

Stage “0” Feasibility Report for:
Madisonville Pedestrian and Bicycle Master Plan Feasibility Study

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Acknowledgement and Disclaimer

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Chapter One

1.0 Executive Summary

Project Area

Located along the banks of the oak lined Tchefuncte River, the town of Madisonville, Louisiana (see Figure 2 for town limits) was incorporated in 1817 and is currently one of the oldest settlements in Louisiana (Town of Madisonville, 2018). Madisonville can currently be described as a small charming riverfront town that has managed to retain much of its historic character through community preservation efforts. Madisonville also hosts a popular wooden boat festival every fall. The festival features hand crafted wooden boats from across the Gulf Coast and attracts over 30,000 people each year (Louisiana Northshore - St. Tammany Parish, 2018).

Plaquemines, St. Bernard, St. Charles, St. John the Baptist, St. Tammany and Tangipahoa Parishes (RPC), on behalf of the City of Madisonville, contracted with the team of Perez, APC (architects, landscape design and planners) and J. V. Burkes and Associates (civil engineers and surveyors) to evaluate and provide solutions for improved mobility and safety for people walking and biking within and connecting to the City of Madisonville. Their work followed and utilized findings from an energetic public engagement process as part of a 2018 to 2019 Master Planning effort. This effort was created with and for the City of Madisonville which was led by the Center for Planning Excellence or CPEX and adopted by the Town Council on June 12, 2019. That effort created a proposed land use and parking plan which simultaneously identified non-motorized transportation barriers and high use areas to be addressed in the RPC evaluation. The RPC work leverages the Master Plan findings as well as a concept plan for a round-a-bout on LA 22 initially conceptualized by the Louisiana Department of Transportation and Development (DOTD). The scope focuses on developing streetscape solutions¹ for Louisiana State Highway(s) 21 and 22 that will help lower speeds to improve safety along and across the state owned and maintained roadways while enhancing access to public places and recreational opportunities now and in the future. The report identifies and provides a cost estimate for defined capital improvements that chiefly work to reduce speed and reroute traffic while maintaining traffic flow on State routes. This report is a Stage “0” feasibility study with an accompanying a Stage “0” checklist in preparation for implementation of projects identified in this Madisonville Pedetrian and Bicycle Master Plan Feasibility Study. It also includes a draft Complete Streets policy for the City of Madisonville to guide current and future plans and projects affecting in the public right-of-way. Figure 3, located in Chapter One illustrates the major project corridors studied.



Figure 1. Madisonville Town Limits.
Aerial Image Source: (Google Earth, 2018).

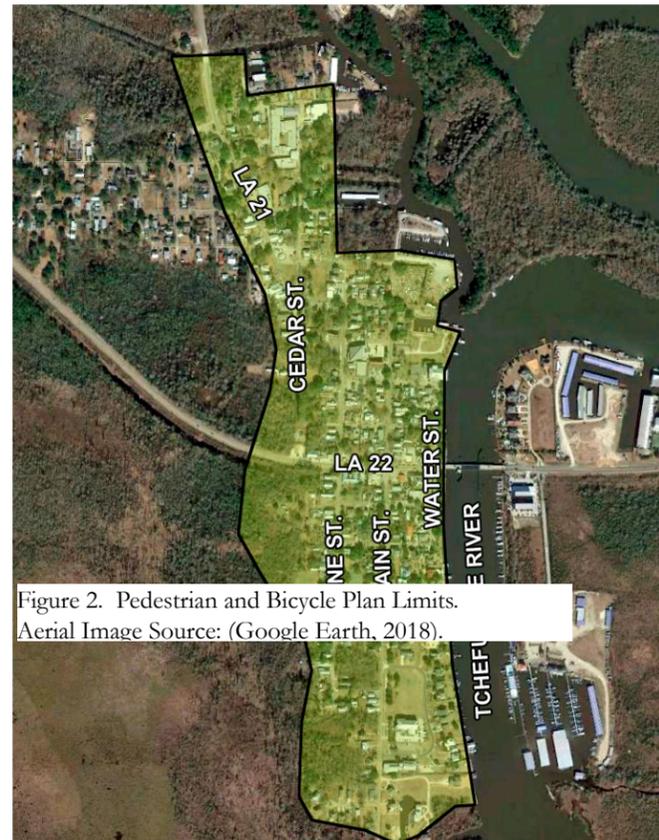


Figure 2. Pedestrian and Bicycle Plan Limits.
Aerial Image Source: (Google Earth, 2018).

Project Overview

The Regional Planning Commission for Jefferson, Orleans,

¹ Streetscape solutions entail improvements such as street trees, crosswalks, decorative lighting, widened sidewalks, and bike lanes that follow a Complete Streets Approach.



Figure 3. Madisonville Riverfront.



1.0 Project Description

Purpose and Need

The City of Madisonville is a charming, historic riverfront town with a population of only 831 people. Two State routes (LA 21 and LA 22) pass through this small town bringing high volumes of traffic, congestion, speeding and a serious obstruction to people walking or bicycling to local destinations.

The 2019 City of Madisonville Master Planning effort was initiated to develop a land use plan to preserve the historic vibrancy of the City and to restore the ability of people to walk and bike within the town limits to community destinations. The purpose of the 2019 Madisonville Pedestrian and Bicycle Master Plan Feasibility Study is to create the appropriate designs for non-motorized traffic conditions using a Complete Streets approach (which accommodates all modes of traffic). The bulk of the identified problems and solutions focus on the state routes. This document addresses infrastructure to reduce vehicular speeds and “alleviate pressure of heavy traffic bisecting Madisonville so that bicycle and pedestrian activity is easier, safer and circulation to public places is supported and accessible” (Regional Planning Commission, 2018). Further study and development of the riverfront area concept was also an objective. It is considered a key destination for locals and tourist activities. Streetscape design enhancements and riverfront recommendations (mentioned in Chapter 4.0 of this report) respond to these objectives. And finally, this report recommends solutions to establish future connections to the Tammany Trace multi-use trail, currently ending in the City of Mandeville several miles east of Madisonville.

Roadway Designations

The Federal Highway Administration assigns a functional classification to all roadways identifying the role it plays in moving people and freight within the roadway network that connects to various land uses. Functional classifications (from most intense to least intense use) are principal arterial, minor arterial, collector and local roadways. The designation also helps determine federal aid funding eligibility and design constraints including speed of traffic and capacity of the roadway. LA 22 from Marina Del Ray to Main Street is designated as an urban principal arterial road and LA 21 is designated as an urban minor arterial road (Louisiana Department of Transportation Development). LA 22 is also part of the Southern Swamps Byway (Louisiana Department of Transportation and Development - Office of Planning and Programming). Cedar Street is currently designated as a local urban road, however, with improvements as identified in this study, should be re-designated as an urban minor arterial between LA 21(at St. John Street) to LA 22. Both LA 21 and LA 22 are state maintained highways (LADOTD, 2015). Recommended changes must be approved by the Louisiana DOTD.

The current route of LA 21 within the project area crosses nine local urban roads. The proposed re-routing of LA 21 would create three local urban road intersections and one minor collector intersection (at St. John Street). LA 22 currently crosses three local urban roads, and one minor arterial/collector (Main Street). The proposed re-routing of LA 21 would create one urban minor collector crossing, three local urban road crossings, and one urban minor arterial crossing at LA 21.

Project Description

This study involved several components. The first step was the collection of data and the evaluation of existing conditions. The following is a list of tasks that were performed for this report, which is described more fully throughout the report in their respective sections:

- Data Acquisition and field investigation for the development of site inventory and assessment plans. Plans include a comprehensive layout of existing right-of-way widths, street widths, sidewalk widths and conditions, including ADA compliance.
- Collection, assessment and coordination with the 2019 City of Madisonville Master Plan.
 - Proposed land use maps
 - Proposed pedestrian and bicycle connections
- Collection, assessment and coordination with DOTD’s proposed conceptual roadway re-routing for LA 21 and LA 22.
- Collection and assessment of pedestrian, vehicular and bicycle crash data
- Streetscape Design development based on data, technical analysis and Project Management Committee input
- Coordination meetings with the Louisiana Department of Transportation Development District 62
- Two meetings with the Project Management Committee (PMC) team

After these tasks were performed, concepts were presented to the PMC team for their feedback and input for the development of a preferred alternative option regarding LA 21 and LA 22 re-routing and streetscape design(s). A pedestrian/bike tunnel connection located under the LA 22 bridge along the riverfront park was also presented. And finally, a map showing a bike and pedestrian connectivity plan (as per CPEX’s findings) was created and presented to the PMC. A final concept alternative was then created in response to PMC feedback from concept one alternative option.

The Planning Process



A project management committee (PMC) team² was assembled to help guide the stage “0” planning analysis, review alternatives and study findings, and contribute local insights and information on recommendations based on data collected, technical analysis and public concerns arising out of the City of Madisonville Draft Master Plan effort. Members include the Mayor of Madisonville, CAO (Chief Administrator Officer) and Maintenance staff, and the Town Council members. The Louisiana Department of Transportation Development (LADOTD) was consulted on traffic conditions and their expectations for the State routes.

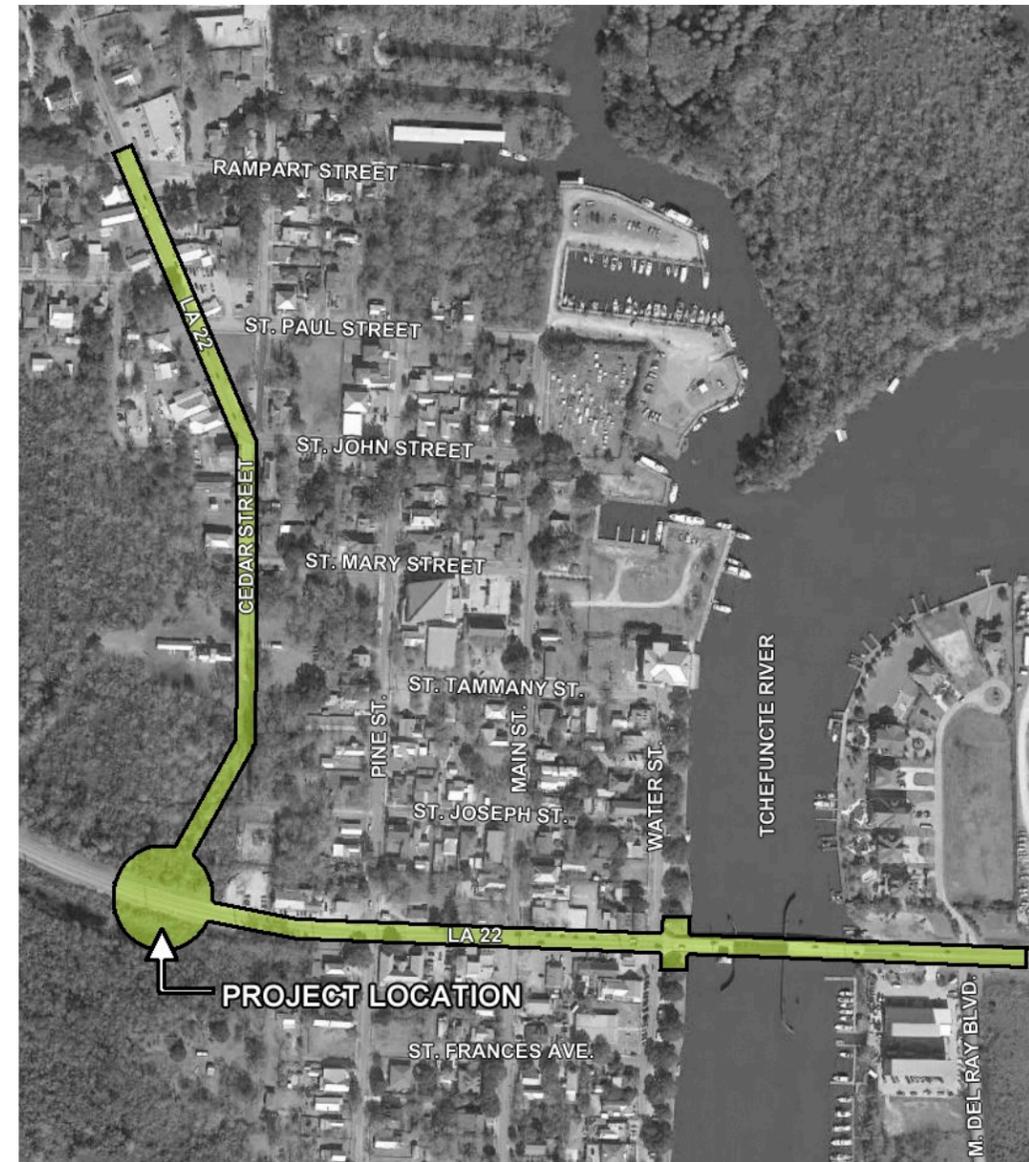


Figure 4. Streetscape Corridor and Riverfront Promenade Connection at Bridge Project Limits.
Aerial Source: (Google Earth, 2018).

² The Master Plan public engagement process informed decision-making for this study.



Figure 5. Covington Street.



2.0 Previous Work

Overview

This chapter describes three prior projects located within the project area that influenced design decisions when developing proposed improvements in this feasibility study. A description of each project, data collected, and how each particular project influenced the proposed enhancement plan (see Chapter 4) are included in this chapter.

DOTD District 62 – Proposed Roundabout

Project Description

A meeting was held on November 28, 2018 (see Appendix A) with The Department of Transportation Development District 62 (DOTD) to discuss the goals for this project, to learn more about their concept plan study (see Figure 6), and to receive feedback regarding potential enhancement ideas. The goals for their transportation enhancements were similar to the vehicular movement goals of the study presented here; to slow traffic along LA 22 and to re-direct traffic to the edge of town. DOTD accomplished their goals in their study by extending Cedar Street to LA 22. Cedar Street between LA 22 and the existing LA 21 would then be transferred to the state and be designated as LA 21. Connecting LA 21 to LA 22 in this way would alleviate traffic through town (along St. John and Main Street). As part of this concept, St. John and Main Street ownership and maintenance would be transferred back to the Town of Madisonville. A roundabout was placed at the intersection of LA 22 and the new LA 21 (instead of a traffic light) to keep traffic moving, but at a slow pace.

Other elements of the DOTD concept included a median located in the middle of LA 22 between the roundabout to just west of Water Street. DOTD representatives stated that the purpose of the median was to slow traffic. Roadway right-in and right-outs were created at Pine Street and LA 22 to reduce collisions by creating safer turning movements in response to crash data. At the meeting, DOTD stated that their intent was to provide pedestrian access across LA 22 at both Main and Pine Street. An eastbound turning lane and a traffic light are also shown at Main Street along LA 22 to facilitate traffic movements onto Main Street.

Data Collection

A map of the DOTD concept was provided to RPC courtesy of DOTD District 62 in a PDF format (see Figure 6).

Design Influence

After the careful review of the DOTD concept study, the following elements from their study were incorporated into the proposed enhancement plan (which can be found in Chapter 4):

- The roundabout at the intersection of the new LA 21 and LA 22
 - To facilitate slow vehicular movements without stopping traffic.
- The new LA 21 (Cedar Street extension between the existing LA 21 and LA 22)
 - To facilitate high volume traffic to the edge of town with fewer turning movements

Elements of the DOTD concept that were not incorporated

- The LA 22 median was not incorporated into the proposed enhancement plan because of the restriction of vehicular access to businesses and the increase in circuitous travel within residential neighborhoods that lacked left turn access onto LA 22. The right in and right outs at Pine Streets would create restrictive turning movements and were not favored by the community.

Additional recommendations:

- Traffic signal removal is recommended. A traffic light at Main Street (current LA 21 route) and LA 22 may no longer necessary for left turning southbound traffic. The number of vehicles turning left will reduce substantially when the current LA 21 between St. John Street and LA 22 is relocated to Cedar Street. In addition, by removing the signal at Main Street and LA 22, less congestion would occur, particularly for westbound traffic.
- See Chapter 4.0 (Proposed LA 21 and LA 22 Enhancements) for a full list of improvements with rationales.

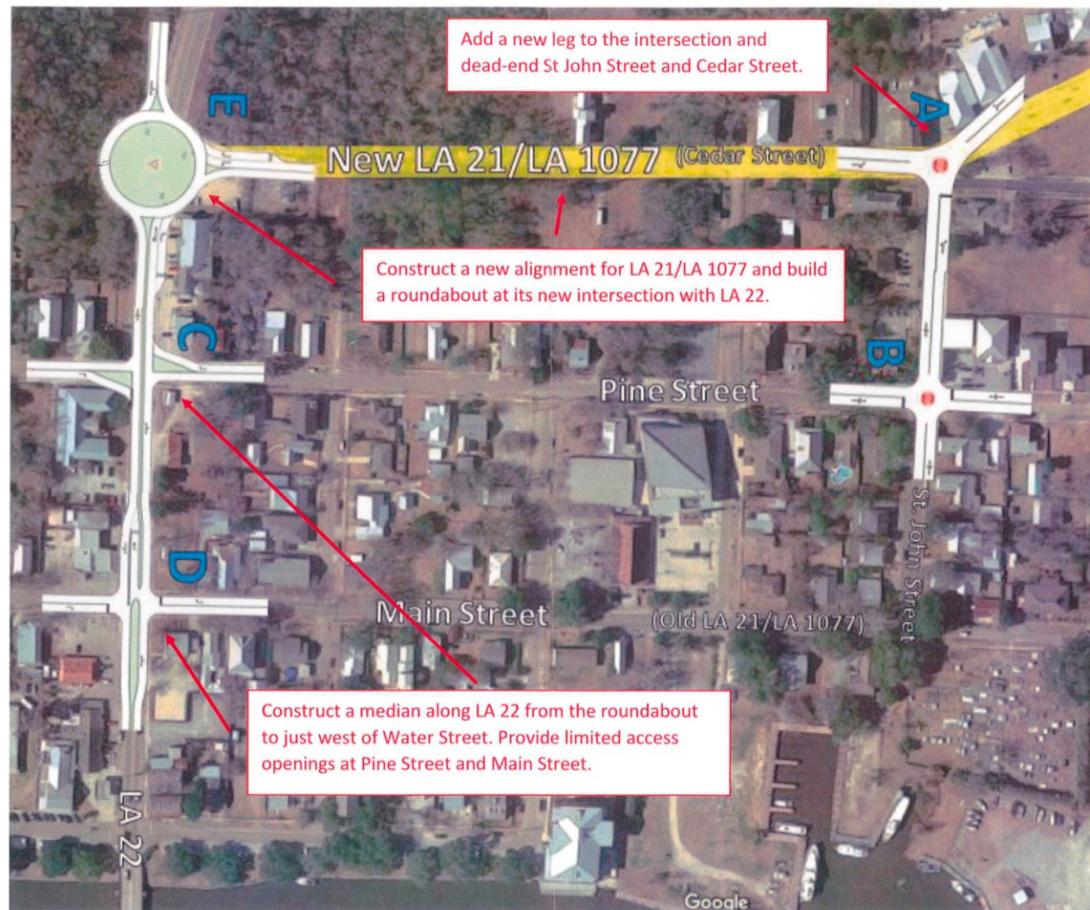


Figure 6. Transportation Enhancement Plan.
Source: (Department of Transportation Development District 62, 2018).

St. Tammany Parish Bicycle and Pedestrian Improvements between US 190/ Covington to LA 22

Project Descriptive

In 2013 the Regional Planning Commission (RPC) contracted Meyers Engineering and Dana Brown and Associates on behalf of St. Tammany Parish to develop bicycle and pedestrian improvements along LA 21 between Covington to Madisonville due to the increased residential, commercial and institutional growth along LA 21 and the community's desire for non-motorized access for commuting and recreation. Their report, LA Highway 21: US 190/Covington to LA 22 Madisonville Bicycle and Pedestrian Improvements, proposes 10 foot shared use trails (pedestrian and bicycle) and on-street routes in an effort to connect neighborhoods to each other and to local destinations. The network of paths also connects to an existing trail (St. Tammany Trace) at West 15th Street in Covington. Their concept plan also includes five foot wide designated bike lanes along LA 21

just north of Madisonville that link to existing four foot sidewalks through the town of Madisonville. See Figure 7.

Data Collection

A copy of the LA Highway 21: US 190/Covington to LA 22 Madisonville Bicycle and Pedestrian Improvements report (in PDF format) was acquired through the Regional Planning Commission.

Design Influence

The goal of the overall bicycle connectivity plan prepared for this report (see Chapter 4) was to provide easy and safe bicycle access and movement throughout the town of Madisonville and design it such that it connects to the Tammany trace in Covington and in Mandeville. The concept plan included in this report (see Chapter 4) includes a shared use path along LA 21 starting at Rampart Street that would connect to the designated bike lanes shown in the 2013 St. Tammany Parish Bicycle and Pedestrian Improvement report (see Figure 7). The shared use path proposed in the report presented here would then connect to the designated bike lanes along LA 21 that is shown in the LA Highway 21: US 190/Covington to LA 22 Madisonville Bicycle and Pedestrian Improvements Study. Because the existing four foot sidewalks are in disrepair (see Chapter 3) and are too narrow for pedestrians to walk side by side, five foot decorative sidewalks along LA 21 are shown in the preferred concept plan for this report (see Chapter 4.0 (Proposed LA 21 and LA 22 Enhancements)).

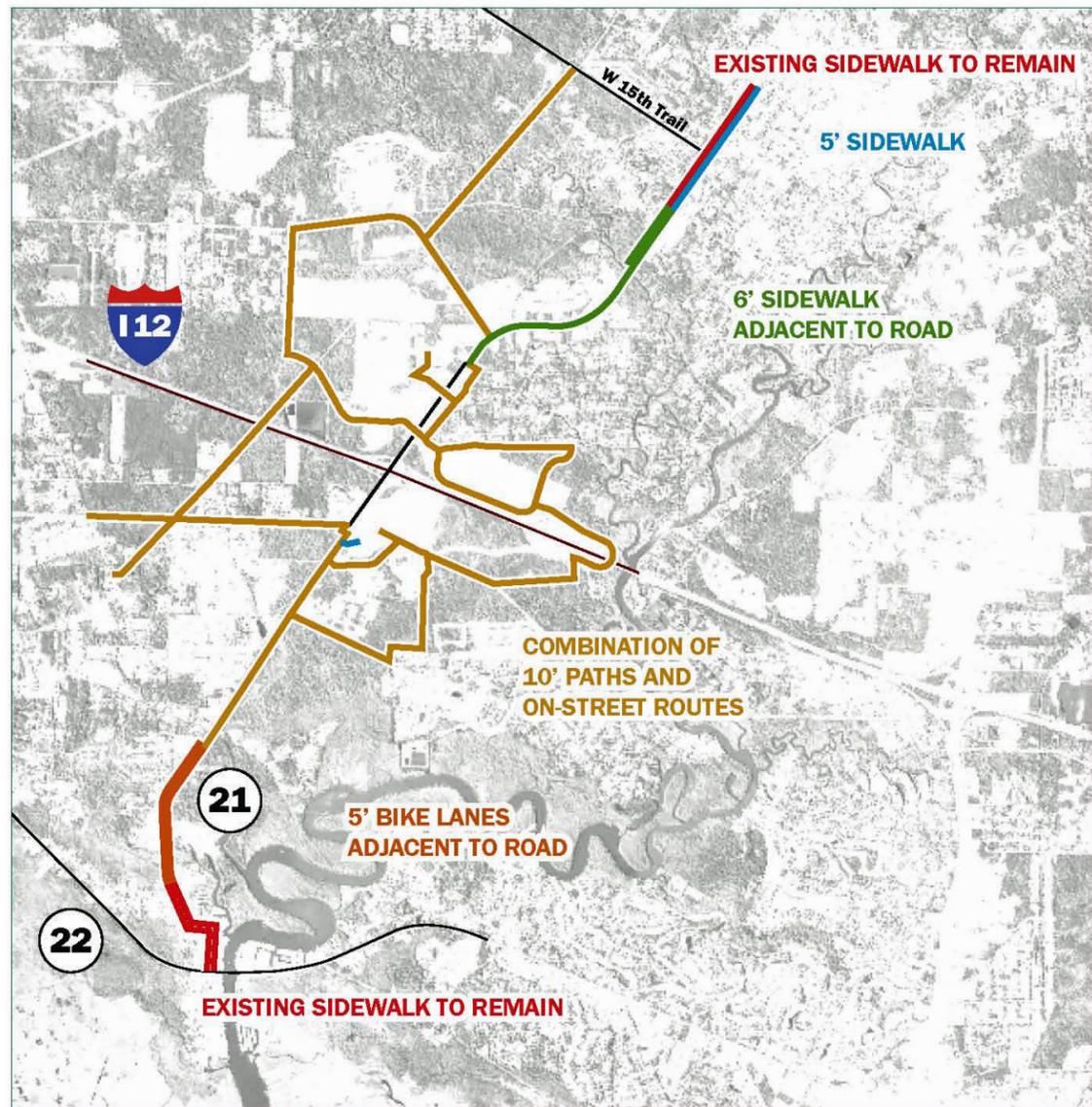


Figure 7. LA Highway 21: US 190/Covington to LA 22 Madisonville Bicycle and Pedestrian Improvements Study. Source: (Meyers Engineering and Dana Brown Associates, 2013).

Madisonville's Vision

Project Descriptive

In the spring of 2018, the Center for Planning Excellence (CPEX) was hired to create a master plan for the Town of Madisonville. Their master plan focused on two areas (an uptown and downtown area) of the town (see Figure 8). After extensive engagement and feedback from the community, CPEX proposed the following enhancements within or adjacent to the project area for the report presented here:

- The extension of Cedar Street to LA 22, creating a new LA 21
- LA 21 North of St. John:
 - Street trees
 - Landscape buffer between the sidewalk and back of curb
 - Parallel parking between St. Ann Street and St. John Street (west side of LA 21)
 - Parallel parking between St. Paul Street and St. John Street (east side of LA 21)
 - Designated bike lanes along LA 21 starting at St. John Street continuing North
 - Four foot wide sidewalks
 - Creating a dead end along Cedar Street north of St. John Street
 - High visibility crosswalks at Rampart Street and LA 21
- LA 22 (Between Water Street and Cedar Street Extension)
 - Street Trees
 - Crosswalks at Pine Street, Main Street and Water Street
 - Permeable grass paving between road way and pull in parking lots
 - Boardwalk at the Tchefunte Rivers edge along Water Street
 - Four foot wide sidewalks
- Designated bike lanes along Main Street
- Shared bike lanes along Water Street

Improvement plans and an overall bike connectivity improvement plan can be found on the following pages (Figures 8 through 12).

Data Collection

CPEX provided the Perez Team a copy (in PDF format) of their draft master plan report. Their final report was accepted June 12, 2019 (McHugh, 2019). Once published, a copy of their final report can be found at <https://www.cplex.org/community-plans>.

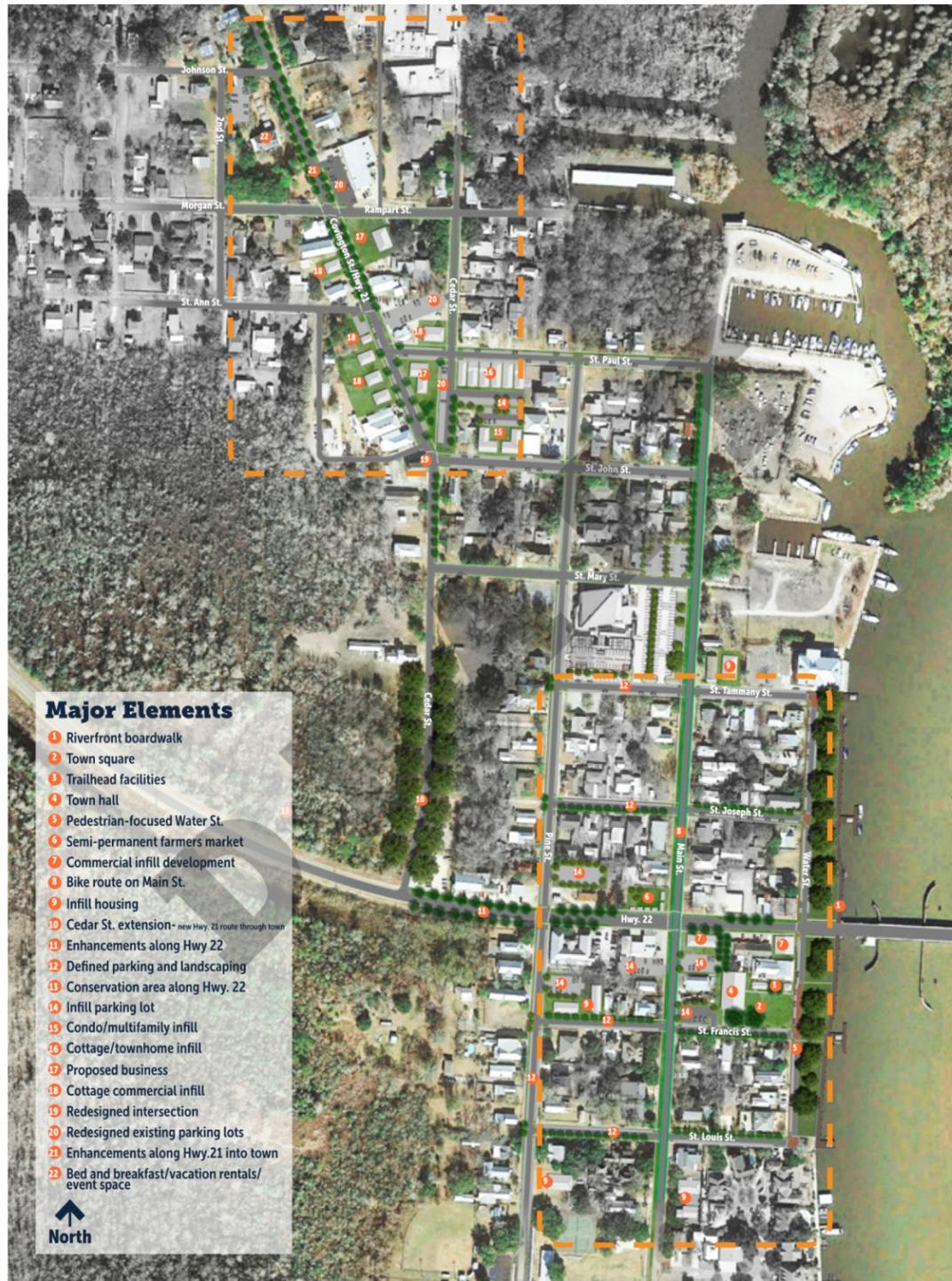


Figure 8. Location map of improvements.
Source: (Center for Planning Excellence, 2019).



Figure 9. Uptown improvement plan.
Source: (Center for Planning Excellence, 2019).



Figure 11. Tilt up of uptown improvements.
Source: (Center for Planning Excellence, 2019).

Figure 10. Downtown improvement plan.
Source: (Center for Planning Excellence, 2019).

