

LA HIGHWAY 21: US 190/COVINGTON TO LA 22 MADISONVILLE

Bicycle and Pedestrian Improvements

Prepared for:

The Regional Planning Commission for Jefferson, Orleans,
Plaquemines, St. Bernard, and St. Tammany Parishes

On Behalf of: St. Tammany Parish

June 27th, 2013
Final Report





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Unified Planning Work Program

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I. EXECUTIVE SUMMARY

The corridor along LA 21 from US 190 to LA 22 has experienced much growth and development. It has become a priority to address the changing needs of the community within this area and add enhancements to bicycle and pedestrian mobility and safety. St. Tammany Parish, Regional Planning Commission, Department of Transportation and Development, and local developers and stakeholders have studied various sections within this corridor. This Feasibility Study addresses the goals, past plans, policies, opportunities, constraints, strategies, and community nodes in order to recommend potential routes. A Technical Committee was formed to review data and conceptual ideas before presenting the recommended route at a public meeting. Recommended routes have been broken up into segments and are presented in Appendix C. Where feasible, existing right-of-way was utilized for recommended routes. Constraints such as the interstate, vast multi-lane intersections, numerous commercial driveways, drainage ditches, high traffic counts, and high traffic speeds were taken into account during the conceptual design process. Therefore, the strategy for this work effort was to create feasible and achievable routes for commuting and recreating by establishing a network of paths and routes to link neighborhoods to community nodes, and improve safety at intersection crossings to connect areas across LA 21. The most feasible bicycle and pedestrian routes within the study corridor were presented at the public meeting held on June 13, 2013 at the St. Tammany Parish Council Chambers. Attendees acknowledged the barriers to crossing under I-12 on LA 21 and were complementary of the multiple options/ routes presented. The presentation is included in Appendix E and the minutes and written comments received via email and the meeting are included in Appendices F and G, respectively. The projects identified through this planning process can be implemented as funding becomes available for design, engineering and construction. Preliminary statements of probable cost were identified for the various segments and alternatives. The total estimated cost for all segments is approximately \$13.3 million. All costs should be confirmed prior to initiating a project.



LA 21 near US 190/Convington



LA 21 near LA22/Madisonville

II. PROJECT HISTORY

Meyer Engineers, Ltd. received authorization from the Regional Planning Commission to proceed with preparing a Feasibility Study for bicycle and pedestrian improvements along and around LA 21 from US 190 to LA 22. This section is located within St. Tammany Parish, which is situated in southeast Louisiana. Large scale residential development on large lots as well as retail and commercial development along LA 21 from US 190 to LA 22 have resulted in an increased amount of traffic. The Regional Planning Commission tasked Meyer Engineers, Ltd. with investigating enhancements to bicycle and pedestrian mobility and safety as well as reducing congestion and improving air quality. A kickoff meeting was held in October 2012 to confirm the scope of work. Field work was then completed to gather roadway, right-of-way, and intersection information as well as land use conditions. Data collection began to compile previous studies, plans and policies. A Technical Committee was formed for this project consisting of the relevant jurisdictions and governmental agencies. The Technical Committee reviewed barriers, safety concerns, right-of-way issues, existing and future land use, traffic and conceptual plans and routes. A public meeting was held on June 13, 2013 to gain public input before the final recommendations were compiled.



Along LA21 near LA 22 - A narrow sidewalk exists.



Along LA21 south of I-12 - There are multiple lanes and turn lanes with no sidewalk.

III. GOALS

The goals of this feasibility study are the following:

- A.** *Improve bicycle and pedestrian mobility and safety within growth areas along LA 21 corridor between US 190 and LA 22*
- B.** *Connect neighborhoods to major nodes*
- C.** *Create cyclist commuting routes for work and shopping*
- D.** *Connect to existing recreational facilities*
- E.** *Achieve highest level of safety possible along each segment and at crossings*
- F.** *Respect and work with current LA 21 Highway plans underway*
- G.** *Integrate planning with municipal non-motorized networks and plans*
- H.** *Plan for secure bicycle parking at destinations*



Need to safely connect neighborhoods to job locations and shopping areas.



Need to achieve highest level of safety at crossings.

IV. PAST PLANS & POLICIES

The following plans and policies were reviewed for relevance to this feasibility study:

- A.** *LA 21 Widening- Bootlegger Rd. (LA 1085) to 11th Ave.
S.P. # H.001340 and F.A.P. # H001340
95% Final Plans dated October 2012*
 - *Bootlegger Rd. (LA 1085) to 12th Ave.- 6' wide concrete sidewalk adjacent to the east side of the roadway vertical curb.*
 - *Tchefuncta River Bridge- 8' wide shoulders and 6' wide sidewalks.*
 - *Tchefuncta River Bridge to 12th Ave.- 6' wide concrete sidewalk adjacent to the west side of the roadway vertical curb.*
- B.** *LA 21 Improvements- Ochsner Blvd. to Bootlegger Rd.*
 - *S.P. # 059-01-0026 and STP # 200-01-01*
 - *Final Plans dated May 2008*
 - *No sidewalk or path designed for this section.*
- C.** *St. Tammany New Directions 2025"*
 - *Defined parish goals to achieve by 2025 and included a bicycle route along LA21 from Covington to Madisonville.*
- D.** *"Covington Master Plan" (2007)*
 - *Primary concerns were bicycle and pedestrian safety, foster partnerships to develop a pedestrian and bikeway network, increase transportation choices, and bike path connectivity.*
- E.** *"Louisiana Statewide Bicycle and Pedestrian Master Plan" (2009)*
 - *This master plan recommended to retrofit bike lanes or paved shoulders on urban and suburban roads, reduce travel lane widths, reduce number of travel lanes, reconfigure or reduce on-street parking, and avoid rumble strips on shoulders used by bicyclists unless a minimum clear path could be provided.*

F. *“Metropolitan Transportation Plan: St. Tammany Urbanized Areas 2011-2040”*

- *Required developing transportation system that encouraged travel behavior, energy consumption, and land use decisions that contribute to environmental sustainability while satisfying the need for increased transportation mode choice.*
- *“City of Mandeville Transportation Plan Refinement- Bicycle and Pedestrian” (2013)*

G. *“Covington Stage Zero Feasibility Study- Bicycle and Pedestrian Element” (2013)*

- *This Feasibility Study was performed in order to provide a new and improved bicycle and pedestrian facility along N. Jefferson Avenue from E. Boston Street to Columbia Street in Covington.*

V. OPPORTUNITIES

Opportunities or best available locations to incorporate bicycle and pedestrian facilities exist in the following key locations within the corridor:

- A.** *LA 21 has a large right-of-way but inconsistently available and/or with obstacles*
- B.** *CLECO 60' wide right-of-way from I-12 south into Madisonville and parallel to LA 21 on the western side of I-12: Existing private right-of-way with electrical lines and poles that could possibly be used for path*
- C.** *W. 15th Avenue Trail- Available right-of-way from CLECO right-of-way to LA 21*
- D.** *Tchefuncte Park- Available right-of-way to tie into future Tchefuncte Park which will be developed at the southeast corner of I-12 access road*
- E.** *Greenbriar- 50' right-of-way buffer available*



Large shoulder along LA 21 creates ideal location for bicycle & pedestrian facilities.



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VI. CONSTRAINTS

The following constraints provided limits for the project strategy and potential routes considered:

- A.** *I-12 is a major barrier*
- B.** *High traffic and high turning movements at intersection of LA 21 and I-12. Difficult to make bike and pedestrian lanes or paths safe without pedestrian signals which would impact vehicular traffic*
- C.** *I-12 approaches- turning lanes potentially cut off on-street bike routes; limited shoulder space is available, and bridge abutments are obstacles*
- D.** *Multi-lane intersections (74 total) are extremely wide to cross with no median refuges to provide safe zone and break down a wide crossing into two narrower, simpler crossings*
- E.** *Multi-lane intersections are extremely wide to cross with no crosswalks delineated to make vehicles aware of pedestrians and vice versa*
- F.** *Numerous commercial driveways (126 total) between LA22 and US190*
- G.** *No sidewalk or the available space to add sidewalk in some areas*
- H.** *Drainage ditches adjacent to roadway have steep side slopes and provide an obstacle in some sections; covering drainage ditches is generally cost prohibitive*
- I.** *Extremely high volume of average daily traffic (ADT)- approximately 11,500 vehicles per day*
- J.** *High traffic speeds- 45 mph posted speed*
- K.** *Control of Access- Federal Highway Administration (FHWA) has control of access to the interstate and its service roads by fencing the right-of-way so that the safest and highest level of service is upheld for the motorists, limiting where new bicycle or pedestrian paths can be built*



I-12 is a major barrier to add safe bicycle & pedestrian paths.

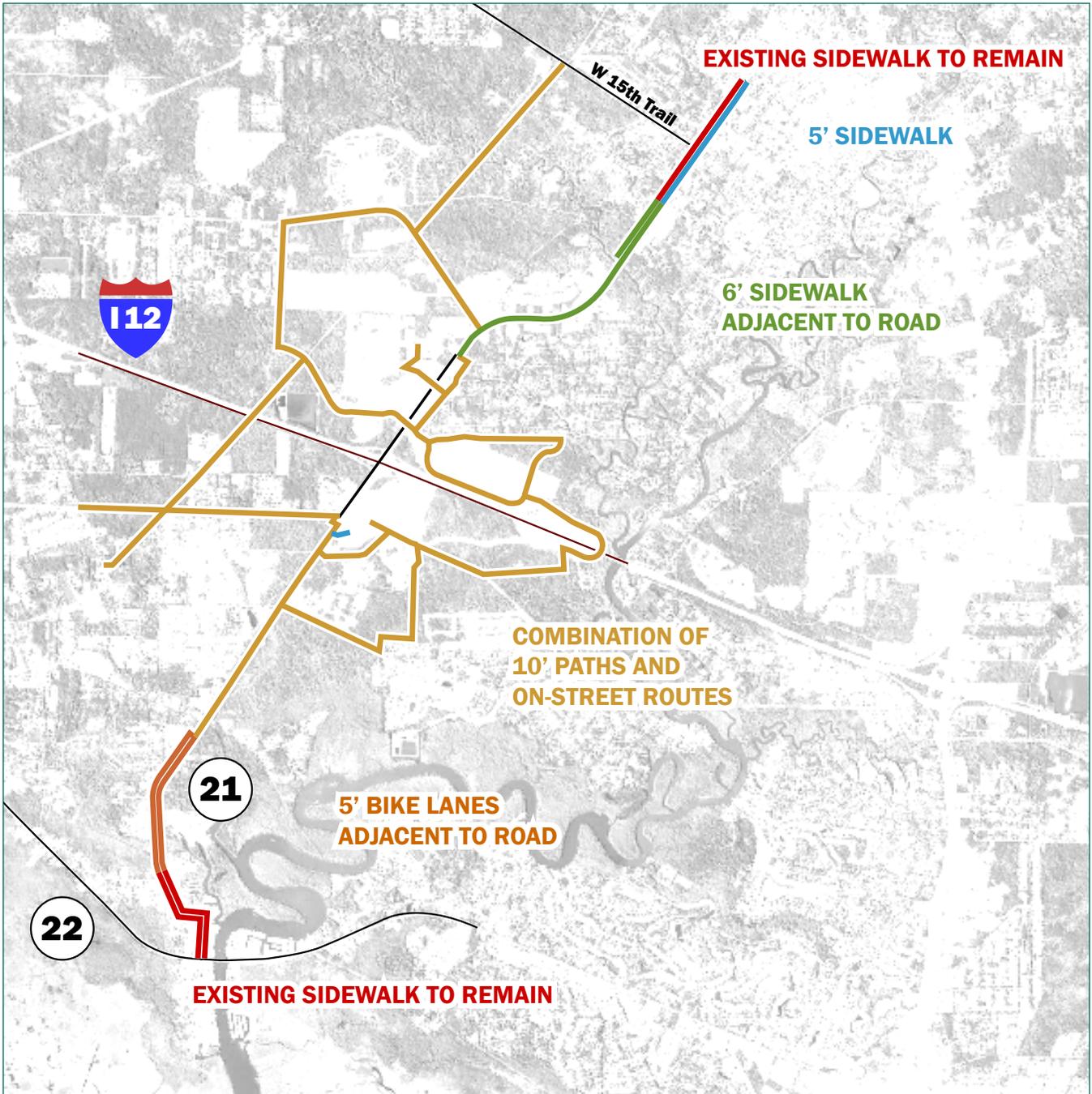


Multi-lane intersections are extremely wide to cross.

VII. STRATEGIES

In order to define the most feasible bicycle and pedestrian routes within the corridor, the following strategies were implemented:

- A. Create alternate routes for commuting and recreating cyclists in order to achieve a greater level of safety and fit different need levels*
- B. Establish network of identifiable bike paths and routes to begin to link neighborhoods to LA 21 and community nodes in strategic locations and intersections*
- C. Build sidewalks where gaps exist and right-of-way is available*
- D. Utilize available right-of-way and utility corridors*
- E. Improve intersection crossings at selected signalized intersections with countdown pedestrian signals, high visibility crosswalks, and refuge islands (selected based on proximity to commercial centers and to proposed routes)*
- F. Establish education programs for motorists and cyclists to inform them of the rights and responsibilities of the Louisiana state law*



Plan of Potential Routes

VIII. COMMUNITY NODES

The surrounding community elements were defined below in order to possibly link these nodes with the potential bicycle and pedestrian routes:

- *City of Covington*
- *Cross Fit No Surrender*
- *Our Place Too*
- *Gilboys Health Club*
- *St. Tammany Parish Hospital*
- *St. Paul Academy*
- *St. Paul Playground*
- *West Tammany YMCA*
- *Maison Du Lac Subdivision*
- *Regency Hospital of Covington*
- *Flower Estates Subdivision*
- *Greenbriar Behavioral Health Hospital*
- *Pinnacle Parkway Shopping Center*
- *River Chase Shopping Center*
- *Normandy Oaks Subdivision*
- *Madisonville Elementary 2*
- *Arbor Walk Subdivision*
- *Planet Kids Academy*
- *Tchefuncte Country Club*
- *Tchefuncte Subdivision*

- 
- *Lake Castle School*
 - *Brady Island Subdivision*
 - *Madisonville High*
 - *Madisonville Elementary*
 - *Madisonville Museum*
 - *City of Madisonville*
 - *Ochsner Hospital*
 - *Del Ray Marina*
 - *Pine Street Playground*
 - *Main Street Playground*
 - *Lake Pontchartrain Basin Museum*

IX. PRELIMINARY UNIT COSTS BY PROJECT TYPE

A unit cost for each proposed project type was developed and is shown in Appendix A.



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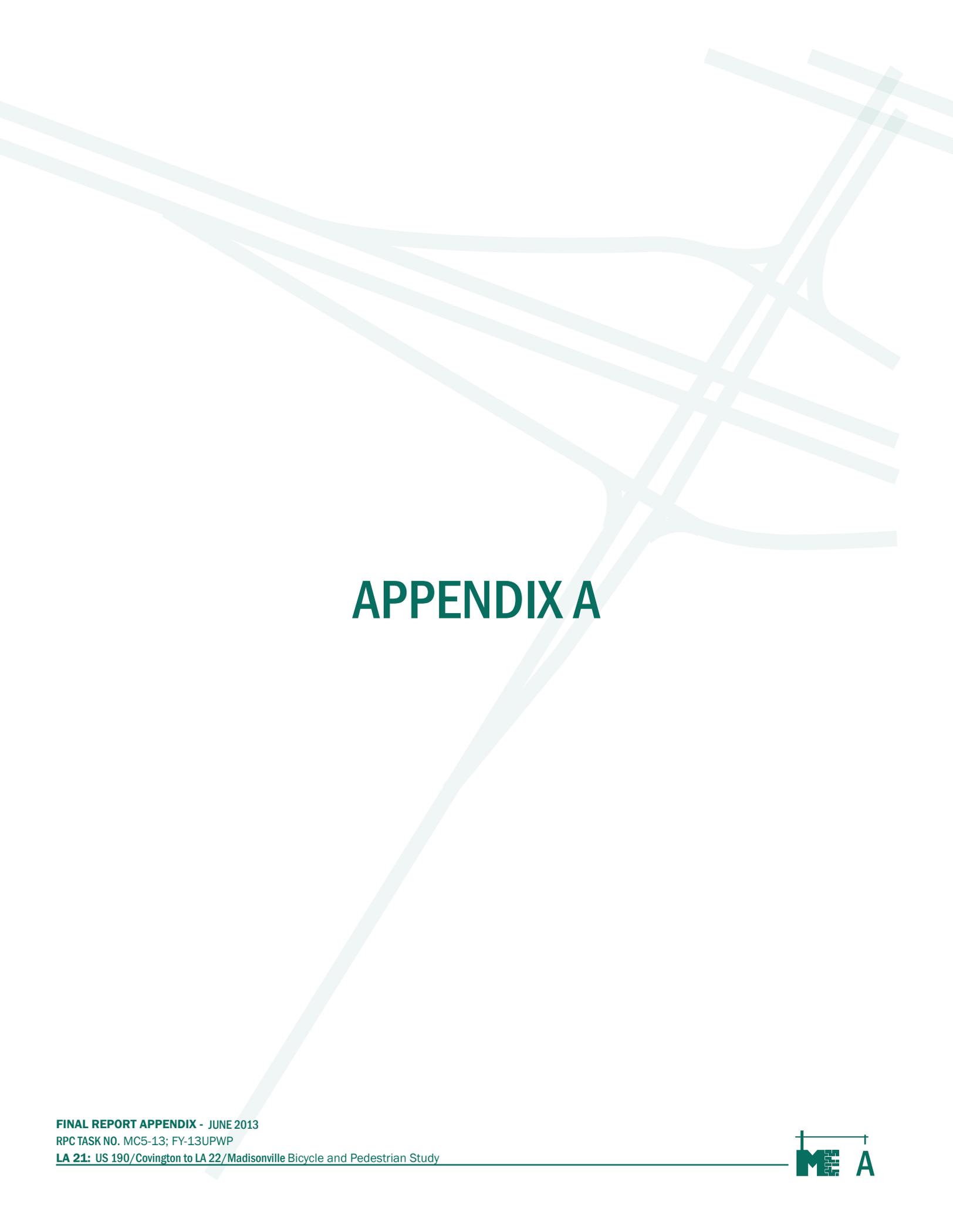
X. POTENTIAL ROUTES & COST BY SEGMENT

Bicycle and pedestrian project segments have been divided up into possible future projects.

Segments can be combined or split up according to funding, right-of-way availability or the client's desires. The proposed routes and cost estimates for these segments are shown in Appendix B. The map depicting these segments is shown in Appendix C.

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APPENDIX A

FINAL REPORT APPENDIX - JUNE 2013

RPC TASK NO. MC5-13; FY-13UPWP

LA 21: US 190/Covington to LA 22/Madisonville Bicycle and Pedestrian Study



**APPENDIX A
UNIT COST PER PROJECT TYPE
LA 21: US 190 (COVINGTON) TO LA 22 (MADISONVILLE)
BICYCLE AND PEDESTRIAN FEASIBILITY STUDY
A/E PROJECT NO. 20-1256 JUNE 18, 2013**

1. Retrofit Roadway for Shared Use Lane (Cost per Linear Foot)

	<u>AMOUNT</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>COST</u>
Shared use path symbols (\$400/EA every 500')	1	LF	\$1	\$1
Shared use signage (\$500/EA every 500')	1	LF	\$1	\$1
Traffic Controls (during construction)	1	LF	\$1	\$1
				<hr/>
Total				\$3

2. Retrofit Shoulder to Striped Bike Lane (Cost per Linear Foot)

	<u>AMOUNT</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>COST</u>
Plastic pavement striping (4" wide)	1	LF	\$2	\$2
Plastic pavement symbols	1	LF	\$1	\$1
Signage	1	LF	\$1	\$1
Hydro-seeding	1	LF	\$1	\$1
Traffic Controls (during construction)	1	LF	\$1	\$1
				<hr/>
Total				\$6

3. 10' Wide Asphalt Path with Drainage (Cost per Linear Foot)

	<u>AMOUNT</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>COST</u>
Asphalt Path (4"), 10' wide with 6" Base	1	LF	\$80	\$80
Plastic pavement striping (4" Wide Broken Line)	1	LF	\$2	\$2
Plastic pavement symbols	1	LF	\$1	\$1
Modify Drainage/Fill	1	LF	\$10	\$10
Signage	1	LF	\$1	\$1
Traffic Controls (during construction)	1	LF	\$1	\$1
				<hr/>
Total				\$95

4. 10' Wide Asphalt Path without Drainage (Cost per Linear Foot)

	<u>AMOUNT</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>COST</u>
Asphalt Path, 10' wide with Base	1	LF	\$70	\$70
Plastic pavement striping (4" wide)	1	LF	\$2	\$2
Plastic pavement symbols	1	LF	\$1	\$1
Signage	1	LF	\$1	\$1
Traffic Controls (during construction)	1	LF	\$1	\$1
				\$75
		Total		\$75

5. Bike/ Pedestrian Crossing over I-12 with Ramps (Cost per Linear Foot)

	<u>AMOUNT</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>COST</u>
Bike/Pedestrian Bridge (14' Wide)	1	LF	\$2,500	\$2,500

6. Concrete Boardwalk with Foundation (Cost per Linear Foot)

	<u>AMOUNT</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>COST</u>
10' Wide Concrete Boardwalk (PermaTrak)	1	LF	\$250	\$250
Foundation	1	LF	\$100	\$100
				\$350
		Total		\$350

7. Wooden Boardwalk with Foundation (Cost per Linear Foot)

	<u>AMOUNT</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>COST</u>
10' Wide Wooden Boardwalk	1	LF	\$150	\$150
Foundation	1	LF	\$75	\$75
				\$225
		Total		\$225

8. 6' Wide Sidewalk (Cost Per Linear Foot)

	<u>AMOUNT</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>COST</u>
Sidewalk (6' wide)	1	LF	\$55	\$55

NOTE: All costs include 20% construction contingency and 18% for engineering, surveying, and construction administration.

APPENDIX B

APPENDIX B
LA 21: US 190 (COVINGTON) TO LA 22 (MADISONVILLE)
BICYCLE AND PEDESTRIAN FEASIBILITY STUDY
PRELIMINARY STATEMENTS OF PROBABLE COST
A/E PROJECT NO. 20-1256 JUNE 18, 2013

I. LA 21: MADISONVILLE TO CHRISTWOOD BOULEVARD

A. LA 21 (MAIN STREET): LA 22 (MULBERRY STREET) TO RENE STREET

	<u>AMOUNT</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>COST</u>
Existing Sidewalk to Remain	1,200	LF	\$0	\$0
Pine Street: Shared Use Markings	1,200	LF	\$3	\$3,600
			TOTAL	\$3,600

B. LA 21 (MAIN STREET): RENE STREET TO LAKE CASTLE SCHOOL

	<u>AMOUNT</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>COST</u>
Retrofit Shoulder to Bike Lane	8,400	LF	\$6	\$50,400
			TOTAL	\$50,400

C. LA 21: LAKE CASTLE SCHOOL TO CHRISTWOOD BOULEVARD

	<u>AMOUNT</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>COST</u>
Highly Visible Crosswalk and Signal @ Lake Castle	1	LS	\$40,000	\$40,000
10' Wide Asphalt Path with Drainage	6,800	LF	\$95	\$646,000
			TOTAL	\$686,000

D. PINECREST DRIVE: LA 21 TO E. BREWSTER ROAD

	<u>AMOUNT</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>COST</u>
10' Wide Asphalt Path with Drainage	7,600	LF	\$95	\$722,000
			TOTAL	<u>\$722,000</u>

SUBTOTAL - I. LA 21: MADISONVILLE TO CHRISTWOOD BOULEVARD **\$1,462,000**

II. EAST BREWSTER ROAD/PINNACLE PARKWAY AREA

E. CHRISTWOOD BOULEVARD: LA 21 TO E. BREWSTER ROAD

	<u>AMOUNT</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>COST</u>
10' Wide Asphalt Path with Drainage	4,100	LF	\$95	\$389,500
6' Sidewalk to Mall	600	LF	\$55	\$33,000
Highly Visible Crosswalk and Signal @ Stirling Blvd.	1	LS	\$40,000	\$40,000
			TOTAL	\$462,500

F. EAST BREWSTER ROAD - STIRLING MALL TO I-12 ACCESS ROAD

	<u>AMOUNT</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>COST</u>
10' Wide Asphalt Path with Drainage	7,100	LF	\$95	\$674,500
			TOTAL	\$674,500

G. I-12 ACCESS ROAD - E. BREWSTER ROAD TO PINNACLE PARKWAY

	<u>AMOUNT</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>COST</u>
10' Wide Asphalt Path with Drainage	1,900	LF	\$95	\$180,500
10' Wide Concrete Boardwalk with Foundation (PermaTrak)	2,200	LF	\$350	\$770,000
Bridge over Tchefuncte River	400	LF	\$900	\$360,000
			TOTAL	\$1,310,500

* Wooden boardwalk costs 35% less than concrete boardwalk.

