

St. Bernard Parish Bikeway & Pedestrian Plan Update

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PREPARED FOR

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



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Bikeway & Pedestrian Plan Update

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INTRODUCTION

Plan Overview

The St. Bernard Parish Bikeway and Pedestrian Plan is a framework for the development of a more walkable, more bikeable St. Bernard Parish. This plan is based upon a presumption that walking and bicycling should be safe, convenient and healthy options for residents and visitors alike, whether biking or walking to reach schools, work, shopping and other destinations, or for recreational purposes.

The planning process builds upon the Complete Streets and other planning efforts already underway in St. Bernard Parish and throughout the metro New Orleans region, to ensure that roads are safe for everyone regardless of who they are or how they travel.

The purpose of this bicycle and pedestrian planning effort is to identify improvements to the bicycle and pedestrian networks in order to make it easier, safer and more comfortable for people bicycling and walking; to estimate the cost of projects and to make implementation recommendations so that a coherent network comes together, over time, through long range planning while providing flexibility for the Parish to make improvements as opportunities arise.

Planning Process

The St. Bernard Bikeway and Pedestrian Plan Update was a nine month planning effort which included review of existing plans, meetings with a Technical Advisory Committee (TAC), field survey of existing sidewalks and roadway conditions, technical analyses and public engagement.

Table 1 (next page) includes a list of the existing plan documents provided to the project team for their review and use throughout the planning process. Appendix A includes a technical memorandum with additional information on the existing documents reviewed and data sources provided to the project team for their use.

The TAC was comprised of representatives from St. Bernard Parish Government; staff and commission members from the Regional Planning Commission for Jefferson, Orleans, Plaquemines, St. Bernard, St. Charles, St. John, St. Tammany and Tangipahoa Parishes; a representative from Bike St. Bernard; a representative from the St. Bernard Americans with Disabilities Act (ADA) Committee; and a member of the St. Bernard Parish Council. TAC members were briefed throughout the planning process and met with on an as needed basis.



Table 1. Documents Reviewed

Name	Type of Document	Year
1 Transportation Alternatives Program Application – Mississippi River Trail Phase IV Valero Refinery to Paris Road	Funding Application	2016
2 LA 46: Orleans PL - Paris Rd. LA DOTD Plan Sheets, St. Bernard Parish SPN H.010406	Construction Plans	2016
3 St. Bernard Parish Complete Streets Policy and supporting materials	Resolution & Ordinances	2016
4 Memorandum from D. Fagan to D. Bourgeois re: adding 9.6 miles of bikeways along submerged roads routes	Memorandum	2014
5 St Bernard Parish Comprehensive Plan	Planning Document	2014
6 Mississippi River Levee Shared-Use Path (Phase I and Phase II) Plan Sheets	Construction Plans	2014
7 Transportation and Land Use Access Improvement Feasibility Study	Study	2014
8 Transportation Alternatives Program Application – Mississippi River Trail Phase III (Violet to Braithwaite)	Funding Application	2014
9 Transportation Enhancement Study: St. Bernard Parish	Study	2013
10 Land Use and Transportation Plan: St. Bernard Parish	Planning Document	2008
11 Transportation Enhancement: St. Bernard Bicycle Path Plan	Study	2001

Soll Planning, 2017

Complete Streets Policy

‘Complete Streets’ is a transportation policy concept that requires streets to be planned, designed and operated for safe access for all users, including pedestrians, bicyclists, motorists and transit users of all ages and abilities. Complete Streets policies have been adopted by over 1,000 states, counties, local governments, and regional agencies across the United States. St. Bernard Parish is one of Louisiana’s leaders in this area, having adopted a Complete Streets Policy in April 2016.

The Complete Streets Policy and this Bikeway and Pedestrian Plan Update will work hand-in-hand to create a more bikeable, more walkable community. The plan identifies specific infrastructure improvements, while the Policy steers decision-making, through internal and regulatory mechanisms, towards concepts that are supportive of the infrastructure improvements.

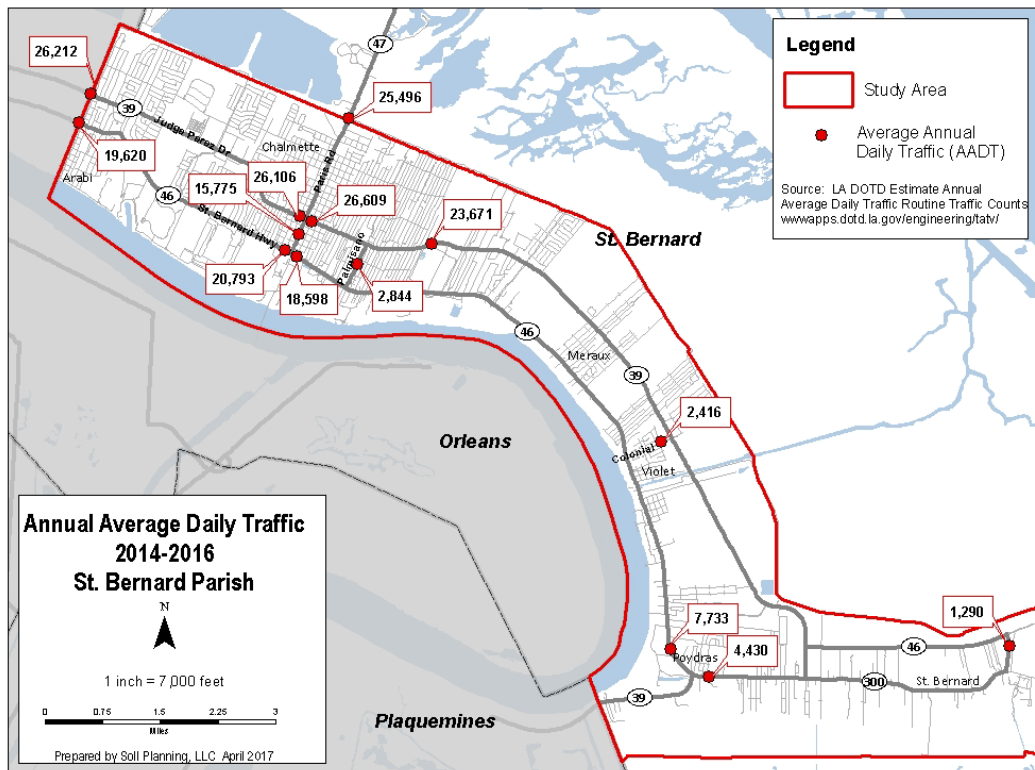
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The St. Bernard Parish Policy Resolution, the Complete Streets Ordinances, and a series of recommendations made by the project team to continue to strengthen and implement the policy are included in Appendix B.

Existing Conditions

St. Bernard Parish’s linear geography is both an advantage and a detriment in terms of its transportation network, particularly for people navigating on foot, by bicycle and by transit. On the one hand, the majority of residents are within a mile of the two major arterials, St. Bernard Hwy. (LA 46), and Judge Perez Dr. (LA 39). Additionally, Paris Rd. (LA 47) provides interstate access for St. Bernard’s vibrant industrial sector. As a result, these roadways contain high volumes of traffic, much of which consists of heavy truck traffic. Figure 1, below, shows the Annual Average Daily Traffic (AADT) for the state highway network.

Figure 1. Annual Average Daily Traffic (2014-2016), St. Bernard Parish



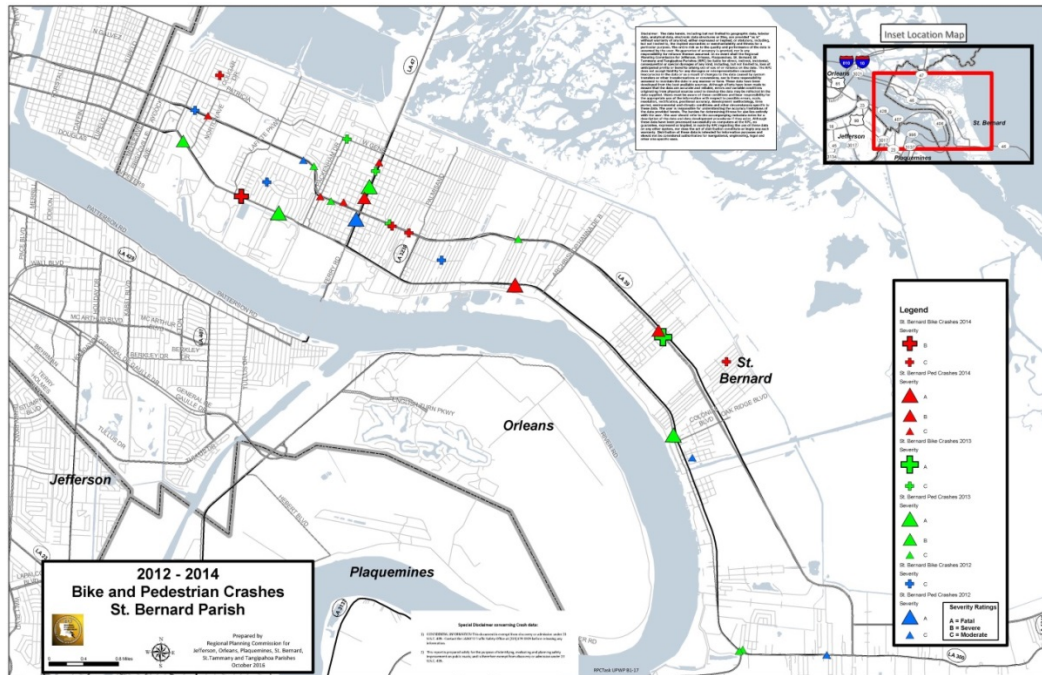
Source: Louisiana DOTD Estimated Annual Average Daily Traffic Routine Traffic Counts

Given the mix of traffic, and the characteristics of these roadways, it is unsurprising to find that the majority of reported pedestrian and bicycle crashes over a three-year reporting period (2012-2014) have occurred on these same roadways. Figure 2, next page, shows Bicycle and Pedestrian Crashes from 2012-2014 in St. Bernard Parish.



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Figure 2. Bicycle and Pedestrian Crashes (2012-2014), St. Bernard Parish



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

Source: New Orleans Regional Planning Commission

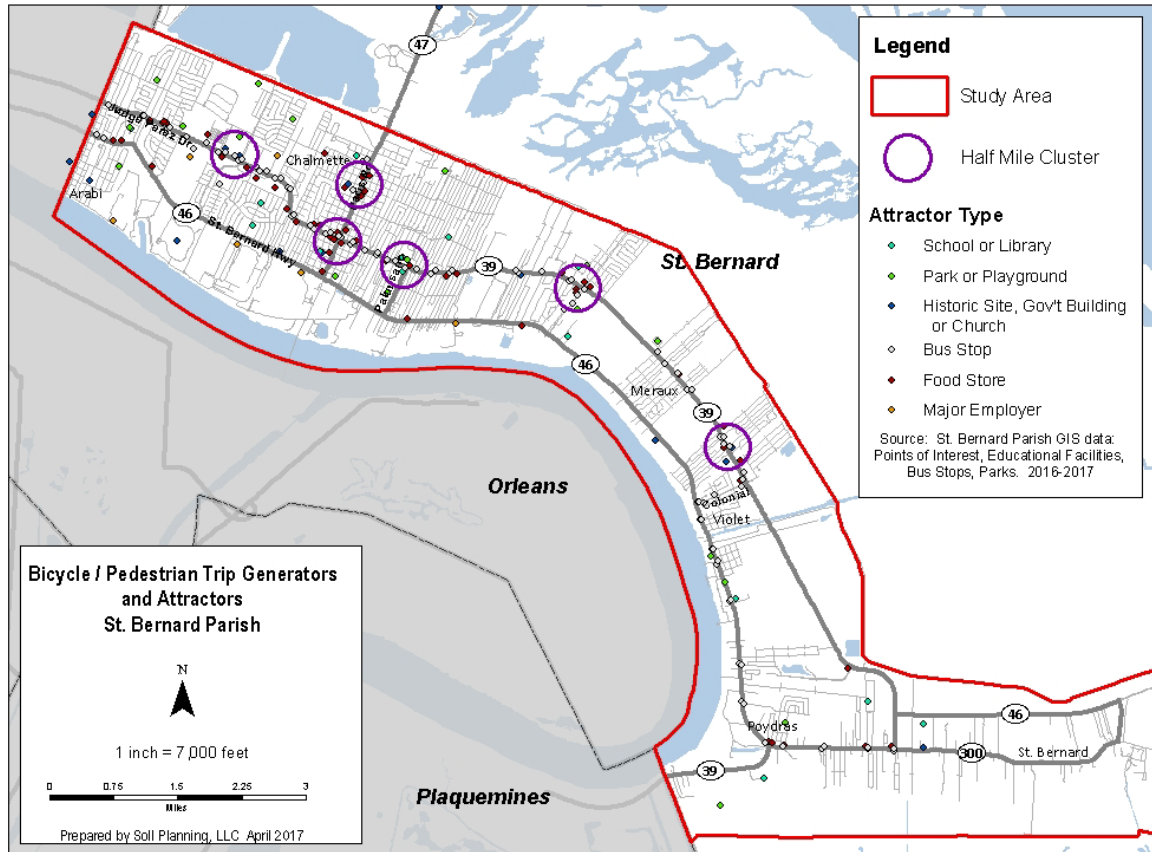
Nearly every existing or future use of land has the potential to generate bicycle and pedestrian trips, though certain types may generate more of these trip types than others, and as such merit special consideration. These include:

- Major employers
- Food stores
- Bus Stops
- Schools and libraries
- Certain government facilities, such as the Parish Government Complex
- Parks and playgrounds
- Historic sites that serve as tourist attractions, some churches

Figure 3, next page, shows some of the major known bicycle and pedestrian trip generators and attractors. Clustered groups of 10 or more attractors within a half mile are circled in purple.

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Figure 3. Bicycle and Pedestrian Trip Generators and Attractors, St. Bernard Parish



Source: Soll Planning LLC with St. Bernard Parish GIS

Current conditions in St. Bernard Parish reveal a need to better address non-motorized transportation alternatives. There are many benefits to walking and bicycling, and to creating a community that is supportive of these transportation choices. Some potential benefits from non-motorized transportation projects include:

- In 2013, St. Bernard Parish had a 35.5% obesity rate, according to the Center for Disease Control.ⁱ Louisiana currently (2016) has the highest adult obesity rate in the nation, at 36.2%.ⁱⁱ Obesity related health conditions include diabetes, hypertension and heart disease. Providing opportunities for physical activity through walking and bicycling has been shown to be an effective strategy for combating chronic conditions related to inactivity. One study found that people living within 0.6 miles of a protected bikeway got 45 more minutes of exercise biking and walking than people living 2.5 miles away.ⁱⁱⁱ
- As noted in the *New Orleans Regional Pedestrian and Bicycle Crash Report (2009-2010)*, Louisiana and the metro New Orleans area are above national averages for bicycle and pedestrian crashes. However, planning and designing sidewalks, bicycle lanes, and even shoulders are proven methods of reducing injury and crash rates for various users. Of note:



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- Roadways with sidewalks on both sides are half as likely to have pedestrian crashes than roadways without sidewalks ^{iv}
- Pedestrian traffic injuries dropped by 12% on roadways in New York City after protected bicycle lanes were installed. ^v
- Paved shoulders have been found to reduce crashes across the board for pedestrians, bicyclists, and motorists. ^{vi}
- St. Bernard Parish's median income was \$44,706 in 2015, and 71.6% of households in St. Bernard have two or more vehicles, ^{vii} According to AAA, the average cost to own and operate a vehicle was \$8,698 annually in 2015. ^{viii} The average cost to own two vehicles, at \$17,396 is a significant portion of the household budget for many families in St. Bernard Parish.

Public Engagement

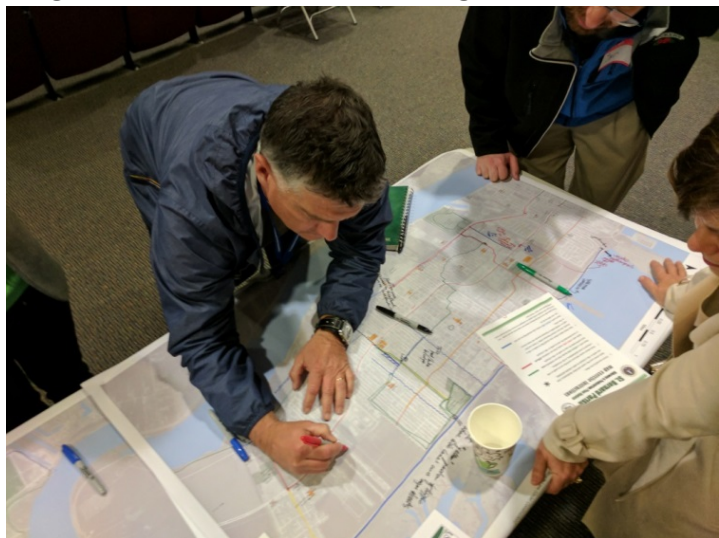
The Bikeway and Pedestrian Plan Update process included two public meetings. The first public meeting occurred in December 2016. The purpose of the meeting was to inform citizens of the planning effort, gather public input on their concerns about walking and bicycling, and identify locations where they would like to be able to walk or bicycle more comfortably. Members of the public who attended the meeting watched a brief presentation, filled out surveys and comment forms, and participated in an interactive map exercise.

Some of the key themes that emerged are identified on the following page.

