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PUBLIC ENGAGEMENT BACKGROUND

A Public Engagement Plan (PEP) was completed and accepted for the project in early December 2024. As per the PEP, the specific goals of the public engagement process are to:

- inform the public about the St. Tammany Parish Comprehensive Pedestrian & Bike Master Plan planning process,
- share knowledge and maps of the existing facilities,
- inform the public where additional information and resources can be found,
- provide an organized forum where residents can share their vision for the design of community spaces,
- understand the community's needs and preferred improvements,
- provide information that supports the implementation of identified projects, and
- monitor engagement levels and actively promote involvement within underserved communities.

As part of the PEP, an approach for public engagement was developed. The project team planned several ways to engage with the public including both in-person (public meeting workshops, pop-up events, and printed surveys) as well as online methods of surveys and public input.

In-Person Public Engagement

Public Meeting workshops would be held at two government facilities, and the pop-up events would be organized in existing and familiar community spaces, allowing the project team to educate the community on bicycle/pedestrian planning concepts and to allow residents to engage directly with planners and ask questions in both formal and informal settings.

During the public meeting workshops, participants would have opportunities to engage in hands-on activities, such as mapping preferred routes and identifying areas for improvement. This collaborative approach not only fosters community ownership of the project but also enhances the relevance and effectiveness of the final recommendations.

Pop-up events were included to further extend engagement efforts, bringing the planning process directly to local gatherings and community centers. These informal settings would encourage spontaneous discussions and provide valuable insights from residents who may not attend traditional workshops.

Online Public Engagement

In terms of *online* public engagement, the project team developed and operated a website which would not only disseminate information about the project, but which would also gather information from the public outside of the public workshops and pop-up events via two distinct types of online surveys. The first of these surveys is a traditional question-and-answer survey,

with respondents answering both multiple choice questions as well as having the opportunity to write in answers.

The second form of survey includes an Interactive Map. This survey aimed to gather citizen insights on specific destinations for biking and walking within St. Tammany Parish. Participants were able to interact with a map to identify locations that are significant to them, including places where they feel comfortable biking or walking, as well as areas where they encounter barriers to safe travel. The survey uses mapping features, allowing participants to click and drag to place different categories of markers directly on the map, with prompts displayed underneath to guide their selections.

Data obtained from the surveys is serving to augment the findings gathered during the workshops and pop-up events and should provide greater understanding of community needs and preferences, which are critical components for informed decision-making.

Two Phases of Public Engagement

The public engagement efforts were to be divided into two (2) phases over the life of the project:

- The first phase of public engagement would occur early in the project, and during this phase the Project Team would ask users to review the existing bicycle and pedestrian network and identify gaps and areas where they feel unsafe, and to suggest locations for improvements (new bicycle and pedestrian facilities).
- The second phase was planned for later in the project, after a draft of network improvements was complete. During the second series of public engagement, the Project Team would ask the public to review and provide feedback on the proposed network improvements and input on project prioritization.

After each phase of public engagement, the Project Team is to complete a report that summarizes the findings and input gathered during each phase.

Stakeholder Meetings

In addition to engaging the public, the PEP also included stakeholder engagement. Stakeholders represent key groups based on their purview and on identified populations that have historically been left out of planning processes. These groups include minority & low-income populations, limited English-proficient populations, elderly, persons with disabilities, and the transportation disadvantaged. Other stakeholders include leading government agencies and private organizations that serve all of St. Tammany Parish such as transportation providers, recreation providers, municipal planning departments, transportation departments, the Louisiana Department of Transportation and Development (LADOTD), medical centers, private business groups, and special interest groups such as walking and cycling groups. Key objectives include identifying community needs, educating stakeholders on the planning process, ensuring inclusivity, and developing a shared vision for the project.

The Project Team, working with the RPC and the Parish, made plans to engage with these assorted groups to

1. inform them about the project, to
2. ask them to help promote the project website, workshops, pop-up events, and provide surveys to those they represent,
3. provide their own comments and input.

PHASE 1 OF PUBLIC ENGAGEMENT

Informational Kiosk 'Pop-Up' Events

The project team staffed a canopied booth at existing events or active locations around the parish. These events were intentionally placed in separate locations than the public workshops to gather diverse feedback and were held in areas identified as socially vulnerable.

At the pop-up events, the team had map boards of the existing bicycle/pedestrian network for attendees to comment on where they saw gaps in the network, where they felt unsafe, and where they would like to add new improvements. Attendees were able to mark directly on the maps to highlight areas in need of improvement or where network gaps needed to be filled in. Comment cards were also provided so attendees could leave more detailed feedback.

The Project Team hosted informational kiosks in late January/early February 2025 at the following locations:

- Abita Springs (Abita Springs Art & Farmers Market) – January 19th, 2025
- Folsom (The Paddock Farmer's Market)– January 25th, 2025
- Talisheek (Talisheek Dollar General)– February 1st, 2025

Each of those are described further below:

Abita Springs Pop-Up Event

Numerical Summary:

- 39 people visited booth
- 12 signed in/left name
- 4 comment cards filled out
- 1 community survey filled out/left
- 20 flyers passed out around the grounds
- Several comments written/marked on maps

This event was held on a sunny but cold and windy winter day at the Abita Springs Art & Farmers Market from 10 AM to 2 PM. As can be seen in the numerical summary, a substantial number of people visited the booth at least briefly, with a dozen signing in and several leaving comments. Verbal discussion comments reflected appreciation for the project and the need for improvements, and specific written comments included:

- nighttime use of the Tammany Trace as well as illegal activities along the Trace;
- motorists passing on LA Hwy 21 on the shoulder;
- need for bicycle/pedestrian improvements along LA Hwy 435 (Talisheek Road) between Abita Springs and Talisheek;
- possible use of old rail right-of-way south of US 190 for new bike/ped shared use path;
- Falconer Drive is dangerous for bicyclists and pedestrians;
- Bicycle/pedestrian Improvements needed for Lee Road (LA Hwy 437) and Military Road (LA 21);
- Crossing Improvements under the Causeway Approach are needed.

Photos from the event are included below, followed by a scan of the marked-up area map, thence followed by a scan of the sign-in sheets.

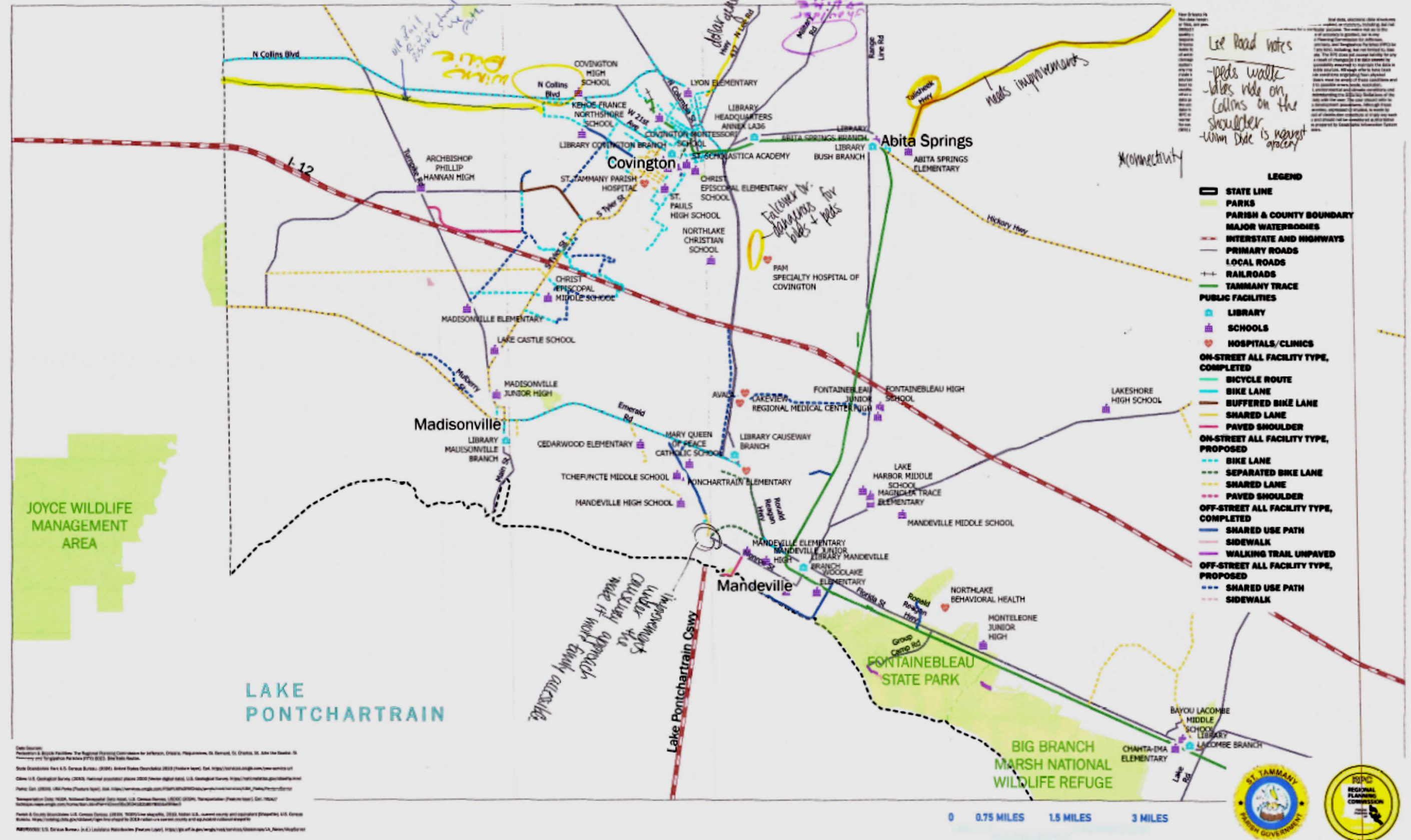
Abita Springs Pop-Up Event Photos:



ST. TAMMANY PARISH COMPREHENSIVE PEDESTRIAN & BICYCLE MASTER PLAN

EXISTING PEDESTRIAN & BICYCLE FACILITIES STATION 3: SOUTHWEST

doodle bug



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Folsom Pop-Up Event

Numerical Summary:

- 21 people visited booth
- 14 signed in/left name
- A few comments were written/marked on maps

This event was also held on another sunny but cold and windy winter day at The Paddock/Giddyup Farmer's Market from 9 AM to 1 PM. As can be seen in the numerical summary above, a respectable number of people visited the booth at least briefly, with over a dozen signing in and a few leaving comments. Verbal discussion comments in general reflected an appreciation for the project and the need for improvements, and specific written comments included:

- Possibility of creating a new path from Folsom to Bogue Chitto State Park in Washington Parish using a utility right-of-way;
- Need for bicycle/pedestrian improvements along Bennett Bridge Road and Willie Road.

Photos from the event are included below and on the following page, followed by a scan of the marked-up area map.