H. PINNACLE PARKWAY ALTERNATIVE: I-12 ACCESS RD. TO OCHSNER BLVD.- ROUTE ADJACENT TO FLOWER

	<u>AMOUNT</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>COST</u>
10' Wide Asphalt Path with Drainage	6,500	LF	\$95	\$617,500
			TOTAL	\$617,500

I. PINNACLE PARKWAY ALTERNATIVE: I-12 ACCESS RD. TO OCHSNER BLVD.- ROUTE ALONG

	<u>AMOUNT</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>COST</u>
10' Wide Asphalt Path with Drainage	4,100	LF	\$95	\$389,500
			TOTAL	\$389,500

J. LA 21: OCHSNER BOULEVARD TO GREENBRIAR BOULEVARD

	<u>AMOUNT</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>COST</u>
Highly Visible Crosswalk and Signal @ Ochsner	1	LS	\$40,000	\$40,000
Highly Visible Crosswalk and Signal @ Hyacinth	1	LS	\$40,000	\$40,000
10' Wide Asphalt Path with Drainage	3,000	LF	\$95	\$285,000
			TOTAL	\$365,000

K. CLECO RIGHT-OF-WAY (EAST-WEST) LA 1077 TO LA 21

	<u>AMOUNT</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>COST</u>
10' Wide Asphalt Path with Drainage	8,000	LF	\$95	\$760,000
			TOTAL	\$760,000

SUBTOTAL - II. EAST BREWSTER ROAD/PINNACLE PARKWAY AREA

\$4,579,500

III. LA 21: GREENBRIAR BOULEVARD TO HIGHWAY 190

L. LA 21: GREENBRIAR BOULEVARD TO LA 1085 (BOOTLEGGERS ROAD)

	<u>AMOUNT</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>COST</u>
6' Wide Sidewalk	1,200	LF	\$55	\$66,000
			TOTAL	\$66,000

M. LA 21: LA 1085 (BOOTLEGGERS ROAD) TO TCHEFUNCTA RIVER BRIDGE

DOTD will construct a 6' sidewalk \$0

N. LA 21: TCHEFUNCTA RIVER BRIDGE

DOTD will construct sidewalks and shoulders on bridge \$0

O. LA 21: TCHEFUNCTA RIVER BRIDGE TO W. 12th AVENUE

DOTD will construct 6' sidewalks \$0

P. LA 21- W. 12th AVENUE TO W. 21st AVENUE (HWY. 190)

	<u>AMOUNT</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>COST</u>
6' Wide Sidewalk	3,100	LF	\$55	\$170,500
			TOTAL	<u>\$170,500</u>

SUBTOTAL - III. LA 21: GREENBRIAR BOULEVARD TO HIGHWAY 190 \$236,500

IV. WEST OF LA 21: LA 1077 TO WEST 15TH AVENUE TRAIL

Q. CLECO RIGHT-OF-WAY (NORTH-SOUTH) LA 1077 TO I-12

	<u>AMOUNT</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>COST</u>
10' Wide Asphalt Path with Drainage	6,700	LF	\$95	\$636,500
TOTAL				\$636,500

R. CLECO RIGHT-OF-WAY - I-12 OVERPASS TO OCHSNER BOULEVARD (WEST SIDE OF LA 21)

	<u>AMOUNT</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>COST</u>
Bike/Pedestrian Crossing over I-12 with Ramps	900	LF	\$3,400	\$3,060,000
10' Wide Asphalt Path with Drainage	1,700	LF	\$95	\$161,500
TOTAL				\$3,221,500

S. OCHSNER BOULEVARD - LA 21 TO LA 1085

	<u>AMOUNT</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>COST</u>
10' Wide Asphalt Path with Drainage	8,800	LF	\$95	\$836,000
TOTAL				\$836,000

T. LA 1085 - OCHSNER BOULEVARD TO LA 21

	<u>AMOUNT</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>COST</u>
10' Wide Asphalt Path with Drainage	8,000	LF	\$95	\$760,000
Highly Visible Crosswalk and Signal @ LA 21	1	LS	\$40,000	\$40,000
Widen LA 21 (Create Pedestrian Island)	1	LS	\$90,000	\$90,000
TOTAL				\$890,000

U. HYACINTH DRIVE - LA 21 TO NORMANDY OAKS

	<u>AMOUNT</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>COST</u>
10' Wide Asphalt Path with Drainage	1,700	LF	\$95	\$161,500
Bridge	130	LF	\$800	\$104,000
TOTAL				\$265,500

V. CLECO RIGHT-OF-WAY - LA 1085 TO W. 15TH. AVENUE TRAIL

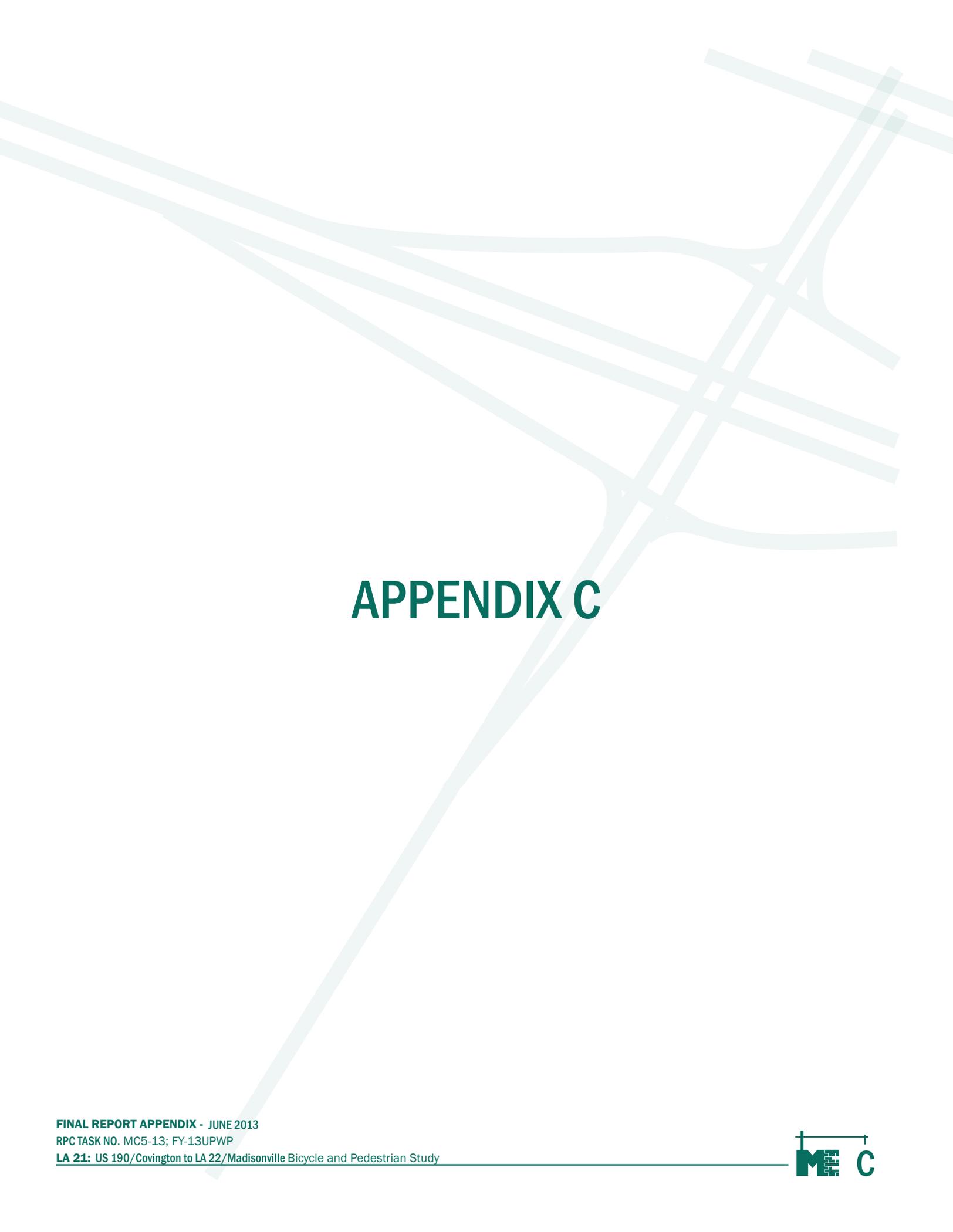
	<u>AMOUNT</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>COST</u>
10' Wide Asphalt Path with Drainage	6,900	LF	\$95	\$655,500
Bridge	600	LF	\$800	\$480,000
TOTAL				<u>\$1,135,500</u>

SUBTOTAL - IV. WEST OF LA 21: LA 1077 TO WEST 15TH AVENUE TRAIL **\$6,985,000**

SUBTOTAL - I. LA 21: MADISONVILLE TO CHRISTWOOD BOULEVARD	\$1,462,000
SUBTOTAL - II. EAST BREWSTER ROAD/PINNACLE PARKWAY AREA	\$4,579,500
SUBTOTAL - III. LA 21: GREENBRIAR BOULEVARD TO HIGHWAY 190	\$236,500
SUBTOTAL - IV. WEST OF LA 21: LA 1077 TO WEST 15TH AVENUE TRAIL	<u>\$6,985,000</u>

TOTAL ALL SEGMENTS **\$13,263,000**

NOTE: ALL COSTS SHOULD BE CONFIRMED PRIOR TO INITIATING A PROJECT.



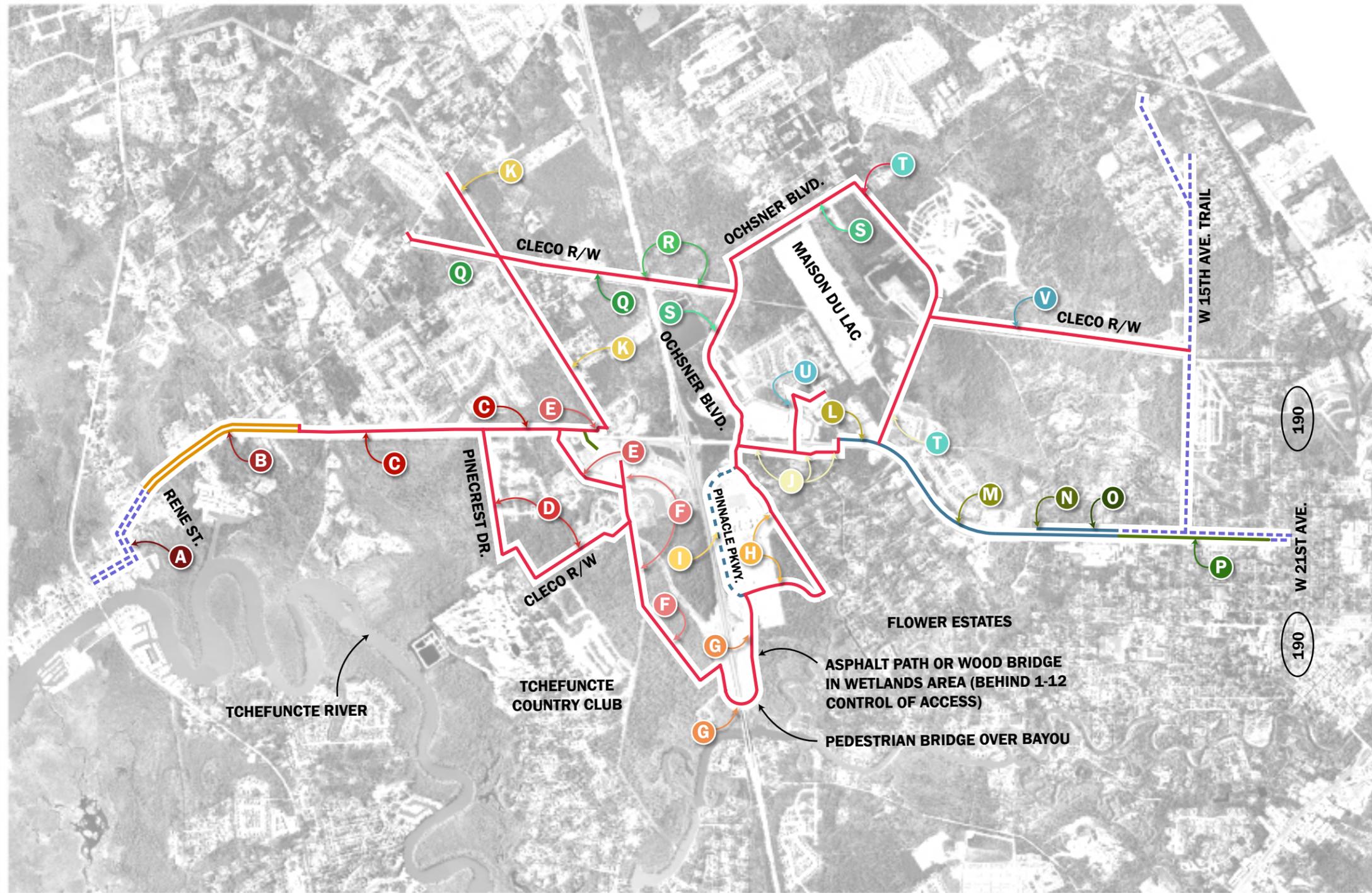
APPENDIX C

FINAL REPORT APPENDIX - JUNE 2013

RPC TASK NO. MC5-13; FY-13UPWP

LA 21: US 190/Covington to LA 22/Madisonville Bicycle and Pedestrian Study





- A** LA 21 (MAIN STREET): LA 22 MULBERRY TO RENE STREET
- B** LA 21 (MAIN STREET): RENE STREET TO LAKE CASTLE SCHOOL
- C** LA 21: LAKE CASTLE SCHOOL TO CHRISTWOOD BOULEVARD
- D** PINECREST DRIVE: LA 21 TO E. BREWSTER ROAD
- E** CHRISTWOOD BOULEVARD: LA 21 TO E. BREWSTER ROAD
- F** E. BREWSTER ROAD - STIRLING MALL TO I-12 PINNACLE PARKWAY
- G** I-12 ACCESS ROAD - E. BREWSTER ROAD TO PINNACLE PARKWAY
- H** PINNACLE PARKWAY ALTERNATIVE: 1-12 ACCESS RD. TO OCHSNR BLVD. - ROUTE ADJACENT TO FLOWER ESTATES
- I** PINNACLE PARKWAY ALTERNATIVE: 1-12 ACCESS RD. TO OCHSNR BLVD. - ROUTE ALONG PINNACLE PARKWAY
- J** LA 21: OCHSNR BOULEVARD TO GREENBRIAR BOULEVARD
- K** CLECO RIGHT-OF-WAY (EAST-WEST) LA 1077 TO LA 21
- L** LA 21: GREENBRIAR BOULEVARD TO LA 1085 (BOOTLEGGERS ROAD)
- M** LA 21: LA 1085 (BOOTLEGGERS ROAD) TO TCHEFUNCTE RIVER BRIDGE
- N** LA 21: TCHEFUNCTE RIVER BRIDGE
- O** LA 21: TCHEFUNCTE RIVER BRIDGE TO W. 12TH AVENUE
- P** LA 21 - W. 12TH AVENUE TO W. 21ST AVENUE (HWY. 90)
- Q** CLECO RIGHT-OF-WAY (NORTH-SOUTH) LA 1077 TO LA 21
- R** CLECO RIGHT-OF-WAY - 1-12 OVERPASS TO OCHSNR BOULEVARD (WEST SIDE OF LA 21)
- S** OCHSNR BOULEVARD - LA 21 TO LA 1085
- T** LA 1085 - OCHSNR BOULEVARD TO LA 21
- U** HYACINTH DRIVE - LA 21 TO NORMANDY OAKS
- V** CLECO RIGHT-OF-WAY - LA 1085 TO W. 15TH AVENUE TRAIL

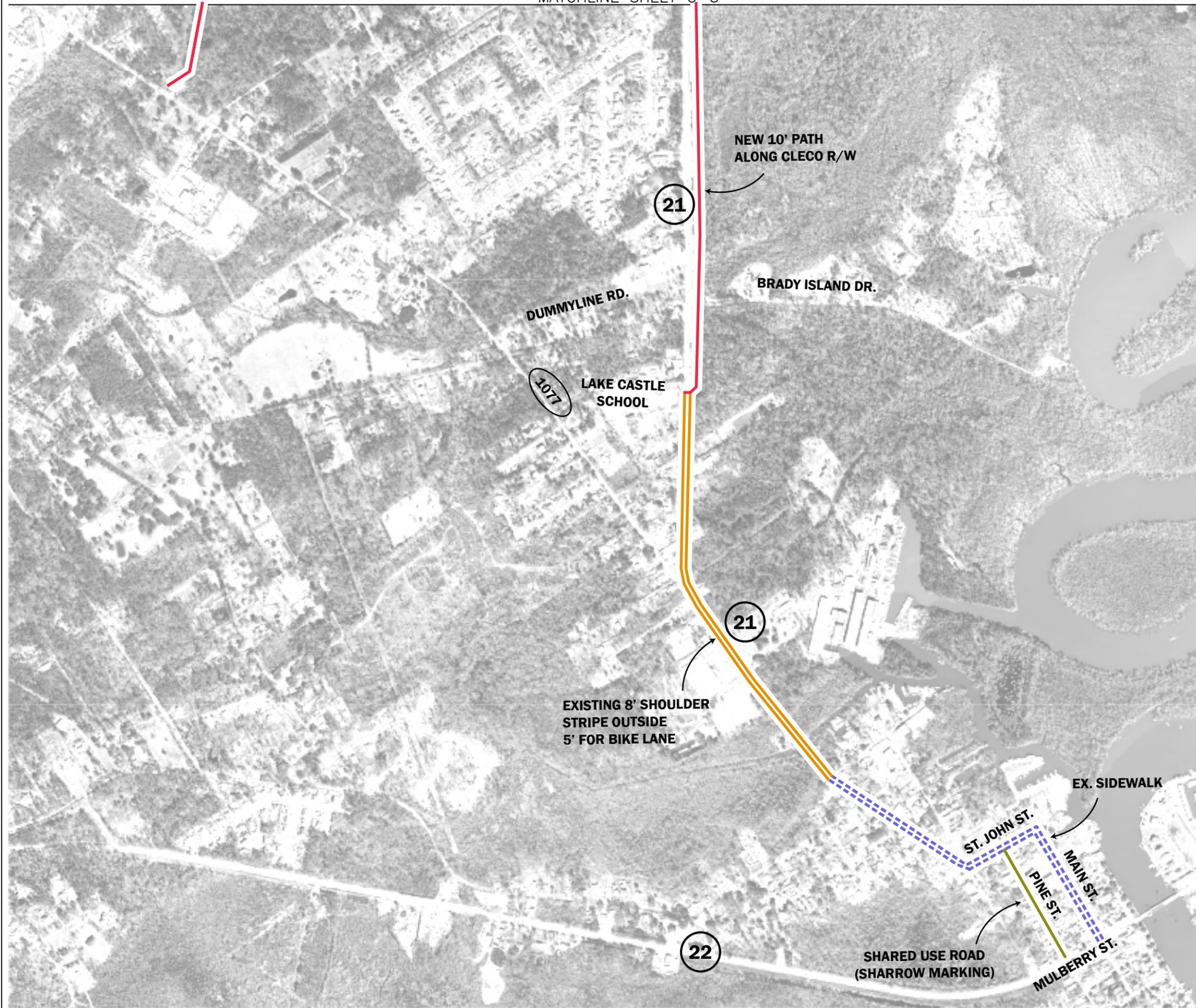
- LEGEND**
- 10' ASPHALT PATH
 - - - OPTIONAL ROUTES FOR 10' ASPHALT PATH
 - 5' BIKE LANES (ADJACENT TO SHOULDER, ONE WAY) EACH SIDE
 - - - EX. SIDEWALK TO REMAIN
 - 6' SIDEWALK
 - 6' CONCRETE SIDEWALK ADJACENT TO ROAD (BY DOTD)



project no.	20-1256
drawn	EMC
checked	DHR
date	08-18-2013
revised	

MEYER ENGINEERS, LTD.
ENGINEER & ARCHITECT

OVERALL AERIAL MAP
LA 21 BIKE & PEDESTRIAN FEASIBILITY STUDY
US 190/COVINGTON TO LA 22/MADISONVILLE

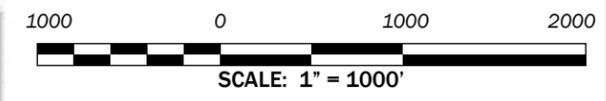


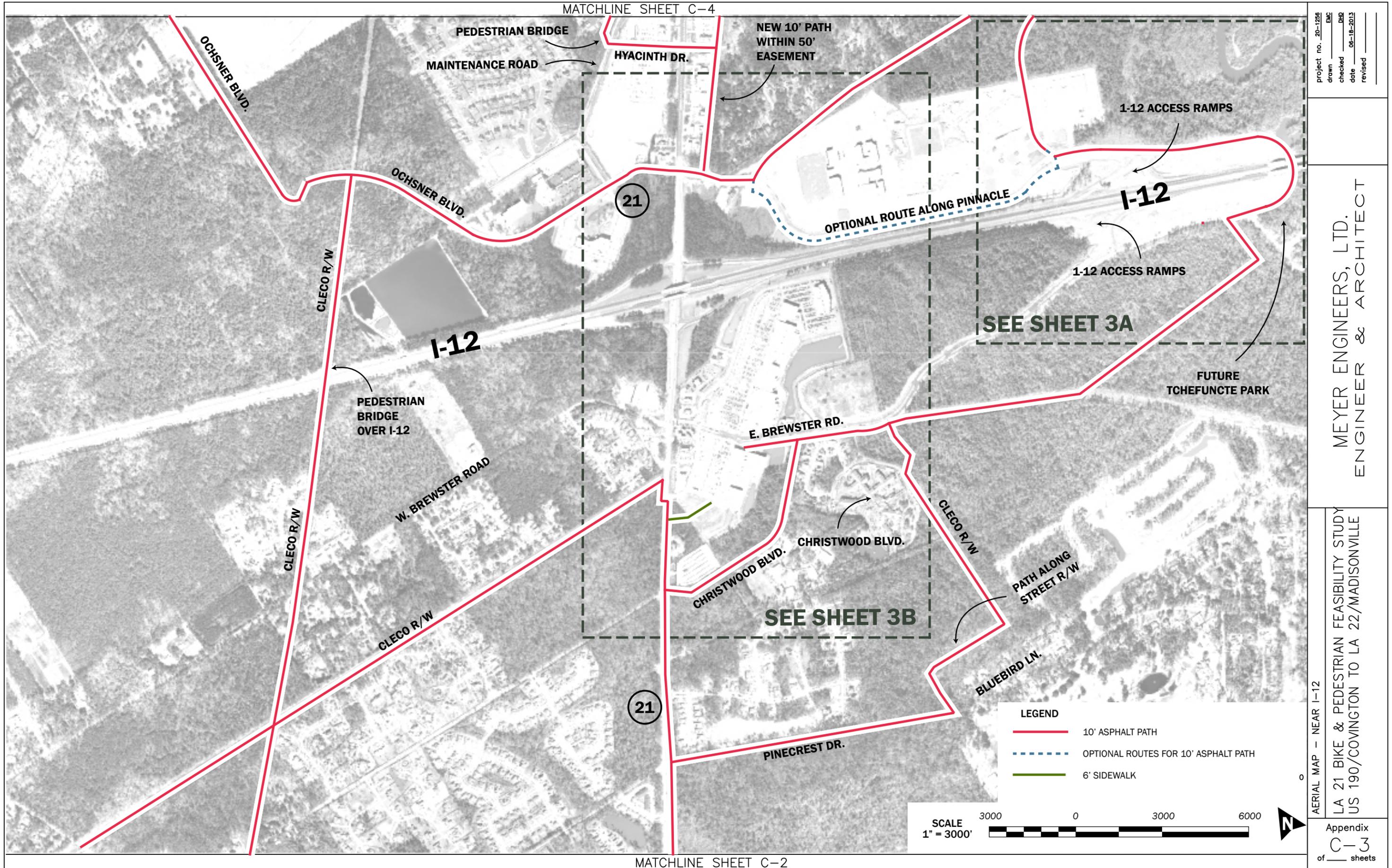
- LEGEND**
- 10' ASPHALT PATH
 - SHARED USE ROAD
 - 5' BIKE LANES (ADJACENT TO SHOULDER, ONE WAY) EACH SIDE
 - EX. SIDEWALK TO REMAIN

Project no.	20-1256
drawn	EMC
checked	DHR
date	08-18-2013
revised	

MEYER ENGINEERS, LTD.
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AERIAL MAP - NEAR HIGHWAY 22
LA 21 BIKE & PEDESTRIAN FEASIBILITY STUDY
US 190/COVINGTON TO LA 22/MADISONVILLE





