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Table 6 - 4 . Mileage breakdown for on- and off-road facilities, 2024.

2024 Statistics for On- and Off-Road Paths						
Status	**Sidewalk**	**Sidepath**	**Greenway**	**Multi-Use Path**	**Off-Road Grand Total Miles**	**% Complete**
Existing	2.7	6.4	27.5	3.5	**40.1**	**11%**
Proposed	20.0	58.1	195.7	43.1	**316.9**	**89%**
Grand Total (Miles)	**22.7**	**64.5**	**223.2**	**46.6**	**357.0**	**100%**

Status	**Bicycle Boulevard**	**Bike Lane**	**Buffered Bike Lane**	**Protected Bike Lane**	**On-Road Grand Total Miles**	**% Complete**
Existing	6.7	9.5	**0.6**	**1.7**	**18.5**	**9%**
Proposed	131.8	2.9	34.5	27.8	**197.0**	**91%**
Grand Total (Miles)	**138.5**	**12.4**	**35.1**	**29.5**	**215.5**	**100%**

Chapter 6 of the *EBRP Bicycle and Pedestrian Master Plan Update* (2024 BPMP) includes a revised implementation plan based on analysis of progress since establishment of the 2020 PBMP and guidance from the BPMP Steering Committee. This chapter also provides a list of suggested tasks for the 2024 BPMP update, which has been updated with the Active Transportation Network (ATN) as presented in Chapter 4.

WHAT HAS BEEN DONE, AND WHAT HAVE WE LEARNED?

The *EBRP Pedestrian and Bicycle Master Plan* (2020 PBMP) established a vision of a connected network for bicyclists and pedestrians to meet the basic needs of non-motorists traveling within the City-Parish. The 2024 BPMP carries this vision forward into implementation.

As shown in **Table 6 – 1**, the network proposed in Chapter 4 consists of 316.9 miles of new off-road facilities or eighty-nine percent of complete build out, and 197.0 miles of on-road facilities or ninety-one percent of the complete build out. The complete build out of all on- and off-road facilities can be seen in **Figure 6 – 1**.

Progress with on-road facilities has been steady since the adoption of the 2020 PBMP as MOVEBR, the primary program for transportation projects, and the City-Parish and the Louisiana Department of Transportation and Development (LADOTD), owners of the existing roadways, have begun incorporating bicycle and pedestrian projects into their design and engineering processes. Progress has also been made with off-road facilities, as BREC has spearheaded the building of greenways connecting parks within the parish.

Observation of these processes has revealed several challenges to implementation. Visibly low demand is always an issue when there is a lack of infrastructure to support it and latent demand is difficult to prove. Transportation engineers and other decision makers often cite low demand as a reason for not including bicycle and pedestrian facilities within their road improvement plans. The need to justify the expenditure of limited dollars for the comparatively few people who bike and walk has made designing and building these facilities a low priority. Systematic methods for counting users and

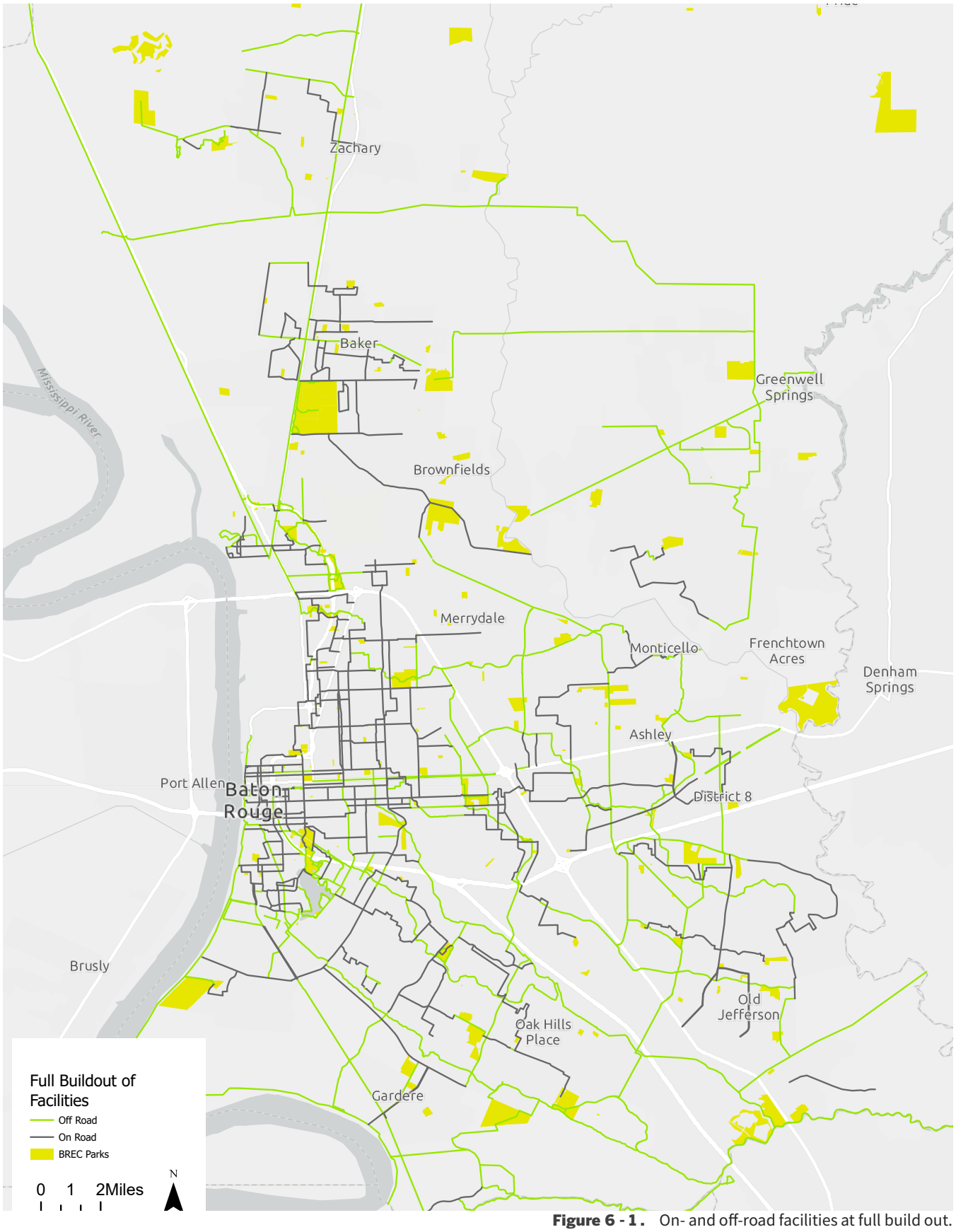

Figure 6 - 1. On- and off-road facilities at full build out.

calculating latent demand that will yield positive benefit-cost ratios are still being developed by the Complete Streets Advisory Committee (CSAC). These methods and other Complete Streets initiatives will support a continuing positive message about shared use of the public rights of way in the community.

At the federal level, the 2021 passage of the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), established that non-motorist facility investment yields greater benefits than costs, particularly in creating greater equity among disadvantaged areas where many vulnerable road users (VRUs) of the transportation system reside. Bicycle and pedestrian projects within disadvantaged neighborhoods are given preference within some of the grant funding programs. In theory, funding will continue to be available at least through to the next BPMP update in 2028. Therefore, because the amount of available funds dedicated to these projects has increased exponentially, the limited funding argument impeding implementation of bike-ped projects becomes irrelevant.

The demand issue for bicycle and pedestrian facilities was considered in the 2020 PBMP through a latent demand analysis and recommendations for high-quality networks defined in ATN. The 2024 ATN is a revision of the 2020 PBMP network recommendations and is focused on factors that will attract the widest range of users.