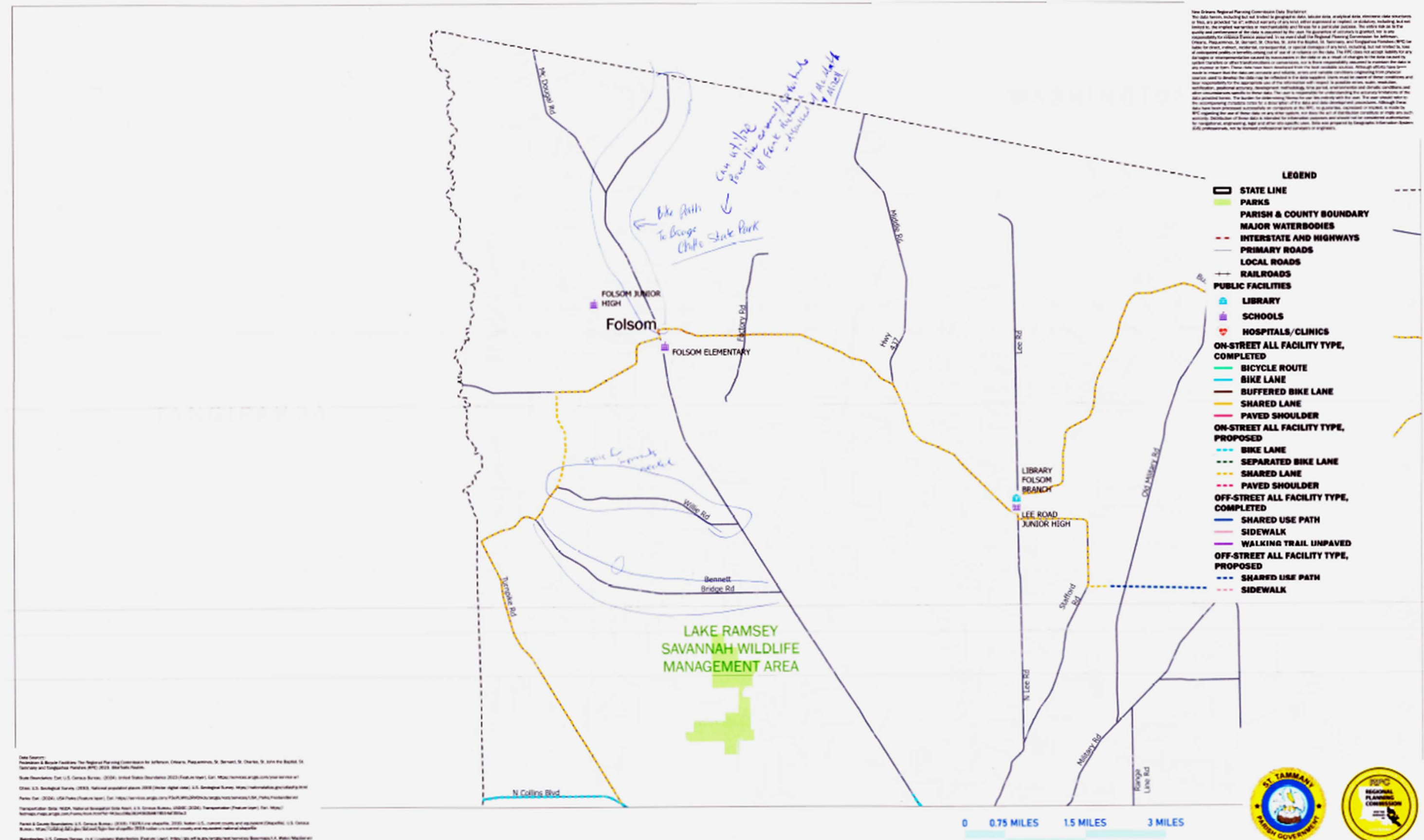




ST TAMMANY PARISH COMPREHENSIVE PEDESTRIAN & BICYCLE MASTER PLAN

EXISTING PEDESTRIAN & BICYCLE FACILITIES

STATION 1: NORTHWEST



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Talisheek Pop-Up Event

Numerical Summary:

- 12 people visited booth
- 3 signed in/left name

This event was also held on another sunny, cool winter day outside the Talisheek Dollar General Store from 12 noon to 3 PM. Advance discussions with store management revealed this would be the busiest time to catch customers coming to the store.

As can be seen in the numerical summary above, only a dozen people visited the booth to look at the exhibits, and only several signed in (primarily to be added to the mailing list for future information), and no one left any written comments.

This was a different type of venue than the previous two, as this was a retail establishment compared to a recreational opportunity, thus the lower numbers of involvement. The few verbal comments received, similar to the previous two events, also reflected an appreciation for the project and the need for improvements.

Photos from the event are included below and on the following page (no maps were marked up by visitors)





Common themes from Pop-Up Events

The project team noted three major themes from discussions at the pop-up events and written comments from the events. These included *need for infrastructure improvements to existing roads* (examples including Bennett Bridge Rd., LA 435/Talisheek Rd., Lee Rd., Military Rd, and Willie Rd.), *enforcement of rules and regulations* (examples including nighttime use of the trace and cars passing on shoulder around cyclists), and *safety* (unsafe to walk or ride bikes on current roadways, unsafe to cross current roadways).

Public Workshop Meetings

The 1st phase of in-person workshops were held in an open-house format in large gathering rooms and were open to the public between 5:30 and 7:30 PM. Attendees could come to the workshop when they were available and stay for as long as they saw fit.

These first public workshop meetings aimed to educate the community on bicycle/pedestrian planning concepts and engage participants by soliciting their input on the vision and goals of the plan. The workshops were primarily a forum for the public to discuss the Parish's existing bicycle/pedestrian network and pinpoint any gaps, and participants were encouraged to share their thoughts on the destinations they would like to access by biking or walking. Each workshop had three major areas for attendees to visit:

- A welcome & sign-in table at the entrance.
- A narrated PowerPoint presentation which played on a constant loop during the meeting, which included a project background, a description of "what we are doing under this project", work completed to date, a description of types of bicycle and pedestrian facilities, a project timeline, and a segment on how to get involved and provide public input.
- A series of network map boards, manned by project staff. Attendees were encouraged to highlight areas in need of improvement or to identify network gaps. Pins were provided for attendees to place on the maps to represent locations that feel unsafe, or where attendees felt new bicycle/pedestrian facilities were warranted or desired. The pins were numbered, and comment cards (numbered to match pin locations) were provided so attendees could leave written feedback on these pinned locations. Attendees and staff also wrote directly on the maps in some cases.

Printed handouts were also available-- copies of the same project survey that was available online, as well as a fact sheet for the project.

The two public workshop meetings were originally scheduled to be held on January 21st and 23rd and were advertised in local newspapers over a month in advance as per federal requirements, but an unprecedented one foot of snow fell in south Louisiana that week, so the meetings were rescheduled. They were held at the following locations as per the Public Engagement Plan on the following dates:

- St. Tammany Parish Koop Drive Complex, Mandeville – February 18th, 2025
- St. Tammany Parish Administrative Complex, Slidell– February 20th, 2025

Each of those public workshop meetings are described further beginning on the following page:

Mandeville Public Workshop Meeting

Numerical Breakdown:

- 12 attendees signed in/left name.
- 4 community surveys filled out/left.
- Numerous comments provided verbally, on comment cards, and on maps w/pins.

This event was held on a pleasant evening inside the Parish Council Chambers at the Koop Drive Complex in Mandeville from 5:30 PM to 7:30 PM. As can be seen in the numerical summary above, a dozen attendees visited the public meeting at least briefly, with all of them signing in.

Common themes and comment examples from the Mandeville Public Meeting

The project team noted four major themes from discussions at the Mandeville Public Meeting and from written comments at the meeting.

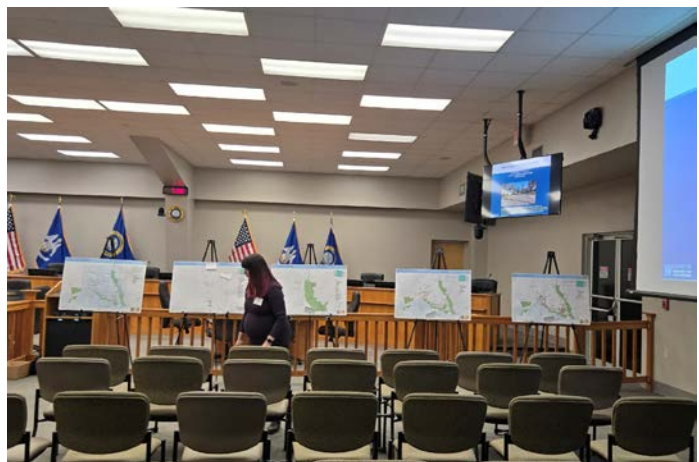
- The most prevalent by far was the *need or desire for improvements/infrastructure*. Almost 20 specific roadways or general route ideas were cited in the comments and in one-on-one discussions.
- A second theme was *safety*, with attendees expressing concerns mostly about safety at crossings (both roadway crossings of the Trace but also pedestrian crossings of streets, (need for better signals, signage, and sightlines). Safety along existing roadways (traffic speed/volumes; separation of auto traffic from existing and future bike lanes via posts or buffer) was another aspect of this theme.
- Better bike path *amenities* (benches, water stations, etc.) and better *bike-ped access* (to schools, between subdivisions) were smaller themes from the meeting.

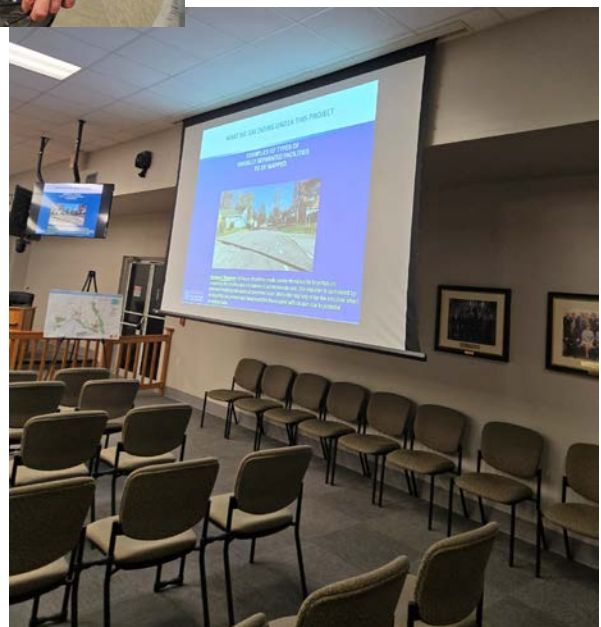
Specific comments written on maps and comment cards included:

- Bicycle/Pedestrian improvements needed along Falconer, Emerald Forest, Harrison, and Park Place;
- Safety issue with crossing the north-south running portion of US 190, both the limited access portion and other portions near Covington;
- Improvements (shared use path) are underway/planned along Sharp Road between Carriage Lane to the Tammy Trace, this should be extended, possibly to LA 1088;
- A bike/ped route along Judge Tanner and extension to the Tammany Trace/LA 59 (as per the Mandeville Bicycle/Pedestrian Plan) is a good idea;
- Bike/Ped facilities along the US Hwy 190 Service Road north of Mandeville (also as per the Mandeville Bicycle/Pedestrian Plan) would be a great improvement.
- Dove Park Road would be a good location for improvements;
- Robert Road and Hoffman Road cross the Trace and are feeders to LA Hwy 59. These would be good locations for improvements;
- Parish's planned Mandeville Bypass connecting LA 1088 to US 190 should include bike/ped facilities;
- The Harrison Avenue extension, which will cross the Trace, should include bike/ped facilities;

- Sightlines at the intersection of the Trace and Sharp Road need improvement as well as lighting;
- Request curbside sidewalk along east side of LA Hwy 21 between Pinnacle and Bootlegger;
- Request flex posts along the north side of the bike path along Bootlegger Road between LA 21 and Ochsner;
- Fish Hatchery Road is comfortable because it is low traffic- more housing development would mean more traffic;
- Need more shoulders along Lee Road (LA 437); take drainage right-of-way;
- Bike/Ped Path along the lakefront would be nice from Jackson to Fontainebleau;
- On-demand pedestrian/bicyclist light at entrance to Pelican Park;
- Need a bike lane down LA 25;
- Want a buffer between the road and bike lane along LA 22 from Madisonville to W. Causeway approach, similar to Bootlegger Road;
- Would like more bathrooms, call boxes, water fountains, solar powered lights at trail heads along the Trace;
- Prioritize implementation of bike/ped facilities along LA 21 and LA 22 - create a loop between Madisonville, Mandeville, and Covington;
- Connectivity for bike/ped users in the vicinity of LA 1077/ LA 1085 intersection-- access to Coquille Park, Rouses, etc.
- Connect bike/ped routes to schools- Madisonville Elementary, Madisonville Middle, and Lake Castle-- use safe schools grants;
- Get bike/peds off LA 1085 and into neighborhoods;
- Bike/Ped signal at Bay Drive at Bootlegger, across to fire station and YMCA;
- Improve Three Rivers Road to use as a bike/ped route to get from north to south side of I-12;
- Delivery drivers stop and take up paved shoulders or bike lanes-- bike only signs or striping is a suggestion;
- Riverside Drive - bike/ped improvements to connect homes along this road to access US 190;
- Vehicular access between subdivision developments is an issue-- would pedestrian/bicycle access have similar pushback?