- Major thoroughfares (Judge Perez and Paris Road) are difficult to cross.
- Strong support and interest in a trail network including both the Mississippi River Trail (MRT) and 40 Arpent Trail.
- Desire for walking and bicycle only bridges across canals to connect neighborhoods.
- Consideration for future trail to transit connections.
- A need for better on-street pedestrian-scale lighting.

A second public meeting occurred in May 2017 to gather public feedback on the recommendations of the draft plan prior to its anticipated adoption by the Parish Planning Commission and Parish Council.

Appendix C contains the public participation file.





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Bicyclist Types

Bicyclists were historically classified according to their skill level, as that has some influence on their speed and behavior, as well as their preference for various facility types. Typologies from the 1990's and 2000's were focused on design needs of current cyclists, whereas the current planning practice uses a scale that includes the full population in order to examine the potential to change behavior and perceptions based on the development of facilities and education. These categories of bicyclists are:

- **Strong and Fearless** (<1%): This group is often comprised of club riders and other cyclists that are extremely comfortable riding regardless of roadway conditions, traffic or weather. They are faster than other cyclists and tend to prefer roadways over shared use facilities.
- **Enthusied and Confident** (5-10%): This group is generally comfortable using on-street bicycle facilities and knows the rules of the road. They typically choose direct routes, though they may choose lower volume streets and shared use trails as well.
- **Interested but Concerned** (60%): This group of riders typically prefers shared use paths, neighborhood greenways, and bicycle lanes along lower volume, low speed streets. They may be uncomfortable riding with traffic and be unaware of rules as they pertain to bicyclists. They tend to cycle shorter distances and during favorable weather conditions; however they may choose a less direct route in order to avoid arterials.
- **No Way, No How** (30%) People in this group are unlikely to ride a bicycle regardless of circumstances or facility type. They perceive significant safety issues with riding a bicycle, or may have a physical disability that prevents them from riding or may have never learned.

Understanding the attitudes of people towards bicycling is useful to consider throughout the decision making and planning process in order to accommodate the widest cross section of potential users as possible.

Source: Portland Office of Transportation, *Four Types of Cyclists*. 2006.



RECOMMENDATIONS

Bicycle Facilities and Designations

Overview

Louisiana law states that bicycles may be operated on all roadways, while the St. Bernard Parish Code of Ordinances notes that persons riding bicycles have all of the rights and duties applicable to drivers of motor vehicles. Riding on the sidewalk is not expressly prohibited in St. Bernard, unless it is signed as such, though a person riding a bicycle on the sidewalk must yield the right of way to pedestrians.^{ix}

Most of the time, bicyclists and motor vehicles share the same travel lanes. Roadways with low vehicular speeds and light traffic volumes are often suitable in their current condition for serving bicyclist and motor vehicles without additional signage, pavement marking, or other infrastructure improvements. However, as speeds and volumes increase, bicyclists comfort and perception of safety will generally decline, unless additional provisions are included to address their specific needs.

The level of infrastructure necessary varies based on the context of the roadway. What is needed in a highly urbanized area is often quite different than rural areas. Likewise, roadway characteristics are an important factor for consideration. As speeds and volumes go up, the level of separation needed to ensure safety and comfort for the various groups of bicyclists will also go up.

The following pages provide summary information about each of the bicycle facility types and designations recommended in the St. Bernard Bikeway and Pedestrian Plan Update. All facility types may not be included at this time; however their need may be identified as future growth occurs. Summaries do not cover the full range of design considerations, pavement marking details, or signage for each facility type. Summary information is based on the following resources, which should be referred to for additional detailed information at the time of design:

- American Association of State Highway and Transportation Officials (AASHTO). *Guide for the Development of Bicycle Facilities, 4th Edition*. 2012.
- National Association of City Transportation Officials (NACTO). *Urban Bikeway Design Guide, 2nd Edition*. 2014.
- Federal Highway Administration (FHWA). *Separated Bike Lane Planning and Design Guide*. 2015.
- Federal Highway Administration (FHWA). *Manual on Uniform Traffic Control Devices*. 2009.
- Federal Highway Administration (FHWA). *Small Towns and Rural Multimodal Networks*. 2016.

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BICYCLE ROUTE

BICYCLE ROUTE NO TREATMENTS



Shared Travel Lane

Bicycle routes have been selected as preferred roadways for bicyclists to access destinations or trail connections. They are roadways with favorable conditions for bicycling, such as lower traffic volumes and lower speeds.

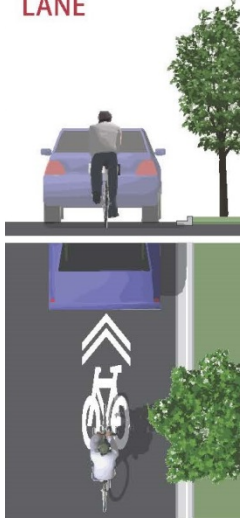
Bicycle routes are a designation, rather than a facility type for the purpose of providing navigational instructions to users.

Bicycle routes do not necessarily reduce bicycle crashes as they do not alter the geometric design, traffic volume or speed of the roadway. For this reason, it may be desirable to add other roadway improvements, including traffic calming, along bicycle routes at a later point in time if the need arises.



MARKED SHARED LANE

MARKED SHARED LANE



Shared Travel Lane
with pavement
markings

A marked shared lane alerts motorists that bicyclists may be encountered and shows bicyclist where to position themselves for greatest visibility. They are useful to provide additional guidance to motorists and bicyclists on roadways with low to moderate speeds and traffic volumes.

The marked shared lane pavement symbol (also called a shared lane marking or sharrow) is typically placed in the center of the outside travel lane but may be placed in other locations depending on context. Aligning the pavement marking between the path of vehicle tire tracks will extend the life of the pavement marking symbols.

Pavement symbols should be placed immediately after every intersection and at intervals not greater than 250ft.





NEIGHBORHOOD GREENWAY

NEIGHBORHOOD GREENWAY



Shared Travel Lane with pavement markings and traffic calming

A neighborhood greenway is a residential low volume, low speed street where bicyclists and pedestrians are given priority. Neighborhood greenways are also known as bicycle boulevards. They are a key component of a low-stress bicycle network that appeals to a wide spectrum of the population. Many residential streets within St. Bernard Parish meet the speed and volume criteria for neighborhood greenways. Identifying and marking them is critical to make them clearly visible to potential users and alert motor vehicle traffic to expect to encounter people walking and bicycling, and so people biking can navigate to the destinations by using a combination of facilities. Neighborhood greenways often use a combination of signage, traffic calming and pavement markings to create a comfortable environment for people walking and biking. The traffic calming benefits are appealing to property owners and residents concerned about motor vehicle speeds and cut through traffic.



BICYCLE LANE

BICYCLE LANE



Travel Lane | Bicycle Lane

A bicycle lane is a portion of the road designated by striping and pavement marking for the exclusive or preferential use of bicycles. Bicycle lanes facilitate predictable behavior and movements from bicyclists and motorists. They enable bicyclists to ride at a comfortable speed without interfering with prevailing motor vehicle traffic speeds. Bicycle lanes are typically placed adjacent to the curb when on-street parking is not a factor, or to the left of on-street parking when present.

Bicycle lanes are most beneficial on streets with moderate traffic and moderate speeds.



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BUFFERED BICYCLE LANE

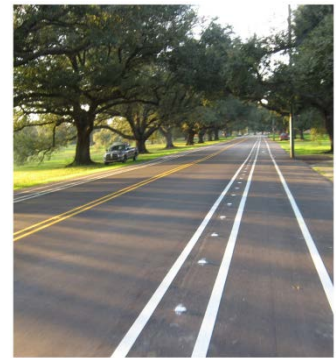
BUFFERED BICYCLE LANE



A buffered bicycle lane is a conventional bicycle lane paired with a designated buffer space, creating additional separation between bicyclists and motor vehicles. Buffered bicycle lanes are placed on street, to the right of motor vehicle travel lanes, and to the left of on-street parking, where present.

Buffered bicycle lanes are appropriate on roadways with moderate to high volumes of traffic, moderate to high travel speeds, or where a high portion of the motor vehicle traffic includes trucks and oversized vehicles.

Narrow buffers (1.5 ft. – 4 ft.) are bound by two solid lines, whereas a wider buffer (4ft. or greater) is marked with diagonal hatching.



SEPARATED BICYCLE LANE

SEPARATED BICYCLE LANE



A separated bicycle lane, sometimes called a protected bicycle lane or a cycle track, includes a vertical element separating the bicycles from motor vehicles. They can be designed for single or bi-directional travel. Separated bicycle lanes are located in the roadway or immediately adjacent to the roadway. One defining feature of a separated bicycle lane (as compared to a path or trail) is that they are exclusively for the use of bicycles.

Separated bikeways are an appropriate design choice on higher speed, higher volume roadways where designated space for bicycles and motor vehicles is desired to reduce the possibility that motorists will stray into the bicyclist path.





SHOULDER BIKEWAY

SHOULDER BIKEWAY



In rural areas, paved shoulders can be enhanced to provide accommodation for people bicycling and walking, and benefit motorists at the same time.

Bicycle lanes and shoulder bikeways differ in that bicycle lanes are travel lanes, whereas shoulders are not. However, when shoulders are used by bicyclists, there are additional considerations, including using a bicycle friendly rumble strip design, careful placement of reflectors, and maintenance of the shoulder to ensure a smooth clear path. The Louisiana Department of Transportation and Development (DOTD) has a sample plan for a bicycle friendly rumble strip that can be used on state and local roadways.



Photo Citation:
<https://www.fhwa.dot.gov/publications/research/safety/pedbike/05085/pptchapt4.cfm>

SHARED USE TRAIL

TRAIL



A shared use trail (or path) is an off-street facility shared with other non-motorized users, including pedestrians, skaters, joggers, etc. For our purposes, trails are paved and bi-directional facilities, with a minimum width of 10 ft.

Shared use trails perform a transportation function for commuting to school, work or other trip purposes as well as providing opportunities to improve health and fitness. Trails sometimes align with natural features, such as waterways, or reuse historic transportation facilities that are no longer in use, such as abandoned rail corridors.

When shared use trails are placed adjacent to a roadway to accommodate non-motorized users, great care should be taken during design to mitigate the variety of potential conflicts that may occur.



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Supportive Facilities

Bicycle Parking

Bicycle Parking may need to be expanded in the future to accommodate user demand and ensure that bicyclists have safe and convenient bicycle parking options at their destinations. Though it is legal to attach bicycles to public posts in St. Bernard Parish; it can result in impeding pedestrian traffic, theft and other undesirable consequences. Currently, the Parish participates in the Young Leadership Council's "Where Ya Rack" program. The "Where Ya Rack?" program uses volunteer labor to install privately sponsored racks on private or public property.

In addition to the sponsored racks provided through that mechanism, bicycle racks should be installed at public parks, schools, libraries and government buildings as facilities come on line. Transit stops that serve as hubs are a good location for public bicycle parking. Trailhead design should consider bicycle parking, particularly at larger and more centralized locations.

Adequate bicycle parking is required on all new commercial construction projects and major renovation projects through the Complete Streets ordinance. The volume of required parking shall scale with the scope of the commercial development and is subject to the final discretionary determination of the Director of Community Development.

Bicycles on Buses

Based on discussions the Parish was holding regarding developing a Complete Streets Policy in 2015, the St. Bernard Parish Transit Department began a review of operations, equipment and facilities. The Parish made a commitment at that time to begin adding bicycle racks to all new buses. By 2016, all St. Bernard Parish Transit buses had been equipped with bicycle racks. Any riders may place their bicycle on the rack for the duration of their trip. There is no additional fee, training or licensing requirement for their use.



Photo Citation:

<http://www.fox8live.com/story/30561000/st-bernard-transit-unveils-new-bus-bike-racks>

Future Programming

Staffing

To reduce fatalities and serious injuries, coordinate implementation and advocate for pedestrian and bicycle continuity across future administrations, the St. Bernard Bikeway and Pedestrian Plan Update recommends an ongoing Parish investment in a Bicycle and Pedestrian Coordinator position. Currently this position is filled part-time through a consultant contract.



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A part-time or full-time Bicycle and Pedestrian Coordinator typically has bicycle and pedestrian planning and/or engineering expertise and adds intimate knowledge of design, policy and funding. Importantly, this job would coordinate across Parish departments such as the St. Bernard Health, Public Works, and Community Development Departments and work with schools to ensure the incorporation of best practices and the implementation of the bicycle and pedestrian element of the comprehensive plan.

Education

An important recommendation is provision of ongoing education and training of people driving, people walking and people riding bicycles about state and local laws. To keep everyone safe training is also necessary to provide information to law enforcement officers and judges who enforce bicycle and pedestrian laws. Numerous Parish employees drive parish vehicles and this group would benefit from explicit driver training. The Parish can leverage existing training opportunities in Facility Design, Pedestrian Accessibility, and Law Enforcement offered by others or through national webinars or videos. The Parish could also identify internal gaps in training and work to create new safety programs that best fit St. Bernard. For example, local school children represent a cohort that would benefit from early childhood education in pedestrian and bicycle safety training.

Local Bicycle Network

A high-quality bicycle network depends on a set of well-designed corridors and segments that are sensitive to the context of travel activity and land use. The network, shown in Figures 8, 9, 10, and 11 aims to accomplish the following goals:

- Take people from where they are to where they want to go, and serve key destinations and transit lines.
- Meet the needs of a diverse range of users. Consider variations in physical abilities, perceptions of safety, trip types, and trip purposes of different users.
- Include a hierarchy of facility types serving different functions and users. For example, children riding to school require a higher comfort level than adults who ride recreationally or commute every day.
- Balance existing and future demand. Create improvements on the routes that are already popular for cyclists, but also create new bikeways where it may be uncomfortable to ride currently.
- Minimize out-of-direction travel.
- Prioritize safety.
- Provide a grid of bikeways roughly every half mile in more populated areas, to the extent possible.



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Network by Facility Type (On-street)

One of the primary purposes of this planning effort is to identify bicycle facility improvements that will improve the safety and comfort of bicycling throughout St. Bernard. The planned on-street network includes 79.2 centerline miles of bikeways, of which 39.1 miles are located on the local street network and 40.1 miles are on the state highway network. Figures 5, 6, 7, and 8 at the end of this section show the recommended network of on-street facilities and trails. A discussion of the recommendations of the state highway network follows the overview of the local street network, below. All facility recommendations will be subject to engineering evaluation at the time of design/implementation. See Appendix F for new suggested cross sections (lane retrofits) of selected existing streets.

Bicycle Routes are recommended on 19.5 miles of the local street network. Bicycle Route designations are used in locations where navigational information is the primary need for bicyclist to access a trailhead or important connection, and where additional on-street facilities are not warranted due to very low traffic volumes and low speeds. Bicycle routes do not typically improve safety conditions for bicyclists, so additional improvements may be identified in the future on these roadways. A Bicycle Map and Guide to Safe Cycling should be created to provide bicyclists with a reference for locating streets that are recommended routes.

Table 2. Bicycle Routes Planned on the Local Street Network

Name	From	To	Posted Speed	Approx Width	Length (Miles)
Bartolo St.	E Genie St.	40 Arpent Trail	20	22'	0.31
Benjamin St.	Alexander Ave.	Cougar Dr.	20	24'	0.66
Benjamin St.	Wetlands Observatory	Kings Dr.	20	25'	0.48
Campagna Dr.	Florida Ave.	Ohio St.	20	25'	1.35
Center St.	Patricia St.	St. Claude Ave.	20	24'	0.65
Claiborne Ave.	Maureen Ln.	Meraux Ln.	20	20'	0.52
Cougar Dr.	Benjamin St.	Patricia St.	20	26'	0.43
Courthouse Sq.	Pakenham Dr.	Jackson Blvd.	20	30'	0.05
Debouchel Blvd.	Florida Ave.	Judge Perez Dr.	20	17' per side	0.69
Delille St.	W. Genie St.	St. Bernard Hwy.	20	20'	1.13
Despaux Dr.	St. Bernard Hwy.	Ohio St.	20	24'	0.29
E Genie St.	Munster Blvd.	Bartolo St.	20	24'	0.08
E Solidelle St.	Paris Rd.	Laplace St.	20	24'	0.13
E St. Avide St.	Paris Rd.	Golden Dr.	20	25'	0.34
Fable Dr.	Legend St.	Legend Dr.	20	34'	0.01
Farmsite Rd.	St. Bernard Hwy.	Torres Dr.	20	20'	1.26
Fazio Rd.	Tyler St.	W. Moreau St.	20	25'	0.18
General Pershing	St. Bernard Hwy.	Violet Canal Trail	20	20	0.40
Guerra Dr.	Florida Ave.	St. Bernard Hwy.	20	25'	1.12
Jacob Dr.	Florida Ave.	E. Genie St.	20	24'	0.36
Keane Dr.	St. Bernard Hwy.	Livingston Ave.	20	20'	0.20



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Kings Dr.	Benjamin St.	Patricia St.	20	25'	0.42
Lafontaine St.	W Genie St.	W Virtue St.	20	20'	0.21
Laplace St.	E Solidelle St.	E St. Avide St.	20	25'	0.15
Le Blanc Rd.	St. Bernard Hwy.	River Levee	20	24'	0.09
Legend St.	St. Bernard Hwy.	Story Park Blvd.	20	24'	1.05
Lloyds Ave.	Trist Pl.	Tyler St.	20	24'	0.01
Lyndel Ct.	Plaza Dr.	Marietta St.	20	24'	0.11
Magistrate St.	Plaza Dr.	Val Riess Park	20	22'	0.04
Marietta St.	Riess Pl.	St. Bernard Hwy.	20	25'	0.32
Missouri St.	Chalona Dr.	Campagna Dr.	20	24'	0.23
Montesquieu St.	W Solidelle	W. Prosper St.	20	18'	0.07
Munster Blvd.	E Genie St.	St. Bernard Hwy.	20	26'	1.13
Ohio St.	Palmisano Blvd.	Despaux Dr.	20	24-28'	0.53
Packenham Ave.	Judge Perez Dr.	St. Bernard Hwy.	20	20'	0.71
Pakenham Dr.	Judge Perez Dr.	St. Bernard Hwy.	20	24'	0.71
Plaza Dr.	Florida Ave.	St. Bernard Hwy.	20	20-26'	1.52
Riess Pl	Paris Rd.	Marietta St.	20	26'	0.36
Rodriguez Ln.	St. Bernard Hwy.	River Levee	20	16'	0.10
Story Park Blvd.	Florida Ave.	Legend Dr.	20	22' per side	0.20
Sylvia Blvd.	LA Hwy 46	Bayou Rd.	20	22' per side	0.64
Sylvia Dr.	Sylvia Blvd.	Bayou Rd.	20	28'	0.16
Torres Dr.	Farmsite Rd.	Judge Perez Dr.	20	20'	0.28
Trist Pl.	Lloyds Ave.	Paris Rd.	20	22-34'	0.28
Tyler St.	Jackson Ave.	Lloyds Ave.	20	18'	0.16
W Josephine St.	Pakenham Dr.	Delille St.	20	25'	0.29
W Moreau St.	Fazzio Rd.	Jackson Blvd.	20	25'	0.03
W Virtue St.	Lafontaine St.	Paris Rd.	20	25'	0.27
Water Pump St.	Judge Perez Dr.	40 Arpent Flood Wall	20	20'	0.07

Marked Shared Lane facilities are recommended for 10.2 miles of the existing local street network. This facility type is recommended on many of Arabi and Chalmette's "collector" streets that provide access into neighborhoods. These roadways are not wide enough for a bicycle lane to fit within the existing pavement section, and in most cases, motor vehicle speeds and traffic volumes do not appear to warrant bicycle lanes based on observed conditions.