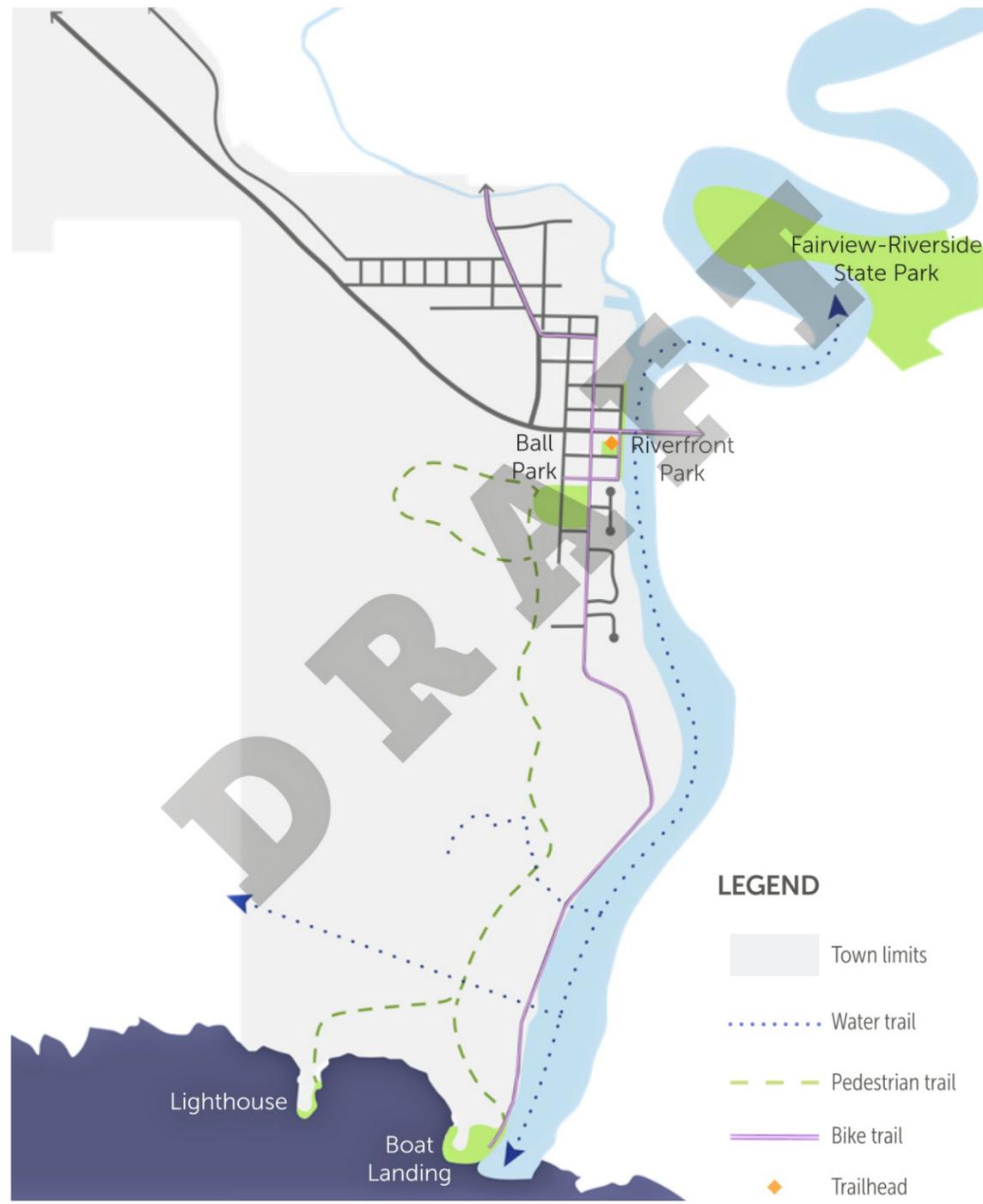


Figure 12. Overall bike and pedestrian trail plan.
Source: (Center for Planning Excellence, 2019).

Design Influence

During the fall of 2018, RPC and the Perez team conducted two coordination meetings (see Appendix A, meeting minutes number 2 and 4) with CPEX to understand their scope and to discuss feedback from the community to further inform design decisions of the study presented here. After extensive research, consideration of traffic engineering needs, field measurements, and feedback from the community many of the CPEX recommendations were accepted (see Chapter 4 for proposed enhancements). Enhancement items that align with CPEX's proposed improvements include the following:

- The extension of Cedar Street to LA 22 (creating a new LA 21)
- LA 21 North of St. John:
 - Designated bike lanes (per option 1 – see Chapter 4)
 - High visibility crosswalks at Rampart Street and LA 21
 - Parallel parking between St. Ann Street and St. John Street (west side of LA 21)
 - Landscape buffer between the sidewalk and back of curb
 - Street trees
 - Creating a dead end on Cedar Street north of St. John Street (accepted CPEX recommendation)
- LA 22 (between Water Street and the Cedar Street extension)
 - Decorative crosswalks at Pine Street, Main Street and Water Street
 - Street Trees
 - Travel lane width reduction
 - Decorative intersection pavement
- Shared use bike on Water Street (accepted CPEX recommendation)
- Dedicated bike lanes on Main Street (accepted CPEX recommendation)
- Extending Cedar Street to LA 22 thus creating the new LA 21 route.
- Design Guidelines (complete streets policy – see Chapter 5)





Figure 13. The United Friend Benevolent Association Hall Circa 1920.



3.0 Existing Conditions

Overview

The first step during the design process for the LA 21 and LA 22 corridor (within the project area) entailed the collection of existing condition data. Data was collected through the use of Google Earth, photographs and field measurements. Determining general site constraints and concerns, such as the lack of designated driveways, worn pedestrian ADA pavement and disorganized parking were important to evaluate and consider remediating through thoughtful design. In an effort to develop design alternatives that align with a “complete streets” approach (as outlined by the LADOTD Complete Street Policy) previous work, as outlined in Chapter 2 and community feedback was carefully evaluated. Pedestrian and vehicular crash data were collected and assessed to understand corridor safety concerns. Finally, site inventory and analysis plans, which include, in part, approximate locations of utilities, curb cuts, curbs, building structures, existing vegetation, and sidewalks were important to fully understand more specific site concerns and constraints. These plans, in addition to all of the data presented in this chapter were then used as a basis for the development of improvement plans.

Land Use

Existing and Future Land Use Map

Data Collection

A future land use map (see Figure 14) was included in the Madisonville’s Master Plan Vision report.

Interpretation

As seen in Figure 14, a future land use map for the entire town of Madisonville includes all categories of use from conservation and open space to institutional and light industrial. Interpretation will focus on the project area (LA 21 and LA 22 corridors) as outlined in Chapter 1 of this report. LA 21 (north of St. John) shows properties designated as commercial with cottage style architecture, in keeping with the historical character of the town. Mixed use, residential and conservation uses occur along the new LA 21 extension (between St. John Street and LA 22). Cottage commercial and conservation land uses are designated along LA 22 between the new LA 21 extension and Water Street.

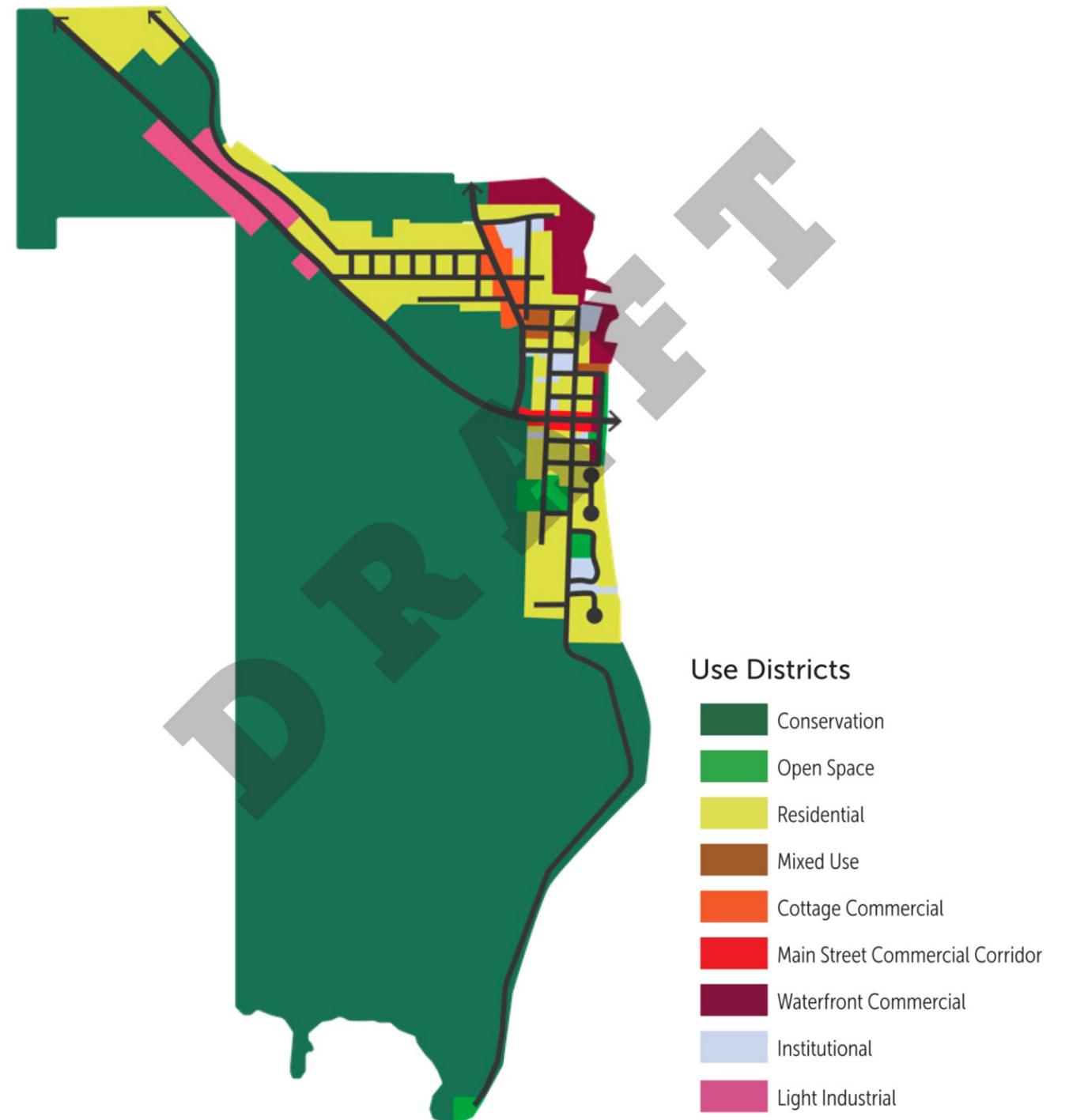




Figure 14. Future Land Use Map.
Source: (Center for Planning Excellence, 2019).



Notable Issues throughout the Corridor

There are many issues throughout the project area that were taken into account when developing concept design options. Modal conflicts can be considered one of the major issues that can be seen throughout the project area. Figures 15 and 16 depict parked vehicles in the state right-of-way and/or on the sidewalk eliminating walking space and thus creating a potentially dangerous situation for pedestrians.

Figure 17. LA 22 and Main Street.
Photo taken by M. Johanna Leibe



Figure 18. LA 21 and St. John Street.



Figure 15. Corner of Morgan Street and LA 21.
Source: (Google Earth, 2018).

Figure 19. LA 21 between St. Paul and Rampart Street.
Source: (Google Earth, 2018).





Figure 16. LA 21.
Photo taken by M. Johanna Leibe

The lack of parking, sidewalk, and driveway designation (due to the lack of curbs and green space) (see Figures 17 and 18) and expansive entrances into parking lots (see Figure 19) are additional examples of pedestrian vehicular conflicts.



Missing curbs at critical intersections, as seen in Figures 20 and 21, creates the tendency for turning vehicles to travel on top of handicap pavement posing pedestrian safety concerns. Excessive pavement and lack of formal egress and ingress at parking lots, sidewalks, roadways (drive lanes and shoulders), creates harsh urban environments, and increases both the heat island effect and storm water runoff (see Figure 22).



Figure 23. Existing Conditions. Poor drainage, undesignated egress and ingress, missing curbs and

Figure 24. Existing Conditions. Unsightly utility poles and wires. Photo taken



Figure 25. Cedar Street and LA 21 too close to historic building. Photo taken by M. Johanna Leibe

Figure 26. LA 21 too close to historic building, as seen on the right. Photo taken by M. Johanna Leibe

Figure 22. Excessive pavement. LA 22 at Main Street. Photo taken by M. Johanna Leibe

Figure 20. Worn ADA truncated dome pavers. Corner of Main Street and LA

Figure 21. Worn ADA truncated dome pavers.

Unsightly utility poles and poor drainage can also be seen throughout the corridor (see Figures 23 and 24). An existing historic building (currently the Madisonville Police Station) is at the corner LA 21/ Cedar Street and St. John Street. Cedar Street is located in close proximity to the police station, leaving little or no room for pedestrian space while exposing the building to potential vehicular hazards (see Figures 25 and 26). Also notable throughout the corridor are worn or missing pedestrian crosswalks at intersections that create safety concerns. Bicycle infrastructure (bike lanes, paths or trails) do not exist. The Madisonville waterfront can be considered the town's biggest physical attribute. As seen in the Madisonville Master Plan, a boardwalk along the river's edge is proposed. However, one notable issue is the lack of a pedestrian connection along the waterfront at the Tchefuncte River Bridge. One must leave the river's edge and travel across LA 22 at an un-signalized intersection to connect to the other side of the rivers edge (see Figure 27).



Year	AADT
2018	16, 179 Vehicles
2015	14, 609 Vehicles
2012	12, 631 Vehicles
2009	14, 589 Vehicles
2006	12, 606 Vehicles
2003	11, 090 Vehicles

Average Daily Traffic Counts

The annual average daily traffic (AADT) count data in 2018, as seen in Table 1 reveals approximately 16, 179 vehicles travel along LA 22 west of the Tchefuncte River Bridge a day. As seen in table two, there are approximately 1,883 vehicles that travel along Main Street (just south of St. Louis Street) a day. As seen in Table 3, an average of 14, 762 vehicles travel along LA 21 per day (just north of Madisonville). All tables reveal a steady increase in traffic over a 15 year span. It is anticipated that traffic counts will continue to increase along Main Street, LA 21 and LA 22.

Table 1. LA 22 Annual Average Daily Traffic Counts.
Source: (DOTD, 2019).



Figure 27. Bridge blocks continued pedestrian access along waterfront edge.
Photo taken by M. Johanna Leibe

Heavy traffic flows through town periodically backs up over the Tchefuncte River Bridge towards Mandeville (going westbound) due to the traffic signal at Main Street. In order to connect to LA 21, vehicular traffic must traverse through a historic neighborhood along Main Street and St. John Street, which disrupts the historic charm and pedestrian oriented character of the town.

Table 2. Street Annual Average Daily Traffic Counts.
Source: (DOTD, 2019).

Year	AADT
2018	1,883 Vehicles
2015	1,324 Vehicles
2012	760 Vehicles
2009	1,512 Vehicles
2006	1,301 Vehicles
2003	1,350 Vehicles



This data was important to obtain and evaluate due to design elements to slow traffic (such as a road diet) that are proposed, which is discussed further in Chapter 4.0: Proposed LA 21 and LA 22 Enhancements.

Crash Analysis Data

Site improvements that were considered within the State right-of-way when developing concept design options included narrowing lanes, adding curbs and the provision of formalized driveway egress and ingress into business parking lots. Another streetscape amenity used as a traffic calming measure that was considered as a site improvement was the incorporation of decorative and high visibility crosswalks insertion of limited parallel parking at certain locations to replace informal angle parking, and a landscape buffer between the back of curb and sidewalks. It was important to understand the viability of these site elements as options by first understanding the locations and types of crashes that occur throughout the corridor project area as indicated in the following maps (Figures 28 through 32).

Figure 28 (located on the following page) is a map showing all crashes in the town of Madisonville for the years 2013 through 2017. The map reveals there have been numerous automobile crashes (indicated by the dots) along LA 22. There have also been pedestrian crashes as well (indicated by the green crosses) at Main Street and Water Street. Figures 29 through 32 indicate vehicular and pedestrian crashes per year. It appears that the only pedestrian crashes occurred in 2013. Also, most crashes occurred at Main Street and LA 22, followed by Water Street and Pine Street at LA 22. Vehicular crashes have also occurred on the bridge.

Due to the magnitude of crashes as indicated in crash maps, providing design solutions to increase pedestrian, vehicular and bicycle safety throughout the corridor (thus aligning with a complete streets approach and DOTD) became paramount when developing viable streetscape design solutions.

Table 3. LA 21 Annual Average Daily Traffic Counts.
Source: (DOTD, 2019).

Year	AADT
2018	14,762 Vehicles
2015	13,050 Vehicles
2012	10,551 Vehicles
2009	12,750 Vehicles
2006	12,090 Vehicles
2003	11,743 Vehicles

“The FHWA advises that roadways with ADT of 20,000 vehicle per day (VPD) or less may be good candidates for a Road Diet and should be evaluated for feasibility” (U.S. Department of Transportation - Federal Highway Administration, 2014, p. 17). In addition, “if the ADT is near the upper limits of the study volumes, practitioners should conduct further analysis to determine its operational feasibility” (U.S. Department of Transportation - Federal Highway Administration, 2014, p. 17).

According to the Road Diet and Pedestrian Safety Webinar, 2012; the benchmark of ADT’s of 20,000 vehicles per day or less for road diet consideration, seem to apply for roads with four travel lanes or less (from a four lane to a two or three lane road). In addition, the webinar indicates that there appears to be a reduction of 29% on average in crashes with roads that have incorporated a road diet.



Pedestrian and Vehicular Crashes Map (2013-2017)

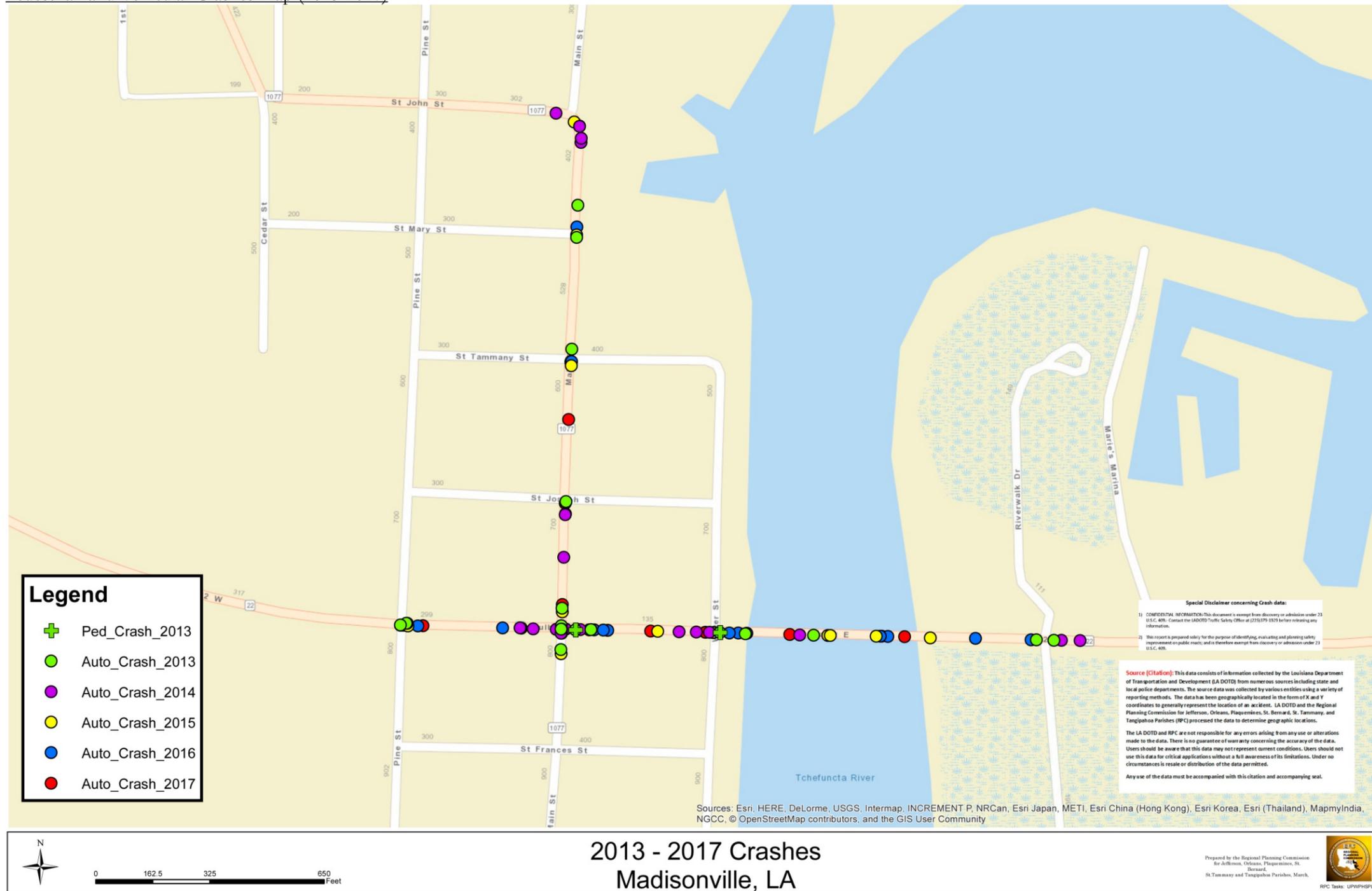


Figure 28. 2013-2017 Vehicular and Pedestrian Crashes (Regional Planning Commission, 2018).



2013 Pedestrian and Vehicular Crashes Map



Figure 29. 2013 Pedestrian and Vehicular Crashes
(Regional Planning Commission, 2018).



2015 Vehicular Crashes Map



Figure 30. 2015 Vehicular Crashes (Regional Planning Commission, 2018).



2016 Vehicular Crashes Map



Figure 31. 2016 Vehicular Crashes
(Regional Planning Commission, 2018).



2017 Vehicular Crashes Map



Figure 32. 2017 Vehicular Crashes (Regional Planning Commission, 2018).



Site Inventory and Assessment Plans

Data Collection

After meeting with the Regional Planning Commission, M. Johanna Leibe with Perez APC met with Lynn Dupont (the GIS Manager) at the Regional Planning Commission and acquired a geo-referenced aerial of the project area. Because of Autocad software and ARC View software compatibility issues, the aerial photograph that RPC provided imported into the Autocad software in black and white and poor resolution. Therefore, in order to acquire a higher resolution, color image, aerial images were acquired from Google Earth and merged together in Photoshop software. The image was then imported into Autocad software. Thus, utilizing Google Earth color image files, a plan of the area was the first step when developing site inventory/assessment plans.

After approximate utility and roadway locations were created in plan (utilizing Google Earth), site visits were conducted for utility location verification and field measurements of roadways. In addition, Google Earth street view and subsequent site visits were also utilized to locate and verify other site element locations, such as traffic lights, utility poles, fire hydrants, building locations, sidewalks, trees, and other important site features.

Interpretation

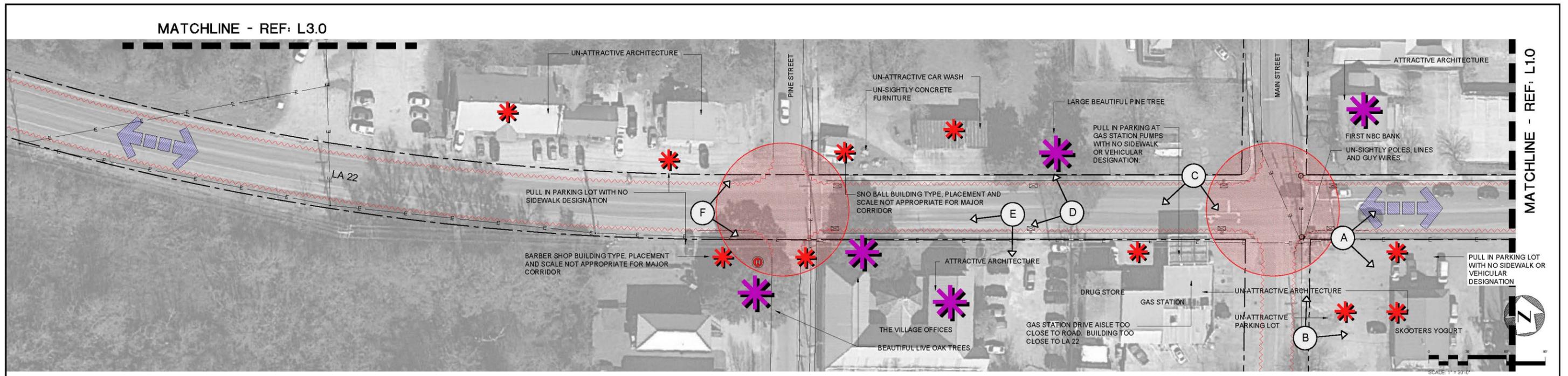
The inventory and assessment plans, which were created from the data as mentioned previously; contain a list of notable issues, points of interest (attributes) and crash data. Utility location was important, as this information will aid the construction documentation process which is needed for implementation. For example, the removal of shoulders and the addition of curbs should not obstruct storm drainage inlets; therefore, the location of street drains alone was extremely important. The development of notable issues that occur throughout the corridor was also critical in order to develop concept design solutions. Most notable issues include high speed traffic along LA 22 and LA 21, lack of curbs which cause vehicular/pedestrian conflicts, excessive pavement creating harsh pedestrian environments and which adds to the urban heat island effect. Parking lot styles and placements also contribute to the visual chaos and decrease in pedestrian safety of the corridor. Site assessment information in addition to other data (land use, crash data and PMC feedback) was then used to help develop design concept solutions. Site inventory and assessment plans can be found on the following pages (Figures 33 through Figure 36).

Conclusion

Land use data, site assessments, vehicular count data, and crash analysis data contributed to the decision making process when developing concept design solutions for LA 22 and LA 21. The concept plan with decisions that were based upon existing condition information and feedback from the PMC (project management committee)

and the community is further discussed in Chapter 4.0: (Proposed LA 21 and LA 22 Enhancements) of this report.





1	SITE INVENTORY/ASSESSMENT: LA 22 - FROM WATER STREET TO 1/8 MILE WEST OF PINE STREET	<p>NOTABLE ISSUES</p> <ul style="list-style-type: none"> • NOISE FROM VEHICULAR TRAFFIC CROSSING BRIDGE • HIGH SPEED VEHICULAR TRAFFIC ALONG LA 22 • PEDESTRIAN AND HIGH SPEED TRAFFIC CONFLICT AT WATER STREET AND LA 22 • LACK OF TREES AND PLANT MATERIALS BETWEEN ROW AND PROPERTY LINE ADDS TO HEAT ISLAND EFFECT, INCREASES STORM WATER RUNOFF AND CREATES HARSH SIDEWALK AREA FOR PEDESTRIANS • TOO MUCH PAVEMENT AND UN-COHESIVE ARCHITECTURE • LACK OF CURBS CREATES POTENTIAL PEDESTRIAN/VEHICULAR CONFLICTS • POWER POLES, GUY WIRES AND LINES ARE NOTICEABLE AND UNATTRACTIVE • PULL IN PARKING CREATES PEDESTRIAN/VEHICULAR CONFLICTS • NARROW, MISSING OR DAMAGED SIDEWALKS • NON-COMPLIANT OR MISSING ADA TRUNCATED DOME AT CORNERS
2	<p>UTILITIES</p> <ul style="list-style-type: none"> — E — EXISTING OVERHEAD ELECTRICAL ⊠ EXISTING DRAIN INLET Ⓜ EXISTING FIRE HYDRANT ⋯ NO CURB ⓪ EXISTING TRAFFIC SIGNAL Ⓜ EXISTING UTILITY POLE 	<p>ASSESSMENT</p> <ul style="list-style-type: none"> ⚡ NOTABLE ISSUES ⚡ SITE ATTRIBUTE/FEATURE ➔ MAJOR TRANSPORTATION CORRIDOR ⓪ FATAL AND SERIOUS INJURY CRASH AREA
3	<p>SITE PHOTOGRAPHS</p> <p>A: [Photo of street view with utility poles]</p> <p>B: [Photo of street view with utility poles]</p> <p>C: [Photo of street view with utility poles]</p> <p>D: [Photo of street view with utility poles]</p> <p>E: [Photo of street view with utility poles]</p> <p>F: [Photo of street view with utility poles]</p> <p>* PHOTO SOURCE: (GOOGLE EARTH, 2016).</p>	<p>POINT OF INTEREST/EXISTING ATTRIBUTES</p> <ul style="list-style-type: none"> • SMALL TOWN COTTAGE ARCHITECTURE • BEAUTIFUL HISTORIC LIVE OAK TREES <p>CRASH DATA (2013-2017)</p> <ul style="list-style-type: none"> • VEHICULAR (21) AUTO ACCIDENTS AT LA 22 AND MAIN STREET • (11) AUTO ACCIDENTS AT LA 22 AND PINE • PEDESTRIAN ACCIDENT AT MAIN STREET <p>* NOTE: COUNTS ARE APPROXIMATE</p>

2	SITE LEGEND	3	4	OVERALL ASSESSMENT NOTES
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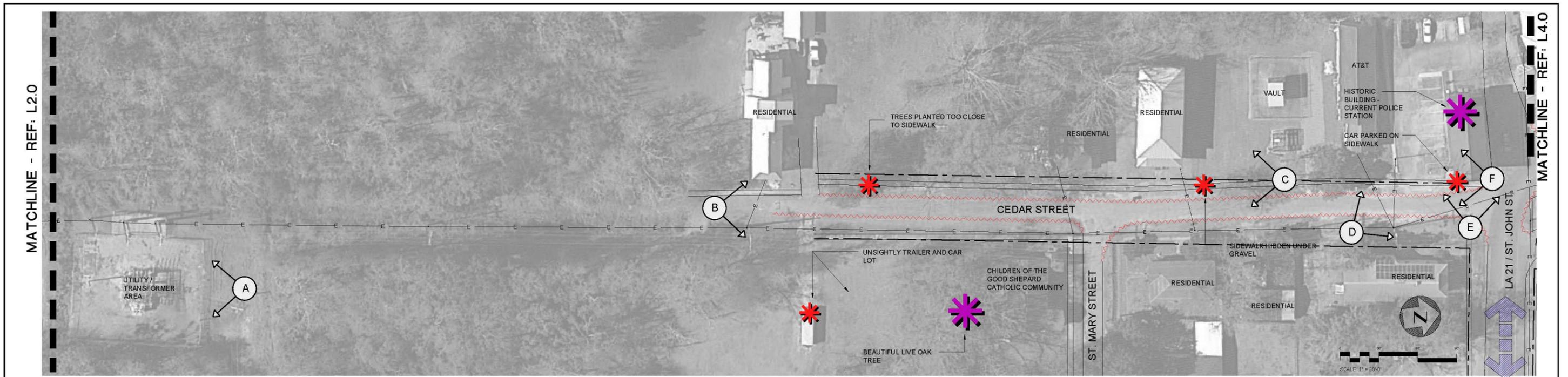
Site Inventory/Assessment

Madisonville Pedestrian and Bicycle Master Plan Feasibility Study

Prepared For: Prepared By: **Perez.** Project Management Committee:

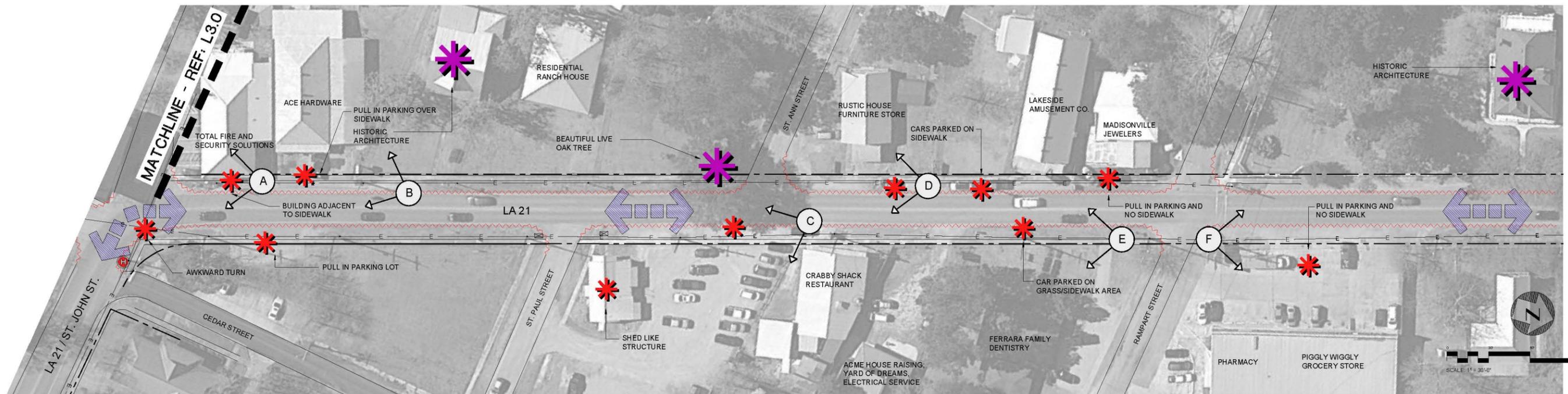
Sheet no.: **L2.0**

Figure 34. Site Inventory and Assessment Plan Sheet 2.