MATCHLINE SHEET C-4

MATCHLINE SHEET C-2

project no.	20-1256
drawn	EMC
checked	DHR
date	08-18-2013
revised	

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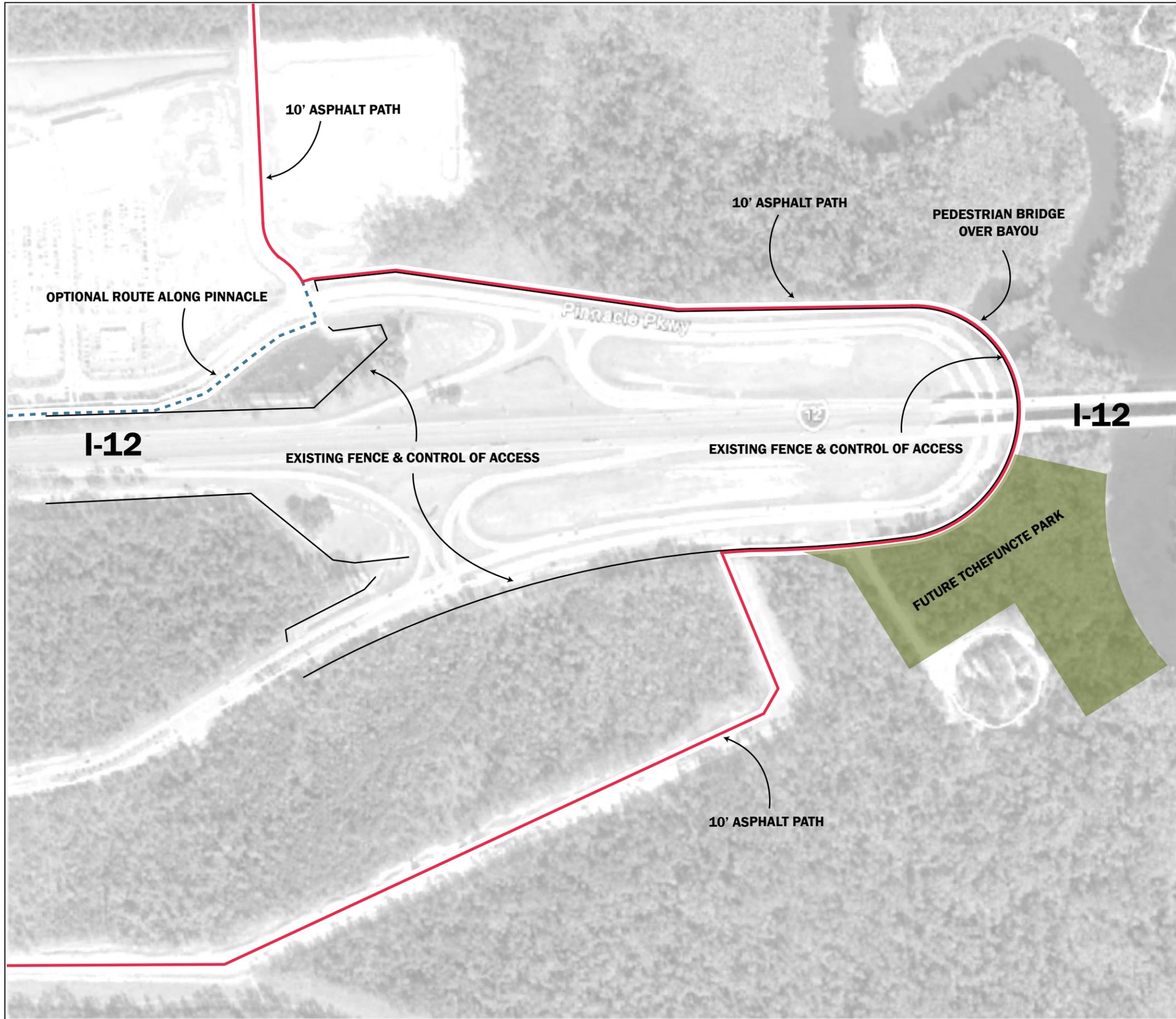
AERIAL MAP - NEAR I-12
LA 21 BIKE & PEDESTRIAN FEASIBILITY STUDY
US 190/COVINGTON TO LA 22/MADISONVILLE

Appendix
C-3
of 1 sheets

LEGEND

	10' ASPHALT PATH
	OPTIONAL ROUTES FOR 10' ASPHALT PATH
	6' SIDEWALK





LEGEND

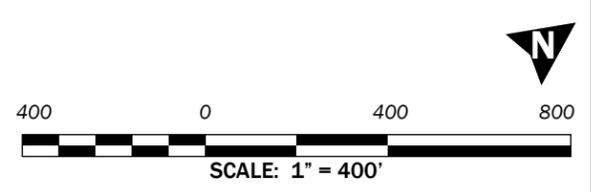
	10' ASPHALT PATH
	OPTIONAL ROUTES FOR 10' ASPHALT PATH
	FENCES ????
	FUTURE TCHEFUNCTE PARK

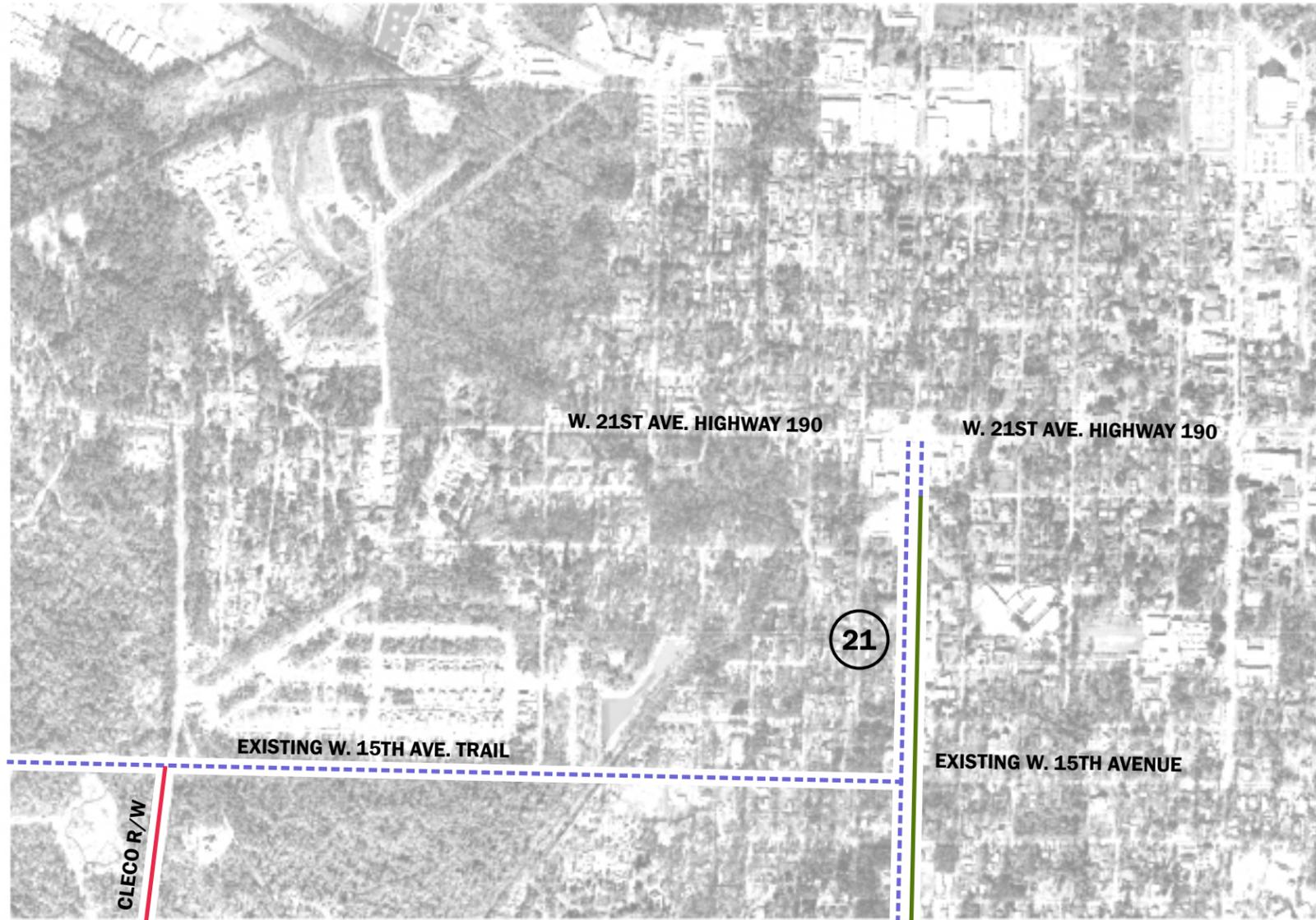
Project no.	20-1256
drawn	EMC
checked	DHR
date	08-18-2013
revised	

MEYER ENGINEERS, LTD.
ENGINEER & ARCHITECT

AERIAL MAP - OPTIONS NEAR PINNACLE PKWY.
LA 21 BIKE & PEDESTRIAN FEASIBILITY STUDY
US 190/COVINGTON TO LA 22/MADISONVILLE

Appendix
C-3A
of sheets

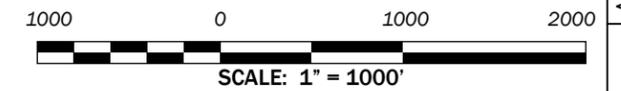




MATCHLINE SHEET C-4

LEGEND

- 10' ASPHALT PATH
- - - EX. SIDEWALK TO REMAIN
- 6' SIDEWALK



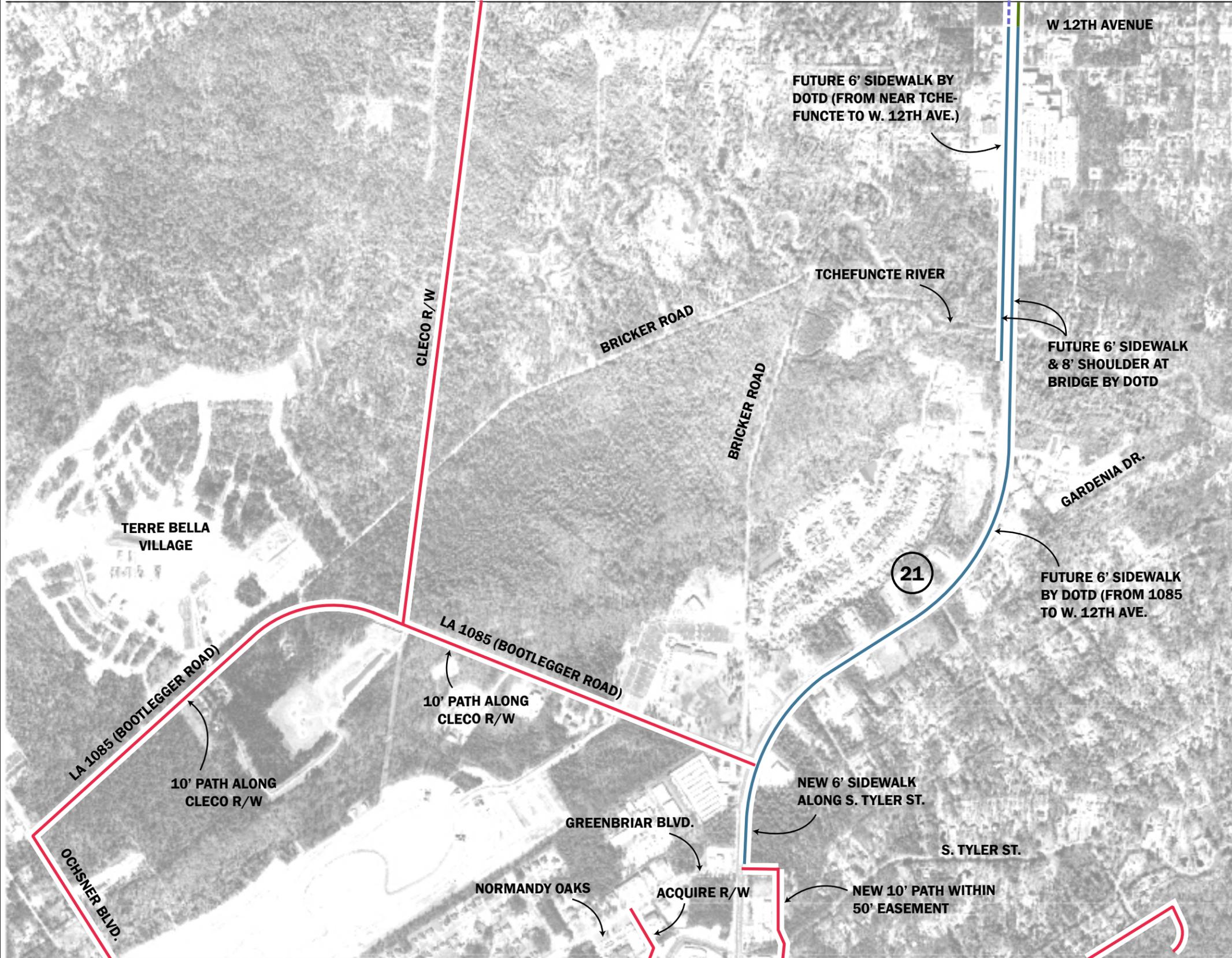
Project no.	20-1256
drawn	EMC
checked	DHR
date	08-18-2013
revised	

MEYER ENGINEERS, LTD.
ENGINEER & ARCHITECT

AERIAL MAP - NEAR HIGHWAY 190
 LA 21 BIKE & PEDESTRIAN FEASIBILITY STUDY
 US 190/COVINGTON TO LA 22/MADISONVILLE

Appendix
C-5
of 5 sheets

MATCHLINE SHEET C-5



LEGEND

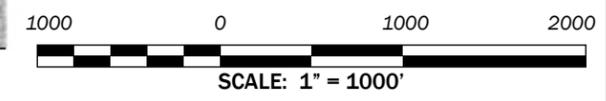
	10' ASPHALT PATH
	EX. SIDEWALK TO REMAIN
	6' SIDEWALK
	6' CONCRETE SIDEWALK ADJACENT TO ROAD (BY DOTD)

Project no.	20-1256
drawn	EMC
checked	DHR
date	08-18-2013
revised	

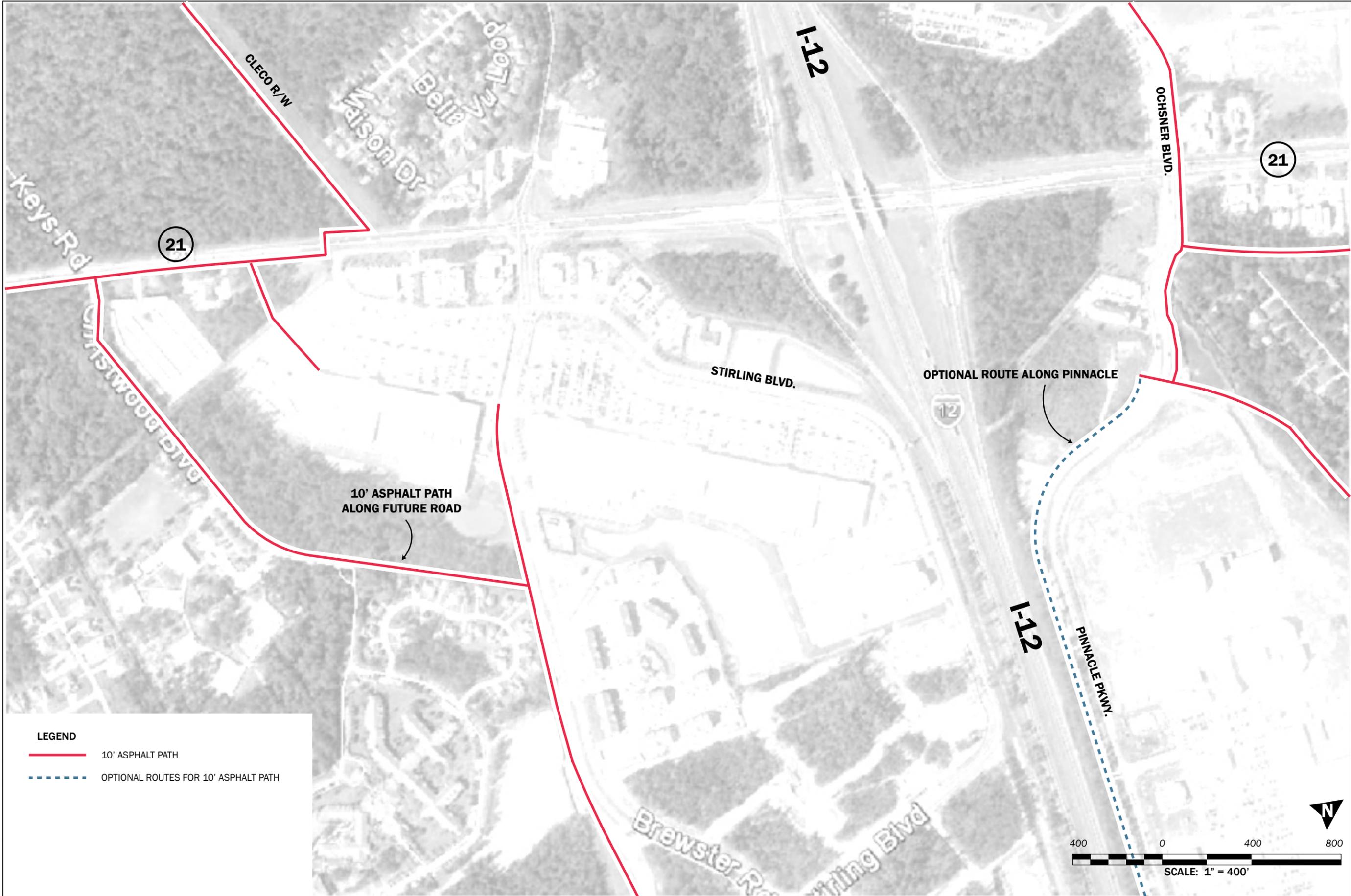
MEYER ENGINEERS, LTD.
ENGINEER & ARCHITECT

AERIAL MAP - NEAR LA 1085
LA 21 BIKE & PEDESTRIAN FEASIBILITY STUDY
US 190/COVINGTON TO LA 22/MADISONVILLE

MATCHLINE SHEET C-3



Appendix
C-4
of 1 sheets



project no.	20-1256
drawn	EMC
checked	DHR
date	08-18-2013
revised	

MEYER ENGINEERS, LTD.
ENGINEER & ARCHITECT

AERIAL MAP - OPTIONS NEAR BREWSTER ROAD
LA 21 BIKE & PEDESTRIAN FEASIBILITY STUDY
US 190/COVINGTON TO LA 22/MADISONVILLE

Appendix
C-3B
of 1 sheets

APPENDIX D



Project: LA Highway 21: US 190 to LA 22 Bicycle And Pedestrian Feasibility Study

Project Number: MEL: 20-1256, DBA: 12-21

Place: St. Tammany Council Chambers, 21490 Koop Dr. Mandeville, LA 70471 @ 2:00 PM

Date: April 23rd, 2013

Subject: Technical Meeting

ATTENDEES:

- David Dupre - **Meyer Engineers**
- Ann Theriot - **Meyer Engineers**
- Chris Africh - **Dana Brown & Associates**
- Dana Brown - **Dana Brown & Associates**
- David Pittman - **St. Tammany Parish Rec. Dist 14**
- Karen Parsons - **Regional Planning Commission**
- Jesse McClendon - **LA DOTD**
- Sarah Ballmer - **LA DOTD HQ**
- Cristine Gowland - **LA DOTD - Dist 62**
- Rebecca Lala - **St. Tammany Parish**
- Charles McHiggins - **CMHC**
- Jeff Rosel - **Regional Planning Commission**
- John Burckell - **Flower Estates**
- Bill Oiler - **St. Tammany Parish**
- Ken Marshall - **Colonial Properties**
- Bruce Wainer - **Wainer Companies, Tammany Trace Foundation**
- Josh Wainer - **Wainer Companies**
- Nahtetah Bagby - **City of Covington**
- Ashley Gonzales - **St. Tammany Parish Council Office**
- Eddie Williams - **St. Tammany Parish**
- Erin Stair - **St. Tammany Parish**

MEETING NOTES

- On April 23rd, 2013 Meyer Engineers and Dana Brown & Associates along with Karen Parsons from the Regional Planning Commission presented the attached Powerpoint Presentation to important stakeholders and government officials in order to gain insight and comments before proceeding to present ideas to the public.

DISCUSSION

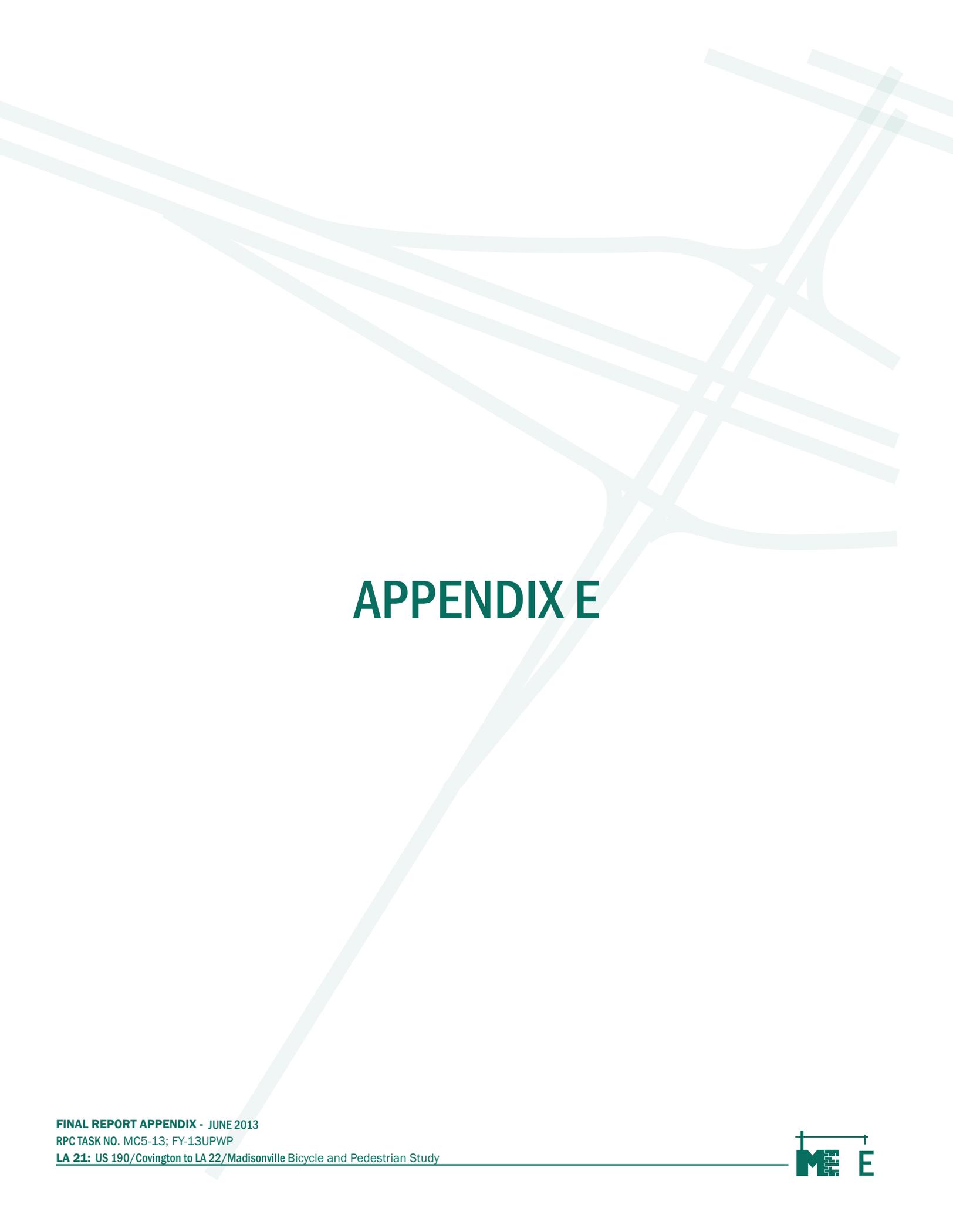
- The presentation provided three alternatives for pedestrian and cyclists to cross Interstate 12. There are Alternatives “A”, “B”, and “C”.
- Alternative “A” featured the construction of a pedestrian overpass west of LA 21 that would connect the existing CLECO ROW available on both the north and south sides of Interstate 12 to create a natural, scenic bike route.
 - Alternative “A” was well received by all parties, but was not the overall favorite due to several factors. The main reason is that the majority of the existing commercial and residential growth is occurring on the east side of LA 21, but future development patterns suggest is a possibility in the future.
 - Alternative “A” is a good option, but it would be costly to implement.
- Alternative “B” provided a pedestrian and cyclist path directly along LA 21 that would pass underneath Interstate 12. Suggestions included pedestrian push button crossing signals at the interstate on ramps and the relocation of the existing guide rail.
 - Alternative “B” was not well received by the majority of attendees, and DOTD especially did not like the idea of push button signals near the Interstate on ramps as vehicular traffic flow would be compromised.
- The third Alternative, “C” provided a route along the east side of LA 21 along The Brewster/ Pinnacle Parkway loop that passes underneath Interstate 12. This loop passes right along side the Tchefuncte River as well as the future site for the Tchefuncte River Park which is planned to be a bike and pedestrian park.
 - Alternative “C” route was the most well received and clearly the favorite as it was very safe and took advantage of the natural assets of the area.
 - Nobody had attended from FHWA, but attendees were skeptical about changing the Control of Access for Alternative “C”. However, the attendees preferred the trail to be as close to the Tchefuncte River as possible and in doing so would also clear the trail of the Control of Access.
- The installation of push button cross signals worried members of DOTD as traffic congestion is concern and plenty of funds have been spent on decongesting LA 21 and increasing vehicular flow.
- There is access available through an existing CLECO ROW to the future Tchefuncte Park.
- There exists a 32 acre conservation easement just south of the area.
- The developers that attended made clear that they want to be a part of this trail system and they

want their properties to take advantage of it.