Classification systems have been defined by the Federal Highway Administration (FHWA), American Association of State Highway Officials, and others to measure a cyclist's tolerance for different types of bicycling facilities. All analyses assign at least one-third of any population as "never" cyclists and something less than 10 percent as either "fearless" or "confident." The remaining 60 percent can be defined as "interested." The thought is if facilities are designed for a cyclist with the lowest tolerance, the facility will be accessible to *all* users. For a bicycling network to attract as many of the interested cyclists as possible

> ". . . its most fundamental attribute should be low-stress connectivity, that is, providing routes between people's origins and destinations that do not require cyclists to use links that exceed their tolerance for traffic stress, and that do not involve an undue level of detour."

This concept is also considerate of pedestrians, who are even more limited by long detours than bicyclists.

Maximizing utility of and demand for the ATN must also include incorporating fixed-route and micro-area transit services, particularly for pedestrian trips. In physical terms, this means that all bus stops along the network must be accessible. At present, the Capital Area Transit System (CATS) is revising its routes and stops. Therefore, although this BPMP update does not map any specific projects to create access to bus stops, the process has included inputs from transit professionals and CATS. In many cases, missing connections only require a small section of ADA-compliant sidewalk and the 2024 BPMP encourages implementation of short connecting segments on a project-by-project basis until the next update of the BPMP can map them in detail.

Meeting the goal of low-stress connectivity will be the greatest challenge to full build out of the ATN because the idea of retrofitting high-car volume streets surrounded by "built-up environments" to include cycling facilities can be unpopular. It is important to state that because we are building multi-use facilities within an existing city, we will never be able to build an extensive network that includes designated, grade separated facilities along main arterial streets. This is particularly true in areas outside of the traditional urban street grid where population densities are low, and the existing roadway network consists mainly of high-capacity arterial roadways and disconnected subdivision streets.

Traffic operations and limits on acquisition of right of way on state-owned routes are major factors that hamper successful retrofitting of these facilities for a low-stress network. To avoid stress from high traffic volumes and high speeds on arterials, the ATN proposes as many feasible alternative routes as

Table 6 - 5 . Phasing classification for projects in 2024 BPMP update.

Phase	Timeline	Definition
Phase 0	Past	Existing, built, and in use
Phase 1	Near-Term (≤ 5 years)	Funding allocated, programmed by sponsor agency, approvals issued or anticipated, in final design or construction
Phase 2	Mid-Term (≤ 10 years)	Funding identified but not committed, sponsor agency identified but may require at least one other partner, limited regulatory issues
Phase 3	Long-Term Vision (10-30 years)	Vision projects are those requiring collaborative resolution of social, cultural, regulatory, financial, and environmental issues. Includes low-cost projects with operational issues that would fill critical network gaps.

possible using bicycle boulevards within the existing urban grid or greenways along natural features. Otherwise, off-road sidepaths, which may require acquisition of right of way adjacent to the roadway, are recommended. State-owned routes generally do not offer opportunities for on-road bike lanes even if they are buffered because speeds are too high and volumes are too great; however, if a road diet were feasible to lower speeds and ration volumes, buffered bike lanes would be a preferred option.

To develop a low-stress network, the 2024 BPMP prescribes signalized crossings at intersections on high-capacity arterials. In areas with long blocks, signalized mid-block crossings are recommended, as this facility works particularly well for pedestrians who might otherwise jaywalk. However, depending on the context of the highway (speed, volume, cross section, adjacent land use, etc.), mid-block crossings may result in negative safety impacts for both pedestrians and motorists. Signalized pedestrian crossings at both intersections and mid-block must be considered carefully, and on state-owned roads this may take some time to accomplish. Therefore, ATN facilities within the right of way of state-owned arterials featuring crosswalks are mostly recommended within the latter phases of the implementation plan and should be addressed in the next BPMP update.

The previous approach to planning the ATN prioritized individual projects based on their rating within an algorithm of metrics. The current priority, as expressed by The 2024 BPMP Steering Committee expressed an interest in expediting the implementation of a usable, connected network during their first meeting in 2023. Thus, the focus has shifted from prioritizing specific projects to building all ATN links as necessary for meeting the mobility and connectivity goals for the City-Parish within 10 years. Special projects that cannot be realistically implemented within that timeframe are included in the ATN as “Vision” Projects.

If a project is funded, it is feasible. This iteration of implementation must default to feasibility to make as many connections as possible in as short a timeframe as possible so that the network has utility for as many people as possible. By virtue of creating an alternate mode of transportation, the 2020 PBMP addressed equity issues for people who could not afford or were unable to drive automobiles. Within the 10-year phase, choosing projects within historically disadvantage communities or rural areas with low populations will be the responsibility of the agencies sponsoring the projects.

IMPLEMENTATION STRATEGY

The 2024 BPMP implementation plan includes classification of projects by phases as is shown in **Table 6 – 2**. This strategy aligns projects with City-Parish agency capacities, resources, and priorities, as well as the capacity of BREC to fund and build out the off-road greenways in Phase 1. Some of the other agencies involved include LADOTD, DDD, CATS, LSU, Southern, Build Baton Rouge (BBR), and Baton Rouge Area Foundation (BRAF), to name a few. The 2020 PBMP priority projects list has been updated to be categorized by phase, with existing projects (built) in Phase 0 and programmed, funded, or in-construction projects in Phase 1. The two phases for future projects—Phase 2 and Phase 3—are classified by the level of feasibility; those in Phase 2 are easily implementable and are slated for completion in 10 years, while those that are 30-year planning projects are given a Phase 3 designation.

Phase 0 or Existing projects are facilities usable by the public in 2024. Bikeways, defined as existing local streets with low traffic volumes and posted speeds of 25 mph or less, are not included in the Phase 0 capital projects. The main difference between bikeways and bicycle boulevards is that ALL streets are technically bikeways, while bikeways that are low speed, have low traffic volumes, and are designated routes, are bicycle boulevards. Like designated bicycle boulevards, bikeways provide low-stress links within the ATN, but no additional treatments such as signage and traffic calming are recommended for bikeways because these are secondary routes.

Phase 1 projects are in the various sponsor agency's capital improvements, maintenance, or construction programs with obligated funding. These projects are expected to be completed in five years. Some may have already begun construction in 2024.

Projects in Phase 2 are easily implemented, like bicycle boulevards (**Figure 6 – 2**), which are locally owned streets that are simple to design, require little demolition and right of way acquisition, and do not contain major barriers like crossing of high-capacity arterials. Reconstruction of ADA-compliant sidewalks

Figure 6 - 2 . Example of a low-stress bicycle boulevard. Courtesy Mark E. Martin.

adjacent to bicycle boulevards are included in this category. These will typically be on-road projects because off-road projects may be more complicated due to servitude acquisition, neighborhood buy-in, and natural resource mitigation.

Phase 2 projects are expected to be completed by 2034. Generally, potential funding sources and sponsor(s) have been identified but no commitments have been made. Although specific design issues are unknown, the designated facility type is based on existing conditions including roadway posted speeds, traffic volumes, ownership, and physical surroundings. As Phase 2 projects move into design, the facility type identified in the ATN may be revised.

The long-term or "Vision" projects in Phase 3 will require extensive planning, design, and construction to implement. These also require intense collaboration across all participating agencies and stakeholders. Many of these projects will be off-road projects, often requiring the balancing of social, cultural, regulatory, and environmental issues. In addition, vision projects should have dedicated champions who can inspire and motivate the public, elected officials, and other supporters.

