

SCOTLANDVILLE CORRIDOR

MASTER PLAN





**YOU SEE THE SHADOWS OF THE PAST IN
NORTH BATON ROUGE, AND YOU SEE THE
POTENTIAL FOR THE FUTURE.**

-Byron Washington

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EXECUTIVE SUMMARY

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PROJECT VISION + GOALS

VISION

The Scotlandville Corridor Master Plan reimagines the Scotlandville Parkway as a multi-modal linear park with a series of enhanced spaces to gather and recreate along the route. BREC aims to provide a safe and enjoyable environment by prioritizing the values of the Scotlandville community.

GOALS

- ▶ Support community efforts for arts and cultural events that reflect the talents, needs, and wants of North Baton Rouge residents, such as Scotland Saturdays.
- ▶ Highlight the rich culture and history of the area and support the advancement of cultural and/or preservation efforts in the adjoining neighborhoods.
- ▶ Encourage multi-modal opportunities throughout the corridor.
- ▶ Provide a safe alternative means of transportation for zero-car households.
- ▶ Connect the corridor to parks and open spaces.
- ▶ Improve water quality and stabilize banks in Monte Sano Bayou.
- ▶ Improve habitats for urban wildlife and increase species diversity with native shrubs and plants.
- ▶ Buffer noise and light pollution to enhance experiences for human and wildlife populations.

Figure 1. Rendering of underpass area near Rosenwald Rd. Source: BREC.





PROJECT BACKGROUND + SCOPE

PROJECT BACKGROUND

The Louisiana Department of Transportation and Development (LA DOTD) owns a 3.1-mile stretch of right-of-way under the I-110 elevated interstate that spans from Scenic Highway to Monte Sano Avenue. The southern portion of the corridor, which includes the area from Harding Boulevard to Monte Sano Avenue, was developed as a park in the 1970s. This portion of the corridor boasts some of the most picturesque landscapes in the Parish, along with 7 miles of meandering park trails. The northern section, which runs from Scenic Highway to Harding Boulevard, is more urban and provides a combination of shared-use trails and various amenities.

The Scotlandville Corridor Master Plan proposes the enhancement of the right-of-way with a combination of repaired and re-aligned trails to accommodate a diverse group of users with a series of pocket parks along the route. The greenway, or multi-use trail, will provide a safe route for cyclists and pedestrians through the corridor. It will also offer opportunities for active recreation and connectivity between parks and open spaces. In addition, it will serve as a vital connection between the north and south portions of the parish, particularly when other key connections identified in the East Baton Rouge Pedestrian and Bicycle Master plan (Bike Ped plan) are completed.

Within this document, the Scotlandville Parkway will be referred to as the “Scotlandville Corridor” or simply “the corridor.” When referring to the “Scotlandville Parkway” or “the parkway,” this is a specific reference to the park-like area located between Monte Sano Avenue and Harding Boulevard.

This document pulls from past and current plans and leaders for and of the Scotlandville community; and it lays the groundwork for the next iteration of transit connections, community gathering, recreation, and play within the corridor, while paying homage to Scotlandville’s rich cultural heritage and access to natural resources.



Figure 2. Map of North-South Connector. Source: BREC.

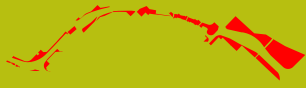
PROJECT SCOPE

The Scotlandville Corridor Master Plan scope includes schematic design for the entire 3.1-mile stretch of the multi-use trail and pocket parks along it. This document identifies the trail locations and alignment, as well as various park improvements and amenities to enhance the space for users. It also:

- ▶ Addresses site context and history
- ▶ Provides an existing conditions analysis
- ▶ Details the community engagement process
- ▶ Defines programmatic uses appropriate for the corridor
- ▶ Provides a phasing plan for implementation
- ▶ Recommends actions to be taken by BREC and its partner agencies to maintain and operate the corridor at its highest and best use



Figure 3. Existing conditions along Scotlandville Corridor. Source: BREC.



CONCEPTUAL PLAN

KEY PLAN



Figure 4. Overall Master Plan Graphic. Source: DDG.

SECTIONS 7-8 COMMUNITY CONNECTIONS

The northern part of the corridor runs from Scenic Highway to Fletcher Williams Drive is community focused, as this portion contains the JNCC, Scotlandville Magnet High School, Ryan Elementary, and Progress Elementary. In this area, places for public art, family gatherings, and community markets are proposed.

