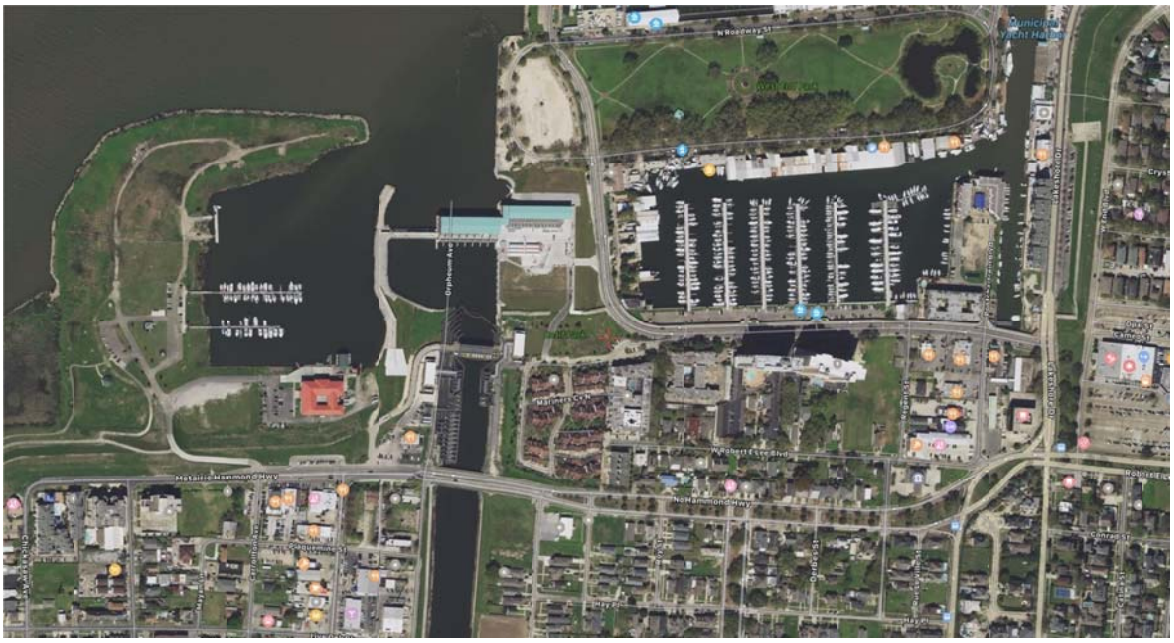
LAND USE AND TRANSPORTATION PLAN:
BI-PARISH COOPERATIVE INITIATIVE
BUCKTOWN TO WEST END MULTI USE PATH / COMPLETE STREETS FEASIBILITY STUDY
RPC TASK A-2.19WE: FY-19 UPWP
STATE PROJECT NO. H.972314.1

Prepared for:

REGIONAL PLANNING COMMISSION
FOR JEFFERSON, ORLEANS, PLAQUEMINES, ST. BERNARD, ST. CHARLES, ST. JOHN THE BAPTIST, ST. TAMMANY AND TANGIPAHOA PARISHES
Serving the New Orleans Metropolitan Region

JULY 2019



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ITS REGIONAL, LLC.

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1. Introduction

1.1 Purpose

The purpose of this Stage "0" feasibility report is to analyze the feasibility of re-establishing a multi-use path (including a bridge over the 17th Street Canal) between the Jefferson Parish Lakefront Bike Path in Bucktown and the West End area over the 17th Street Outfall Canal.

1.2 Background

Prior to 1977, a vehicular bridge connected Orpheum Avenue (Jefferson Parish) to West End (Orleans Parish) that provided access across the 17th Street Canal to local restaurants and businesses in both Parishes. After 1977, the bridge was limited to bicycle and pedestrian traffic only (see Figure 1-1 below).

Figure 1-1 Bucktown Bridge

After Hurricane Katrina (August 2005), the United States Army Corps of Engineers commandeered the Orpheum Avenue Peninsula to construct temporary flood control structures. The existing bridge connecting Orpheum Avenue and West End was demolished leaving no pedestrian/bicycle access between the Orpheum Avenue Peninsula and West End.

1.3 Study Area

For the purposes of this evaluation, the study area is defined as follows:

- Chickasaw Avenue (Jefferson Parish) to the west
- Lake Pontchartrain to the north
- Old Hammond Highway (Jefferson Parish)/Robert E. Lee Boulevard (Orleans Parish) to the south
- Lake Shore Drive (Orleans Parish) to the east

Figure 1-2 Study Area Map

2. Existing Conditions

2.1 Land Use

The land use within the study area is a mixture of commercial, residential and recreational properties. These properties include restaurants, apartment buildings, individual residences, boat marinas, retail establishments, etc.

2.2 Corridor Layout and Configuration

The two roadway sections analyzed in this report are Lake Marina Drive and W. Roadway Street. The two roadways are continuous with the names of the roadways changing at the horizontal curve near the pump station. The existing overall layout and configuration is shown on Drawings E-1 and E-2 (Appendix A). A more detailed description of each roadway is given in the following paragraphs.

Lake Marina Drive

Lake Marina Drive is a 4- lane roadway with two (2) lanes in the eastbound direction and two (2) lanes in the westbound direction. There is a parking lane adjacent to the curb on the eastbound side of the roadway. There are existing sidewalks on the eastbound and westbound sides of the roadway. There is currently only one marked pedestrian crossing, which is located at the intersection of Lake Marina Drive and Lake Shore Drive. Figure 2-1 presents an aerial view of a portion of Lake Marina Drive showing the typical configuration of the roadway.

Figure 2-1 Lake Marina Drive Existing Conditions

W. Roadway Street

W. Roadway Street is a 4-lane roadway with two (2) lanes in the northbound direction and two (2) lanes in the southbound direction. There are some existing sidewalks on the northbound and southbound sides of the roadway, which are not fully connected throughout the corridor. There are no marked pedestrian crossings. Figure 2-2 presents an aerial view of a portion of W. Roadway Street showing the typical configuration of the roadway.

Figure 2-2 W. Roadway Street Existing Conditions

Overall Corridor

There is no designated bicycle route through the Lake Marina Drive/W. Roadway Street Corridor. There is currently no existing connectivity between Jefferson and Orleans Parishes along this corridor for pedestrians or bicyclists. The nearest pedestrian route between the two parishes is a sidewalk along Hammond Hwy. On the Orleans side of the 17th Street Canal, there are no designated bike routes connecting Jefferson and Orleans Parishes within the study area.

3. Preliminary Needs

The project needs were identified during four (4) meetings with a project management committee consisting of officials from the Regional Planning Commission (RPC), Jefferson Parish, City of New Orleans, New Orleans Municipal Yacht Harbor, United States Army Corps of Engineers (USACE), Southeast Louisiana Flood Protection Authority (SLFPA), Louisiana State Representative Stephanie Hilferty's Office, Linfield, Hunter & Junius, Inc. and ITS Regional, LLC.

3.1 Operational Analysis

Alternative improvements were investigated to increase pedestrian and bicyclist access along the Lake Marina Drive/W. Roadway Street corridor and to re-establish a multi-use path (including bridge) over the 17th Street Canal connecting Jefferson and Orleans Parishes.

Traffic counts were obtained and intersection analyses performed to assess the operational effectiveness of the existing corridor geometry and the proposed corridor geometry. Traffic counts and intersection analyses were only performed on the Orleans Parish side of the study area. On the Jefferson Parish side, roadway improvements were beyond the scope of this study since the multi-use path is being proposed to tie-in to the existing Jefferson Parish Lakefront Bike Path, not the roadway system.

3.1.1 Traffic Counts

A 7-day/24-hour traffic count was performed at five (5) locations in the study area to establish existing traffic conditions. Data was obtained during the third and fourth week of February 2019.

Weekday AM and PM peak hour manual turning counts were conducted at the four (4) roadway intersections along W. Roadway Street and Lake Marina Drive. Data collection activities occurred from 7:30 AM to 10:30 AM and from 4:30 PM to 7:30 PM on March 19, 2019 and March 20, 2019.

Weekend PM peak hour manual turning counts were conducted at the four (4) roadway intersections along W. Roadway Street and Lake Marina Drive. Data collection activities occurred from 4:15 PM to 7:15 PM on March 23, 2019 and March 24, 2019.

A detailed description of the traffic count methodology can be found in the Traffic Analysis Report located in Appendix F.

3.1.2 Intersection and Roadway Analyses

An intersection analysis was conducted at each of the four (4) intersections within the Lake Marina Drive/W. Roadway Street corridor to analyze the operating conditions for both existing and projected future conditions.

A six-level LOS rating system (LOS "A" thru LOS "F") is employed to measure the capacity of the intersections, with LOS "A" representing the best condition (little or no delay), LOS "C" representing average conditions and LOS "F" representing the worst condition (excessive delay). The intersection analysis procedure is described in further detail in the Traffic Analysis Report contained in Appendix F.

Similar to intersections, analysis of roadway segments employs a six-level LOS rating system (LOS "A" thru LOS "F") to measure capacity, with LOS "A" representing the best condition, LOS "C" representing average conditions and LOS "F" representing the worst condition. The LOS for roadway segments is based on vehicle density and percentage of free flow speed as outlined in the Traffic Analysis Report.

The effectiveness of proposed modifications (capacity and speed through the corridor) was measured by comparing the LOS ratings and computed delays for the existing geometry to the LOS ratings and computed delays for proposed modified geometry.

3.1.3 **Traffic Projection Methodology**

Two configurations were analyzed for the traffic analysis: "No-Build" and "Build." The "No-Build" configuration is the existing condition with no modifications to the corridor. The "Build" configuration is the modified corridor with the proposed roadway improvements outlined in Section 4.