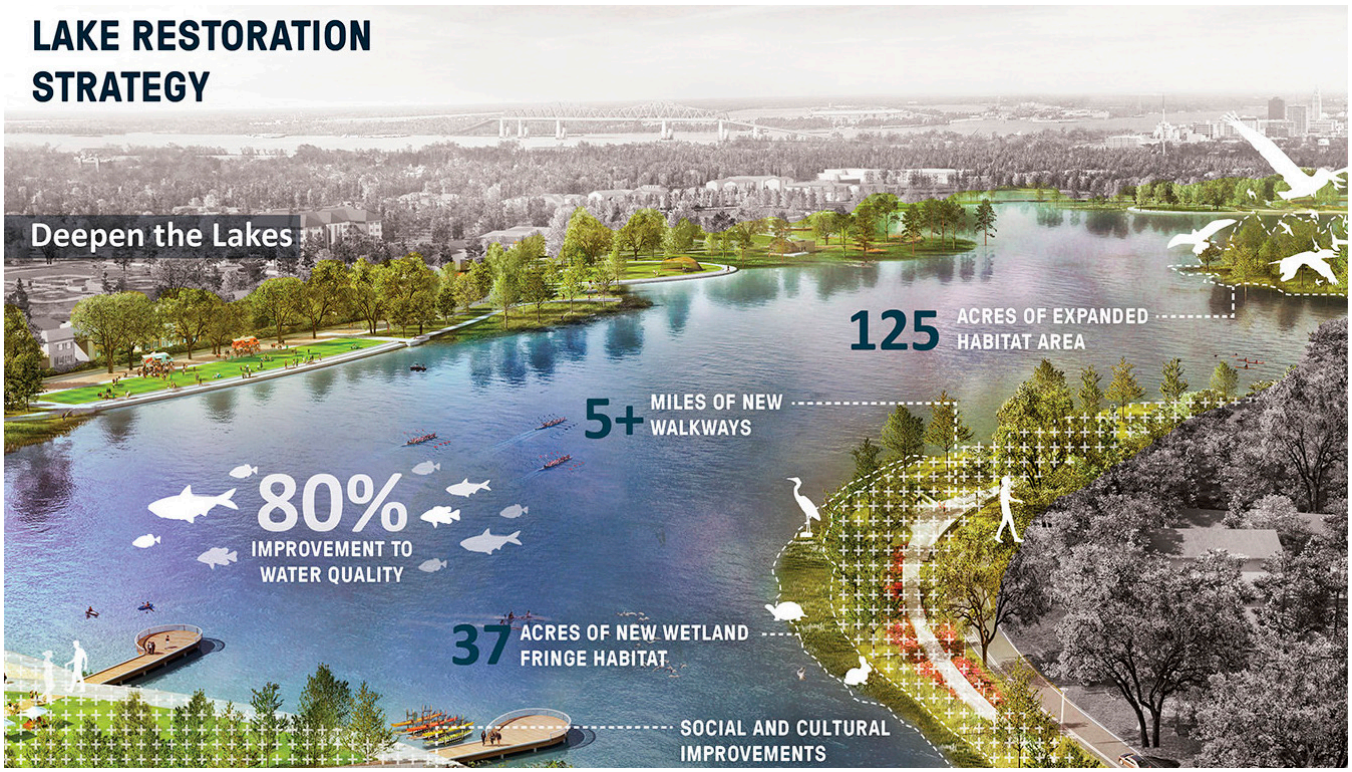

Figure 6 - 3 . Lakes rendering showing projects as part of the restoration.

Many Phase 3 projects are relatively inexpensive such as treatments at existing signalized intersections but require time-consuming design solutions, operational studies, and regulatory approvals. A pedestrian crossing at Scenic Highway and Mason Avenue that would provide a link within the CMAQ multi-use path is an example of the difficulties related to such projects.

The project at LSU Lakes (**Figure 6 – 3**), BREC's Health Loop, and the Complete Streets redevelopment of Florida Boulevard from 22nd Street to Airline Highway are three examples of Phase 3 projects currently underway. The implementation schedule for completion of projects like these is beyond the 10-year time frame. The LSU Lakes project was initiated with a comprehensive master plan done in 2015; Phase 1 Design started in 2021, and construction was contracted in 2022. The Florida Boulevard project concept plan was presented by MOVEBR in 2019; the project design study was approved in 2024. Projects like these within the Vision Phase, are those that overcome critical barriers to implementation. These projects could be a focus of the next BPMP update using lessons learned from the delivery of the Lakes and Florida Boulevard.

The phased approach will expedite development of the ATN. By phasing all projects, resources can be strategically leveraged, and a realistic timeline developed. The ultimate result will be a well-rounded and robustly connected network that will not only meet the needs of the present, but also prepare for future expansion and growth.

Recommendations outlined in the 2020 PBMP included the adoption of performance measures developed by the Complete Streets Advisory Committee (CSAC) to establish targets and track progress toward a safe and better-connected network. The CSAC has since revised its metrics, which are presented in **Table 6 – 3**. These metrics will help track the impacts of projects on goals related to safety, accessibility, mobility, and multimodal connections. Setting targets for each measure will allow the CSAC to routinely examine how projects are helping to meet their goals. The next steps toward using these performance measures will be establishing a baseline of performance for each of the objectives below. As shown in the far-right column, the CSAC is developing that baseline.

Table 6 - 6 . Complete Streets Performance Metrics. Courtesy of the CSAC, 2024.

Goals	Metrics	Objectives	Partners	Source Data	2022 Baseline
Improve Safety & Accessibility	ADA Facilities	1.1. Number of ADA projects in design	DTD, MovEBR	2021 ADA plan	EOY
		1.2 Number of ADA projects in construction	BREC	2021 ADA plan	EOY
		1.3 Total amount ($$) of investment in ADA improvements	DDD	2021 ADA plan	EOY
		1.4 Number of identified barriers to pedestrians and cyclists	LADOTD	2021 ADA plan	EOY
		1.5 Number of ADA compliant crosswalks	LSU, MovEBR	MovEBR	Pending
		1.6 Number of ADA compliant intersection (audible)	SU, CATS, MovEBR	Traffic engineering	6
					2022 Baseline
Improve Mobility	Improve mobility	2.1 Percentage of on-road bike/ped facilities per mile	DTD, LADOTD	Bike/Ped Plan	33.10%
		2.2 Percentage of off-road bike/ped facilities per mile	BREC	Implementation	57.18%
		2.3 Percentage of sidewalks per mile		GIS	EOY
		2.4 Number of protected crosswalks per mile (signals, RRFB, Ped hybrid beacon, raised)	DDD	Traffic engineering	EOY
	Shade	2.5 Number of trees planted within public ROW	DTD, BR Green, MOVEBR	City and BR Green	EOY, Pending
	Traffic Calming and Buffers	2.6 Square footage of greenscape during road construction projects within public ROW	DTD, BR Green, MOVEBR	Traffic engineering	EOY
		2.7 Number of pedestrian traffic signals	MovEBR	GIS, Traffic Engineering	GIS, EOY
		2.8 Linear feet of roadside buffers (above 4 ft in width)		Traffic engineering	EOY
***EOY = End of Year**					2022 Baseline

Complete Streets Performance Metrics Continued. Courtesy of the CSAC, 2024.

Goals	Metrics	Objectives	Partners	Source Data	2022 Baseline
Safe routes to public places and accessibility	Multimodal Facilities	3.1 Number of pedestrian facilities within 1 mile radius of schools	DTD, EBRGIS, LADOTD	GIS	120
		3.2 Number of pedestrian facilities within 1 mile radius of community centers, libraries	EBR LIBRARY, EBRPSS	GIS	4
		3.3 Number of pedestrian facilities within 1 mile radius of parks	GIS	GIS	114
		3.4 Number of pedestrian facilities within 2 mile radius of schools	GIS	GIS	151
		3.5 Number of pedestrian facilities within 2 miles radius of community centers, libraries	GIS	GIS	4
		3.6 Number of pedestrian facilities within 2 mile radius of parks	GIS	GIS	151
					2022 Baseline
Safety	Safer Facilities	4.1 Number of intersections that meet IES standard	DTD	Traffic engineering	EOY
		4.2 Number of bicycle and pedestrian facilities within 1/4 mile of transit stop	CATS, EBRGIS	GIS	PENDING
		4.3 Number of improved safe pedestrian crossings on rail crossings	LADOTD	Traffic engineering	3
	Crash Data	4.4 Number of bicycle fatalities		LSU CARTS	7

Complete Streets Performance Metrics Continued. Courtesy of the CSAC, 2024.