1 SITE INVENTORY/ASSESSMENT: FROM THE UTILITY STATION @ ST. JOSEPH STREET TO CEDAR STREET TO LA 21/ST. JOHN STREET		* NOTABLE ISSUES <ul style="list-style-type: none"> • HIGH SPEED VEHICULAR TRAFFIC ALONG LA 21 • PEDESTRIAN AND HIGH SPEED TRAFFIC CONFLICT AT CEDAR STREET AND LA 21 • NARROW ROAD • LACK OF CURBS POTENTIALLY CREATES PEDESTRIAN/VEHICULAR CONFLICTS • CARS PARKED ON SIDEWALKS • POWER LINES ARE NOTICEABLE AND UNATTRACTIVE • UNSIGHTLY UTILITY POLES • NARROW, MISSING OR DAMAGED SIDEWALKS • NON-COMPLIANT OR MISSING ADA TRUNCATED DOME AT CORNERS • HIGH SPEED TRAFFIC TO CLOSE HISTORIC BUILDING • CARS PARKED ON NARROW SIDEWALK 	
2 SITE LEGEND		3 SITE PHOTOGRAPHS	
UTILITIES 			
ASSESSMENT 		4 OVERALL ASSESSMENT NOTES	

Site Inventory/Assessment			
Madisonville Pedestrian and Bicycle Master Plan Feasibility Study		Prepared For:	Prepared By: Perez.
		Project Management Committee:	
			Sheet no.: L3.0

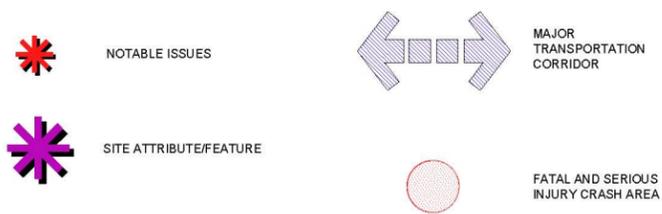


1 SITE INVENTORY/ASSESSMENT: LA 21 - FROM ST. JOHN STREET TO RAMPART STREET

UTILITIES



ASSESSMENT



A



B



* PHOTO SOURCE: (GOOGLE EARTH, 2016).

C



* PHOTO SOURCE: (GOOGLE EARTH, 2016).

D



E



F



NOTABLE ISSUES

- HIGH SPEED VEHICULAR TRAFFIC ALONG LA 21
- LACK OF TREES AND PLANT MATERIALS BETWEEN ROW AND PROPERTY LINE ADDS TO HEAT ISLAND EFFECT, INCREASES STORM WATER RUNOFF IN EXCESSIVELY PAVED AREAS AND CREATES HARSH SIDEWALK AREA FOR PEDESTRIANS
- LACK OF CURBS CREATES POTENTIAL PEDESTRIAN/VEHICULAR CONFLICTS
- POWER POLES, GUY WIRES AND LINES ARE NOTICEABLE AND UNATTRACTIVE
- PULL IN PARKING CREATES PEDESTRIAN/VEHICULAR CONFLICTS
- NARROW, MISSING OR DAMAGED SIDEWALKS
- NON-COMPLIANT OR MISSING ADA TRUNCATED DOME AT CORNERS
- AWKWARD TURN AT ST. JOHN AND LA 21

POINT OF INTEREST/EXISTING ATTRIBUTES

- HISTORIC POLICE STATION BUILDING
- HISTORIC MANSION/ ARCHITECTURE
- BEAUTIFUL HISTORIC LIVE OAK TREES
- HISTORIC ARCHITECTURE

2 SITE LEGEND

3 SITE PHOTOGRAPHS

4 OVERALL ASSESSMENT NOTES

Site Inventory/Assessment

Madisonville Pedestrian and Bicycle Master Plan Feasibility Study

Prepared For:



Prepared By:

Perez.

Project Management Committee:



Sheet no.:

L4.0

Figure 36 Site Inventory and Assessment Plan Sheet 4.
Aerial image source: (Google Earth, 2018). Photo Source: M. Johanna Leibe, 2018 and (Google Earth, 2018)



Chapter Four

Figure 37. Historic Oak by Cemetery.
Source: (Barthet, 2019).

4.0 Proposed LA 21 and LA 22 Enhancements

Overview

Two concept plans were developed based upon existing conditions issues, prior projects (as discussed in Chapter 2.0: Previous Work) and feedback from DOTD (see Appendix A: Meeting Minutes no.5). Concept plans were then presented to Mayor Jean Pelloat and his staff (see Appendix A – Meeting Minutes no.6). Based upon feedback and comments, one concept plan was selected, developed and presented to the Madisonville Town Council and the community (see Appendix A – Meeting Minutes no.8). Comments from this meeting were used to develop a final concept plan and overall bike connectivity plan for the town- both of which are included in this chapter.

This chapter begins with a traffic analysis of a new roundabout at the intersection of LA 22 and the new LA 21 followed by list of site enhancements that are recommended to mitigate some of the existing conditions identified in Chapter 3.0 (Existing Conditions).

Traffic Analysis

A traffic simulation model was prepared and presented to the public to demonstrate how a roundabout would potentially operate at the intersection of LA 22 and the proposed Cedar Street Extension (Relocation of LA 21).

The model informed the public of the potential benefit to Madisonville’s transportation network by relocating LA 21 down Cedar Street and extending it to connect at the proposed LA 22 roundabout. In addition to providing more efficient vehicular traffic flow through the Town and alleviating heavy vehicular traffic flow down St. John Street and Main Street (Existing LA 21), the improvement would provide a more friendly environment for pedestrian and bicyclists along these roadways. The model also demonstrated to the public how extending Francis Street could provide direct access to the roundabout for those located south of LA 22. See Figures 38 and 39.

Data Collection

The model is conceptual in nature and created using a microscopic traffic simulation program called VISSIM. The geometric layout of the roundabout was based on preliminary analysis performed by DOTD that only considered the extension of Cedar Street from the north to connect with the proposed roundabout. The possible extension of Francis Street connecting with the roundabout from the south was added as part of this present study. Additional traffic data is needed to perform a more detailed traffic analysis of the roundabout.



Figure 38. Vissim model of the proposed roundabout at LA 22 and the new LA 21
Source: Burkes Engineers, 2019



Figure 39. Vissim model overview
Model depicts the proposed roundabout at LA 22 and the new LA 21, the new LA 21 and a southern connection to St. Francis Street which is part of concept 1. See draft concept one enhancements presented later in this chapter. . Source:



Enhancement Items

Traffic Calming Roadway Mechanisms

Parallel Parking

Strategic parallel parking not only protects pedestrians on sidewalks, but is also a proven mechanism that slows traffic. Parallel parking is the general “preferred method for speed reduction” and “increases the side friction to traffic flow” (ITE: A Community of Transportation Professionals, 2018). See Figures 40 and 41.



Figure 40. Parallel parking with landscape buffer.
Source: (PennDOT Local Technical Assistance Program)



Figure 41. Example of streetscape techniques to slow traffic.
A raised crosswalk, street trees, and parallel parking. Source: (Regional Planning Commission).

Road diet (narrowing lanes)

Road diets can consist of reducing the number of travel lanes or the narrowing of existing travel lanes. Since there are only two travel lanes along LA 21 and LA 22, the reduction of lane width is suggested in an effort to calm traffic and to provide sufficient room for other enhancements such as curbs, landscape buffers, and increased sidewalk width. Lane width reductions can “improve pedestrian crossing ease and safety and can tend to reduce vehicular speeds” (ITE: A Community of Transportation Professionals, 2018). The existing two

lane road width along LA 21 and LA 22 is approximately 24’-0”. A two lane lane width of 23’-4” is suggested within the 50 foot state owned right-of-way. See Figure 40 for an example.



Figure 42. Example of streetscape technique to slow traffic
Decorative paving, planters, and narrow lane width. Source: RPC



Specialized Paving, Plantings and Signs at Major Intersections

Specialized paving in the center of major intersections (See Figure 43) and specialized plantings at intersection corners (See Figure 44) can also serve as a traffic calming measure and can visually enhance major intersections. Decorative intersection paving can provide a sense of identity and a visual cue of the approaching intersection to drivers. In addition, decorative pavement can be permeable, which could reduce storm water runoff. Signs that note the entrance to a City provide a cue to drivers they have transitioned from higher highway speeds to an urban locale with lower speeds. It also provides an additional visual cue while welcoming travelers.

Figure 44. Plantings at intersection corners.
Source: (Leibe, 2018).



Pedestrian Signals

In addition to high visibility and decorative crosswalks, signage and signals provide added safety for pedestrians. Signals could consist of Rectangular Rapid Flashing Beacons (RRFBs), which are user-actuated rectangular amber LEDs that produce a wig-wag flash sequence to warn motorists to yield to pedestrians in the crosswalk. They supplement warning signs at un-signalized intersections or mid-block crosswalks. They may also be passively activated through detection. (Safe Routes Info.). In pavement flashers could also be incorporated and would have higher visibility, but would be more expensive and harder to maintain (Safe Routes Info.). See Figures 45 and 46.



Figure 49. Planted Roundabout.
Source: (Mahanta, 2017). (Fleis and Vandenbrink, 2019).



Figure 46. Flashing Beacons.
Source: Regional Planning Commission

Deflections

Horizontal deflection hinders the ability of a motorist to drive in a straight line by creating a horizontal shift in the roadway. This shift forces a motorist to slow the vehicle in order to comfortably navigate the measure. Two horizontal deflections recommended in Madisonville to help achieve lower speeds are the roundabout and deflection curve.

Decorative Roundabout

“Roundabouts reduce traffic speeds at intersections by requiring motorists to move with caution through conflict points” (National Association of City Transportation Officials, 2019). According to the Federal Highway Administration, center islands that are at least 12 feet in diameter can reduce vehicular crashes by “50

to 90 percent when compared to two-way and four-way stop signs and other traffic signs by reducing the number of conflict points at intersections” (Federal Highway Administration, 2019). They are appropriate calming devices at intersections on major thoroughfares. Roundabouts can be planted, include sculpture and signage. Plantings can reduce anger frustration (Cackowski & Nasar, 2003) and stress levels (Ulrich, et al., 1991) in addition to improving storm water runoff. “Shrubs or trees in the roundabout further the traffic calming



Figure 47. City entrance sign and planted roundabout.
Source: (Indianapolis Star, 2016)

effect and beautify the street, but need to be properly maintained so they do not hinder visibility” (National Association of City Transportation Officials, 2019). In addition, roundabouts should have some sort of barrier (small retaining wall – be raised) and/or plantings with “high visible centers to ensure that motorists use them, rather than overrunning” (Federal Highway Administration, 2019). See Figures 47, 48 and 49 as examples.



upright trees such as the Autumn Gold or haka Gingko tree (see Figure 50) the Sangria Nuttall Oak (see Figure 51), or the Florida Flame



Red Maple tree (see Figure 52) are suggested street trees. Trees would have a 7'-0" clear trunk for site distance requirements and would not impede pedestrian circulation on adjacent sidewalks.

Deflection Curve

Vertical deflection creates a change in the height of the roadway that forces a motorist to slow down in order to maintain an acceptable level of comfort for all roadway users. A vertical deflection considered for this project is raised crosswalks. It would need to be further evaluated as an appropriate measure for a roadway segment or intersection on a major thoroughfare.

Street Trees

Visual enhancements are suggested in order to unify the corridor and include the implementation of street trees. Tree planting can also help decrease storm water run-off by providing water retention, reduce the urban heat island effect³, and can provide carbon sequestration⁴ along with providing habitats to birds. Most importantly, street trees can also slow vehicular speeds by “narrowing a driver's visual field and creating rhythm along the street” (National Association of City Transportation Officials, 2019). Figure 50 and 51, shows how street trees and sod between the sidewalk and the back of the

Figure 52. Red Maples.
Source: (Dunning, 2016).



Figure 50. Ginkgo Tree.
Source: (Gazette Staff Writer, 2008).



Figure 51. Nuttall Oak.
Source: (Select Trees, 2015).

curb can visually enhance and unify the corridor. Because of the narrow planting area (4'-0") and the surrounding infrastructure (streets, roads, utility lines, and buildings) narrow,

³ Heat island effect is a term that describes “built up areas that are hotter than nearby rural areas” (EPA, 2014). In addition, “heat islands can affect communities by increasing summertime peak energy demand, air conditioning costs, air pollution and greenhouse gas emissions, heat-related illness and mortality, and water quality” (EPA, 2014).

⁴ Carbon sequestration refers to the storage of carbon dioxide, which can reduce greenhouse gas emissions, thus decreasing global warming (New York State Department of Environmental Conservation, 2015).



Pedestrian Friendly Enhancements

Decorative and High Visibility Crosswalks

Decorative and high visibility crosswalks heighten driver awareness. They guide and provide pedestrians a designated space to cross the street (Safe Routes Info.). Wider crosswalks are more visible to vehicular motorists. See Figures 53 and 54.

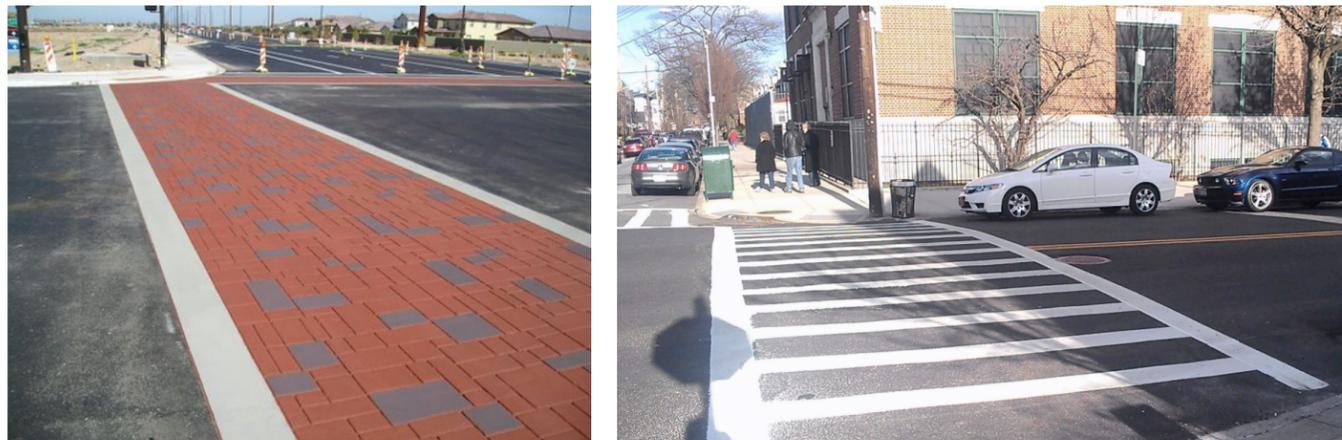


Figure 53. Stamped Asphalt Decorative Crosswalk.

Decorative Sidewalks, Signage and Pedestrian Lighting

Other pedestrian friendly enhancements include decorative widened sidewalks, decorative pedestrian lighting and signage (see Figure 56). These features would enhance the old town charm of Madisonville and promote the town's sense of identity. Street, traffic and way-finding signage (see Figure 55 and 57) should have a consistent appearance throughout the town as stated in the Madisonville Master Plan report (Center for Planning Excellence, 2019).



Figure 55. Traffic and Street Signage.
Source: (Center for Planning Excellence, 2019).



Figure 57. Traffic and Street Signage.

Pedestrian Path under Bridge

As stated in Chapter 1.0: Project Description, the Tchefuncte River can be considered one of Madisonville's greatest physical assets. Currently, there is not continual pedestrian access along the Tchefuncte River due to the presence of the draw bridge. A person walking must exit the river's edge and cross LA 22 at Water Street, which has proven to be dangerous (see crash data – see Chapter 3). Providing continual pedestrian access beneath the bridge along the Tchefuncte River not only will provide pedestrian safety from vehicular traffic through grade separation, but will ease pedestrian circulation, especially during well populated events along the riverfront. See Figures 58, 59 and 60.

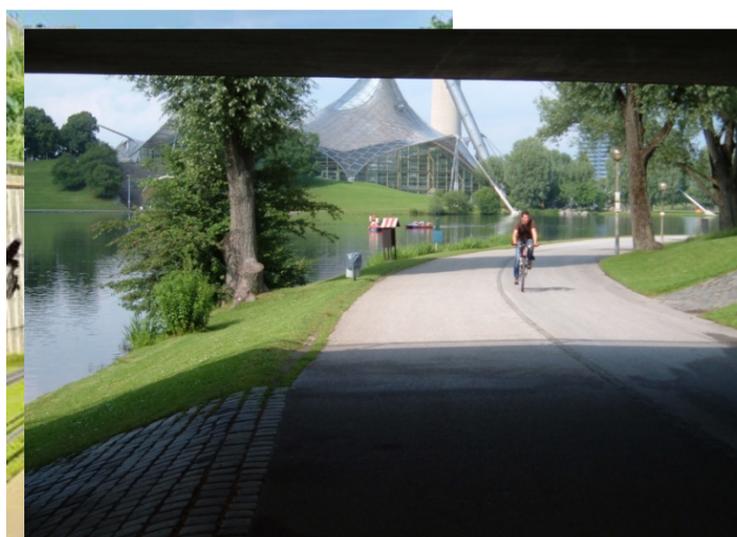


Figure 59. Shared use path under bridge.
Photo taken by M. Johanna Leibe.

Figure 58. Shared use path under bridge.
Source: (Thurston, 2006).



connecting to the Tammany Trace in the future also informed the placement of shared use routes or designated bike lanes (see Figure 62). A shared use path and bike lane is proposed as part of this report. Figure 76 is a bike connectivity plan that shows proposed bike facility types and locations for the town of Madisonville.



Figure 61. Shared use path, Munich, Germany.
Source: M. Johanna Leibe



Figure 62. Designated bike lane.
Source: (Schmitt, 2013).

Bike Facilities
Providing bicycle



facilities within the town of Madisonville with a plan to connect to the Tammany Trace was extremely important to the community. Prior studies with bicycle and pedestrian recommendations were carefully evaluated as presented earlier in this report. Because of the high volume of traffic along LA 21 and LA 22 and narrow right of way width, bike facilities⁵ were mainly designated along less traveled roads and, where they overlapped LA 21 and LA 22 - bike facilities were separated from vehicular traffic (see Figure 61 as an example). Providing access to major destinations and

Proposed LA 21 and LA 22 Enhancement Plan

Review

After the review of prior projects (see Chapter 2) and coordination meetings with the Regional Planning Commission, CPEX, and DOTD (see Appendices A: meeting minutes no. 2, 4 and 5), two draft concept plans were created. The goal of both concepts was to slow traffic, provide designated drive aisles (utilizing curbs) and landscaped buffers to protect sidewalk areas, improve crossings of State highways, and improve storm water runoff while visually enhancing the corridors (LA 21 and LA 22). In addition, the southern extension of Cedar Street to reach LA 22 (thus creating a new LA 21) was also included in both concepts to alleviate heavy traffic flow through the center of town. This enhancement aligns with the DOTD concept and the Madisonville Master Plan. A roundabout was incorporated at the LA 22 and new LA 21 juncture instead of a signal to improve traffic flow, particularly westbound. The following is a list of enhancements (with additional

designated bike lane. A shared use path is placed off of the road and in the right-of-way and “serves as part of a transportation circulation system and supports multiple recreation opportunities, such as walking, bicycling, and jogging” (National Association of Bicycling and Walking, 2001). “A bike lane is defined as a portion of the roadway that has been designated by striping, signage, and pavement markings for the preferential or exclusive use of bicyclists.” (National



rationales for each enhancement) for draft concepts 1 and 2. Because concept 2 contains many of the same enhancement items as concept 1, items that are different from Concept 1 enhancements are listed in bold and underlined along with corresponding explanations for that item.

List of Enhancements

Draft Concept 1 List of Enhancements

- Re-location of utility poles where needed
 - Widened sidewalks may conflict with existing utility pole locations, therefore utility poles may need location adjustment.
- Road Diet (narrow road width from 24'-0" wide to 23'-4" wide and removed shoulder)
 - To create room for a widened sidewalk and landscaped buffer between the sidewalk and the travel lanes.
- Slow traffic near Marina east of town using a deflection curve
 - The deflection curve will slow traffic down before entering the town. High speed traffic creates a potentially hazardous pedestrian and vehicular conflict (see crash data), particularly at Water Street.
- Designated bike lanes, one in each direction over the Tchefuncte River Bridge. Bike lanes are protected with a decorative barrier.
 - This would provide bicycle access from the town of Madisonville to the Tammany Trace in Mandeville in the future. The proposed width of the trail would match the existing width of the Tammany Trace (see Figure 73 for bike connectivity plan).
- Decorative crosswalk at LA 22 and Water Street
 - The decorative crosswalk would enhance safety by heightening vehicular awareness and providing pedestrians (patrons of businesses along Water Street) a designated space to cross the street. In addition, the crosswalk would also beautify the corridor and enhance the entry into the town.
- Curbs along LA 22 and LA 21 with designated accessible driveways for businesses
 - Curbs along with landscape buffers will separate motorized and non-motorized traffic and encourage formalized off-street parking thus reducing current pedestrian and vehicular conflict points.
- Up to six foot wide grass side-medians along LA 22
 - Grass side – medians provide refuge for pedestrians crossing the street, help decrease storm water runoff, improve heat island effect, enhance the aesthetics of the corridor, and could calm traffic speeds.
- Narrow landscaped buffer (sod and street trees) between back of curb and sidewalk along LA 21 and LA 22
 - The planted buffer strip will not only enhance pedestrian safety, but will improve storm water runoff, improve heat island effect, improve public health and visually enhance the corridors.
- Decorative crosswalk at Main Street and LA 22
 - Crosswalks and decorative pavement provides a visual cue for pedestrian activity (people crossing the street). Crosswalks and decorative pavement also beautifies the street while increasing pedestrian safety and calming traffic.
- Replace the traffic signal with a non-motorized signal at Main Street
 - A pedestrian/bicycle signal would allow through traffic to flow through the intersection until people biking or walking are present. It equitably accommodates all street users.
- Right in and right out lane movements at Pine and Main Streets at LA 22.
 - The right in and right out design responds to crash data findings by restricting left turning movements to reduce the potential for collisions. It would channel vehicular traffic wanting to turn southbound from LA 22 or desiring to turn westbound from Pine and Main Streets to access LA 22 via Water Street. The median design along LA 22 would accommodate people walking and biking across LA 22 but would not allow cars to directly cross.
- Decorative crosswalk west of Pine Street
- Roundabout at Cedar Street extension and LA 22
 - The roundabout would slow traffic without impeding traffic flow. This would eliminate traffic build up.
- St. Francis Ave. Extension, a southern access roadway from the proposed roundabout at LA 22 and proposed Cedar Street extension – See Figure 63.
 - This design element was included to increase ingress and egress onto LA 22 due to restrictive movements from the right in and right out design at Pine and Main Streets
- Extension of Cedar Street to LA 22 to replace current LA 21/Main Street route
 - Main Street and St. John Street would revert back into town ownership while the new Cedar Street/LA 21 extension would be maintained by DOTD
- Decorative sidewalks that are 5'-0" wide (instead of 4'-0" wide) along LA 21 and LA 22
 - A 5' sidewalk better accommodates two people walking side by side or someone in a wheelchair than a 4' sidewalk.
- Pedestrian lighting and decorative traffic and way finding signage



- To improve pedestrian safety, visually enhance the corridors, create a sense of identity and add to preserving the small town charm of Madisonville.
- Designated bike lanes along LA 21 between St. Paul Street and Rampart Street
 - The designated bike lanes would tie into the bike lanes proposed along LA 21 as part of the LA Highway 21: US 190/Covington to LA 22 Madisonville Bicycle and Pedestrian Improvements Study.
- Modified off -street parking (LA 21 & LA 22) to create defined parking spaces for commercial access
 - Businesses could provide more parking for patrons if parking lots were designed with designated drive aisles and parking stalls.
 - Existing pull in parking would be replaced with either a designated entry drive and re-organized parking lot or re-location of parking facilities.
- High visibility crosswalk at all other intersections
 - To increase driver awareness and pedestrian safety.
- ADA curb ramps and surfacing where needed as per ADA and DOTD regulations.

Draft Concept 2 List of Enhancements

- Road Diet (narrow road width from 24'-0" wide to 23'-4" wide and removed shoulder)
- Slow traffic near Marina east of town using a deflection curve
- Designated bike lanes, one in each direction over the Tchefuncte River Bridge. Bike lanes are protected with a decorative barrier.
- Decorative crosswalk at LA 22 and Water Street
- **Pedestrian path (12'-0" wide) beneath bridge at river edge**
 - The pedestrian path would provide a safe link across the Tchefuncte River Bridge without having to leave the Riverfront and would eliminate any vehicular and pedestrian conflict at Water Street. The path would be wide enough to allow sufficient daylight, thus reducing any safety concerns. The path would be engineered to allow at least 8'-0" clearance beneath the bridge with a sump pump for drainage.
- **Decorative crosswalks and intersection pavement at Main Street and Pine Street**
 - Crosswalks and decorative pavement provides a visual cue for pedestrian activity (people crossing the street). Crosswalks and decorative pavement also beautifies the street while increasing pedestrian safety and calming traffic.
- Replace the traffic signal with a non-motorized signal at Main Street
- Curbs along LA 22 and LA 21 with designated accessible driveways to businesses

- **Wide planted buffer strip (street trees and sod) between sidewalk and back of curb on LA 22 to manage access to formalized parking lots and reduce conflicts points for cars and people walking and biking**
 - The wider planted buffer strip (as opposed to the narrow planting buffer strip as stated in Concept 1) would better enhance pedestrian safety, storm water runoff, improve heat island effect, improve public health and visually enhance the corridors. The wider buffer strip would also improve tree health.
- Extension of Cedar Street to LA 22 to replace current LA 21/Main Street route
- Roundabout at Cedar Street extension and LA 22
- Decorative sidewalks that are 5'-0" wide (instead of 4'-0" wide) along LA 21 and LA 22
- South access drive from roundabout to St. Francis Ave.
- **Parallel parking along LA 21 in strategic locations**
 - Parallel parking was located along LA 21 in front of businesses that currently have limited parking (between St. John and St. Paul Streets and between Morgan and St. Ann Streets). Currently, these businesses have pull-in parking, creating pedestrian/vehicular conflicts and vehicular hazards (i.e. for cars backing up into traffic when leaving the parking spot). Parallel parking would create safer vehicular movements while providing parking facilities for businesses that have limited off-street parking areas and where on-street space allows. Existing parking lots adjacent to businesses should formalize parking spaces to discourage angle parking across sidewalks.
- **10'-0" Multi-use trail between Rampart Street and St. Paul Street on the east side of the street**
 - The inclusion of parallel parking narrows the available right-of-way width in this section when combined with a wide buffer and 5 foot sidewalk. Designated bike lanes were not able to be incorporated along LA 21 between Rampart Street and St. Paul Street. Instead, a multi-use trail was located on the east side of LA 21 between Rampart Street and St. Paul Street. The path would be ten feet wide for pedestrians and cyclists.
- Modified off -street parking (LA 21 & LA 22) to create defined parking spaces for commercial access
- **Decorative crosswalks at all intersections. High visibility crosswalk at Rampart St. and LA 21**
 - Decorative crosswalks would visually enhance the corridors while providing increased pedestrian safety. A high visibility crosswalk was located at LA 21 and Rampart Street to improve visibility and increase safety where bike lanes on two sides of the street transition to a 10 foot multi-use trail on only one side of the street.



- Pedestrian lighting, decorative traffic and way finding signage
- ADA curb ramps and surfacing where needed as per ADA and DOTD regulations.

45 through 55 for the preferred concept plans. See Figures 68 through 75 for before and after photo renderings. After photo renderings show preferred enhancements along segments the corridor

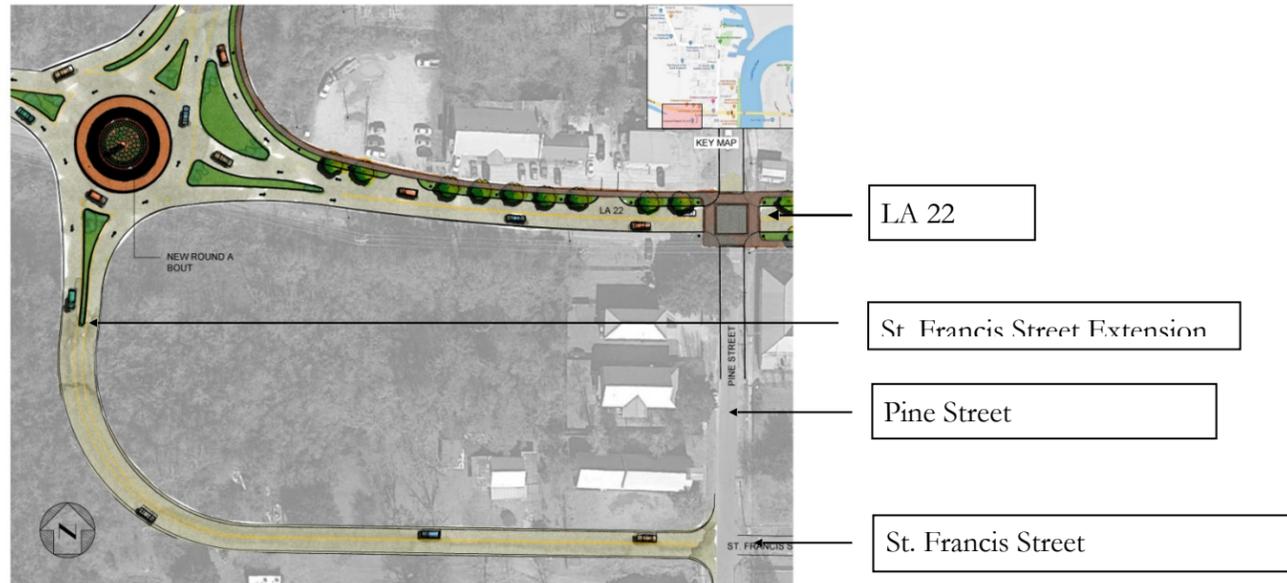


Figure 63. St. Francis Street Extension.