The existing corridor (No-Build) along Lake Marina Drive and W. Roadway Street was analyzed for the existing traffic volumes and for the future traffic volumes in the year 2040. The future 2040 traffic volumes were computed using the RPC specified annual growth factor of 0.50% along with projected traffic volumes from future land-use development estimates. Future land-use development estimates were obtained from the *West End Redevelopment Area Stage 0 Feasibility Study*. This study analyzed alternatives for future commercial and residential establishments along the west side of West Roadway Street. Additional future land-use development estimates were obtained from the New Orleans Municipal Yacht Harbor. These consist of the nearly complete Breakwater Drive Boat Launch, a proposed fishing pier and the re-opening of "The Point."

The proposed improved corridor (Build) along Lake Marina Drive and W. Roadway Street was analyzed for the future traffic volumes in the year 2040. The future 2040 traffic volumes were computed in the same way as the existing condition by using the 0.50% growth factor along with projected traffic volumes from the future land-use development estimates obtained from the *West End Redevelopment Area Stage 0 Feasibility Study* and the New Orleans Municipal Yacht Harbor.

4. Proposed Corridor Improvements

4.1 Roadway Design Guidelines

Conceptual design of the alternative corridor improvements was achieved in accordance with design guidelines contained in the LADOTD Roadway Design Procedures and the American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities.

4.2 Alternative Investigations

Alternative improvements were conceptualized and evaluated for operational effectiveness, cost reasonableness and constructability.

Three (3) alignments were analyzed for the multi-use pedestrian/bicycle path and bridge. Three (3) options were analyzed for the Lake Marina Drive/W. Roadway Street corridor. These are described in detail in the following sub-sections.

4.2.1 Alignment for Multi-Use Pedestrian/Bicycle Path and Bridge

The three (3) multi-use alignments are shown and discussed in detail in the following paragraphs.

Alignment 1

As can be seen in Figure 4-1, the multi-use path enters/exits Lake Marina Drive near the center of the curve just south of the existing floodwall. The path turns northwest between the existing floodwalls and crosses over the existing levee. The path then turns west toward the 17th Street Canal crossing. After the canal crossing, the path turns south and ties-in to the existing Jefferson Parish Lakefront Bike Path on top of the levee.

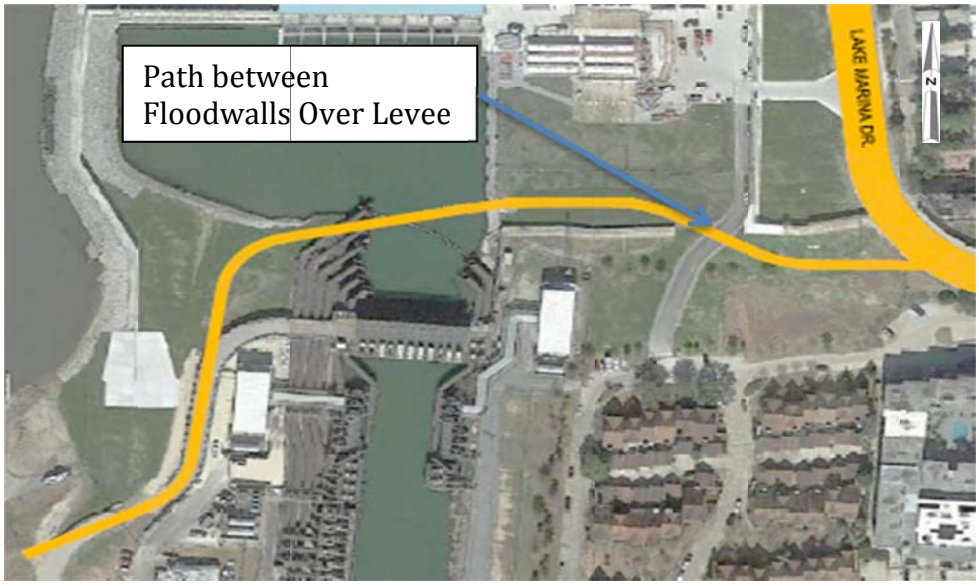

Figure 4-1 Alignment 1 Multi-Use Path and Bridge

Alignment 1 is anticipated to have the least impact on the existing floodwall and levee on the Orleans side of the canal, which in turn should result in a lower construction cost than the subsequent alignments discussed. Accordingly, Alignment 1 was found to be feasible and was the alignment selected for the proposed corridor improvements.

Alignment 2

As can be seen in Figure 4-2, the multi-use path enters/exits Lake Marina Drive near the northern portion of the curve just north of the existing floodwall. This alignment has fewer curves than Alignment 1 with a straight section of path extending from Lake Marina Drive to the bridge crossing at the 17th Street Canal. After the canal crossing, the path turns south and ties-in to the existing Jefferson Parish Lakefront Bike Path on top of the levee.

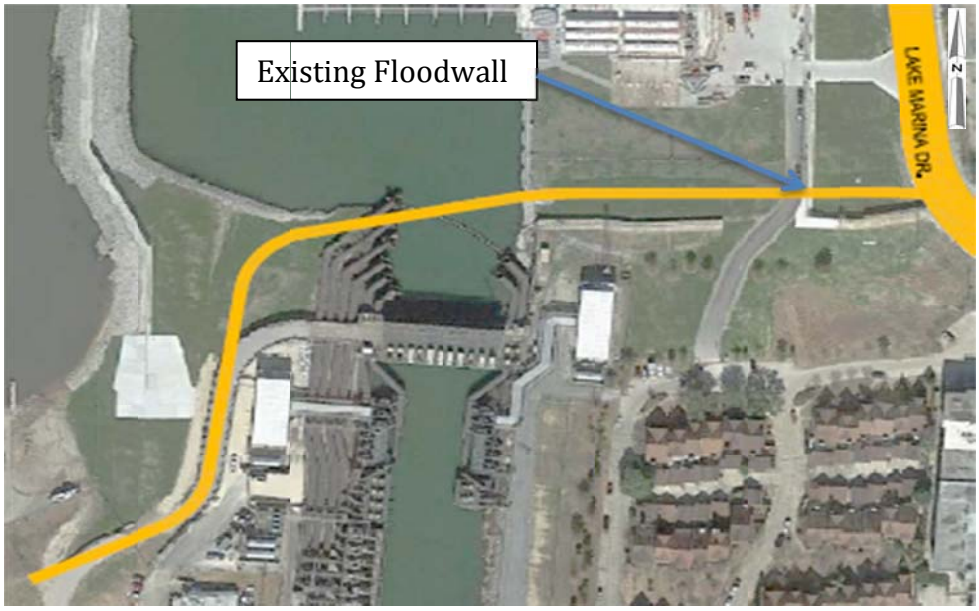

Figure 4-2 Alignment 2 Multi-Use Path and Bridge

The drawback to Alignment 2 is the existing north-south floodwall will be in conflict with the multi-use path. This conflict will require either the removal of a section of floodwall and installation of a floodgate, or a bridge will need to be constructed over the existing floodwall. This additional work is estimated to significantly increase construction costs. Accordingly, for these reasons, Alignment 2 was found to be less desirable.

Alignment 3

As can be seen in Figure 4-3, the multi-use path enters/exits Lake Marina Drive near the center of the curve just south of the existing floodwall. This alignment has fewer curves than Alignments 1 and 2 with a straight section of path extending from Lake Marina Drive to the Jefferson Parish side of the 17th Street Canal. After the canal crossing, the path turns south and ties-in to the existing Jefferson Parish Lakefront Bike Path on top of the levee.

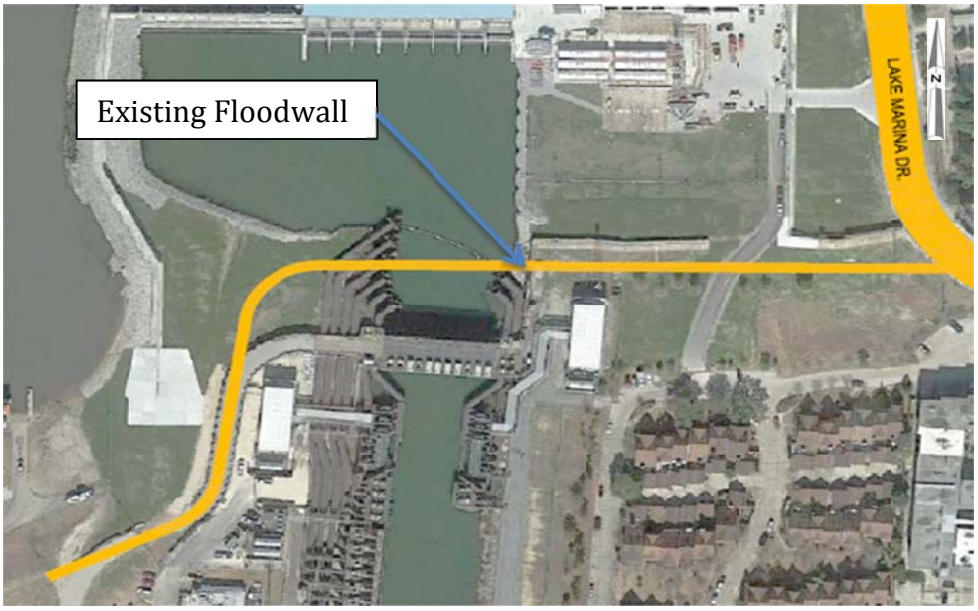

Figure 4-3 Alignment 3 Multi-Use Path and Bridge

The drawback to Alignment 3 is the existing north-south floodwall near the 17th Street Canal will be in conflict with the multi-use path. This conflict will require an extension and/or increased height of the proposed bridge over the 17th Street Canal. This additional work is estimated to significantly increase construction costs. Accordingly, for these reasons, Alignment 3 was found to be less desirable.