Goals	Metrics	Objectives	Partners	Source Data	2022 Baseline
		4.5 Number of bicycle serious injuries		LSU CARTS	12
		4.6 Number of pedestrian fatalities		LSU CARTS	18
		4.7 Number of pedestrian serious injuries		LSU CARTS	39
		4.8 Number of children pedestrian fatalities (up to age 14)		LSU CARTS	None reported
		For demographic break out, reference annual report		LSU CARTS	
					2022 Baseline
Mobility and Accessibility	Transit	5.1 Yearly Ridership	CATS		1,289,281
		5.2 Increase/Decrease in travel times	CATS		PENDING
		5.3 Number of new or improved ADA compliant transit stops/shelters	CATS		PENDING
		5.4 Number of jobs served by transit	CATS	BRAC	196,740
		5.5 Annual on time performance	CATS		71.34%
Metrics for future consideration					
Mode share	User Data	Increase in percentage of trips by bicyclists	STRAVA, CRPC, Census	ask Tara Tolford	
Mode share	User Data	Increase in bike share users	BOLT	ask Jared H./ health	
Policy	Policy	Number of exceptions granted to Complete Streets policy	DTD		
Safety	Safer Facilities	Increase in number streets lights			

PROJECTS & PROJECT STATUS

All existing projects have been catalogued as Phase 0, while those that were funded and would be constructed in the next five years have been added to Phase 1. Phase 2 projects are those easily implementable in the next 10 years. Phase 3 projects are "Vision" projects that typically have a thirty-plus-year time frame due to the complexity of implementation. Projects in this phase that may overcome barriers to connectivity or fill key gaps in the network should be prioritized in the next update of the BPMP.

Phase 0 Projects

Several projects from the 2020 PBMP Priority List (**Appendix E**) associated with the DDD, LSU, and BREC have been built. BREC has completed the Greenwood Greenway and the Greenway from Independence Boulevard to Florida Boulevard, in addition to amassing funding for two other projects on that list—Highway 110 to Scotlandville Parkway and Joor Road to Thomas Road. The MOVEBR Program has also made progress on projects within their capacity and enhancement programs such as:

- South Choctaw sidewalks from Larkswood Drive to Central Thruway,
- Mullen Drive sidewalks from Honey Drive to Perkins Road,
- Centurion Avenue sidewalks from O'Neal Lane to Crossbow Drive, and
- 72nd Avenue sidewalks Scenic Highway to Plank Road.

These projects along with projects that existed prior to adoption of the 2020 PBMP are identified within the ATN maps in Chapter 4. ATN projects that have been successfully constructed had two things in common—they were sponsored by a dedicated agency and funding was allocated. As shown in **Figure 4 – 5**, the existing network is still fragmented and the opportunities for complete, low-stress trips between origins and destinations are limited.

Phase 1 Projects

The Phase 1 projects shown on **Figure 4 – 6** are fully funded and are in the process of being built by sponsor agencies. Several projects associated with the DDD, LSU, and BREC as shown in **Appendix E** were 2020 PBMP priority projects. Other projects included in this phase are being managed by MOVEBR, LSU, BREC, and DOTD. When these projects are completed, the network will be more useful for everyday transportation. In conjunction with improved transit service, the new Bus Rapid Transit line, and advanced technology, the goal of some citizens to live car-free is closer to realization.

Phase 2 Projects

The Phase 2 projects illustrated in **Figure 4 – 7** are demonstrably feasible, have an agency sponsor, and are likely eligible for funding through existing programs. Bicycle boulevard projects are the most common projects within this phase. These are generally City-Parish projects, that require superficial treatments such as sharrow markings, wayfinding signage, and possibly traffic calming measures. No additional right of way is required, and travel lanes remain unchanged. Bicycle boulevards must be located on a street with a speed limit of 25 MPH or less and have low traffic volumes in order to meet the goal of low stress for cyclists and pedestrians. Projects within the bicycle boulevard category will provide the greatest increase in trip distances and connections between origins and destinations.

When implementing bicycle boulevards safety signage should focus on clear, unambiguous messages that emphasize driver awareness, respect for cyclists, and the need for maintaining safe distances between users. Signage should use direct language that places emphasis on actions such as "yield to bikes" or "bikes may use full lane," effectively communicating the need for diligence on the part of car drivers. An example of effective bike boulevard safety signage is shown in **Figure 6 – 2**.

Figure 6 - 4 . Example of an Effective Safety Sign for a bicycle boulevard. Courtesy of NACTO Urban Bikeway Design Guide, 2011.

Phase 2 projects also include buffered bike lanes on local connector streets with higher speeds and greater volumes than bicycle boulevards. Like bicycle boulevards, Phase 2 bike lanes do not require additional right of way and construction activities are superficial using striping and painted areas to delineate a buffer between the travel lanes for motor vehicles and the bike lane. To provide sufficient space for buffered bike lanes, some of these projects may require travel lane width modifications and may even consider a road diet to reduce the number of travel lanes.

Phase 3 Projects

Phase 3 projects, shown on **Figure 4 – 8**, are complicated yet crucial to achieve the full build out of the ATN vision. These may represent a preliminary concept not associated with a single agency or funding program or may be a big idea with lots of complex elements.

A model for a Phase 3 big vision project is the project around University Lakes that is currently under construction (**Figure 6 – 3**). If undertaken today, the Lakes Project would be classified as a Phase 3 project because of the amount of time and effort needed to reach full implementation and the intensity of interagency collaboration. Originally built by the Works Progress Administration in the 1930s, the lakes required dredging by 1950. Despite issues with algae, fish kills, and sewage, the LSU Lakes have remained a popular place for recreational walking, running, and biking, a testimony to sustained demand for facilities of these kind.

The lakes also form the southern half of City Park and frame two entrances to the university, meaning that pedestrians, runners, and bicyclists share the roadway right of way with students and employees commuting by motor vehicle to school and work. In 2005, a restoration report was completed and in 2015, the BR Lakes Master Plan was initiated by the Baton Rouge Area Foundation (BRAF). With the plan laid out, BRAF built a coalition of public partners, including the US Army Corps of Engineers, LSU, the LSU Foundation, BREC, and the State of Louisiana to fund and move the project forward. In 2023, construction began with dredging of the lakes, and it is anticipated that when it is completed in the fall of 2026 the LSU projects will create a multimodal network including on and off-road paths that accommodate all users. It is currently ongoing. This project is a good model for how to get other vision projects completed.