Photos from the event are included below and on the following page, followed by a scan of the marked-up area map.







From Orleans Regional Planning Commission Data (2010)

The data herein is provided for informational purposes only. It is not intended to be used for any other purpose. The data is provided as is, without warranty of any kind, either expressed or implied. The user assumes all responsibility for the use of the data. The data is provided for informational purposes only. It is not intended to be used for any other purpose. The data is provided as is, without warranty of any kind, either expressed or implied. The user assumes all responsibility for the use of the data.

- LEGEND**
- STATE LINE
 - PARKS
 - PARISH & COUNTY BOUNDARY
 - MUNICIPAL BOUNDARIES
 - MAJOR WATERBODIES
 - INTERSTATE AND HIGHWAYS
 - PRIMARY ROADS
 - LOCAL ROADS
 - RAILROADS
 - TAMMANY TRACE
 - PUBLIC FACILITIES
 - LIBRARY
 - SCHOOLS
 - HOSPITALS/CLINICS
 - ON-STREET ALL FACILITY TYPE, COMPLETED
 - BIKE LANE
 - SHARED LANE
 - PAVED SHOULDER
 - ON-STREET ALL FACILITY TYPE, PROPOSED
 - BIKE LANE
 - SEPARATED BIKE LANE
 - SHARED LANE
 - PAVED SHOULDER
 - OFF-STREET ALL FACILITY TYPE, COMPLETED
 - SHARED USE PATH
 - SIDEWALK
 - WALKING TRAIL UNPAVED
 - OFF-STREET ALL FACILITY TYPE, PROPOSED
 - SHARED USE PATH
 - SIDEWALK

Source: Various
Map Date: 2024
Map Scale: 1 inch = 1 mile
Map Projection: NAD 83, UTM Zone 18N
Map Author: St. Tammany Parish Planning Commission
Map Reviewer: St. Tammany Parish Planning Commission
Map Date: 2024
Map Scale: 1 inch = 1 mile
Map Projection: NAD 83, UTM Zone 18N
Map Author: St. Tammany Parish Planning Commission
Map Reviewer: St. Tammany Parish Planning Commission

Fish Hatchery Road
-comfortable because its
low traffic
-more housing development
would mean more traffic

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Slidell Public Workshop Meeting

Numerical Breakdown:

- 16 signed in/left name
- 2 community surveys filled out/left
- 2 comment cards filled out
- Numerous comments on maps w/pins

This event was held on a cool evening inside the Parish Administrative Complex (Towers Building) in Slidell from 5:30 PM to 7:30 PM. As can be seen in the numerical summary above, sixteen attendees visited the public meeting at least briefly, with all of them signing in.

Common themes and comment examples from the Slidell Public Meeting

The project team noted three major themes from discussions at the Slidell Public Meeting and from written comments at the meeting.

- Similar to the Mandeville meeting, the most prevalent by far was the *need or desire for improvements/infrastructure*. About a dozen specific roadways or general route ideas were cited in the comments and in discussions.
- *Safety* was also a prevalent theme-- attendees expressed concerns mostly about safety at crossings/crosswalks and along existing roadways (bicyclists and walkers having to use narrow shoulders, usually next to ditches; bridges with no shoulders, lack of sidewalks; and bicyclists riding in the center lane.
- A smaller theme from the comments was *bike-ped access*, with several attendees providing ideas of facilities where better access was needed.

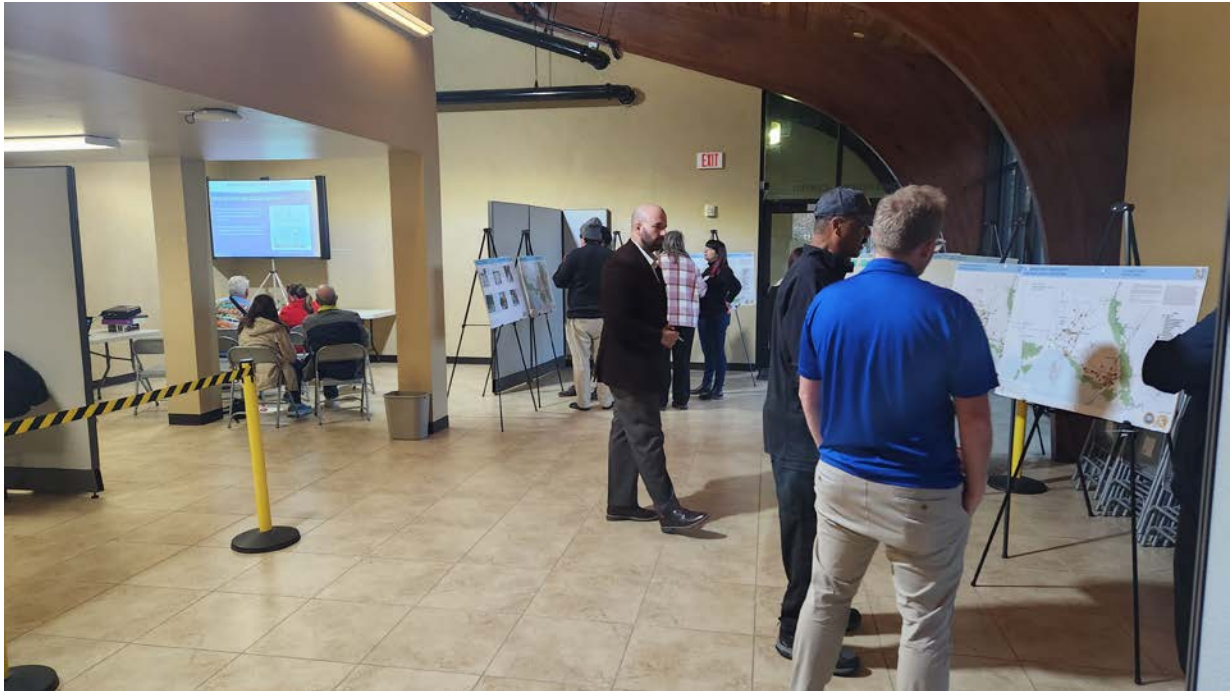
Specific comments written on maps and comment cards included:

- Question about putting up "Share the Road" signs on LADOTD Highways;
- Notice of the available shared use path from John Slidell Park to the Kensington neighborhood;
- Dove Park Road between the Tammany Trace and LA Hwy 59 could use a sidewalk or shared use path, people walk from the Trace to the Winn-Dixie;
- A bike/ped route along Judge Tanner and extension to the Tammany Trace/LA 59 (as per the Mandeville Bicycle/Pedestrian Plan) is a good idea;
- Need to connect existing sidewalks between N. Pearl Rd and Pearl Acres Rd., including a signalized pedestrian crossing of Gause Blvd (US 190);
- Thompson Road needs a connection to W. Gause and the Trace. Already has a small partial shoulder;
- Bridges on W. Gause at Bayou Liberty and Bayou Vincent have no room for bikes/walkers;
- It would be amazing to have our own version of the Natchez Trace on a feasible road, or along the Bayou Chitto Refuge;
- Community College needs access;
- Military Road-- missed opportunity with the new bridge not having bike/pedestrian lanes;

- People riding bikes along the middle turn lane along Military Road;
- Brownswitch Road needs ped & bicycle facilities; highly used now as such now but with no facilities;
- Finish the Trace into downtown Slidell;
- Push the Trace into Heritage Park which will link all of the north shore with Olde Towne Slidell;
- There are no sidewalks or shared-use paths within Eden Isles, but there is a large older population of walkers and kids on bikes and people pushing strollers;
- Want access @ Gause and Military Road to get to commercial areas;
- West Gause/190: small shoulders, no sidewalks; people walk/ bike on shoulder; Trace parallels;
- Salmen Street is very dangerous for bicyclists-- almost hit numerous times;
- Frenchman & French Branch- W-15 Canal: perfect for an off-road path;
- Need a link from the south side of I-12 into the North Mechanical Park;
- Bayou Liberty Road-- shared lane (shoulder) is dangerously close along this street-- crosswalks needed to cross at Front Street, no way to cross currently.

Photos from the event are included below and on the following page, followed by a scan of the marked-up area map.







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Online Public Engagement Results

While the project website came online in January 2025 and remains online to disseminate information about the project, and an email address has been continually online since January 2025 to receive enquiries and input from the public; the Phase I online survey was active from January 9, 2025, to February 28, 2025, overlapping the period of in-person Phase I public engagement.

Beginning below is the information received from online public engagement (Phase 1).

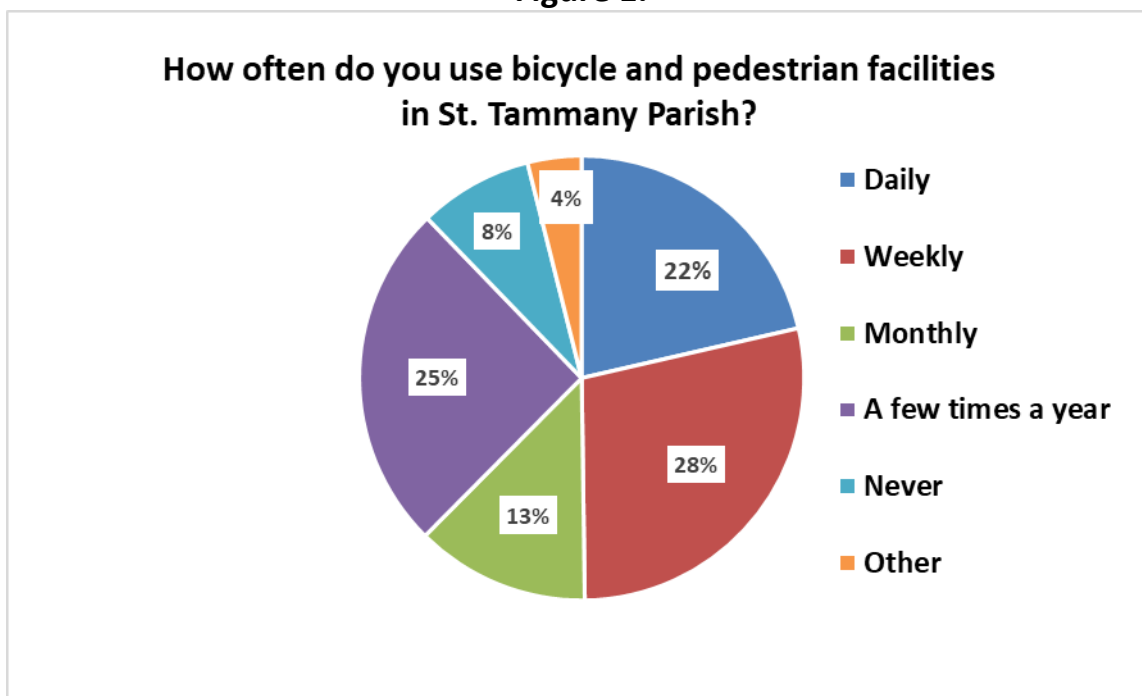
Numerical Summary:

- Public Survey Response (229 online / 7 in-person)
- Interactive Map Responses (313)
- Website Total Visits (1,710)
- Mailing List Subscribers (133)

Public Survey Responses

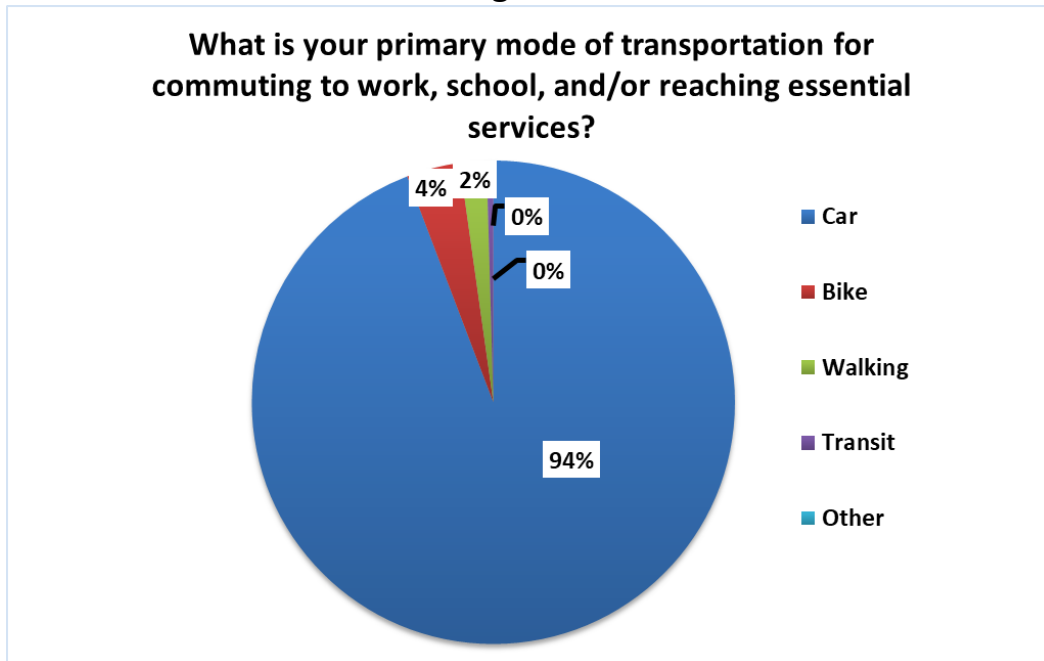
The responses to the eight public survey questions are presented below in graphic and narrative form:

Figure 1.



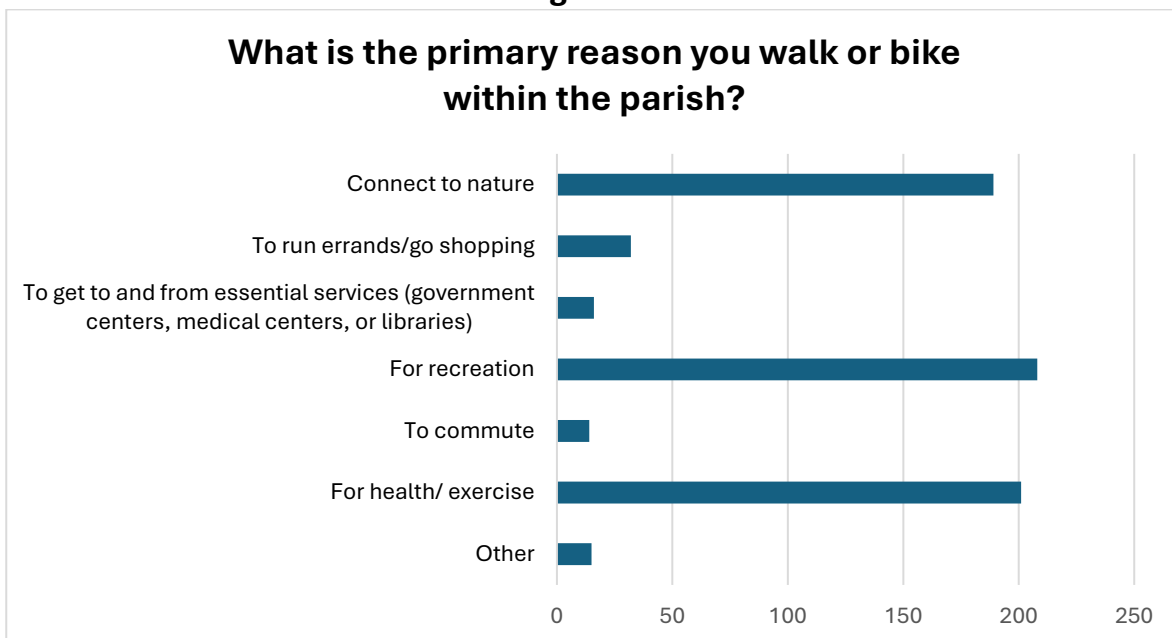
The highest scoring answer for this first question was *weekly*, followed closely by *a few times a year* and then *daily*. This gives an indication that the respondents are active in bicycling and walking and interested in this project.

Figure 2.



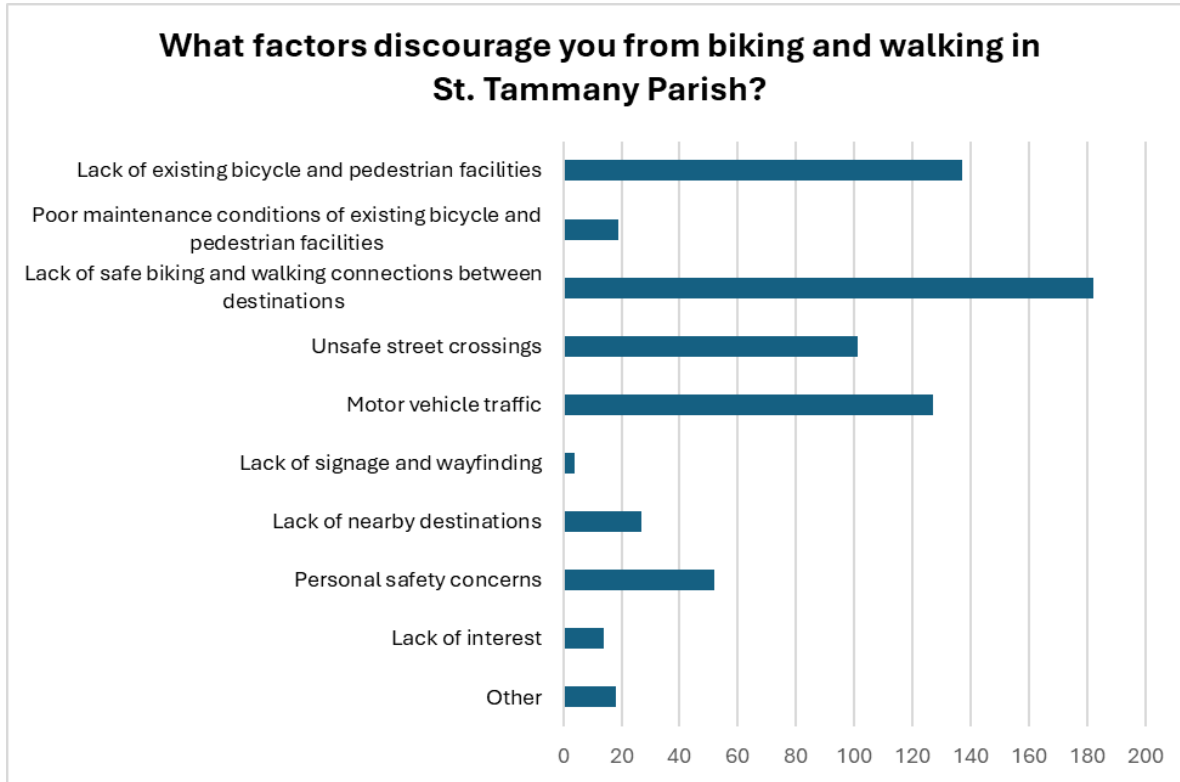
The highest scoring answer by far was by *car*, reflective of the auto-centric nature of our society in general and St. Tammany Parish in particular. Bicycling was the primary mode for only 4% and walking for 2%, while transit and other had 0%.

Figure 3.



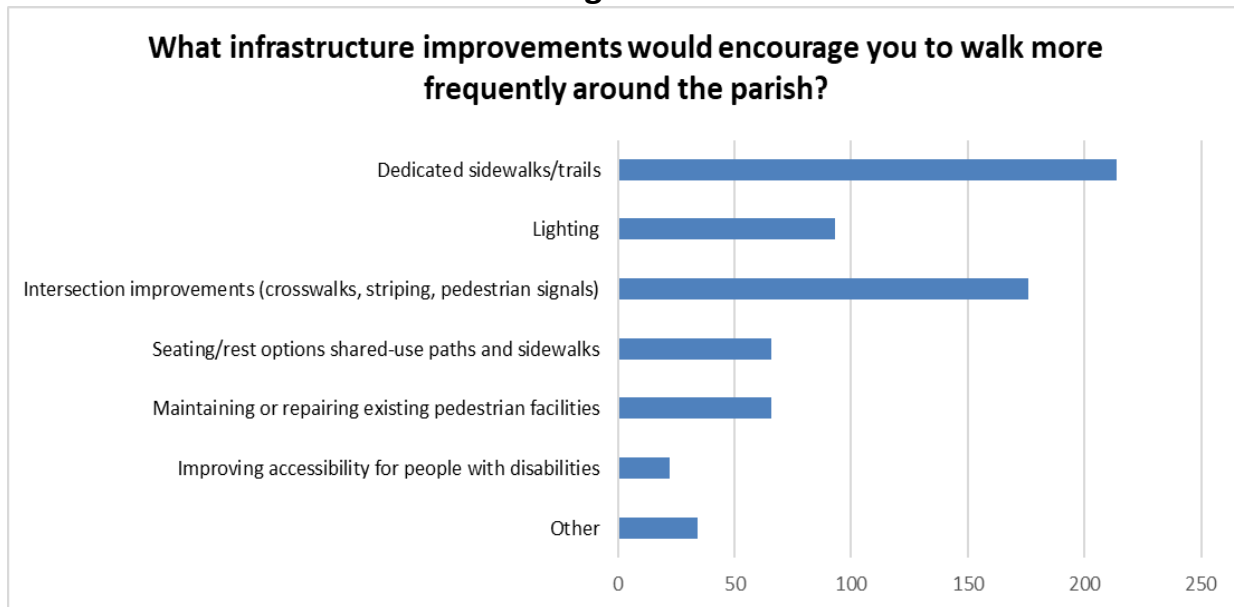
As shown on the chart above, most of the respondents walk or bike for personal reasons: *recreation, health/exercise, and connect to nature*. Very few respondents bike or walk to *commute, go shopping, or get to/from essential services*.