Table 3. Marked Shared Lanes Planned on the Local Street Network

Name	From	To	Posted Speed	Approx Width	Length (Miles)
Chalm. Nat. Pk. Scenic Rd.	St. Bernard Hwy.	Chalmette National Cemetery	<20	12-24'	1.61
Chalm. Natl. Cemetery Rd.	St. Bernard Hwy.	terminus	<20	20'	0.60
Ferry Landing Rd.	Paris Rd.	Lower Algiers / Chalmette Ferry Rd		28'	0.05



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Friscoville Ave.	St. Bernard Hwy.	N. Peters St.	20	26'	0.69
Friscoville Ave.	Center St.	St. Bernard Hwy.	20	26'	0.42
Livingston Ave.	Jean Lafitte Blvd.	Pakenham Dr.	20	28'	1.04
Lower					
Algiers/Chalmette Ferry	Ferry Landing Road	Ferry Dock		26'	0.21
Mehle Ave.	Patricia St.	N. Peters St.	20	18 to 30'	1.37
N Peters St.	Mehle Ave.	Friscoville Ave.	20	24'	0.19
Oak Tree Ln.	De La Ronde Dr.	Palm Ave.	20	24'	0.18
Palm Ave.	Plantation Dr.	Oak Tree Ln.	20	24'	0.10
Palmisano Blvd.	Val Riess Park	Judge Perez Dr.	20	18' per side	1.05
Plantation Dr.	Oak Tree Ln.	Palm Ave.	20	25'	0.20
Rowley Blvd.	Patricia St.	St. Bernard Hwy.	20	25'	0.86
W Genie St.	Guichard Canal	Paris Rd.	20	25'	0.51
W Solidelle St.	Montesquieu	Paris Rd.	20	24'	0.07

Neighborhood Greenways are recommended on 6.2 miles of the local street network. These roadways are not wide enough for a bicycle lane, but have the potential to become part of a low-stress bicycle network with the addition of improvements that prioritize walking and bicycling and minimize cut-through traffic, such as marked shared lanes, curb extensions, speed tables or raised crosswalks and route signage.

Table 4. Neighborhood Greenways planned on the Local Street Network

Name	From	To	Posted Speed	Approx Width	Length (Miles)
Alexander Ave.	Benjamin St.	Patricia St.	20	24'	0.31
Chalona Dr.	Missouri St.	Florida Blvd.	20	20'	0.81
E St. Avide St.	Golden Dr.	Palmisano Blvd.	20	25'	0.41
Florida Ave.	Val Riess Park	Jacob Dr.	20	26'	0.43
Magistrate St.	Palmisano Blvd.	Volpe Dr.	20	22'	0.12
Missouri St.	Palmisano Blvd.	Chalona Dr.	20	24'	0.18
Volpe Dr.	Florida Ave.	Magistrate St.	20	25'	0.17
E Genie St.	Paris Rd.	Palmisano Blvd.	20	24'	0.77
E Genie St.	Palmisano Blvd.	Jacob Dr.	20	23'	0.59
Patricia St.	Mehle Ave.	Guichard Canal	20	22 to 28'	2.23

Bicycle Lanes are recommended on 2.0 miles of the local street network to provide dedicated space for people biking and enable them to travel at their own speed without interfering with prevailing motor vehicle traffic. This includes several projects that were complete or nearing completion at the time of this study, as indicated below.



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Table 5. Bicycle Lanes Planned on the Local Street Network

Name	From	To	Posted Speed	Approx. Width	Length (Miles)
Archbishop Hannan Blvd.*	Judge Perez Dr.	St. Bernard Hwy.	30	24' per side	0.60
Colonial Blvd.*	Judge Perez Dr.	St. Bernard Hwy.	30	24' per side	0.56
Jackson Blvd.	Judge Perez Dr.	St Bernard Hwy.	20	20'	0.42
Pakenham Dr.	Judge Perez Dr.	St Bernard Hwy.	20	24'	0.42

*Archbishop Hannan Blvd. and Colonial Blvd. were complete or nearing completion at the time of the study.

Buffered Bicycle Lanes are recommended on 1.3 miles of the local street network, where additional space is available that can be used to increase the comfort for less confident bicyclists in locations where traffic is currently high or fast moving, or is anticipated to increase in the future.

Table 6. Buffered Bicycle Lanes planned on the Local Street Network

Name	From	To	Posted Speed	Approx. Width	Length (Miles)
De La Ronde Dr.	Patricia St.	Judge Perez Dr.	20	42'	0.48
Jean Lafitte Pkwy.*	Judge Perez Dr.	St. Bernard Hwy.	20	18' per side	0.80

*Further evaluation at the time of design will determine feasibility of buffered bicycle lane implementation

Future Considerations for State Highways in St. Bernard Parish

The development of a vision for the future bikeway network in St. Bernard Parish recognizes that St. Bernard Parish is not the owner of all roadways within St. Bernard’s geographic area. The public input process revealed a significant need for bikeway and pedestrian improvements that involve crossing and travel along the three main state highways in the urbanized area – St. Bernard Hwy. (LA 46), Judge Perez Dr. (LA 39) and Paris Rd. (LA 47). These roadways can function as barriers to non-motorized travel and discourage trips that involve them.

This plan includes several spot improvements for crossing these main roadways, which can be implemented in the near term and will help remove some barriers for people walking and biking in St. Bernard. Additional major improvements, including but not limited to on-street bicycle facilities on these highways will be done working with our partners at the Louisiana Department of Transportation and Development (DOTD) when major improvements are scheduled for these routes.

However, it should be clearly understood that we would expect every accommodation to be made for bicyclists and pedestrians should major improvements such as widening or resurfacing be undertaken to these roadways by the State of Louisiana in the future. This action would be



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undertaken in accordance with the State's adopted Complete Streets Policy. Specific suggestions for these improvements are outlined in Table 7 that follows.

In 2015, DOTD created an internal Geographic Information Systems (GIS) tool, the Long Range Bicycle Map Statewide (LRBMS), to assist designers in determining the appropriate accommodation for bicycles and level of priority for projects for their entire network. These products were shared with the state's Metropolitan Planning Organizations (MPOs) to assist them in their planning processes. The project team reviewed the recommendations of the LRBMS, and determined that the facility type recommendations are generally consistent. Where inconsistencies exist, it is the result of a finer grain analysis being conducted within the Bikeway Plan.

Bicycle Lanes were under construction on 2.9 miles of St. Claude Ave. and W. St. Bernard Hwy. at the time of the writing of this report. Bicycle Lanes are recommended for an additional 3.5 miles of St. Bernard Hwy. as well.

Buffered Bicycle Lanes are recommended for 1.4 miles of Paris Rd., from the 40 Arpent Canal to St. Bernard Hwy. This facility type could be implemented within the existing pavement section. **Shared Lane Markings** are recommended for 0.7 miles of Paris Rd. south of St. Bernard Hwy.

Separated Bicycle Lanes are recommended on 4.3 miles of Judge Perez Dr., from the Orleans Parish Line to approximately Jacob Dr. This facility type is recommended based on the high traffic speeds, high volume of traffic, high percentage of truck traffic within the traffic stream, density of bicycle and pedestrian generators, and the history of bicycle and pedestrian crashes on the roadway. To accommodate this facility type, major construction would be required, which is not anticipated in the foreseeable future. Additional discussions with the Louisiana Department of Transportation and Development, the owner of that roadway, should occur at a later point in time to address potential solutions to improve safety for non-motorized transportation needs and compliance with the Louisiana and St. Bernard Parish Complete Streets Policies. Implementing a Separated Bicycle Lane will require a long term strategy to better manage access along the corridor. An access management strategy should include (but not be limited) to the following steps:

1. Identify the limits of the right of way and where adjacent business owners are encroaching on the right of way for parking.
2. Identify current opportunities for driveway closure or consolidation
3. Review and revise standards for new developments to require shared parking/parking lot connectivity, minimize driveway widths, and limit the number of driveways per frontage allowed. Private property adjacent to the state highway network seeking driveway permit or access is subject to the access management policy and driveway permitting process of the DOTD.

Shoulder bikeways are recommended on 27.2 miles of the state highway network within St. Bernard, primarily downriver of the Valero Refinery. Of this mileage, shoulders already exist on 16.7 miles of these roads; however additional improvements may be beneficial to improve the



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quality of these shoulders and preserve their usability for the purpose of bicycling. These improvements may include:

- Bicycle compatible rumble strips where they are not present.
- A regular maintenance plan, including sweeping and debris clearing
- Signage alerting motorists to the presence of people bicycling.

Table 7. Facilities Recommended for the State Highway Network

Name	From	To	Posted Speed	Approx Width	Length	Facility Type
Paris Rd. (LA 47)	40 Arpent Trail	St. Bernard Hwy.	40	90-100'	1.41	Buffered Bicycle Lane
Paris Rd. (LA 47)	St. Bernard Hwy.	Ferry Landing		30-34'	0.70	Shared Lane Marking
Paris Rd. (LA 47)	Orleans Parish Line	40 Arpent Trail	40	90-100'	1.93	Shoulder Bikeway
W. Judge Perez Dr. (LA 39)	Parish Line	Paris Rd.	35	120 to 160'	2.84	Separated Bicycle Lane
E. Judge Perez Dr. (LA 39)	Paris Rd.	Jacob Dr.	35	36' per side	1.45	Separated Bicycle Lane
E. Judge Perez Dr. (LA 39)	Jacob Dr.	Bayou Rd.	45	36' per side	7.16	Shoulder Bikeway
St. Claude Ave. (LA 46)*	Government St.	Lebeau St.	30	90-130'	0.32	Bicycle Lane
W. St. Bernard Hwy. (LA 46)*	St. Claude Ave.	Paris Rd.	40	90-130'	2.62	Bicycle Lane
E. St. Bernard Hwy. (LA 46)	Paris Rd.	Palmisano Blvd.	35-45	46-52'	0.76	Bicycle Lane
E. St. Bernard Hwy. (LA 46)	Palmisano Blvd.	Trailhead @ Violet Canal	45	44-52'	4.44	Shoulder Bikeway
E. St. Bernard Hwy. (LA 46)	Trailhead @ Violet Canal	St. Bernard Pkwy.	35-45	48'	2.20	Bicycle Lane
LA Hwy 46	Judge Perez Dr.	40 Arpent Flood Wall	55	300	5.81	Shoulder Bikeway
Bayou Rd. (LA 39)	St. Bernard Pkwy.	Judge Perez Dr.	40	36'	1.32	Shoulder Bikeway
Bayou Rd. (LA 300)	Judge Perez Dr.	40 Arpent Trail	25-40	24'	5.48	Shoulder Bikeway
St Bernard Pkwy. (LA 39)	Bayou Rd.	Parish Line	40	80'	0.77	Shoulder Bikeway
Access Rd (LA 1245)	LA Hwy 46	Bayou Rd.	55	48'	0.43	Shoulder Bikeway

*Bicycle Lanes on St. Claude Ave. and W. St. Bernard Hwy. nearing completion at the time of the writing of this report.

Bikeway & Pedestrian Plan Update

Shared Use Trails

In addition to the on-street bicycle facilities, a robust trail network totaling 45.8 miles is recommended. The trail network is primarily comprised of the Mississippi River Trail (MRT), of which several phases are already underway, the 40 Arpent Trail, and a number of bridges and trail heads to support and facilitate use of the two major trails. Figures 4, 5, 6 and 7 show visualizations of various trails and trail elements.

Mississippi River Trail (MRT)

The Mississippi River Trail (MRT) is a multi-state system of on-street routes and paved trails for bicycle and pedestrian travel along the Mississippi River. There is a long-term regional effort underway to provide paved levee-top trails adjacent to the Mississippi River on both the east and west banks of the river (where feasible), and on-street connections in between. In St. Bernard Parish, the MRT consists of five phases totaling 11.3 miles. Phases I-III are programmed for funding, whereas Phase IV, has not been awarded funding to date. Identified sites for trailheads are on Figures 8, 9, 10 and 11. An additional 2.9 miles of on-street bicycle lanes was under construction at the time of the writing of this report, connecting Phase IV of the MRT (at Paris Road) to the Orleans Parish Line. Phase V represents a 2.42 mile trail adjacent to the St. Bernard Hwy, from Commercial St. to Paris Rd.

Figure 4. Mississippi River Trail (MRT) Photo Rendering, near Jeanfreau St., Facing East



Prepared by Alta Planning + Design, 2017



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40 Arpent Trail

An additional 26.0 miles of trails are envisioned on northern boundary of the developed area of the Parish, adjacent to the 40 Arpent Canal. This trail is envisioned as both an opportunity for recreation and non-motorized transportation, using St. Bernard's geographical challenges as an asset that can improve quality of life and increase physical activity for residents. It also provides a much needed east-west alternative to traveling along Judge Perez Dr. for longer trips.

Figure 5. 40 Arpent Trail Improvement photo rendering, near Cougar Ln., Facing West



Prepared by Alta Planning + Design, 2017

One of the key components of the 40 Arpent Trail will be a bicycle and pedestrian bridge crossing Paris Rd. Paris Rd. is the site of numerous historic pedestrian and bicycle crashes. A separated grade facility will be critical to ensuring safe and convenient access to the trail for residents on both sides of Paris Rd. A photo rendering of this facility is shown on the next page in Figure 7.

Recommended locations for bridge connections, trailheads, and other supportive infrastructure for the 40 Arpent Trail are identified on Figures 9, 10, 11 and 12. An example of a site where a pre-fabricated bridge is planned to provide a connection across the canal is at the northwest corner of Val Riess Park, pictured in Figure 7.