4.2.2 Options for Improvements along Lake Marina Drive and W. Roadway Street

Three (3) options were analyzed for improvements along Lake Marina Drive and W. Roadway Street. The scope of the improvements is to enhance pedestrian and bicycle access and safety throughout the corridor. This is proposed to be achieved with the addition of bike lanes and increased sidewalk connectivity. In all three (3) options, the number of lanes is proposed to be reduced from four (4) lanes to two (2) in order to accommodate multi-directional bike lanes. As per the Traffic Analysis Report (Appendix F), the two (2) lane roadway segments will operate at a Level of Service "D" for the "2040 Build" condition, which is within acceptable limits. A more detailed account of the traffic analysis procedures and results can be found in the Traffic Analysis Report (Appendix F).

All three (3) options are proposed in conjunction with the multi-use path/bridge Alignment 1. The differences in the options are with the layout of the bike lanes, number of pedestrian crossings and median configurations.

Option 1

On W. Roadway Street, this option reduces the number of vehicle travel lanes to one (1) lane in the northbound direction and one (1) lane in the southbound direction. Northbound and southbound bike lanes are proposed to be added to each side of the roadway. The bike lanes are separated from the vehicle travel lanes with striped buffer lanes. Sections of sidewalk are proposed to be added to both sides of the roadway to provide connectivity and pedestrian access along the corridor. Modifications to existing sidewalks and handicap ramps may be required in order to meet Americans with Disabilities Act (ADA) standards. Figure 4-4 presents an aerial view showing the typical configuration of Option 1 along W. Roadway Street.

Figure 4-4 Option 1 - W. Roadway Street Typical Configuration

On Lake Marina Drive, this option reduces the number of vehicle travel lanes to one (1) lane in the eastbound direction and one (1) lane in the westbound direction. Eastbound and westbound bike lanes are proposed to be added to each side of the roadway. The bike lanes are separated from the vehicle travel lanes with striped buffer lanes. The existing parking lane is kept on the eastbound side of the roadway near the curb line. A section of sidewalk is proposed to be added near the guardrail at the curve to provide connectivity between Lake Marina Drive and W. Roadway Street on the eastbound/southbound side of the roadway. Modifications to existing sidewalks and handicap ramps may be required in order to meet ADA standards. Figure 4-5 presents an aerial view showing the typical configuration of Option 1 along Lake Marina Drive.

Figure 4-5 Option 1 – Lake Marina Drive Typical Configuration

This option has limited median and roadway work. Vehicle travel lanes are delineated using the existing medians and new pavement markings. The drawback to Option 1 is that there are only two pedestrian/bicyclist crossing locations. These are located at the intersections of W. Roadway Street/S. Roadway Street and Lake Marina Drive/Lake Shore Drive. Pedestrians and bicyclists would need to travel to the ends of the corridor to cross at designated crosswalks. Since the predominant land uses are on the south side of Lake Marina Drive, and with limited development potential on the north side, it would follow that having both bike lanes on the south side would provide for a more efficient use of the corridor by bicyclists. This option also has limited crossing opportunities for pedestrians. Additional crosswalks would provide easier pedestrian access to the existing and future land-uses. Accordingly, for these reasons, this option was not selected as the preferred option.

Option 2

On W. Roadway Street, this option reduces the number of vehicle travel lanes to one (1) lane in the northbound direction and one (1) lane in the southbound direction. A two-way bike lane was added to the southbound side of the roadway to provide for a more efficient use of the corridor by bicyclists. The bike lane is separated from the vehicle travel lane with a striped buffer lane. Sections of sidewalk are proposed to be added to both sides of the roadway to provide full connectivity and pedestrian access along the corridor. A mid-block crossing, with median, is proposed to be added just north of the pump station driveway to enhance pedestrian access. A median and turn lane are proposed to be added north of the mid-block crossing. Modifications to existing sidewalks and handicap ramps may be required in order to meet ADA standards. Figure 4-6 presents an aerial view showing the typical configuration of Option 2 along W. Roadway Street.

Figure 4-6 Option 2 – W. Roadway Street Typical Configuration

On Lake Marina Drive, this option reduces the number of vehicle travel lanes to one (1) lane in the eastbound direction and one (1) lane in the westbound direction. A two-way bike lane was added to the eastbound side of the roadway to provide for a more efficient use of the corridor by bicyclists. The bike lane is separated from the vehicle travel lane with a striped buffer lane and a parking lane. The existing parking is proposed to be moved away from the curb line to adjacent to the vehicle travel lane. A mid-block crossing is proposed to be added west of Regent Street to enhance pedestrian access. A section of sidewalk is proposed to be added near the guardrail at the curve to provide connectivity between Lake Marina Drive and W. Roadway Street on the eastbound/ southbound side of the roadway. Median islands are proposed to be added which will provide the opportunity for future beatification of the corridor. Modifications to existing sidewalks and handicap ramps may be required in order to meet ADA standards. Figure 4-7 presents an aerial view showing the typical configuration of Option 2 along Lake Marina Drive.

Figure 4-7 Option 2 – Lake Marina Drive Typical Configuration

Option 2 will require median curb removal and roadway pavement work to remove existing medians. Vehicle travel lanes will be delineated with new pavement markings and medians. This option enhances the efficiency of the corridor with the additional pedestrian crossings and the two (2) bike lanes on the predominant land-use side of the roadway. This option also brings the added benefit of providing an opportunity for future beautification to the corridor by installing landscaping in the median islands. This option was found to be the preferred option.

If funding is not available for the full build-out of Option 2, Option 3 is the same configuration, but does not incorporate all of the median work.

Option 3

On W. Roadway Street, this option reduces the number of vehicle travel lanes to one (1) lane in the northbound direction and one (1) lane in the southbound direction. A two-way bike lane was added to the southbound side of the roadway to provide for a more efficient use of the corridor by bicyclists. The bike lane is separated from the vehicle travel lane with a striped buffer lane. Sections of sidewalk are proposed to be added to both sides of the roadway to provide full connectivity and pedestrian access along the corridor. A mid-block crossing is proposed to be added just north of the pump station driveway to enhance pedestrian access. A striped turn lane is proposed to be added north of the mid-block crossing. Modifications to existing sidewalks and handicap ramps may be required in order to meet ADA standards. Figure 4-8 presents an aerial view showing the typical configuration of Option 3 along W. Roadway Street.

Figure 4-8 Option 3 - W. Roadway Street Typical Configuration

On Lake Marina Drive, this option reduces the number of vehicle travel lanes to one (1) lane in the eastbound direction and one (1) lane in the westbound direction. A two-way bike lane was added to the eastbound side of the roadway to provide for a more efficient use of the corridor by bicyclists. The bike lane is separated from the vehicle travel lane with a striped buffer lane and a parking lane. The existing parking is proposed to be moved away from the curb line to adjacent to the vehicle travel lane. A mid-block crossing is proposed to be added west of Regent Street to enhance pedestrian access. A section of sidewalk is proposed to be added near the guardrail at the curve to provide connectivity between Lake Marina Drive and W. Roadway Street on the eastbound/ southbound side of the roadway. Modifications to existing sidewalks and handicap ramps may be required in order to meet ADA standards. Figure 4-9 presents an aerial view showing the typical configuration of Option 3 along W. Roadway Street.

Figure 4-9 Option 3 – Lake Marina Drive Typical Configuration

This option has less median and roadway work than Option 2. Most of the medians are to remain in place with the exception of the median at the curve. It is anticipated that this median will be required to be removed and the lanes widened to better accommodate trucks pulling boats. Vehicle travel lanes will generally be delineated using the existing medians and new pavement markings. This option also enhances the efficiency of the corridor with the additional pedestrian crossings and the two (2) bike lanes on the predominant land-use side of the roadway.

Options 2 and 3 could be constructed in phases with Option 3 being the first phase and Option 2 being the second phase. Option 2 could follow Option 3, when additional funding is available, with minimal re-work of the construction performed during construction of Option 3.

4.3 Proposed Corridor Improvements

The proposed corridor improvements consist of Alignment 1 for the multi-use pedestrian path/bridge and Option 2 for the configuration of Lake Marina Drive and W. Roadway Street. The proposed overall corridor layout for the preferred alignment and preferred option are shown on Drawings P-1 thru P-3 (Appendix B).

Premanufactured bridge spans were the preferred option for the multi-use bridge over the 17th Street Canal. Appendix C shows some of the styles considered during this study.

5. Impacts

5.1 Right-of-Way Acquisition

No additional right-of-way acquisition is anticipated to be required for the work along W. Roadway Street and Lake Marina Drive.

A right-of-way agreement and/or easement will need to be obtained from the SLFPA for the multi-use path and bridge from Lake Marina Drive on the Orleans side to the tie-in location on the Jefferson Parish side.

To identify right-of-way limits and boundaries, a boundary survey and right-of-way research should be conducted in subsequent stages of this project.

5.2 Utility Impacts

Utility relocations are not anticipated to be a major factor for this project. To identify specific locations and other details regarding utilities, including subsurface utilities, a detailed topographic survey should be conducted in subsequent stages of this project.

5.3 Environmental

No extensive environmental impacts are anticipated within the Study Area. A detailed summary of the potential environmental impacts for the corridor for the proposed improvements is included in Appendix D.

5.4 Permitting

It is anticipated that permit(s) will need to be acquired from the USACE, SLFPA and the Coastal Protection and Restoration Authority (CPRS) for the multi-use path and bridge work near the levee and floodwall.

6. Budgetary Construction Costs

Below are Budgetary Construction Cost Estimates for the three options.