- The Brewster Intersection had several alternatives shown.
 - Alternatives consisted of Sharrows to be included in the parking lot circulation, push button stops and a new path along the gas station, or a new pathways along the back side of the businesses fronting LA 21.
 - The attendees were not impressed with any of these alternatives.
 - Upon further discussion of the area, a conclusion was reached that was well received. The Path along Christwood would provided a safe pathway to the River Chase commercial area, the Christwood Episcopal School, the Christwood Retirement Community, and would be easiest to connect to the favored Interstate 12 crossing shown earlier in the presentation.
- Normandy Oaks is also interested in connecting to the trail system.
- The “dogleg” trail at Hyacinth was well received and a connection along Hyacinth was recommended by the attendees as a traffic light already exists there at LA 21.
- Stirling is building an office park on the south side of Interstate 12 between the interstate and Brewster Road and would like to connect. He will send the plans to Dana Brown & Associates.
- Ken Marshall would like the path on Colonial Property Trust.
- Development off of Ochsner Blvd. is important to think about for future development.

Action Items

- Redesign The Bike and Pedestrian Plan for the Interstate Crossing “C” - Meyer Engineers
- Locate the 32 acre conservation easement near the Future Tchefuncte Park - Meyer Engineers
- Locate and map the CLECO ROW near the Future Tchefuncte Park - Meyer Engineers
- Redesign the route to take advantage of Christwood Blvd. - Meyer Engineers
- Redesign the trail to cross at the Hyacinth/LA 21 Intersection. - Meyer Engineers



APPENDIX E

FINAL REPORT APPENDIX - JUNE 2013

RPC TASK NO. MC5-13; FY-13UPWP

LA 21: US 190/Covington to LA 22/Madisonville Bicycle and Pedestrian Study



LA HIGHWAY 21: US 190/COVINGTON TO LA 22 MADISONVILLE

Bicycle and Pedestrian Improvements

Prepared for:

***The Regional Planning Commission for Jefferson, Orleans,
Plaquemines, St. Bernard, and St. Tammany Parishes***

On Behalf of: St. Tammany Parish

June 13, 2013



PROJECT GOALS

- ***Improve bicycle and pedestrian mobility and safety within growth area along LA 21 corridor between US 190 and LA 22***
- ***Connect neighborhoods to major nodes***
- ***Create cyclist commuting routes for work and shopping***
- ***Connect to existing recreational facilities***
- ***Achieve highest level of safety possible along each segment and at crossings***
- ***Respect and work with current LA 21 Highway plans underway***
- ***Integrate planning with municipal non-motorized networks and plans***
- ***Plan for secure bicycle parking at destinations***

EXISTING CONDITIONS

- ***Large scale residential development along LA 21***
- ***Retail & commercial development along LA 21***
- ***Increased traffic***
- ***LA 21 Widening Bootlegger Rd. to 11th Ave.***
- ***LA 21 Improvements - Ochsner Blvd. to Bootlegger Rd.***
- ***Lacking linkages for non vehicular transportation***
- ***Desire for improved non motorized circulation***

PAST PLANS & POLICIES

- ***“St. Tammany New Directions 2025”***
- ***“Covington Master Plan”***
- ***Louisiana Statewide Bicycle and Pedestrian Master Plan 2009***
- ***“Metropolitan Transportation Plan: St. Tammany Urbanized Areas 2011-2040***
- ***City of Mandeville Transportation Plan Refinement - Bicycle and Pedestrian 2013***
- ***Covington Stage Zero Feasibility Study-Bicycle and Pedestrian Element 2013***

PROJECT HISTORY

- ***St. Tammany initiated a feasibility study through RPC***
- ***Meyer Engineers, Ltd. & Dana Brown & Associates, Inc. were selected***
- ***Kickoff meeting October 2012***
- ***Field work & data collection***
- ***Technical Memorandum February 2013***
- ***Developed Plan/Routes March/April 2013***
- ***Technical Advisory meeting April 2013***

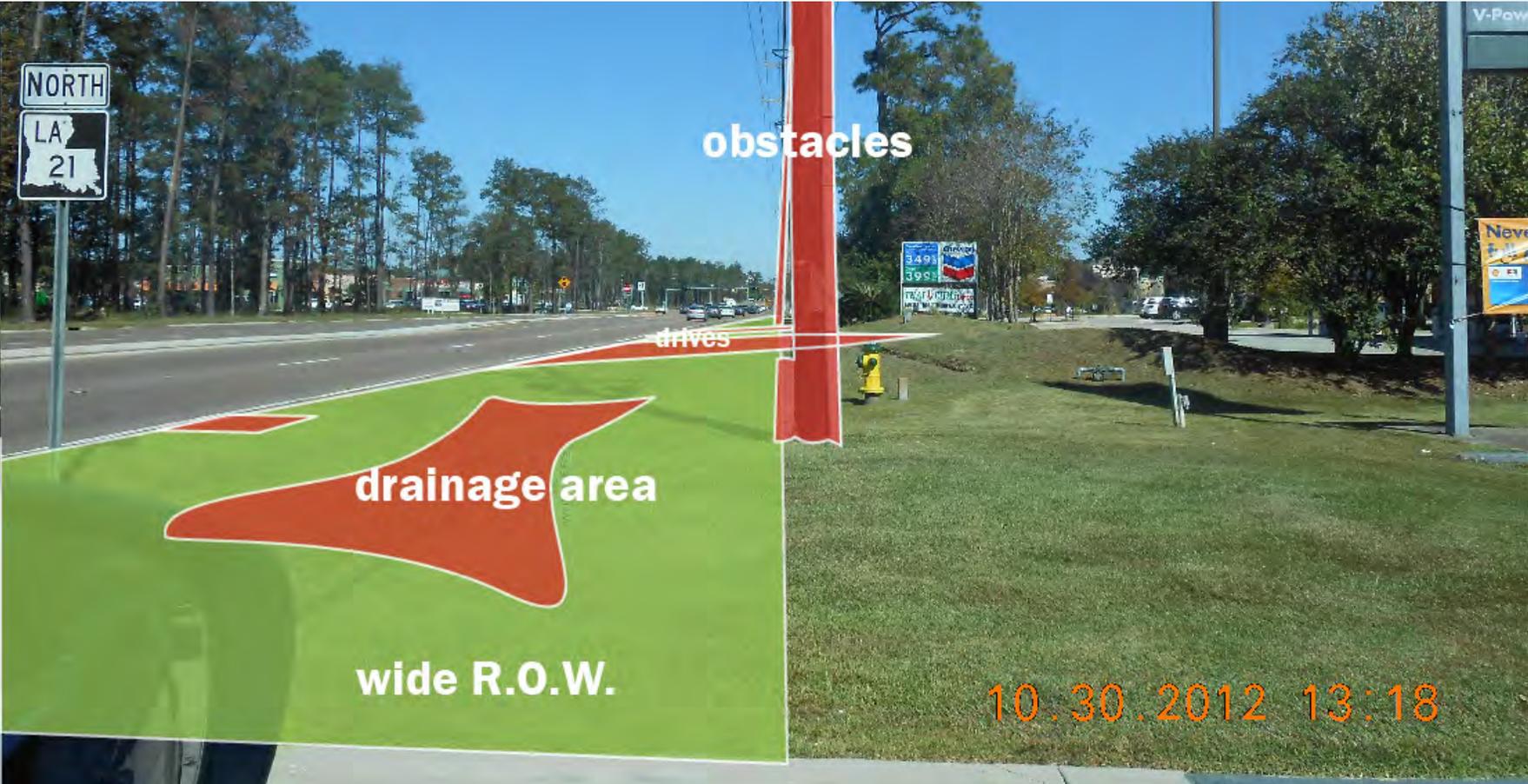
PRESENTATION OVERVIEW

- ***General Opportunities***
- ***Specific Opportunities***
- ***Constraints***
- ***Strategies***
- ***Potential Routes***
- ***Special Attention Intersections***
- ***Cost Estimates***
- ***Discussion***

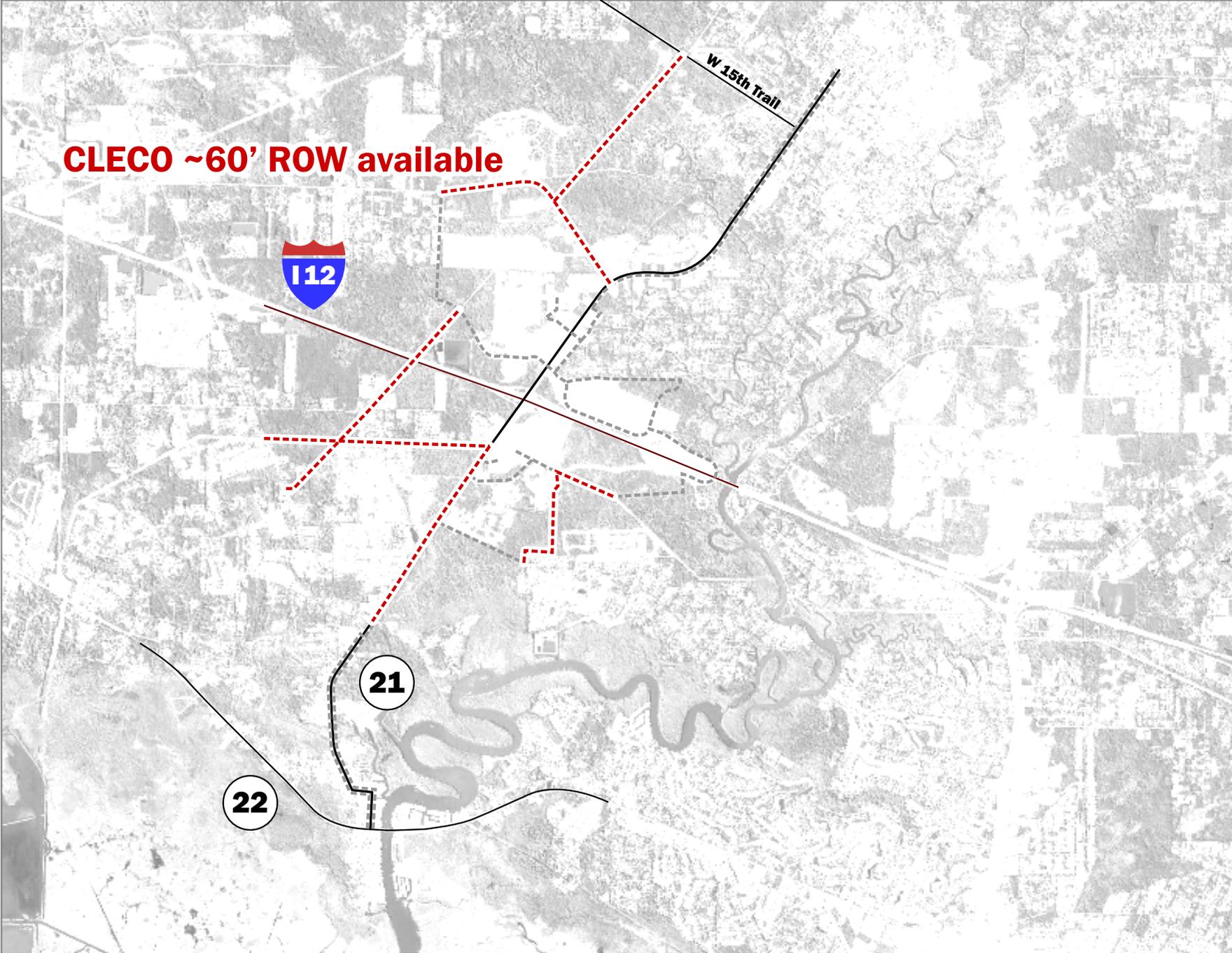
GENERAL OPPORTUNITIES - *LARGE ROW*
- *INCONSISTENTLY AVAILABLE*



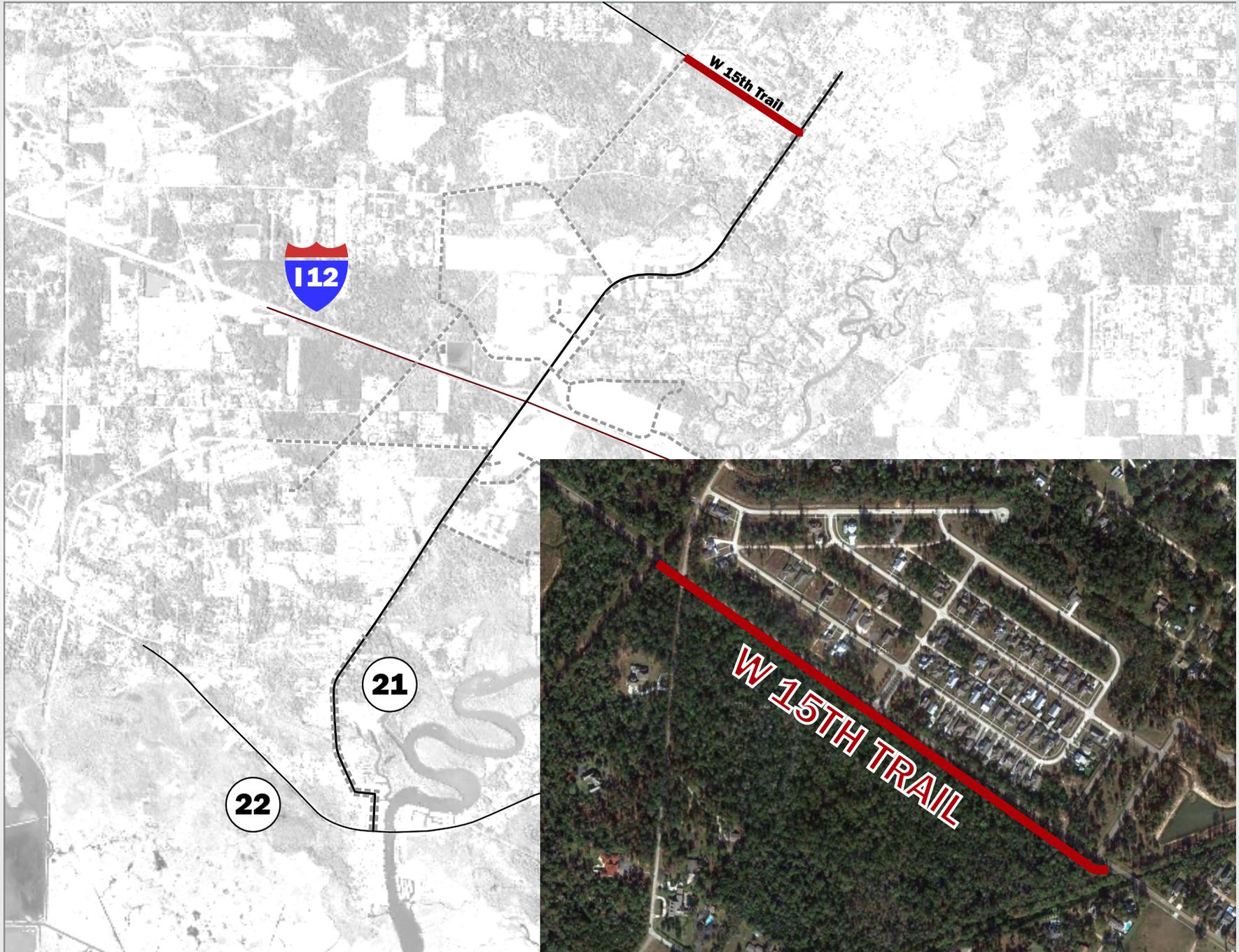
GENERAL OPPORTUNITIES - LARGE ROW



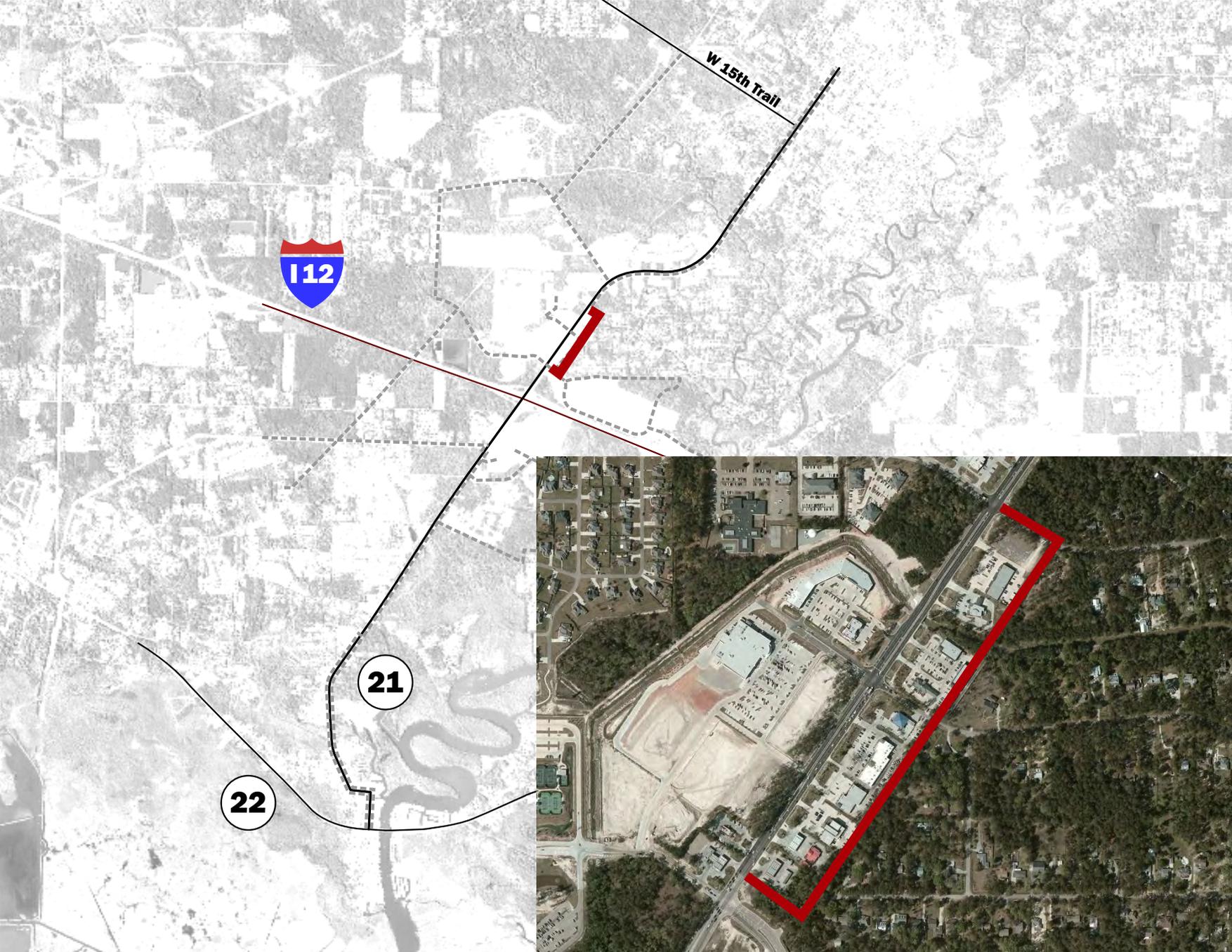
SPECIFIC OPPORTUNITIES - CLECO ROW



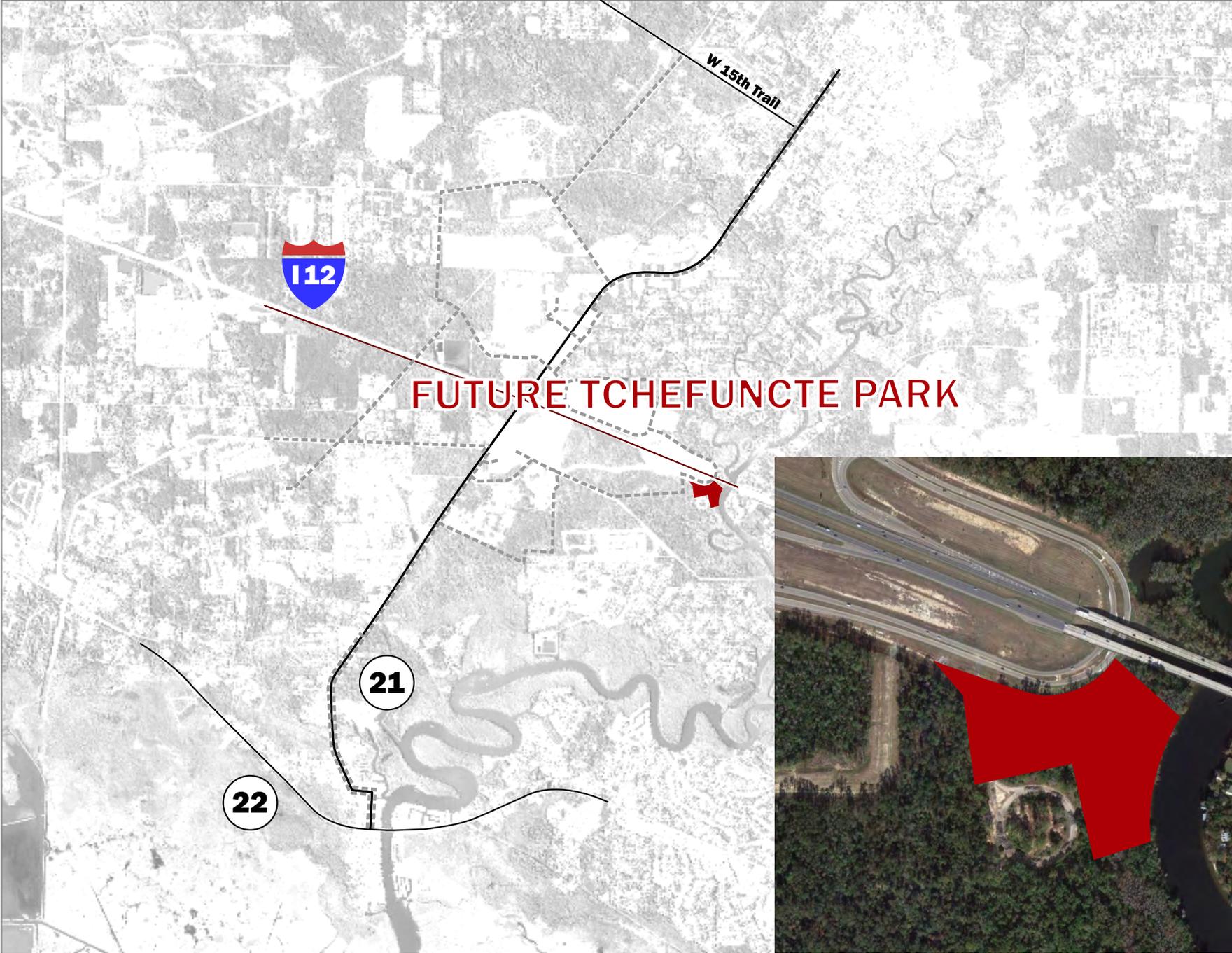
SPECIFIC OPPORTUNITIES - EXISTING TRAIL ALONG W 15TH AVE.