Bikeway & Pedestrian Plan Update

Trailheads

Trailheads have been identified for 16 sites (shown on Figures 8, 9, 10 and 11). Trailheads along the MRT are envisioned at all access ramps. Similarly, trailheads are envisioned at all bridge access locations along the 40 Arpent Trail. Trailheads will include at a minimum, informational signage and trash/recycling receptacles. More robust infrastructure is recommended for locations where volumes of users are anticipated to be higher, at sites where vehicle parking is provided and transit is more readily accessible. In addition to informational signage and trash/recycling receptacles, these locations could include the following:

- Bicycle Parking
- Vehicle Parking
- Water
- Lighting
- Benches
- Restrooms

Figure 6. 40 Arpent Trail Bicycle and Pedestrian Bridge over Paris Rd. Photo Rendering, Facing South



Prepared by Alta Planning + Design, 2017



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Figure 7. 40 Arpent Trail Access Bridge at Val Riess Park Photo Rendering, near Volpe St. Facing West



Prepared by Alta Planning + Design, 2017

Table 8. Shared Use Trail Facility Recommendations

Name	Segment (if applicable)	Scale	Miles	Status
40 Arpent Trail	Alexander Ave. to Paris Rd.	Regional	2.79	Planned
40 Arpent Trail	Bridge to Val Riess Park	Regional	0.54	Planned
40 Arpent Trail	Val Riess Park to Violet Canal	Regional	5.35	Planned
40 Arpent Trail	Violet Canal to LA Hwy 46	Regional	8.18	Planned
40 Arpent Trail	Mississippi River to LA Hwy 46	Regional	8.69	Planned
40 Arpent Trail	Trail Access near Paris Rd.	Regional	0.45	Planned
Chalmette Battlefield	Segment along Mississippi River	Regional	0.41	Planned
Chalmette Battlefield Trail	Battlefield to Wetlands Observatory	Regional	2.53	Planned
Chalmette Battlefield Trail Spur	River Rd. to Chalmette Battlefield Rd.	Regional	0.08	Planned
Mississippi River Trail Ph. I and II	Valero to Violet Canal	Regional	3.21	Programmed
Mississippi River Trail Ph. III	Violet Canal to Plaquemines Parish line	Regional	3.51	Programmed
Mississippi River Trail Ph. IV	Valero to Paris Rd.	Regional	2.17	Planned
Mississippi River Trail Ph. V	Commercial St. to Paris	Regional	2.42	Planned
Jean Lafitte Trail	40 Arpent Canal to Judge Perez Dr.	Regional	0.87	Programmed
Palmisano Trail	Judge Perez Dr. to St. Bernard Hwy.	Regional	0.54	Programmed



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St Bernard State Park Access	riverside of St. Bernard Parkway near park entrance	Regional	0.35	Planned
Val Riess Trail	located within park	Local	0.95	Complete
Violet Canal (East) Trail	downriver side of canal	Regional	1.35	Planned
Violet Canal (West) Trail	upriver side of canal	Regional	0.97	Planned
Alexander Bridge	Alexander at 40 Arpent Trail	Regional	0.05	Planned
Val Reiss Bridge	Volpe at 40 Arpent Trail	Regional	0.05	Planned
Jacob Dr. Bridge	Jacob at 40 Arpent Trail	Regional	0.04	Planned
Wetlands Observatory Bridge	near Norwood and Benjamin St.	Regional	0.04	Complete
Wetlands Observatory Loop Trail	near Wetlands Observatory	Local	0.41	Planned
40 Arpent Trail Bridge	Bridge over Paris Road	Regional	0.64	Planned
Kings Dr. Bridge	Kings Dr./Hamlet at 40 Arpent Trail	Local	0.40	Planned
Debouchel Bridge	Debouchel at 40 Arpent Trail	Local	0.40	Planned
Trailhead 1	40 Arpent @ Alexander Ave.	Regional	N/A	Planned
Trailhead 2	40 Arpent @ Wetlands Obs.	Regional	N/A	Complete
Trailhead 3	40 Arpent @ Paris Rd.	Regional	N/A	Planned
Trailhead 4	40 Arpent @ Val Riess Park	Regional	N/A	Planned
Trailhead 5	40 Arpent @ Bartolo Ave.	Regional	N/A	Planned
Trailhead 6	40 Arpent @ Guerra Dr.	Regional	N/A	Planned
Trailhead 7	40 Arpent @ Water Pump Rd.	Regional	N/A	Planned
Trailhead 8	40 Arpent @ Bayou Rd.	Regional	N/A	Planned
Trailhead 9	Aycock Barn	Local	N/A	Planned
Trailhead 10	MRT @ Paris Rd.	Regional	N/A	Planned
Trailhead 11	MRT @ Munster Blvd.	Regional	N/A	Planned
Trailhead 12	MRT @ Violet Canal	Regional	N/A	Planned
Trailhead 13	MRT @ Goodwill Ln.	Regional	N/A	Planned
Trailhead 14	MRT @ Massicot Rd.	Regional	N/A	Planned
Trailhead 15	MRT @ St. Bernard State Park	Regional	N/A	Planned
Trailhead 16	MRT @ Plaquemines PL / Ansardi Ln	Regional	N/A	Planned
Trailhead 17	40 Arpent @ Debouchel Blvd.	Local	N/A	Planned

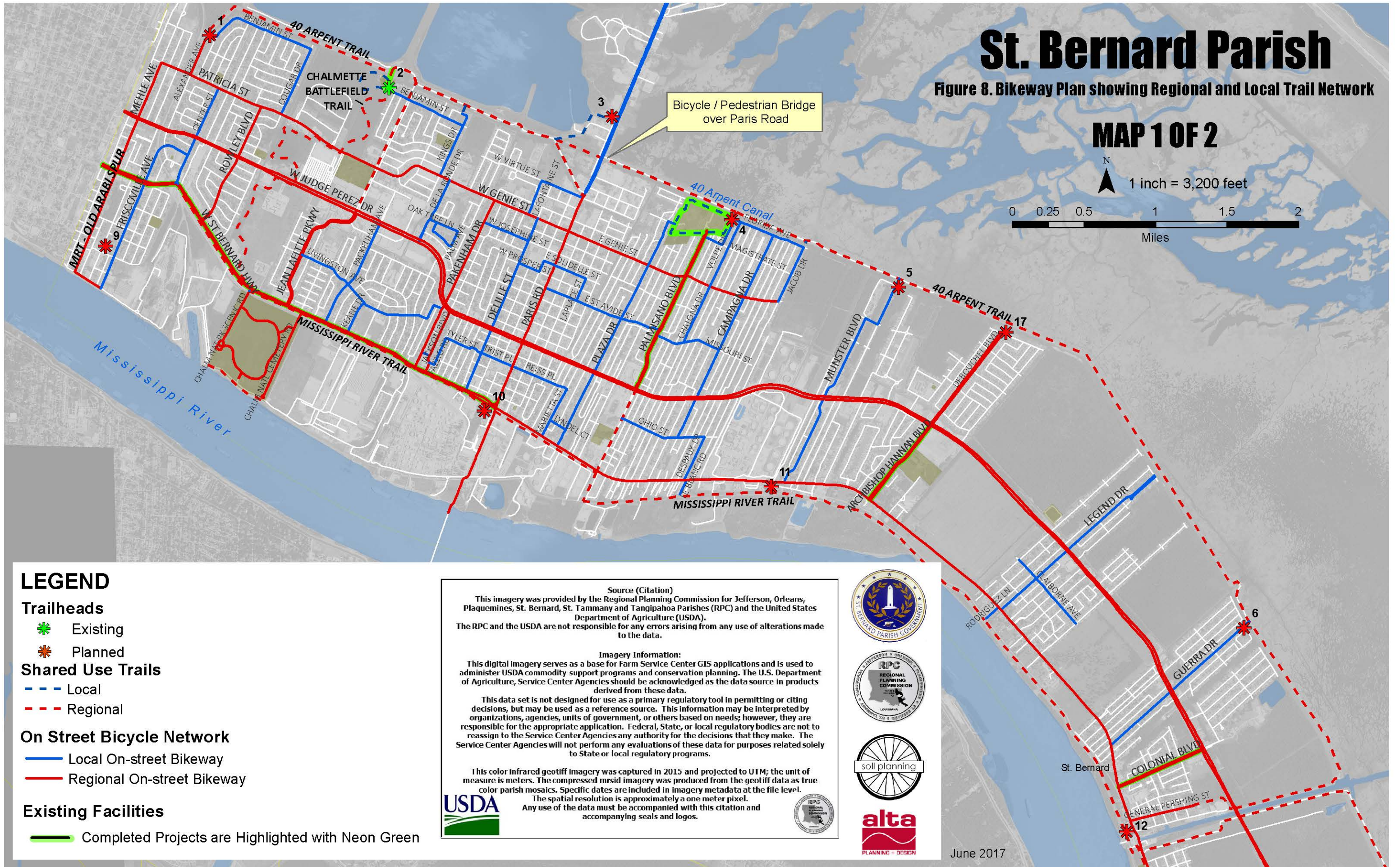
Figures 8 and 9 show the bicycle network according to “regional” and “local” designated bikeways. The “regional network” for this plan’s purpose is similar to a County Highway system for bicycles and pedestrians. It transports people longer distances and overcomes barriers crossing major state highways. The “local network” gets residents to that regional network and provides access to local destinations. Figures 10 and 11 break out the bicycle network according to the planned facility type.

St. Bernard Parish

Figure 8. Bikeway Plan showing Regional and Local Trail Network

MAP 1 OF 2

1 inch = 3,200 feet



LEGEND

Trailheads

- Existing
- Planned

Shared Use Trails

- Local
- Regional

On Street Bicycle Network

- Local On-street Bikeway
- Regional On-street Bikeway

Existing Facilities

- Completed Projects are Highlighted with Neon Green

Source (Citation)
 This imagery was provided by the Regional Planning Commission for Jefferson, Orleans, Plaquemines, St. Bernard, St. Tammany and Tangipahoa Parishes (RPC) and the United States Department of Agriculture (USDA). The RPC and the USDA are not responsible for any errors arising from any use of alterations made to the data.

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This color infrared geotiff imagery was captured in 2015 and projected to UTM; the unit of measure is meters. The compressed mrsid imagery was produced from the geotiff data as true color parish mosaics. Specific dates are included in imagery metadata at the file level. The spatial resolution is approximately a one meter pixel. Any use of the data must be accompanied with this citation and accompanying seals and logos.



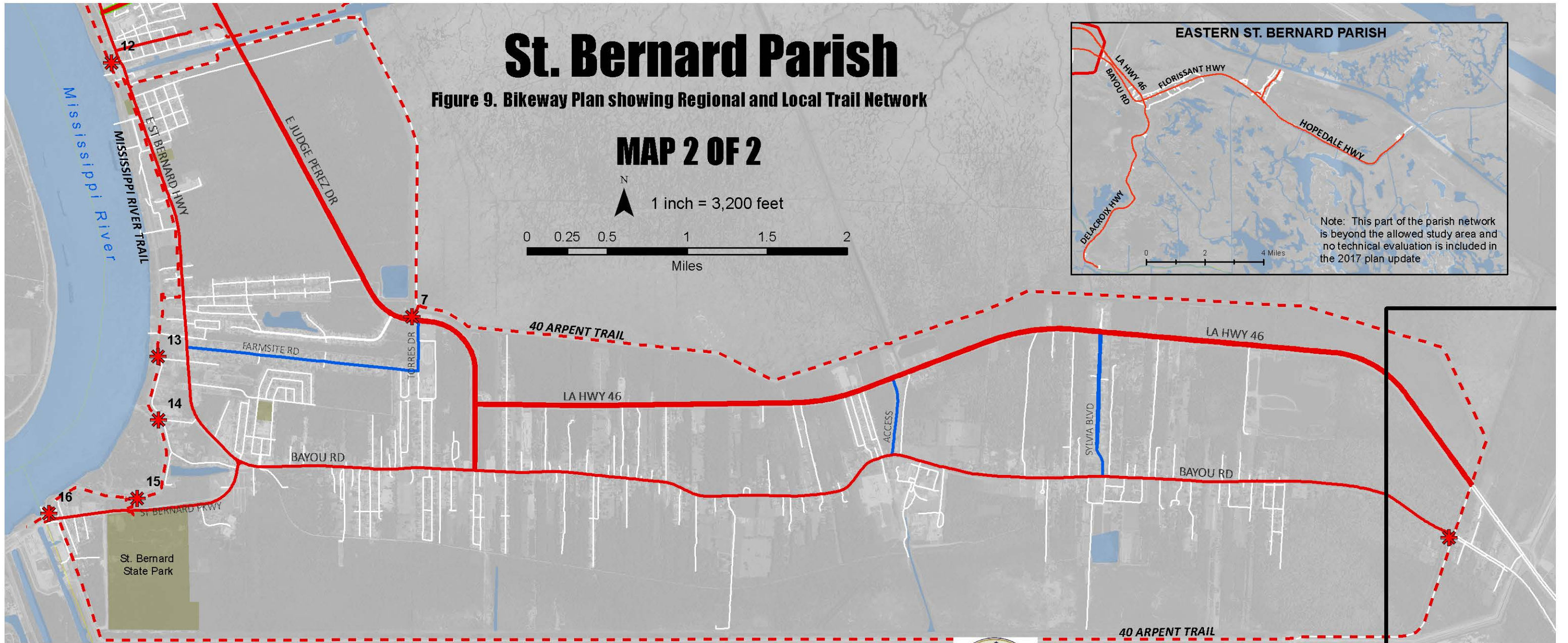
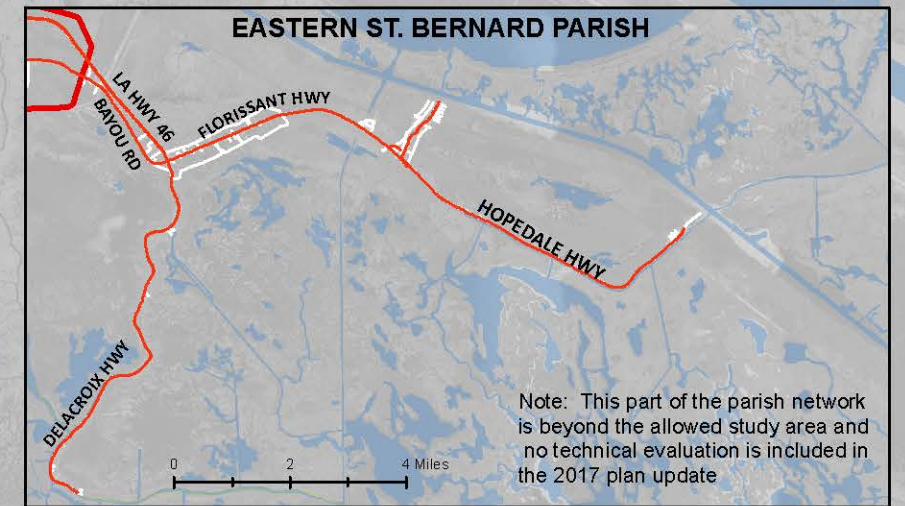
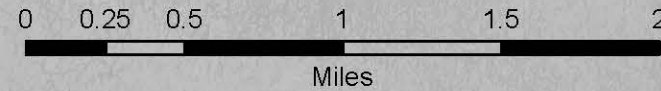
June 2017

St. Bernard Parish

Figure 9. Bikeway Plan showing Regional and Local Trail Network

MAP 2 OF 2

1 inch = 3,200 feet



LEGEND

Trailheads

Existing

Planned

Shared Use Trails

Local

Regional

On Street Bicycle Network

Local On-street Bikeway

Regional On-street Bikeway

Existing Facilities

Completed Projects are Highlighted with Neon Green

Source (Citation)
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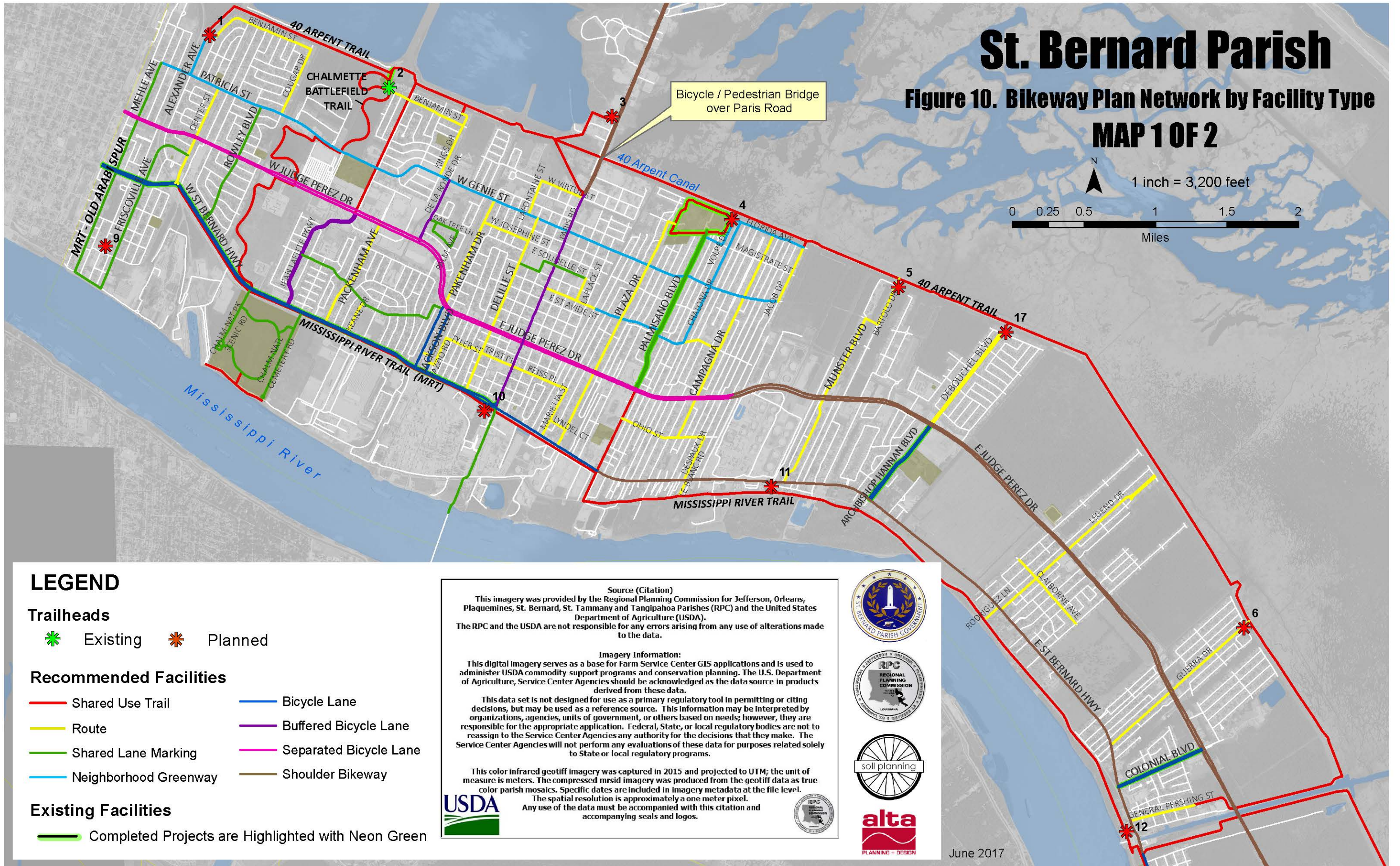