Preferred Concept

After evaluation and feedback from Mayor Pelloat, the town council and the public, Concept 2 Enhancements were favored in addition to the following revisions or requests for further evaluation:

- The removal of the south access drive from the roundabout to St. Francis Ave., shown in Figure 63. Since vehicular movements are not restricted in Concept 2 to access the town south of LA 22, the south extension to St. Francis Street is not needed, but could be incorporated at a later date if desired.
- The addition of non-slip plank surfacing in the bike lane atop the bridge grating to protect cyclists from grates that can be slick when wet.
- Turning lanes and signals at intersections where needed (along LA 21 and LA 22 – particularly at LA 21 and St. John Street) after a more thorough detailed traffic analysis study is performed

After careful review and consideration, the LA 22 median and the right in, right out turning movements from Pine and Main Streets were not included in the final concept plan due to restricted vehicular movements (e.g., patrons traveling west not being able to turn left off of LA 22 into the Scooters parking area). See Figures 64 through 67 for existing and proposed cross sections of LA 22 and LA 21. See pages



Proposed Cross-Sections

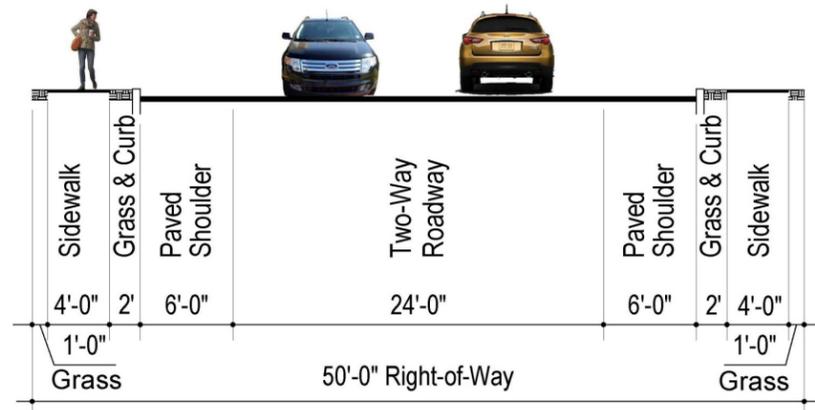


Figure 64. Existing Cross Section of LA 22

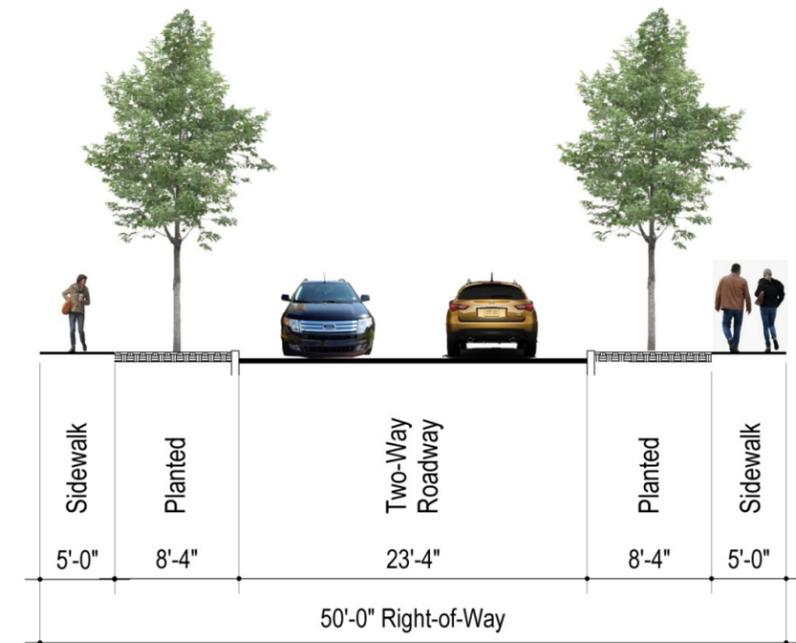


Figure 65. Proposed Cross Section of LA 22

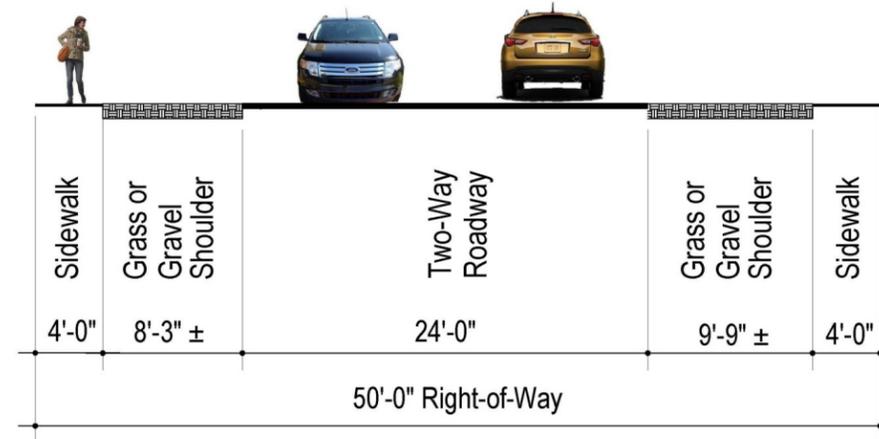


Figure 66. Existing Cross Section of LA 21

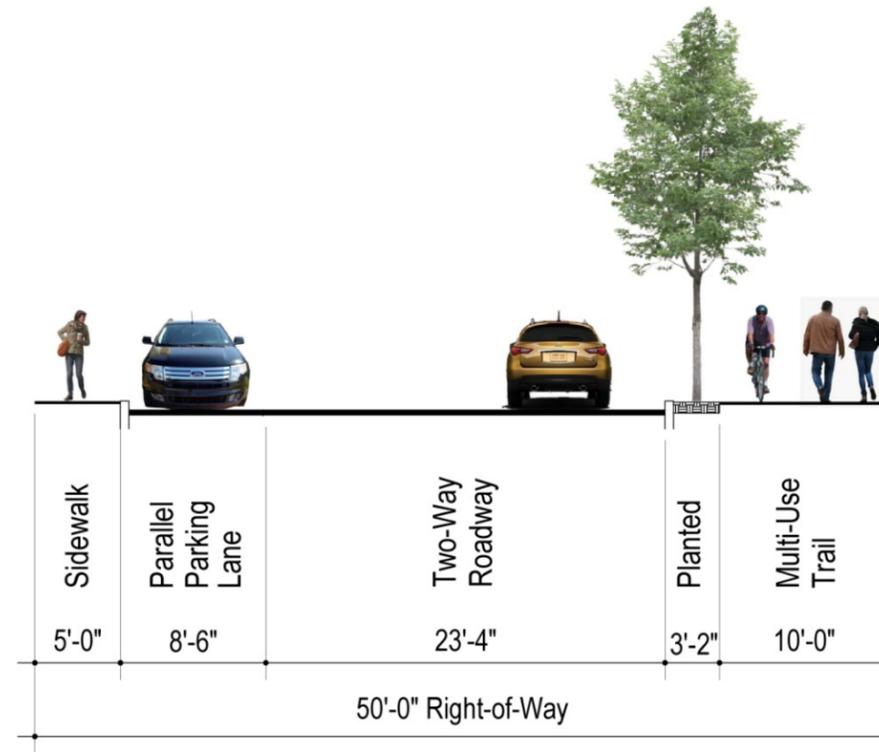
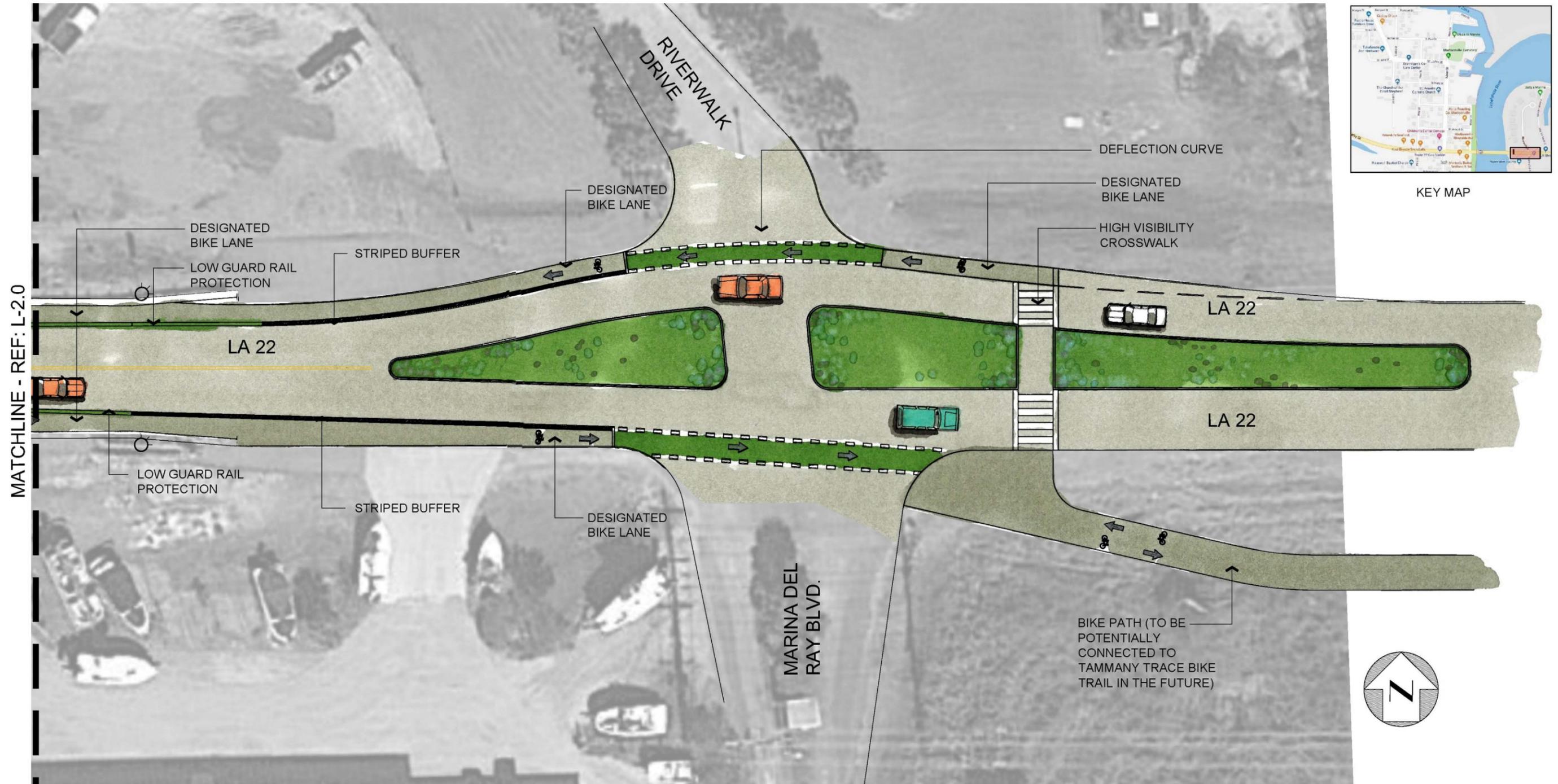