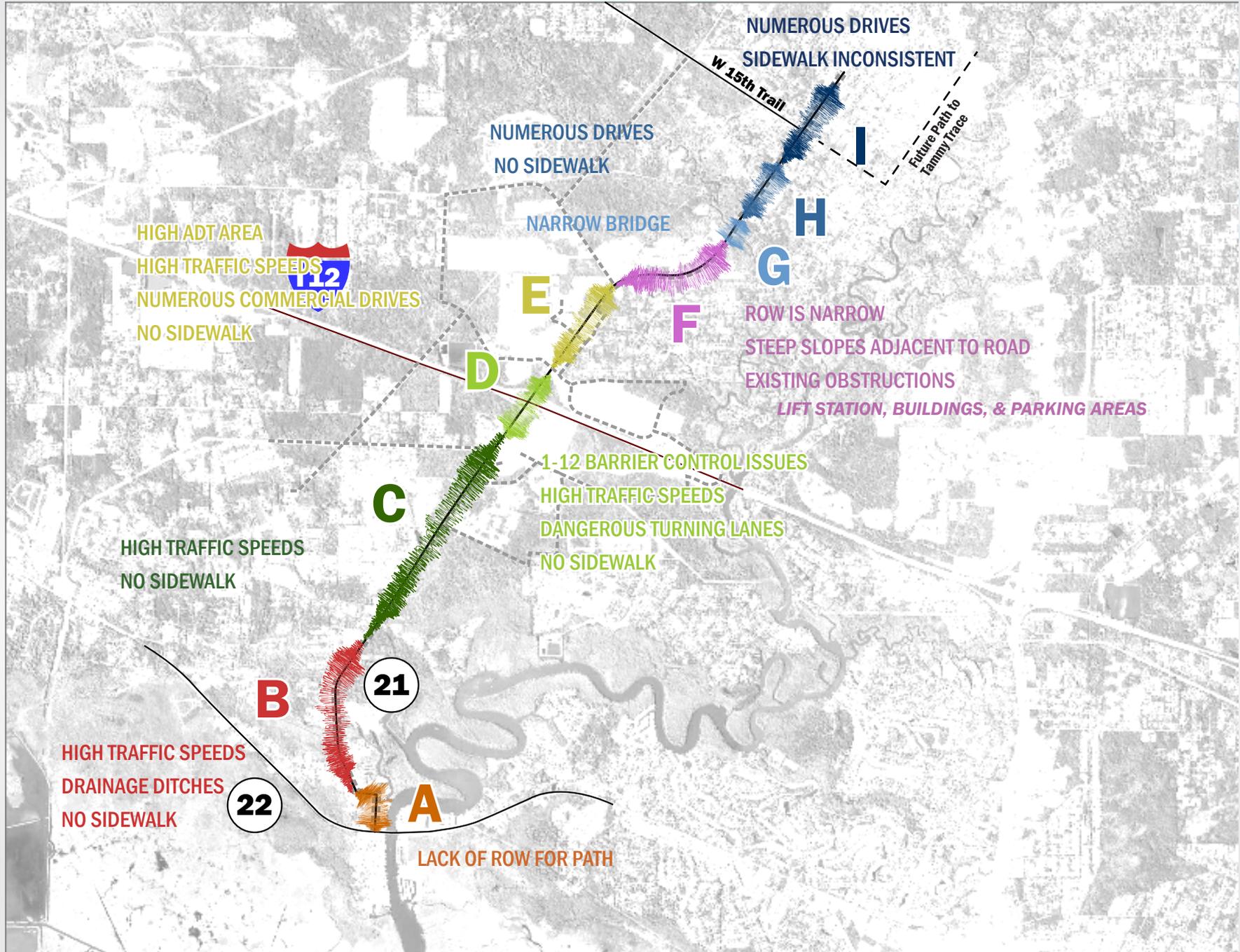
SPECIFIC OPPORTUNITIES - REAR COMMERCIAL LOTS



SPECIFIC OPPORTUNITIES - TCHEFUNCTE RIVER



CONSTRAINTS - LA HWY 21



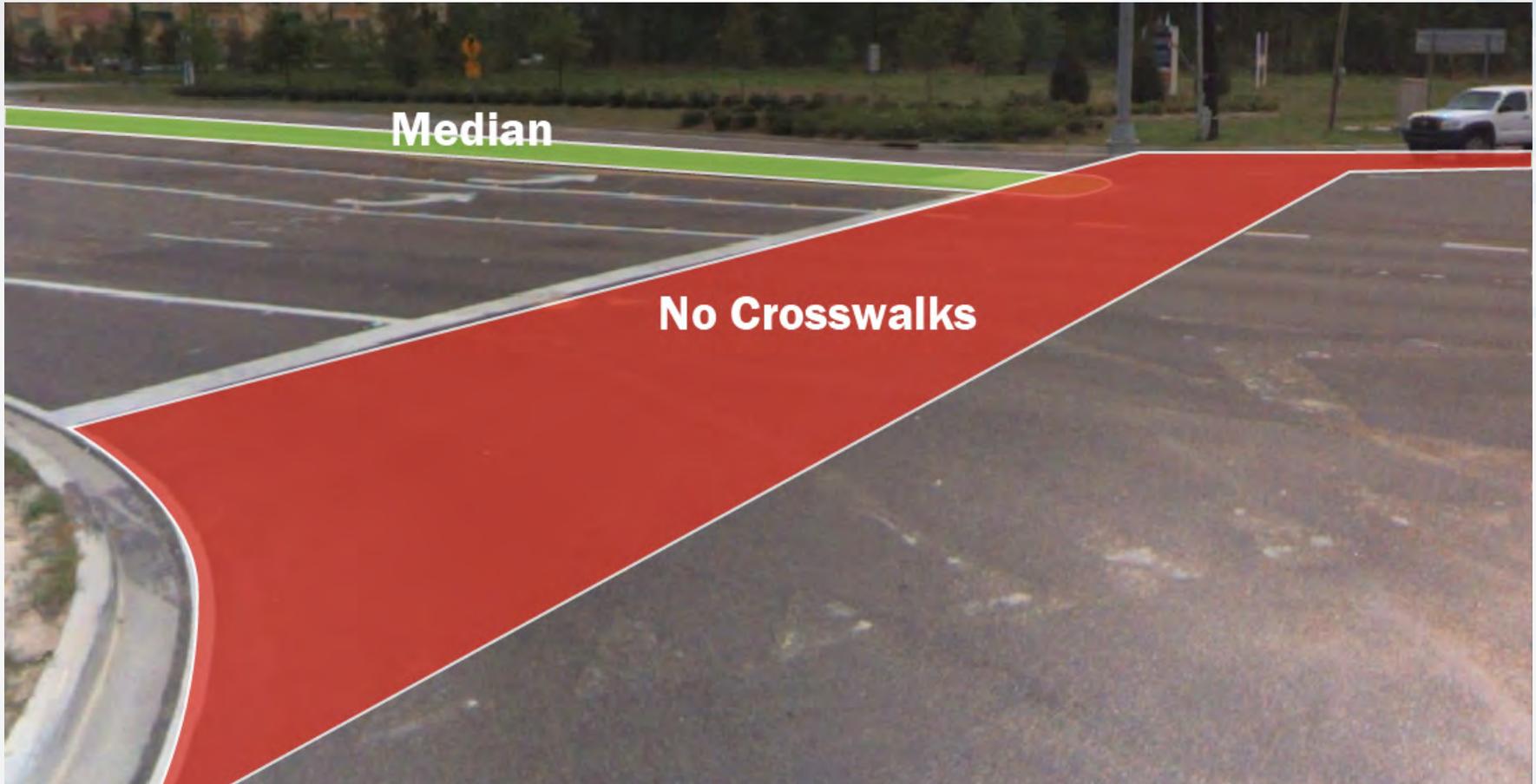
CONSTRAINTS - INTERSTATE I-12 - MAJOR BARRIER



CONSTRAINTS - INTERSTATE 1-12 APPROACHES



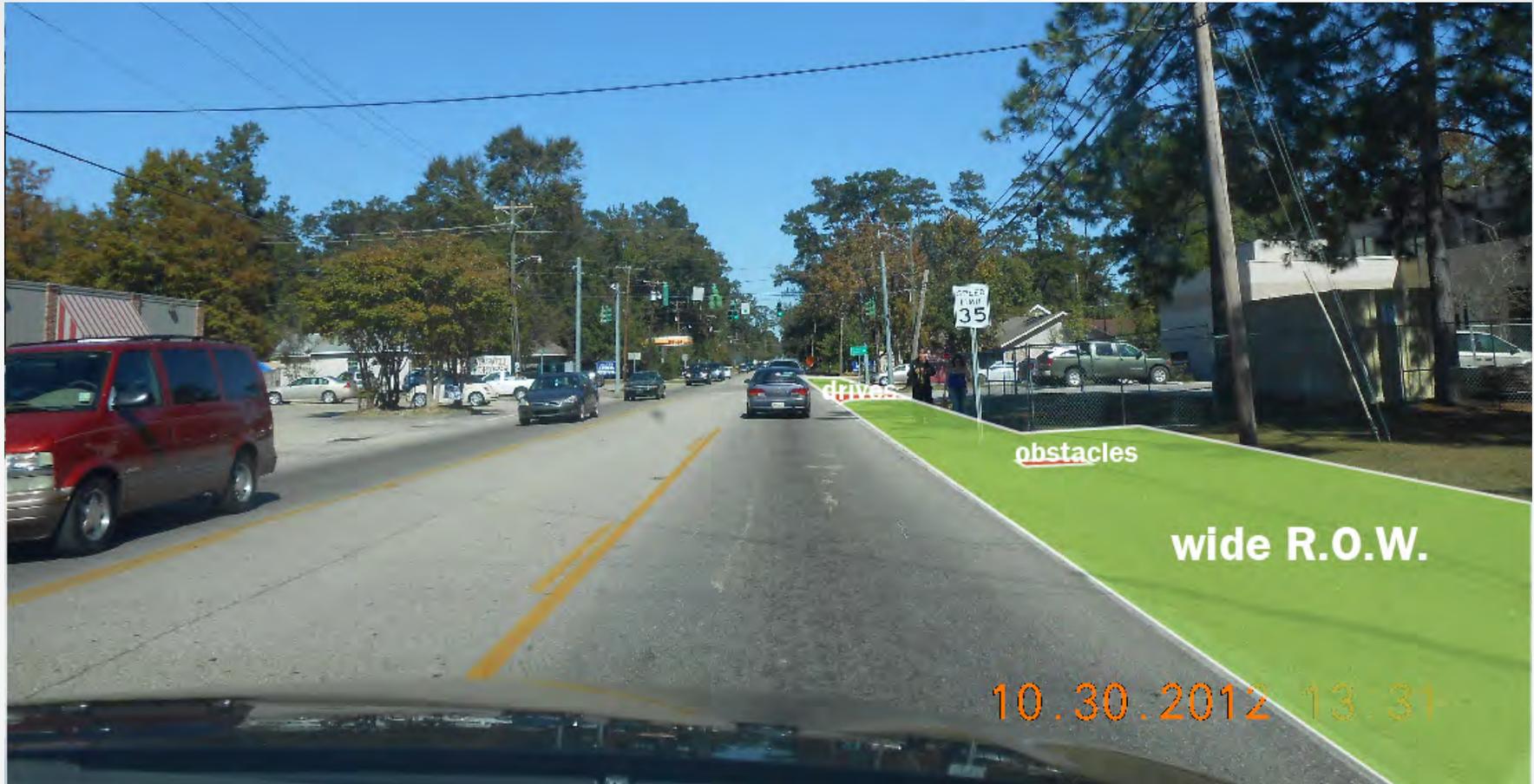
CONSTRAINTS - MULTI-LANE INTERSECTIONS
- WIDE WITH NO REFUGES



CONSTRAINTS - MULTI-LANE INTERSECTIONS
- NO PEDESTRIAN CROSSWALKS



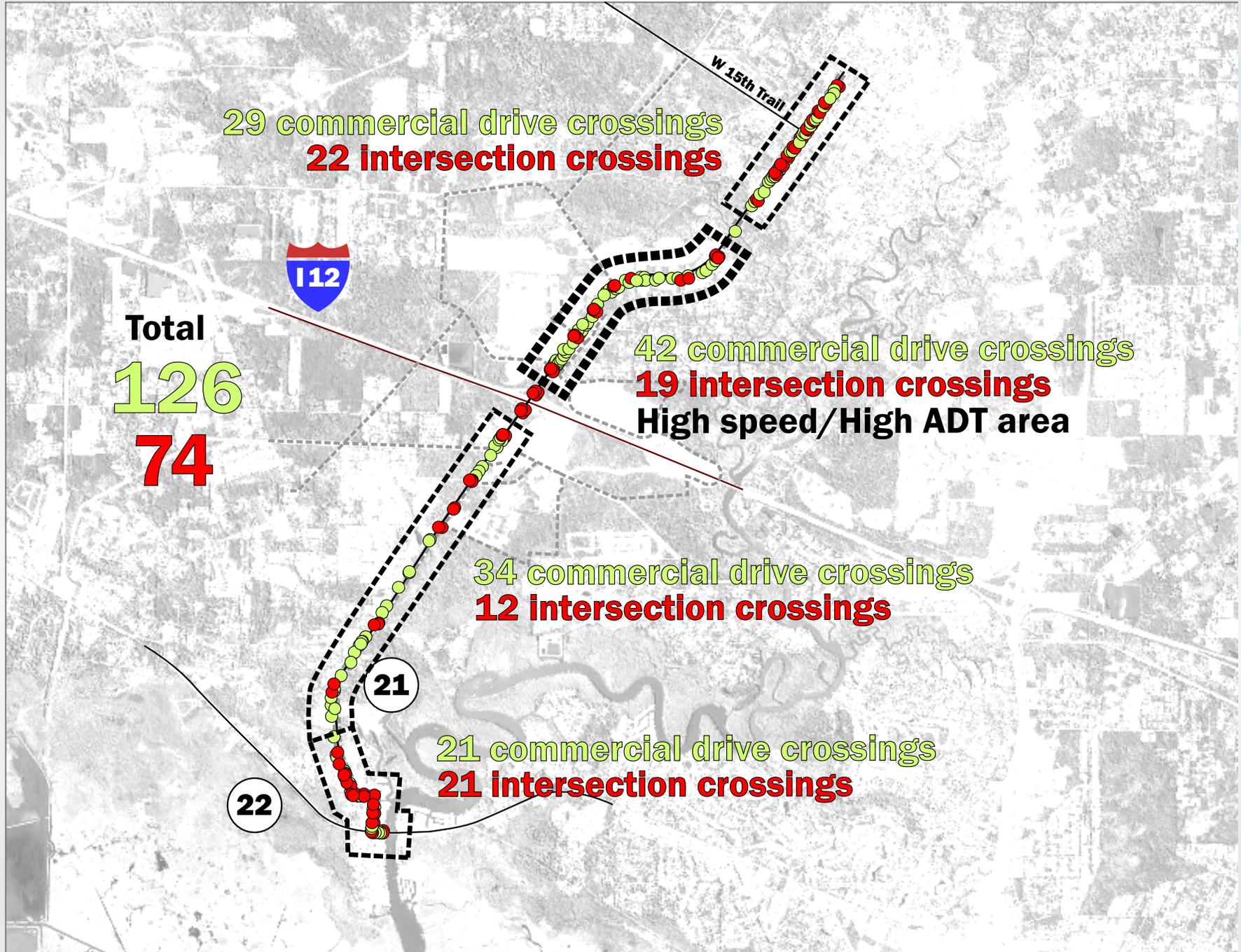
CONSTRAINTS - NO SIDEWALKS



CONSTRAINTS - DRAINAGE AREAS
- STEEP SLOPES IN SOME AREAS



CONSTRAINTS - NUMEROUS VEHICULAR CROSSINGS



CONSTRAINTS - *HIGH VOLUME*



Ellis Luca, The Times Picayune

http://photos.nola.com/tpphotos/2011/05/development_along_hwy_21_near_8.html

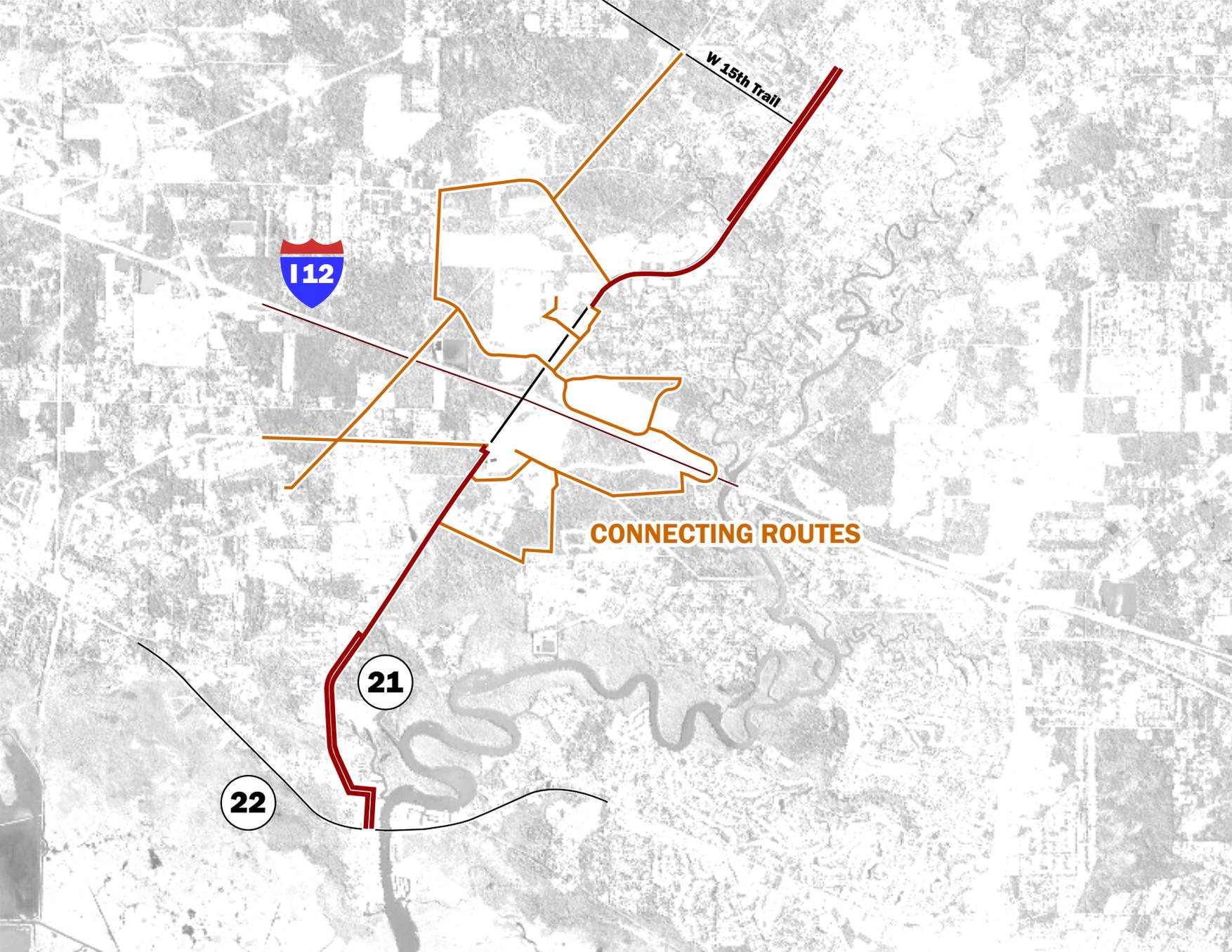
STRATEGIES

- **Create alternate routes for commuting and recreating cyclists**
- **Establish network of identifiable bike paths and routes to begin to link neighborhoods to LA 21 and nodes.**
- **Build sidewalks where gaps exist and ROW is available**
- **Utilize available ROW and utility corridors**
- **Improve intersection crossings at signalized intersections**
 - High visibility crosswalks*
 - Refuge islands*
 - Count down pedestrian signals*
- **Establish education programs for motorists and cyclists - Rights and Responsibilities in State Law**
- **Institutionalize bicycle parking requirements**