SEE INSET FOR
 EASTERN
 ST. BERNARD
 PARISH

St. Bernard Parish

Figure 10. Bikeway Plan Network by Facility Type

MAP 1 OF 2



LEGEND

Trailheads

- Existing
- Planned

Recommended Facilities

- Shared Use Trail
- Route
- Shared Lane Marking
- Neighborhood Greenway
- Bicycle Lane
- Buffered Bicycle Lane
- Separated Bicycle Lane
- Shoulder Bikeway

Existing Facilities

- Completed Projects are Highlighted with Neon Green

Source (Citation)
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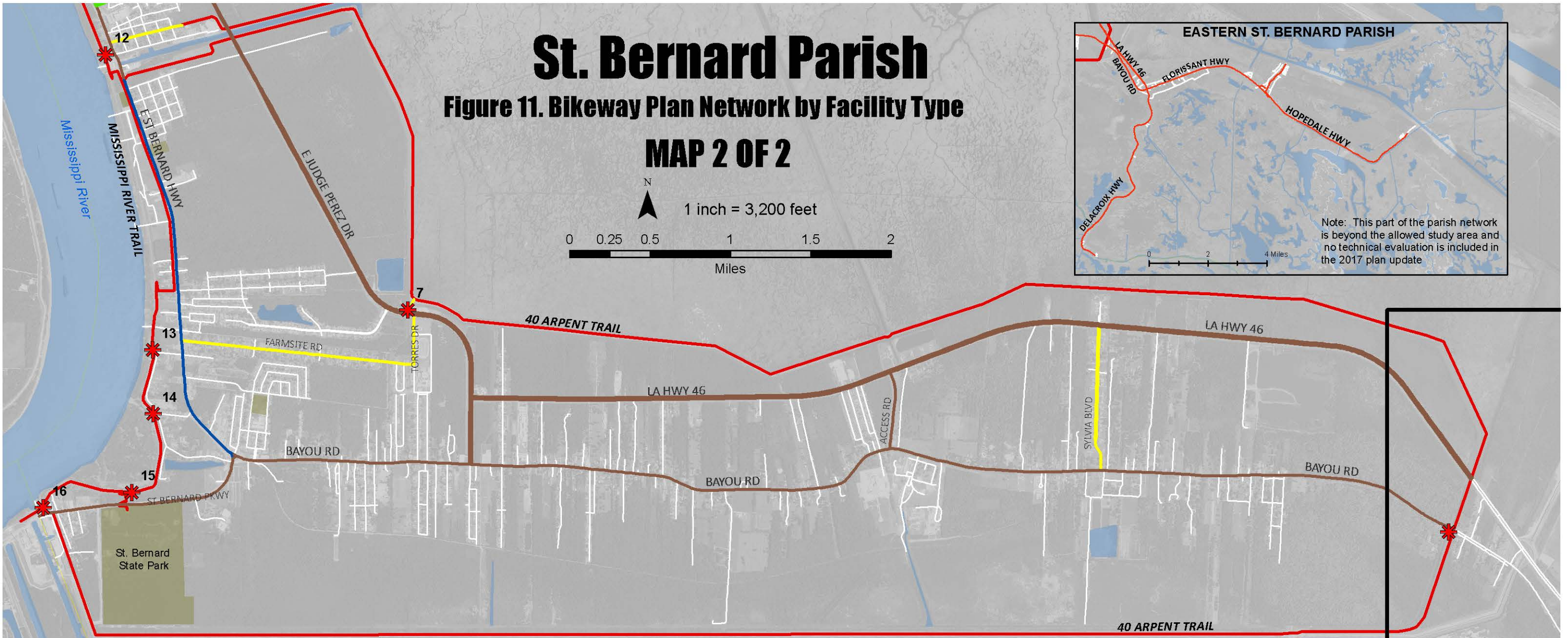
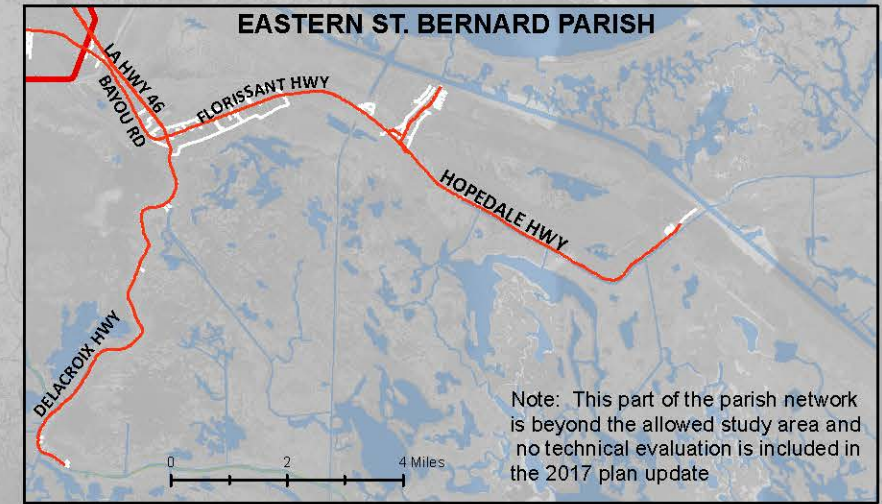
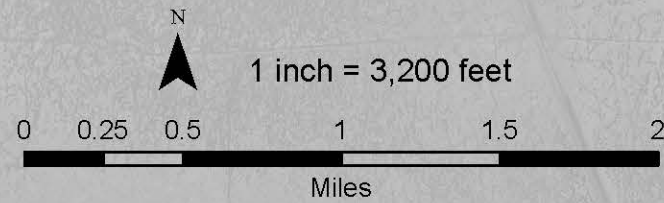


June 2017

St. Bernard Parish

Figure 11. Bikeway Plan Network by Facility Type

MAP 2 OF 2



LEGEND

Trailheads

- Existing
- Planned

Recommended Facilities

- Shared Use Trail
- Bicycle Lane
- Route
- Buffered Bicycle Lane
- Shared Lane Marking
- Separated Bicycle Lane
- Neighborhood Greenway
- Shoulder Bikeway

Existing Facilities

- Completed Projects are Highlighted with Neon Green

Source (Citation)
 This imagery was provided by the Regional Planning Commission for Jefferson, Orleans, Plaquemines, St. Bernard, St. Tammany and Tangipahoa Parishes (RPC) and the United States Department of Agriculture (USDA).
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Imagery Information:
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 This data set is not designed for use as a primary regulatory tool in permitting or citing decisions, but may be used as a reference source. This information may be interpreted by organizations, agencies, units of government, or others based on needs; however, they are responsible for the appropriate application. Federal, State, or local regulatory bodies are not to reassign to the Service Center Agencies any authority for the decisions that they make. The Service Center Agencies will not perform any evaluations of these data for purposes related solely to State or local regulatory programs.

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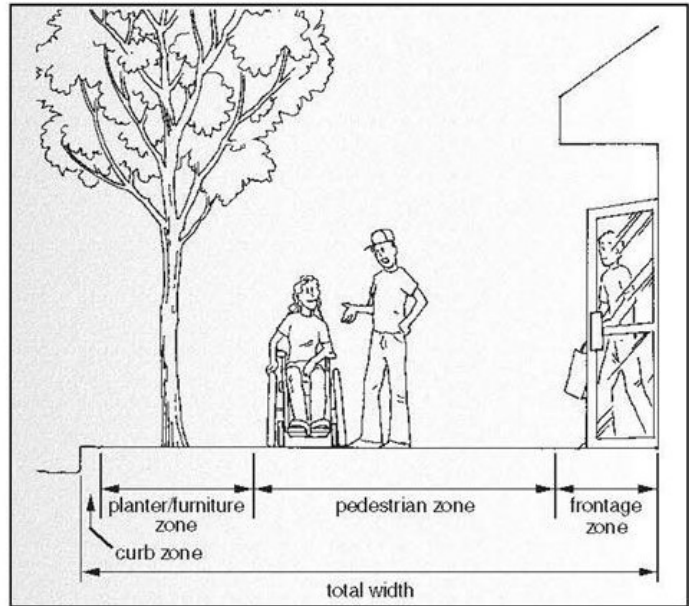


SEE INSET FOR
 EASTERN
 ST. BERNARD
 PARISH

Bikeway & Pedestrian Plan Update

Pedestrian Facilities

Nearly every trip begins and ends as a walking trip for residents and visitors within St. Bernard Parish. Pedestrians walk whether sidewalks are present or not; they walk through parking lots and across roads to get to their destinations. Pedestrian infrastructure, including sidewalks, ADA compliant crossings, pedestrian traffic signals, and high visibility crosswalks, can make walking a safer, more comfortable experience, and encourage walking as a viable alternative to driving for many short trips.



Zone System from FHWA, *Designing Sidewalks and Trails for Access*, 2001. https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/sidewalk2/pdf.cfm

Sidewalks

Sidewalks are the backbone of the pedestrian network, and are recommended on both sides of all urban and suburban arterials, collectors and most local streets. The sidewalk is the portion of the right of way from the edge of the road to the building or fence line, as shown in the graphic at right. Typical sidewalks in St. Bernard Parish include a 4' wide concrete paved area separated from the street with a narrow landscaped buffer area, ranging from 2' to 4' in width. Wider sidewalks, of at least 5' are recommended. Where 5' sidewalks cannot be implemented, a 4' sidewalk with a 5' turnaround spaced at 200' intervals is the minimum allowable to be ADA accessible. In commercial areas, where pedestrian traffic is expected to be heavier, or where sidewalks may have additional "street life" functions, including transit stops, street furniture and outdoor dining, wider sidewalks should be required as per section 22:3.3 of the St. Bernard Parish Zoning Code. To be accessible, the pedestrian area of the sidewalk should be smooth and free of obstacles such as signs, fire hydrants, traffic signal poles, utility boxes, etc.

Curb Ramps

Curb ramps may be cut into a curb or built up to the curb to create an accessible crossing. There are numerous styles of curb ramp available to accommodate the unique factors to consider at each crossing. For project purposes, the project team used a modified typology based on Louisiana Department of Transportation and Development's standard plans for pedestrian facilities and the FHWA guide, *Design of Sidewalks and Trails for Access*, 2001, to categorize the existing styles of curb ramps typically seen throughout the Parish.

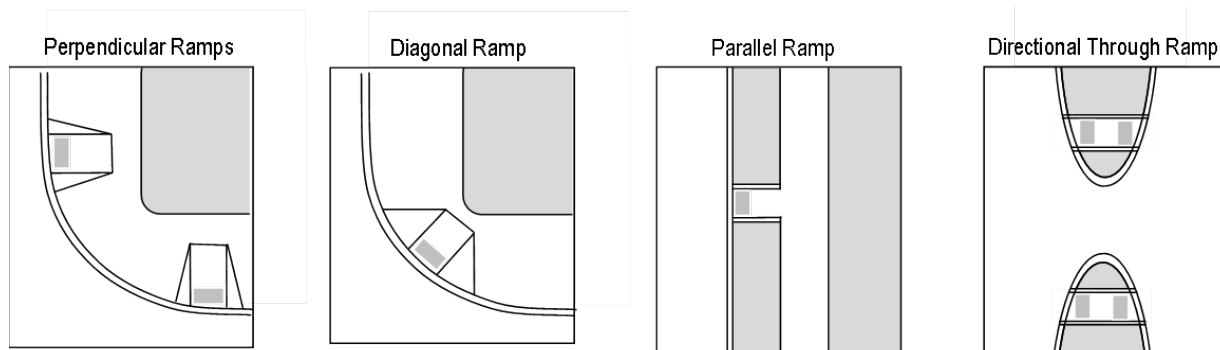
There are four basic styles of curb ramps in use in St. Bernard Parish.



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1. **Perpendicular ramps** are those where users travel perpendicular to the vehicular traffic, and there is a ramp for each crossing (two ramps per corner). The ADA best practice is for each crossing to have its own ramp. Perpendicular ramps may have flared sides or not, depending on whether there is a buffer between the sidewalk and street.
2. **Diagonal ramps**, which have flared sides and use a single ramp to cross in both directions (one ramp per corner).
3. Midblock crossings typically used **parallel ramps**, which have a ramp leading toward a level center. Often these do not have flared sides.
4. **Directional ramps** were typically used, when found, to continue crossing through median islands.

Figure 12. Curb Ramp Types



Source: Soll Planning, 2017

Crossings

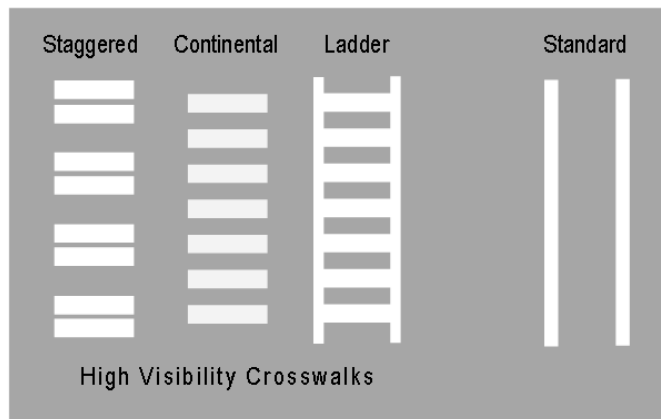
Most walking trips require roadway crossings where people are exposed to vehicular traffic. Good pedestrian crossings are convenient, minimize travel distance for the person walking, provide adequate crossing time, are accessible and level throughout.

There are a number of features that can be added to crossings to increase pedestrian visibility and comfort and reduce risk to people walking and delay for people driving. These include:

- **High visibility crosswalks**, such as the Continental, Ladder and Staggered Continental styles shown below. The staggered style, shown in Figure 14 is recommended as the first choice as it provides a high level of visibility while minimizing maintenance costs.
- **Curb extensions** to minimize crossing distances.
- Adequate **crossing time**, including the placement of mid-block crossing infrastructure, as needed, where pedestrian crossings may be desired regardless of whether a regular traffic signal is present.
- **Pedestrian Signals** included at all signalized intersections on St. Bernard Hwy. (LA 36), Judge Perez Dr. (LA 49) and Paris Rd. (LA 47). Mid-block crossings at key locations to include Rectangular Rapid Flashing Beacon (RRFB) or High Intensity Activated Crosswalk (HAWK).

Bikeway & Pedestrian Plan Update

Figure 13. Crosswalk Styles



Prepared by Soll Planning, 2017

Pedestrian Network

The project team surveyed 70.05 bi-directional miles of St. Bernard Parish’s “Complete Street Network” for the presence or absence of sidewalks and curb ramps. Additional details are included in Appendix D. The team identified 56 projects for walking improvement. Projects are categorized as either

1. Roadway Crossing (Signalized or Un-signalized).
2. Canal Crossing.
3. Sidewalk/Ramp replacement or new installation.

Crossings

The three major arterial roadways – St. Bernard Hwy. (LA 36), Judge Perez Dr. (LA 49) and Paris Rd. (LA 47) carry high volumes of fast moving traffic. Signalized intersections are spaced at distances to optimize motor vehicle throughput, rather than facilitate walking mobility. It was noted that at several specific locations, these arterials are extremely hard to cross, despite the needs of people walking to access transit stops, schools, shopping and other trip destinations on the far side of these roadways.

Spot improvements to these arterials, at both the existing signalized locations, and at select locations that are not currently signalized, are recommended to facilitate safe crossings for people walking and minimize out of the way travel.



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Figure 14. Paris Rd. Photo Simulation, near Riess Place, Facing South



The following 24 locations were identified as areas in need of additional crossing infrastructure.

Table 9. Crossing Improvements

Map #	Location	Improvement Type	Description of Improvement
1	Paris Rd. and Genie St.	Signalized crossing	Install pedestrian signals, Install perpendicular ADA accessible curb ramps at all corners, install high visibility crosswalk, and tighten corner radii
2	Paris Rd. and E. Solidelle St.	Signalized crossing	Install pedestrian signals, Install perpendicular ADA accessible curb ramps at all corners, install high visibility cross walks
3	Paris Rd. and Riess Pl.	Unsignalized crossing	Install pedestrian signals, Install perpendicular ADA accessible curb ramps at all corners, install high visibility crosswalk and stop bars, install median island
4	Paris Rd. and St. Bernard Hwy.	Signalized crossing	Install pedestrian signals, install perpendicular ADA accessible curb ramps at all corners, install high visibility cross walks, tighten radii, add median on east side of SBH; review necessity of northwest slip lane and pedestrian island.



