadi St from Acadian Dr to Lois Rd	Bike Boulevard	Medium	\$27,000
402	Saint Louis Canal Rd from Bayou Gardens Blvd to N Hollywood Rd	Shoulders	Medium	\$525,000
399	St Charles St from LA-182 / Bayou Black Dr to Valhi Blvd	Road Diet, Buffered Bike Lane	Medium	\$598,000
400	St Charles St from Valhi Blvd to Stadium Dr	Side Path	Medium	\$873,000
401	St George Rd from Main Project Rd to LA-24 / W Main St	Shared Lanes	Medium	\$60,000



ID	Location	Recommendation	Priority	Cost Estimate
397	Suthon Ave from LA-24 / W Main St to LA-24 Park Ave	Further Study Needed	Medium	TBD
408	Valhi Blvd from S Hollywood Rd to Civic Center Blvd	Shared Use Path	Medium	\$1,107,000
409	Verret St from Barataria Ave to Dunn St	Bike Boulevard	Medium	\$53,000
338	Vicari St from Hampton St to N Hollywood Rd	Bike Boulevard	Medium	\$196,000
410	Waterplant Rd from Park Ave to Old Hwy 650	Shared Lanes	Medium	\$79,000
551	Westside Blvd Ext / Enterprise Dr from LA-311 / Little Bayou Black Dr to LA-3040 / Martin Luther King Blvd	Side Path	Medium	\$585,000
553	Westside Blvd from LA-24 / Park Ave to St Louis Canal Rd	Shared Use Path	Medium	\$977,000
637	Westside Blvd from LA-24 / W Park Ave to LA-24 / W Main St	Further Study Needed	Medium	TBD
411	Williams Ave from LA-3040 / N Hollywood Rd to North St	Buffered Bike Lane	Medium	\$295,000
412	Williams Ave from Legion Ave to LA-24 / Park Ave	Bike Boulevard	Medium	\$16,000
540	Angel St from Cross Ln to LA-56 / Little Caillou Rd	Bike Boulevard	Low	\$16,000
343	Bayouside Dr from LA-56 / Little Caillou Rd to Country Dr	Shared Lanes	Low	\$33,000
349	Carrol St / S Bayou Black Dr from LA-20 to Willie Ln	Shared Lanes	Low	\$340,000
354	Cougars Dr from LA-182 / Bayou Black Dr to S Point Dr	Bike Boulevard	Low	\$35,000
356	Country Dr from Bienville Blvd to Klondyke Bridge	Shared Lanes	Low	\$92,000
355	County Dr from Bayouside Dr to Bienville Blvd	Shoulders	Low	\$286,000
363	Falgout Canal Rd from LA-315 / Bayou Rd to LA-57 / Grand Caillou Rd	Shared Lanes	Low	\$323,000
364	Friendswood Dr from Hayes St to Odelia Cir	Bike Boulevard	Low	\$42,000
376	Klondyke Rd from Bayouside Dr to County Dr	Shoulders	Low	\$281,000
607	LA-182 / Barrow St from LA-311 / Little Bayou Black Dr to Concord Bypass Rd	Shoulders	Low	\$135,000
606	LA-182 / Bayou Black Dr from LA-20 to Cox's Trailor Park	Shoulders	Low	\$232,000
602	LA-182 / Bayou Black Dr from Willie Ln to LA-315 / Barrow St	Shoulders	Low	\$3,181,000
418	LA-182 / New Orleans Bridge from LA-24 / LA-182 / W Main St to LA-182 / W Park Ave	Further Study Needed	Low	TBD
494	LA-3011 / Grand Caillou Rd from Bayou Sale Rd to Concrete pad along river	Shared Lanes	Low	\$100,000

ID	Location	Recommendation	Priority	Cost Estimate
441	LA-309 / Brule Guillot Rd from US-90 Overpass to LA-20	Shoulders	Low	\$33,000
347	LA-309 / Bull Run Rd from LA-20 to LA-311	Shared Lanes	Low	\$574,000
445	LA-311 / Little Bayou Black Dr from Equity Blvd to Venture Blvd	Shoulders	Low	\$73,000
448	LA-315 / Bayou Dularge Rd from Crozier Dr to Paul Vice Brg	Shoulders	Low	\$910,000
340	LA-315/ Bayou Dularge Rd from Paul Vice Brg to Lovell Ct	Shared Lanes	Low	\$847,000
455	LA-316 / Company Canal Rd from LA-24 to LA-316 / Old Ferry Rd	Shared Lanes	Low	\$84,000
488	LA-56 from Boudreaux Canal Bridge to Red Fish St	Shared Lanes	Low	\$668,000
489	LA-56 from Dollar General to S Recreation 7 Ct	Side Path	Low	\$1,568,000
492	LA-57 / Bayou Sale Rd from Grand Caillou Rd to Little Caillou Rd	Shared Lanes	Low	\$503,000
491	LA-57 / Grand Caillou Rd from Thompson Rd to Falgout Canal Rd	Shoulders	Low	\$2,525,000
521	LA-660 / Coteau Rd from LA-182 to LA-3087 / Prospect Blvd	Shoulders	Low	\$107,000
583	LA-665 / Pointe Aux Chenes Rd from LA-55 / Montegut Rd to Hope Farm Rd	Shoulders	Low	\$230,000
386	N Bayou Black Dr from Caroll St to A St	Shared Lanes	Low	\$1,167,000
389	Old Oak Dr from LA-55 / Montegut Rd to Cross St	Bike Boulevard	Low	\$17,000
391	Patriot Dr from James Rd to Sayre Rd	Bike Boulevard	Low	\$25,000
539	S Hollywood Rd from LA-311 / Little Bayou Black Dr to Valhi Blvd	Shoulders	Low	\$232,000
403	Savanne Rd from Southdown Mandalay Rd to LA-3040 / Martin Luther King Blvd	Shoulders	Low	\$1,127,000
405	Southdown Mandalay Rd from S Hollywood Rd to St Charles St	Bike Boulevard	Low	\$68,000
377	Suthon Ave / North St / Legion Ave from Elizabeth St to LA-182 / New Orleans Blvd	Bike Boulevard	Low	\$31,000
407	Valhi Blvd from Savanne Rd to S Hollywood Rd	Shoulders	Low	\$693,000



# Appendix D

**Figure 50: Disadvantaged Areas Eligible for Additional Federal Grant Funding**