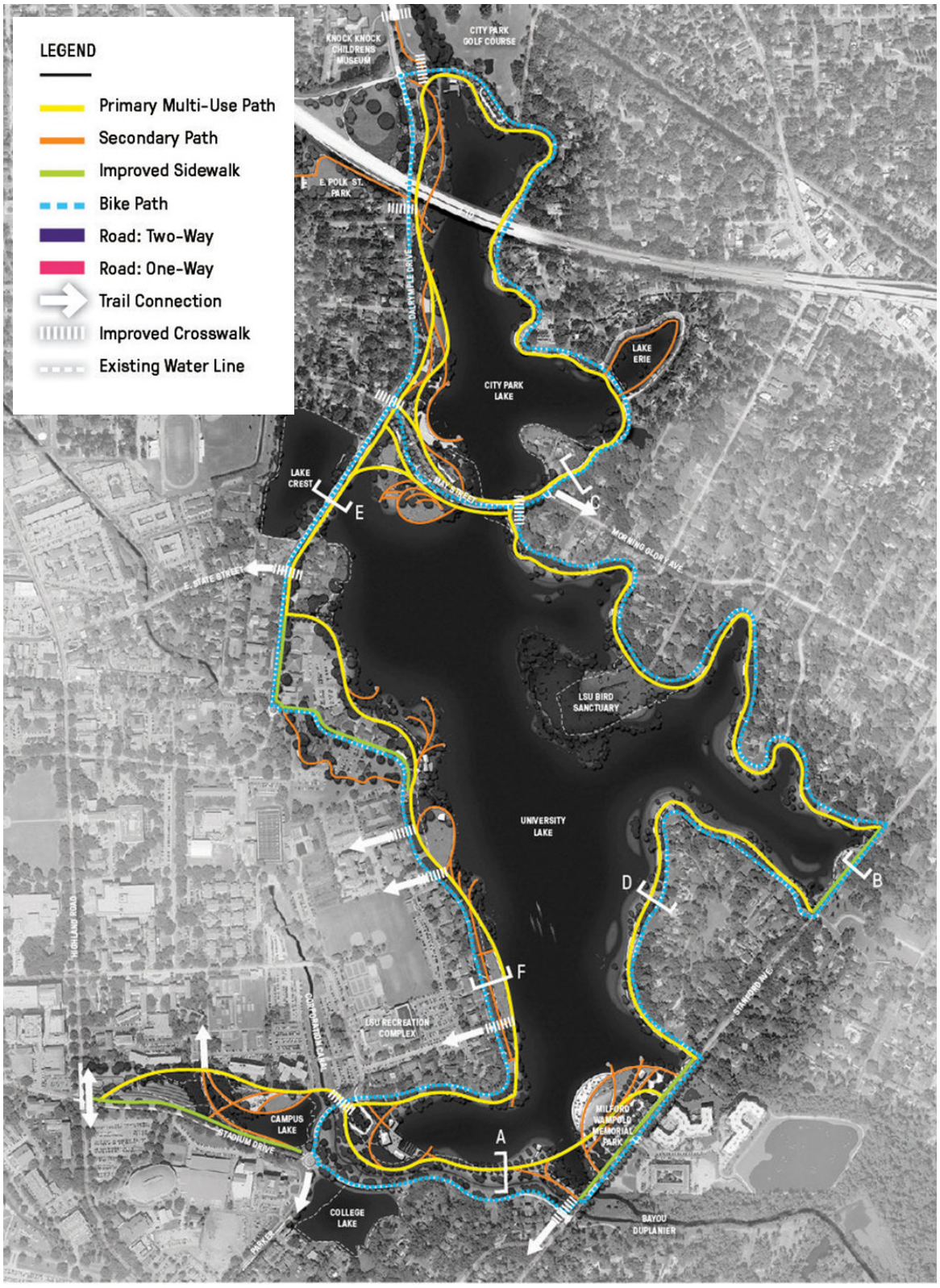

Figure 6 - 5 . Lakes Master Plan graphic showing paths around lake.

PRIORITIES BY AGENCY

Improving connectivity of the pedestrian and bicycle network plays a crucial role in fostering equitable, healthy, and sustainable communities that are aligned with the CSAC performance measures. The Phase 0 bicycle and pedestrian facilities that were constructed since adoption of the 2020 PBMP were all associated with specific agencies that leveraged resources and momentum to assure implementation. Through this lens, it became clear that having an agency champion for a project is the key to getting it built.

The following describes current local, regional, and state agency priorities that are reflected in the phasing of the ATN.

Louisiana Department of Transportation (LADOTD)

Due to the national increase in fatal crashes involving bicyclists and pedestrians, the focus of the FHWA and LADOTD has been to improve safety outcomes. As noted in the History section of this update, Baton Rouge was designated as a Pedestrian and Bicycle Focus City in 2015. To improve the safety of walking and biking in the city, the Baton Rouge Pedestrian and Bicycle Safety Action Plan (PBSAP) was developed by LADOTD. It provided identification of areas where improvements were most needed and would have the greatest impact on the welfare of vulnerable users. The plan looked at issues related to streets and intersections, and it provided a baseline for evaluation of progress. By creating a conversation around safety, the PBSAP elevated the importance of developing cyclist and pedestrian facilities that ultimately make Baton Rouge safer for Vulnerable Road Users (VRUs).

Also, since 2012 LADOTD has sponsored the Louisiana Complete Streets Advisory Council (LCSAC), a statewide advocacy group. In coordination with the Louisiana Transportation Research Center (LTRC) and the University of New Orleans Transportation Institute (UNOTI), the LCSAC has reviewed and recommended LADOTD policy changes to encourage accommodation of bicyclists and pedestrians within the state and national highway system, supported statewide education about Complete Streets, and coordinated with the Local Public Agencies (LPA) program and other agencies. Read more about the LRTC's Tech Summary on the Impacts of Complete Streets Policy here. Created by statute in 2012, the LCSAC also submits an annual report to the state legislature regarding progress in Complete Streets implementation. More information on the formation of the committee can be found here.

These initiatives are key to implementation of the 2024 BPMP on state and federal routes by supporting a change in procedures and processes that guide LADOTD road and bridge engineering decisions.

City-Parish Government

The MOVEBR Transportation and Infrastructure Improvements Program is the most significant transportation infrastructure investment in EBRP history. The goal of the program is to deliver less congested corridors, safer streets, and enhanced quality of life for all residents. At the writing of this update, some key improvements that are underway are the installation of 400 new flashing beacons at school crossings and 107 miles of fiber optic cable for signalization. As part of the program, 68 miles of bike pathways and 115 miles of sidewalk will be constructed (see **Table 4 – 1**). The City-Parish is also responsible for obtaining and implementing grant-funded projects to help improve parish roadways. These come from various federal, state, and local sources. Other improvements are made with funds that are annually allocated by the City-Parish for local road improvements. Some key MOVEBR projects include:

- Plank – Nicholson Bus Rapid Transit (BRT)
- Parish-wide ADA Transition Projects
- Nicholson Road from Staring to the Parish line: multi-use paths
- Florida Boulevard Complete Streets Enhancements
- Thomas Road from Highway 19 to Plank Road Sidepaths and Pedestrian Crossings

  Prior to establishment of the MOVEBR Program, the City-Parish Transportation and Drainage Department maintained and continues to implement a capital improvement project program that includes bicycle and pedestrian facility implementation. As part of the Road

Transfer Program, the BR Department of Transportation and Drainage (DTD) oversaw the Government Street Road Diet that exchanged one travel lane for bike lanes and converted another to center turn lanes providing 3.8 miles of bicycle and pedestrian links with the ATN from Eddie Robinson Sr. Drive to Lobdell Avenue.

Other collaborative initiatives sponsored by the Transportation and Drainage Department include:

- North Baton Rouge Mobility Network: on-street improvements connecting BREC projects and the Plank-Nicholson Bus Rapid Transit (BRT) project within the triangle delineated by Airline Highway, Florida Boulevard, and Scenic Highway.
- Highland Road Signal Improvements: Replacement of traffic signals on Highland Road through the LSU campus from State Street to West Parker Boulevard including the addition of pedestrian phases and technology.

In addition, the CSAC was established by resolution to support Complete Streets development in all City-Parish roadway projects. In June 2024, the Metro Council approved Ordinance No. 19243, § 1, 6-12-24 formalizing the CSAC and Complete Streets Technical Sub-Committee, definitions, design standards, and performance measures. This ordinance directs the Department of Transportation and Drainage to "equitably implement, administer, and enforce" the ordinance on public projects undertaken by or on behalf of the City-Parish.

BREC

BREC has taken a leadership role in implementation of the BPMP. A major priority of this agency is connecting the north and south portions of the parish from Greenwood Community Park, south through Scotlandville Parkway, to the Downtown Greenway and its extension under I-10, around University Lakes, and through Southdowns to the Health District. Further, BREC has played a key role leading the BPMP Steering Committee for this 2024 BPMP update, in addition to providing resources to establish the ATN, in addition to making a GIS accessible to the public.