OPTION 1 - ALIGNMENT 1: BUDGETARY CONSTRUCTION COST		
LINE NO.	**ITEM**	**ESTIMATED COST**
001	ROADWAY WORK (CONCRETE, CURB, PAVEMENT REMOVAL, ETC.)	$31,200.00
002	CONCRETE SIDEWALK AND HANDICAL RAMPS	$70,000.00
003	CONCRETE MULTI-USE PATH	$164,250.00
004	PAVEMENT MARKINGS (STRIPING, SYMBOLS, ETC)	$87,350.00
005	MOBILIZATION, TRAFFIC CONTROL AND CONSTRUCTION LAYOUT	$350,000.00
006	MULTI-USE PATH BRIDGE STRUCTURE	$1,800,000.00
	SUBTOTAL	$2,502,800.00
	CONTINGENCY (25%)	$625,700.00
	TOTAL	**$3,128,500.00**

OPTION 2 - ALIGNMENT 1: BUDGETARY CONSTRUCTION COST		
LINE NO.	**ITEM**	**ESTIMATED COST**
001	ROADWAY WORK (CONCRETE, CURB, PAVEMENT REMOVAL, ETC.)	$192,775.00
002	CONCRETE SIDEWALK AND HANDICAL RAMPS	$70,000.00
003	CONCRETE MULTI-USE PATH	$164,250.00
004	PAVEMENT MARKINGS (STRIPING, SYMBOLS, ETC)	$79,550.00
005	MOBILIZATION, TRAFFIC CONTROL AND CONSTRUCTION LAYOUT	$350,000.00
006	MULTI-USE PATH BRIDGE STRUCTURE	$1,800,000.00
	SUBTOTAL	$2,656,575.00
	CONTINGENCY (25%)	$664,143.75
	TOTAL	**$3,320,718.75**

OPTION 3 - ALIGNMENT 1: BUDGETARY CONSTRUCTION COST		
LINE NO.	**ITEM**	**ESTIMATED COST**
001	ROADWAY WORK (CONCRETE, CURB, PAVEMENT REMOVAL, ETC.)	$91,750.00
002	CONCRETE SIDEWALK AND HANDICAL RAMPS	$70,000.00
003	CONCRETE MULTI-USE PATH	$164,250.00
004	PAVEMENT MARKINGS (STRIPING, SYMBOLS, ETC)	$84,550.00
005	MOBILIZATION, TRAFFIC CONTROL AND CONSTRUCTION LAYOUT	$350,000.00
006	MULTI-USE PATH BRIDGE STRUCTURE	$1,800,000.00
	SUBTOTAL	$2,560,550.00
	CONTINGENCY (25%)	$640,137.50
	TOTAL	**$3,200,687.50**

7. Summary and Conclusion

Improvements to W. Roadway Street and Lake Marina Drive are recommended to improve pedestrian/bicyclist access and safety in the corridor. Additionally, a multi-use path and bridge is recommended to provide pedestrian and bicyclist connectivity between Jefferson and Orleans Parishes within the study area.

Alignment 1 for the multi-use path and bridge, in conjunction with Option 2 for the W. Roadway Street/Lake Marina Drive corridor, was the preferred configuration for the improvements. These improvements should increase pedestrian/bicyclist access and safety as well as provide connectivity between Jefferson and Orleans Parishes for pedestrians and bicyclists. The proposed overall corridor layout for the preferred improvements is shown on Drawings P-1 thru P-3 (Appendix B).

The budgetary construction cost for these improvements is $3,320,718.75.

APPENDIX A

EXISTING CONDITION FIGURES

LAND USE AND TRANSPORTATION PLAN: BI-PARISH COOPERATIVE INITIATIVE

BUCKTOWN TO WEST END MULTI USE PATH/COMPLETE STREETS FEASIBILITY STUDY

THIS SHEET

EXISTING CONFIGURATION (1 OF 2)

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PROJ. NO. 19-025

DATE JUNE 2019

SHEET NO. E-1

OF SHEETS

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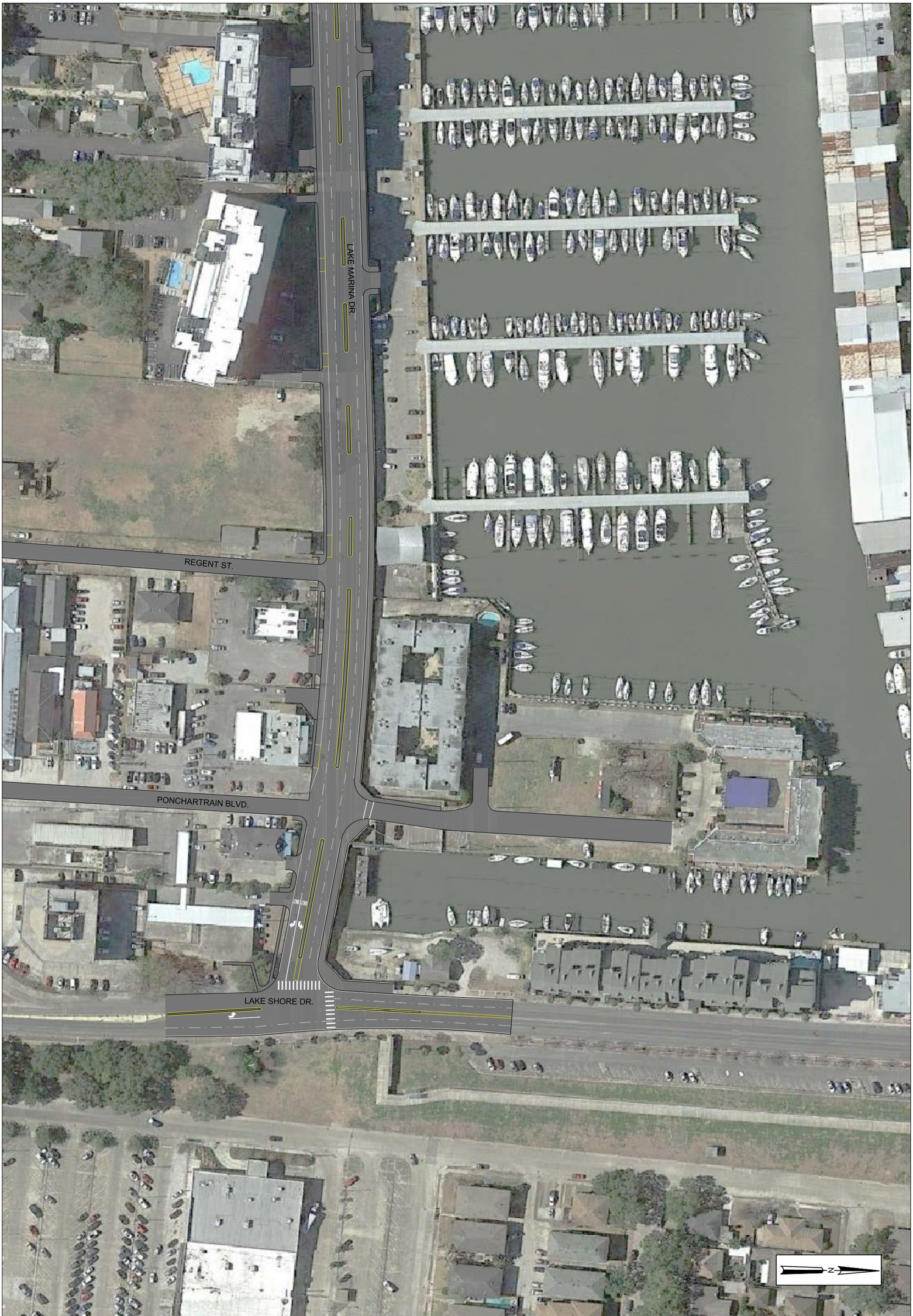

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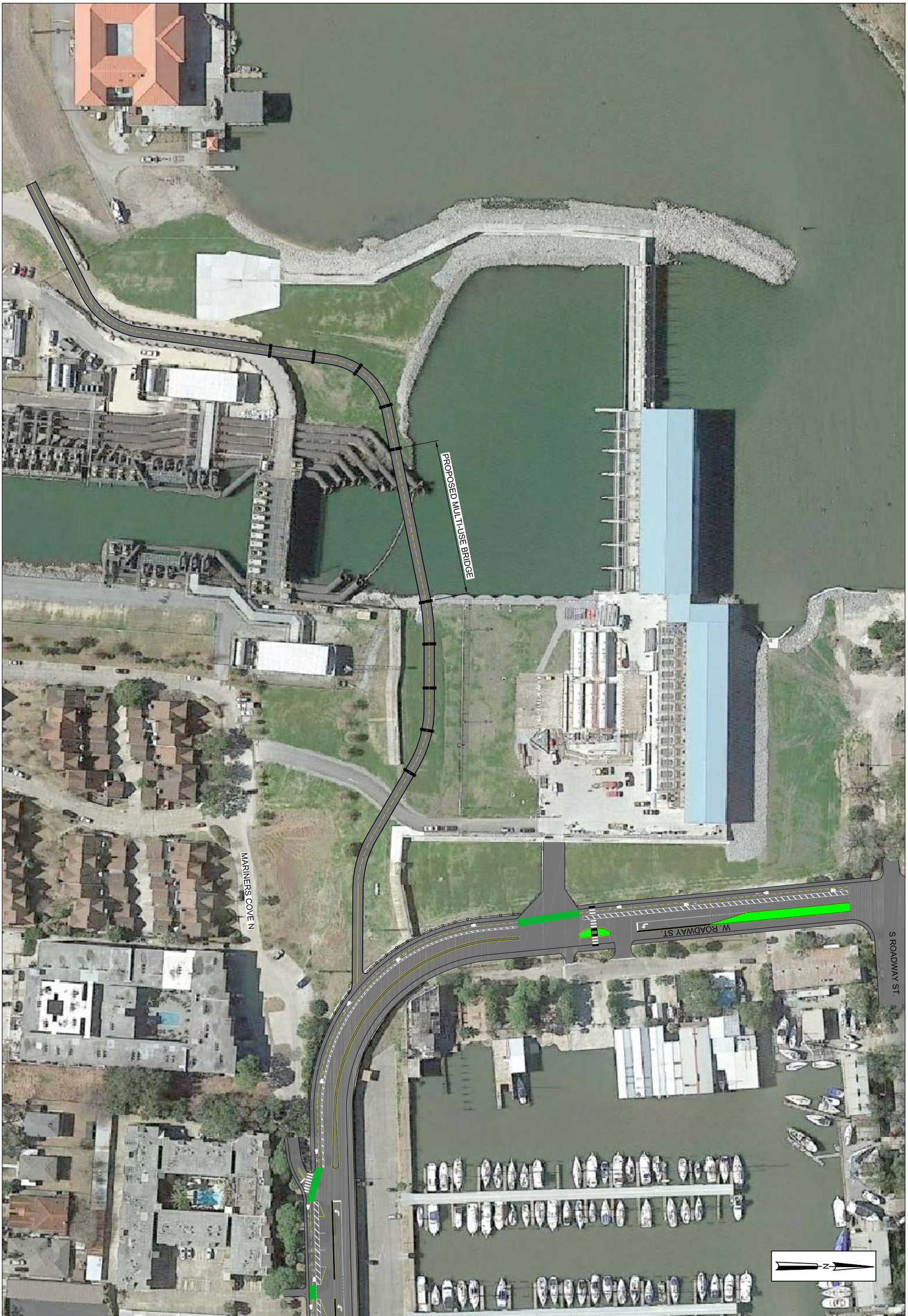
APPENDIX B