Figure 4.



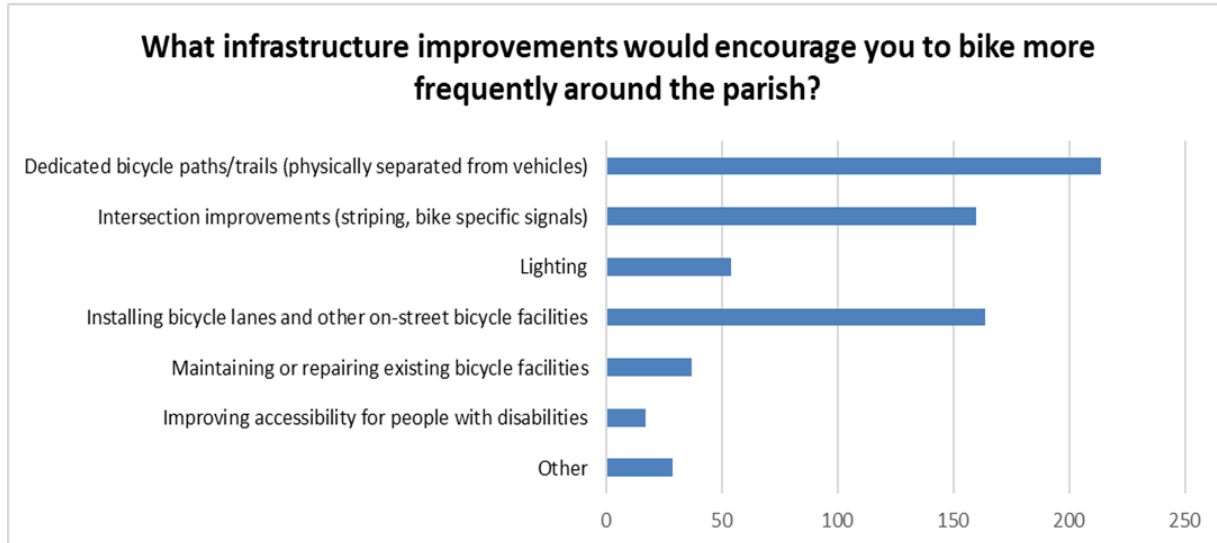
The most prevalent answers to this question are *lack of safe bike and walking connections* and *lack of existing bicycle and pedestrian facilities*, followed closely by *motor vehicle traffic*. These answers show the desire for bicycle and pedestrian improvements in St. Tammany Parish.

Figure 5.



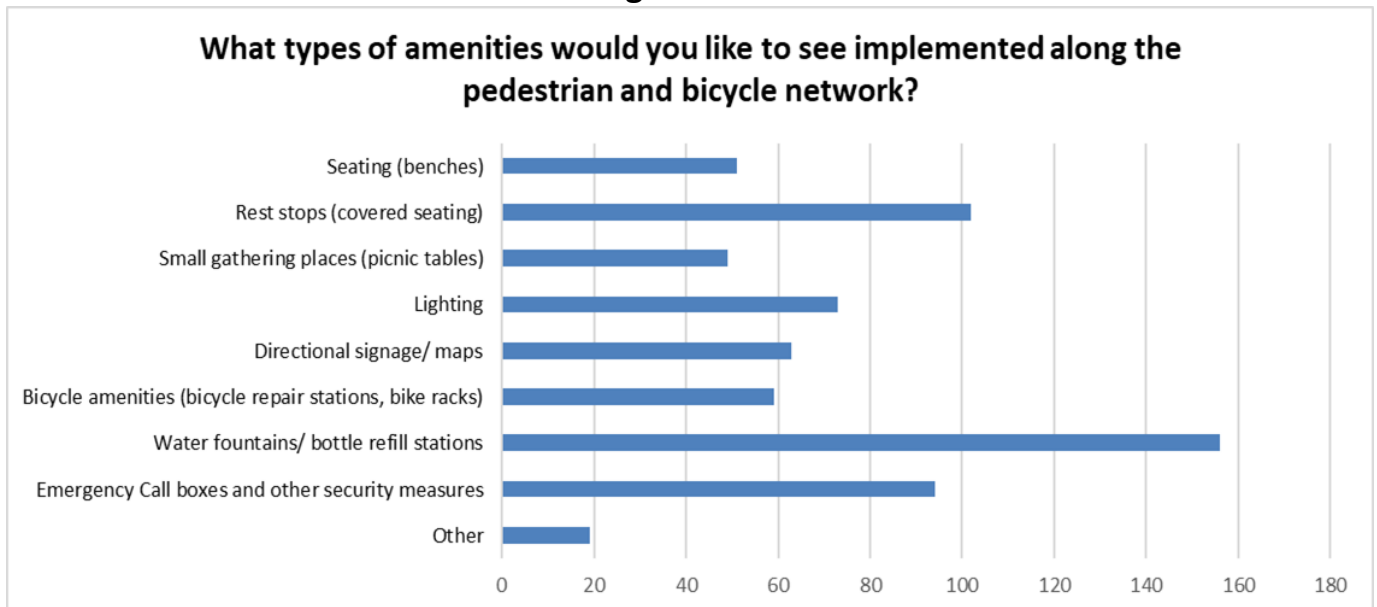
The most cited improvements that would encourage more walking in the Parish cover the basic facilities for walking -- *dedicated sidewalks or trails* and *intersection improvements* (for getting across automobile traffic).

Figure 6.



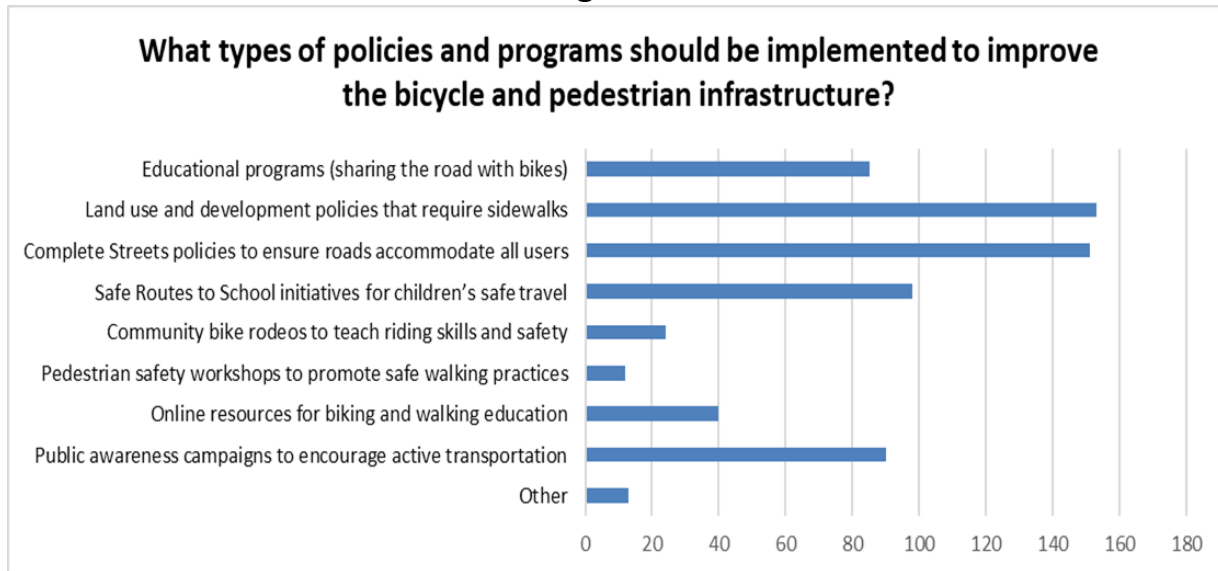
Similar to the previous question, the most-cited improvements that would encourage more biking in the Parish cover the basic facilities for biking -- *dedicated bicycle paths or trails separate from vehicles*, then *bicycle lanes and other on-street facilities*, followed closely by *intersection improvements* (for getting across automobile traffic).

Figure 7.



In response to this question, all amenities scored well, all in the double digits or higher. *Water fountains* and *rest stops* were the only ones with answers in the triple digits, which is not surprising given our hot & humid climate. Somewhat surprisingly, *emergency call boxes and other security measures* was a close third as a desired amenity, which may be more reflective of society in general these days.

Figure 8.



Nearly tied for the highest scoring answer were *policies that require sidewalks* and *complete streets policies*, which illustrate the respondents' desire to at least have future development in the Parish consider/include bicycle and pedestrian facilities. *Safe Routes to Schools initiatives*, *public awareness to encourage active transportation* and *educational programs* also scored highly, indicating a feeling that it is not just infrastructure or regulation, but also changing the way of thinking about bicycling and walking that is desired.

It should be noted that over 150 of the 229 respondents also left *general comments* as well in this public survey. Many of these expressed support and interest in the project (or in five cases, disapproval of the effort). Several general comment responses included suggestions for specific improvements at distinct locations within the Parish.

Common themes & comment examples from the Public Survey General Comments

There were some clear themes from the general comments. Not surprisingly, the *Tammany Trace* was the most mentioned item in the general comments, with respondents overwhelmingly expressing their affection and appreciation for the Trace ("The Tammany Trace is a wonderful treasure for the community and should be preserved and well-maintained") as well as the desire to extend it (into Slidell and down to Madisonville, for example) and the desire to connect to it with new facilities ("Connect the Trace to neighborhoods would help encourage everyone to cycle on the Trace and more!" "We need more connections to the Tammany Trace Trails")

A close second was the theme of needed *new infrastructure improvements*. Respondents expressed a clear general desire for new bicycle and pedestrian infrastructure ("Additional infrastructure added to allow residents of Madisonville and Covington(south of I-12) to have navigable access to the Trace by bicycle or walking" "We need to provide safe bike paths on some of our rural-to-town state highways"), along with a desire for specific types of

infrastructure in various locations (“More biking/walking infrastructure along Military Road would be great”).

The third most prevalent theme in the general comments was *safety*. Respondent again stated in general that they did not feel safe walking or riding along the Parish’s roadways, or crossing roadways (“Making bike riding SAFER is the single most important issue”). In numerous general comments they listed specific areas which were unsafe (“There is not a safe way to walk down Hwy 190 in Lacombe to get from the grocery store to bayou stuff, restaurants or other services”). Often this was accompanied by an infrastructure improvement suggestion, tying into the previous theme.

The 4th most prevalent theme was the idea of a network (“A network of safe, connecting bike/walking paths is what we need”). The survey respondents expressed their desire for a true, interconnected network for the Parish for bicyclists and pedestrians.

Other themes which stood out were a noted *preference for facilities separated from vehicular lanes* (“White paint “bike lanes” are a joke. Parking protected or separated bike lanes save lives”) and a *desire for more sidewalks* (“There is not enough sidewalk infrastructure outside of incorporated cities”).