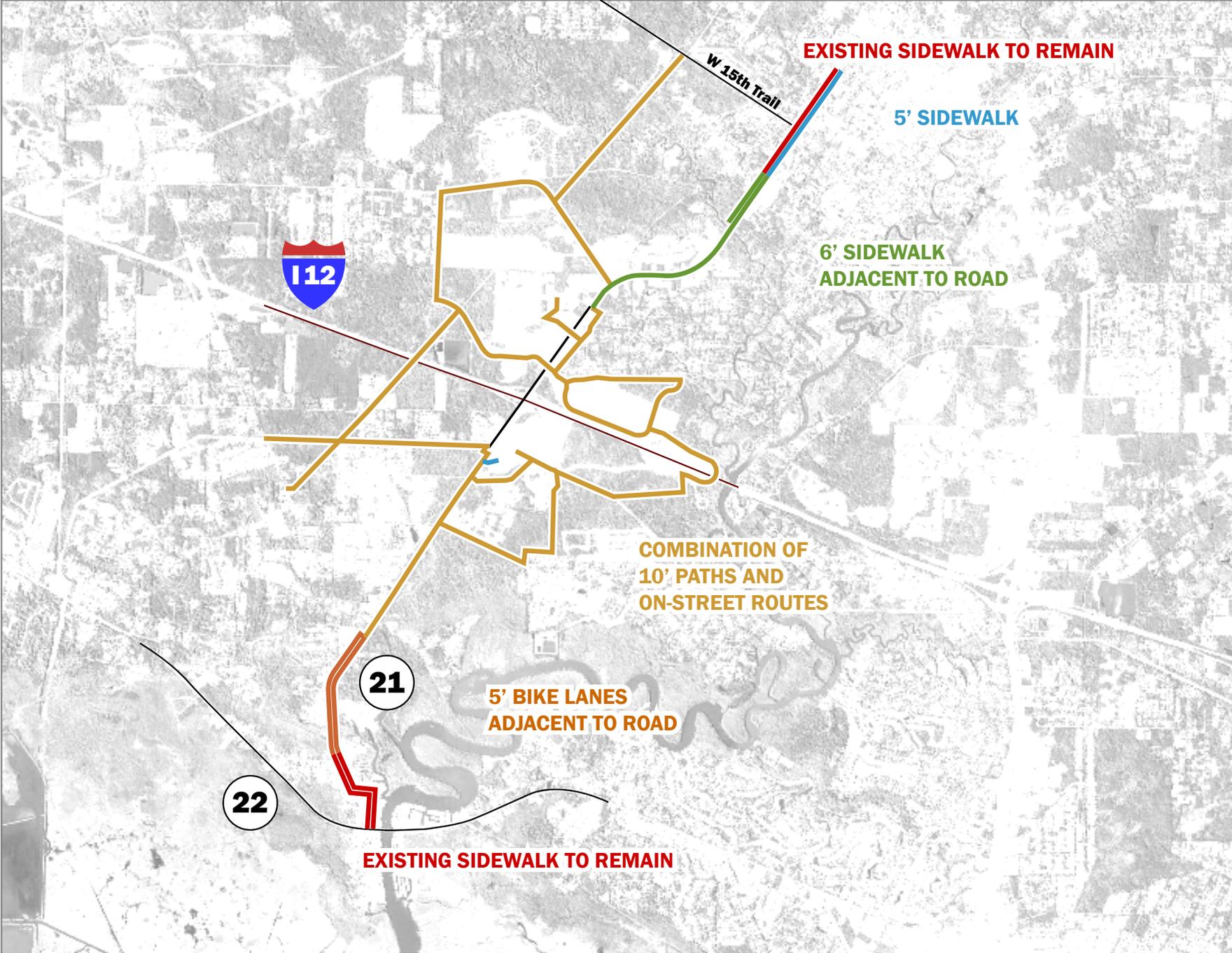
STRATEGIES - NODES



STRATEGIES - ESTABLISH A NETWORK OF CONNECTIONS



STRATEGIES - PLAN OF POTENTIAL ROUTES



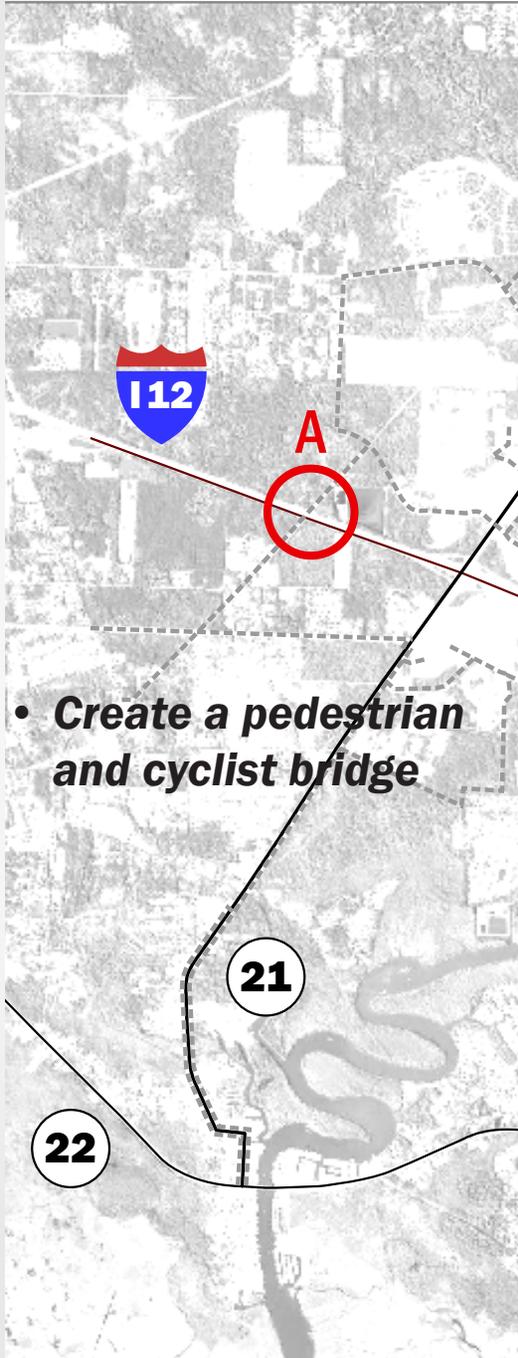
POTENTIAL ROUTES - CLECO ROW TRAIL



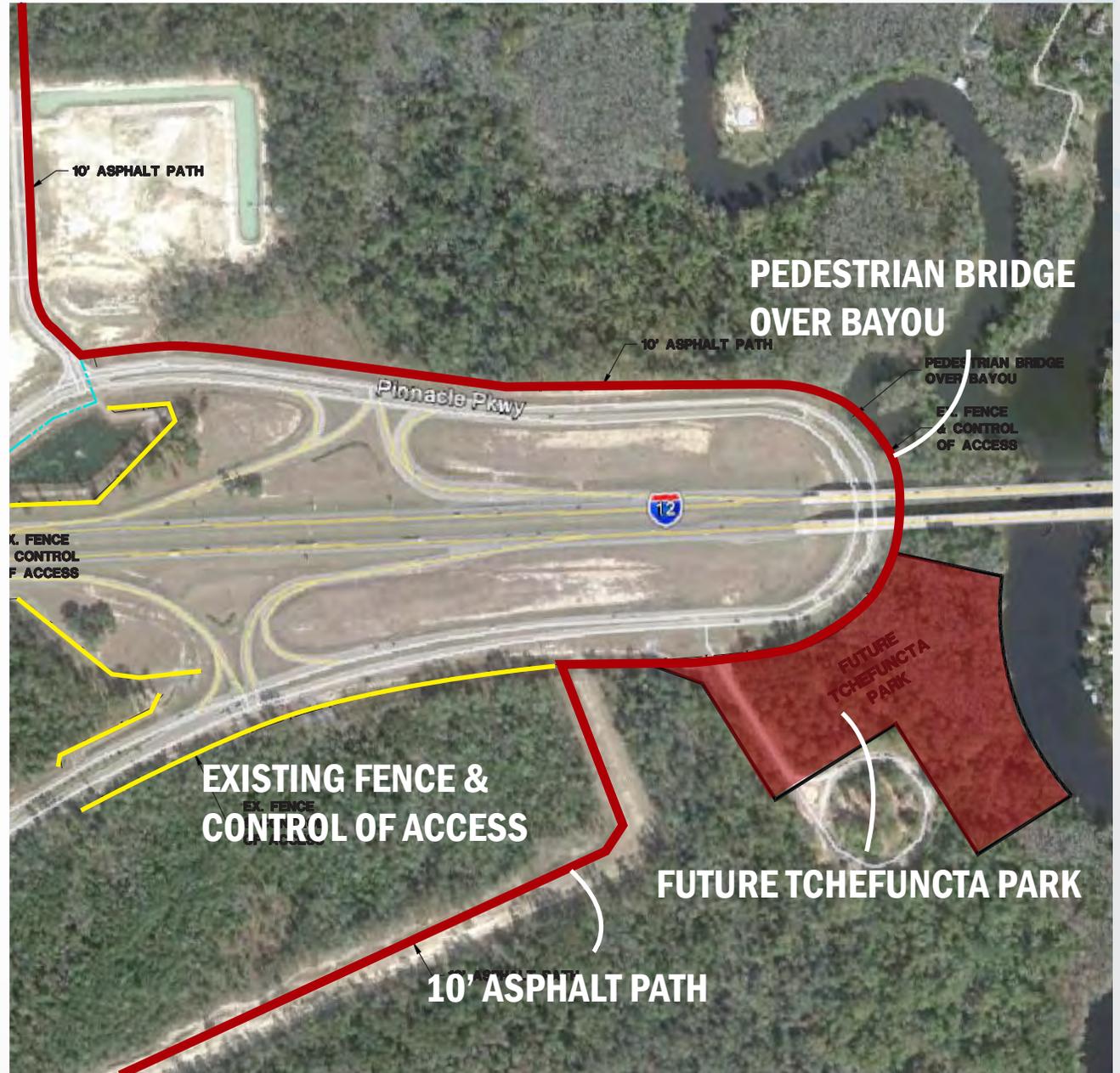
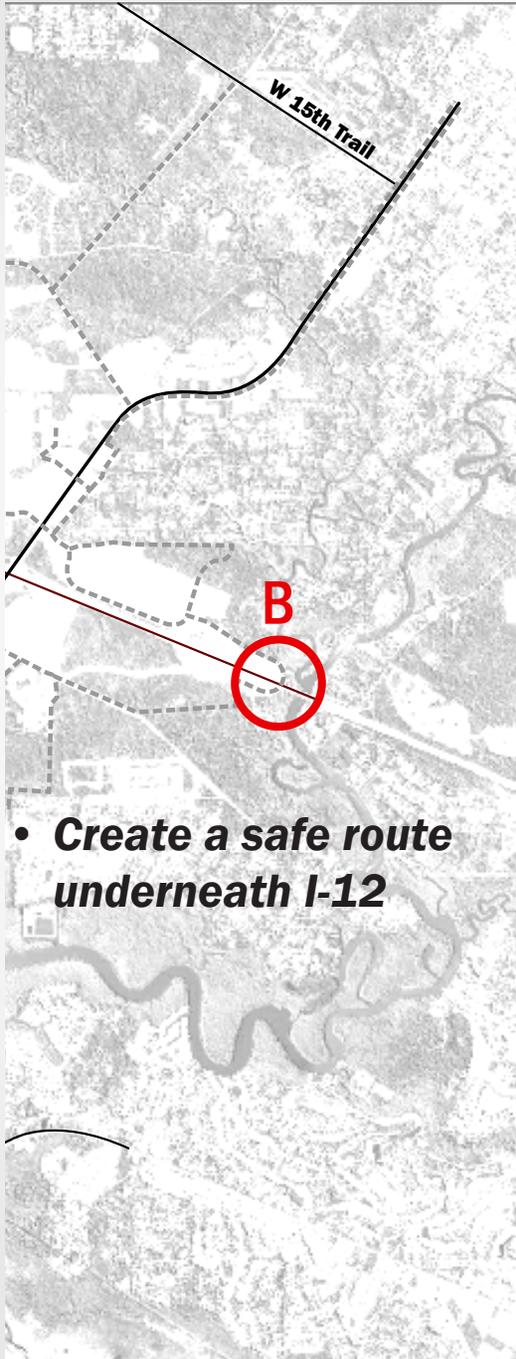
POTENTIAL ROUTES - 1-12 CROSSING



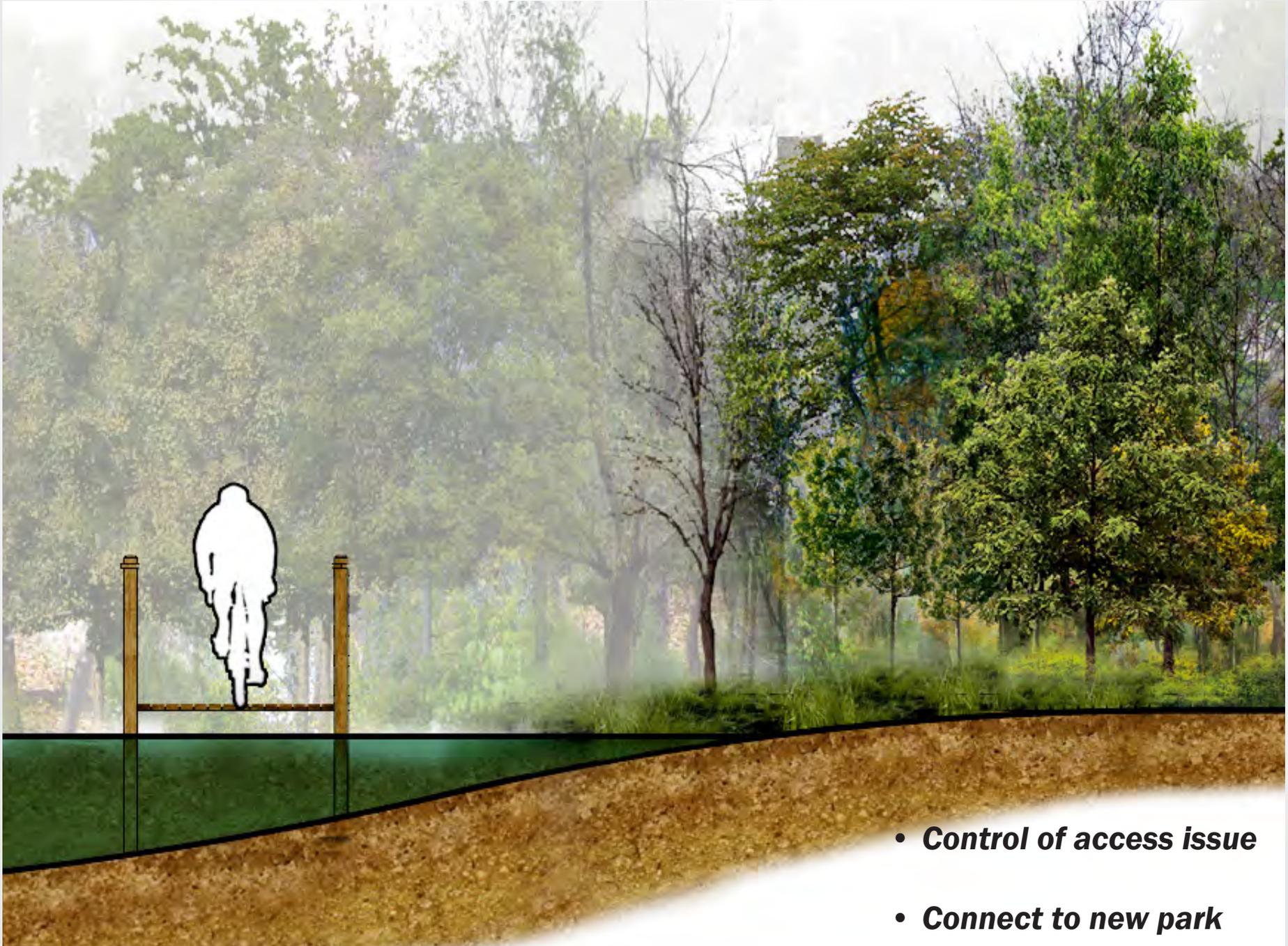
POTENTIAL ROUTES - 1-12 CROSSING A



POTENTIAL ROUTES - 1-12 CROSSING B



POTENTIAL ROUTES - 1-12 CROSSING B - TCHEFUNCTE BOARDWALK

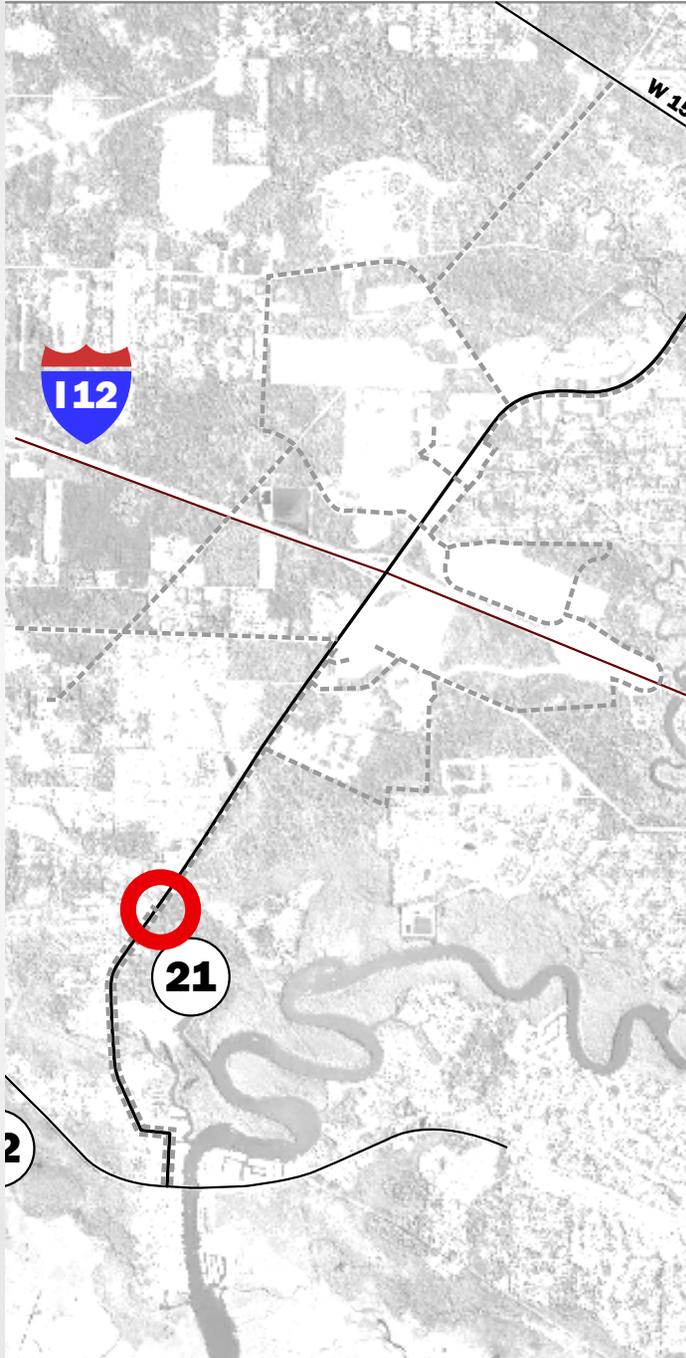


- ***Control of access issue***
- ***Connect to new park***

SPECIAL ATTENTION INTERSECTIONS - FOR SAFE CROSSING



SPECIAL ATTENTION INTERSECTIONS - LAKE CASTLE



SPECIAL ATTENTION INTERSECTIONS - LAKE CASTLE & LA 21 CROSSING



- *High visibility crossing connects to new path*

Looking South

SPECIAL ATTENTION INTERSECTIONS - CLECO R-O-W NEAR STIRLING BLVD.

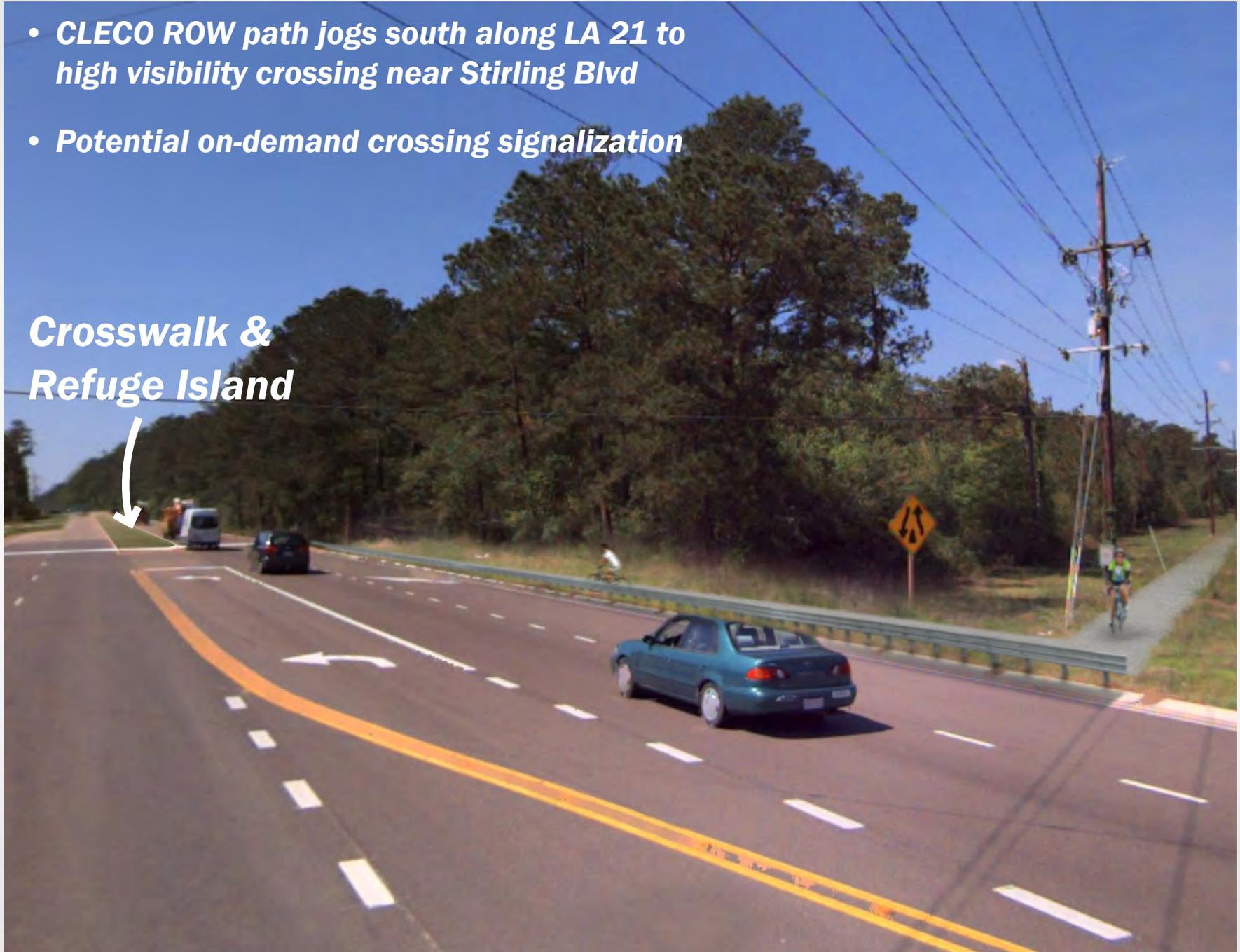
- **Connects CLECO ROW to Christwood Blvd - Brewster Road route**
- **Creates safe crossing to River Chase shopping center**



SPECIAL ATTENTION INTERSECTIONS – CLECO R-O-W NEAR STIRLING BLVD.

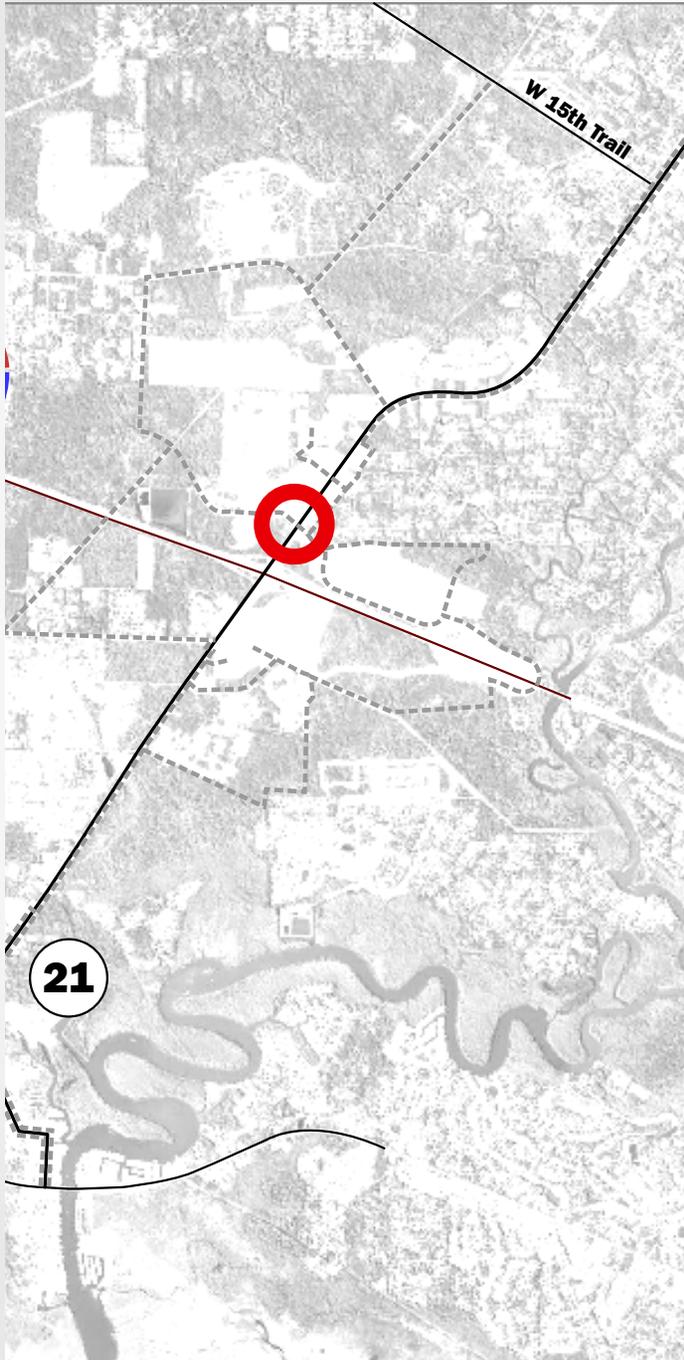
- *CLECO ROW path jogs south along LA 21 to high visibility crossing near Stirling Blvd*
- *Potential on-demand crossing signalization*