PROPOSED MODIFICATIONS FIGURES



LAND USE AND TRANSPORTATION PLAN: BI-PARISH COOPERATIVE INITIATIVE

BUCKTOWN TO WEST END MULTI USE PATH/COMPLETE STREETS FEASIBILITY STUDY

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PROPOSED MODIFICATIONS (ALIGNMENT 1 - OPTION 2) (1 OF 2)

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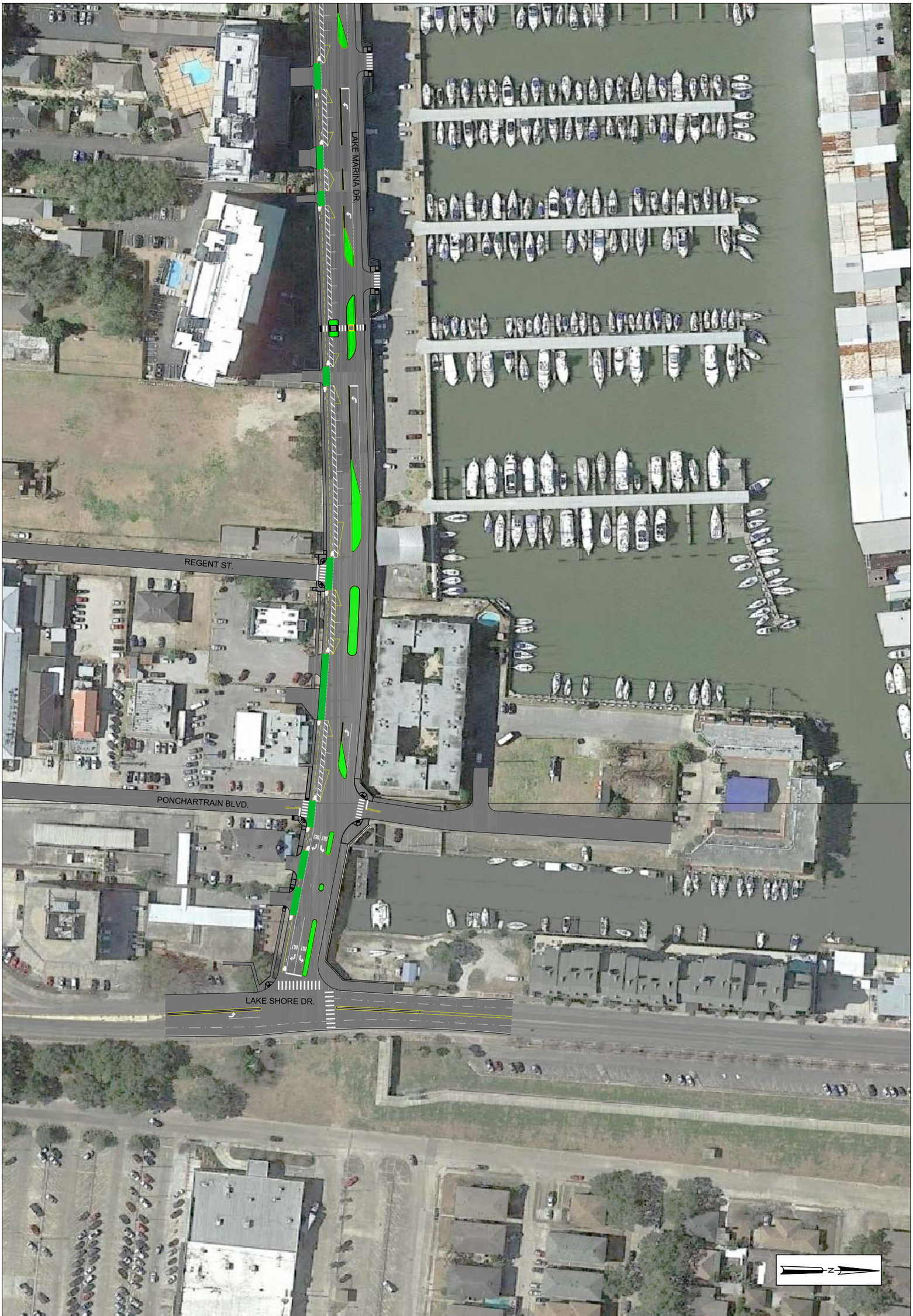

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BUCKTOWN TO WEST END MULTI USE PATH/COMPLETE STREETS FEASIBILITY STUDY

THIS SHEET
PROPOSED MODIFICATIONS (ALIGNMENT 1 - OPTION 2) (2 OF 2)

DRAWN BY	CHECKED BY	APPROVED BY
LHJ	LHJ	LHJ

CONCEPTUAL
NOT FOR CONSTRUCTION
THIS DRAWING IS SUBJECT TO REVISION, ALTERATION & DELETION

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PROFESSIONAL ENGINEERS, ARCHITECTS, LANDSCAPE ARCHITECTS AND SURVEYORS
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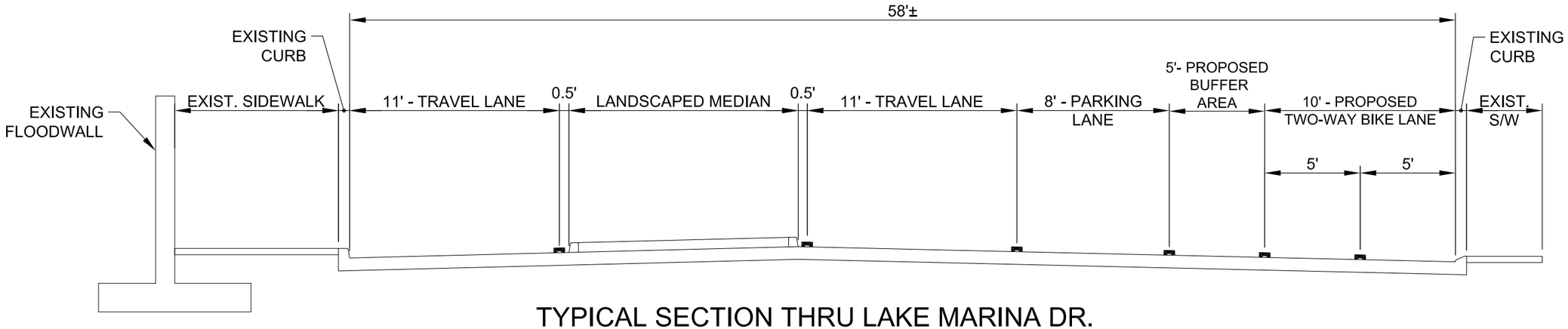
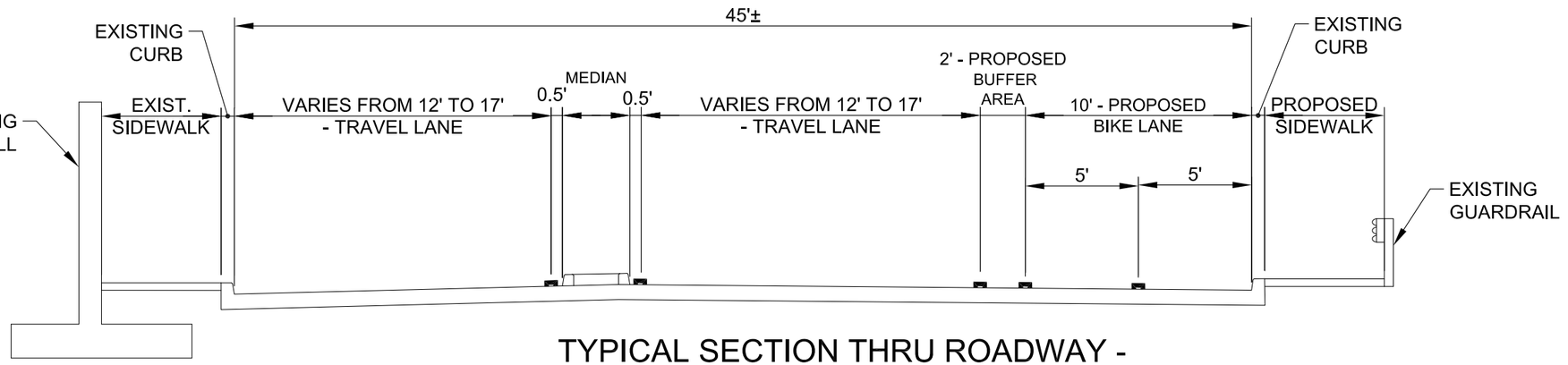
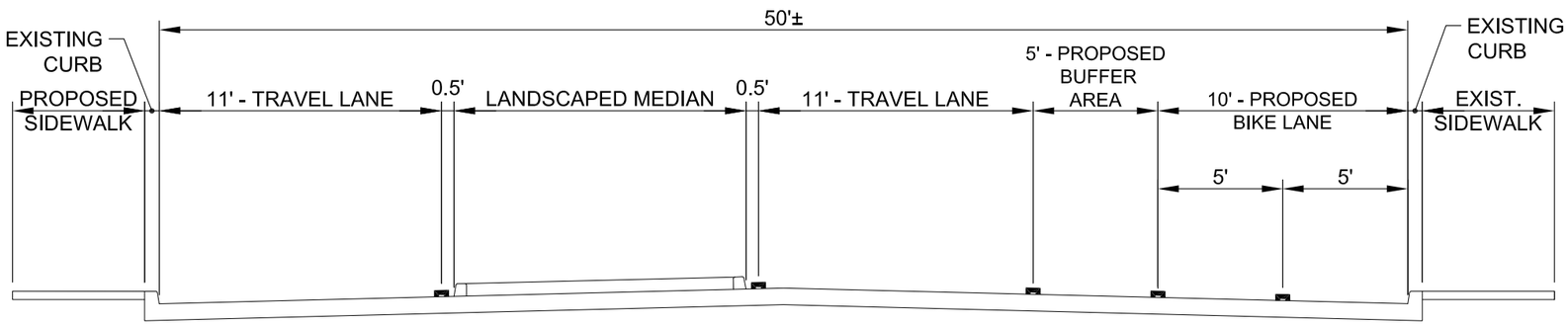
Metairie, Louisiana 70002