Figure 67. Proposed Cross Section of LA 21

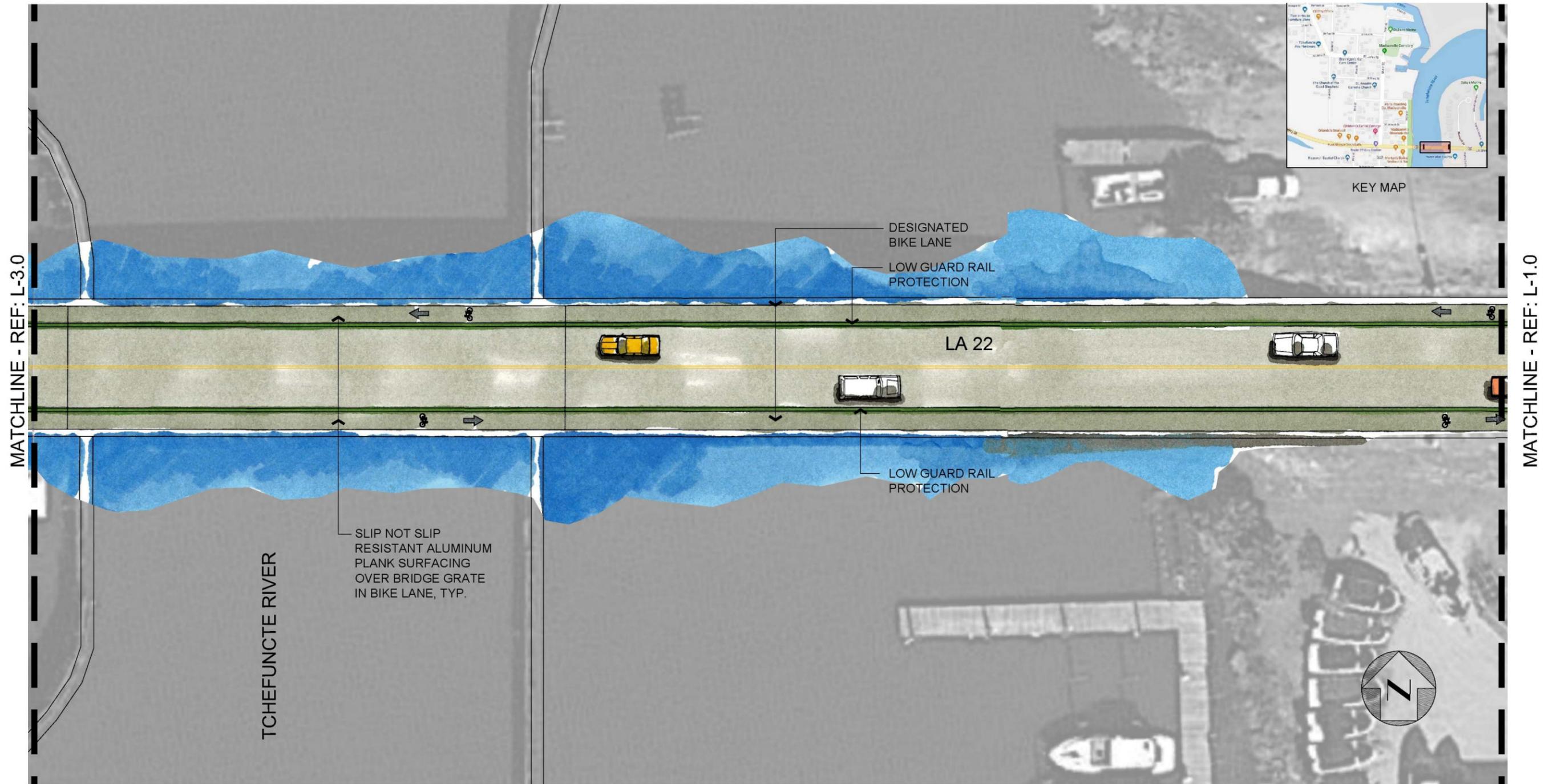


Preferred Concept Plan – Sheet 1





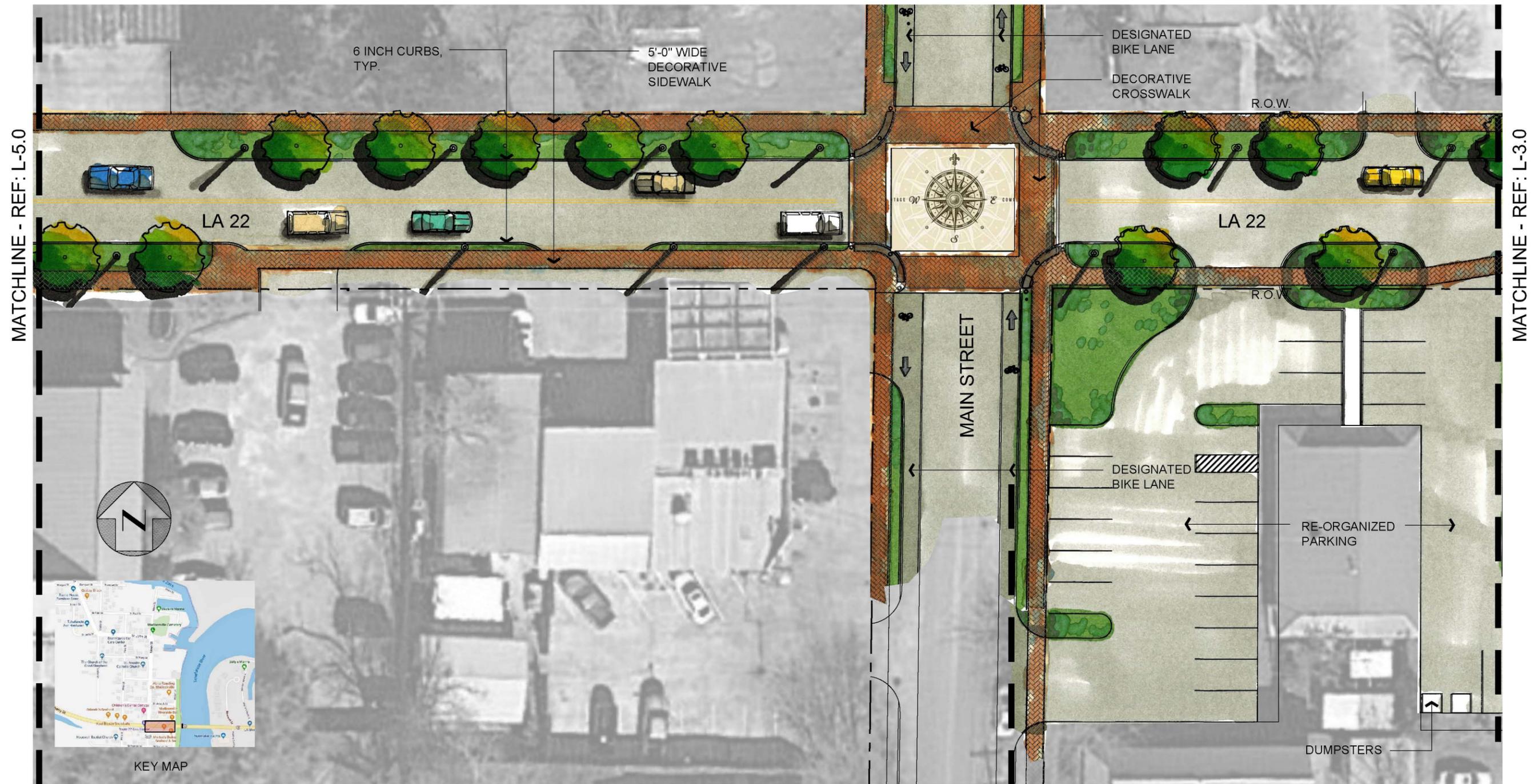
Preferred Concept Plan – Sheet 2

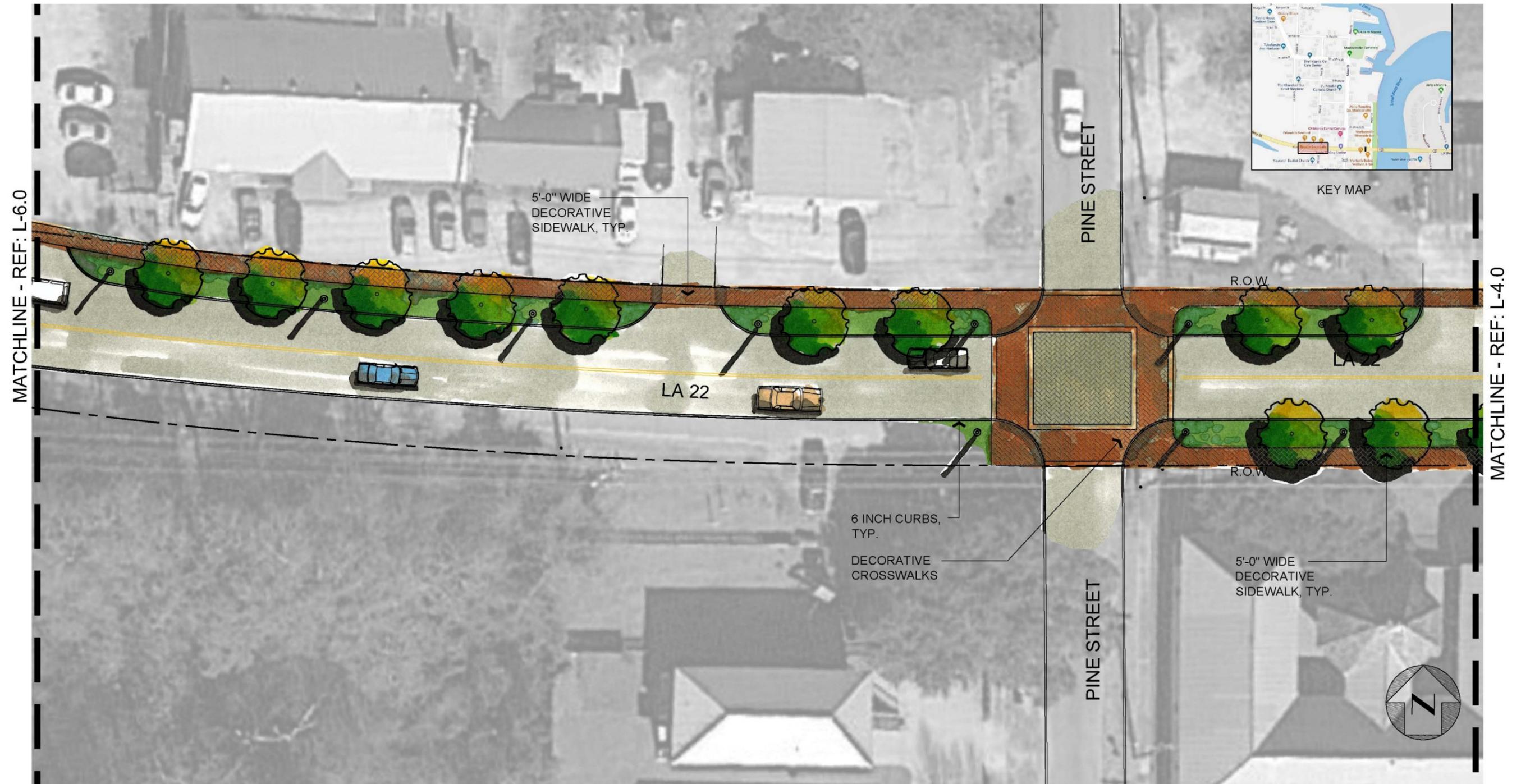




Preferred Concept Plan – Sheet 3

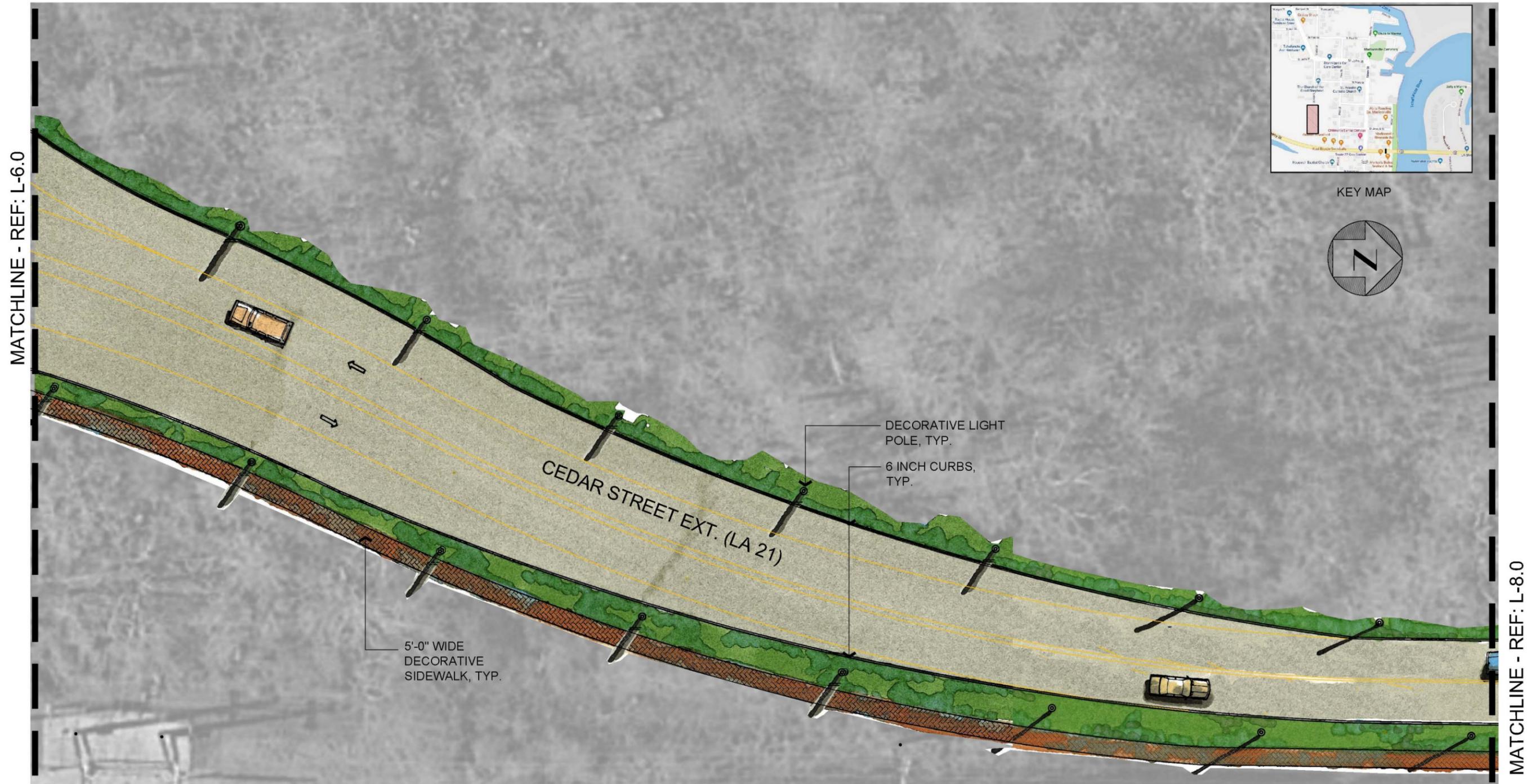


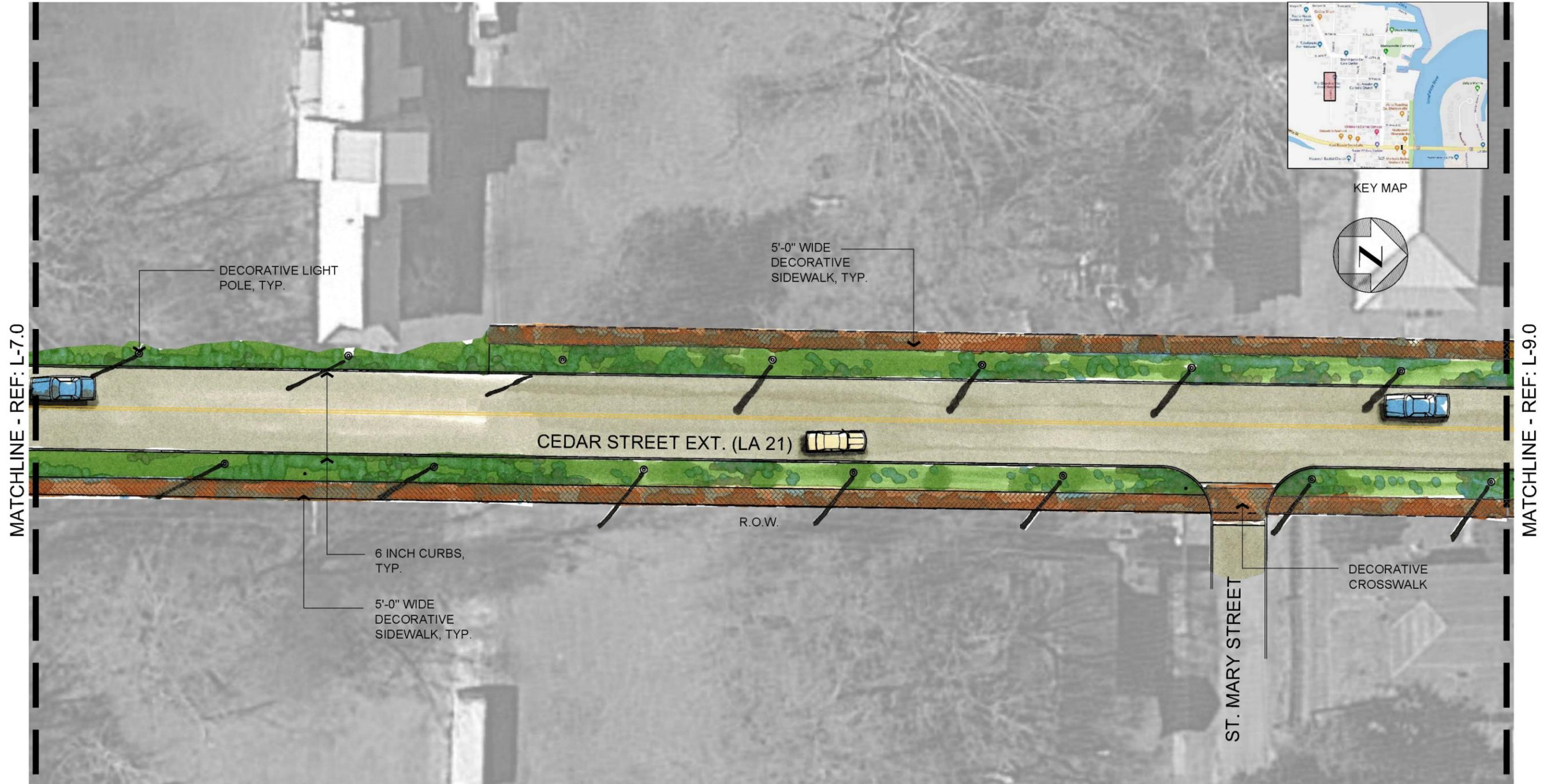






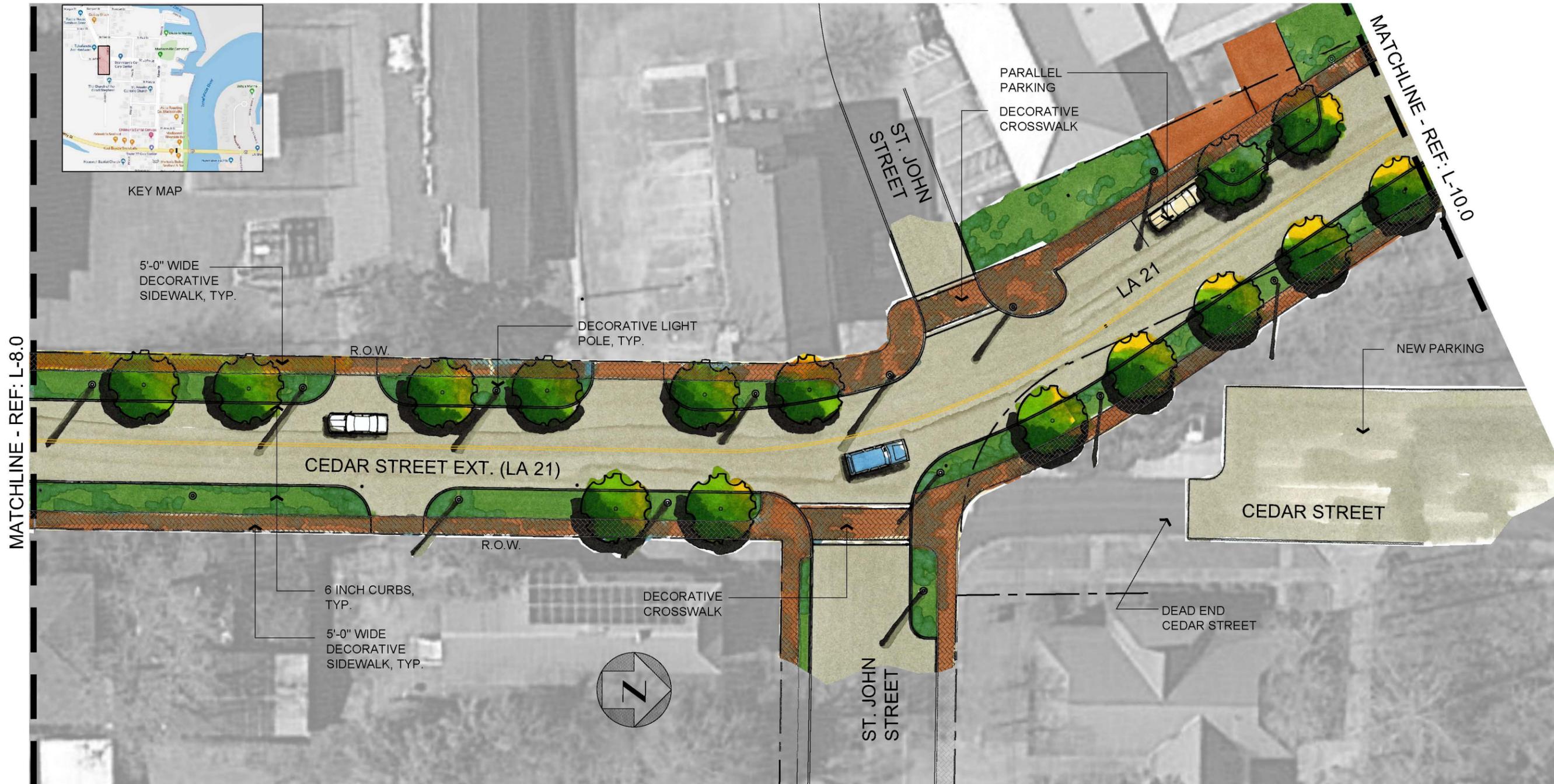
Preferred Concept Plan – Sheet 7

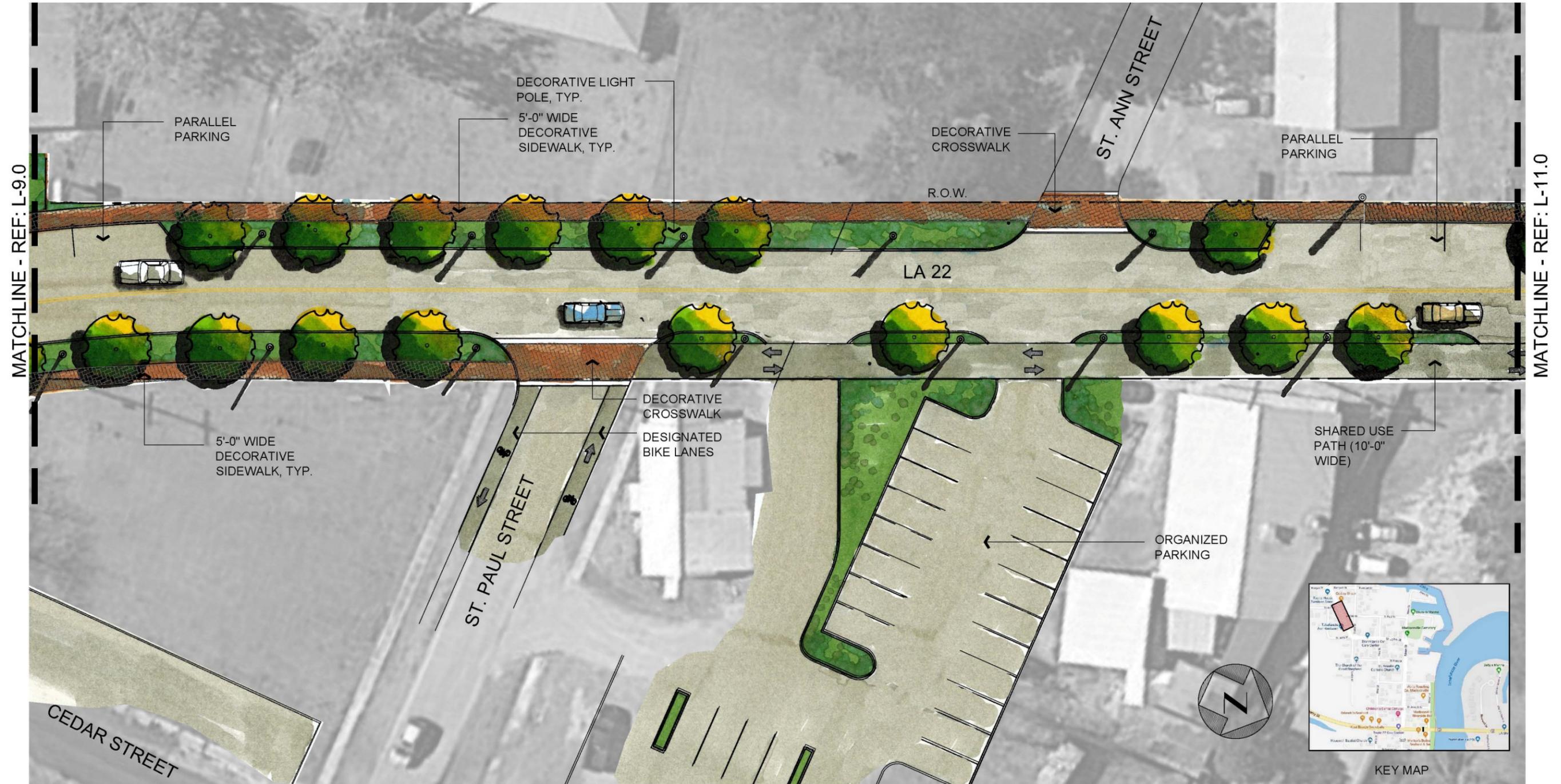






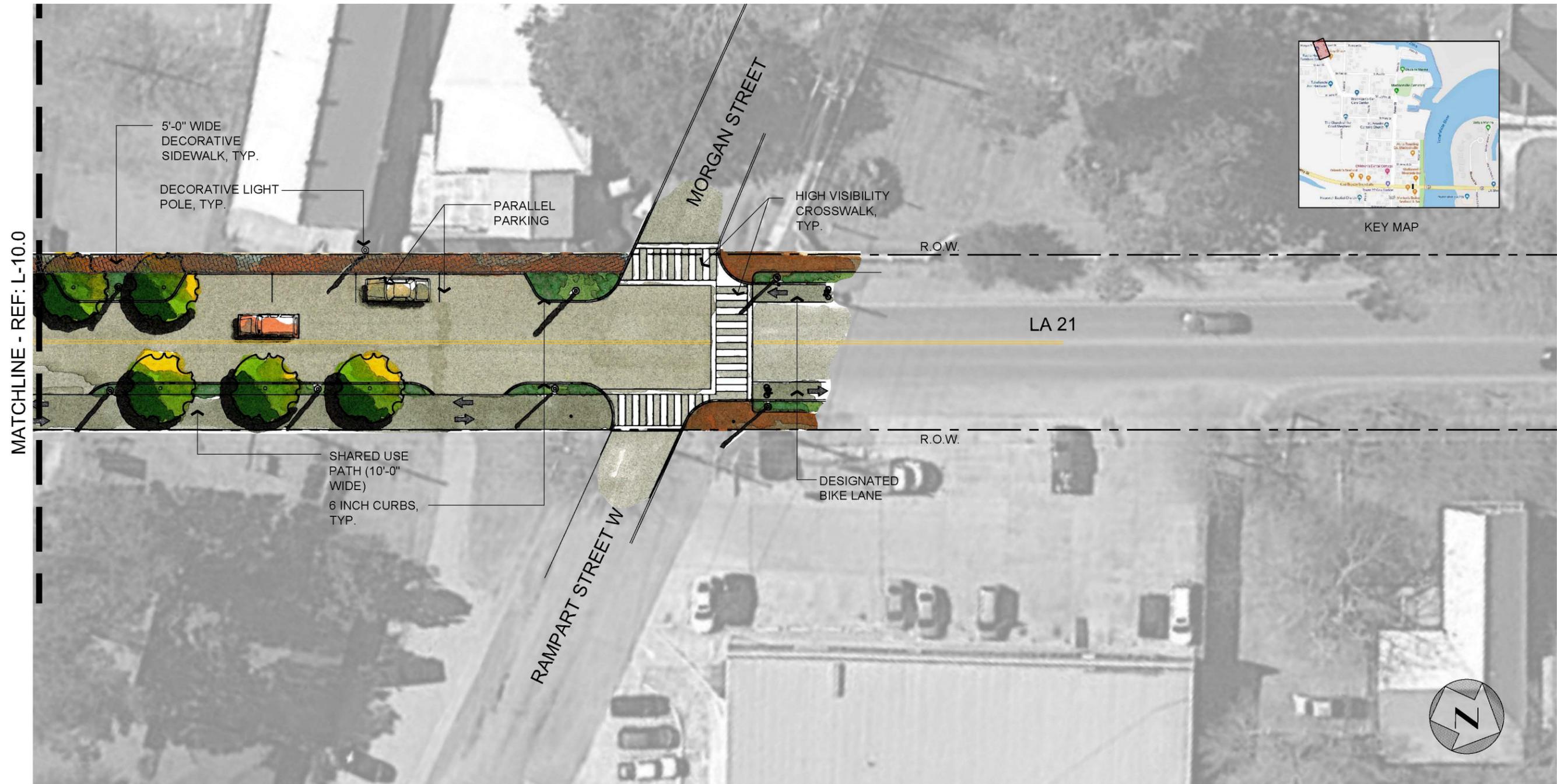
Preferred Concept Plan – Sheet 9







Preferred Concept Plan – Sheet 11







Preferred Concept - Before and After Photos



Figure 69. Proposed Enhancements - Protected designated bike lane to connect to Tammany Trace (in the future) with decorative guard railing



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cate utility



Table 4: Cost Estimate – LA 22- Deflection Curve to Bridge Improvements

Description	Quantity	Unit	Unit Cost	Cost
General				
Mobilization	1	LS	\$ 16,000.00	\$ 16,000.00
Project Signs	1	LS	\$ 2,500.00	\$ 2,500.00
Temporary Signs, Barricades and Pavement Markings	1	LS	\$ 2,500.00	\$ 2,500.00
Demolition				
Removal of Existing Street Pavement and Base	15500	SF	\$ 4.00	\$ 62,000.00
Items				
Drainage and Grading	1	LS	\$ 15,000.00	\$ 15,000.00
Fill	400	CY	\$ 24.00	\$ 9,600.00
New Concrete Curbs	620	LF	\$ 14.00	\$ 8,680.00
New Street Pavement	13700	SF	\$ 7.50	\$ 102,750.00
Pavement Markings	1	LS	\$ 3,000.00	\$ 3,000.00
Traffic Signage	1	LS	\$ 2,000.00	\$ 2,000.00
Topsoil	250	CY	\$ 32.00	\$ 8,000.00
Sod	500	SY	\$ 9.00	\$ 4,500.00
Street Trees	7	EA	\$ 750.00	\$ 5,250.00
Welcome to Madisonville Sign	1	LS	\$ 15,000.00	\$ 15,000.00
Decorative Street Lights and Electrical	4	EA	\$ 12,000.00	\$ 48,000.00
Subtotal				\$ 304,780.00
20% Contingency				\$ 60,956.00
Total				\$ 365,736.00



Figure 74. Existing Conditions along LA 21:
No vehicle and pedestrian separation and designation, high speed traffic and no bike lane



Figure 75. Proposed Enhancements -
New side medians to define ingress and egress to parking lots, shared use path, hide utility poles and beautify corridors with trees, decorative sidewalks parallel parking for businesses and six inch curbs

Preferred Concept - Cost Estimates

The following are cost estimates for proposed

improvements. Instead of one cost estimate for improvements per the preferred concept, a total of seven estimates were prepared for financial and scheduling flexibility regarding construction, thus, each cost estimate reflects a portion of preferred concept improvement items. Estimates are ordered according to enhancement items beginning at the east end of the project area, traveling west and then north and are labeled accordingly.



Table 5: Cost Estimate – LA 22- Tchefuncte River Bridge Improvements

Description	Quantity	Unit	Unit Cost	Cost
General				
Mobilization	1	LS	\$ 21,000.00	\$ 21,000.00
Project Signs		LS	\$ 2,500.00	\$ 2,500.00
Temporary Signs, Barricades and Pavement Markings		LS	\$ 5,000.00	\$ 5,000.00
Items				
Low Concrete Curb and Steel Barrier (Road Side)	1280	LF	\$ 140.00	\$ 179,200.00
Guardrail (River Side)	1280	LF	\$ 110.00	\$ 140,800.00
Solid Grating	1800	SF	\$ 30.00	\$ 54,000.00
Pavement Markings	1	LS	\$ 1,500.00	\$ 1,500.00
Subtotal				\$ 404,000.00
20% Contingency				\$ 80,800.00
Total				\$ 484,800.00

Table 6: Cost Estimate – Pedestrian Path beneath Bridge Improvements

Description	Quantity	Unit	Unit Cost	Cost
General				
Mobilization		LS	\$ 12,000.00	\$ 12,000.00
Project Signs		LS	\$ 2,000.00	\$ 2,000.00
Temporary Signs, Barricades and Pavement Markings		LS	\$ 1,500.00	\$ 1,500.00
Items				
Excavation and Grading	1	LS	\$ 5,000.00	\$ 5,000.00
Curb/Walls at Ramps	68	CY	\$ 400.00	\$ 27,200.00
Retaining Walls under Bridge	26	CY	\$ 500.00	\$ 13,000.00
Waterproofing	1	LS	\$ 20,000.00	\$ 20,000.00
Decorative Paving at Ramp and Tunnel	2900	SF	\$ 12.00	\$ 34,800.00
Railings for ADA Ramps	400	LF	\$ 50.00	\$ 20,000.00
Drain and Pumping System	1	LS	\$ 35,000.00	\$ 35,000.00
Lighting	1	LS	\$ 30,000.00	\$ 30,000.00
Subtotal				\$ 200,500.00
20% Contingency				\$ 40,100.00
Total				\$ 240,600.00



Table 7: Cost Estimate – Pedestrian Path beneath Bridge Improvements

Description	Quantity	Unit	Unit Cost	Cost
General				
Mobilization	1	LS	\$ 62,000.00	\$ 62,000.00
Project Signs	1	LS	\$ 3,500.00	\$ 3,500.00
Temporary Signs, Barricades and Pav't. Markings	1	LS	\$ 7,500.00	\$ 7,500.00
Demolition				
Removal of Existing Street Pavement and Base	27600	SF	\$ 4.00	\$ 110,400.00
Removal of Existing Sidewalks	2900	SF	\$ 3.00	\$ 8,700.00
Items				
Drainage and Grading	1	LS	\$ 200,000.00	\$ 200,000.00
Fill	475	CY	\$ 24.00	\$ 11,400.00
New Concrete Curbs	3055	LF	\$ 14.00	\$ 42,770.00
New Street Pavement	25500	SF	\$ 7.50	\$ 191,250.00
New Decorative Sidewalks	9750	SF	\$ 12.00	\$ 117,000.00
New Decorative Crosswalks	2810	SF	\$ 14.00	\$ 39,340.00
Decorative Pavement Street Intersections	1775	SF	\$ 20.00	\$ 35,500.00
Pavement Markings	1	LS	\$ 1,500.00	\$ 1,500.00
Traffic Signage	1	LS	\$ 4,500.00	\$ 4,500.00
Topsoil	150	CY	\$ 32.00	\$ 4,800.00
Sod	890	SY	\$ 9.00	\$ 8,010.00
Street Trees	25	EA	\$ 750.00	\$ 18,750.00
Decorative Street Lights and Electrical	28	EA	\$ 12,000.00	\$ 336,000.00
New Parking Areas out of Right-of-Way	17100	SF	\$ 5.50	\$ 94,050.00
Subtotal				\$ 1,202,920.00
20% Contingency				\$ 240,584.00
Total				\$ 1,443,504.00



Table 8: Cost Estimate – Roundabout Improvements

Description	Quantity	Unit	Unit Cost	Cost
General				
Mobilization	1	LS	\$ 45,000.00	\$ 45,000.00
Project Signs	1	LS	\$ 3,000.00	\$ 3,000.00
Temporary Signs, Barricades and Pavement Markings	1	LS	\$ 5,000.00	\$ 5,000.00
Demolition				
Removal of Existing Street Pavement and Base	17940	SF	\$ 4.00	\$ 71,760.00
Items				
Drainage and Grading	1	LS	\$ 150,000.00	\$ 150,000.00
Fill	775	CY	\$ 24.00	\$ 18,600.00
New Concrete Curbs	2495	LF	\$ 14.00	\$ 34,930.00
New Street Pavement	29600	SF	\$ 7.50	\$ 222,000.00
New Decorative Sidewalks	1020	SF	\$ 12.00	\$ 12,240.00
New Decorative Pavement at Roundabout	2675	SF	\$ 12.00	\$ 32,100.00
Traffic Signage	1	LS	\$ 1,500.00	\$ 1,500.00
Topsoil	245	CY	\$ 32.00	\$ 7,840.00
Sod	300	SY	\$ 9.00	\$ 2,700.00
Low Plantings	3525	SF	\$ 6.00	\$ 21,150.00
Street Trees	8	EA	\$ 750.00	\$ 6,000.00
Welcome to Madisonville Sign	1	LS	\$ 15,000.00	\$ 15,000.00
Decorative Street Lights and Electrical	14	EA	\$ 12,000.00	\$ 168,000.00
Subtotal				\$ 816,820.00
20% Contingency				\$ 163,364.00
Total				\$ 980,184.00



Table 9: Cost Estimate – LA 22 to St. John Street Improvements

Description	Quantity	Unit	Unit Cost	Cost
General				
Mobilization	1	LS	\$ 50,000.00	\$ 50,000.00
Project Signs	1	LS	\$ 1,500.00	\$ 1,500.00
Temporary Signs, Barricades and Pavement Markings	1	LS	\$ 3,000.00	\$ 3,000.00
Demolition				
Removal of Existing Street Pavement and Base	13200	SF	\$ 4.00	\$ 52,800.00
Removal of Existing Sidewalks	3300	SF	\$ 3.00	\$ 9,900.00
Clear Wooded Area for Roadway	1	LS	\$ 80,000.00	\$ 80,000.00
Items				
Drainage and Grading	1	LS	\$ 100,000.00	\$ 100,000.00
Fill	900	CY	\$ 24.00	\$ 21,600.00
New Concrete Curbs	2150	LF	\$ 14.00	\$ 30,100.00
New Street Pavement	26000	SF	\$ 7.50	\$ 195,000.00
New Decorative Sidewalks	7940	SF	\$ 12.00	\$ 95,280.00
Traffic Signage	1	LS	\$ 1,000.00	\$ 1,000.00
Topsoil	290	CY	\$ 32.00	\$ 9,280.00
Sod	1725	SY	\$ 9.00	\$ 15,525.00
Street Trees	30	EA	\$ 750.00	\$ 22,500.00
Decorative Street Lights and Electrical	21	EA	\$ 12,000.00	\$ 252,000.00
Subtotal				\$ 939,485.00
20% Contingency				\$ 187,897.00
Total				\$ 1,127,382.00



Table 10: Cost Estimate – LA 21 - St. John Street to Rampart Street Improvements

Description	Quantity	Unit	Unit Cost	Cost
General				
Mobilization	1	LS	\$ 60,000.00	\$ 60,000.00
Project Signs	1	LS	\$ 3,000.00	\$ 3,000.00
Temporary Signs, Barricades and Pavement Markings	1	LS	\$ 7,500.00	\$ 7,500.00
Demolition				
Removal of Existing Street Pavement and Base	24900	SF	\$ 4.00	\$ 99,600.00
Removal of Existing Sidewalks	4500	SF	\$ 3.00	\$ 13,500.00
Items				
Drainage and Grading	1	LS	\$ 175,000.00	\$ 175,000.00
Fill	950	CY	\$ 24.00	\$ 22,800.00
New Concrete Curbs	1550	LF	\$ 14.00	\$ 21,700.00
New Street Pavement	23650	SF	\$ 7.50	\$ 177,375.00
New Decorative Sidewalks	6100	SF	\$ 12.00	\$ 73,200.00
Multi-Use Trail Concrete Pavement	4200	SF	\$ 8.00	\$ 33,600.00
Pavement Markings	1	LS	\$ 4,000.00	\$ 4,000.00
Traffic Signage	1	LS	\$ 2,500.00	\$ 2,500.00
Topsoil	115	CY	\$ 32.00	\$ 3,680.00
Sod	680	SY	\$ 9.00	\$ 6,120.00
Street Trees	29	EA	\$ 750.00	\$ 21,750.00
Decorative Street Lights and Electrical	27	EA	\$ 12,000.00	\$ 324,000.00
New Parking Areas out of Right-of-Way	11,500	SF	\$ 5.50	\$ 63,250.00
Subtotal				\$ 1,112,575.00
20% Contingency				\$ 222,515.00
Total				\$ 1,335,090.00



Preferred Concept Bike Connectivity Plan

Starting at the north end of Madisonville designated bike lanes would enter the City along LA 21 per the RPC LA Highway 21: US 190/Covington to LA 22 Madisonville Bicycle and Pedestrian Improvements study (see Chapter 2). As seen in Figure 70 to the right, these would convert to a shared use path to be located on the east side of LA 21 between St. Paul Street and Rampart Street for one block. The route turns east onto St. Paul Street as bike lanes between LA 21 and Main Street. Bike lanes would continue turning south on Main Street beginning at St. Paul Street and proceed south to Lake Ponchartrain (as per the Madisonville Master Plan). These streets per the preferred concept plan, are the major bikeway corridors that assist vulnerable users to reach public facilities and cross LA 22. To access the riverfront and to continue eastward toward Mandeville on LA 22 an additional route is designated along St. Tammany Street between Main and Water Street. The route turns south onto Water Street to reach LA 22. Due to the narrower right of way on these two streets shared use street markings are recommended. Turning east, a protected bike lane in each direction is recommended over the Tchefuncte River Bridge with anti-slip surfacing over bridge grates terminating with a 10' shared use trail on the south side to assure eastward connectivity to the Tammany Trace in Mandeville at a future date. Recommendations align with initial bicycle route infrastructure per the City of Madisonville 2019 Master Plan by CPEX (see Chapter 2.0: Previous Work). All intersections that transition riders from one facility type to another would require appropriate pavement markings to guide and direct people. Way finding signage would provide clarity about the routes and could be used to identify locations of interest. Signage would enhance the historic charm of Madisonville.

Most residential roadways within Madisonville experience light vehicular traffic due to the small street network, narrow streets and population size. As such, most do not require any bicycle pavement markings. Care should be taken however to create well-marked pedestrian crosswalks particularly around public facilities, at crossings of state highways, at commercial sites and where parking and intense land uses are separated by a roadway.

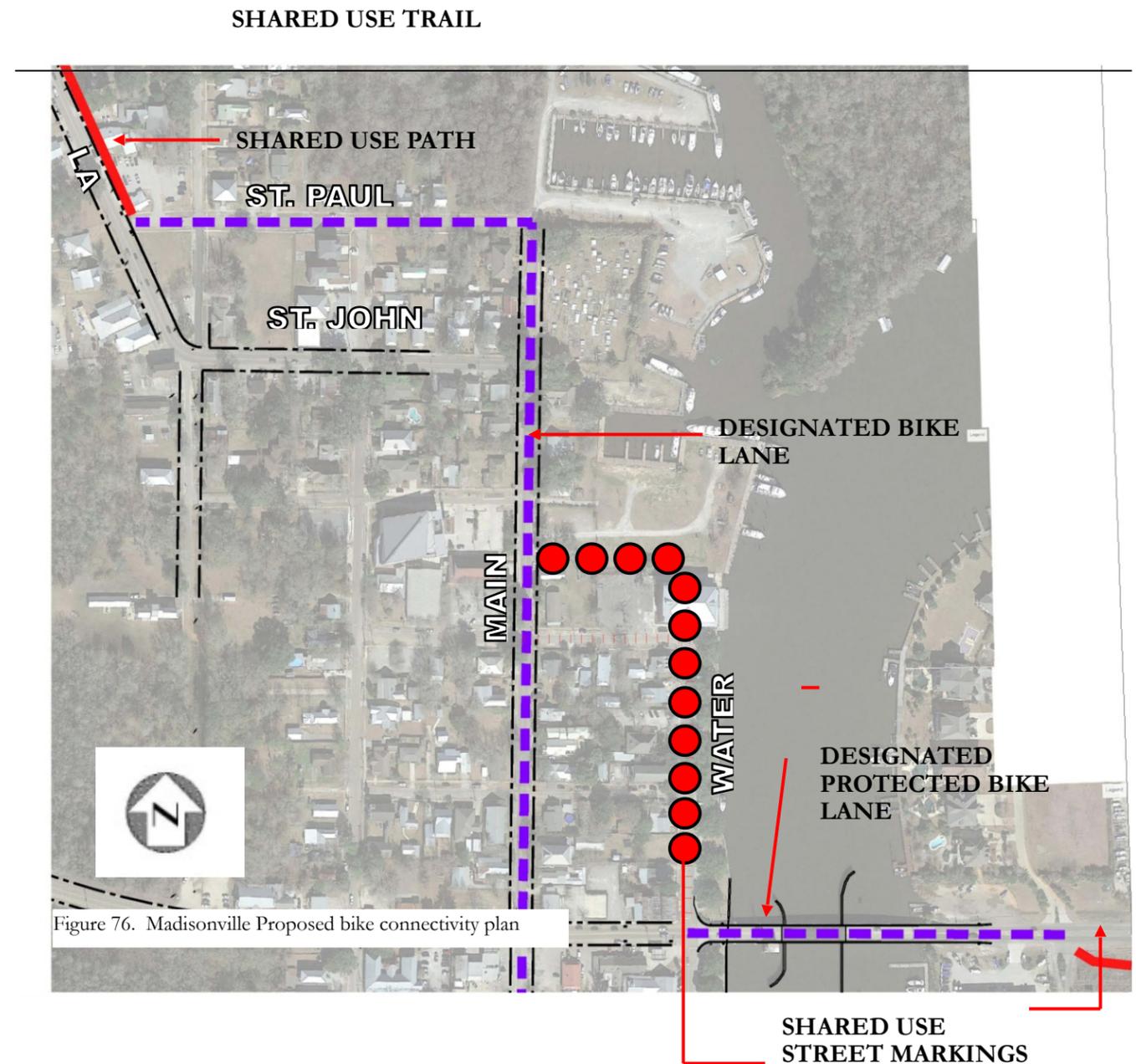




Figure 77. Dendinger Mercantile Co.
Source: (St. Tammany Historical Society/Madisonville Museum, 2018).





5.0 Complete Streets Policy

DEFINITIONS

1. “Complete Streets” means a street or roadway that provides accommodation for the safe and convenient travel by all of the following categories of users: pedestrians, bicyclists, people with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth, and families.
2. “High Use Area” means any area that sees routine pedestrian and/or bicycle activities, or where vulnerable user crash data reflect a problem.
3. “Transportation Project” means any development, project, program, or practice that occurs in the public right-of-way within the Town of Madisonville and affects the transportation network, drainage or utility work on roadways, alleys, bridges, frontage roads, and other elements of the transportation system. This includes any construction, reconstruction, retrofit, signalization, operation, resurfacing, restriping, rehabilitation, and maintenance (excluding routine maintenance that does not change the roadway geometry or operations, such as mowing, sweeping, and spot repair).

COMPLETE STREETS REQUIREMENTS

The Town of Madisonville shall work toward developing an integrated and connected transportation system of Complete Streets that serves all neighborhoods. Toward this end:

4. Transportation Projects and any associated phase of that project (including planning, scoping, funding, design, approval, implementation, and maintenance), by the Town shall provide for Complete Streets for all categories of users identified in Section A (1) of this Policy
5. Transportation Projects shall strive to create a network of continuous and connected bicycle and walking friendly routes on local and state infrastructure that connect people from their homes to transit routes, public places, places of work, commercial areas, local schools, and recreation facilities.
6. The Town shall communicate and coordinate with the Louisiana Department of Transportation and Development (LA DOTD), St. Tammany Parish, the New Orleans Regional Planning Commission (RPC), Capital Region Planning Commission (CRPC), and any other relevant public agencies or private

entities about the Town’s Complete Streets policy to insure that bicycling and walking friendly accommodations are considered where their projects may impact the Town of Madisonville.

7. The Town shall rely upon the current editions of street design standards and guidelines that promote and support Complete Streets.
 - *AASHTO Bike Guide* (American Association of State and Highway Transportation Officials – publication expected 2019)
 - *Urban Street Design Guide* and *Urban Bikeway Design Guide* (National Association of City Transportation Officials)
 - *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach* (Institute of Transportation Engineers/Congress for the New Urbanism)
 - *Pedestrian Safety Guide and Countermeasures Selection System* (U.S. Department of Transportation, Federal Highway Administration)
 - *Bicycle Safety Guide and Countermeasures Selection System* (U.S. Department of Transportation, Federal Highway Administration)
 - *Separated Bike Lane Planning and Design Guide* (U.S. Department of Transportation, Federal Highway Administration)
 - *Americans with Disabilities Act Accessibility Guidelines (ADAAG)* (US Access Board)
8. The Policy shall be implemented in all neighborhoods, with attention to High Use Areas.
9. All Complete Streets shall reflect the context and character of the surrounding built and natural environments unique to the Town of Madisonville and enhance the appearance of such.
10. The Town shall routinely work in coordination with any relevant advisory committees to guide Complete Streets decision-making.



EXCEPTIONS TO POLICY

19. A specific category of users may be excluded from the requirements of Section B of this Policy only if one or more of the following exceptions apply:
 - a. Use of the roadway is prohibited by law for the category of users (e.g., pedestrians on an interstate freeway, vehicles on a pedestrian mall). In this case, efforts shall be made to accommodate the excluded category of users on a parallel route; or
 - b. There is a documented absence of both a current and future need to accommodate the category of users. Absence of future need may be shown via demographic, school, employment, and public transportation route data that demonstrates such an absence would likely continue despite compliance with this section (e.g. low likelihood of bicycle, pedestrian, or transit activity in an area over the next 20 years is documented).
 - c. The cost would be excessively disproportionate to the current need or future need over the next 20 years.
20. An exception shall be granted only if:
 - a. A request for an exception is submitted in writing with supporting documentation, and made publicly available with a minimum of 30 days allowed for public input; and
 - b. The exception is approved in writing by the Town Council and the written approval is made publicly available.

PERFORMANCE MEASURES

In order to evaluate whether the streets and transportation network are adequately serving each category of users, the Town shall collect and/or report baseline and annual data on matters relevant to this Policy. This includes, without limitation, the following information:

21. Linear feet of new or updated pedestrian infrastructure (e.g., sidewalks, trails, etc.)
22. Mileage of new bicycle infrastructure (e.g., bicycle lanes, paths, and boulevards)
23. Number of new or upgraded curb ramps installed

LEAD OFFICE

The Office of the Mayor of the Town of Madisonville and designated staff shall lead the implementation of this Policy.

IMPLEMENTATION

11. All Transportation Projects in the Town, including those performed by other agencies and jurisdictions, shall be reviewed to ensure that they reflect the best available design guidelines for effectively implementing Complete Streets.
12. This policy shall be incorporated into all relevant internal manuals, checklists, rules, and procedures of the Town
13. All Town municipal and zoning codes, land use plans, or other relevant documents shall be assessed to determine if they conflict with this Policy. Where a conflict exist the Town of Madisonville will work to retrofit plans in concert with the Complete Streets policy
14. The Town Master Plan or any existing or future pedestrian/bicycle/multi-modal project or plans shall be consistent with the Complete Streets policy.
15. Training shall be provided to all relevant staff on Complete Streets and the implementation of this Policy and a plan developed for providing such training for new hires.
16. High Use Areas shall be identified and benchmarks developed to ensure that Complete Streets are implemented in such areas consisted with their need.
17. A Public Engagement process shall be developed that allows for public participation in decisions concerning the design, planning, and use of streets and roadways covered by this Policy.
18. The Town of Madisonville shall actively seek sources of public and private funding to assist in the implementation of this Policy.



24. Number of new street trees planted
25. Type and number of pedestrian and bicycle friendly signage and landscaping improvements, including street furniture and lighting
26. As feasible, bicycle and pedestrian counts
27. The number, locations, and cause of collisions, injuries, and fatalities by mode of transportation
28. As feasible, counts of the total number of children walking or bicycling to schools
29. Vehicle Miles Traveled (VMT) or Single Occupancy Vehicle (SOV) trip reduction data as made available by the Regional Planning Commission

e. All funding acquired for projects that enhance the Complete Streets network

f. All staff trainings and professional development provided pursuant to Section D(4)

32. Recommendations for improving implementation of this Policy.

REPORTING REQUIREMENTS

One year from the effective date of this Policy, and annually thereafter, the Office of the Mayor shall submit a report to the Town Council on the progress made in implementing this Policy. This will include, at a minimum, the following:

30. Baseline and updated performance measures as described in Section (F).
31. A summary of the following:
 - a. All Transportation Projects planned or undertaken and their status, including a full list and map, with clear identification of which projects are in High Use Areas.
 - b. All exceptions granted pursuant to Section (E) of this Policy
 - c. The progress made in achieving the benchmarks for High Use Areas developed pursuant to Section D(5)
 - d. Updates to street design standards, internal department and agency manuals and procedures, zoning and municipal codes, and land use plans, pursuant to Section D(1)-(3)



Chapter Six





6.0 Conclusion

Report Summary

This report describes the process of site inventory and analysis, the review of previous master plans either contained within the project areas or overlapping into them, and the development of an understanding of the community needs and requests. This report follows the analysis phase with the development of solutions to improve traffic flow along LA 21 and LA 22 and reduce speeds along LA 22, divert heavy traffic out of the residential areas, provide bicycle trails and routes, create improved and more efficient parking both within the right-of-ways and around businesses, and wider and unobstructed continuous sidewalks. The methods to achieve these objectives included new street curbs, wider grass strips lined with street trees and new period streetlights. All these components are recommended to provide a more pleasant and comfortable town experience for pedestrians, bicycle riders and automobiles, all following the guidelines of the proposed complete streets policy.

Next Steps

This Stage 0 feasibility study was developed to provide conceptual and preliminary plans and solutions with associated costs to seek funding for further development and implementation. Due to the range and extent of the solutions and areas, it is likely that the recommended developments will need to be divided into phases of work, with funding provided from either one source, or multiple sources. The following are some possible funding sources.

Fixing America's Surface Transportation Act (FAST)

Since 2015, FAST supersedes the previous Transportation Alternative Programs (TAP).

“The FAST Act authorizes \$226.3 billion in Federal funding for FY 2016 through 2020 for road, bridge, bicycling, and walking improvements.” Every State has a State Bicycle and Pedestrian Coordinator, and each FHWA Division office has an FHWA Bicycle and Pedestrian Coordinator and contact. In 2018, the Federal-Aid Highway Program Funding for Pedestrian and Bicycle Facilities and Programs funded \$916 million for 1,123 new projects.