**Crosswalk &
Refuge Island**

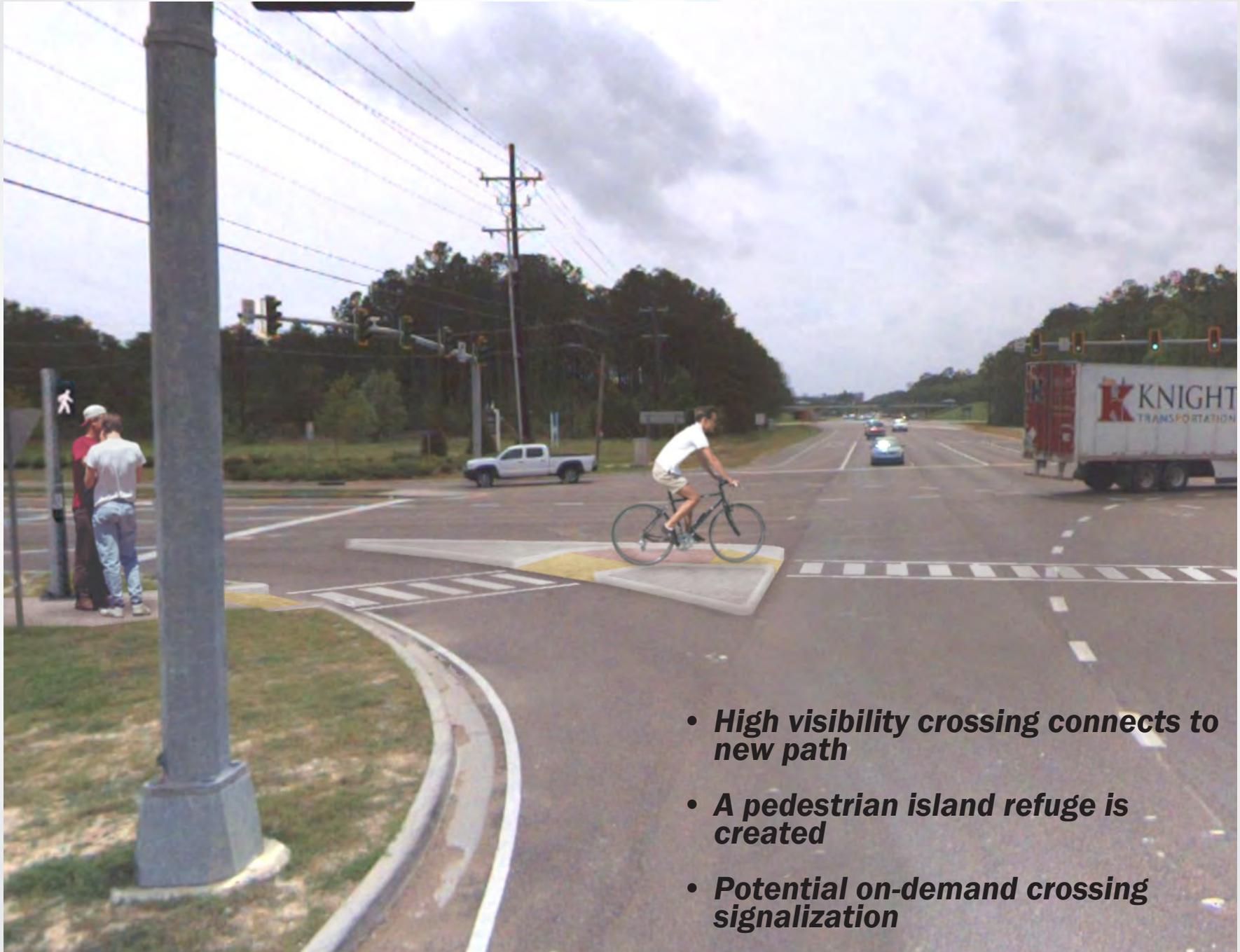


Looking South

SPECIAL ATTENTION INTERSECTIONS - OCHSNER BLVD



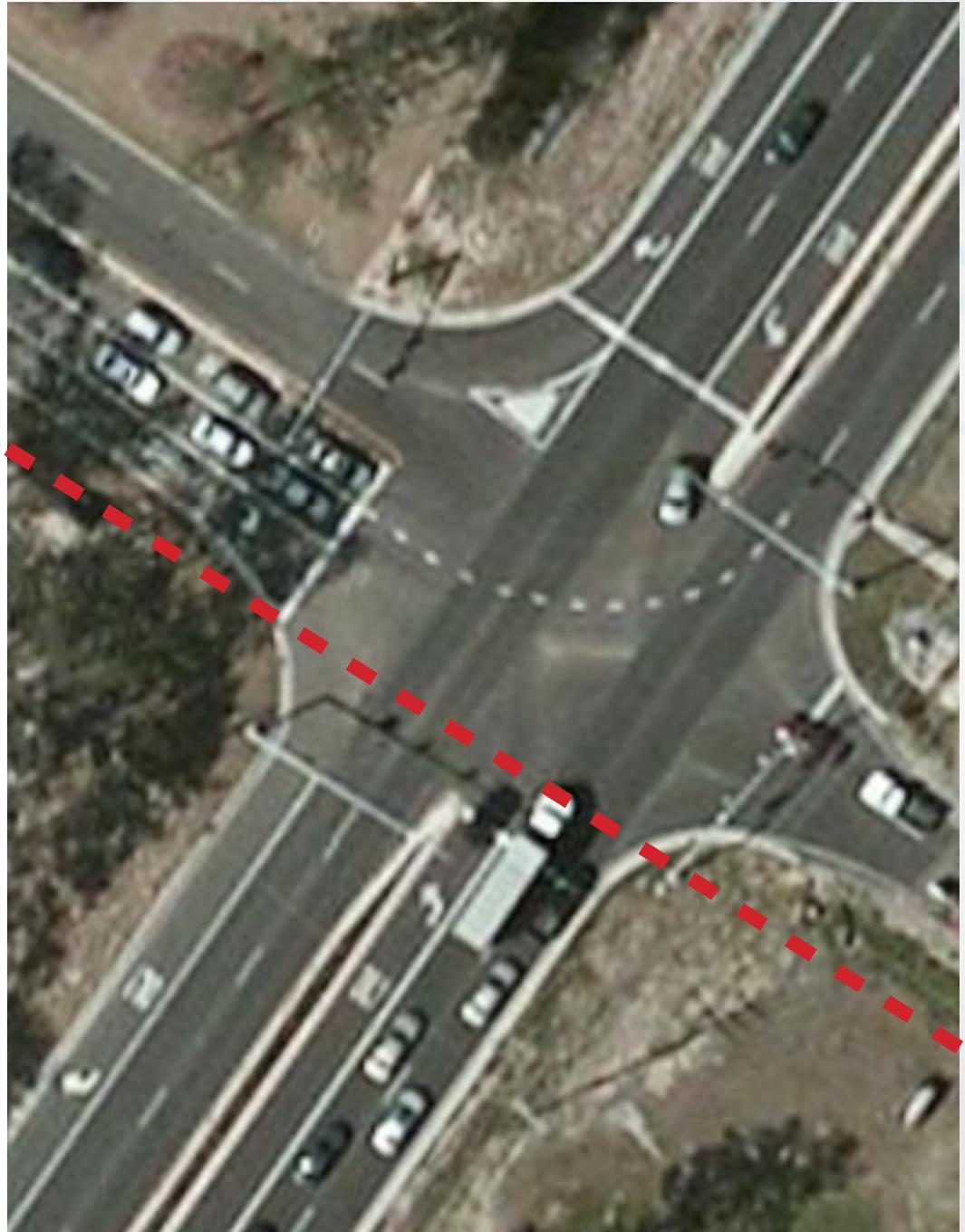
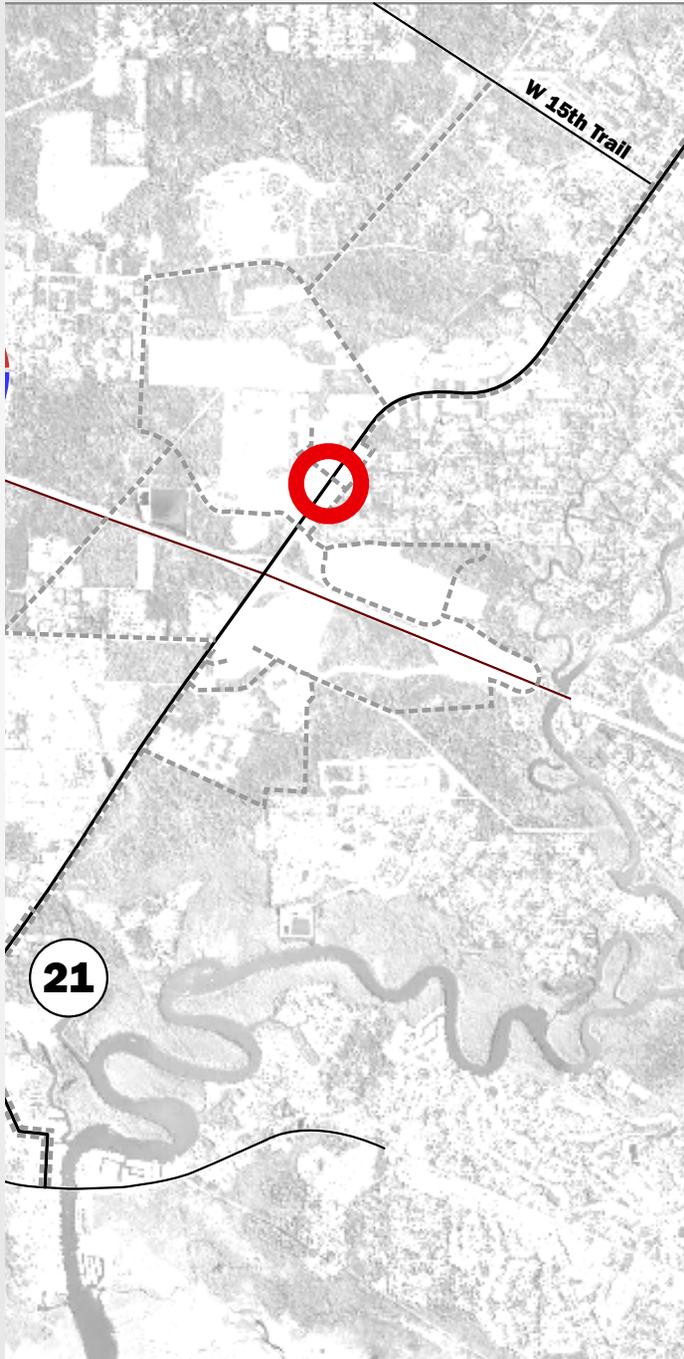
SPECIAL ATTENTION INTERSECTIONS - OCHSNER BLVD



- ***High visibility crossing connects to new path***
- ***A pedestrian island refuge is created***
- ***Potential on-demand crossing signalization***

Looking South

SPECIAL ATTENTION INTERSECTIONS - *HYACINTH ROAD*



SPECIAL ATTENTION INTERSECTIONS - *HYACINTH ROAD*



- ***High visibility crossing connects to new path***
- ***A pedestrian island refuge is created***
- ***Potential on-demand crossing signalization***

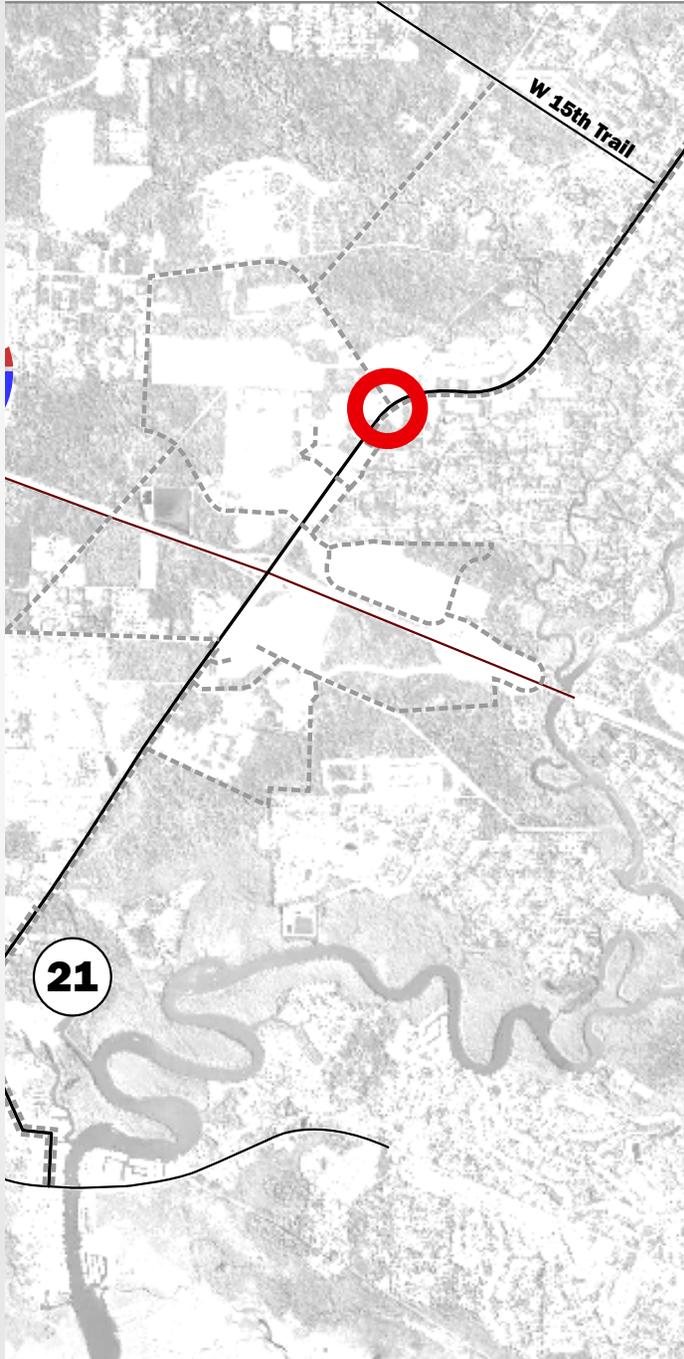
Looking South

SPECIAL ATTENTION INTERSECTIONS - *HYACINTH RAVINE CROSSING*

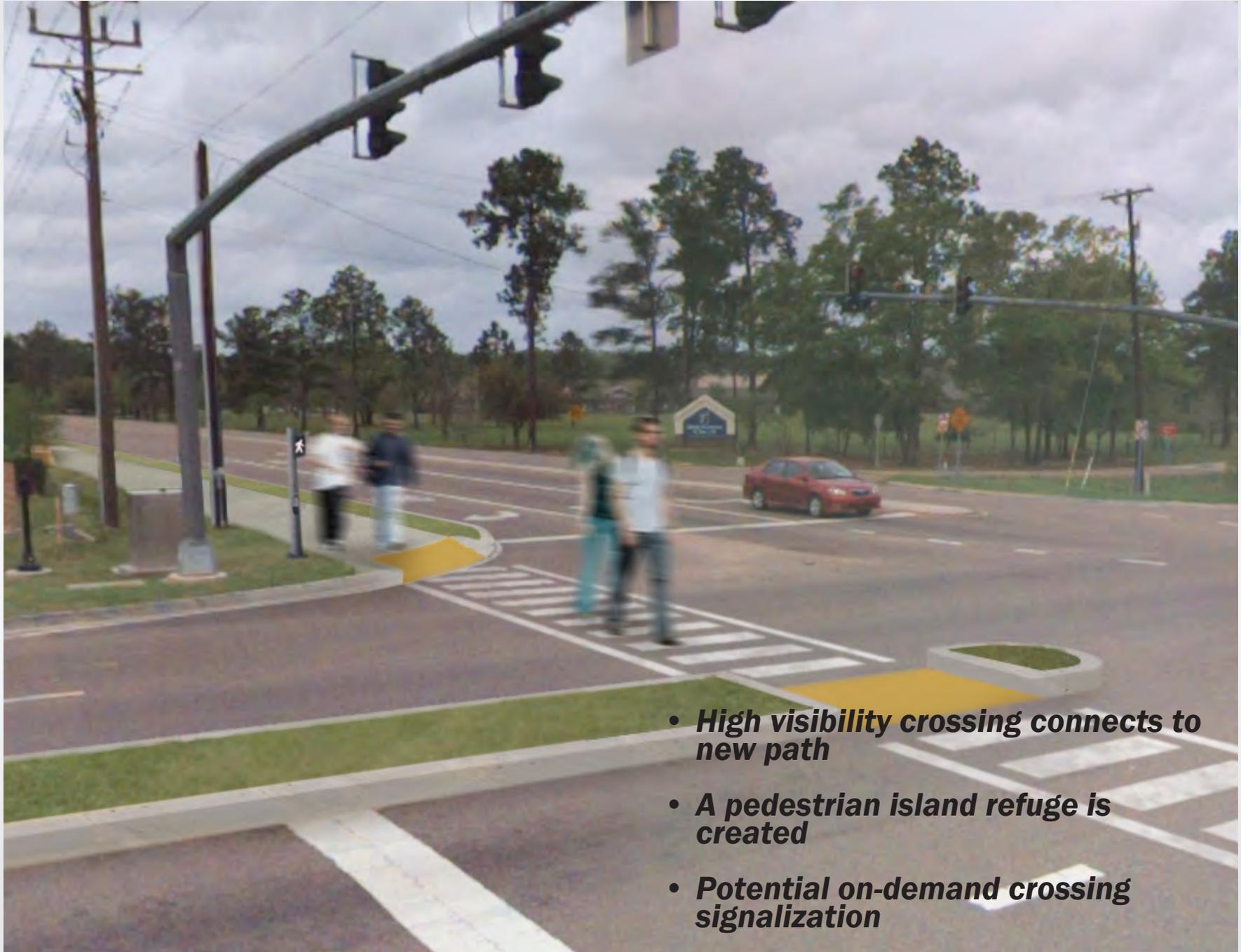


Looking North West

SPECIAL ATTENTION INTERSECTIONS - *BOOTLEGGER ROAD.*



SPECIAL ATTENTION INTERSECTIONS - *BOOTLEGGER ROAD.*



- ***High visibility crossing connects to new path***
- ***A pedestrian island refuge is created***
- ***Potential on-demand crossing signalization***

Looking North West

OPC - LA 21: MADISONVILLE TO CHRISTWOOD BOULEVARD

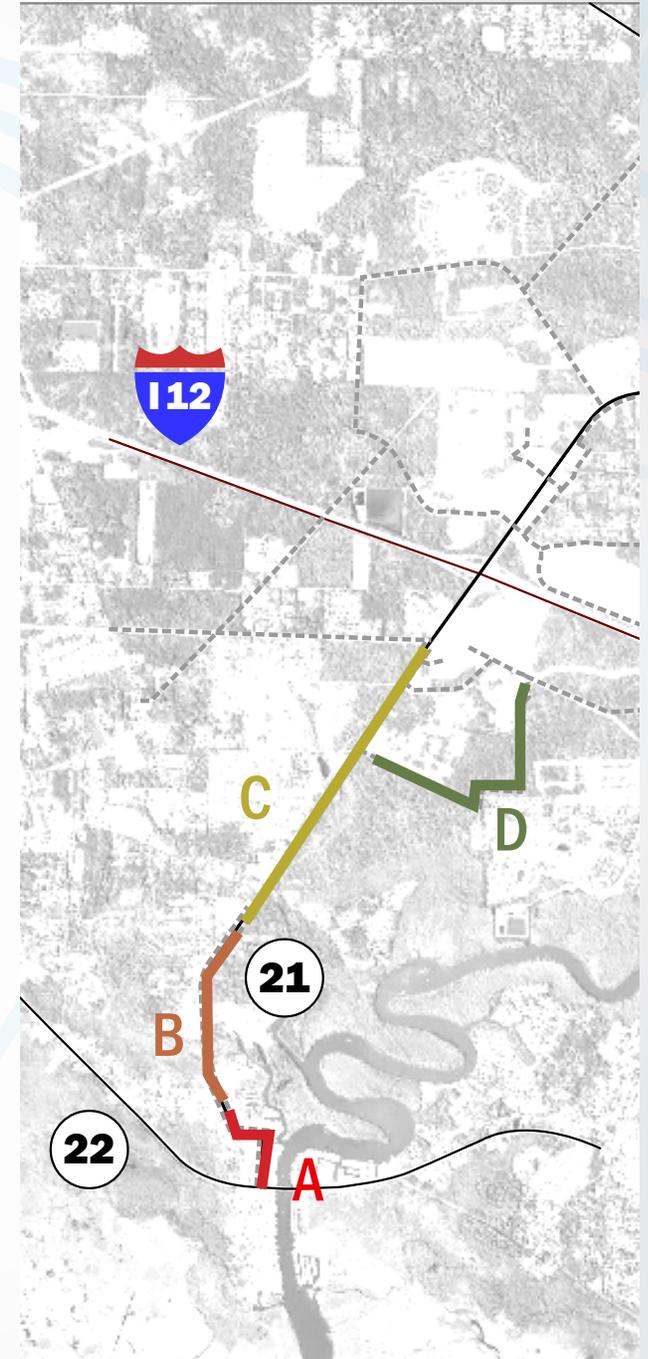
A LA 21 (MAIN STREET): LA 22 (MULBERRY STREET) TO RENE STREET
\$3,600

B LA 21 (MAIN STREET): RENE STREET TO LAKE CASTLE SCHOOL
\$59,400

C LA 21: LAKE CASTLE SCHOOL TO CHRISTWOOD BOULEVARD
\$840,000

D PINECREST DRIVE: LA 21 TO E. BREWSTER ROAD
\$722,000

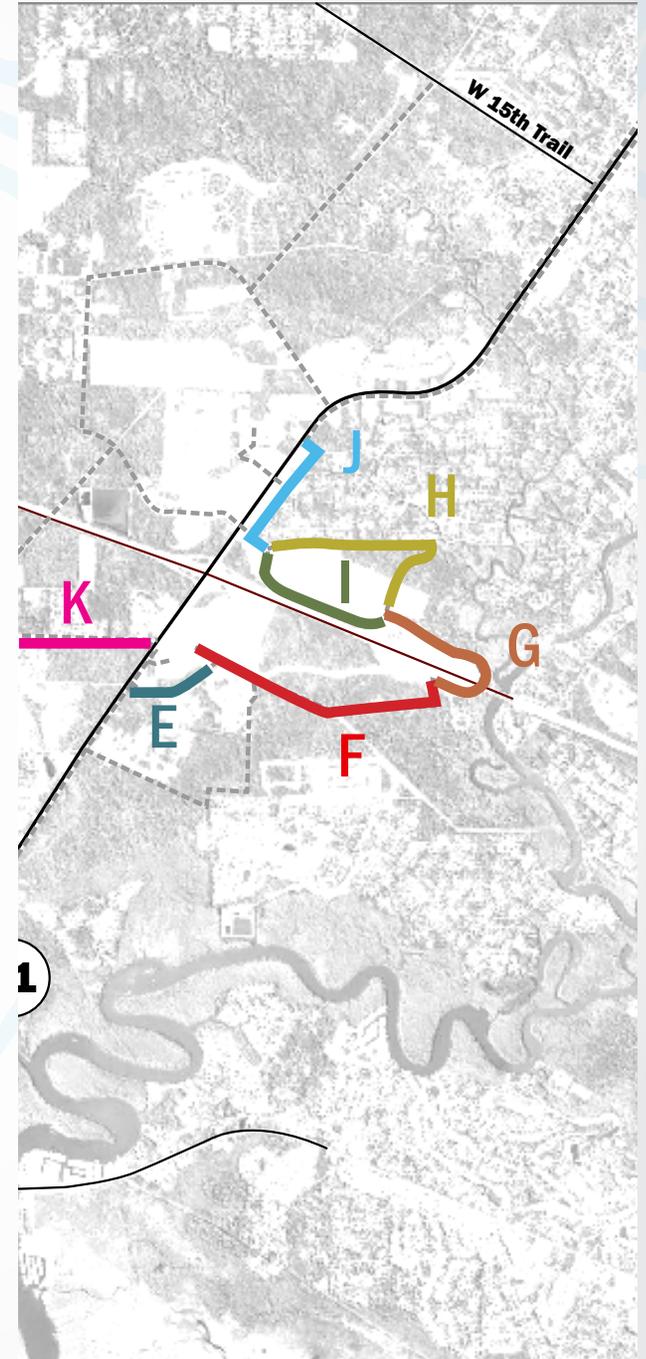
TOTAL
\$1,502,000



OPC - EAST BREWSTER ROAD/PINNACLE PARKWAY AREA

- E** CHRISTWOOD BOULEVARD: LA 21 TO E. BREWSTER ROAD
\$462,500
- F** EAST BREWSTER ROAD - STIRLING MALL TO I-12 ACCESS ROAD
\$674,500
- G** I-12 ACCESS ROAD - E. BREWSTER ROAD TO PINNACLE PARKWAY
\$1,310,500
- H** PINNACLE PARKWAY ALTERNATIVE: I-12 ACCESS RD. TO OCHSNER BLVD.- ROUTE ADJACENT TO FLOWER ESTATES
\$617,500
- I** PINNACLE PARKWAY ALTERNATIVE: I-12 ACCESS RD. TO OCHSNER BLVD.- ROUTE ALONG PINNACLE
\$389,500
- J** LA 21: OCHSNER BOULEVARD TO GREENBRIAR BOULEVARD
\$365,000
- K** CLECO RIGHT-OF-WAY (EAST-WEST) LA 1077 TO LA 21
\$760,000

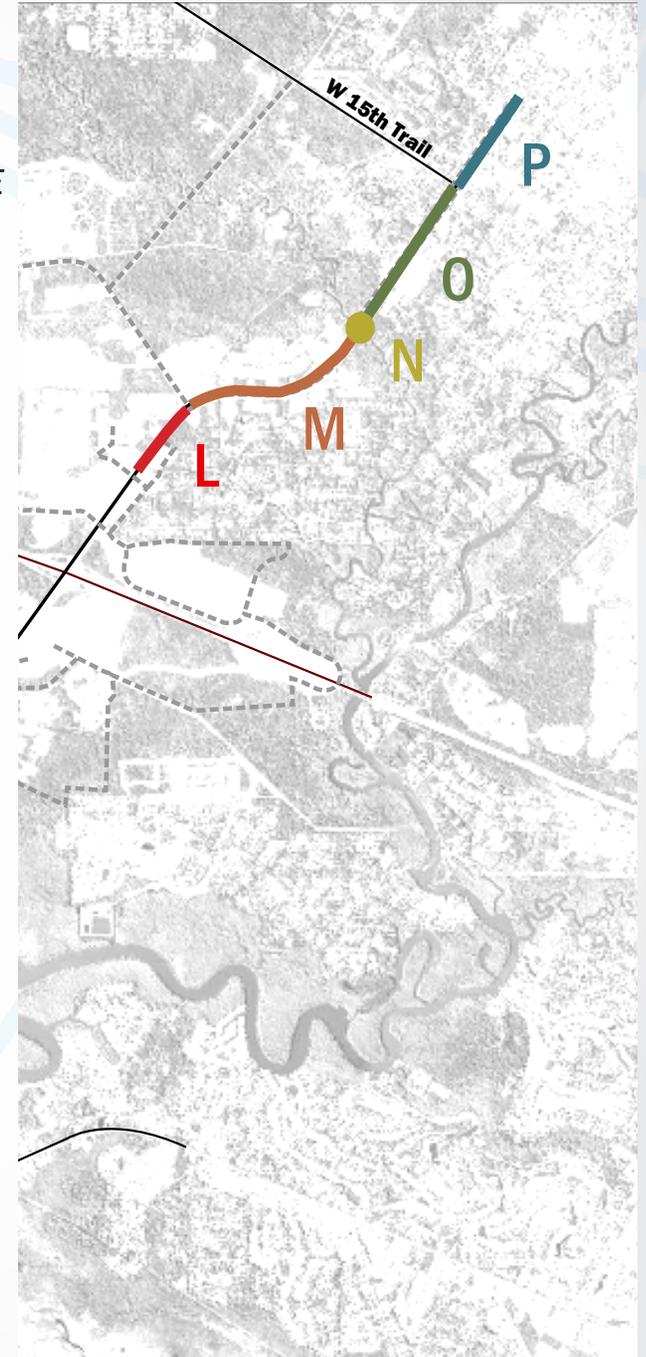
- TOTAL
\$4,579,500



OPC - LA 21: GREENBRIAR BOULEVARD TO HIGHWAY 190

- L** LA 21: GREENBRIAR BOULEVARD TO LA 1085 (BOOTLEGGER ROAD)
\$66,000
- M** LA 21: LA 1085 (BOOTLEGGER ROAD) TO TCHEFUNCTA RIVER BRIDGE
DOTD WILL CONSTRUCT A 6' SIDEWALK
- N** LA 21: TCHEFUNCTE RIVER BRIDGE
DOTD WILL CONSTRUCT SIDEWALKS AND SHOULDERS ON BRIDGE
- O** LA 21: TCHEFUNCTE RIVER BRIDGE TO W. 12TH AVENUE
DOTD WILL CONSTRUCT 6' SIDEWALKS
- P** LA 21- W. 12TH AVENUE TO W. 21ST AVENUE (HWY. 190)
\$170,500