TYPICAL SECTION THRU LAKE MARINA DR.



TYPICAL SECTION THRU ROADWAY - IN CURVE



TYPICAL SECTION THRU W. ROADWAY ST.

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LAND USE AND TRANSPORTATION PLAN: BA-PARISH COOPERATIVE INITIATIVE
BUCKTOWN TO WEST END MULTI USE PATH/COMPLETE STREETS FEASIBILITY STUDY

THIS SHEET: TYPICAL SECTIONS (ALIGNMENT 1 - OPTION 2)

DRAWN BY: LHJ
CHECKED BY: LHJ
APPROVED BY: LHJ

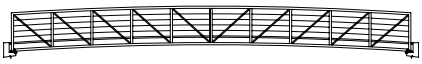
PROJ. NO. 19-025
DATE JUNE 2019
SHEET NO.
P-3
OF SHEETS

APPENDIX C

MULTI-USE BRIDGE SPANS

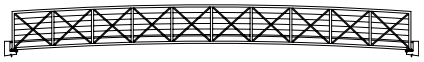
Continental® Pedestrian Truss Styles*

Connector®

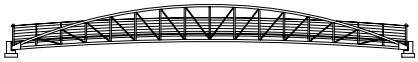


Capstone®

Link®

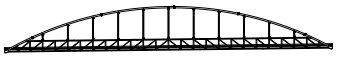


Keystone®



Gateway®

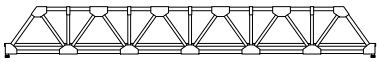
Tied Arch®



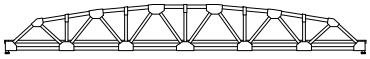
**Custom styling is available to make your project a reality (e.g. skywalks, cable-stayed bridges).*

Steadfast Bridges® Vehicular Truss Styles

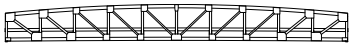
Colonial Flat



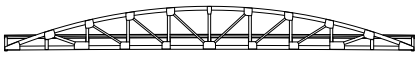
Colonial



Capstone®

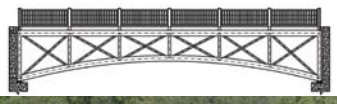


Keystone®



Horizon

Archway®



Contech® Engineered Solutions offers a full range of pedestrian and vehicular truss styles for your project's needs. As highly skilled solution providers, we are ready to support you in every phase of your project, from concept to installation.

APPENDIX D

STAGE 0 CHECKLIST

STAGE 0
Environmental Checklist

Route Old Hammond Highway/Lake Marina Drive Parish: Jefferson/Orleans

C.S. NA Begin Log mile NA End Log mile NA

ADJACENT LAND USE: Residential/Commercial

Any property owned by a Native American Tribe?
(Y or N or Unknown) If so, which Tribe? N

Any property enrolled into the Wetland Reserve Program?
(Y or N or Unknown) If so, give the location N

Are there any other known wetlands in the area?
(Y or N) If so, give the location N

Community Elements: Is the project impacting or adjacent to any (if the answer is yes, list names and locations):
(Y or N) Cemeteries N

(Y or N) Churches N

(Y or N) Schools Y – Gulf South Autism Center

(Y or N) Public Facilities (i.e., fire station, library, etc.) N

(Y or N) Community water well/supply N

Section 4(f) issue: Is the project impacting or adjacent to any (if the answer is yes, list names and locations):
(Y or N) Public recreation areas N

(Y or N) Public parks Y – West End Park, Retif Park

(Y or N) Wildlife Refuges N

(Y or N) Historic Sites N

Is the project impacting, or adjacent to, a property listed on the National Register of Historic Places? (Y or N) **Is the project within a historic district or a national landmark district?** (Y or N) If the answer is yes to either question, list names and locations below:
N

Do you know of any threatened or endangered species in the area? (Y or N)
If so, list species and location. None observed

Does the project impact or adjacent to a stream protected by the Louisiana Scenic Rivers Act? (Y or N) If yes, name the stream. N

Are there any Significant Trees as defined by EDSM I.1.1.21 within proposed ROW? (Y or N) If so, where? Y- Live Oak trees along Lake Marina Drive

What year was the existing bridge built? Not known

Are any waterways impacted by the project considered navigable? (Y or N) If unknown, state so, list the waterways: N

Hazardous Material: Have you checked the following DEQ and EPA databases for potential problems? (If the answer is yes, list names and locations.)

(Y or N) Leaking Underground Storage Tanks Y – no problems found

(Y or N) CERCLIS Y – no problems found

(Y or N) ERNS Y – no problems found

(Y or N) Enforcement and Compliance History Y – no problems found

Underground Storage Tanks (UST): Are there any Gasoline Stations or other facilities that may have UST on or adjacent to the project? (Y or N) N
If so, give the name and location: NA

STAGE 0
Environmental Checklist

Any chemical plants, refineries or landfills adjacent to the project? (Y or N) **Any large manufacturing facilities adjacent to the project?** (Y or N) **Dry Cleaners?** (Y or N) If yes to any, give names and locations: None

Oil/Gas wells: Have you checked DNR database for registered oil and gas wells? (Y or N) List the type and location of wells being impacted by the project. Y – No problems anticipated

Are there any possible residential or commercial relocations/displacements? (Y or N)
How many? No relocations anticipated

Do you know of any sensitive community or cultural issues related to the project? (Y or N)
If so, explain Not aware of any

Is the project area population minority or low income? (Y or N) N

What type of detour/closures could be used on the job? None anticipated

Did you notice anything of environmental concern during your site/windshield survey of the area? If so, explain below.
None observed

Point of Contact

Phone Number

Date

STAGE 0
Environmental Checklist

General Explanation:

To adequately consider projects in Stage 0, some consideration must be given to the human and natural environment which will be impacted by the project. The Environmental Checklist was designed knowing that some environmental issues may surface later in the process. This checklist was designed to obtain basic information, which is readily accessible by reviewing public databases and by visiting the site. It is recognized that some information may be more accessible than other information. Some items on the checklist may be more important than others depending on the type of project. It is recommended that the individual completing the checklist do their best to answer the questions accurately. Feel free to comment or write any explanatory comments at the end of the checklist.

The Databases:

To assist in gathering public information, the previous sheet includes web addresses for some of the databases that need to be consulted to complete the checklist. As of February 2011, these addresses were accurate.

Note that you will not have access to the location of any threatened or endangered (T&E) species. The web address lists only the threatened or endangered species in Louisiana by Parish. It will generally describe their habitat and other information. If you know of any species in the project area, please state so, but you will not be able to confirm it yourself. If you feel this may be an issue, please contact the Environmental Section. We have biologist on staff who can confirm the presence of a species.

Why is this information important?

Land Use? Indicator of biological issues such as T&E species or wetlands.

Tribal Land Ownership? Tells us whether coordination with tribal nations will be required.

WRP properties? Farmland that is converted back into wetlands. The Federal government has a permanent easement which cannot be expropriated by the State. Program is operated through the Natural Resources Conservation Service (formerly the Soil Conservation Service).

Community Elements? DOTD would like to limit adverse impacts to communities. Also, public facilities may be costly to relocate.

Section 4(f) issues? USDOT agencies are required by law to avoid certain properties, unless a prudent or feasible alternative is not available.

Historic Properties? Tells us if we have a Section 106 issue on the project. (Section 106 of the National Historic Preservation Act) See http://www.achp.gov/work106.html for more details.

Scenic Streams? Scenic streams require a permit and may require restricted construction activities.

Significant Trees? Need coordination and can be important to community.

Age of Bridge? Section 106 may apply. Bridges over 50 years old are evaluated to determine if they are eligible for the National Register of Historic Places.

Navigability? If navigable, will require an assessment of present and future navigation needs and US Coast Guard permit.

Hazardous Material? Don't want to purchase property if contaminated. Also, a safety issue for construction workers if right-of-way is contaminated.

Oil and Gas Wells? Expensive if project hits a well.

Relocations? Important to community. Real Estate costs can be substantial depending on location of project. Can result in organized opposition to a project.

Sensitive Issues? Identification of sensitive issues early greatly assists project team in designing public involvement plan.