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5	Judge Perez Dr. and west Wal-Mart driveway (across from Hospital)	Signalized crossing	Construct bus pull offs / turn around; Construct new sidewalks from bus stops to hospital/Wal-Mart driveway, Install perpendicular ADA accessible curb ramps at all corners, install high visibility cross walk, install pedestrian signal and tighten curb radii
6	Judge Perez Dr. and Plaza Dr.	Unsignalized crossing	Install pedestrian signals, Install perpendicular ADA accessible curb ramps at all corners, install high visibility cross walks, median cut through, tighten curb radii.
7	Judge Perez Dr. and Laplace St.	Unsignalized crossing	Install pedestrian signal, Install perpendicular ADA accessible curb ramps at all corners, install high visibility crosswalks, median cut through, tighten median radii
8	Judge Perez Dr. and Archbishop Hannan Blvd.	Signalized crossing	Install pedestrian signals, Install perpendicular ADA accessible curb ramps at all corners, install high visibility cross walks median cut through, tighten median radii, tighten southwest corner radii
9	St. Bernard Hwy. and Rowley Dr.	Signalized crossing	Install perpendicular ADA accessible curb ramps at all corners, median cut through, pedestrian signal, high visibility crosswalk
10	St. Bernard Hwy. and Jean Lafitte Pkwy.	Signalized crossing	Install pedestrian signals and high visibility cross walks, median cut through, tighten radii
11	St. Bernard Hwy. and Keane St. / Melvin Perez Pkwy.	Signalized crossing	Install pedestrian signals, Install perpendicular ADA accessible curb ramps at all corners, install high visibility cross walks, median cut through, tighten radii
12	St Bernard Hwy and Pakenham Dr.	Unsignalized crossing	Install perpendicular ADA accessible curb ramps at all corners, median cut through, high visibility crosswalk
13	St. Bernard Hwy. and Jackson Blvd.	Unsignalized crossing	Install perpendicular ADA accessible curb ramps at all corners, median cut through, high visibility crosswalk
14	St. Bernard Hwy. and Delille St.	Unsignalized crossing	Install pedestrian signal Install perpendicular ADA accessible curb ramps at all corners, install high visibility crosswalk, median cut through
15	St Bernard Hwy. and Palmisano Dr. / Murphy Trucking Rd.	Unsignalized crossing	Install pedestrian signal, Install perpendicular ADA accessible curb ramps at all corners, install high visibility crosswalk, install median island on downriver side
16	St. Bernard Hwy. and Despaux Dr. / Leblanc Rd.	Unsignalized crossing	Install pedestrian signal, Install perpendicular ADA accessible curb ramps at all corners, install high visibility crosswalk, median island
17	St Bernard Hwy. and Legend Dr. / Rodriguez Ln	Unsignalized crossing	Install pedestrian signal, Install perpendicular ADA accessible curb ramps at all corners, install high visibility crosswalk



Canal crossings along Patricia, W. Genie, E. Genie

In addition to the Mississippi River to the south and 40 Arpent Canal to the north, St. Bernard Parish's street network has been shaped by a series of canals that run north-south and divide neighborhoods. These canals include the East and West Railroad Ditch, the Eickes Canal, the Gueringer Canal, the Chalmette Vista Canal, the Guichard Canal, and the De La Ronde Canals in Arabi and Chalmette, as well as other unnamed drainage canals. There are limited ways to cross these canals, with the exception of Patricia St. / W. Genie St. / E. Genie St.

This road is the most viable east-west alternative to Judge Perez Dr. for motorists and people traveling on foot or by bicycle. The survey of this roadway from the Orleans Parish Line to Palmisano Blvd. revealed that pedestrian infrastructure was worse at canal crossings than in the surrounding areas. Observed conditions included missing sidewalks (forcing people walking into the street), sidewalks in poor condition, and missing or broken guard rails.

The following nine projects are recommended to ensure safe access along this important pedestrian route.

Table 10. Canal Crossings

Map #	Location	Improvement Type	Description of Improvement
18	Patricia St. and West Railroad Ditch & railroad track (between Aycock St. and Alexander Ave.)	Canal / railroad crossing	Install approx. 0.08 mi new sidewalk, including smooth level crossing of railroad track and guard rails over canal. North and south side.
19	Patricia St. and Eickes Canal (between Center St. and Schnell Dr.)	Canal crossing	North side: spot in replace sidewalk panels, replace fence with guard rail. South side: replace .02 mi sidewalk and replace fencing with guard rails
20	Patricia St. and Gueringer Canal (between Cougar Dr. to W. Woodlands Ct.)	Canal crossing	South side: Install 100 ft. pedestrian bridge w/guard rail, install .04 mi sidewalk from Cougar to bridge; replace .01 mi sidewalk in poor condition. North side: Replace .01 mil sidewalk in poor condition, install .04 new sidewalk to W Woodlands Ct., replace guard rail
21	Patricia St. and Chalmette Vista Canal (between Kings Dr. and De La Ronde Dr.)	Canal crossing	North side: Replace .01 mi sidewalk in poor condition, install .02 mi of sidewalk. South side: Install 80ft pedestrian bridge w/guard rail and install .02 mi sidewalk from bridge to De La Ronde
22	W. Genie St. and Guichard Canal (between Pakenham Dr. and Jupiter Dr.)	Canal crossing	North side: Install 100ft pedestrian bridge w/guard rail, construct .01 mi sidewalk. South side: Construct .04 mi sidewalk on bridge approach, replace guard rail
23	E. Genie St. and De La Ronde Canal (between Delambert St. and Golden Dr.)	Canal crossing	North and south sides: Install .10 mi sidewalks and guard rails (canal is culverted)



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Railroad Crossing

In addition to the canal/railroad crossing identified in the previous section, one additional railroad crossing improvement is recommended. This location, on Friscoville Ave. west of Alexander Ave., is approximately 300 feet from Arabi Elementary School. The existing sidewalks terminate on both sides of the railroad track. The curvature of the road makes it particularly challenging for motor vehicles and pedestrians to see each other.

Table 11. Railroad Crossing

Map #	Location	Improvement Type	Description of Improvement
24	Friscoville Ave. and RR crossing	Railroad crossing:	East and west sides: construct new sidewalk, including smooth level crossing of railroad track on both sides, if feasible

Sidewalk Installations

The survey of the complete streets roadways identified 47.5 miles of the complete streets network with missing sidewalks or sidewalks in poor condition, as shown on Figure 15 and in Table 12, below. Projects 25-38 are on the local street network, while projects 39 -56 are on the state highway network. These projects are priorities because they are located on the Complete Streets network.

Table 12. Sidewalk Projects

Map #	Location	Improvement Type	Description of Improvement
25	Alexander Ave.	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps
26a	Archbishop Hannan Blvd.	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps
26b	Archbishop Hannan Blvd.	Sidewalk (replace) / Ramps	replace sidewalk in poor condition and replace curb ramps as needed
27	Center St.	Sidewalk (replace) / Ramps	replace sidewalk in poor condition and replace curb ramps as needed
28a	Colonial Blvd.	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps
28b	Colonial Blvd.	Sidewalk (replace) / Ramps	replace sidewalk in poor condition and replace curb ramps as needed
29	E. Genie St. (Paris Rd. to Palmisano Blvd.)	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps
30	E. St Avide St.	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps



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Map #	Location	Improvement Type	Description of Improvement
31a	Friscoville Ave.	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps
31b	Friscoville Ave.	Sidewalk (replace) / Ramps	replace sidewalk in poor condition and replace curb ramps as needed
32a	Jackson Blvd.	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps
32b	Jackson Blvd.	Sidewalk (replace) / Ramps	replace sidewalk in poor condition and replace curb ramps as needed
33a	Jean Lafitte Blvd.	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps
33b	Jean Lafitte Blvd.	Sidewalk (replace) / Ramps	replace sidewalk in poor condition and replace curb ramps as needed
34	Livingston Ave.	Sidewalk (replace) / Ramps	replace sidewalk in poor condition and replace curb ramps as needed
35	Missouri St.	Sidewalk (replace) / Ramps	replace sidewalk in poor condition and replace curb ramps as needed
36	Palmisano Blvd.	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps
37a	Patricia St. (W. Woodlands Ct. to Jupiter Dr.)	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps
37b	Patricia St. (W Woodlands Ct. to Jupiter Dr.)	Sidewalk (replace) / Ramps	replace sidewalk in poor condition and replace curb ramps as needed
38a	W. Genie St. (Pakenham Dr. to Paris Rd.)	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps
38b	W Genie St. (Pakenham Dr. to Paris Rd.)	Sidewalk (replace) / Ramps	replace sidewalk in poor condition and replace curb ramps as needed
39a	Judge Perez Dr. (Angela to Pakenham)	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps
39b	Judge Perez Dr. (Angela St. to Pakenham Dr.)	Sidewalk (replace) / Ramps	replace sidewalk in poor condition and replace curb ramps as needed
40a	Judge Perez Dr. (Pakenham Dr. to Jacob Dr.)	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps
40b	Judge Perez Dr. (Pakenham Dr. to Jacob Dr.)	Sidewalk (replace) / Ramps	replace sidewalk in poor condition and replace curb ramps as needed
41	Judge Perez Dr. (Jacob Dr. to	Sidewalk (new)	construct new sidewalk and ADA accessible



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Map #	Location	Improvement Type	Description of Improvement
	Archbishop Hannan Blvd.)	/ Ramps	ramps
42	Judge Perez Dr. (Archbishop Hannan Blvd. to Maureen Ln.)	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps
43a	Judge Perez Dr. (Maureen Ln. to Meraux Ln.)	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps
43b	Judge Perez Dr. (Maureen Ln. to Meraux Ln.)	Sidewalk (replace) / Ramps	replace sidewalk in poor condition and replace curb ramps as needed
44	Judge Perez Dr. (Meraux Ln. to Edgar Dr.)	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps
45	Judge Perez Dr. (Edgar Dr. to Colonial Blvd.)	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps
46	Judge Perez Dr. (Colonial Blvd. to Violet Canal)	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps
47a	St. Claude Ave.	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps*
47b	St. Claude Ave.	Sidewalk (replace) / Ramps	replace sidewalk in poor condition and replace curb ramps as needed*
48	W. St. Bernard Hwy.	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps*
49	E. St. Bernard Hwy. (Paris Rd. to Jacob Dr.)	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps
50	E. St. Bernard Hwy. (Jacob Dr. to Archbishop Hannan Blvd.)	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps
51	E. St. Bernard Hwy. (Archbishop Hannan Blvd. to Franke Pl. / Edgar Dr.)	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps
52	E. St. Bernard Hwy. (Franke Pl. / Edgar Dr. to Colonial Blvd.)	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps
53	E. St. Bernard Hwy. (Colonial Blvd. to Poydras Junction)	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps
54	Bayou Rd.	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps
55	Paris Rd. (north of Virtue St.)	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps
56	Paris Rd. (Virtue St. to St. Bernard Hwy.)	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps

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Figure 15. Complete Streets Network Sidewalk and Pedestrian Facilities Plan

MAP 1 OF 1



1 inch = 3,200 feet



Legend

Pedestrian Spot Improvement Locations

Complete Streets Network Sidewalk Installation and Replacement Projects

Install New Sidewalk

Replace Existing Sidewalk in Poor Condition

Source (Citation)

This imagery was provided by the Regional Planning Commission for Jefferson, Orleans, Plaquemines, St. Bernard, St. Tammany and Tangipahoa Parishes (RPC) and the United States Department of Agriculture (USDA). The RPC and the USDA are not responsible for any errors arising from any use of alterations made to the data.

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June 2017



Bikeway & Pedestrian Plan Update

IMPLEMENTATION

Process

The St. Bernard Parish Bikeway and Pedestrian Plan was adopted by the St. Bernard Parish Planning Commission on May 23rd and is anticipated to be adopted by the St. Bernard Parish Council on June 20, 2017. It is anticipated to be formally incorporated into the St. Bernard Parish Comprehensive Plan at the next scheduled amendment in January 2018.

Upon the plan's adoption, its implementation will become the responsibility of a number of departments and cooperating agencies, including but not limited to:

- St. Bernard Parish Government: Grants, Public Works and Community Development Departments, Complete Streets Work Group
- Regional Planning Commission for Jefferson, Orleans, Plaquemines, St. Bernard, St. Charles, St. John the Baptist, St. Tammany and Tangipahoa Parishes (NORPC)
- Louisiana Department of Transportation and Development (DOTD)
- National Park Service (NPS)

Funding Sources

Available funding sources for physical improvements will be dependent on a variety of factors, including but not limited to ownership, type of improvement and existing conditions.

Projects on the local street network will depend largely on the Parish's Capital Budget, although programs administered by the DOTD, including the Local Road Safety Program and Safe Routes to Public Places Programs should be explored to identify whether particular improvements meet the criteria of those funding programs.

Linear improvements to the state highway network will primarily be funded through the Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) for the New Orleans Urbanized Area, and require consultation with the RPC and DOTD to have projects included therein. Safe Routes to Public Places and Highway Safety Improvement Program (HSIP) funds could be sources for state routes as well.

Trail projects will rely on a combination of funding sources. The Transportation Alternatives Program (TAP) has historically been used to fund the various segments of the MRT, and should likewise be an available source for the 40 Arpent Trail. This program is highly competitive, so



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additional grant and funding opportunities will need to be explored. The Federal Highway Administration (FHWA) Recreational Trails Program, administered by the LA Department of Culture, Recreation and Tourism is another application-based source of funds that may be available to fund the trail components of this plan.

Prioritization of Recommended Projects

All the projects identified within the bicycle and pedestrian plan maps have been carefully selected and evaluated to ensure that they meet the goals set forth for the Bikeway and Pedestrian Plan process. No bicycle and pedestrian plan is intended to be fully implemented immediately upon its adoption; projects have been prioritized so that they may be implemented as funding becomes available. This prioritization is intended to provide general direction for implementation but it is the Parish's intent to implement each of the projects as funding and opportunities present themselves.

The Parish's recent Comprehensive Plan establishes the following evaluation criteria for prioritizing bikeway projects:

- Addresses safety problems.
- Provides school access.
- Provides access to activity centers.
- Connects to other travel modes.

Additional criteria identified during the Bikeway and Pedestrian Planning Process includes:

- Implements or provides connectivity to the St. Bernard Parish Regional Bikeway
- Implements or improves network connectivity of the active transportation system by being located on or connecting to a 'Complete Streets Roadway' within the urbanized area¹
- Is located within or connects to low-income/transportation disadvantaged neighborhoods (see Appendix G for additional information)
- Provides access to transit and other non-motorized trip generators such as schools, parks, libraries, select government buildings, bus stops, food stores, major employers (see Appendix G), and select churches.
- Improves crossing of a barrier such as a major roadway, highway, canal or body of water, or railroad corridor
- Public support
- Ease of implementation/technical feasibility
- Cost effectiveness

¹ For analysis purposes, urbanized area includes the area upriver of the Violet Canal and Paris Road south of the 40 Arpent Canal



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These criteria were further refined into a two-tiered analysis separating the above noted factors into quantitative and qualitative measures. The quantitative measures were evaluated in a Geographic Information Systems (GIS). Projects meeting at least four of the six following thresholds were initially considered top priorities. These were further refined through consideration of public participation and in consultation with the Technical Advisory Committee (TAC). The six qualitative measures are:

1. Project is located on or crosses a portion of the on-street or trail network that is designated as “regional”
2. Project is located on or crosses a portion of the adopted St. Bernard Parish Complete Streets Network.
3. Project is located within or immediately adjacent to a Census Block Group where the LA DCFS 2015 Food Stamp Recipients Count within the Block Group is of a greater percentage of the total population than for the service area of the transit service provider, as provided by NO RPC).
4. Is located within 1/8 mile (radius) buffer of a an attractor, including:
 - a. Bus Stops (99 included)
 - b. Food Stores (56 included)
 - c. Major Employers (6 included: St. Bernard Hospital, Chalmette Refining – PBF Energy, Domino Sugar, Valero Meraux, Boasso America, Home Depot)
 - d. Parks and Playgrounds (18 included)
 - e. Historic Sites, Government Buildings and Churches that generate non-motorized trips (20 included)
 - f. Schools and libraries (17 included)
5. Crosses Judge Perez Dr. (LA 39), St. Bernard Hwy. (LA 46), Paris Rd. (LA 47), a railroad crossing, or a major waterway.
6. Is located within 1/8 mile of a reported crash for that mode (bicycle crash for bicycle projects, pedestrian crash for pedestrian project).

After the quantitative analysis was run, public input was solicited and the TAC consulted to determine whether the results should be altered based on the remaining three qualitative criteria:

- Public support
- Ease of implementation/technical feasibility
- Cost effectiveness

Tables 13-16, beginning on page 51, show the full list of projects, their anticipated cost, and their level of priority.

Cost Estimates

Planning-level order of magnitude cost estimates were developed by pulling recent bid data from the Louisiana Department of Transportation & Development (LA DOTD)’s online



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database. Bid estimates were averaged over the most recent four quarters for which data was available.

In implementing the bikeway and walkway network, there may be some projects with costs higher or lower than those outlined here based on several variables. For example, intersection frequency can impact the number of bicycle markings or speed tables necessary for a bike lane or neighborhood greenway. To overcome uncertainty, these cost estimates are based on several assumptions as outlined the cost estimate memo, provided in Appendix E.

Bikeway estimates assume approximately 20 signs per mile, at a cost of approximately \$2,300 added to the order of magnitude estimates included in the memorandum referenced above. Spot-in pedestrian crossings at unsignalized locations were estimated at \$25,000 per location based on assumed costs for a five lane section where the center turn lane is converted to a floating refuge island at the crossing.^x The estimate includes the island, curb ramps (including tactile warning strips), thermoplastic high-visibility crosswalk (across the four remaining lanes), and the Rectangular Rapid Flashing Beacon signage.

The cost estimate of \$2.6 million for the 40 Arpent Trail non-motorized bridge over Paris Road, was pulled from a Capital Outlay Request prepared by St. Bernard Parish Government (not including engineering). All project costs are for planning purposes only and should be expected to change as projects are further developed and evaluated for engineering feasibility.

In conclusion, this planning document is intended to be used to make specific infrastructure improvements across the Parish to improve conditions for people walking and people bicycling throughout St. Bernard. The projects are intended to be implemented individually or in small groups as funding becomes available, so that over time an improved network is realized.

ⁱ Center for Disease Control, County Data Atlas.

<https://www.cdc.gov/diabetes/atlas/countydata/atlas.html>.

ⁱⁱ The State of Obesity: Better Policies for a Healthier America. <http://stateofobesity.org>.