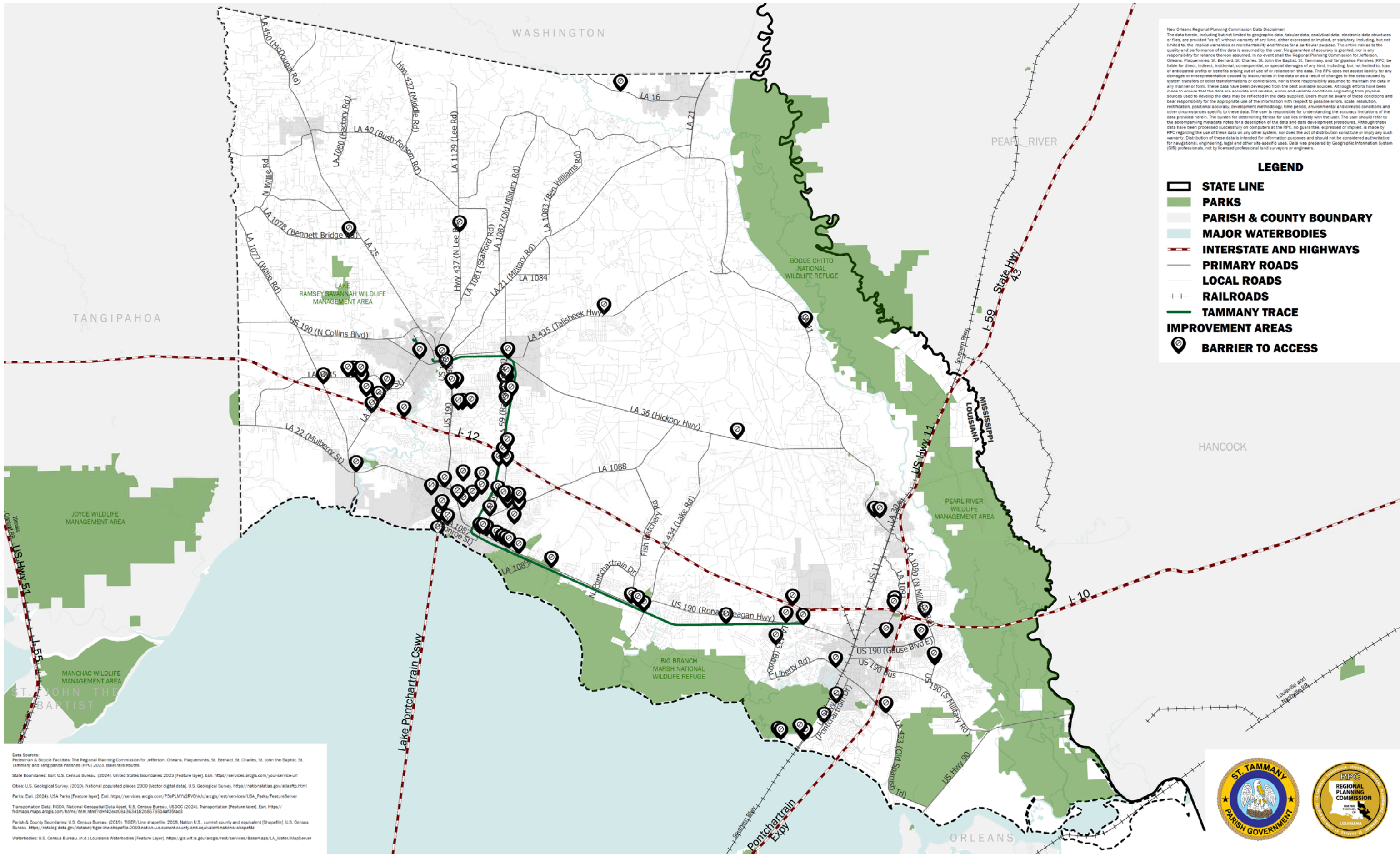
All these online public survey general comments were included with the in-person suggestions to help develop a draft list of improvements to the bicycle-pedestrian network.

Interactive Map Responses

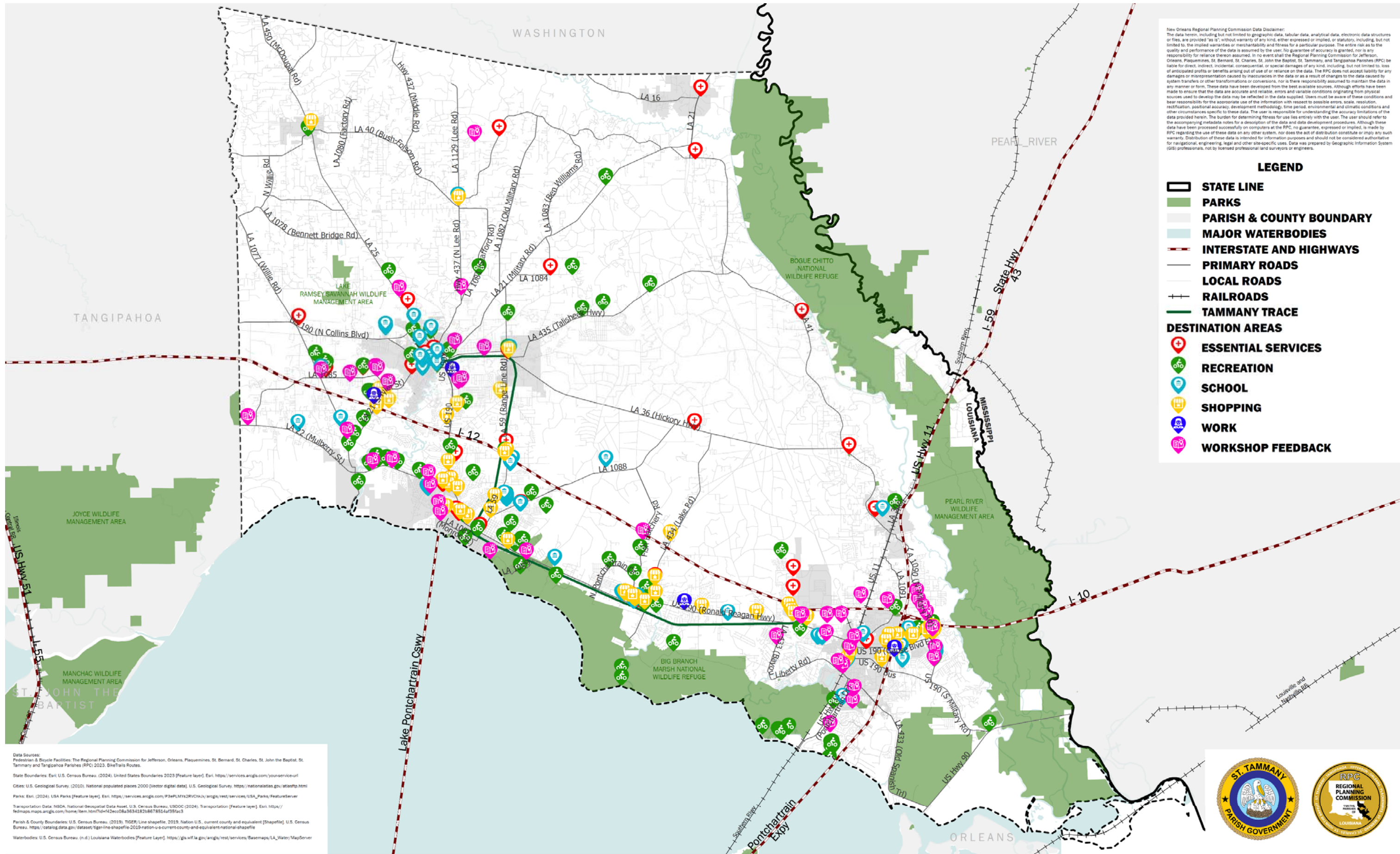
There were 313 Interactive Map responses in total. 219 of these were simply marking destinations or locations of interest: 42 schools, 4 workplaces, 57 shopping locations, 36 essential services, and 80 recreation sites. 94 of these were reports of locations that were barriers to access. The markers for all these comments are presented in two separate maps (one for destinations/locations of interest, and one for barriers to access) beginning on the following page.

As can be seen from the first map, most of the markers for barriers to public access are in the more urbanized areas, with many in the Covington and Mandeville areas, a cluster around the intersection of LA 1085 and LA 21, and many in and around Slidell. There were also many of them along busy US Hwy 190 between Mandeville and Slidell (the busy highway itself being a barrier to cross) and about a half dozen scattered along rural highways in the north of the parish.

The second map shows the destinations marked by respondents. It indicates that while there is some clustering in the more urbanized areas for destinations, which is to be expected as there are more people there, the destinations are more evenly spread over the Parish than the barriers to access. Recreation destinations are well represented in the more rural northern portions of the parish.



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As in the public survey, general written comments were also allowed with each map marker. 117 of these general comments had either a specific problem listed (usually associated with a barrier to access notation) or suggested a solution to a problem or a desired improvement.

Themes from Interactive Map Responses General Comments

There were many themes from the interactive map response general comments. As this was a map-based system, the most prominent theme by far was the *need for infrastructure improvements*, almost always listing a particular location for a new bike path, bike lane or sidewalk. The second most prevalent theme was also location-oriented *need for improved crossings for pedestrians and cyclists*, again with specific locations suggested. *Access to public facilities* was a very popular topic, with almost 20 schools and libraries being noted as needing better bicycle and pedestrian access. Comments regarding safety were also common, listing dangerous roads (narrow with no shoulder but with adjacent ditches) and high-speed traffic on roads used by bicyclists and pedestrians. The *need for sidewalks* was often mentioned by respondents. Other recurring themes in the comments included *unsafe bridges*, *access to shopping*, and *recreational bike rides*.

Attractions and destinations for bicyclists and pedestrians that were listed often included *recreational facilities and parks*, *schools* (and polling places), *shopping areas*, *restaurants*, and *places of employment*.

These interactive map responses were also included with the other suggestions to help develop the draft list of improvements to the bicycle-pedestrian network.

STAKEHOLDER MEETINGS

Background

The RPC, Parish and consultant team reached a consensus that a series of stakeholder meetings would be undertaken in the following Manner:

- Two (2) group meetings, including a *Community-Focused Meeting* and a *Health and Recreation-Focused Meeting*, both to be held at the St. Tammany Parish Koop Drive Complex in Mandeville.
- Five (5) individual meetings with local jurisdictions that had previously developed bicycle and pedestrian plans (Cities of Slidell, Mandeville, and Covington) as well as meetings with two pertinent agencies—the St. Tammany Parish school Board and the LADOTD. These meetings would be held at the offices of each of these stakeholders.

Following is a record of these stakeholder meetings.

Group Meetings

Community Stakeholder Meeting

The first group stakeholder meeting was for the Community Stakeholders, and was held on Tuesday, March 11, 2025, in the 3rd floor Conference Room of the St. Tammany Parish Government Building B. The meeting began at 12:00 pm, and a light lunch was served to the stakeholders in attendance.

Consultant Project Manager Bruce Richards and RPC Project Manager Kathryn Zeringue began the meeting with a round of introductions of everyone in attendance. Stakeholder attendees included Sarah Hill of Visit the Northshore, Tanja Hill of St. Tammany Department of Health and Human Services, Rev. Mallery Callahan of Greater Starlight Baptist Church (representing the St. Tammany Chapter of the NAACP), and Karen Artus of Northshore Families Helping Families. Parish engineers Daniel Hill and Brandon Fournier also attended, along with consultant team members Lydia Jemison, Alison Michel, and Ry'yan Clark.

Mr. Richards then gave the attendees a brief history of the project via a PowerPoint presentation. He then gave a brief presentation on “How Stakeholders can Help” with the first manner being to spread the word about the project and helping gain public input.

Mr. Richards then began an open discussion on the primary way in which community stakeholders could help -- via their own comments and input, not just at today's meeting but as the project moves forward. Two key points of discussion were (1) identifying community needs, and (2) economic & community Development.