Other funding programs for pedestrian and bicycle projects are stated as follows:

“Pedestrian and bicycle projects are broadly eligible for funding throughout the Federal-aid and Federal Lands programs. Funds from the National Highway Performance Program (NHPP), Surface Transportation Block Grant (STBG) Program, Congestion Mitigation and Air Quality Improvement Program (CMAQ), Highway Safety Improvement Program, Transportation Alternatives (TA) Set-Aside from STBG (including the Recreational Trails Program set-aside and Safe Routes to School projects), Tribal Transportation Program,

Federal Lands Transportation Program, and Federal Lands Access Program may be used for bicycle transportation and pedestrian walkways. Pedestrian and bicycle projects also are eligible under some Federal Transit Administration programs.... STBG and CMAQ funds may be used to construct pedestrian walkways and bicycle transportation facilities and to carry out non-construction projects related to safe bicycle use. NHPP funds may be used to construct pedestrian walkways and bicycle transportation facilities on land adjacent to any highway on the NHS. Funds from the Federal Lands Transportation Program and Federal Lands Access Program authorized for forest highways, forest development roads and trails, public lands development roads and trails, park roads, parkways, Indian reservation roads, and public lands highways may be used to construct bicycle transportation facilities and pedestrian walkways.”

Community Development Block Grants

The following is stated on the Department of Housing and Urban Development website: “The Community Development Block Grant (CDBG) program is a flexible program that provides communities with resources to address a wide range of unique community development needs. Beginning in 1974, the CDBG program is one of the longest continuously run programs at HUD. The CDBG program provides annual grants on a formula basis to 1209 general units of local government and States.”

According to the Louisiana Division of Administration, “Each state administering the CDBG program is allowed the flexibility of determining its priorities from that range of eligible activities under Section 105(a) of the Act. To formulate Louisiana's CDBG program, views on priorities are requested and received from municipalities and parishes through written surveys, public hearings and written comments on proposed plans.....Water, sewer and street improvements were identified as priority. Drainage improvements is an eligible activity but is allowed only within a streets improvements application.”

For additional information regarding the LCDBG program, refer to the following link:

https://www.doa.la.gov/Pages/ocd/cdbg/lcdbg_programs.aspx



References



Appendix A

Meeting Minutes No. 1

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Kick Off Meeting (October 18, 2018)

Meeting Minutes #1

SUBJECT Kick-off Meeting
PROJECT NAME Madisonville Pedestrian and Bicycle Master Plan Feasibility Study
PROJECT NO. 01-18-1029-00
RPC PROJECT NO. Task MC-2.19BP; FY-19 UPWP
MEETING DATE October 18, 2018
MEETING TIME 2:00 P.M.
DATE ISSUED November 7, 2018
MINUTES BY M. Johanna Leibe

ATTENDEES	COMPANY
M. Johanna Leibe (JL)	Perez, APC
Brandon Adams (BA)	Perez, APC
Karri Maggio (KM)	Perez, APC
Jonathan Bordelon (JB)	J.V. Burkes
Karen Parsons (KP)	Regional Planning Commission
Jeff Roesel (JR)	Regional Planning Commission
Nelson Hollings (NH)	Regional Planning Commission

MEETING MINUTES

The purpose of this meeting: **Determine Project Scope**

A meeting was held at the Regional Planning Commission (RPC) on this date from 2:00pm – 4:00pm. This meeting served as an Owner-Architect design meeting and the following is offered for whatever information may be contained herein. Should you take exception to any of the items noted, please respond in writing within five (5) days of receipt of these minutes. After this time, the minutes will be assumed as complete and accurate.

1. Team Introductions

2. Invoice Process

KP conveyed the invoice process to Perez as follows:

- RPC will review and approve consultant invoices for payment in a meeting that is held the 2nd Tuesday of each month. In order to be on that month's pay cycle, consultant invoices must be submitted to KP two weeks before the RPC meeting. KP must submit the invoices to the RPC finance manager one week before the RPC meeting. KM will be responsible for gathering sub-consultant invoicing and will submit the following to KP each month:
 - A progress report inclusive of the following:

- Specific tasks with associated time
- J.V. Burkes invoice
- Perez invoice
- Cover sheet for the associated month and amount for that month

3. Project Scope / Goals

Due to conflicting scopes with CPEX, RPC met with the consultant to determine the project scope for this project. The following work items were the result:

- Creating a stronger connection between the area and the lake
 - BA mentioned that the area to the south of the lake would be a nature/interpretive trail, where a boardwalk would be developed to connect the said area to the north of downtown.
 - JL mentioned that a streetscape (street to be developed) could be developed along LA 21 to Cedar Street and LA 22.
 - JL also mentioned that a streetscape as well as a roundabout on Tammany Street to Water Street, thus making it more accessible.
- Traffic Calming along LA 22
 - A previous traffic study conducted by DOTD was reviewed. The study located within LA 22. After further discussion, however, would need to be studied further and a roundabout at LA 22 at Cedar Street was mentioned, however, a roundabout was needed at that location. Placing two roundabouts at that location was determined to be a potentially feasible option (depending on the location of place) for the city of Madisonville
 - Implementing a roundabout at the intersection of LA 22 and Cedar Street
 - JL mentioned that a roundabout could be developed at the intersection of Blvd. and LA 22 as well.
 - Creating signage, decorative up-lights, planters, and roundabouts
- Signalization and decorative mosaic/crosswalk at the intersection of LA 22 and Cedar Street
 - Coordinate with CPEX
- ADA Accessibility
 - Access ADA accessibility infrastructure
- Bike Lanes/accessibility
 - Creating a shared use lane along Pine Street
 - Potentially creating a multi-use trail along the lakefront area that is narrow.
- Cemetery Enhancements
 - During the meeting between RPC and the consultant, the mayor Madisonville discussed enhancements to the cemetery as a scope item.
- Historic Lighthouse area
 - JB discussed that the owner of the boat dock at Lake Ponchartrain was interested in developing a lighthouse area. JR mentioned that he would discuss the

Appendix A



the Mayor, however, the area maybe too disconnected (too far away) from the city of Madisonville to be a viable option.

4. Other Misc.

JL briefly went over the prospective chapters of the report whereby the Broad Street Stage “0” Feasibility Study would be used as a guide/template. The report would also include cost estimates for all alternative enhancement items. JB mentioned that he has relevant traffic data however the data is two years old. He stated that he would be able to acquire updated traffic data. In addition, he also mentioned that J.V. Burke’s scope would be unaffected, as their primary task is developing a complete streets policy. Due to the project delay, a time extension was mention. KP stated that the project must be completed by the end of the fiscal year, which is June 30, 2019. RPC requested that Perez plan to complete their work several months prior to the June 30th date to avoid last minute issues. KP mentioned that CPEX will conduct their second public meeting on December 5, 2018 and that we should plan on attending. In addition, RPC mentioned that in order to define their work effort (refine the scope for the Perez team), it would be helpful to better understand the CPEX public planning results. Therefore, a meeting between CPEX, Perez, and RPC should be planned.

5. Action Items

The following action items were then discussed:

<u>Item</u>	<u>Responsible Party</u>
Coordination meeting between CPEX, RPC and Perez	RPC
Site Visit Coordination Meeting	Perez
Development of a new timeline	Perez
Time extension on contract determination	Perez
Scope determination for this contract	RPC

END OF MINUTES

This accurately reflects the discussions which took place at the meeting. Unless alterations are requested in writing within seven days from the date of these minutes by anyone in attendance, the information contained herein can be relied upon as a basis for the work on the project to proceed.



Meeting Minutes No. 2

Coordination Meeting (October 25, 2018)

Meeting Minutes #2

SUBJECT	Coordination Meeting with CPEX
PROJECT NAME	Madisonville Pedestrian and Bicycle Master Plan Feasibility Study
PROJECT NO.	01-18-1029-00
RPC PROJECT NO.	Task MC-2.19BP; FY-19 UPWP
MEETING DATE	October 25, 2018
MEETING TIME	10:30 a.m.
DATE ISSUED	November 7, 2018
MINUTES BY	M. Johanna Leibe

ATTENDEES	COMPANY
M. Johanna Leibe (JL)	Perez, APC
Brandon Adams (BA)	Perez, APC
Karri Maggio (KM)	Perez, APC
Karen Parsons (KP)	Regional Planning Commission
Haley Blakeman (HB)	CPEX

MEETING MINUTES

The purpose of this meeting: **Determine Project Scope for Perez APC**

A meeting was held at the Regional Planning Commission (RPC) on this date from 10:30 am – 12:30 pm. Attendees that participated via telecommunication system were Ms. Karri Maggio and Ms. Haley Blakeman. This meeting served as an Owner-Architect coordination meeting with CPEX and the following is offered for whatever information may be contained herein. Should you take exception to any of the items noted, please respond in writing within five (5) days of receipt of these minutes. After this time, the minutes will be assumed as complete and accurate.

6. Public Meeting with CPEX

The meeting commenced with a brief explanation of the public meeting CPEX conducted regarding their preliminary draft master plan in the beginning of October:

- HB stated that is the first time Madisonville has had any type of planning study, as they have had the same mayor for 40 years.
- According to HB, this is the first time the Madisonville community has had an opportunity to provide master planning input.
- With approximately 10% (800 people) being in attendance, HB stated that they seemed eager to participate.

7. CPEX Scope

HB then discussed their (CPEX) scope items:

- A master plan of downtown, with downtown not only being defined as the area adjacent and west of the Tchefuncte River, but also, the area west and east of Covington Highway 21 (to the north of the area by the Tchefuncte River).
- An overall bike connectivity plan for the city
- Streetscapes inclusive of parking configurations for the downtown area, showing where designated parking would be located along with plantings
- A master plan of the riverfront area (how to better engage that area to the rest of the city)
- Specified furnishings
- Identifying infill opportunities (proposed land use map) such as Friends, located to the north of Water Street
- There was mention that they were in the process of creating better zoning ordinances because the current ordinances had a lot of challenges. HB stated that the ordinances were somewhat general.
- CPEX would also provide results from their study and recommendations.
- Providing a street hierarchy plan

8. Perez Scope

KP then asked if they had any meeting minutes or anything else that she could share with us at this time regarding CPEX’s public meeting. HB stated that she would need to meet with us in person to discuss what was conveyed at the public meeting. RPC, Perez and CPEX agreed to meet on October 31, 2019 at the Regional Planning Commission for 9:30 a.m.

KP then stated that it was her understanding that the purpose of our current meeting was to coordinate with CPEX in order to provide the Perez team with a definitive scope and to learn more regarding the outcome of the public meeting.

HB then stated that they Mayor and the council wished for the Perez team to wait until after their Dec. 5th public meeting number two (2) to get started. In response, KP mentioned that the Perez team had been under contract since late August and that waiting another month and a half was not feasible. Also, KP stated that our team had been on hold for two months and that RPC would like for Perez to get started with their work as soon as possible. In addition, KP stated that there was no mention of the Perez team waiting until after December 5th to begin work when RPC met with the Mayor. JL mentioned that since CPEX had not developed to a great extent any of their work items that perhaps Perez could assume responsibility for some of the master plan areas contained in CPEX’s scope. HB then agreed to discuss possible scope items for Perez at the meeting on October 31st.

9. Follow-up

After the teleconference call with CPEX, KP, BA, and JL had a roundtable discussion regarding potential scope items. In particular, it appeared as though the work output of the CPEX team may be more schematic (with maybe a few design development level items) therefore, leaving opportunities for the Perez team to develop their master plan further. KP, BA, and JL then discussed the different phases of design in an effort to determine what type of product CPEX could provide based upon what HB stated during the teleconference. BA then mentioned that he would ask HB for a work product that was performed on another project to understand the level of detail they may be providing on this project. This would further inform RPC and the Perez team as to what kind of scope items would be feasible for the Perez team.

10. Action Items

The following action items were discussed:

Item	Responsible Party
Aerial outlining their project area	CPEX
CPEX example work product	CPEX

END OF MINUTES

This accurately reflects the discussions which took place at the meeting. Unless alterations are requested in writing within seven days from the date of these minutes by anyone in attendance, the information contained herein can be relied upon as a basis for the work on the project to proceed



Meeting Minutes No. 3

Site Visit (October 26, 2018)

Meeting Minutes #3

SUBJECT	Site Visit
PROJECT NAME	Madisonville Pedestrian and Bicycle Master Plan Feasibility Study
PROJECT NO.	01-17-1010
RPC PROJECT NO.	Task MC-2.19BP; FY-19 UPWP
MEETING DATE	October 26, 2018
MEETING TIME	9:00 a.m.
DATE ISSUED	October 30, 2018
MINUTES BY	M. Johanna Leibe

ATTENDEES	COMPANY
M. Johanna Leibe (JL)	Perez, APC
Brandon Adams (BA)	Perez, APC
Karen Parsons (KP)	Regional Planning Commission

MEETING MINUTES

The purpose of this meeting: **Site Visit**

A site visit was conducted in the city of Madisonville on this date from 9:00 am – 3:00pm. This meeting served as an Owner-Architect meeting to learn project site opportunities and constraints and the following is offered for whatever information may be contained herein. Should you take exception to any of the items noted, please respond in writing within five (5) days of receipt of these minutes. After this time, the minutes will be assumed as complete and accurate.

11. Site Visit

The meeting commenced at the Regional Planning Commission where KP, BA and JL departed en route to Madisonville. The following activities occurred during the meeting:

- The first round a-bout location (east of the Tchefuncte River) was studied. Pictures were taken and a proposed location was discussed
 - (At Marina del Ray Blvd.)
- Measurements were taken (see below) at locations that were deemed relevant to Perez’s potential scope (streetscapes and a pedestrian connection under the Tchefuncte River bridge).
- KP, BA and JL studied the Madisonville Cemetery to determine potential improvements
 - Widened decorative sidewalk
 - Decorative picket (or other) fence (instead of the existing chain link)

- Widened entry walk with decorative planting and signage
- Small tree incorporation within the cemetery

12. Measurements

The following are locations where measurements were taken:

- The first measurement taken was the right of way along Water Street
 - From the property line to the Tchefuncte River inclusive of all sidewalk and street widths
- Main Street right of way
 - From the fence line to the fence line inclusive of all sidewalk, street, and turf widths
- Pine Street right of way
 - From the fence line to the fence line inclusive of all sidewalk, street, and turf widths
- Cedar Street right of way
 - From the fence line to the fence line inclusive of all sidewalk, street, and turf widths
- St. Joseph Street right of way
 - From the fence line to the fence line inclusive of all sidewalk, street, and turf widths
- Tchefuncte River drawbridge
 - From ground level to the bottom of the concrete beam to the top of the rail
 - Measurements also were taken (per above) at the river’s edge and 20’-0” from the rivers edge.

13. Observations

- Traffic along Main Street, to St. John Street and then turning onto Covington Highway appeared heavy and fast. By extending Cedar Street to LA 22, heavy traffic that currently flows through the middle of an existing historic neighborhood would be mitigated.
- The Madisonville Police department building is located very close to the edge of Cedar Street and St. John Street. If the traffic flow is to be diverted to Cedar Street (instead of St. John Street), bollards, plantings, road alignment and other protective measures will need to be researched in an effort to protect the structure.
- Cedar Street seemed to have the right-of-way width to create a two way street (comparable with Main Street). However, the round-about location may need to shift further west and the road adjusted accordingly in order to avoid an existing electrical plant.
- In order for a pedestrian path to occur under the Tchefuncte River Bridge, a depression or tunnel will need to be constructed, as the existing clearance under the bridge is approx. 3’-0” +/- . The path will also need to be wide to obtain sufficient light.

14. Action Items

The following action items were discussed:

<u>Item</u>	<u>Responsible Party</u>
Meeting Minutes	Perez
Cad Input from Measurements	Perez

END OF MINUTES

This accurately reflects the discussions which took place at the meeting. Unless alterations are requested in writing within seven days from the date of these minutes by anyone in attendance, the information contained herein can be relied upon as a basis for the work on the project to proceed.



Meeting Minutes No. 4

Coordination Meeting with CPEX (October 31, 2018)

Meeting Minutes #4

SUBJECT	Coordination Meeting with CPEX
PROJECT NAME	Madisonville Pedestrian and Bicycle Master Plan Feasibility Study
PROJECT NO.	01-18-1029-00
RPC PROJECT NO.	Task MC-2.19BP; FY-19 UPWP
MEETING DATE	October 31, 2018
MEETING TIME	9:30 a.m.
DATE ISSUED	November 7, 2018
MINUTES BY	M. Johanna Leibe

ATTENDEES	COMPANY
M. Johanna Leibe (JL)	Perez, APC
Brandon Adams (BA)	Perez, APC
Karen Parsons (KP)	Regional Planning Commission
Haley Blakeman (HB)	CPEX
Ryan Benton (RB)	CPEX

MEETING MINUTES

The purpose of this meeting: **Coordination Meeting with CPEX to Determine Perez Scope**

A meeting was conducted at the Regional Planning Commission on this date from 9:30 am to 11:45pm. This meeting served as an Owner-Architect meeting to learn project site opportunities and constraints and the following is offered for whatever information may be contained herein. Should you take exception to any of the items noted, please respond in writing within five (5) days of receipt of these minutes. After this time, the minutes will be assumed as complete and accurate.

15. Public Meeting Conducted by CPEX

The meeting commenced at the Regional Planning Commission where HB and RB distributed documents containing data collected at their first public meeting. Findings from the community revealed the following:

- The community expressed a dislike for additional development along HWY 22
- The consensus among meeting participants was that the surrounding wetlands to the south and west of the city should be undisturbed and not developed.
 - KP suggested that the city could purchase the wetlands in order to protect the community from potential development. She mentioned that the Trust for Public Land or some other type of environmental funding could potentially help the city financially with this endeavor.
- The Catholic Church on Main Street owns much of the property surrounding theirs and has intentions to construct a 40 foot high building with associated parking lot(s). The community is not in favor of the development plans, as the scale of the building appears too big for the area which may create more traffic problems.
 - HB stated that the church services the town, but also the surrounding areas. Parking and traffic is an issue during service times.
 - HB also stated that the church is not ready to fund the project, but would like to get a building permit soon in order to avoid potential future issues since the zoning codes may change.
- The community would like to see Hwy 22 between Pine Street and Water Street beautified, as it has become an eyesore that cuts through town.

- They would like to preserve and enhance the historic architecture, charm and small town character of Madisonville.
- The community would like to enhance their major assets, such as the riverfront and the lakefront.
- RB mentioned that the community would like better pedestrian and biking infrastructure (They would like to be able to safely walk and bike to different parts of town).
- The residents do not want Hwy 22 to be widened and they do not want the draw bridge (which opens every half hour except at rush hour traffic) to be elevated.
- Better zoning codes that would help preserve the small scale and character of the buildings downtown was also expressed by community members.
- Residents were not in favor of developing a median in the middle of HWY 22, because it would create a barrier between the north and south parts of town.
- The community defined areas for the following items based upon various mapping exercises:
 - Places for parking
 - Bike and pedestrian routes and connections
 - Areas to preserve or protect
 - Downtown limits
 - Areas to develop or redevelop
 - Common destinations

16. Other

- HB and RB stated that Kyle Matthews is the city of Madisonville's public work director. They also mentioned that he also performs other roles for the city, such as operating the gas company that the city owns.
- HB stated that Madisonville is a fairly wealthy city due to, in part, that they own a gas utility company that services their city (approx. 800 customers), along with approx. 4000 other customers.
- HB mentioned that the large development (formally known as Friends) located on the Tchefonctua River to the north of the downtown area was overbuilt and there was never enough parking to support it. She stated that the bank currently owns it. There was mention that it may be a good structure to house city hall (municipal), which would be low impact regarding parking.
- HB stated that a lot of residents moved to Madisonville after Katrina. Most of the city is of white demographic, however, there is some ethnic diversity located in the northwest part of town.
- A lot of residents are commuters.
- The city of Madisonville and the state of Louisiana would like to remove Main Street south of the city to the Lake, as it has become hard to maintain due to flooding issues.
- If the main traffic-flow as diverted off of Main Street and onto Cedar street, a potential bike lane could be incorporated on Main Street.
- The maps that were shared at today's meeting will be available at the December 5th public meeting.
- KP stated that she would like to learn who CPEX has on their advisory committee so the Perez team could utilize them for their adv. committee.
- HB stated that at their Dec. 5th public meeting, the Perez team could have a table and the CPEX team could introduce them at that time.
- CPEX will submit their final plan at the end of March, 2019
- HB mentioned that most of Madisonville is in a flood zone. JL stated that during their site visit they (BA and KP) noticed many of the homes had been raised, which indicated that flooding may be an issue.

17. CPEX Scope

HB and RB showed RPC and the Perez team various schematic plan views of potential improvements. They then explained what their final work product will entail:

- CPEX will deliver typical cross sections of St. Tammany, St. Mary, and St. Joseph Street with example concept imaging.
 - Also a schematic plan view depicting street tree and designated parallel parking locations
- CPEX will develop a detailed site plan of Water Street inclusive of the following:
 - Boardwalk with piers (located to the east of the bulkhead) at select locations offering utility services for short term stays
 - Parking on the west side of the street
 - A civic park that will be located in front of the town hall
 - Small multi-use pavilions located throughout the waterfront area
 - A tunnel pedestrian connection located under the draw-bridge



- CPEX will suggest types of furnishings such as:
 - Lighting (gas lights along the river)
 - Benches
 - Trash Receptacles
 - Bike Racks
- CPEX intends to provide two Photoshop perspectives:
 - One depicting a civic park that will be located in front of town hall
 - One depicting potential Water Street improvements
- CPEX will provide a street hierarchy plan
 - HB and RB suggested making Water Street one way (north bound north of HWY 22 and south bound south of HWY 22).
- CPEX will provide suggested multi-use development such as town homes with an associated parking lot at the east corner of St. John Street and Covington Hwy.
- CPEX **will not** provide cost estimates

18. Potential Scope Items for Perez

The Perez team offered the following suggestions as potential scope items for their project. Scope items would align with CPEX's vision and serve to build upon CPEX's work

- a. Develop a complete streets policy that could be implemented into code
 - b. Develop the Hwy 21/Cedar street connection and development (streetscape)
 - Decorative widened sidewalks
 - Street trees
 - Decorative crosswalks at main intersections
 - Decorative Lighting
 - Furnishings if appropriate
 - Signalization
- Develop a round-a-bout at the intersection of Cedar Street and Hwy 22
 - Signage
 - Plantings
 - Decorative lighting
 - Decorative paving
 - Artwork
 - Develop and enhance Highway 22 between Water Street and Cedar Street
 - Decorative widened sidewalks
 - Street trees
 - Decorative crosswalks at main intersections
 - Decorative Lighting
 - Furnishings if appropriate
 - Signalization
 - Develop a round-a-bout at the intersection of Hwy 22 and Marina Del Ray Blvd.
 - Signage
 - Plantings
 - Decorative lighting
 - Decorative paving
 - Artwork
 - Developing CPEX's Water Front Master Plan at a more detailed level:
 - Furniture Placement
 1. Benches
 2. Trash Receptacles
 3. Planters
 4. Lighting
 - Pavilion structure type and size
 - Boardwalk placement, size and type
 - Signage locations
 - Paving locations and type
 - Parking type and locations
 - Planting types
 - Tunnel connection placement, type, and size
 - Boat pier/docking size, placement and materials

- Other suggested enhancements
 - The RPC project can only be within the city of Madisonville limits
- KP then mentioned that we should discuss streetscape ideas with DOTD to understand if suggested scope items are feasible.

19. Action Items

The following action items were discussed:

<u>Item</u>	<u>Responsible Party</u>
Coordination meeting with DOTD	RPC
Advisory Committee members	CPEX

END OF MINUTES

This accurately reflects the discussions which took place at the meeting. Unless alterations are requested in writing within seven days from the date of these minutes by anyone in attendance, the information contained herein can be relied upon as a basis for the work on the project to proceed.

Meeting Minutes No. 5

Coordination Meeting with DOTD (November 28, 2018)

Meeting Minutes #5

SUBJECT	Coordination Meeting with DOTD
PROJECT NAME	Madisonville Pedestrian and Bicycle Master Plan Feasibility Study
PROJECT NO.	01-18-1029-00
RPC PROJECT NO.	Task MC-2.19BP; FY-19 UPWP
MEETING DATE	November 28, 2018
MEETING TIME	9:30 a.m.
DATE ISSUED	January 15, 2019
MINUTES BY	M. Johanna Leibe

ATTENDEES	COMPANY
M. Johanna Leibe (JL)	Perez, APC
Brandon Adams (BA)	Perez, APC
Karen Parsons (KP)	Regional Planning Commission
Jeff Roesel (JR)	Regional Planning Commission
Jonathan Bordelon (JB)	J.V. Burkes
Kevin Davis (KD)	J.V. Burkes
Clara W. Foshee (CF)	DOTD
Cristine Gowland (CG)	DOTD
Jennifer Branton (JB)	DOTD

MEETING MINUTES

The purpose of this meeting: **Coordination meeting with DOTD to determine Perez, APC scope**

A meeting was conducted at the Department of Transportation and Development (DOTD) on this date from 9:30 am to 10:30 am. This meeting served as an Owner-Architect meeting to learn project site opportunities and constraints and the following is offered for whatever information may be contained herein. Should you take exception to any of the items noted, please respond in writing within five (5) days of receipt of these minutes. After this time, the minutes will be assumed as complete and accurate.

After introductions were made, the meeting commenced with KP giving a brief descriptive of the project and scope conflict with CPEX. Potential scope items for the Madisonville Stage "0" Feasibility study were then discussed:

- a. Develop the Hwy 21/Cedar street connection and development (streetscape)
 - o Decorative widened sidewalks
 - o Street trees
 - o Decorative crosswalks at main intersections
 - o Decorative Lighting
 - o Furnishings if appropriate
 - o Signalization
- Develop a round-a-bout at the intersection of Cedar Street and Hwy 22
 - o Signage
 - o Plantings
 - o Decorative lighting
 - o Decorative paving
 - o Artwork
- Develop and enhance Highway 22 between Water Street and Cedar Street
 - o Decorative widened sidewalks
 - o Street trees

- o Decorative crosswalks at main intersections
- o Decorative Lighting
- o Furnishings if appropriate
- o Signalization
- Develop a round-a-bout at the intersection of Hwy 22 and Marina Del Ray Blvd.
 - o Signage
 - o Plantings
 - o Decorative lighting
 - o Decorative paving
 - o Artwork

The main purpose of the two round-a-bouts and developing Highway 21 and Highway 22 into more pedestrian friendly corridors is to slow traffic through the city to a speed of 25 miles per hour.

20. DOTD Comments

DOTD stated that they were not informed of CPEX's scope or involvement with the city of Madisonville. They expressed concern over CPEX's master plan study due to their lack of coordination with DOTD, meaning, that CPEX could be potentially showing the public improvements that were not compliant with DOTD standards, and thus, would not get built. CG stated that CF spent a considerable amount of time and effort researching crash data and, in turn, developed a conceptual roadway improvement plan for LA 22 between Water and Cedar Streets. Her plan includes a median and curbs to calm traffic and to provide a resting space for pedestrians crossing traffic. A round-a-bout was also suggested at Cedar Street and LA 22. Right in/right out (RIRO) designs at the Pine and Main Street intersections were suggested in order to mitigate vehicular crashes, as the design of these areas were informed by crash data. JB stated that she felt that there was not sufficient space at Marina del Ray Blvd. on the east side of the Tchfuncte River for a round-a-bout. In addition, DOTD was not in favor of artwork inside the round-a-bout, but stated that if signage was located in the round-a-bouts, the signs would need to be break-away. In order to create enough space for the sidewalks and median area, the lanes could be narrowed to eleven foot wide. JB stated that she would forward Perez a link to DOTD standards regarding sidewalk and grass areas (in between the back of curb and sidewalk) widths. DOTD also stated that a shoulder is not required since the study area is within an urban area. DOTD mentioned that they were opposed to decorative pavement due to maintenance issues and the potential of the noise caused by the decorative pavement disturbing residents. In addition, DOTD would not be responsible for maintaining decorative plantings, decorative sidewalk paving, decorative crosswalks, or planters.

21. Response to DOTD Comments and Other

KP first stated that the conceptual LA 22 roadway plan that was created by DOTD was shown to the public and was not received well due to the median creating a barrier or division between the north and south parts of town. CG stated that the plan was very conceptual and would have sidewalks, crosswalks and pedestrian connections, which unfortunately, were not shown on the plans that were presented to the public. CG stated that perhaps the public was not in favor of the plan due to how it was presented and the lack of communication regarding how the design decisions were made. JL suggested creating a photo-realistic perspective of potential improvements to show the public so that they have a better understanding of DOTD's suggested roadway improvements. It was also mentioned that it may be more beneficial for traffic heading to the south part of town to implement a road to the south of the round-a-bout that connected onto St. Frances Street, instead of directing traffic to go through the round-a-bout and then turn right onto Pine Street. JB stated that he would do research about land ownership to lean if this was a feasible option. KP stated that instead of creating infrastructure for a pedestrian connection along Water Street across LA 22, that a tunnel under the bridge was being considered. DOTD was in favor of this suggestion. JL mentioned creating a more pedestrian friendly corridor inclusive of decorative lighting, street trees, plantings, site furniture, crosswalks, and sidewalks, which may also serve as a traffic calming mechanism in addition to the median and the curbs. BA mentioned that if the medians were wide enough, that trees could be located in the median. It was agreed that the median should be at least six feet wide to provide a resting space for cyclists crossing traffic. JL stated that the Perez team should do more research (regarding existing utilities) to more accurately determine tree location. DOTD was in favor of Perez's suggestions; however, they stated that those types of improvements (street trees, site furniture, plantings, crosswalks etc.) would require maintenance by others. JL stated that perhaps the businesses along those corridors could be taxed (similar to the businesses in downtown New Orleans) for maintenance of said items.

JB stated that instead of a round-a-bout at the intersection of Marina del Ray Blvd. and LA 22, a deflection or bend in the road (inclusive of curbs and gutters) before approaching the bridge may work better to calm west bound traffic into the city.

KP stated that CPEX's next public meeting is to be held on December 5th from 6:00 pm to 8:00 p.m. at the Madisonville Town Hall. Perez, APC will be attending.

22. Action Items

The following action items were discussed:

<u>Item</u>	<u>Responsible Party</u>
DOTD Standards to Perez	DOTD
Deflection Curve Study	J.V. Burkes
Right-of-way widths for LA 22 and LA 21 to Perez	DOTD

END OF MINUTES

This accurately reflects the discussions which took place at the meeting. Unless alterations are requested in writing within seven days from the date of these minutes by anyone in attendance, the information contained herein can be relied upon as a basis for the work on the project to proceed.

Meeting Minutes No. 6

Coordination Meeting with RPC (March 22, 2019)

Meeting Minutes #6

SUBJECT	Coordination Meeting with RPC
PROJECT NAME	Madisonville Pedestrian and Bicycle Master Plan Feasibility Study
PROJECT NO.	01-18-1029-00
RPC PROJECT NO.	Task MC-2.19BP; FY-19 UPWP
MEETING DATE	March 22, 2019
MEETING TIME	1:30 p.m.
DATE ISSUED	April 3, 2019
MINUTES BY	M. Johanna Leibe

ATTENDEES	COMPANY
M. Johanna Leibe (JL)	Perez, APC
Brandon Adams (BA)	Perez, APC
Karen Parsons (KP)	Regional Planning Commission
Jeff Roesel (JR)	Regional Planning Commission

MEETING MINUTES

The purpose of this meeting: **Coordination meeting with RPC**

A meeting was conducted at the Regional Planning Commission (RPC) on this date from 1:30 pm to 3:00 pm. This meeting served as an Owner-Architect meeting to review progress and design options along with the review of presentation materials for the kick off meeting. Should you take exception to any of the items noted, please respond in writing within five (5) days of receipt of these minutes. After this time, the minutes will be assumed as complete and accurate.

The meeting commenced with JL giving a brief description of PowerPoint materials that were to be presented. The first PowerPoint consisted of presentation materials for the kick off meeting with the project management committee (PMC). Chapter one of the feasibility report (to show progress) was contained in the second PowerPoint.

PowerPoint One

The first PowerPoint began with a review of previous projects that could potentially affect/inform the design of the area for this project (LA 21, LA 22 and Cedar Street). Previous work consisted of studies that were produced by LADOTD, CPEX, RPC. A series of pictures were then displayed showing notable issues, such as cars parking on sidewalks and no sidewalk designation or curbs. JR stated that the historic building that is too close to Cedar Street should read that Cedar Street is too close to the building. Inventory and Analysis plans were then shown. KP stated that the plans were too small to read and we should consider enlarging them. After which, a before and after perspective was presented, depicting typical street treatment (a designated bike lane, brick sidewalk, curbs, a grass buffer, and street trees). JR and KP both like the treatment; however, there may be some sidewalk/utility pole conflicts. KP stated that sidewalks may need to curve around utility poles. A brief review of different types of street trees that could be used was then presented followed by other enhancements, such as designated bike lanes, decorative concrete brick paver

sidewalks and decorative crosswalks. Examples of planted round-a-bout treatments were reviewed. JL stated that there may appear to be a misconception regarding round-a-bouts. After explaining how round-a-bouts could be aesthetically pleasing to one of the Madisonville residents who was initially opposed to the round-a-bout, approval was given.