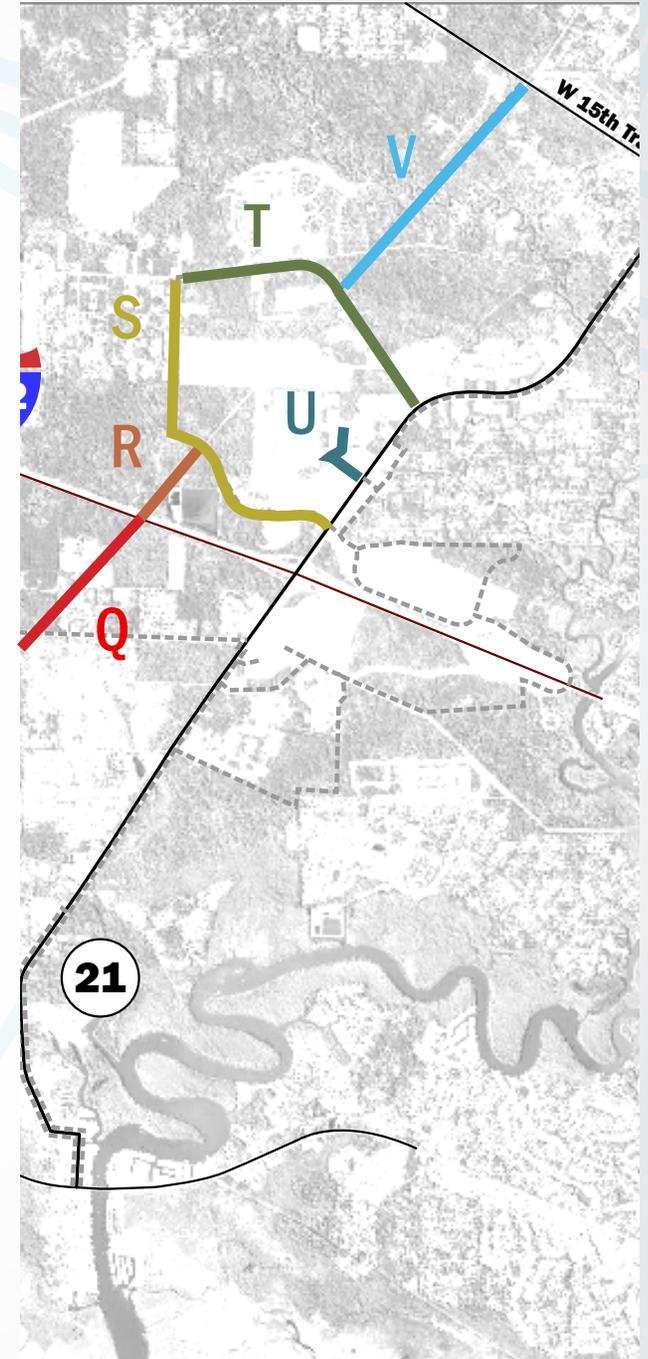
TOTAL
\$236,500



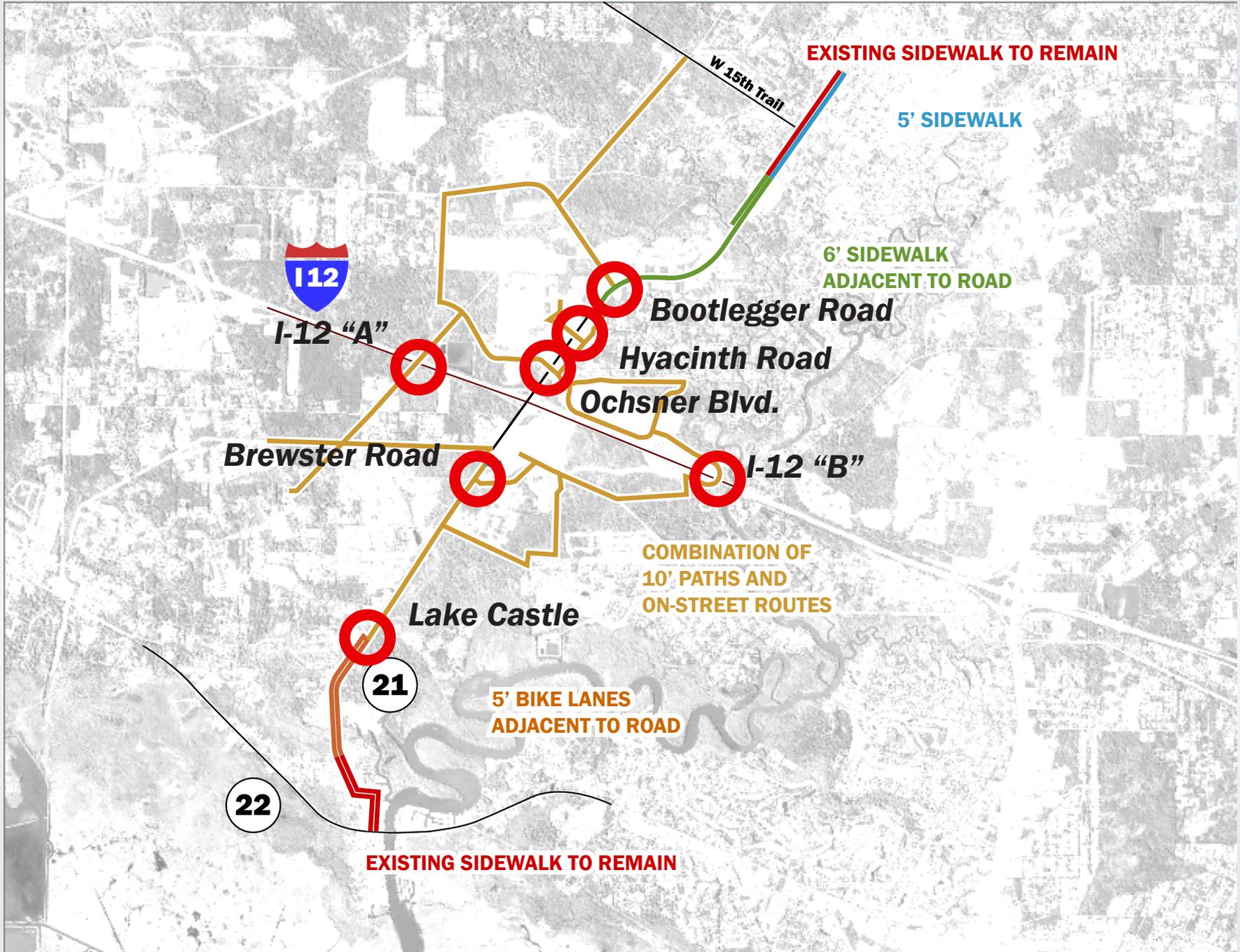
OPC - WEST OF LA 21: LA 1077 TO WEST 15TH AVENUE TRAIL

- Q** CLECO RIGHT-OF-WAY (NORTH-SOUTH) LA 1077 TO I-12
\$636,500
- R** CLECO RIGHT-OF-WAY - I-12 OVERPASS TO OCHSNER BOULEVARD
(WEST SIDE OF LA 21)
\$3,221,500
- S** OCHSNER BOULEVARD - LA 21 TO LA 1085
\$836,000
- T** LA 1085 - OCHSNER BOULEVARD TO LA 21
\$890,000
- U** HYACINTH DRIVE - LA 21 TO NORMANDY OAKS
\$265,500
- V** CLECO RIGHT-OF-WAY - LA 1085 TO W. 15TH. AVENUE TRAIL
\$1,135,500

TOTAL
\$6,985,000



DISCUSSION



DISCUSSION

THANK YOU FOR YOUR PARTICIPATION

If you have any additional questions or comments please send them to:

***David Dupre
Meyer Engineers, Ltd.
4937 Hearst St #1b
Metairie, LA 70001***

or Email

ddupre@meyer-e-l.com

APPENDIX F

MEYER ENGINEERS, LTD.

MEMORANDUM

PROJECT NO: 20-1256

PROJECT NAME: LA 21 - US 190 to LA 22

DATE: June 13, 2013 **BY:** Ann Theriot

PHONE CALL: **MEETING:**

NUMBER: _____ **LOCATION:** St. Tammany Council
Chambers

FROM: _____ **ATTENDING:** See Attached

COMMENTS: A public meeting was held and the attached presentation was given. The following items were discussed.

1. David Wood – vet owner in Covington used to ride bike 5 miles to work but can't now. Very thankful for the hard work of this study and thinks this will be an asset to the community.
2. Ellen Kelley – got 1,000 signatures in 2006 for a bike path along LA 21, went to Council and fizzled out; should have put for sidewalks too. Thankful for this project.
3. Ryan Green of Varsity Sports – lives off Bootlegger and runs. CLECO & sidewalks are a great idea.
4. Craig Sweeney – he thinks Ochsner could provide input and possible funding sources. CLECO trails are good paved asphalt areas but also suggested adding 3' gravel type lane to the side of the paved path for runners or walkers. He has been running all over the country.
5. Darlene Olano – asked about LLOG (Log Explorations) donating land. No one was familiar with this.

6. Monroe Baughnen – sidewalks along Tchefuncte Bridge are a good idea. Bootlegger Road is a good idea to improve for bikes too. Madisonville will not be as much benefit because not sure if tying into Hammond. He will help support this project.
7. Kyle Boudreaux – Covington resident. Liked off road trails from previous comment. St. Tammany Trace is #1 for visitors and should be priority to make it safe. Should tie into Tyler or Tammany Trace. Would like to know next step and time frame. Tchefuncte Park used to be a boat launch and wants to know if boat parking is proposed. Wants to know if plans for any Trailheads. Dupre stated funding is not available at this time. Parsons with RPC stated outlining routes and magnitude of money needed is always first step. There may be Recreational Trails money and will work with DOTD to move forward. Need to have agreement and move forward. David Wood suggested corporate sponsorship for sections and is willing to help fund. Eddie with St. Tammany Engineering Department stated that Tchefuncte Park will be accessible from bike and boat. The river will be a blueway.
8. John Burkell – president of Flowers Estates. One year ago, he started talking to developers to find out what they were planning to do and it is all outlined in the 2025 Plan by Parish. Bruce Wainer and other developers spent \$250,000 near the north end for a planned community with lighting, bike routes, trolley, etc. At south end, Wainer is giving land (100 acres) for arts area and other side of I-12 Parish is trying to put a park. Bike trailhead would be proposed where bike path and blueway meet. Christwood is thinking of building a new road because they just built a new Senior Center. DOTD is doing LA 21 by LA 1085. Stirling would tie in with shopping. The main thing tonight is to outline the route, don't let money discourage you. The Trace has long been under construction with pieces in a plan. Covington and Madisonville have plans. Eventually need link from Madisonville to Mandeville but no plans yet.
9. Darlene Olano – asked what is being done with front part of Pinnacle? Burkell said 1st lot is owned by Dillard's and he is not sure when they are going to build

a store. This area was saved for upscale shopping so they're waiting for upscale shops to come in first and upscale shops are waiting for Dillard's first. She likes route behind stores best. This plan has its advantages and may go in pieces like the Trace. There is a cooperative spirit with all this. Parsons said this plan addresses crossing the corridor. It's not perfect but it's a good plan.

10. Darlene Olano – WalMart may go in the southern area and this project will not affect that area. She is concerned about the additional traffic.
11. Ken Wood – Flowers Estates Resident - is not sure about plan moving from one side to the other but Parsons explained that right-of-way dictated usable areas and crossings were included in key areas. He asked about proposed Tchefuncte Bridge on LA21. Burkell stated that this bridge will be 2-40' wide bridges. Construction will start in January so it will be discussed at the December Flowers Estates meeting.
12. Dr. Jay Addison with Land Trust for SELA introduced blue concept to Parish to connect three (3) rivers. Bogue Falaya, Tchefuncte and Bogue Chitto; idea was to connect with bikes. He would like to see connection between Flowers Estates and have scenic bike trails to rivers in northeast area. Burkell stated Flowers Estates does not want bike traffic through Flowers Estates but is willing to give up easement along the side of Flowers Estates for trail from bridge to Colonial Pinnacle since everyone wants this. He represents 400 Flowers Estates residents.
13. Resident asked where will Trailheads be? Trailheads have not been identified yet but Parsons asked for suggestions. Resident suggested Tchefuncte Park. Wagner suggested Hyacinth is a residential street and may not have enough room for path. Dupre stated that this study is for commuting to work, schools, and recreation.
14. Resident asked what is the next step? Complete report shortly and submit to RPC. Parsons suggested residents talk to Council. Burkell said next step is to look at routes to select most feasible project.

PUBLIC SIGN-IN SHEET

A/E PROJECT NO.: 20-1256

PROJECT NAME: LA 21 - US 190 to LA 22

DATE: June 13, 2013

LOCATION: St. Tammany Parish Council Chambers

	NAME	ADDRESS	PHONE	EMAIL
1	Mendoza Bandman	POB 143 Abita		tchefunche@aol.com
2	Nancy Wagner	33 Hyacinth Dr Covington	8678963	n/wagner@bellsouth.net
3	Bartora Mitchell	27 S. Azalea Dr, Covington	809-3462	bmitchel100@gmail.com
4	Karen Parsons	10 Veterans NHA	504 483 8511	kparsons@norpc.org
5	John Burckell	66 NORTH ROSWOOD	985 234-9095	BURCKELL@aol.com
6	Polly Greene	5T Tammany Extn	985-892-2322	beditor@sttammanyfarm.net
7	Jesse McClendon	1820S Hwy 1061 Amite	985-748-9704	j6mcclendon@aol.com
8	Susie Hardin	230 Marigny Ave	985-626-9287	SUSIEHARDING4@bellsouth.net
9	Ray Hardin	" "	" "	" "
10	Martina Madly	812 W. 10th Ave	504-250-3363	mmahly@bellsouth.net
11	Billy FARRELL	60815 OAKLAND AVE	(318) 852-6052	billy_farrell@yahoo.com
12	Aurelia Marek	1555 Brewster Rd	985 892-8344	aureliamarek@hotmail.com
13	Bill Weil	207 Christine Ct. Cov	985 867-8878	bweil@bellsouth.net
14	Amanda Hejran	455 Louisiana	909 845 3715	
15	Jay Addison	51344 FINE WOOD	904 628 5215	drjaddison@msn.com
16	Shere Thomas	1600 Old Mandeville	985-627-4137	lsuenars1@gmail.com
17	Dwight Dosey	33 HYACINTH	504-388-3782	dwdosey@bellsouth.net
18				
19				
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PUBLIC SIGN-IN SHEET

A/E PROJECT NO.: 20-1256

PROJECT NAME: LA 21 - US 190 to LA 22

DATE: June 13, 2013

LOCATION: St. Tammany Parish Council Chambers

	NAME	ADDRESS	PHONE	EMAIL
1	Kent Wood	27 S. Azalea Dr.	809-3468	kew100@hotmail.com
2	Kyle Boudreau	301 E 3rd Ave	590 9851	LSUTRI@yahoo.com
3	Charles Voelkel	1012 W. 16th St.	264-1545	CVVOELKEL@MSN.COM
4	Caroline Voelkel	227 LeCLANE APT B	773-8052	cavolike.voelkel@gmail.com
5	MARK RICHMOND	919 W 25th Ave	985-769-1965	markr1@stpauls.com
6	DARLENE OLANO	120 Amelia Ln	985-893-9066	dolan21@bell.net
7	CRAIG SWEENEY	481 SECLUDED GRASS LOOP	504-237-7774	craig@thelouisianamarathon.com
8	Ryan Green	14483 Lake Tahoe Dr.	225-810-9256	ryan@varsityrunning.com
9	DAVID MOORES	209 Hwy 21 MAD LA 70112	985-845-7484	dauidmoores@yahoo.com
10	Eiken Kelley	817 W 15 AVE COV		NEWCHILD817@GMAIL.COM
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APPENDIX G

David Dupre

From: Alan Thriffiley [alant@mcdonnel.com]
Sent: Friday, June 21, 2013 8:50 AM
To: David Dupre
Cc: David Dupre
Subject: Hwy 21 Project Covington

David,
I saw a new article about the bike path on Hwy 21. I live right off Greenbrier on Normandy Oaks. I am very interested in the project. I would appreciate any info you have on the project. If you need any assistance please let me know.
Regards,

Alan V. Thriffiley

 **The McDonnell Group, LLC** | 504.219.0032 | 3350 Ridgelake Drive, Suite, 170, Metairie, LA 70002
www.mcdonnel.com

Scanned by our Spam & Virus Firewall

David Dupre

From: Julia Burden [juliaburden@att.net]
Sent: Thursday, May 23, 2013 3:57 PM
To: David Dupre
Subject: Bike route Madisonville-Covington

I would like to express my favorable support of the proposed recreational route on Highway 21 from Madisonville to Covington. I live in Madisonville and would love to jog or bicycle from home to Covington, but have always been afraid because of the traffic on 21. Please add my name to the "for" list. Thank you.

Julia Burden
200 Saint John Street
Madisonville, LA 70447
985-845-4820

David Dupre

From: Timothy Dunford [timbobby@bellsouth.net]
Sent: Thursday, May 23, 2013 4:24 PM
To: David Dupre
Subject: bicycling on LA 21 - and LA 22!

I'm all for improving bike access in our community, but as a daily rider, I like to ask: when is the Hiway 22 corridor going to be considered? Would love to ride to grocery store without riding on 22. No sidewalk at all! Only a ditch.

I see pedestrians and bikers in the ditches along side of road, and bikers in the suicide lane! All the time. Does someone have to be killed?

Timothy Dunford
521 Red Oak Drive
Mandeville, LA 70471
(985)778-9918

David Dupre

From: Perry Felarise [pfelarise@stpgov.org]
Sent: Friday, May 24, 2013 10:01 AM
To: David Dupre
Cc: kparsons
Subject: FW: 2013 – 2017 CONSOLIDATED PLAN

I received this comment from a citizen on the LA 21 Bike Ped Plan. He commented on several projects all in one response.

Thanks,
Perry

From: terry [mailto:ttmayb@gmail.com]
Sent: Friday, May 24, 2013 9:56 AM
To: Social Services
Subject: 2013 – 2017 CONSOLIDATED PLAN

Relative to the STP invitation to provide comments on this subject, it would be nice to have similar services (e.g.; "LA 21 Bicycle and Pedestrian Feasibility Study) in Eastern STP and the Military Road Area, as are being implemented in the Western part of STP. We do appreciate finally considering extending the Trace at least to Front Street.

But more important, eastern and southern STP really need better surge and flood protection, regardless of Mississippi's complaints and especially in light of the fortification of New Orleans.

--

Terry Bordelon
Eastern STP

David Dupre

From: Bert [themapman@juno.com]
Sent: Saturday, May 25, 2013 9:12 AM
To: David Dupre
Subject: Hwy 21 Sidewalk

Dana,
I worked on the Sidewalk from the Hospital to 21st Ave. Would like to see is connect to Coquille Park & South Along 21 to Ochsners @ i12.

Thanks,
Bert Fontcuberta

Sent from Goodbee, LA

David Dupre

From: Marge [marge_haas@yahoo.com]
Sent: Tuesday, June 04, 2013 9:36 PM
To: David Dupre
Subject: LA 21 Bicycle and Pedestrian Feasibility Study

Notice of Public Hearing - LA 21 Bicycle and Pedestrian Feasibility Study

I am not able to attend the hearing but would like to give my input. I am a bicycler and have 3 groups of friends who all cycle. We would be very excited to have safe access to ride on Hwy 21! Or even if it was close by. Currently it is so dangerous to ride on Hwy 21. We would like to be able to ride between Madisonville and Covington.

Thank you!

Margaret Haas

57 Hyacinth Dr.

Covington, LA

Marge Haas
(985) 871-0423

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www.MargeHaasJuicePlus.com

Laissez Les Bon Temps Roulez!

David Dupre

From: Dheintzen [deeheintzen@yahoo.com]
Sent: Thursday, June 06, 2013 11:23 AM
To: David Dupre

I live in flower estates and would welcome a bike path on la21.
D Heintzen.
112 n dogwood dr
Sent from my iPad

David Dupre

From: Cackey M Haun [cackeym@gmail.com]
Sent: Wednesday, June 12, 2013 9:31 PM
To: David Dupre
Subject: Re: LA 21 Bicycle and Pedestrian Feasibility Study

I am unable to make the public meeting on Thursday, June 13 at the Council Chambers, so I wanted to send in my comments. As a resident of Covington and an owner of 3 bicycles, I would love to see some sort of project that would connect Covington to Madisonville via a bike lane or path. I think with the development and popularity of our ever-growing area, that bicycle safety and accessibility is something that should be more of a focus. Not only is it an economical, eco-friendly, and healthy way to travel, but not everyone has a car or vehicle for everyday use. Having the option to go from Covington to the Target area and beyond would be a fantastic addition and option for people if it was constructed safely and correctly. Also, if the Children's Museum does indeed move to that area, it would be a plus to bike there with your family from surrounding neighborhoods. Let's make Louisiana a forward-thinking state when it comes to bicycle and pedestrian use and safety and let St. Tammany be a leader in that step. It is a cost now, but it makes sense for the future of our area and our citizens.

Thank you for holding a public meeting regarding this issue and being open to comments. I hope that this project is one that will continue forward.

--

Cackey M Haun

David Dupre

From: Hank Miltenberger [hmltenberger@gilsbar.com]
Sent: Thursday, June 13, 2013 5:11 PM
To: David Dupre
Subject: Bicycle lanes

As a long time cyclist in St. Tammany, I strongly support accommodated cyclist as any road projects in this area.

Hank Miltenberger
President
Direct: 985.898.1544

GILSBAR, L.L.C.
Health & Benefit Management | MedCom Care Management | Care Advocates

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David Dupre

From: Ogle, JR, Louis [louis@ymcaneworleans.org]
Sent: Monday, June 17, 2013 12:29 PM
To: David Dupre
Subject: Covington - Madisonville Pedestrian Access Study

I was not able to attend last week's public hearing concerning Pedestrian and Bicycle access between Madisonville and Covington. Do you have any information you can share regarding the study and what was presented at the hearing? I live in Madisonville and would like to be involved in this process. The YMCA of Greater New Orleans has a branch near this area (off of LA 1085), and we would definitely be interested in participating in a project to develop pedestrian access.

Thanks!

Louis K. Ogle, Jr.
Vice President of Administration
YMCA of Greater New Orleans
www.ymcaneworleans.org
Covington Office PH# (985) 893-9622
New Orleans Office PH# (504) 568-9622
Cell # (985) 237-8752
FAX# (504) 821-7089

COMMENT CARD

LA 21- US190 TO LA22

PUBLIC MEETING - JUNE 13, 2013

Name: Dr Jay Addison
Address: Po Box 1636 Hammond, LA 70404
Phone: 985 542 5006
Email: drjaddison@msn.com
Subdivision Name/ Business: Land Trust For Southeast Louisiana
Comment: HAVE connecting trails to potential River landings to Add connectivity to A BLUEWAY Project

COMMENT CARD

LA 21- US190 TO LA22

PUBLIC MEETING - JUNE 13, 2013

Name: Susie Hardin
Address: 230 Marigny Ave. - Mandeville, LA, 70448
Phone: _____
Email: Susiehardin64@bellsouth.net
Subdivision Name/ Business: Old Mandeville

Comment: Concern: Adults on bikes approaching a street crossing the I am many face traveling with young children on separate bikes. If they turn slightly to see if the children are coming to stop the bollards are at a crucial point to cause havoc,

COMMENT CARD

LA 21- US190 TO LA22

PUBLIC MEETING - JUNE 13, 2013

Name: Bill Weil

Address: 207 Christine Ct. Covington LA 70433

Phone: 75867878

Email: b_weil@bellsouth.net

Subdivision Name/ Business: Nottoway

Comment: Will there be a "trailhead" similar to the St. Tammany Trace to allow for parking and bicycle access? People without direct access to these trails need a point of disembarkation unless parking will be permitted on Annalee Parkway. Will there be water fountains or a security patrol?

COMMENT CARD

LA 21- US190 TO LA22

PUBLIC MEETING - JUNE 13, 2013

Name: ELLEN KELLEY

Address: 817 W 15TH AVE COV LA 70433

Phone: _____

Email: NEWCHILD817@GMAIL.COM

Subdivision Name/ Business: -NONE-

Comment: IN 2006 GATHER OVER 1000 SIGNATURES FOR THE APPROX 5-MILE STRETCH HWY 21 8 ST - MADISONVILLE FOR A BIKE PATH LOVE TO HAVE SIDE WALK AS WELL THANK YOU 

COMMENT CARD

LA 21- US190 TO LA22

PUBLIC MEETING - JUNE 13, 2013

Name: Nancy Wagner

Address: 33 Hyacinth Dr. Covington LA 70433

Phone: 867 8963

Email: n/wagner@bellsouth.net

Subdivision Name/ Business: Flower Estates

Comment: I would like to be on any email list on this project. I support the idea, I recommend you carefully research the 50' easement behind the Hy 21 strip malls at Hyacinth to see legal status/property ownership. Eg → Osaka 21 Restaurant built their parking lot right up to the neighbor's back fence. There is no open roadway there.

COMMENT CARD

LA 21- US190 TO LA22

PUBLIC MEETING -- JUNE 13, 2013

Name: Martina Mahly

Address: 817 W. 10th Ave

Phone: 504-250-3363

Email: mmahly@bellsouth.net

Subdivision Name/ Business: _____

Comment: My son Justin Addison was killed on the Trace at Josephine St on Jan 21st 2013. I believe inadequate, outdated signage was partly responsible. I believe that SAFETY is the most important issue at stake with the new addition. We are in the process of working with

Parish officials and engineers to fix these problems. I would hope that the expansion of the trace would ~~also~~ follow the models soon to be instituted on the existing trace between Covington & Slidell.