Key points from the discussion are presented below in bullet form:

- Signage--pedestrian and bicycle paths need wayfinding signs.

- “You are here” maps depicting the location along the path would be helpful. There are some printed maps available at trailheads, etc., but they are difficult to read.
- Safety improvements with lighting and traffic signs should be added to existing and future bicycle and pedestrian routes.
- Safety concerns where streets intersect with the Tammany Trace—there should be a physical difference in the street to demarcate the pedestrian/bicycle traffic (street material or raised crossings, painting, lighting, signals, etc.).
- Currently there is little transition between subdivision (streets) and state highways. Subdivisions often have their entrances directly on higher speed state highways.
- There is a general lack of sidewalks and pedestrian walkways in the Parish.
- On LA Hwy 1088, there are many bicycles trying to use the roadway. Daniel Hill of the Parish Engineering Department noted that the planned improvements to the corridor between I-12 and LA 59 may enhance pedestrian/bicycle safety, with overall widening and roundabouts included at Viola, Soule Street, and Forest Brook.
- Information is needed for the public regarding short and long-term state highway improvements.
- The most impactful improvement that can come out of this study is to establish pedestrian and bicycle networks for all ages, including consideration of routes to schools and perhaps elderly centers.
- Along trails, there should be more trailheads and or waystations for breaks. As an example, it was noted that between the Koop Drive trailhead and the Hoffman Road access point, there is only one bench to rest on.
- On trailheads, there should be distance perspectives incorporated in the placement of waystations, rest areas, benches, water fountains.
- These improvements should be accessible for all abilities. Not everyone that uses the trails is physically fit, some users need these facilities at regular intervals.
- Existing parish policies and ordinances need to match goals for pedestrian and bicycle improvements. There should be a complete streets policy for St. Tammany Parish.
- The Parish needs to begin planning now for an aging population, and the Bicycle pedestrian plan should consider that as well.
- Pedestrian and bicycle walkways must be designed in consideration of vulnerable populations with impairments and/or disabilities. Currently, these pathways are not designed for disabled access and should be disability worthy/ADA compliant. An example is signage geared for low-vision individuals.
- A complete streets policy will be expensive to implement. In the adopted plan, selected streets/corridors/connectors should be prioritized for maximum impact and to allocate limited resources properly, as opposed to forcing sidewalks or bike paths everywhere.
- The Parish overall will benefit from pedestrian and bicycle improvements, enhancing road connectivity with dedicated pedestrian rights-of-way.
- Some St. Tammany residents that would object to vehicular street connections may not object to pedestrian connections.
- Ms. Hill of Visit the Northshore noted that there are issues with hotel visitors and pedestrian accessibility in Slidell—visitors want to walk from hotel near I-10 to shopping, restaurants, and such on the other side of the interstate, and it is very unsafe to do so currently.

- Walkability improvements to the Fremaux Town Center (a traffic generator) would be helpful.

Once the discussion was complete, Mr. Richards then reminded them that any further input was always welcomed, and shared ways in which they could contact the project team to do so. He then thanked the attendees for their involvement and participation, and the meeting was then adjourned.

Health and Recreation Stakeholder Meeting

The second group stakeholder meeting was for Health and Recreation Stakeholders, and was held on Thursday, March 13, 2025, in the 3rd floor Conference Room of the St. Tammany Parish Government Building B. The meeting began at 12:00 pm, and a light lunch was once again served to the stakeholders in attendance.

Consultant Project Manager Bruce Richards and RPC Project Manager Kathryn Zeringue began the meeting with a round of introductions of everyone in attendance. Stakeholder attendees included Bridget Lavigne of Recreation District 6, Teresa Landrum and John Crawford of Recreation District 2, Ashley Richerand Peaton and Frank Richerand of the Folsom Giddy-Up Farmer's Market, Jennifer Goings of Recreation District 12, David Moeller of The Bike Path bicycle shop, and Anne Pablovich of St. Tammany Health System. RPC staffer Nelson Hollings and consultant team members Lydia Jemison, Fadi Madi, and Ry'yan Clark also were in attendance.

Mr. Richards then gave the attendees a brief history of the project via a PowerPoint presentation. He then gave a brief presentation on "How Stakeholders Can Help" with the first manner being to spread the word about the project and helping gain public input.

Mr. Richards then began an open discussion on the primary way in which the health and recreations stakeholders could help -- via their own comments and input, not just at today's meeting but as the project moves forward. Four key points for discussion were put forth: (1) health benefits of active transportation, (2) access to facilities, (3) integration of bike/ped networks with park access, and (4) recreational programming.

Key points from the discussion are presented below in bullet form:

- Question: Would complete street policy be a requirement? The answer was no, but a complete streets policy would have to be seriously considered in pedestrian and bicycle plans and street/highway improvements. Implementation depends on the availability and size of the rights-of-way.
- Encourage walkability/access to recreation as a health metric.
- Encourage the development of recreation facilities; this is a key factor in determining how healthy a community is.
- Safety and destinations are important in bicycle paths; traffic generators attract bikers.

- LA Hwy 3241 - the highway is located behind the recreational center and there is a fence that obstructs access. If the paved shoulder of LA 3241 is used as a bicycle route, direct access would be nice at this location.
- Bicycle paths should be considered along with the development of new highways and roadways.
- The Bogue Chitto State Park located north of Folsom (in Washington Parish) is a potential traffic generator for a bicycle path. Connectivity between parishes should be promoted.
- There are conflicts between vehicle and bicycle traffic on Lee Road.
- Rural areas in the northern portion of the Parish are attractive to competitive bicycle groups; many of these begin in Mandeville and make their way up north to rural roads.
- Other large bicycle groups travel further north to places like Folsom, use parking lots in towns to unload their bikes. Some of these groups will travel routes 40-60 miles in a day.
- Electric scooters and children with smaller motorized vehicles (ATVs) on rural highways in the northern portion of the Parish present safety issues.
- It is important to keep the bike routes, whether they are highways, highway shoulders or bike lanes/paths clear of debris. Cyclists WILL use the paved highway shoulder if they are kept clean and free of debris.
- St. Tammany must educate cycling groups and identify improvements through maps, etc.
- The most impactful result of this study is to establish a pedestrian bicycle network.
- Washington Parish attracts mountain biking at Bogue Chitto State Park, for which St. Tammany should coordinate connections.
- There is a fear of getting hit on Bennett Bridge Road, with early morning bicycle riding. Bikers must be educated in safety.
- The Safe Streets Action Plan being worked on by the Regional Planning Commission looked at the infrastructure and behavioral aspects of all transportation including behavioral countermeasures and funding opportunities under the LA Safety Highway Commission.
- Mr. Crawford of Recreation District 2 suggested that connecting the Bush/Sun area to the Tammany Trace would be a major plus, and it was suggested using an old north-south running rail right-of-way to do so. However, it was also pointed out that while some old rail facilities (such as bridges) remain, almost all the old rail right-of-way is now in private ownership.
- In response to a question about maintenance, Mr. Richards noted that even if improvements such as sidepaths, sidewalks, or bicycle pathways alongside LADOTD highways are constructed by the state and are in state right-of-way, local maintenance of the facilities is required.
- The Parish should make spurs off the main path (Tammany Trace). This could enable people to travel in other ways without using their cars.
- There are currently no requirements for sidewalks in St. Tammany. However, the parish offers incentives to install sidewalks and developers frequently do add sidewalks to subdivisions.
- Members of the recreation districts stated that some young children entering the recreation programs are not physically able to participate in sports—they are not getting outside enough, not riding bikes anywhere because it is too dangerous. More pedestrian and bicycle paths will help with youngsters' health and wellness.

- From a real estate perspective, pedestrian and bicycle infrastructure helps promote high-quality, livable, and healthy communities.
- Ms. Lavigne noted that it is difficult for children to access Lee Road Park, it is located on a two-lane state highway with no shoulders or sidewalks— it is even unsafe for them to cross the highway.

Once the discussion was complete, Mr. Richards reminded them that any further input was always welcomed, and shared ways in which they could contact the project team to do so. He then thanked the attendees for their involvement and participation, and the meeting was then adjourned.

Individual Meetings

City of Slidell

The first individual stakeholder meeting concerned the City of Slidell. As Slidell has already completed their own Bicycle Master Plan and as many proposed improvements in that plan may tie into improvements outside the city limits, the city is a major stakeholder for the St. Tammany plan. The meeting was held on Wednesday, March 19, 2025, in the offices of the City's planning department. Slidell Planning Director Danny McElmurray met with Kathryn Zeringue and Nelson Hollings of the RPC and Bruce Richards, Ry'yan Clark and Fadi Madi of the consultant team.

The major topic of discussion at the meeting was ongoing and future projects in Slidell and around Slidell and what bike/ped accommodations may be included with them. The consultant team brought maps for reference (including a map from Slidell's Bicycle Plan) and marked them with notes during the discussion.

The first topic of discussion was the last segment of the Tammany Trace into Slidell. As Mr. McElmurray noted, the plan was to follow the old rail right-of-way into Olde Towne Slidell with the terminus/trailhead being Heritage Park. He noted various problems with completing this last segment, including questions of ownership (it was not as easy to determine and obtain as it was for the rest of the Trace alignment) and the fact that the Norfolk-Southern railroad does not want the Tammany Trace crossing their active rail line. He noted there are ongoing discussions about altering the final alignment within the city, and provided some preliminary possibilities that may not use the old rail alignment, such as one that would use W. Hall Avenue.

Mr. McElmurray also noted that the city's Bicycle Plan map had been updated from the copy the consultant team brought, he noted the differences and changes, including eliminating portions near the railroad and changes near bridges and the proposed flood gate in the southwest portion of the city (following the meeting, he sent the updated bicycle plan map via email).

Bicycle and pedestrian facilities around Fremaux Town Center were discussed, with the consultant team noting that there was a nearly complete sidewalk system along the east side of Town Center Parkway, and the beginnings of a 10 ft. wide sidepath on the east side of the Parkway at its southern terminus. Mr. McElmurray said that the existing sidepath was supposed

to be the first segment of a longer sidepath, but that plan is going away. He also noted that ALL of Fremaux Town Center is within the city limits.

The meeting came to conclusion with discussion about connections across the city and how internal city bicycle/pedestrian routes and paths may tie into the Parish-wide network to enable a bicyclist or pedestrian to go east-west or north-south across Slidell. Mr. McElmurray noted that Gause/US 190, the main east-west route through town is not bike or pedestrian friendly. Also, US 11 --one of the main routes to the north-- is not bike or pedestrian friendly, especially the overpass over the NS railroad. On the south side, he noted that in town Pontchartrain Blvd. (US 11) has 10 ft. paved shoulders and sidewalks, but these end outside of the city limits near Oak Harbor. He also noted that any crossing of Slidell requires crossing the interstate highways in and around Slidell (I-10 and I 12) and how none of these existing crossings are bicycle or pedestrian friendly.

City of Mandeville

The second individual stakeholder meeting was with the City of Mandeville. The city completed their own Pedestrian and Bicycle Plan in 2023, and as many proposed improvements in that plan are located outside of the city limits in unincorporated St. Tammany Parish surrounding Mandeville, the city is a major stakeholder for the St. Tammany Parish plan. The meeting was held on Monday, March 24, 2025, in the offices of the City's planning department. Mandeville Planning Director Cara Bartholomew met with Kathryn Zeringue and Nelson Hollings of the RPC and Bruce Richards, Ry'yan Clark and Fadi Madi of the consultant team. City Councilwoman Cynthia Strong-Thompson stopped in near the end of the meeting.