23. **Concept One**

Concept one was then presented. KP stated that the plans were hard to read. JL stated that she would enlarge them for the kick off meeting. Concept one includes a deflection curve (courtesy of J.V. Burkes) before approaching the draw bridge and a trail which would be a future connection to the Tammany Trace. A median and a right in and right out at Pine Street along LA 22 were also shown in this concept, (which aligns with the conceptual sketch provided by DOTD). A five foot decorative sidewalk, curbs and a planted median inclusive of street trees, decorative crosswalks at Main Street and structured parking for businesses that currently have pull in parking was also shown. A round-a-bout, which was also included in the concept provided by DOTD (less the southern extension to St. Francis), Cedar Street extension to LA 22, and designated bike lanes between Rampart Street and St. Paul Street were also shown. JR mentioned that businesses may have an issue with the median, as it would make it hard for patrons to access the businesses. The southern extension may not work, as it would be located on privately owned land (which is located on Pine Street).

Overall Bike Connectivity Plan

An overall bike connectivity plan was then shown depicting how bikes could travel through town from the Tammany Trace to the north and connect with the Tammany trace to the east. It consisted of the following routes:

- a. Designated bike Lane between St. Paul and Rampart Street
- b. Designated bike land along St. Paul Street connecting into Main Street
- c. Designated bike lane along Main Street connecting to St. Tammany Street
- d. Shared use bike lane on St. Tammany Street connecting into a shared use bike lane on Water Street
- e. The shared use bike lane on Water Street would connect to designated bike lanes on the Tchefuncte River Bridge, which would then connect to a trail that could eventually connect with the Tammany Trace in the future.

Concept Two

Concept tow contained the same elements as concept one with several exceptions:

- No median along LA 22
- No right in and right out at Pine Street
- Wider area between back of curb and right of way line, creating more green space and better opportunities to buffer parking lots
- Shared use path on the east side of LA 21 between Rampart Street and St. Paul Street instead of designated bike lanes.
- Parallel parking with tree islands on the west side of LA 21 between Rampart Street and St. Paul Street.

JR and KP preferred concept two. They thought that the median (in Concept one) may constrict access to businesses and the right in and right out may constrict traffic flow to much and may frustrate residents. In addition, the wider

buffer area between back of curb and the right of way line in concept two creates more opportunities to screen un-slightly businesses and parking lots and provides more protection for pedestrians. The off-street parking along LA 21 at Rampart was a good idea due to limited parking for those businesses. KP stated that perhaps a designated bike lane could occur at Rampart Street instead of St. Paul. JL stated that Rampart Street unfortunately does not connect with Main Street, which was the reason why a shared use path was implemented along LA 21 between Rampart and St. Paul Streets.

24. PowerPoint Two

A brief review of Chapter One of the report was then presented. The meeting adjourned with JR stating that he thought Perez had made significant progress and a meeting should be scheduled next week with Mayor Pelloat and other members of the PMC for the kick off meeting.

25. Action Items

The following action items were discussed:

<u>Item</u>	<u>Responsible Party</u>
Kick Off Meeting with PMC	RPC

END OF MINUTES

This accurately reflects the discussions which took place at the meeting. Unless alterations are requested in writing within seven days from the date of these minutes by anyone in attendance, the information contained herein can be relied upon as a basis for the work on the project to proceed.

Meeting Minutes No. 7

Coordination Meeting with RPC and Mayor Pelloat (March 27, 2019)

Meeting Minutes #7

SUBJECT Coordination Meeting with RPC
PROJECT NAME Madisonville Pedestrian and Bicycle Master Plan Feasibility Study
PROJECT NO. 01-18-1029-00
RPC PROJECT NO. Task MC-2.19BP; FY-19 UPWP
MEETING DATE March 27, 2019
MEETING TIME 3:00 p.m.
DATE ISSUED April 3, 2019
MINUTES BY M. Johanna Leibe

ATTENDEES	COMPANY
M. Johanna Leibe (JL)	Perez, APC
Brandon Adams (BA)	Perez, APC
Karen Parsons (KP)	Regional Planning Commission
Jeff Roesel (JR)	Regional Planning Commission
Mayor Jean Pelloat (JP)	Town of Madisonville
Wayne Morlier (WM)	Town of Madisonville
Alicia Watts (AW)	Town of Madisonville
Kyle Matthews (KM)	Town of Madisonville

MEETING MINUTES

The purpose of this meeting: **Feedback from Mayor Pelloat in preparation for meeting with PMC.**

A meeting was conducted at Madisonville Town Hall on this date from 3:00 pm to 5:00 pm. This meeting served as a coordination meeting with Mayor Pelloat and associated staff. Should you take exception to any of the items noted, please respond in writing within five (5) days of receipt of these minutes. After this time, the minutes will be assumed as complete and accurate.

The meeting commenced with BA beginning the PowerPoint presentation. BA stated that one of the goals of this project is to calm traffic to achieve a 25 mile per hour consistent speed through town. This can be achieved by incorporating proven roadway and landscape design techniques. Another goal is to create a more bikable and walkable community with emphasis on LA 22 and LA 21. Projects produced by DOTD, RPC (with regards to LA 21), and CPEX were then presented. It was mentioned (regarding the LA 21 project), that bike and pedestrian paths are currently being designed from Covington to Interstate 12 by Saint Tammany Parish. JP mentioned that LADOTD will be responsible for Cedar Street (once that becomes part of LA 21) and Main Street will then be owned by the town of Madisonville. Sections of existing conditions for LA 21 and LA 22 were then shown along with pictures of existing site constraints, notably, no infrastructure that supports parking and sidewalk designation (i.e., cars parking on sidewalks and no curbs). Inventory/Analysis plans were then presented depicting notable issues and areas where pedestrian or vehicular crashes have been reported from 2013-2017. KP mentioned that there were many notable issues (pedestrian vehicular conflicts) located along LA 21. A picture was then shown of an existing expansive gravel parking

lot with no designated entrance (no curbs or noticeable sidewalk). The same picture was then shown with Photoshop enhancements (curbs, bike lane, street trees, decorative sidewalks, designated driveway entrances into parking lot, street trees). JP mentioned how he really liked the enhancements and how attractive the street looked, especially by adding the street trees, which hide the utility poles and wires. JR mentioned that Perez would take a closer look at utility pole locations, as it may interfere with sidewalk placement. Option two with a multi-use path instead of a bike lane was then presented with a given positive reception. KP discussed different techniques that have been used in other areas to slow traffic, such as alternating parallel parking and raised intersections. In addition, the potential of providing pedestrian access (a 12 foot wide path) beneath the LA 22 Bridge along the waters edge was mentioned. BA stated that it may not be feasible because of the expense of the path. The 12 foot wide path would need to be several feet below water level and significant water proofing and a pump would be required. JP seemed to like the idea, especially if people could cross there instead of having to cross at LA 22 and Water Street. BA mentioned that Perez would look into costs for this enhancement item. BA mentioned that both concepts also incorporated a decorative crosswalk with a pedestrian light (possible flashing lights in the pavement) at Water Street and LA 22.

Concept One

BA continued by presenting concept one along with an overall bike connectivity plan through the city. Elements of the DOTD concept were incorporated into Concept One (median along LA 22, round-a-bout, Cedar Street extension and right-in and right-out at Pine Street). BA mentioned that there would be designated bike lanes on the Tchefuncte River Bridge, however, the guard rails would need to be raised. BA then explained the re-organized parking along LA 22 for businesses between Water Street and Main Street. JP expressed that there were concerns regarding the southern access road stemming from the proposed round-a-bout, as it may be encroaching onto private property. The southern round-a-bout access road will be further vetted with the project management committee. In addition, sections of LA 21 and LA 22 with improvements were shown.

Concept Two

Concept two was then presented along with an overall bike connectivity plan through the city and proposed sections. JP seemed to prefer the elements contained in concept two, especially the widened area between the back of the curb and right-of-way, allowing for more pedestrian and green infrastructure. He also seemed to prefer the off street parking (with tree islands) and multi-use path located along LA 21. JP mentioned that the town had approached the property owners (next to Lakeside Amusement Co) about purchasing their property to create parking facilities for the two adjacent commercial buildings; however, the property owner did not show interest. He stated that the town may approach them again. WM stated that he preferred the designated bike lane over the shared use path due to potential pedestrian/bicycle conflicts, as he has experienced recently. However, it was stated that the shared path would be 10 feet wide instead of four feet wide, which is the current width of the sidewalk. This would give pedestrians and cyclists enough room to maneuver. WM then agreed with this improvement.

Overall enhancements items, such as decorative round-a-bout treatments, potential street trees, bike lanes, decorative sidewalks, decorative crosswalks, and specialized paving at major intersections were then shown. A variety of traffic calming techniques, such as artistic crosswalks and narrowing street lanes were also presented. Overall JP seemed very pleased with the presentation and was pleased with the feasibility of the concepts. He stated that he understood that there is no organization regarding where people are to park, drive, or walk. Concepts presented provided structure along LA 21 and LA 22 (designated walks, bike lanes, parking lanes and drive way

entrances), while calming traffic, beautifying the corridors and creating a pedestrian and bicycle friendly environment. Again, he seemed to prefer Concept Two.

1. Action Items

The following action items were discussed:

<u>Item</u>	<u>Responsible Party</u>
Advance Concept Plan 2 (block by block design enhancements)	Perez, APC
Preparation of PowerPoint for kick off meeting with PMC	Perez Team

END OF MINUTES

This accurately reflects the discussions which took place at the meeting. Unless alterations are requested in writing within seven days from the date of these minutes by anyone in attendance, the information contained herein can be relied upon as a basis for the work on the project to proceed.

Meeting Minutes No. 8

Coordination Meeting with RPC and Perez Team (April 11, 2019)

Meeting Minutes #8

SUBJECT Review of PowerPoint presentation
PROJECT NAME Madisonville Pedestrian and Bicycle Master Plan Feasibility Study
PROJECT NO. 01-18-1029-00
RPC PROJECT NO. Task MC-2.19BP; FY-19 UPWP
MEETING DATE April 11, 2019
MEETING TIME 10:30 a.m.
DATE ISSUED May 2, 2019
MINUTES BY Brandon Adams

ATTENDEES	COMPANY
Karen Parsons (KP)	Regional Planning Commission
M. Johanna Leibe (JL)	Perez, APC
Brandon Adams (BA)	Perez, APC
Jonathan Bordelon (JR)	J.V. Burkes Engineering
Kevin Davis (KD)	J.V. Burkes Engineering

MEETING MINUTES

The purpose of this meeting: **Review the PowerPoint presentation**

A meeting was conducted at the Regional Planning Commission office between 10:30 a.m. and 12:30 p.m. Should you take exception to any of the items noted, please respond in writing within five (5) days of receipt of these minutes.

After this time, the minutes will be assumed as complete and accurate.

The following were discussed:

1. Karen Parsons stated that the number of existing condition slides should be reduced.
2. KP suggested that a second rendering be included at the gas station at LA 22 and Main Street.
3. KP requested that the notable asterisks be removed from the analysis drawings.
4. The proposed pedestrian tunnel under the bridge at the river's edge was discussed. Kevin Davis suggested that Perez visit the bike and pedestrian tunnel at the Tammy Trace located on Highway 190 in Mandeville. KD also suggested that Perez contact Shannon Davis, director of Public Works in Mandeville, to receive information about the mechanical systems that pump water out of the tunnel.

5. Turning lanes were discussed at Highway 22 and Main Street. Johnny Bordelon stated that turning lanes can be installed 10'-6" wide.
 - a. If turning lanes are needed, there was some discussion regarding narrowing the lanes to 10'-6" instead of 11'-0" in an effort to include turning lanes (in either direction) along LA 22 at Main Street and still have a buffer landscaped area between the curb and the sidewalk.
6. KP requested that the names of the streets be clearly labeled. KP also stated that the existing and proposed sections be shown together, and that the gateway slide be shown earlier in the presentation.
7. KP requested that slides that have a lot of text be divided into two slides.
8. KP also requested that some concept slides that are not applicable to this project be removed from the presentation.
9. KP stated that the minutes for the first presentation to the mayor should be sent directly to the mayor.
10. KP requested that before and after illustrations be included at LA 21 between Rampart Street and St. Paul Street to show the proposed parallel parking lanes on the west side and the multi-use trail on the east side, and to include a high visibility crosswalk at Rampart Street.

26. Action Items

The following action items were discussed:

Item	Responsible Party
Revise and complete the PowerPoint presentation for the town council public meeting	Perez Team
Prepare video illustration of the roundabout at LA 22 and Cedar Street	J.V. Burkes Engineering

END OF MINUTES

This accurately reflects the discussions which took place at the meeting. Unless alterations are requested in writing within seven days from the date of these minutes by anyone in attendance, the information contained herein can be relied upon as a basis for the work on the project to proceed.

Meeting Minutes No. 9

Meeting with Town Council (April 24, 2019)

Meeting Minutes #9

SUBJECT	Meeting with town council
PROJECT NAME	Madisonville Pedestrian and Bicycle Master Plan Feasibility Study
PROJECT NO.	01-18-1029-00
RPC PROJECT NO.	Task MC-2.19BP; FY-19 UPWP
MEETING DATE	April 24, 2019
MEETING TIME	7:00 p.m.
DATE ISSUED	May 2, 2019
MINUTES BY	M. Johanna Leibe

ATTENDEES	COMPANY
Mayor Jean Pelloat (JP)	Town of Madisonville
Council Members	Town of Madisonville
Bruce Danner (BD)	Town of Madisonville
Alicia Watts (AW)	Town of Madisonville
Karen Parsons (KP)	Regional Planning Commission
M. Johanna Leibe (JL)	Perez, APC
Brandon Adams (BA)	Perez, APC
Jonathan Bordelon (JR)	J.V. Burkes Engineering
Community Members (CM)	

MEETING MINUTES

The purpose of this meeting: **Feedback from town council and community.**

A meeting was conducted at Madisonville Town Hall on this date from 7:00 pm to 8:30 pm. The purpose of the meeting was to receive feedback from Madisonville's town council (PMC) and the public. Should you take exception to any of the items noted, please respond in writing within five (5) days of receipt of these minutes. After this time, the minutes will be assumed as complete and accurate.

Introductions

The meeting commenced with KP explaining the following:

- Project background including the Regional Planning Commissions involvement
- Team member introductions
- Project purpose.

PowerPoint Presentation

KP stated that one of the goals of this project was to calm traffic to achieve a 25 mile per hour consistent speed through town. She stated that this could be achieved by incorporating proven roadway and landscape design

techniques. Another goal was to create a more bikable and walkable She then explained that the review of previous relative work influence work that was presented include: DOTD, RPC (with regards to LA 21 pictures depicting site constrains such as no infrastructure that support parking on sidewalks, unattractive utility poles and lines, worn ADA tr Afterwards, JL presented Inventory/Analysis plans depicting notable into parking areas) and areas where pedestrian or vehicular crashes explained a series of slides that depict potential traffic calming, comp as parallel parking, decorative crosswalks, decorative sidewalks, aes beneath bridges and pedestrian flashing beacon signals. The team's LA 21 corridors along with existing and proposed sections were then road pavement (eliminating the paved, grass or gravel shoulder), nar landscaped buffer between the travel lane and the sidewalk. The se to 5'-0" wide sidewalks). A series of detailed plans, starting from Mari Rampart Street were then shown. The plans depict a protected bike ties into a proposed bike trail that could eventually connect to the Tam (between Water Street and Cedar Street extension) depicts re-organ into parking lots. A landscape buffer area on both sides of the street Three decorative crosswalks were also proposed (one at Water Stree The decorative crosswalks at Main Street include a decorative mosaic sidewalks, decorative light poles and a proposed roundabout were al Street was shown to be extended to the proposed roundabout. The p south (and slightly west to avoid the existing power station) of Cedar Cedar Street extension was to relieve high volume traffic from flowing John Street) and to re-direct traffic to the edge of town. An access rd connecting to St. Francis Street was also proposed. JB stated that th DOTD's concept of a median along LA 22 and a right in and right out since the plans have changed (the right in and right out at Pine Stree proposed plans), he stated that the southern access road is not nece John to make easier vehicular movement, and to protect the existing moving the road further away from the building. Parallel parking lane of the Ace Hardware and adjacent business and also in front of the b LA 22. Designated bike lanes were shown at Rampart Street that co lanes could eventually connect to the Tammany Trace in Covington. Rampart Street and LA 22, where cyclists and pedestrians could con Rampart Street and St. Paul Street. Decorative crosswalks were sho trees and decorative light poles along LA 21. BA then showed several existing conditions photographs followed by proposed enhancement photographs (per Photoshop). After which he presented a bike connectivity plan through town. The plan would include a shared use path, as mentioned previously, which would connect to designated bike lanes along St. Paul Street and Main Street. A shared bike lane would be located at St. Tammany Street and Water Street which would connect to a designated bike lane at LA 22 and east over the Tchfuncte River bridge to a bike trail that could eventually connect to the Tammany Trace in Mandeville.

Appendix I

Comments from Council Members and General Public

The following comments were made by the general public:

- Special attention should be given to bike cycle safety regarding the grates on the bridge.
- Need to study left turns at St. John
 - JB stated that the plans are at a conceptual stage. Currently, the plans are to incorporate a stop sign at St. John Street and at LA 21. JB stated that a more detailed analysis would be made (as plans are developed) to determine turning lane and signal locations if needed. Also, existing roads, such as St. John would still be accessible; it would just be a matter of taking a left or right turn onto those streets from Cedar Street (LA 21).
 - KP stated that the project is in the concept stage and that improvements would not be constructed overnight, but would most likely take many years, as the process requires time to receive funding and to coordinate with key stakeholders.
- One community member was opposed to turning Cedar Street into LA 21 and diverting the traffic onto this street due to community members that currently reside on Cedar Street. She also stated that cars park on the sidewalks and right up to business doors. She specifically mentioned service vehicles accessing the Piggly Wiggly Grocery Store.
 - KP mentioned that a service access plan could be provided to avoid service vehicles from parking on the sidewalks.
 - BA mentioned that our plan strove to avoid cars parking on sidewalks by providing curbs, designated access into parking lots and designated parallel parking spaces.
- One community member stated that if roads were narrowed, that semi trucks may not be able to easily navigate the road.
 - BA stated that the road width (drivable roadway) would only be narrowed by a few inches. JB stated that programs would be run to assure the drivability of the roads (turning radii etc.) regarding big service vehicles. BA stated that the main difference would be that the parking lane along LA 22 and grass/gravel area along LA 21 would be converted to a landscape buffer with trees.
- The roundabout received high praise from one community member. She stated that she would love to see commercial development (if the southern extension gets built) along LA 22 between Pine Street and the southern extension.
 - JB stated that he did not anticipate any development to occur in that location as the southern extension road will not be needed due to the removal of the median and the right-in and right-out areas a Pine Street from the plans. He further stated that the area was a wetland and it would be a process to acquire the necessary permits for development.

- KP mentioned that LADOTD will be responsible for Cedar Street (once that becomes part of LA 21) and Main Street will then be owned by the town of Madisonville.
- Overall the plans were well received by community members and council members.

27. Action Items

The following action items were discussed:

<u>Item</u>	<u>Responsible Party</u>
Advance concept plan based upon feedback	Perez Team
Advance Report	Perez, APC

END OF MINUTES

This accurately reflects the discussions which took place at the meeting. Unless alterations are requested in writing within seven days from the date of these minutes by anyone in attendance, the information contained herein can be relied upon as a basis for the work on the project to proceed.

Madisonville Pedestrian and Bicycle Master Plan

1

FEASIBILITY STUDY
TASK MC-2.19BP; FY-19 UPWP

**STATUS REPORT FOR
TOWN OF MADISONVILLE
WEDNESDAY, APRIL 24, 2019**



Table of Contents

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- RPC Project Overview
- Useful elements of Previous Work
 - DOTD District 62
 - LA 21 Study
 - CPEX
- Inventory of Existing Conditions
- Potential Enhancements
- Additional Items

Regional Planning Commission Evaluation

3

- Modified RPC Scope due to overlap with CPEX scope
 - More emphasis on LA 22 and LA 21 to alleviate traffic impacts and allow for a more bikable and walkable community
 - **Calm traffic – achieve 25 mph speed consistently through town** (posted speed before entering town is 45 mph)
 - Achieve steady throughput using proven roadway and landscape design techniques
 - Develop parking patterns along LA 22 and LA 21 to support lower speeds, non-motorized movements and commercial access
 - Reduce barriers/create safe space for non-motorized users along and across LA 22 and LA 21
 - Leverage findings of previous work efforts

Useful Elements of Previous Work

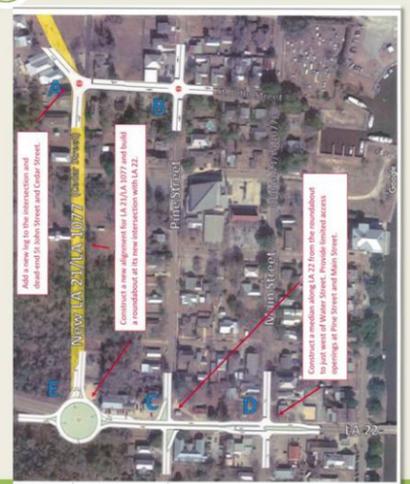
4

- DOTD District 62
 - Extension of Cedar Street
 - Round-About at LA 22 and Cedar St.
- LA 21
 - Protect and expand 4 foot sidewalks from Rene St. to St. John street into Madisonville
- CPEX
 - Land Use Plan to guide future development
 - Improve access to and beautify Riverfront
 - Use Main Street as major bikeway from north to south
 - Dead end Cedar Street to simplify traffic movements
 - Retrofit public-right-of-way to better accommodate people walking and riding a bike

Useful Elements of Previous Work

5

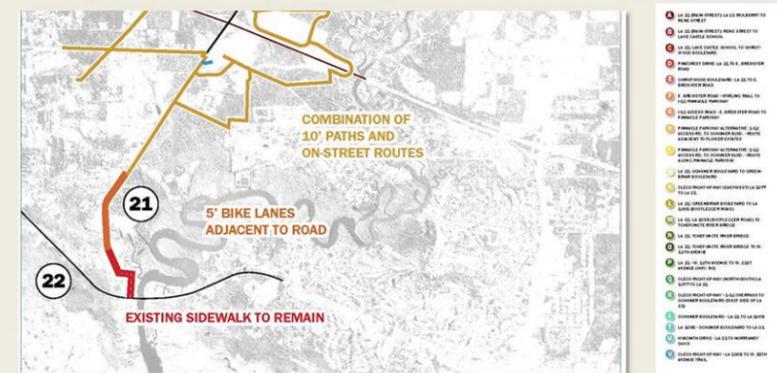
- DOTD District 62
 - Concept Sketch for LA 22 and LA 21 Connection



Useful Elements of Previous Work

6

- Regional Planning Commission
LA Highway 21: US 190/Covington to LA 22 Madisonville 2013



Useful Elements of Previous Work

7

- Center for Planning Excellence 2019



Useful Elements of Previous Work

8

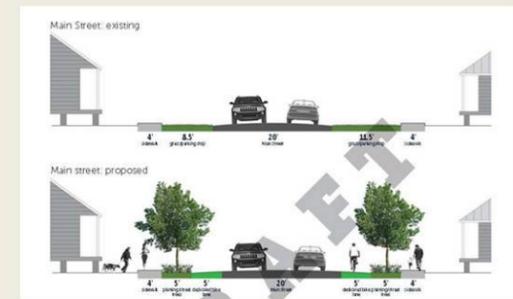
- Center for Planning Excellence
Intersection at Cedar, St. John and LA 21



Useful Elements of Previous Work

9

- Center for Planning Excellence
 - Retrofit public right-of-way to accommodate people walking and riding a bike



Review of Existing Site Constraints

10

- Pedestrian/Vehicular Conflicts
 - Vehicles obstructing sidewalk



LA 21 and Morgan Street – Image Source : (Google Earth, 2018)

Review of Existing Site Constraints

11

- Pedestrian/Vehicular Conflicts
 - No sidewalk designation



LA 22 and Main Street

LA 21 and St. John Street

Review of Existing Site Constraints

12

- Expansive Entrances lead to Pedestrian/Vehicular Conflicts



LA 21 between St. Paul and Rampart Street – Image source : (Google Earth, 2018)

Review of Existing Site Constraints

13

- Pedestrian/Vehicular Conflicts
 - Vehicles obstructing sidewalk



LA 21 between Rampart Street and St. John Street Image source: (Google Earth, 2018)

Review of Existing Site Constraints

14

- Ill-Fated Pedestrian Treatments
 - Unprotected and Non-Compliant ADA surfacing



LA 22 and Main Street

Review of Existing Site Constraints

15

- Pedestrian/Vehicular Conflicts
 - No Curbs or designated sidewalk



Main Street and LA 22

Review of Existing Site Constraints

16

- Pedestrian/Vehicular Conflicts
 - Missing or Damaged Sidewalks



LA 21 and Rampart Street

Review of Existing Site Constraints

17

- Unattractive
 - Unsightly Utility Poles



LA 22 and Main Street

Review of Existing Site Constraints

18

- Building Placement
 - Road too close to Historic Building



LA 21, St. John and Cedar Street

Review of Existing Site Constraints

19

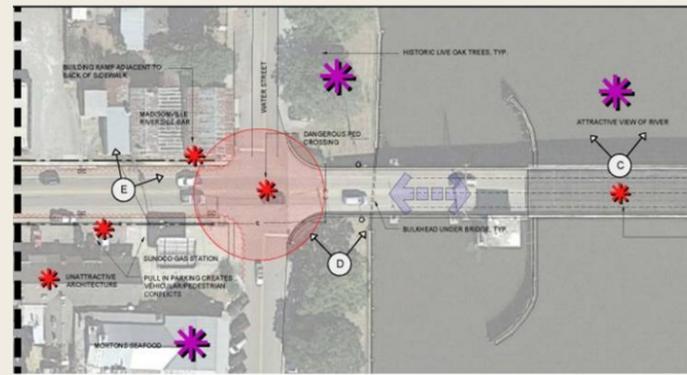
- Inventory/Analysis Plans



Review of Existing Site Constraints

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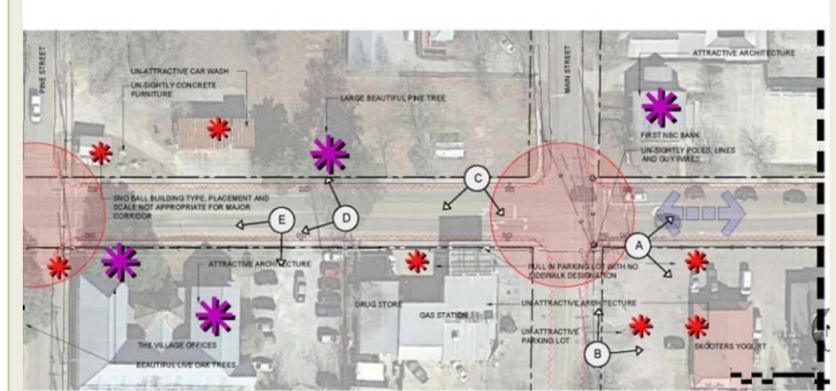
- Inventory/Analysis Plans



Review of Existing Site Constraints

21

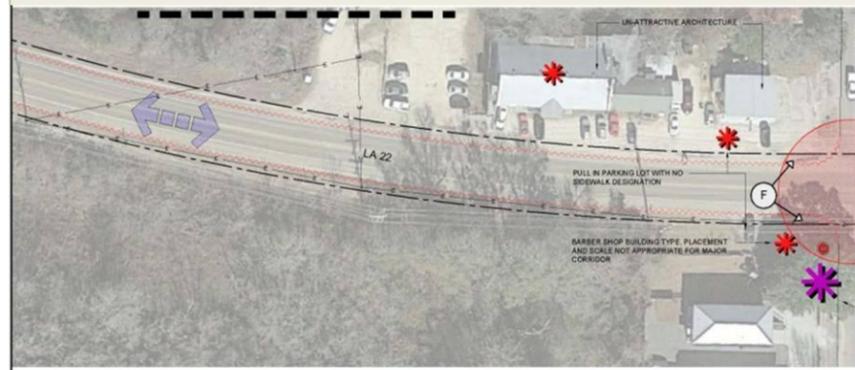
- Inventory/Analysis Plans



Review of Existing Site Constraints

22

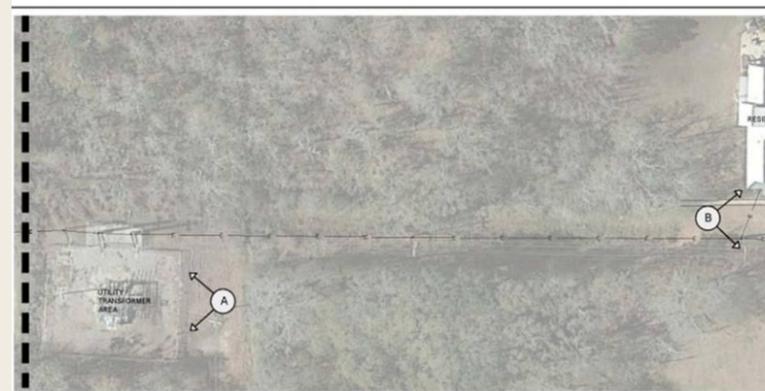
- Inventory/Analysis Plans



Review of Existing Site Constraints

23

- Inventory/Analysis Plans



Review of Existing Site Constraints

24

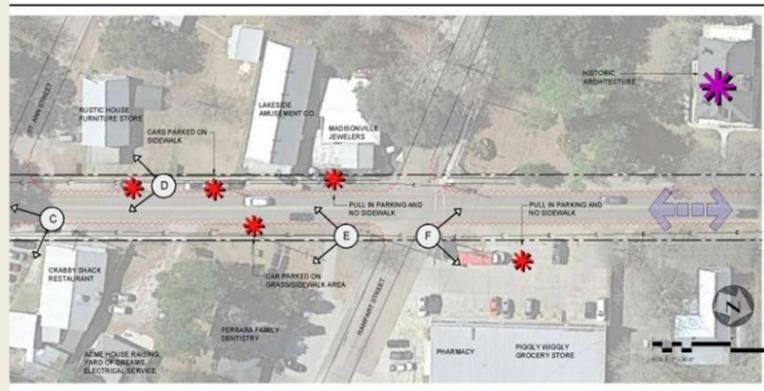
- Inventory/Analysis Plans



Review of Existing Site Constraints

26

- Inventory/Analysis Plans



Potential Enhancements

27

- Strategic Parallel Parking Protects Sidewalk/Slows Traffic



Traffic

slow traffic



Potential Pedestrian Friendly Enhancements

29

- Decorative Crosswalks



Pedestrian Friendly Enhancements

30

- Specialized Paving at Major Intersections



Potential Enhancement – RRFB Signal

32

- Rectangular Rapid Flashing Beacons (RRFBs) are user-actuated rectangular amber LEDs that produce a wig-wag flash sequence to warn motorists to yield to pedestrians in the crosswalk. They supplement warning signs at un-signalized intersections or mid-block crosswalks. May also be passively activated through detection.