The 2020 PBMP listed three priority project areas for BREC—the Health Loop, the North-South Connector as described above, and the Greenwood Greenway. Progress has been made on completing the Ward Creek Section of the Health Loop. BREC is set to begin work on the North-South Connector, which connects Scotlandville to Downtown, in summer of 2024. The second phase of the Greenwood Greenway was completed in early 2024. As shown in **Figure 4 – 1**, BREC has outlined a greenway map that connects North Baton Rouge to South Baton Rouge, and the organization continues to build pathways to connect key destinations throughout the parish. Some key BREC Greenway projects include:

- Scotlandville to Memorial (CMAQ): This path consists of on- and off-road bikeways (groundbreaking in fall of 2024), which begin at Scotlandville Parkway on Monte Sano Avenue and runs south, ending at Memorial Stadium.
- Memorial to Spanish Town Park: This path provides bicycle and pedestrian facilities from Memorial Stadium to Spanish Town Park by way of Spanish Town Road
- Collaborative efforts with DOTD, DDD, and City-Parish on the Downtown Greenway Extension under I-10 from Expressway Park to the Lakes.
- Connection between the Lakes project and the Health District: bike boulevards and greenways along Ward and Dawson creeks (some portions complete, or in construction)

Collaboration between City-Parish + BREC

In August of 2024, public notice was given of an invitation for a professional services special assistant for multimodal transportation to oversee the implementation of the BPMP and Complete Streets initiatives. For the purposes of this plan, this position will be referred to as the Bike-Ped Coordinator. The position is part of a cooperative endeavor between the City of Baton Rouge and the Parish of East Baton Rouge, and BREC, and the person will act as a liaison between stakeholders, advise LADOTD on means and methods of advancing the program, and help to develop safe and accessible transportation infrastructure for all users.

Figure 6 - 6 . DDD Louisiana Ave Connector beneath I-110. Courtesy of DDD.

Downtown Development District (DDD)

The mission of the DDD of the City of Baton Rouge is "to generate funds and to create a comprehensive policy for the promotion and enhancement of the District to benefit the entire community." The most recent DDD master plan, "Plan Baton Rouge Two," builds on the agency's past successes and includes several focus areas related to the ATN, such as bike parking and improved bike connections. According to the 2009 plan, the City's Bikeway System connects historic neighborhoods, such as the Garden District, to the riverfront and downtown which encourages sustainable transportation choices, such as cycling and walking. The master plan designates specific streets and areas as primary connections within the boundaries of the DDD and emphasizes the importance of building a connected network of recreational and commuter paths for cyclists and pedestrians. Citing 85% implementation, the plan lays out strategies for connecting downtown to the Mississippi Riverfront as a goal of primary importance. DDD Projects include:

- The Downtown Greenway: North Boulevard and East Boulevard from 4th Street to Expressway Park
- The Louisiana Avenue Connector: Bike boulevard connections and sidewalk improvements between the Downtown Greenway and Government Street at Eddie Robinson Sr Drive including bike-ped facilities under I-110 (**Figure 6 – 6**)
- Downtown Bike Lanes: Bike lanes on 5th and 6th Streets
- The DDD was also instrumental in developing the Levee and River Road bike and pedestrian facilities.

Capital Area Transit System (CATS)

CATS has made significant improvements in its transit services in recent years, including expanding routes and increasing bus availability. The agency has also set strategic priorities for the future, focusing on mobility and ridership, management and financial sustainability, capital investment, and community stewardship. Each priority has specific goals and action items to ensure transparency and accountability to stakeholders. The goals include improving service reliability, financial management, and community perception of CATS, and encouraging environmental responsibility.

Transit service priorities include first-last mile needs of transit users–that is, the mobility and connectivity needs for the first part of a trip to a transit stop and the last part of the trip from a stop to a destination. As such, the ATN is of the utmost importance. CATS has recently expanded service to previously unserved parts of Blount Road, River Road, and Greenwell Springs, and has Entered design phase of Plank/Nicholson bus rapid transit (BRT) line that will run from a new bus transfer center on Airline Highway to LSU's campus, mostly via Plank Road and Nicholson. This makes the locations of all CATS stops, transfer centers, and hubs priorities for ATN investment. Key projects for CATS include:

- The North Baton Rouge Transit Center: bid awarded in 2024
- Plank – Nicholson Bus Rapid Transit (BRT)
- Addressing ADA compliance at stops, and removing stops that are underutilized
- Downtown I-110 Transit Center

Louisiana State University (LSU)

Louisiana State University (LSU) published a Comprehensive & Strategic Campus Master Plan in 2017, that identified key priorities for continued development of and investment in the campus and the surrounding community. These priorities include prioritizing pedestrian safety, reducing conflicts between vehicles and VRUs, and investing in more sustainable modes of travel, such as walking, biking, transit, and carpooling within the campus core. To do this, the administration is developing a pedestrian and cyclist network for the campus, which includes establishing bike lanes, wayfinding signage, and improved crossings.

The university has also begun several projects from the 2020 PBMP priority project list, including portions of Dalrymple Drive, Fieldhouse Drive, Tower Drive, and South Stadium Drive. Other pathways have been constructed along Nicholson Drive, Nicholson Drive Extension, Skip Bertman Drive, Gourrier Avenue, and East Parker Boulevard. Key planned projects include:

- Highland Road sidepath (funded)
- New greenway around the LSU Lakes (part of the Lakes Master Plan)
- Bicycle boulevards on West McKinley Street, West Chimes Street, South Campus Drive, and others.

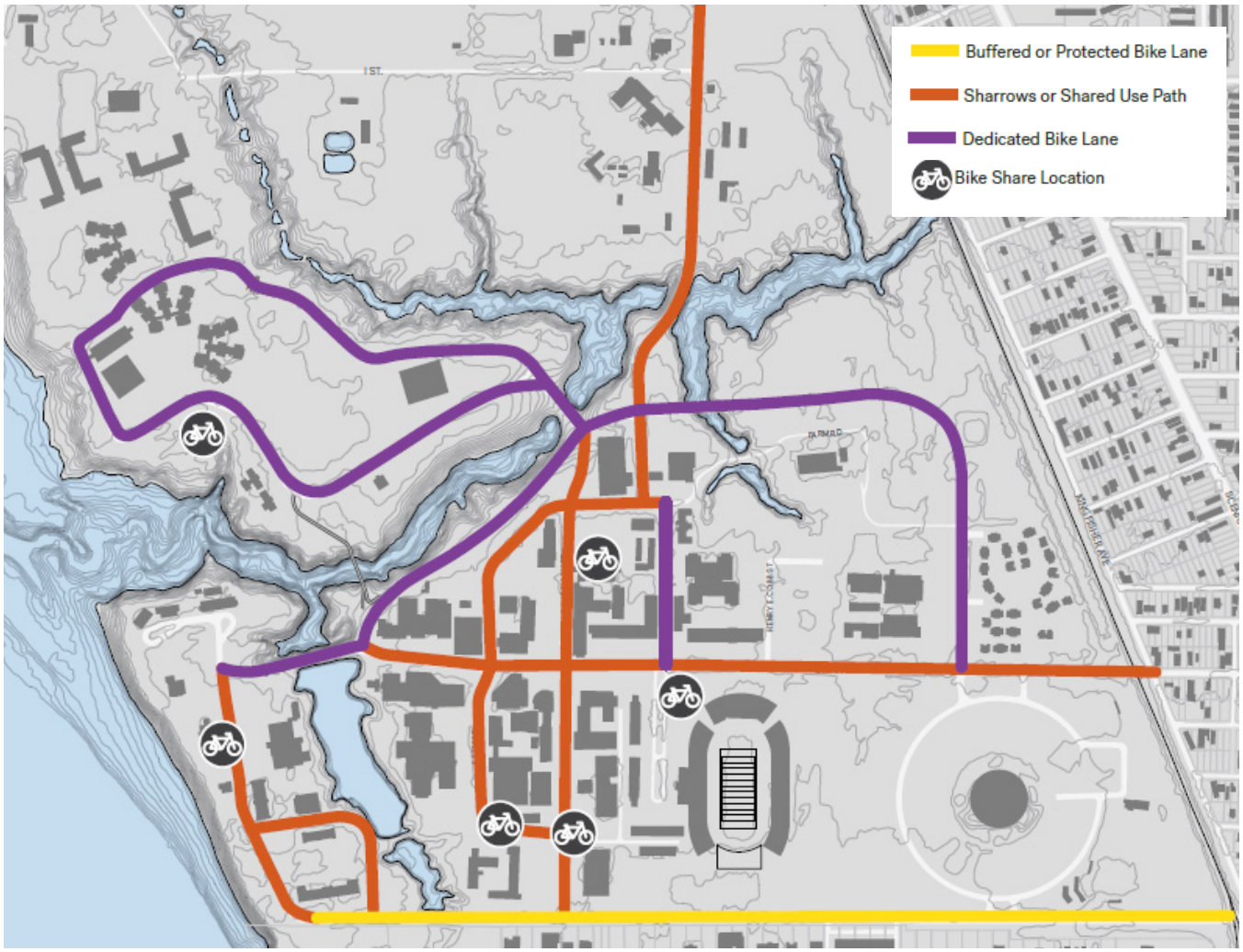

Figure 6 - 7 . Southern Campus Circulation Plan, 2021. Courtesy of CPEX.