Minority/Low Income Populations? Executive Order requires Federal Agencies to identify and address disproportionately high and adverse human health and environmental effects on minority or low income populations. (Often referred to as Environmental Justice)

Detours? The detour route may have as many or more impacts. Should be looked at with project. May be unacceptable to the public.

Louisiana Governor's Office of Indian Affairs:
http://www.indianaffairs.com/tribes.htm

Louisiana Wetlands Reserve Program:
http://www.nrcs.usda.gov/programs/wrp/states/la.html

Community Water Well/Supply
http://sonris.com/default.htm

Louisiana Department of Wildlife and Fisheries – Wildlife Refuges
http://www.wlf.louisiana.gov/refuges
http://www.fws.gov/refuges/profiles/ByState.cfm?state=LA
http://www.fws.gov/refuges/refugelocatormaps/Louisiana.html

U.S. Fish & Wildlife Service – National Wetlands Inventory:
http://www.fws.gov/wetlands/

Louisiana State Historic Sites:
http://www.crt.state.la.us/parks/ihistoricsiteslisting.aspx

National Register of Historic Places (Louisiana):
http://nrhp.focus.nps.gov/natreghome.do?searchtype=natreghome
http://www.nationalregisterofhistoricplaces.com/la/state.html

National Historic Landmarks Program:
http://www.nps.gov/history/nhl/

Threatened and Endangered Species Databases:
http://www.wlf.louisiana.gov/wildlife/louisiana-natural-heritage-program

Louisiana Scenic Rivers:
http://www.wlf.louisiana.gov/wildlife/scenic-rivers
http://media.wlf.state.la.us/experience/scenicrivers/louisiananaturalandscenicriversdescriptions/
http://www.legis.state.la.us/lss/lss.asp?doc=104995

Significant Tree Policy (EDSM I.1.1.21)
http://notes1/ppmemos.nsf
(Live Oak, Red Oak, White Oak, Magnolia or Cypress, aesthetically important, 18" or greater in diameter at breast height and has form that separates it from surrounding or that which may be considered historic.)

CERCLIS (Superfund Sites):
http://www.epa.gov/superfund/sites/cursites/
http://www.epa.gov/enviro/html/cerclis/cerclis_query.html

ERNS - Emergency Response Notification System - Database of oil and hazardous substances spill reports: http://www.epa.gov/region4/r4data/erns/index.htm

Enforcement & Compliance History (ECHO)
http://www.epa-echo.gov/echo/

DEQ – Underground Storage Tank Program Information:
http://www.deq.louisiana.gov/portal/tabid/2674/Default.aspx
Leaking Underground Storage Tanks:
http://www.deq.state.la.us/portal/tabid/79/Default.aspx

SONRIS – Oil and Gas Well Information & Water Well Information
http://sonris.com/default.htm

Environmental Justice (minority & low income)
http://www.fhwa.dot.gov/environment/ej2000.htm

Demographics
http://www.census.gov/

FHWA's Environmental Website
http://www.fhwa.dot.gov/environment/index.htm

Additional Databases Checked

Other Comments:

APPENDIX E

PROJECT MANAGEMENT COMMITTEE MEETINGS

PROJECT MANAGEMENT COMMITTEE TEAM MEMBERS

- **REGIONAL PLANNING COMMISSION**
  - Maggie Woodruff
  - Jeff Roesel
  - Dan Jatres
  - Jason Sappington

- **LINFIELD, HUNTER & JUNIUS, INC.**
  - Jed Hellmich
  - Mark Annino
  - Nathan Junius

- **ITS REGIONAL, LLC.**
  - Carmelo Gutierrez

- **NEW ORLEANS CITY COUNCIL – DISTRICT A**
  - Councilman Joe Giarrusso
  - Katie Baudouin
  - Amanda Rizzo

- **CITY OF NEW ORLEANS**
  - Leslie Alley
  - Louis Haywood
  - Keith Lagrange

- **JEFFERSON PARISH COUNCIL – DISTRICT 5**
  - Councilwoman Jennifer Van Vrancken
  - Jeffrey Simno

- **JEFFERSON PARISH**
  - Juliette Cassagne
  - Terri Wilkinson
  - Mark Drewes

- **SOUTHEAST LOUISIANA FLOOD PROTECTION AUTHORITY**
  - Rusty Kennedy
  - Russell Kennedy
  - Derek Boese

PROJECT MANAGEMENT COMMITTEE TEAM MEMBERS

- **STATE REPRESENTATIVE STEPHANIE HILFERTY'S OFFICE (DISTRICT 94)**
  - State Representative Stephanie Hilferty
  - William Rafferty

- **NEW ORLEANS MUNICIPAL YACHT HARBOR**
  - Taylor Casey

- **UNITED STATES ARMY CORPS OF ENGINEERS**
  - Bradley Drouant

LAND USE AND TRANSPORTATION PLAN: BI-PARISH COOPERATIVE INITIATIVE
BUCKTOWN TO WEST END MULTI USE PATH/COMPLETE STREETS FEASIBILITY STUDY
RPC TASK A-2.19WE: FY-19 UPWP
STATE PROJECT NO. H.972314.1

MEETING SUMMARY (KICK-OFF MEETING – 2/19/19)

- Introductions

- RPC representatives provided an overview of the Feasibility Study

- LHJ representatives provided additional detail pertaining to the Feasibility Study

    - Limits of study area (Chickasaw Avenue west side and Lake Shore Drive west side)
    - Locations where traffic counts will be taken
    - Project milestones and tentative completion date (End of May 2019)

- Councilwoman Van Vrancken (Jefferson Parish – District 5) noted that the proposed locations for taking traffic counts were all on the Orleans Parish side of the 17th Street Canal. Mr. Drewes (Jefferson Parish – Director of Engineering) confirmed that traffic counts are not required on the Jefferson Parish side of the canal because the proposed multi-use path will utilize the existing levee crown and not tie-in to the roadway system.

- Representatives of several agencies in attendance requested the traffic data being collected as part of the study. The traffic data will be published in the draft and final versions of the report which will be made available to the project stake holders.

- The attendees of the meeting discussed the following routes for the multi-use path:

    - Route 1: Multi-use path crosses the 17th Street Canal north of the USACE floodwall located on the south side of the permanent drainage pump station complex. It continues eastward to the along the north side of the floodwall up to the emergency access drive to the pump station. At this point, the route crosses the pump station access road and proceeds east along the south side of the floodwall to a tie-in point at Lake Marina Drive (See Figure 1).

      By crossing the 17th Street Canal at a location north of the USACE floodwall (south side of the permanent drainage pump station complex), it is likely that the bridge height in Route 1 will be less than in Route 2 because the alignment in Route 1 does not require additional height to cross over the existing floodwall on the east side of the 17th Street Canal. The potential reduction in bridge height will likely result in a reduced footprint of the bridge structure and construction cost as compared to Route 2.

Figure 1

- Route 2: Multi-use path crosses the 17th Street Canal south of the USACE floodwall located on the south side of the permanent drainage pump station complex. It continues eastward along the south side of the floodwall to a tie point at Lake Marina Drive (See Figure 2).

  Since this route is entirely on the south side of the USACE floodwall, the bridge will have to cross above the USACE floodwall located on the east side of the 17th Street Canal. Therefore, it is likely that the bridge height in Route 2 will be greater than in Routes 1 and 3 resulting in a larger footprint of the bridge structure and increased construction cost. Due to the additional height required to clear the floodwall, a switch-back may be required in Route 2 in order for the route to be at grade when it approaches the pump station access road. This would also increase the construction cost.

Figure 2

- Route 3: Multi-use path crosses the 17th Street Canal north of the USACE floodwall located on the south side of the permanent drainage pump station complex. It continues eastward to W Roadway Street (See Figure 3).

  Similar to Route 1, Route 3 crosses the 17th Street Canal north of the USACE floodwall. However, the route is entirely on the north side of the USACE floodwall and will require construction of a new floodgate where the route crosses the existing USACE floodwall parallel to W Roadway Street. The additional cost of a new floodgate is a significant logistical and budgetary constraint.

Figure 3

- A copy of the "Sign-in-Sheet" is attached

Cc All attendees

REGIONAL PLANNING COMMISSION

JEFFERSON, ORLEANS, PLAQUEMINES, ST. BERNARD, ST. CHARLES, ST. JOHN THE BAPTIST, ST. TAMMANY AND TANGIPAHOA PARISHES

A-2.19WE Bucktown to West End Multi-Use Path
PMC Meeting No. 1
February 19, 2019

PLEASE PRINT

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Rusty Kennedy	FPA	985 640 2243	rkennedy@floodauthority.org
Joseph Giarrusso	City Council Dist A	504-658-1010	Joseph.Giarrusso@nola.gov
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REGIONAL PLANNING COMMISSION

JEFFERSON, ORLEANS, PLAQUEMINES, ST. BERNARD, ST. CHARLES, ST. JOHN THE BAPTIST, ST. TAMMANY AND TANGIPAHOA PARISHES

A-2.19WE Bucktown to West End Multi-Use Path
PMC Meeting No. 1
February 19, 2019

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Name	Representing	Phone	E-mail
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Derek Boese	SLFPA-E	504-919-5875	dboese@floodauthority.org
Stephanie Hilferty	Legislature	504-4502318	shilferty@legis.la.gov
MARK ANNINO	LHJ	504 833-5300	mark@LHJUNIUS.COM
Maggie Woodruff	RPC	504-483-8502	mwoodruff@norpc.org

LAND USE AND TRANSPORTATION PLAN: BI-PARISH COOPERATIVE INITIATIVE
BUCKTOWN TO WEST END MULTI USE PATH/COMPLETE STREETS FEASIBILITY STUDY
RPC TASK A-2.19WE: FY-19 UPWP
STATE PROJECT NO. H.972314.1

MEETING SUMMARY (Meeting in RPC Conference Room – 4/16/19)

- Introductions (see attached Sign-in Sheet for attendees)

- ITS Regional, LLC. (ITS) discussed the following traffic data:

    - The existing traffic volume is approximately 75 vehicles/hour/lane.
    - After elimination of one (1) vehicle travel lane the volume will be approximately 150 vehicles/hour/lane.
    - The approximate capacity is 600 vehicles/hour/lane.