The major topic of discussion at the meeting was ongoing and future projects in Mandeville and around Mandeville and what bike/ped accommodations may be included with them. Other topics for discussion included design standards and the status of Mandeville plan's recommended complete streets policy.

The consultant team brought maps for reference (including a map from Mandeville's Plan) and marked them with notes during the discussion. The first question was the status of Mandeville's Project #5, new on-street bike facilities for LA 22 between the Tammany Trace and the Tchefuncte River. Ms. Bartholomew said she knew of no movement on that idea, and suggested checking with the LADOTD as that is their highway. She also suggested checking with LADOTD on Mandeville's project #11, which includes off-street bicycle facilities along the US 190 service road between I-12 and LA 22.

Mr. Richards then asked about Mandeville's projects 8 and 26, which are off-street bike facilities that are routed in a power line servitude. Ms. Bartholomew said it was an idea only at this point, and there had been no discussions yet with the power company (CLECO). She noted they typically do not mind paving under their lines but want no structures.

Project 1, off-street bike facilities along Soult Street was the next project discussed. Ms. Bartholomew noted that the street is not in the City limits but some of the properties along Soult are. Ms. Bartholomew continued that most major thoroughfares in the city are not Mandeville's

streets, but either LADOTD roadways or Parish roads. The city must coordinate with them to get any planned improvements done.

Regarding Sharp Road and Lonesome Road – Mandeville plan projects #16 and #17—Ms. Bartholomew noted that Sharp Road improvements are in progress, and new roundabouts have been installed at the LA 59 intersections with Sharp and Lonesome Roads.

Ms. Bartholomew then provided some other insights and observations for Mandeville and the surrounding area:

- There is movement to remove the center lane median “suicide lane” on the five-lane section of US 190 west of Causeway (Florida St.).
- Monroe Street in Old Mandeville is dangerous for a road of its size, with high traffic numbers. Bicyclists and pedestrians use it to access Massena Street and then Sunset Point Park on the Lake.
- There are plans for a large park built on a former landfill site. She shared plans and renderings of the planned park, which is located on America Street adjacent to the Trace and should become a destination and an attraction for the Trace.
- The Fontainebleau Subdivision opposed a sidewalk along the W. Causeway approach, and so the shared use path is only present on the west side of that roadway.
- A project to better serve pedestrians and bicyclist connectivity under Causeway at the West Causeway and East Causeway approaches was recently completed.
- There is beginning to be heavy use of golf carts in the city limits.
- She also confirmed that the city has not formally adopted the Complete Streets Policy that was included (in draft form) in their Pedestrian and Bicycle Plan.

City of Covington

The third individual stakeholder meeting was with the City of Covington. As Covington has already completed their own Bicycle Plan and Complete Streets Policy in 2018, and as some proposed improvements in the plan are located just outside of the city limits surrounding Covington, the city is a major stakeholder for the St. Tammany Plan. The meeting was held on Tuesday, April 2, 2025, in the offices of the City’s planning department. Mandeville Planning Director Ellen Agee met with Kathryn Zeringue and Nelson Hollings of the RPC and Bruce Richards, Ry’yan Clark and Fadi Madi of the consultant team.

The planned topic of discussion was ongoing and future projects in Covington and around Covington and what bike/ped accommodations may be included with them. Other topics for discussion were design standards and Covington’s formally adopted complete streets policy. Ms. Agee noted before the discussion that she became planning director after the City’s plan was completed, and as such was not intimately familiar with the plan. Because of this, the first part of the meeting included the project team giving a briefing to Ms. Agee on the ongoing Parish plan, where we are in the process, what we had accomplished to date, future steps in the plan, and how she and the city could help.

One of the primary routes into and out of the city on the west is US Highway 190, and the project team discussed ways to include bicycle and pedestrian facilities along this thoroughfare. Mr. Richards noted that at one point there was a rail line running parallel to the highway on the south side and that in fact there is still an old train trestle across the Tchefuncte River. Ms. Agee stated that from her work with the city she was aware of it but noted that virtually all the old R-O-W was now in private hands and had been developed with commercial and residential uses.

Ms. Agee and the team discussed the ongoing US 190 bridge and widening project on the north side of the city, and Mr. Richards shared that the widening portion was to have 10 ft. wide sidepaths on both sides of the widened highway.

Ms. Agee stated that there were no updates and no ongoing construction to implement the 2018 plan, nor was she aware of any planned in the future. She was able to confirm that the draft Complete Streets Policy from the plan was adopted by the City Council in September 2018 and provided a copy of the resolution for adoption.

St. Tammany School Board

The fourth individual stakeholder meeting was with the St. Tammany School Board. As one of the major efforts of the St. Tammany plan is to make it easier and safer for the Parish's students to walk or bike to school, the School Board is a major stakeholder for our plan. The meeting was held on Tuesday, April 2, 2025, in the offices of the School Board's Transportation Department. Two member of the School Board's Transportation department met with the project team—Director Matt Burmaster and Assistant Director Brian Patrick. Project team members present were Kathryn Zeringue and Nelson Hollings of the RPC and Bruce Richards and Ry'yan Clark of the consultant team.

Discussion began with Mr. Richards giving a background on the project, including what we have done (including public outreach) and the next steps. The maps used for public meetings were reviewed, and Mr. Patrick noted that the schools were often in clusters in the unincorporated areas of the Parish—on the southeast map, schools were clustered in the I-59/US 11 split, areas near Pearl River, LA., and a couple near I-12, several south of LA 433. On the East map, the Pearl River cluster was also shown due to map overlap, plus Lakeshore High and several schools in the 6th Ward. On the Southwest map, Mr. Patrick noted 3 large clusters, to the northeast of Mandeville, within the Covington area, and northeast of Mandeville, with a few smaller clusters in between. On the Northeast map, there was only one school (Fifth Ward Junior High) and on the North map, there were only two schools—Folsom Elementary and Junior High. This led to a query from Mr. Richards—where do all the students in the northern part of the Parish attend high school? Mr. Patrick replied that all the students in those areas attend Covington High School, which has the largest catchment area of any school in the Parish.

The project team asked if there were any numbers available on how many kids there were biking or walking to school in the system. Mr. Patrick replied that no, and it is hard to tell. They know how many take school buses, but there is no available breakdown on how the remainder get to/from school—biking, walking or automobile pick-up by parents/relatives, etc. Ms. Zeringue asked if the Parish had a policy where students within a certain proximity of a school cannot ride

the school bus to school. Mr. Burmaster replied it was in fact state law, not parish policy, but it is flexible. There are safety concerns with some kids walking to school even short distances depending on neighborhoods and traffic. There are ‘suggested’ walking distances.

Ms. Zeringue asked: from a safety perspective, are there any schools to focus on? Mr. Burmaster provided several examples:

- Pineview Middle - has a lot of bike riders.
- Lyon Elementary— it is hard to access; one way in, one way out.
- Covington High – has a lot of walkers, but they must walk along busy US Hwy 190.
- Lancaster Elementary – almost its own entity, not inviting for pedestrians or bicyclists; no sidewalks.
- Mayfield Elementary has the Tammany Trace running right behind it, but due to safety concerns, access to schools is always in the front (which in this case is busy US Hwy190).
- Schools along Military Road—crossings may help for kids in the surrounding neighborhoods.
- Magnolia Trace Elementary and Lake Harbor Middle adjacent schools along busy LA 1088.

Mr. Burmaster also gave some examples of schools that are more accessible and have more students who walk or bike:

- Mandeville High
- Northshore High
- Little Oak Middle
- Boyet Junior High
- Honey Island and Cypress Cove Elementary Schools

Mr. Clark asked if the school boards could provide overall enrollment figures vs. students who ride the bus, for comparison. Mr. Burmaster and Mr. Patrick said they would work to get that to him.

LADOTD District 62

The fifth and final individual stakeholder meeting was with LADOTD District 62. LADOTD has most of the main travel routes in the Parish, from interstate highways and federal highways down to two-lane state highways, so the Department is a major stakeholder for our plan. The planned topic of discussion in this meeting was ongoing and future LADOTD projects in the Parish and what bike/ped accommodations may be included with them, but other topics for discussion include design standards and the LADOTD complete streets policy. Prior to the meeting, the project team sent Jennifer Branton, PE (the District 62 Administrator) a list of ongoing and future projects of interest. The meeting was held on Wednesday, April 9, 2025, in the conference room At the District 62 office in Hammond, LA. Ms. Branton met with Kathryn Zeringue and Nelson Hollings of the RPC, Bruce Richards, Ry’yan Clark and Fadi Madi of the consultant team, and Brandon Fournier of the St. Tammany Engineering Department.

Ms. Branton then went through the list of projects of interest, as presented below. Attendees also commented and had further questions as indicated.

- LA 1088 Improvements, I-12 to LA 59
 - In design (in phases) different chunks
 - Will have sidepath and sidewalk crossings at the roundabouts (Viola, Trinity, etc.)
- LA 3241
 - Controlled access highway; no use of 10 ft. paved shoulders as bicycle route
 - 65 mph speed limit
 - Control of access will be from where it splits off from LA 434 up to existing LA 21
 - Widened (4 lane) LA 434 from the LA 3241 split down to I-12 is not controlled access.
 - Roundabouts on LA 434 will have sidewalks.
 - Where it crosses other state highways (LA 435, LA 36, LA 41, LA 40)) LA 3241 the LADOTD did not build interchanges because it was not part of environmental studies.
 - Future interchanges may get put in due to high use.
 - LA 21 and LA 41 north of Bush were existing so they will not be controlled access, Shoulders there can be used as bicycle route.
 - There are some existing driveways along LA 3241 these are gated and will remain so, and LADOTD is not issuing any new permits.
- LA 1088 bypass
 - St. Tammany Parish only, not a state route
 - As per Brandon Fournier, LA 1088 bypass groundbreaking was two days ago.
- LA 22 Madisonville - Mandeville
 - Only plans include (1) A roundabout at Cedar Street extension in Madisonville that will touch LA 22; (2) an RPC-funded project, LA 22 from Bedico Creek to Pine Creek Drive which widens to 3 lanes, builds a roundabout, and adds a J-Turn situation for part of it, and (3) LA 22 at 1085 new roundabout coming in
 - No planned improvements between Madisonville and Mandeville
- US 190 north of new bridge in Covington - no shared use path on both sides of widened roadway as shown in environmental documents, shoulder widths vary from 4' to 10'. It may be in a later phase of construction, but it is not in the current phase.
- LA 433 'Old Spanish Trail' – is not being widened but preserved. LADOTD District 62 calls the project 'Salt Bayou.'

After addressing the items on the list, the meeting included a general discussion of items related to the current study. Mr. Hollings answered some questions from Ms. Branton regarding the recently completed *Target Zero/Safe Streets for All* study and its relationship with the current Bicycle and Pedestrian Plan. Access improvements for bicyclists and pedestrians across I-10 in Slidell (a topic during the City of Slidell meeting) was also discussed, particularly the Gause Blvd/US 190 which had a study completed.

The final topic question for discussion was the Complete Streets Policy and if there were any LADOTD standards for their highways for distance for an adjacent sidepath - how much room we need in terms of distance from travel lanes etc. Ms. Zeringue noted that AASHTO guidelines

could be used here, particularly AASHTO bike guide. Ms. Branton pulled up Complete Streets minimum design guidelines; on page 10 there is a complete street widths and offsets table. Ms. Zeringue stated that the minimum for sidepath is appropriate, but you do need to consider travel speeds, speed limits, traffic volumes, etc. because what is shown on the LADOTD table is just the minimum.