ⁱⁱⁱ Anna Goodman, Shannon Sahlqvist, David Ogilvie, and on behalf of the iConnect Consortium. New Walking and Cycling Routes and Increased Physical Activity: One- and 2-Year Findings From the UK iConnect Study. American Journal of Public Health: September 2014, Vol. 104, No. 9, pp. e38-e46.

^{iv} FHWA Safety Program, Safety Benefits of Walkways, Sidewalks and Paved Shoulders.

http://safety.fhwa.dot.gov/ped_bike/tools_solve/walkways_trifold/walkways_trifold.pdf.

^v People for Bikes: It turns out that protected bike lanes are fantastic for walking safety too.

<http://www.peopleforbikes.org/blog/entry/it-turns-out-that-protected-bike-lanes-are-fantastic-for-walking-safety-too>.

^{vi} FHWA Safety Program, Safety Benefits of Walkways, Sidewalks and Paved Shoulders.

http://safety.fhwa.dot.gov/ped_bike/tools_solve/walkways_trifold/walkways_trifold.pdf

^{vii} US Bureau of the Census, American Communities Survey, 5-year estimate data.

<https://datausa.io/profile/geo/st.-bernard-parish-la/#housing>.

^{viii} AAA. Annual Cost to Own and Operate a Vehicle Falls to \$8,698, finds AAA.

<http://newsroom.aaa.com/2015/04/annual-cost-operate-vehicle-falls-8698-finds-aaa-archive/>.

^{ix} St. Bernard Parish Code of Ordinances, Article VI. Bicycles.

^x While this is not the exact configuration for several of the locations, the estimate appears to be a reasonable assumption based on the anticipated construction required at the various location.

Table 13. On-street Bicycle Facilities (Local Network)

Name	From	To	Posted Speed	Approx Width	Length in miles (one direction)	Bicycle Facility Recommendation	Status	Implementation Strategy	Cost	Priority
Archbishop Hannan Blvd.	Judge Perez Dr.	St. Bernard Hwy.	30	24' per side	0.60	Bicycle Lane	Complete	Not Applicable	N/A	1
Colonial Blvd.	Judge Perez Dr.	St. Bernard Hwy.	30	24'	0.56	Bicycle Lane	Complete	Not Applicable	N/A	1
Jackson Blvd.	Judge Perez Dr.	St. Bernard Hwy.	20	20'	0.42	Bicycle Lane	Planned	install at time of infrastructure project on widened roadway	\$ 13,218	2
Pakenham Dr.	Judge Perez Dr.	St. Bernard Hwy.	20	24'	0.42	Bicycle Lane	Planned	install at time of infrastructure project on widened roadway	\$ 13,146	2
De La Ronde Dr.	Patricia St.	Judge Perez Dr.	20	42'	0.48	Buffered Bicycle Lane	Planned	install on existing pavement*	\$ 14,967	2
Jean Lafitte Pkwy.	Judge Perez Dr.	St. Bernard Hwy.	20	18' (per side)	0.80	Buffered Bicycle Lane	Planned	install on existing pavement*	\$ 25,040	1
Alexander Ave.	Benjamin St.	Patricia St.	20	24'	0.31	Neighborhood Greenway	Planned	Install on existing surface	\$ 15,190	2
Chalona Dr.	Missouri St.	Florida Blvd.	20	20'	0.81	Neighborhood Greenway	Planned	Install on existing surface	\$ 39,690	2
E St. Avide St.	Golden Dr.	Palmisano Blvd.	20	25'	0.41	Neighborhood Greenway	Planned	Install on existing surface	\$ 20,090	2
Florida Ave.	Val Riess Park	Jacob Dr.	20	26'	0.43	Neighborhood Greenway	Planned	Install on existing surface	\$ 21,070	2
Magistrate St.	Palmisano Blvd.	Volpe Dr.	20	22'	0.12	Neighborhood Greenway	Planned	Install on existing surface	\$ 5,880	2
Missouri St.	Palmisano Blvd.	Chalona Dr.	20	24'	0.18	Neighborhood Greenway	Planned	Install on existing surface	\$ 8,820	2
Volpe Dr.	Florida Ave.	Magistrate St.	20	25'	0.17	Neighborhood Greenway	Planned	Install on existing surface	\$ 8,427	2
E Genie St.	Paris Rd.	Palmisano Blvd.	20	24'	0.77	Neighborhood Greenway	Planned	Install on existing surface	\$ 37,730	2
E Genie St.	Palmisano Blvd.	Jacob Dr.	20	23'	0.59	Neighborhood Greenway	Planned	Install on existing surface	\$ 28,910	2
Patricia St.	Mehle Ave.	Guichard Canal	20	22 to 28'	2.23	Neighborhood Greenway	Planned	Install on existing surface	\$ 109,110	1
Bartolo St.	E Genie St.	40 Arpent Trail	20	22'	0.31	Route	Planned	Signage Only	\$ 713	2
Benjamin St.	Alexander Ave.	Cougar Dr.	20	24'	0.66	Route	Planned	Signage Only	\$ 1,518	2
Benjamin St.	Wetlands Observatory	Kings Dr.	20	25'	0.48	Route	Planned	Signage Only	\$ 1,104	2
Campagna Dr.	Florida Ave.	Ohio St.	20	25'	1.35	Route	Planned	Signage Only	\$ 3,115	2
Center St.	Patricia St.	St. Claude Ave.	20	24'	0.65	Route	Planned	Signage Only	\$ 1,495	2
Claiborne Ave.	Maureen Ln.	Meraux Ln.	20	20'	0.52	Route	Planned	Signage Only	\$ 1,186	2
Cougar Dr.	Benjamin St.	Patricia St.	20	26'	0.43	Route	Planned	Signage Only	\$ 994	2
Courthouse Sq.	Pakenham Dr.	Jackson Blvd.	20	30'	0.05	Route	Planned	Signage Only	\$ 116	2
Debouchel Blvd.	Florida Ave.	Judge Perez Dr.	20	17' per side	0.69	Route	Planned	Signage Only	\$ 1,587	2
Delille St.	W. Genie St.	St. Bernard Hwy.	20	20'	1.13	Route	Planned	Signage Only	\$ 2,599	2
Despaux Dr.	St. Bernard Hwy.	Ohio St.	20	24'	0.29	Route	Planned	Signage Only	\$ 667	2
E Genie St.	Munster Blvd.	Bartolo St.	20	24'	0.08	Route	Planned	Signage Only	\$ 184	1
E Solidelle St.	Paris Rd.	Laplace St.	20	24'	0.13	Route	Planned	Signage Only	\$ 299	1
E St. Avide St.	Paris Rd.	Golden Dr.	20	25'	0.34	Route	Planned	Signage Only	\$ 782	2
Fable Dr.	Legend St.	Legend Dr.	20	34'	0.01	Route	Planned	Signage Only	\$ 31	2
Farmsite Rd.	St. Bernard Hwy.	Torres Dr.	20	20'	1.26	Route	Planned	Signage Only	\$ 2,906	2
Fazzio Rd.	Tyler St.	W. Moreau St.	20	25'	0.18	Route	Planned	Signage Only	\$ 410	2
General Pershing	St. Bernard Hwy.	Violet Canal Trail	20	20	0.40	Route	Planned	Signage Only	\$ 920	2
Guerra Dr.	Florida Ave.	St. Bernard Hwy.	20	25'	1.12	Route	Planned	Signage Only	\$ 2,576	2
Jacob Dr.	Florida Ave.	E. Genie St.	20	24'	0.36	Route	Planned	Signage Only	\$ 828	2
Keane Dr.	St. Bernard Hwy.	Livingston Ave.	20	20'	0.20	Route	Planned	Signage Only	\$ 460	2
Kings Dr.	Benjamin St.	Patricia St.	20	25'	0.42	Route	Planned	Signage Only	\$ 966	2
Lafontaine St.	W Genie St.	W Virtue St.	20	20'	0.21	Route	Planned	Signage Only	\$ 483	2
Laplace St.	E Solidelle st.	E St. Avide St.	20	25'	0.15	Route	Planned	Signage Only	\$ 345	2
Le Blanc Rd.	St. Bernard Hwy.	River Levee	20	24'	0.09	Route	Planned	Signage Only	\$ 207	2
Legend Dr.	Story Park Blvd.	St. Bernard Hwy.	20	28'	1.05	Route	Planned	Signage Only	\$ 2,411	2
Lloyds Ave.	Trist Pl.	Tyler St.	20	24'	0.01	Route	Planned	Signage Only	\$ 33	2
Lyndel Ct.	Plaza Dr.	Marietta St.	20	24'	0.11	Route	Planned	Signage Only	\$ 249	2
Magistrate St.	Plaza Dr.	Val Riess Park	20	22'	0.04	Route	Planned	Signage Only	\$ 92	2
Marietta St.	Riess Pl.	St. Bernard Hwy.	20	25'	0.32	Route	Planned	Signage Only	\$ 736	2
Missouri St.	Chalona Dr.	Campagna Dr.	20	24'	0.23	Route	Planned	Signage Only	\$ 529	2
Montesquieu St.	W Solidelle	W. Prosper St.	20	18'	0.07	Route	Planned	Signage Only	\$ 161	1
Munster Blvd.	E Genie St.	St. Bernard Hwy.	20	26'	1.13	Route	Planned	Signage Only	\$ 2,599	2
Ohio St.	Palmisano Blvd.	Despaux Dr.	20	24-28'	0.53	Route	Planned	Signage Only	\$ 1,219	2
Packenhams Ave.	Judge Perez Dr.	St. Bernard Hwy.	20	20'	0.71	Route	Planned	Signage Only	\$ 1,628	2
Pakenham Dr.	Judge Perez Dr.	St. Bernard Hwy.	20	24'	0.71	Route	Planned	Signage Only	\$ 1,633	2
Plaza Dr.	Florida Ave.	St. Bernard Hwy.	20	20-26'	1.52	Route	Planned	Signage Only	\$ 3,496	2
Riess Pl	Paris Rd.	Marietta St.	20	26'	0.36	Route	Planned	Signage Only	\$ 822	2
Rodriguez Ln.	St. Bernard Hwy.	River Levee	20	16'	0.10	Route	Planned	Signage Only	\$ 230	2
Story Park Blvd.	Florida Ave.	Legend Dr.	20	22' per side	0.20	Route	Planned	Signage Only	\$ 460	2
Sylvia Blvd.	LA Hwy 46	Bayou Rd.	20	22' per side	0.64	Route	Planned	Signage Only	\$ 1,461	2

Table 13. On-street Bicycle Facilities (Local Network)

Name	From	To	Posted Speed	Approx Width	Length in miles (one direction)	Bicycle Facility Recommendation	Status	Implementation Strategy	Cost	Priority
Sylvia Dr.	Sylvia Blvd.	Bayou Rd.	20	28'	0.16	Route	Planned	Signage Only	\$ 372	2
Torres Dr.	Farmsite Rd.	Judge Perez Dr.	20	20'	0.28	Route	Planned	Signage Only	\$ 644	2
Trist Pl.	Lloyds Ave.	Paris Rd.	20	22-34'	0.28	Route	Planned	Signage Only	\$ 646	2
Tyler St.	Fazzio Rd.	Lloyds Ave.	20	20'	0.16	Route	Planned	Signage Only	\$ 365	2
W Josephine St.	Pakenham Dr.	Delille St.	20	25'	0.29	Route	Planned	Signage Only	\$ 667	2
W Moreau St.	Fazzio Rd.	Jackson Blvd.	20	25'	0.03	Route	Planned	Signage Only	\$ 67	2
W Virtue St.	Lafontaine St.	Paris Rd.	20	25'	0.27	Route	Planned	Signage Only	\$ 621	2
Water Pump St.	Judge Perez Dr.	40 Arpent Flood Wall			0.07	Route	Planned	Signage Only	\$ 161	2
Chalm Nat Pk Scenic Rd.	St. Bernard Hwy.	Chalmette National Cemetery	<20	12-24'	1.61	Shared Lane Marking	Planned	Install on existing surface	\$ 66,622	2
Chalm Natl Cemetery Rd.	St. Bernard Hwy.	terminus	<20	20'	0.60	Shared Lane Marking	Planned	Install on existing surface	\$ 24,907	2
Ferry Landing Rd.	Paris Rd.	Lower Algiers / Chalmette Ferry Rd		28'	0.05	Shared Lane Marking	Planned	Install on existing surface	\$ 1,930	2
Friscoville Ave.	St. Bernard Hwy.	N. Peters St.	20	26'	0.69	Shared Lane Marking	Planned	Install on existing surface	\$ 28,497	2
Friscoville Ave.	Center St.	St. Bernard Hwy.	20	26'	0.42	Shared Lane Marking	Planned	Install on existing surface	\$ 17,346	2
Livingston Ave.	Jean Lafitte Blvd.	Pakenham Dr.	20	28'	1.04	Shared Lane Marking	Planned	Install on existing surface	\$ 43,147	2
Lower Algiers/Chalmette Ferry	Ferry Landing Road	Ferry Dock		26'	0.21	Shared Lane Marking	Planned	Install on existing surface	\$ 8,735	2
Mehle Ave.	Patricia St.	N. Peters St.	20	18 to 30'	1.37	Shared Lane Marking	Planned	Install on existing surface	\$ 56,635	2
N Peters St.	Mehle Ave.	Friscoville Ave.	20	24'	0.19	Shared Lane Marking	Planned	Install on existing surface	\$ 7,760	2
Oak Tree Ln.	De La Ronde Dr.	Palm Ave.	20	24'	0.18	Shared Lane Marking	Planned	Install on existing surface	\$ 7,434	2
Palm Ave.	Plantation Dr.	Oak Tree Ln.	20	24'	0.10	Shared Lane Marking	Planned	Install on existing surface	\$ 4,130	2
Palmisano Blvd.	Val Riess Park	Judge Perez Dr.	20	18' per side	1.05	Shared Lane Marking	Complete	Not Applicable	N/A	1
Plantation Dr.	Oak Tree Ln.	Palm Ave.	20	25'	0.20	Shared Lane Marking	Planned	Install on existing surface	\$ 8,260	2
Rowley Blvd.	Patricia St.	St. Bernard Hwy.	20	25'	0.86	Shared Lane Marking	Planned	Install on existing surface	\$ 35,722	2
W Genie St.	Guichard Canal	Paris Rd.	20	25'	0.51	Shared Lane Marking	Planned	Install on existing surface	\$ 21,085	1
W Solidelle St.	Montesquieu	Paris Rd.	20	24'	0.07	Shared Lane Marking	Planned	Install on existing surface	\$ 2,891	1

Cost Estimates are planning-level only, to be used for order-of-magnitude understanding of costs. Costs were developed based on recent bid data from DOTD's online dataset, unless otherwise specified.

Table 14. On-street Bicycle Facilities (State Highway Network)

Name	From	To	Posted Speed	Approx Width	Length in miles (one direction)	Bicycle Facility Recommendation	Status	Implementation Strategy	Cost	Priority
Paris Rd. (LA 47)	40 Arpent Trail	St. Bernard Hwy.	40	90-100'	1.41	Buffered Bicycle Lane	Planned	install on existing pavement, with rumble strip*	\$ 42,300	1
Paris Rd. (LA 47)	St. Bernard Hwy.	Ferry Landing		30-34'	0.70	Shared Lane Marking	Planned	Install on existing surface	\$ 27,300	1
Paris Rd. (LA 47)	Orleans Parish Line	40 Arpent Trail	40	90-100'	1.93	Shoulder Bikeway	Planned	Shoulders exist, add signage, assess additional needs	\$ 4,439	1
W. Judge Perez Dr. (LA 39)	Parish Line	Paris Rd.	35	120 to 160'	2.84	Separated Bicycle Lane	Planned	To Be Determined	unknown	1
E. Judge Perez Dr. (LA 39)	Paris Rd.	Jacob Dr.	35	36' per side	1.45	Separated Bicycle Lane	Planned	To Be Determined	unknown	1
E. Judge Perez Dr. (LA 39)	Jacob Dr.	Bayou Rd.	45	36' per side	7.16	Shoulder Bikeway	Planned	Shoulders exist, add signage, assess additional needs	\$ 16,457	1 / 2
St. Claude Ave. (LA 46)	Government St.	Lebeau St.	30	90-130'	0.32	Bicycle Lane	Complete	Not Applicable	N/A	N/A
W. St. Bernard Hwy. (LA 46)	St. Claude Ave.	Paris Rd.	40	90-130'	2.62	Bicycle Lane	Complete	Not Applicable	N/A	N/A
E. St. Bernard Hwy. (LA 46)	Paris Rd.	Palmisano Blvd.	35-45	46-52'	1.32	Bicycle Lane	Planned	To Be Determined	unknown	1
E. St. Bernard Hwy. (LA 46)	Palmisano Blvd.	Trailhead @ Violet Canal	45	44-52'	4.44	Shoulder Bikeway	Planned	To Be Determined	unknown	2
E. St. Bernard Hwy. (LA 46)	Trailhead @ Violet Canal	St. Bernard Pkwy.	35-45	48'	2.20	Bicycle Lane	Planned	To Be Determined	unknown	1
LA Hwy 46	Judge Perez Dr.	40 Arpent Flood Wall	55	300	5.81	Shoulder Bikeway	Planned	Shoulders exist, add signage, assess additional needs	\$ 13,363	2
Bayou Rd. (LA 39)	St. Bernard Pkwy.	Judge Perez Dr.	40	36'	1.32	Shoulder Bikeway	Planned	larrow shoulder exists, add signage, assess additional neec	\$ 3,036	2
Bayou Rd. (LA 300)	Judge Perez Dr.	40 Arpent Trail	25-40	24'	5.48	Shoulder Bikeway	Planned	To Be Determined	unknown	2
St Bernard Pkwy. (LA 39)	Bayou Rd.	Parish Line	40	80'	1.20	Shoulder Bikeway	Planned	Shoulder is existing, add signage, assess additional needs	\$ 28,910	2
Access Rd (LA 1245)	LA Hwy 46	Bayou Rd.	55	48'	0.43	Shoulder Bikeway	Planned	Shoulders exist, add signage, assess additional needs	\$ 989	2

Cost Estimates are planning-level only, to be used for order-of-magnitude understanding of costs. Costs were developed based on recent bid data from DOTD's online dataset, unless otherwise specified.