- Linfield, Hunter & Junius, Inc. (LHJ) presented the preferred option for the reconfiguration of Lake Marina Dr. and three (3) options for the multi-use path from Lake Marina Drive in New Orleans to the Lake Front Trail in Jefferson Parish.

    - Handouts of each option were given in the meeting.
    - The preferred option for Lake Marina Drive consisted of parking lanes located along the curb line with a 6’ bike lane and a 6’ buffer adjacent to the travel lane. This was the preferred option due to sight distance considerations from the side streets and driveways.
    - City of New Orleans and Regional Planning Commission (RPC) representatives requested that another option be analyzed showing the parking lane adjacent to the travel lane.
    - City of New Orleans and RPC officials requested that a third option on Lake Marina Drive be analyzed with a two-way bike lane shown on the eastbound side of the roadway.
    - Three (3) alignments were presented for the multi-use path and bridge between Jefferson and Orleans Parishes. Alignment 1 is the preferred alignment. It is the most cost effective and constructible of the three (3) alignments. Alignment 2 requires the removal of a portion of the existing floodwall and construction of a flood gate. Alignment 3 requires the path to go over an existing floodwall. This would require construction of a bridge over the floodwall which will increase construction costs.

- City of New Orleans and Jefferson Parish Planning officials questioned whether one lane would adequately be able to accommodate traffic if the corridor was fully developed.

    - ITS stated that they would re-analyze the proposed alignment for future development based on projected development data from the RPC’s website.

- City of New Orleans Department of Public Works stated that there is no perceived benefit in having two lanes on Lake Marina Drive due to the limited capacity of the intersections.

- New Orleans Municipal Yacht Harbor Management stated that the West End Boat Launch will be opening soon. This is anticipated to cause a higher volume of passenger trucks towing boats.

    - LHJ to present at the next meeting an exhibit of an AutoTurn analysis showing a truck towing a boat at the curve.

- LHJ to provide budgetary cost estimate at next meeting.

- LHJ to present a brochure from Contech with examples of bridges for the multi-use bridge over the 17th Street Canal.

- Councilwoman Van Vrancken (Jefferson Parish – District 5) requested that the cost for a swing bridge option for the portion of the multi-use path over the 17th Street Canal be analyzed.

- The next meeting is scheduled for May 21, 2019 at 2:00 p.m.

Cc All attendees

REGIONAL PLANNING COMMISSION

JEFFERSON, ORLEANS, PLAQUEMINES, ST. BERNARD, ST. CHARLES, ST. JOHN THE BAPTIST, ST. TAMMANY AND TANGIPAHOA PARISHES

A-2.19WE Bucktown to West End Multi-Use Path
PMC Meeting No. 2
April 16, 2019

PLEASE PRINT

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Taylor Casey	MYHMC	293-9616	TACasey@Nola.gov
Louis Haywood	CNO DPW	329-7555	LRHaywood@nola.gov
Jeff Roesel	RPC	504-483-8528	jroesel@norpc.org
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Rusty Kennedy	FPA	985 640 2243	rkennedy@FloodAuthority.org
KEITH LAGRANGE	CNO – DPW	504-281-9641	KEITH.LAGRANGE@NOLA.GOV
Juliette Cassagne	JP Planning	504-736-6354	jcassagne@jeffparish.net
Dan Jatres	RPC	504.483.6505	djatres@norpc.org

REGIONAL PLANNING COMMISSION

JEFFERSON, ORLEANS, PLAQUEMINES, ST. BERNARD, ST. CHARLES, ST. JOHN THE BAPTIST, ST. TAMMANY AND TANGIPAHOA PARISHES

A-2.19WE Bucktown to West End Multi-Use Path
PMC Meeting No. 2
April 16, 2019

PLEASE PRINT

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LAND USE AND TRANSPORTATION PLAN: BI-PARISH COOPERATIVE INITIATIVE
BUCKTOWN TO WEST END MULTI USE PATH/COMPLETE STREETS FEASIBILITY STUDY
RPC TASK A-2.19WE: FY-19 UPWP
STATE PROJECT NO. H.972314.1

MEETING SUMMARY

DATE: May 21, 2019

LOCATION: City Hall - Councilman Giarrusso's Office

IN ATTENDANCE: See attached sign-in sheet

The following items were discussed at the meeting:

1. This meeting was held to receive input from Councilman Giarrusso because he is unable to attend the Project Management Committee meeting on May 24, 2019.

2. Linfield, Hunter & Junius (LHJ) presented three (3) options for the improvements to Lake Marina Drive.
    - Option 1 was the original option presented at the previous meeting which has a one way bike lane on both sides of the roadway.
    - Option 2 has a two-way bike path on the southbound side of W. Roadway Street and on the eastbound side of Lake Marina Drive with medians separating opposing traffic. The medians could provide opportunity for future landscaping.
    - Option 3 is similar to Option 2 except the medians are replaced with striping.

3. Option 2 was the preferred option by Councilman Giarrusso's office and the Regional Planning Commission (RPC).

4. RPC representatives stated that the City of New Orleans would be responsible for the maintenance of future landscaping.

5. The budgetary cost for the multi-use bridge over the 17th Street Canal was estimated to be between $1.7 and $2 million.

6. The budgetary cost for the total project was estimated to be between $3.0 and $3.5 million.

7. LHJ stated that the above costs are budgetary only. Numerous variables will affect the final construction cost including existing field conditions, style of multi-use bridge, height, length and width of multi-use bridge and any unforeseen field conditions.

Cc All attendees

REGIONAL PLANNING COMMISSION

JEFFERSON, ORLEANS, PLAQUEMINES, ST. BERNARD, ST. CHARLES, ST. JOHN THE BAPTIST, ST. TAMMANY AND TANGIPAHOA PARISHES

A-2.19WE Bucktown to West End Multi-Use Path
Pre-PMC Meeting No. 3 with Councilman Giarrusso
May 21, 2019

PLEASE PRINT

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LAND USE AND TRANSPORTATION PLAN: BI-PARISH COOPERATIVE INITIATIVE
BUCKTOWN TO WEST END MULTI USE PATH/COMPLETE STREETS FEASIBILITY STUDY
RPC TASK A-2.19WE: FY-19 UPWP
STATE PROJECT NO. H.972314.1

MEETING SUMMARY

DATE: May 24, 2019

LOCATION: Regional Planning Commission Conference Room

IN ATTENDANCE: See attached sign-in sheet

The following items were discussed at the meeting:

1. Linfield, Hunter & Junius (LHJ) presented three (3) options for the improvements to Lake Marina Drive.
    a. Option 1 was the original option presented at the previous meeting which has a one way bike lane on both sides of the roadway.
    b. Option 2 has a two-way bike path on the southbound side of W. Roadway Street and on the eastbound side of Lake Marina Drive with medians separating opposing traffic. The medians could provide opportunity for future landscaping.
    c. Option 3 is similar to Option 2 except the medians are replaced with striping.

2. Regional Planning Commission (RPC) and Jefferson Parish representatives preferred Option 2.

3. Jefferson Parish Engineering representative stated that the median islands would not be able to store storm water runoff because the existing roadway grades drain toward the gutter line.

4. ITS stated that they incorporated the online RPC development study into the traffic analysis.

5. As per Councilwoman Van Vrancken's (Jefferson Parish – District 5) request in a previous meeting, LHJ analyzed a swing bridge option from Jefferson to Orleans Parish.

6. The cost for the swing bridge from the point in Jefferson Parish to Lake Marina Drive was estimated to be over $6 million. Many variables will affect the actual construction cost of the bridge including bridge type, field conditions, final height, length and width of bridge, etc.

7. Jefferson Parish stated that the swing bridge location is outside of the flood protection and the maintenance and operational costs are anticipated to be high; therefore the swing bridge is not a viable option.

8. Based on modeling with AutoTurn, LHJ presented an exhibit showing a standard size passenger truck pulling a standard boat adequately navigating the turn with a single widened travel lane.

9. LHJ stated that larger than standard vehicles and/or larger than standard trailers may require special accommodations to navigate the curve such as police escort or flagmen.

10. Jefferson Parish stated that a pre-manufactured bridge wider than 14' will significantly increase costs.

11. Flood Protection Authority representative stated that the access road from Lake Marina Avenue is not often used to access the pump station. The driveway from Lake Marina Drive is the primary access point.

12. The budgetary cost for the total project was estimated to be between $3.0 and $3.5 million.

13. The above costs are budgetary only. Numerous variables will affect the final construction cost including existing field conditions, style of multi-use bridge, height, length and width of multi-use bridge and any unforeseen field conditions.

14. Cc All attendees

REGIONAL PLANNING COMMISSION

JEFFERSON, ORLEANS, PLAQUEMINES, ST. BERNARD, ST. CHARLES, ST. JOHN THE BAPTIST, ST. TAMMANY AND TANGIPAHOA PARISHES

A-2.19WE Bucktown to West End Multi-Use Path
PMC Meeting No. 3
May 24, 2019

PLEASE PRINT

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REGIONAL PLANNING COMMISSION

JEFFERSON, ORLEANS, PLAQUEMINES, ST. BERNARD, ST. CHARLES, ST. JOHN THE BAPTIST, ST. TAMMANY AND TANGIPAHOA PARISHES

A-2.19WE Bucktown to West End Multi-Use Path
PMC Meeting No. 3
May 24, 2019

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APPENDIX F

TRAFFIC ANALYSIS REPORT (PREPARED BY ITS REGIONAL, LLC)