Southern University (SU)

Southern University and A&M College (Southern) developed a Strategic Campus Master Plan in 2021 that prioritizes the needs of pedestrians and cyclists through implementation of buffered bike lanes, bicycle boulevards, raised crosswalks, and pedestrian bridges. Currently, the campus does not have any biking facilities or road markings in place. **Figure 6 – 7** illustrates proposed facilities from the master plan. Key projects include:

- Connecting the campus to Scotland Avenue is being prioritized because it is part of an INFRA Grant project being implemented by the City-Parish and BREC.
- Bicycle boulevards on Elton C Harrison Drive, E Street, Leon Netterville Drive and B.A. Little Drive
- Buffered bike lanes on Harding Boulevard
- Multi-use paths on Isabel Herson Drive, K Street, Elton C Harrison Drive and North Jesse Stone Avenue.

Figure 6 - 8 . Ardendale: An Urban Village Master Plan, Source Architects Southwest. Courtesy of Build Baton Rouge.

OTHER PARTNER ORGANIZATIONS INVOLVED IN BIKE-PED PROJECTS

The agencies previously mentioned have championed specific projects that were aligned with the missions and visions that they ascribe to. There are others that are outliers—perhaps they overlap multiple agency's boundaries, or they exist outside of them completely. These projects can be the key to connecting communities, and they can become catalysts for development. Coalitions can be built of public and private partner organizations who share interest in the improvement of an area.

Some of these organizations include Build Baton Rouge (BBR) and the Baton Rouge Area Foundation (BRAF). Some notable ongoing efforts include:

- The Florida Corridor Plan—reimagining the corridor from the river to the eastern parish line through the lenses of transportation and street improvements, land use and development, health and environment, and assets and amenities. The master planning began in 2023.
- BR Passenger Rail Station Master Plan: this is a plan for developing stations in the Downtown East area and in the suburbs of Baton Rouge that connect to New Orleans. This ongoing project began in 2019.
- Ardendale: An Urban Village—as part of a Choice Neighborhood Initiative grant, a 200-acre parcel of property in North BR is being developed with mixed-income housing, schools, retail, and other amenities (**Figure 6 – 8**). In June of 2024, a MOVEBR project to build a connector road through this planned development will begin. This ongoing project began in 2014. BREC has partnered with the EBR Housing Authority to build a new neighborhood park in this development. BREC will be responsible for the off- road greenways within the development that would be a continuation of the bike/ped facilities that would be part of the connector roads.

PLANNING FOR CHANGE

While the 2024 BPMP is the most updated representation of the ATN that exists for the City-Parish, changes are inevitable. When changes happen, the plan can often play a role in preventing progress because the change is not part of the plan, even though new information may show that the change would be beneficial. Often, this situation can prevent an individual agency from obtaining funding for projects. To address this issue, a Deviation Review form was developed to help agencies continue make progress toward building out the network. This can be found in **Appendix F**.

FOCUSING OUR EFFORTS

ATNGIS

The maps developed for the 2020 PBMP have been available on the EBRGIS website. This data was the foundation for the 2024 BPMP update. All cycling data across the parish was reviewed and the 2020 data was updated to reflect these facilities. As noted in the introduction, the parish data for sidewalks is incomplete, so the data for pedestrian facilities is limited to new projects, and these are mapped in the ATNGIS. A different portion of the parish was reviewed over several months by the 2024 BPMP Steering Committee with the idea that we would cover the whole parish. That said, the data is imperfect and will need to be reviewed and updated as new projects come online.

The final version of the GIS Route maps will be hosted by the City of Baton Rouge through the East Baton Rouge GIS (EBRGIS) Program and shared publicly as open data. This map will be reviewed by the CSAC annually and updates will be made before it is republished on the EBRGIS site. Annually, one meeting of this committee will be devoted to reviewing the routes and any updates will be presented to the EBRGIS coordinator and/or the Bike-Ped Coordinator. Additionally, when major network links are completed, the map will be updated by the City-Parish staff or the Bike-Ped Coordinator.

Connecting the Network

A gap analysis of the bicycle network was performed to Identify specific locations for to focus on within the phased implementation plan. This gap analysis examines the disparities between key destinations and the existing connections on the ATN. As previously stated, there is insufficient data on sidewalks to determine true pedestrian gaps in access for the entire parish, so this analysis is focused on cycling.

The gap analysis identifies areas where the current network may lack sufficient infrastructure, posing safety hazards or creating accessibility challenges for non-motorists. A key component of this assessment involves considering residential, low-volume roads with speed limits of 25 MPH or under as bikeways, a classification that requires no alterations to the existing design. Bikeways are considered part of the existing infrastructure (Phase 0 of the ATN) for the purposes of the gap analysis. The 2028 update may determine that these facilities warrant additional safety signage and/or road markings to make them into Bicycle Boulevards.

The gap analysis was based on data from the following sources:

- The Baton Rouge Bicycle and Pedestrian Facilities GIS layer
- The project list from the 2020 PBMP
- The 2009 Louisiana Statewide Bicycle and Pedestrian Master Plan
- BikeBR “Bikeability” Index
- TIGER Data – Landmarks
- City-Parish Road Data
- MOVEBR Project List
- Google Street View

The data from these inputs were overlaid in GIS software to compare key destinations with potential routes and existing infrastructure. Route segments with any apparent lack of connective bicycle infrastructure were then compared with the BikeBR bikeability index, the recommendations from the 2009 Statewide Bike/Ped Plan, speed limit data, and characteristics of their context as seen in Google Street View to assess the suitability to bicycle use.