Artistic Crosswalk Design/local streets

33



Pedestrian Friendly Enhancements

35

- Decorative sidewalks



Potential Enhancement

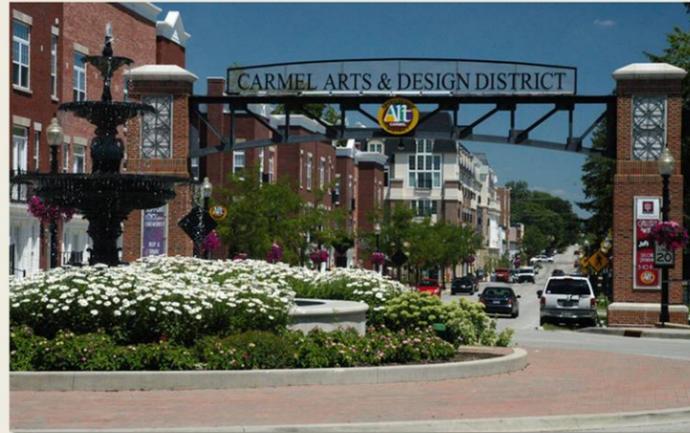
36

- Attractiveness
 - Types of canopy trees to consider in ROW:



Entrance Sign Enhancements

37



Round About Enhancements – Calm Traffic

38



Potential Enhancement

39

- Tunnel Crossing of LA 22 at Riverfront



Proposed Recommendations

40

- Slow traffic near Marina east of town using a deflection curve
- Pedestrian path (12'-0" wide) beneath bridge at river edge
- Designated bike lanes on Tchefuncte River bridge
- Curbs along LA 22 and LA 21 with designated access drives to businesses
- Wide planted buffer strip (street trees and sod) between sidewalk and back of curb on LA 22 allowing for pull in parking separation

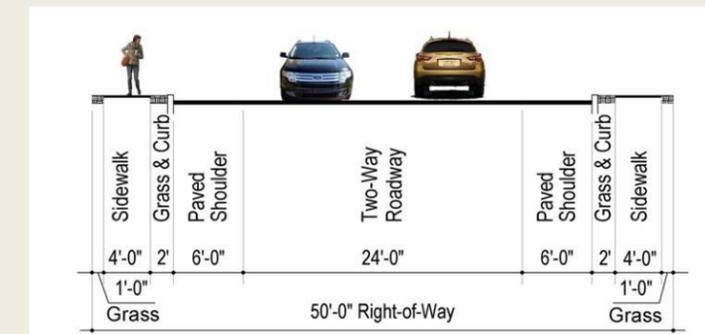
Proposed Recommendations

41

- Extend Cedar Street to LA 22 to replace current LA 21/Main Street route
- Roundabout at Cedar Street extension and LA 22
- 5'-0" decorative sidewalks
- South access drive from round a bout to St. Francis Ave.
- Shared Use Path between Rampart Street and St. Paul Street
- Modify on-street and off-street parking (LA 21 & LA 22)
- Strategically install high-visibility and decorative crosswalks

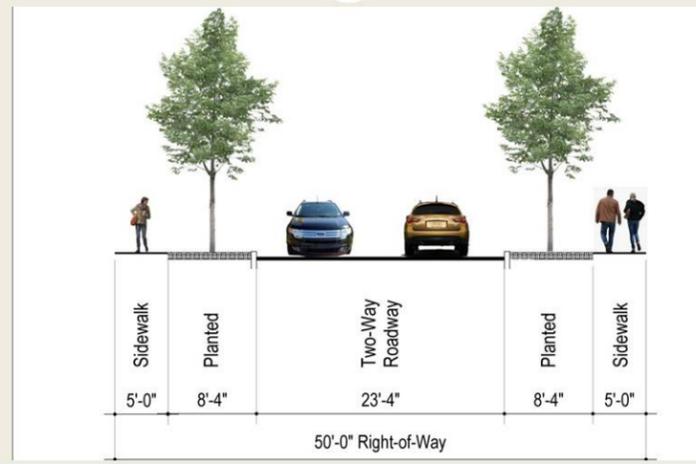
Cross Section of LA 22 – Existing Conditions

42



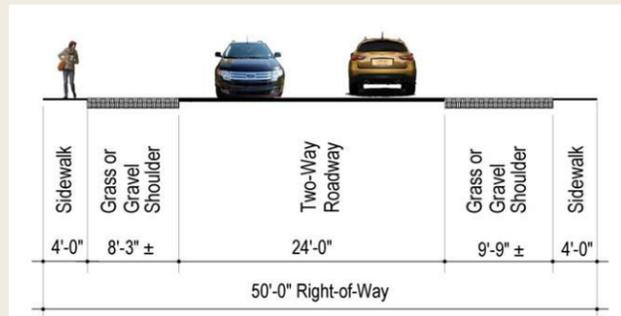
LA 22 Proposed Cross Section

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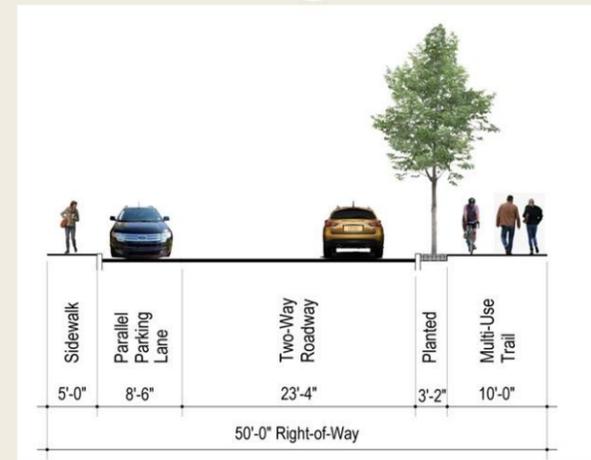
Cross Section of LA 21 – Existing Conditions

44



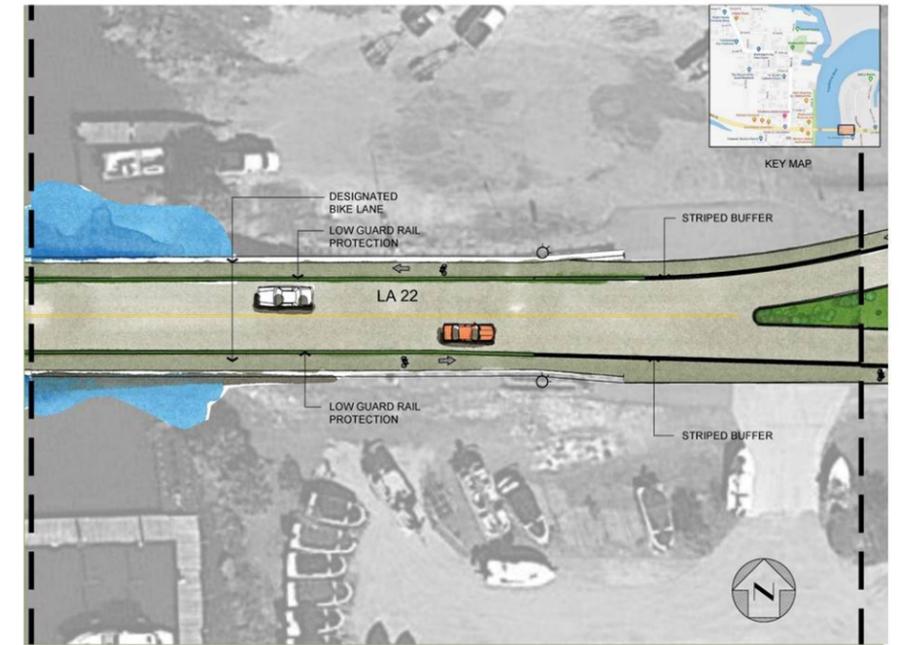
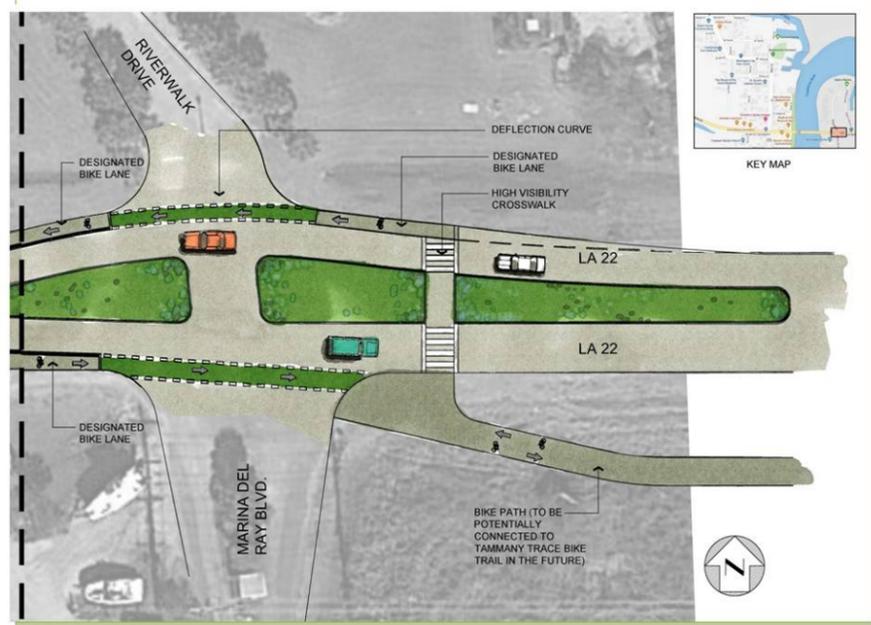
LA 21 Proposed Cross Section

45

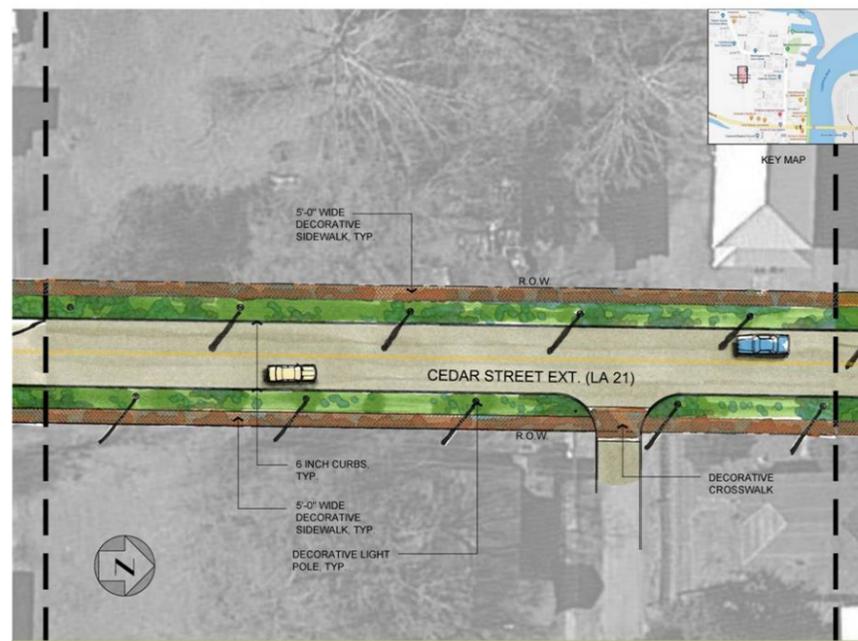
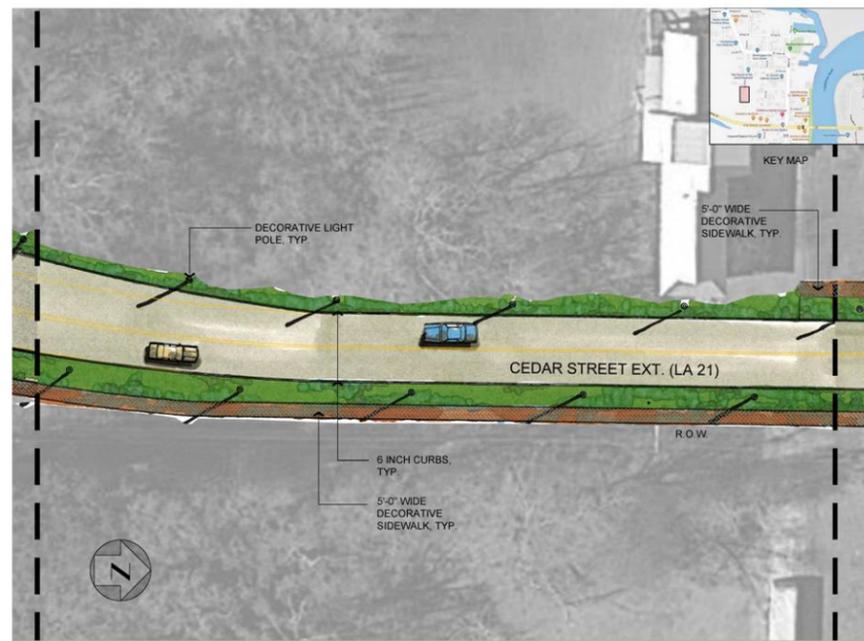


Proposed Plans

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Potential Enhancements - After

64

No bicycle connection connect to Tammany Trace (in the future).



Chefuncte River Bridge

Potential Enhancements - Before

65

Protected designated bike lane to connect to Tammany Trace (in the future), decorative guard railing



Potential Enhancements - Before

66

No vehicle and pedestrian separation and designation. High speed traffic, unsightly Utility poles and wires



LA 22 @ Water Street

Potential Enhancements - After

67

New side medians to define ingress and egress to parking six inch curbs, decorative sidewalks, and Light fixtures, beautify corridors with street trees



Potential Enhancements - Before

68

- Undefined space/excessive pavement



LA 21 @ St. Paul Street

Potential Enhancements - After

69

New side medians to define ingress and egress to parking, shared use path, hide utility poles and beautify corridors with trees



Potential Enhancements - Before

70

No vehicle and pedestrian separation and designation. High Speed traffic and No bike lane



LA 21 @ Rampart Street

Potential Enhancements - Before

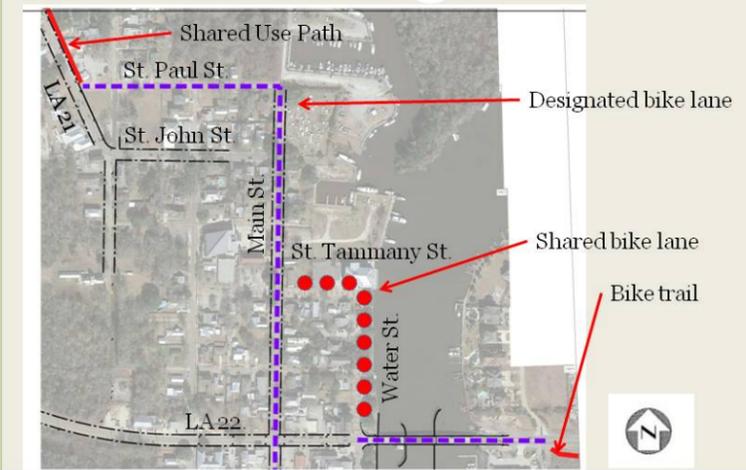
71

New side medians to define ingress and egress to parking, shared use path, hide utility poles and beautify corridors with trees, decorative sidewalks parallel parking for businesses and six in curbs



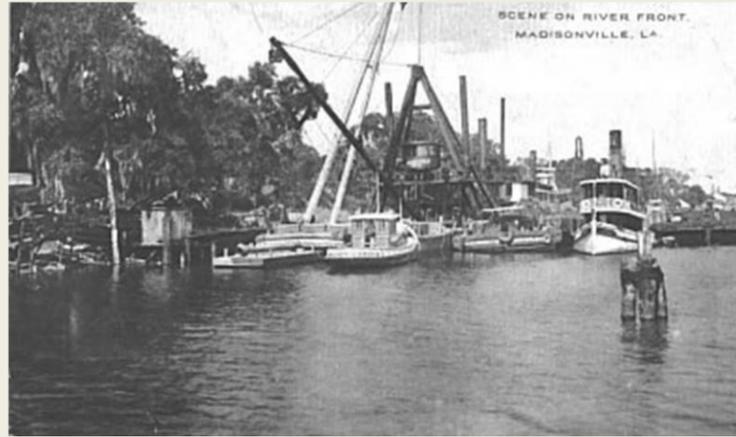
Diagrammatic- Bike Plan

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Questions

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Appendix B

Appendix B

Stage 0 - Preliminary Scope and Budget Checklist

A. Project Background

District: Planning District Sixty-Two

Parish: St. Tammany

Route: LA 22 between Cedar Street and Marie's Marina, and LA 21 between Rampart Street and LA22

Project Category (Safety, Capacity, etc.): Dedicated Program

Date Study Completed: June 30, 2019

Describe the existing facility:

- LA 22 between Cedar Street and Marie's Marina

This corridor consists of a two-way, two-lane roadway with turning lanes at the Main Street intersection. The full roadway pavement width is 36', face-of-curb to face-of-curb, allowing for a paved shoulder in areas not containing the turning lanes. The right-of-way width is 50'. The roadway is a commercial street with two gas stations, restaurants and other businesses. Some of the businesses have perpendicular parking in front, requiring cars to back into the traffic when exiting. Traffic lights are located at the Main Street intersection. Utility poles with streetlights run along the south side of the right-of-way. 4' wide concrete sidewalks extend on both sides of the road from Pine Street to Water Street. The speed limit is 25 mph.

- LA 21 between Rampart Street and LA22

This corridor consists of a 24' wide two-way, two-lane roadway with no turning lanes between Rampart Street to St. John Street. Also, between Rampart Street and St. John Street there are 4' wide concrete sidewalks on both sides of the street except where they are interrupted by the street pavement extending to the front of businesses and providing perpendicular parking in front of the buildings. The buildings along this stretch are a mix of residential and commercial. This area also has utility poles on both sides of the street with streetlights attached to the poles on the east side. There are no traffic lights along this portion of the roadway. LA 21 traffic primarily turns to the left at St. John Street and continues to Main Street and then to LA 22.

Cedar Street continues south from the intersection of LA 22 and St. John Street and dead ends in approximately 615'. Cedar Street in this stretch is a 16' wide two-way, two-lane roadway with 4' wide concrete sidewalks on both sides, with the remaining areas on the sides of the roadway within the 50' right-of-way being grassed or crushed gravel and used for parallel parking. Utility poles run along the east side of the roadway, some containing street lights. This is a residential street with one church at the intersection of Cedar Street and St. Mary Street. The area extending from the dead end of Cedar Street to LA 22 is primarily wooded with a power substation and parking area of a restaurant located on the east side.

Functional classification: Other Principal Arterial for Highway 22 and Highway 21. Local for Cedar Street.

Number and width of lanes: Both LA 21 and LA 22 are two-way, two-lane roadways. The average width of lanes is approx. 11'-0" wide

Shoulder width and type: 6'-0" wide lane most of LA 22

Mode: Paved

Varies from 8'-3" to 9'-9" for LA 21

Mode: Grass or Gravel

Access control: Controlled 16,179 ADT: Average (LA 22-2018)

Posted Speed: 35 MPH (LA 22)

Access control: Controlled 14,672 ADT: Average (LA 21-2018)

Posted Speed: 25 MPH (LA 21)

Describe any existing pedestrian facilities (ADA compliance should be considered for all improvements that include pedestrian facilities):

For both LA 22 and LA 21, the sidewalks, where they occur, are 4'-0" wide concrete. There are stretches where there are no sidewalks and the street pavement extend up to the buildings. Cars park in front of the businesses and block pedestrian movement. ADA accessibility is functional at some of the corners since there are no level changes and no curbs. Many of the ADA truncated domes at the corners are worn down and do not meet ADA guidelines.

Describe the adjacent land use:

Properties along both LA 22 and LA 21 are commercial.

Who is the sponsor of the study? The Regional Planning Commission

List study team members: The Regional Planning Commission, Perez APC, J.V. Burkes and Associates and LA DOTD (Hammond District).

Will this project be adding miles to the state highway system (new alignment, new facility)? If yes, has a transfer of ownership been initiated with the appropriate entity? LA 21 will be rerouted down Cedar Street from St. John Street to LA 22. No knowledge of transfer ownership currently.

Are there recent, current or near future planning studies or projects in the vicinity? Yes

If yes, please describe the relationship of this project to those studies/projects.

- Regional Planning Commission LA 21 Study for bike lanes and routes – overlaps into the project area (2013)
- DOTD District 62 study for LA 21 and LA 22 - completely within the project area (2018).
- Center for Planning Excellence study for the town of Madisonville – overlaps into the project area (2019)

More information regarding how these projects affected the proposed corridor design alternative options are described more fully in this report.

Provide a brief chronology of these planning study activities:

- Regional Planning Commission LA 21 Study for bike lanes and routes (2013)
- DOTD District 62 study for LA 21 and LA 22 (2018)
- Center for Planning Excellence study for the town of Madisonville (2019)

B. Purpose and Need

State the Purpose (reason for proposing the project) and Need (problem or issue)/Corridor Vision and a brief scope of the project. Also, identify any additional goals and objectives for the project.

Purpose and Need:

The primary purpose and need of the project are to create more walkable and bikeable roadway right-of-ways along LA 22 and LA 21, to provide safer areas for pedestrians and bike riders by reducing conflicts with automobiles, and to improve the automobile traffic flow.

Corridor Vision and Objectives:

The objectives of the project are to address current and future concerns of LA 21 and LA 22 within the project area. The vision is to provide needed streetscape beautification enhancements in addition to addressing bicycle, pedestrian and automobile traffic needs and conflicts. Some of the primary objects include slowing down traffic along LA 22 to 25 miles per hour, and providing improved parking with efficient layouts at the businesses along LA 22 and LA 21.

Scope:

This study involved several components, as described in part, in the RPC scope of work for this project. Understanding the constraints of the corridor was the first step undertaken before enhancements could be developed. The following is a list of tasks that were performed for this report, which is described more fully throughout the report in their respective sections:

- Data Acquisition and field investigation for the development of site inventory and assessment plans.
- Collection, assessment and coordination with existing projects that occurred adjacent to or within the corridor study area.
- Assessment of automobile, pedestrian, and bicycle traffic and circulation.
- Collection and assessment of pedestrian, vehicular and bicycle crash data
- Collection and assessment of bicycle connectivity with existing and proposed bike lanes and routes.
- Assess roadway and sidewalk width, condition and ADA compliance along the LA 21 corridor.
- Create a cross section for each segment for all ROW including space for people on foot and on bike
- Develop a conceptual layout for LA 22 between extended Cedar Street/LA 21 at LA 22 and to the area east of the Madisonville Bridge near Marina Del Ray.

- Create a cross section of LA 22 between Water Street and the extended Cedar Street intersection that works to accommodate people walking and riding a bicycle and that better controls commercial parking, entrances and exits to commercial sites, demonstrates sidewalk or side path width, curbs, landscaping and other elements that will help to slow traffic.
- Provide information that is needed to indicate a connection to the riverside walkways on both sides of the LA 22 bridge by creating a pedestrian tunnel.
- Using CPEX public input, land use recommendations and bike and pedestrian route and circulation recommendations, develop a draft Pedestrian and Bicycle Master Plan with a draft Complete Streets policy and maps that reiterates the citizen's desire for keeping a quaint community atmosphere and strengthening internal non-motorized circulation.
- Provide an opinion of probable cost.

- Two meetings with the Project Management Committee (PMC) team

C. Agency Coordination

Provide a brief synopsis of coordination with federal, tribal, state and local environmental, regulatory and resource agencies. Coordination with the following agencies regarding proposed improvements has occurred with the Louisiana Department of Transportation Development (LADOTD), Regional Planning Commission (RPC), Madisonville Public Works, the Mayor of Madisonville and the Madisonville Town Council.

What transportation agencies were included in the agency coordination effort?

The Louisiana Department of Transportation and Development

Describe the level of participation of other agencies and how the coordination effort was implemented.

A meeting was held at the Hammond district LA DOTD offices early in the project to discuss DOTD plans for LA 22 and LA 21 within the town of Madisonville. The design of extending LA 21 down Cedar Street and a creating roundabout at LA 21 and LA 22 was in the plan shown in this report. Refer to the Minutes to this meeting in the appendix of this report.

What steps will need to be taken with each agency during NEPA scoping?

In future stages of development, DOTD and the town of Madisonville may need to coordinate the work with the Louisiana Department of Environment Quality and the EPA regarding all disturbed areas.

D. Public Coordination

Provide a synopsis of the coordination effort with the public and stakeholders; include specific timelines, meeting details, agendas, sign-in sheets, etc. (if applicable).

See included in this report the coordination efforts that occurred throughout the project timeline. See appendices for meeting agendas, Sign-in sheets, minutes, and PowerPoint presentations.

E. Range of Alternatives – Evaluation and Screening

Give a description of the project concept for each alternative studied.

What are the major design features of the proposed facility (attach aerial photo with concept layout, if applicable).

Detailed descriptions along with associated plans can be found in this report.

Will design exceptions be required? Unknown

What impact would this project have on freight movements?

There is proposed rerouting of traffic included in this report, however, it is not anticipated that freight movements will be affected negatively by the changes.

Does this project cross or is it near a railroad crossing? This project does not cross any railroads and there are no nearby railroads.

Was the DOTD's "Complete Streets" policy taken into consideration? Yes

If so, describe how. Include a brief explanation of why the policy was determined to be feasible or not feasible.

The goal of this project was to enhance the experiences of pedestrians and bike riders in the town of Madisonville. Traffic calming is also an objective, and this is achieved by reducing the overall width of the pavement of the roadways and including curbs along the streets. Bike lanes and bike routes are proposed, along with street trees and decorative streetlights. Parking is redesigned in some areas to be more efficient and safer for automobiles, bike riders and pedestrians. A Complete Streets report is included. All proposed new elements and street designs are found to be feasible within the 50' right-of-ways.

How are Context Sensitive Solutions being incorporated into the project?:

Context Sensitive Solutions are being incorporated into the project many ways. The plans call for rerouting the LA 21 traffic down Cedar Street which will remove the impact of heavy traffic moving through the residential areas as it presently does. This rerouting along with a roundabout at LA 22 and the removal of the traffic light at Main and LA 22 will create an improved flow of traffic. The plan also includes wider sidewalks, bike lanes and bike routes, street curbing, improved parking along the streets and at businesses, period street lighting and street trees.

Was the DOTD's "Access Management" policy taken into consideration? If so, describe how.

DOTD's "Access Management" policy was taken into consideration. With the plans including a roundabout at Cedar Street (to become and extension of LA 21) and LA 22, and the removal of the traffic light at Main Street and LA 22, a more efficient flow of traffic will be created. The speed limit for LA 22 within the limits of Madisonville will be reduced from 35 mph to 25 mph, creating easier and safer opportunities for cars to access LA 22 and to make turns off and on of LA 22 to and from residential side streets. Currently, many businesses have perpendicular parking up to their buildings, creating possible hazards when backing out into traffic when leaving. The plans include restructuring the parking to provide parallel parking and protected parking areas, and eliminating perpendicular parking off LA 21 and LA 22.

Were any safety analyses performed? If so, describe results.

No formal safety analyses were performed at this stage. However, safety was a key element considered in the development of the plans. These include a slower traffic limit at LA 22, highly visible crosswalks, and wider sidewalks.

Are there any abnormal crash locations or overrepresented crashes within the project limits?

Crash data from 2013 to 2017 indicate crashes along the Madisonville bridge and to the east on LA 22, and at LA 22 and the intersections of Water Street, Main Street and Pine Street. Crash data with corresponding maps can be seen in this report.

What future traffic analyses are anticipated?

Besides the acquired information for crash data, ADT (average), and on-site observations, no additional traffic analysis at the time of this report is anticipated. Traffic analysis may be performed at more developed phases.

Will fiber optics be required? If so, are there existing lines to tie into? Unknown

Are there any future ITS/traffic considerations? Unknown

What is the required Transportation Management Plan (TMO) level as defined by EDSM No. VI.I.1.8?

Not part of this feasibility study.

Was Construction Transportation Management/Property Access taken into consideration? No

Were alternative construction methods considered to mitigate work zone impacts? No

Describe screening criteria used to compare alternatives and from what agency the criteria were defined.

Two alternative plans were presented to the mayor, department directors and the mayor's office staff, and it was determined that one alternate was the preferred.

Give an explanation for any alternative that was eliminated based on the screening criteria.

The alternative for a median and controlled access with right-in and right-out at Main Street and LA 22 was eliminated due to limitations of automobile movements and difficulties of accessing businesses on the opposite side of the road.

Which alternatives should be brought forward into NEPA and why?

Neither of the alternatives are to be brought forward into NEPA for this study level.

Did the public, stakeholders and agencies have an opportunity to comment during the alternative screening process?

Two alternative plans were presented to the mayor, department directors and the mayor's office staff. The alternative with the median down LA 22 was eliminated.

Describe any unresolved issues with the public, stakeholders and/or agencies.

The final plan was presented to the mayor, the town council and the public, and there are no unresolved issues.

F. Planning Assumptions and Analytical Methods

What is the forecast year used in the study? No timeframe has been established or indicated in this study.

What method was used for forecasting traffic volumes? None at this study level.

Are the planning assumptions and the corridor vision/purpose and need statement consistent with the long-range transportation plan? Yes

What future year policy and/or data assumptions were used in the transportation planning process as they are related to land use, economic development, transportation costs and network expansion?

The extension of LA 21 down Cedar Street, to reroute LA 21 in this area, and to provide a roundabout at Cedar Street and LA 22, was based on a 2018 study by the Louisiana DOTD.

H. Cost Estimate

Provide a cost estimate for each feasible alternative:

Refer to Chapter Four for a detailed descriptive along with an opinion of probable cost.

Phase	Total Estimated Cost	Funding Source (STP>200K, STP<200K, CMAQ, DEMO, DOTD Priority Program)	Match Provided By (City, Parish, State, Other...)	TIP Fiscal Year
Environmental (document, mitigation, etc.)				
Engineering Design				
R/W Acquisition (C of A if applicable)				
Utility Relocations				
Construction				
Construction Engineering & Inspection Services				
TOTAL COST				

ATTACH ANY ADDITIONAL DOCUMENTATION

Disposition (circle one): (1) Advance to Stage 1 (2) Hold for Reconsideration (3) Shelve

Appendix C

Appendix C

Stage 0 Environmental Checklist

Route: LA 22 between Cedar Street and Marie's Marina,
and LA 21 between Rampart Street and LA 22

Parish: St. Tammany

C.S.: N/A Begin Log mile: N/A End Log mile: N/A

ADJACENT LAND USE: Commercial and Residential

Any property owned by a Native American Tribe?

(Y or N or Unknown) If so, which Tribe? There are no tribes in Madisonville according to the USDA New Orleans Service Center. Ownership of property in Madisonville by a Native American Tribe is unknown by our research.

Any property enrolled into the Wetland Reserve Program?

(Y or N or Unknown) If so, give the location: In 2009, the Nature Conservancy purchased 800 acres of wetlands west of Madisonville near the mouth of the Tchefuncte River and the High Bridge Canal.

Are there any other known wetlands in the area?

(Y or N) If so, give the location: Freshwater Forested/Shrub Wetlands west and southwest of the project area.

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

(Y or N) Cemeteries: No

(Y or N) Churches: Good Shepherd, 501 Cedar Street

(Y or N) Schools: Madisonville Junior High is located on Rene Street, but not adjacent to the project area.

(Y or N) Public Facilities (i.e., fire station, library, etc.): Library and Police Station at LA 21 and St. John Street.

(Y or N) Community water well/supply: Two water wells in Madisonville, but none adjacent to the project area. One is by the ballpark on Pine Street, and the other is on Old Ponchatoula Highway near Madisonville Collision Center.

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:

(Y or N) Public parks:

(Y or N) Wildlife Refuges:

(Y or N) Historic Sites:

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:

400 Cedar Street (Madisonville Bank), now a library and police station, National Register of Historic Places (83003636).

Do you know of any threatened or endangered species in the area? (Y or N)

If so, list species and location. :

West Indian Manatee, Lake Pontchartrain & tributaries on North Shore

Louisiana Quillwort, St. Tammany Parish

Atlantic Sturgeon, Lake Pontchartrain tributaries

Gopher Tortoise, St. Tammany Parish

Red-cockaded Woodpecker, Entire state of Louisiana (pine forests)

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

Are there any Significant Trees as defined by EDSM I.1.1.21 within proposed ROW? (Y or N) If so, where?

What year was the existing bridge built? 1980

Are any waterways impacted by the project considered navigable? (Y or N) If unknown, state so, list the waterways: The project is close to the Tangipahoa River, but does not impact it.

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

(Y or N) Leaking Underground Storage Tanks:

(Y or N) CERCLIS: Could not determine

(Y or N) ERNS: Could not determine

(Y or N) Enforcement and Compliance History: Could not determine

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)

If so, give the name and location: Sunoco Gas Station, 101 Highway 22 W, and Route LA 22 Gas Station, 201 Highway 22 W

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:

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. None

Are there any possible residential or commercial relocations/displacements? (Y or N)

How many? Could not determine.

Do you know of any sensitive community or cultural issues related to the project? (Y or N)

If so, explain:

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

What type of detour/closures could be used on the job?

Detours will most likely be needed for planned road work. Road closures are not anticipated, but could be required.

Did you notice anything of environmental concern during your site/windshield survey of the area? If so, explain below.
No.

Perez, APC – Brandon Adams, PLA

Point of Contact

504-584-5100

Phone Number

April 4, 2019

Date