Table 15. Shared Use Trail Facilities

Name	Segment (if applicable)	Length in miles		Status	Cost Estimate	Priority
		(one direction)				
40 Arpent Trail	Alexander Ave. to Paris Rd.	2.79		Planned	\$ 2,790,000	2
40 Arpent Trail	Bridge to Val Riess Park	0.54		Planned	\$ 540,000	2
40 Arpent Trail	Val Riess Park to Violet Canal	5.35		Planned	\$ 5,350,000	2
40 Arpent Trail	Violet Canal to LA Hwy 46	8.18		Planned	\$ 8,180,000	2
40 Arpent Trail	Mississippi River to LA Hwy 46	8.69		Planned	\$ 8,690,000	2
40 Arpent Trail	Trail Access near Paris Rd.	0.45		Planned	\$ 450,000	1
Chalmette Battlefield	Segment along Mississippi River	0.41		Planned	\$ 408,060	2
Chalmette Battlefield Trail	Battlefield to Wetlands Observatory	2.53		Planned	\$ 2,530,000	1
Chalmette Battlefield Trail Spur	River Rd. to Chalmette Battlefield Rd.	0.08		Planned	\$ 80,000	2
Mississippi River Trail Ph I and II	Valero to Violet Canal	3.21		Programmed	\$ 3,210,000	1
Mississippi River Trail Ph III	Violet Canal to Plaquemines Parish line	3.51		Programmed	\$ 3,510,000	1
Mississippi River Trail Ph IV	Valero to Paris Rd.	2.17		Planned	\$ 2,170,000	1
Mississippi River Trail Ph V	Commercial St. to Paris	2.42		Planned	\$ 2,420,000	1
Jean Lafitte Trail	40 Arpent Canal to Judge Perez Dr.	0.87		Programmed	\$ 870,000	1
Palmisano Trail	Judge Perez Dr. to St. Bernard Hwy.	0.54		Programmed	\$ 540,000	N/A
St Bernard State Park Access	riverside of St. Bernard Parikway near park entrance	0.35		Planned	\$ 350,000	2
Val Riess Trail	located within park	0.95		Complete	\$ 948,317	N/A
Violet Canal (East) Trail	downriver side of canal	1.35		Planned	\$ 1,354,679	2
Violet Canal (West) Trail	upriver side of canal	0.97		Planned	\$ 970,310	2
Alexander Bridge	Alexander at 40 Arpent Trail	0.05		Planned	\$ 28,892	2
Val Reiss Bridge	Volpe at 40 Arpent Trail	0.05		Planned	\$ 32,858	2
Jacob Dr. Bridge	Jacob at 40 Arpent Trail	0.04		Planned	\$ 28,600	2
Wetlands Observatory Bridge	near Norwood and Benjamin St.	0.04		Complete		N/A
Wetlands Observatory Loop Trail	near Wetlands Observatory	0.41		Planned	\$ 410,000	2
40 Arpent Trail Bridge	Bridge over Paris Road	0.64		Planned	\$ 2,645,000**	1
Kings Dr. Bridge	Kings/Hamlet at 40 Arpent Trail	0.04		Planned	\$ 28,600	
Debouchel Blvd. Bridge	Debouchel Blvd. at 40 Arpent Trail	0.04		Planned	\$ 28,600	
Trailhead 1	40 Arpent @ Alexander Ave.	N/A		Planned	unknown	2
Trailhead 2	40 Arpent @ Wetlands Obs.	N/A		Complete		N/A
Trailhead 3	40 Arpent @ Paris Rd.	N/A		Planned	unknown	1
Trailhead 4	40 Arpent @ Val Riess Park	N/A		Planned	unknown	2
Trailhead 5	40 Arpent @ Bartolo Ave.	N/A		Planned	unknown	2
Trailhead 6	40 Arpent @ Guerra Dr.	N/A		Planned	unknown	2
Trailhead 7	40 Arpent @ Water Pump Rd.	N/A		Planned	unknown	2
Trailhead 8	40 Arpent @ Bayou Rd.	N/A		Planned	unknown	2
Trailhead 9	Aycock Barn	N/A		Planned	unknown	1
Trailhead 10	MRT @ Paris Rd.	N/A		Planned	unknown	1
Trailhead 11	MRT @ Munster Blvd.	N/A		Planned	unknown	1
Trailhead 12	MRT @ Violet Canal	N/A		Planned	unknown	1
Trailhead 13	MRT @ Goodwill Ln.	N/A		Planned	unknown	1
Trailhead 14	MRT @ Massicot Rd.	N/A		Planned	unknown	1
Trailhead 15	MRT @ St. Bernard State Park	N/A		Planned	unknown	1
Trailhead 16	MRT @ Plaquemines PL / Ansardi Ln	N/A		Planned	unknown	1
Trailhead 17	40 Arpent @ Debouchel Blvd.	N/A		Planned	unknown	2

Cost Estimates are planning-level only, to be used for order-of-magnitude understanding of costs. Costs were developed based on recent bid data from DOTD's online dataset, unless otherwise spec

** Cost estimate for bridge over Paris Road pulled from Capital Outlay Request.

Table 16. Pedestrian Facilities

Map #	Location	Improvement Type	Description of Improvement	Cost Estimate	Priority
1	Paris Rd. and Genie St.	Signalized crossing	Install pedestrian signals, Install perpendicular ADA accessible curb ramps at all corners, install high visibility crosswalk, and tighten corner radii	\$ 25,616	1
2	Paris Rd. and E. Solidelle St.	Signalized crossing	Install pedestrian signals, Install perpendicular ADA accessible curb ramps at all corners, install high visibility cross walks	\$ 25,616	1
3	Paris Rd. and Riess Pl.	Unsignalized crossing	Install pedestrian signals, Install perpendicular ADA accessible curb ramps at all corners, install high visibility crosswalk and stop bars, install median island	\$ 31,116	1
4	Paris Rd. and St. Bernard Hwy.	Signalized crossing	Install pedestrian signals, install perpendicular ADA accessible curb ramps at all corners, install high visibility cross walks, tighten radii, add median on east side of SBH; review necessity of northwest slip lane and pedestrian island.	\$ 38,482	1
5	Judge Perez Dr. and west Wal-Mart driveway (across from Hospital)	Signalized crossing	Construct bus pull offs / turn around; Construct new sidewalks from bus stops to hospital/Wal-Mart driveway, Install perpendicular ADA accessible curb ramps at all corners, install high visibility cross walk, install pedestrian signal and tighten curb radii	To Be Determined	1
6	Judge Perez Dr. and Plaza Dr.	Signalized crossing	Install pedestrian signals, Install perpendicular ADA accessible curb ramps at all corners, install high visibility cross walks, median cut through, tighten curb radii.	\$ 24,116	1
7	Judge Perez Dr. and Laplace St.	Unsignalized crossing	Install pedestrian signal, Install perpendicular ADA accessible curb ramps at all corners, install high visibility crosswalks, median cut through, tighten median radii	\$ 28,058	1
8	Judge Perez Dr. and Archbishop Hannan Blvd.	Signalized crossing	Install pedestrian signals, Install perpendicular ADA accessible curb ramps at all corners, install high visibility cross walks median cut through, tighten median radii, tighten southwest corner radii	\$ 40,790	1
9	St. Bernard Hwy. and Rowley Dr.	Signalized crossing	Install perpendicular ADA accessible curb ramps at all corners, median cut through, pedestrian signal, high visibility crosswalk	\$ 6,116	1
10	St. Bernard Hwy. and Jean Lafitte Pkwy.	Signalized crossing	Install pedestrian signals and high visibility cross walks, median cut through, tighten radii	\$ 18,750	1
11	St. Bernard Hwy. and Keane St. / Melvin Perez Pkwy.	Signalized crossing	Install pedestrian signals, Install perpendicular ADA accessible curb ramps at all corners, install high visibility cross walks, median cut through, tighten radii	\$ 25,616	1
12	St Bernard Hwy and Pakenham Dr.	Unsignalized crossing	Install perpendicular ADA accessible curb ramps at all corners, median cut through, high visibility crosswalk	\$ 3,058	1
13	St. Bernard Hwy. and Jackson Blvd.	Unsignalized crossing	Install perpendicular ADA accessible curb ramps at all corners, median cut through, high visibility crosswalk	\$ 1,529	1
14	St. Bernard Hwy. and Delille St.	Unsignalized crossing	Install pedestrian signal Install perpendicular ADA accessible curb ramps at all corners, install high visibility crosswalk, median cut through	\$ 29,587	1
15	St Bernard Hwy. and Palmisano Dr. / Murphy Trucking Rd.	Unsignalized crossing	Install pedestrian signal, Install perpendicular ADA accessible curb ramps at all corners, install high visibility crosswalk, install median island on downriver side	\$ 31,116	1
16	St. Bernard Hwy. and Despaux Dr. / Leblanc Rd.	Unsignalized crossing	Install pedestrian signal, Install perpendicular ADA accessible curb ramps at all corners, install high visibility crosswalk, median island	\$ 31,116	1
17	St Bernard Hwy. and Legend Dr. / Rodriguez Ln	Unsignalized crossing	Install pedestrian signal, Install perpendicular ADA accessible curb ramps at all corners, install high visibility crosswalk	\$ 31,116	2
18	Patricia St. and W. Railroad Ditch & railroad track (between Aycock St. and Alexander Ave.)	Canal / railroad crossing	Install approx. 0.08 mi new sidewalk, including smooth level crossing of railroad track and guard rails over canal. North and south side.	\$ 24,360	2
19	Patricia St. and Eickes Canal (between Center St. and Schnell Dr.)	Canal crossing	North side: spot in replace sidewalk panels, replace fence with guard rail. South side: replace .02 mi sidewalk and replace fencing with guard rails	\$ 11,140	2

Table 16. Pedestrian Facilities

Map #	Location	Improvement Type	Description of Improvement	Cost Estimate	Priority
20	Patricia St. and Gueringer Canal (between Cougar Dr. to W. Woodlands Ct.)	Canal crossing	South side: Install 100 ft. pedestrian bridge w/guard rail, install .04 mi sidewalk from Cougar to bridge; replace .01 mi sidewalk in poor condition. North side: Replace .01 mi sidewalk in poor condition, install .04 new sidewalk to W Woodlands Ct., replace guard rail	\$ 267,900	2
21	Patricia St. and Chalmette Vista Canal (between Kings Dr. and De La Ronde Dr.)	Canal crossing	North side: Replace .01 mi sidewalk in poor condition, install .02 mi of sidewalk. South side: Install 80ft pedestrian bridge w/guard rail and install .02 mi sidewalk from bridge to De La Ronde	\$ 206,850	1
22	W. Genie St. and Guichard Canal (between Pakenham Dr. and Jupiter Dr.)	Canal crossing	North side: Install 100ft pedestrian bridge w/ guard rail, construct .01 mi sidewalk. South side: Construct .04 mi sidewalk on bridge approach, replace guard rail	\$ 261,050	1
23	E. Genie St. and De La Ronde Canal (between Delambert St. and Golden Dr.)	Canal crossing	North and south sides: Install .10 mi sidewalks and guard rails (canal is culverted)	\$ 34,900	1
24	Friscoville Ave. and RR crossing	Railroad crossing:	East and west sides: construct new sidewalk, including smooth level crossing of railroad track on both sides, if feasible	\$ 13,220	1
25	Alexander Ave.	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps	\$ 7,841	2
26a	Archbishop Hannan Blvd.	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps	\$ 141,006	2
26b	Archbishop Hannan Blvd.	Sidewalk (replace) / Ramps	replace sidewalk in poor condition and replace curb ramps as needed	\$ 27,476	2
27	Center St.	Sidewalk (replace) / Ramps	replace sidewalk in poor condition and replace curb ramps as needed	\$ 6,287	2
28a	Colonial Blvd.	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps	\$ 69,227	2
28b	Colonial Blvd.	Sidewalk (replace) / Ramps	replace sidewalk in poor condition and replace curb ramps as needed	\$ 2,509	2
29	E. Genie St. (Paris Rd. to Palmisano Blvd.)	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps	\$ 56,390	1
30	E. St Avide St.	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps	\$ 114,486	2
31a	Friscoville Ave.	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps	\$ 65,344	2
31b	Friscoville Ave.	Sidewalk (replace) / Ramps	replace sidewalk in poor condition and replace curb ramps as needed	\$ 10,863	2
32a	Jackson Blvd.	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps	\$ 182,473	2
32b	Jackson Blvd.	Sidewalk (replace) / Ramps	replace sidewalk in poor condition and replace curb ramps as needed	\$ 48,208	2
33a	Jean Lafitte Blvd.	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps	\$ 102,367	1
33b	Jean Lafitte Blvd.	Sidewalk (replace) / Ramps	replace sidewalk in poor condition and replace curb ramps as needed	\$ 65,101	1
34	Livingston Ave.	Sidewalk (replace) / Ramps	replace sidewalk in poor condition and replace curb ramps as needed	\$ 39,142	2
35	Missouri St.	Sidewalk (replace) / Ramps	replace sidewalk in poor condition and replace curb ramps as needed	\$ 4,344	2
36	Palmisano Blvd.	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps	\$ 188,355	1
37a	Patricia St. (W. Woodlands Ct. to Jupiter Dr.)	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps	\$ 135,532	2
37b	Patricia St. (W Woodlands Ct. to Jupiter Dr.)	Sidewalk (replace) / Ramps	replace sidewalk in poor condition and replace curb ramps as needed	\$ 11,278	2
38a	W. Genie St. (Pakenham Dr. to Paris Rd.)	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps	\$ 110,199	1
38b	W Genie St. (Pakenham Dr. to Paris Rd.)	Sidewalk (replace) / Ramps	replace sidewalk in poor condition and replace curb ramps as needed	\$ 4,165	1
39a	Judge Perez Dr. (Angela to Pakenham)	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps	\$ 430,363	1
39b	Judge Perez Dr. (Angela St. to Pakenham Dr.)	Sidewalk (replace) / Ramps	replace sidewalk in poor condition and replace curb ramps as needed	\$ 73,882	1
40a	Judge Perez Dr. (Pakenham Dr. to Jacob Dr.)	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps	\$ 460,294	1
40b	Judge Perez Dr. (Pakenham Dr. to Jacob Dr.)	Sidewalk (replace) / Ramps	replace sidewalk in poor condition and replace curb ramps as needed	\$ 30,776	1
41	Judge Perez Dr. (Jacob Dr. to Archbishop Hannan Blvd.)	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps	\$ 349,056	1
42	Judge Perez Dr. (Archbishop Hannan Blvd. to Maureen Ln.)	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps	\$ 278,330	2
43a	Judge Perez Dr. (Maureen Ln. to Meraux Ln.)	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps	\$ 135,336	1

Table 16. Pedestrian Facilities

Map #	Location	Improvement Type	Description of Improvement	Cost Estimate	Priority
43b	Judge Perez Dr. (Maureen Ln. to Meraux Ln.)	Sidewalk (replace) / Ramps	replace sidewalk in poor condition and replace curb ramps as needed	\$ 23,926	1
44	Judge Perez Dr. (Meraux Ln. to Edgar Dr.)	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps	\$ 151,336	2
45	Judge Perez Dr. (Edgar Dr. to Colonial Blvd.)	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps	\$ 170,320	1
46	Judge Perez Dr. (Colonial Blvd. to Violet Canal)	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps	\$ 129,000	2
47a	St. Claude Ave.	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps*	\$ 12,339	1
47b	St. Claude Ave.	Sidewalk (replace) / Ramps	replace sidewalk in poor condition and replace curb ramps as needed*	\$ 29,301	1
48	W. St. Bernard Hwy.	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps*	\$ 420,590	1
49	E. St. Bernard Hwy. (Paris Rd. to Jacob Dr.)	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps	\$ 414,326	1
50	E. St. Bernard Hwy. (Jacob Dr. to Archbishop Hannan Blvd.)	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps	\$ 324,616	1
51	E. St. Bernard Hwy. (Archbishop Hannan Blvd. to Franke Pl. / Edgar Dr.)	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps	\$ 560,733	2
52	E. St. Bernard Hwy. (Franke Pl. / Edgar Dr. to Colonial Blvd.)	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps	\$ 146,614	1
53	E. St. Bernard Hwy. (Colonial Blvd. to Poydras Junction)	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps	\$ 780,275	2
54	Bayou Rd.	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps	\$ 530,637	2
55	Paris Rd. (north of Virtue St.)	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps	\$ 327,430	2
56	Paris Rd. (Virtue St. to St. Bernard Hwy.)	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps	\$ 407,574	1

* roadway project under construction at the time of the writing of this report

Cost Estimates are planning-level only, to be used for order-of-magnitude understanding of costs. Costs were developed based on recent bid data from DOTD's online dataset, unless otherwise specified.