SECTIONS 5-6 HISTORIC HALF MILE

Within the area from Rosenwald Road to Harding Boulevard, design features include the Historic Half-Mile—an educational walk where visitors can experience the retelling of the stories of Scotlandville to understand this community’s place in history. This will become the cultural backbone of Scotlandville Parkway, and it will also include amenities such as gathering areas, a skating rink, multi-sport courts, playgrounds, and artwork.



SECTIONS 1-4 CULTURAL + LANDSCAPE HERITAGE

Perhaps the most well-known area is the 85 acres located south of Harding Boulevard, and this is likely because it is the most park-like portion of the corridor. Traditionally, a parkway refers to a broad landscaped highway or road with trees and vegetation on both sides; within this document, the areas south of Harding Boulevard will be referred to as the parkway.

On the east side of I-110, between Harding Boulevard and Monte Sano Ave, the main goal of the design is to enhance the health of the Monte Sano Bayou, reduce

erosion, increase flood protection, enlarge the water holding area, and provide greater fishing access. The west side of I-110 presents a different park character, as it is nestled into the adjacent community, with houses abutting the parkway. The area is still heavily treed and largely sheltered from the interstate, although it is more intimate when compared to the vistas of the east side of the parkway. Here, the improvements will be things that the residents requested, such as security lighting, seating, water fountains, a fitness area, and a youth soccer field.

PHASING + KEY RECOMMENDATIONS

PHASING

For the phasing plan, the design team categorized issues to be addressed immediately or in future phases, regardless of the physical location along the corridor. This gives flexibility in implementation and allows improvements to be made throughout the corridor. Further, it allows for focus on critical high-use areas and the implementation of multiple types of changes at once.



PHASE 1: LIABILITY REDUCTION

Before additional program elements and amenities can be implemented, critical accessibility and safety measures must be made to the Scotlandville Corridor. The design team recommends that corridor elements deemed unsafe are removed or securely barricaded until they can be addressed. These elements include:

- ▶ Accessibility + ADA
- ▶ Safety Issues
- ▶ Hazard Removal



PHASE 2: BUILDING TRUST

After resolving critical accessibility issues and safety concerns, the focus will shift to rebuilding trust and partnerships within the neighborhood by restoring natural and built amenities along the corridor. These amenities include:

- ▶ Trail Improvements
- ▶ Health + Well-Being Improvements
- ▶ Signage + Wayfinding
- ▶ Bayou Restoration + Education
- ▶ Stormwater Remediation



PHASE 3: EXCEEDING EXPECTATIONS

Once basic safety issues are addressed and existing amenities improved, further enhancements will be made to the corridor. These enhancements include:

- ▶ Art Installations
- ▶ Play Improvements
- ▶ Recreation + Sports Enhancements

RECOMMENDATIONS

As the team worked through the master planning process, we heard many voices as we surveyed the community at various public events and in online surveys. That feedback has been incorporated into the recommendations section of the document and was the foundation for the following action items.

LEGAL ISSUES

- ▶ Review the existing Joint Use Agreement (JUA) and update it to reflect new standards held by BREC and DOTD.

LIGHTING

- ▶ Work with partner agencies to develop a comprehensive lighting plan for the length of the corridor.
- ▶ Install security lighting under the length of I-110.
- ▶ Repair or replace existing lighting along the corridor.
- ▶ Install artistic lighting in key activation areas.

FENCING + WALLS

- ▶ Complete a comprehensive study of fencing and walls along the corridor to assess the need for removal, replacement, and/or new installation of fencing and sound/visual barriers.
- ▶ Remove chain link fencing along I-110 that is damaged. In areas that have missing panels, determine whether the remaining fence should be removed, or if the missing panels should be replaced.
- ▶ Work with DOTD to install enhanced sound barrier walls along I-110 from Badley Road to Wilbur Street and within the corridor between Monte Sano Avenue and Harding Boulevard.

HAZARDS

- ▶ Ensure that all safety precautions and procedures are followed.
- ▶ Clear and maintain the corridor routinely to prevent any areas from becoming discard sites.
- ▶ Work with partner agencies to improve areas along the corridor by screening with planting or fencing.

CLEANING WATERWAYS

- ▶ Work with partner agencies (DOTD and EPA) to conduct an environmental study of Bayou Monte Sano to address water quality and restore habitats along the bayou.
- ▶ Work with partner agencies to remove tires and debris from Monte Sano Bayou and tributaries.

RECOMMENDATIONS CONTINUED

SAFETY + DIRECTIONAL SIGNAGE TO PARKWAY

- ▶ Work with partner agencies to conduct a wayfinding study for areas around the corridor that lead to vehicular, pedestrian, and cyclist entrances.
- ▶ Install signage around the corridor and on major streets directing users to all access points of the corridor.
- ▶ Install flashing Rectangular Rapid-Flashing Beacons (RRFB) at street crosswalks where needed to improve safety for pedestrians.

IMPROVED SIDEWALK CONNECTIONS

- ▶ Continue to coordinate with the City on the Elm Grove Garden Sidewalks Phases 1 & 2 (Blount Road - Rosenwald Road) project.
- ▶ Continue to coordinate with the City on the 72nd Avenue Pedestrian Improvements.

EBR PEDESTRIAN + BICYCLE MASTER PLAN

- ▶ Continue working with partner agencies to implement and build the trails delineated within the Bike Ped Plan.

NAME CHANGES

- ▶ Review names for the park and the parkway/greenway.
- ▶ Conduct surveys to engage the public to get their feedback on name changes.

LAND ACQUISITION

- ▶ Corner lot at 75th Avenue and Sussex Street: Currently, there are several non-operational cars parked on the street here. Purchasing the lot would allow BREC to create additional parking, make this entrance safer and more accessible, and clean up the entrance on Sussex.
- ▶ Adjudicated lots along 70th Avenue, between 70th and 72nd avenues: As this area contains a tributary of Bayou Monte Sano, acquiring this property would provide additional space for stormwater remediation and storage, more parking, and improved trail access.
- ▶ Greenspace along Scenic Highway, between Coot Street and Blount Road: This property would provide a location for artwork and seating, and it is an opportunity to install plant material to screen the adjacent property.

UNDERUSED DOTD PROPERTY ALONG PARKWAY

- ▶ Activate triangle lot at Badley Road and Veterans Memorial Boulevard: This parcel is owned by DOTD, but it is underutilized; this space can be used for park expansion, improved connection on Veterans Memorial Boulevard, and additional greenspace for sports fields.
- ▶ Activate 3 parcels at end of Central Road: This property would improve the connection to the adjacent neighborhood and add space for a potential parking area.

CULTURAL RELEVANCE

- ▶ Install art, such as interactive sculptures, murals, and photography on existing and new structures throughout the corridor.

WAYFINDING IMPROVEMENTS

- ▶ Develop a comprehensive wayfinding package for the corridor.
- ▶ Develop an entrance signage package for the corridor.
- ▶ Implement a mile-marker or distance system for orientation and safety.
- ▶ Install park maps and rules signage at key access points and intersections.

NATIONAL HISTORIC LANDMARKS PROGRAM

- ▶ Nominate the corridor for a National Historic Landmark designation for its historical significance as one of the first highway projects aimed at minimizing the impact of the interstate on the surrounding community, while providing recreational opportunities.

HAZARD ASSESSMENT

- ▶ Conduct a study of the bridges within the corridor to determine which are in critical condition, which need to be removed entirely, and which need to be replaced or repaired.
- ▶ Remove several existing bridges and straighten out paths to reduce maintenance and create more streamlined travel paths.
- ▶ Conduct a study of the existing sections within the corridor to understand what the best management practices are.

HABITAT DIVERSITY

- ▶ Increase trail access to minimize damage to sensitive habitat by human traffic.
- ▶ Maintain and supplement existing natural habitat by planting native grasses, shrubs, and trees.
- ▶ Leave fallen branches, trees, and snags to naturally decay and provide habitat. If branches or trees fall onto a trail, move the debris a safe distance away and allow to naturally decay.
- ▶ Stabilize banks and establish native deep-rooting vegetal buffer along creek to enhance species diversity.
- ▶ Address issues with feral cats as they negatively impact the bird, reptile, and amphibian populations.

ADA COMPLIANCE

- ▶ As work is addressed within the corridor, consult the BREC ADA Transition plan to ensure that all compliance issues are addressed within the defined project area.