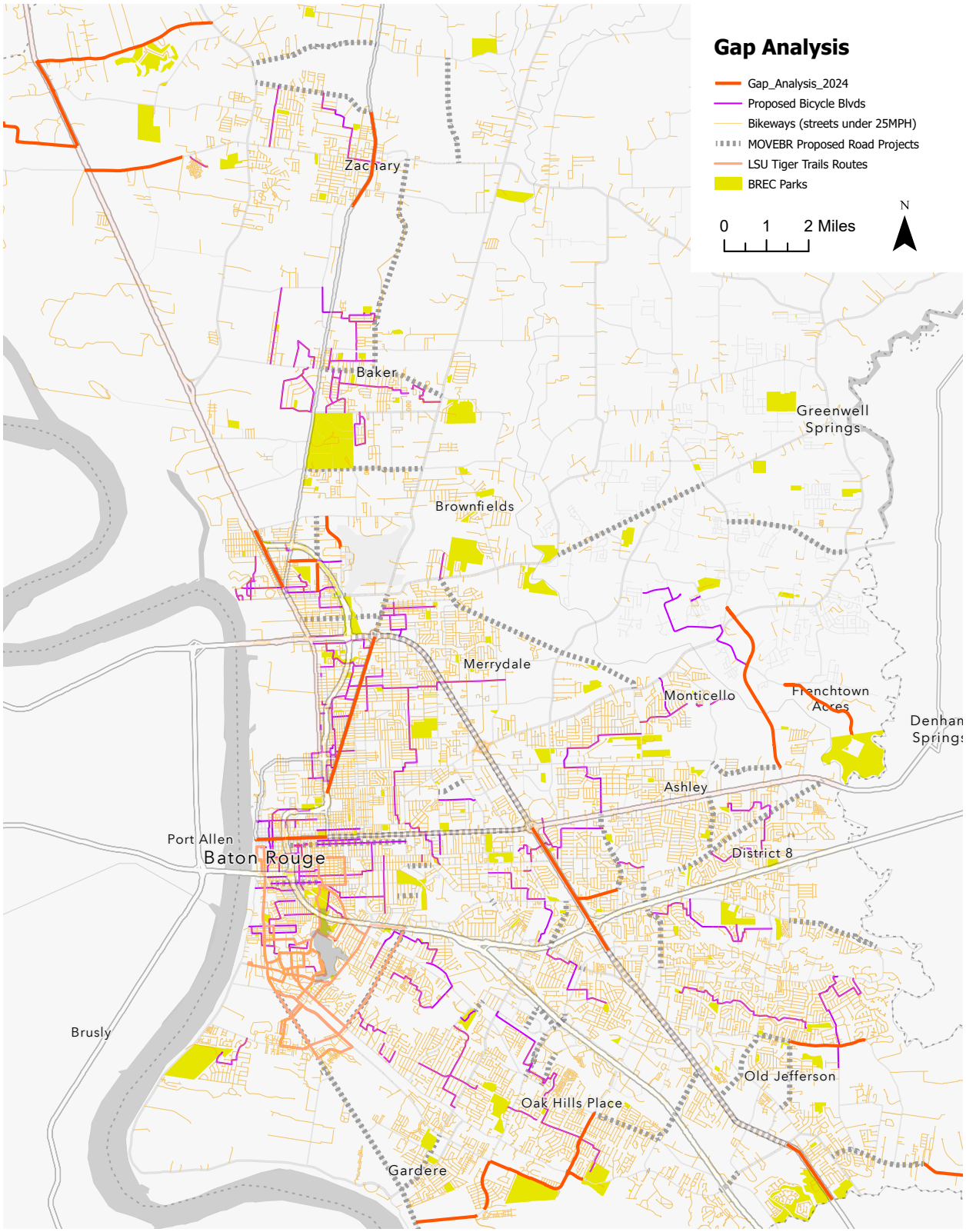

Figure 6 - 9 . East Baton Rouge Parish Bicycle and Pedestrian Network Gap Analysis.

The results of the gap analysis in **Figure 6 – 9** show that there are several major corridors where gaps appear, including several connective routes downtown and connections between MOVEBR project start and end points and the rest of the existing network. Many of these are on major arterials, and for the ATN to be truly useful as a mode of alternative transportation, these arterials would need to be redesigned. The highlighted segments are aligned to major destinations and are the most efficient routes for travel, but they ultimately should be redesigned to accommodate all users. For now, the locations of these gaps can be used to help in identifying opportunities to expand and connect existing routes, enhancing the completeness and interconnectedness of the ATN.

For the gap analysis, it was important to identify whether the segments would fall under the Phase 1, 2, or 3 project classification. This was based on road ownership, speed limit, and design characteristics of each individual segment: all factors which affect the complexity of a bicycle and pedestrian roadway project. All gap segments identified in this analysis fall under the Phase 3 project category because they are complex, under both state and local ownership, and are on roads with high motor vehicle demand.

The next step in the BPMP should be a workshop to identify key vision projects (Phase 3) that will address gaps in the ATN, most importantly, the missing connections crossing major arterials. Public campaigns and funding strategies should be considered during these sessions. This step allows for a focused and strategic approach to implementing changes and improvements to the ATN. Phase 3 projects, while not immediately achievable, serve as aspirational goals for East Baton Rouge Parish and its citizens. Public outreach about these key projects will establish a commitment to accommodating non-motorists, creating a sustainability transportation network, and capturing as much federal infrastructure money as possible. These projects align with the overall vision of the BPMP to deliver a more bike-friendly and accessible community for all. A preliminary list of Phase 3 projects is listed in **Appendix F**.

FUNDING OPPORTUNITIES

The availability of diverse funding sources at the federal, local, and private levels is essential for the planning, development, and maintenance of effective pedestrian and bicycle infrastructure. Current funding sources for the City-Parish's pedestrian and bicycle infrastructure projects comes from a tax measure, which was used to establish the MOVEBR program. This was passed after the 2020 PBMP was adopted in 2020. In addition, there are several sources of funds that could be obtained for future project funding (**Table 6 – 4**). A more expansive list of funding sources can be found on the FHWA website.

Partners and Support

Interagency collaboration and community engagement are integral to ensuring that the planning, design, and execution of these projects align with the needs and aspirations of the community while leveraging the expertise and resources of multiple agencies. Agency collaboration will be of particular importance, allowing agencies to collectively identify and address potential challenges, such as infrastructural constraints, regulatory requirements, and funding mechanisms. In addition, engaging diverse stakeholders, including residents, local businesses, schools, advocacy groups, and agencies can help to ensure that the implementation of projects considers the varied interests and perspectives of the community while also fostering a sense of ownership and support.

Table 6 - 7 . Future funding options.

Funding Source	Program	Purpose
Federal	Surface Transportation Block Grant (STBG) Program –	Improvement and/or maintenance funds for highways, bridges, tunnels on public roads, pedestrian or bicycle infrastructure or transit capital project.
	Transportation Alternatives Program (TAP)	
	Better Utilizing Investments to Leverage Development (BUILD)	Funding for multi-modal, multi-jurisdictional road, rail, transit, and port projects.
	Transportation Discretionary Grants	
	Congestion Mitigation and Air Quality Improvement Program (CMAQ)	Funding for projects that reduce transportation-related emissions, including active transportation facilities.
	Highway Safety Improvement Program (HSIP)	Funds for safety improvements across all modes of travel on public roads.
	Recreational Trails Program (RTP)	Funds for the provision and maintenance of recreational trails for motorized and non-motorized recreational trail use.
	Carbon Reduction Program (CRP)	Funding for projects that reduce transportation emissions, including public transportation projects and on-road and off-road trail facilities.
	Infrastructure Investment and Jobs Act (IIJA), aka Bipartisan Infrastructure Law (BIL)	Funding for improvements to the nation's infrastructure at multiple levels, such as of improvements to transportation networks.
Local/Regional	MOVEBR	Funding from a 0.5 cent sales tax to spent on a list of projects approved by voters.
	Capital Region Planning Commission (CRPC)	*not a funding source, but a funding management source?
	BREC	Invests and builds projects that are part of the off-road network of the ATN.
Private	Delta Regional Authority (DRA)	Invests in projects supporting transportation infrastructure, among other metrics
	The PeopleForBikes Community Grant Program	Funding focused on projects that support bicycle infrastructure projects.
	The Robert Wood Johnson Foundation	Funds for projects that improve the health of all Americans, including bicycle and pedestrian infrastructure.
	Local Trail Sponsors	Sponsorship programs enabled through small donations from individuals and small business for greenway and open-space projects.
	Corporate Donations	Donations – liquid or land – from corporations for capital improvement projects, and placed into funds or trusts managed by municipalities.

NEXT UPDATE

BREC has again taken a leadership role in preparing the 2024 update to the 2020 PMPM. The steering committee for the 2020 PBMP and the 2024 update comprised many of the same people. Convened at BREC Headquarters in the summer of 2023, the Steering Committee was focused on moving master plan projects into the implementation phase as soon as possible.

In the 2024 BPMP update, the expectations of the 2020 PBMP were reviewed, and it was found to be successful in various ways, although there is more to be done to meet safety standards and improve quality of life for parish residents. However, if we are to achieve our vision of the plan, the efforts must be more focused and intentional. Key projects that will fill critical gaps must be undertaken through multiple-agency collaboration.

What should be included within the next update?

During the 2024 BPMP update, many potential projects, metrics, and measures were discussed, but due to time constraints, these efforts were added to a list of tasks to be included in the next update. Some of the things that will strengthen the ATN within the parish include:

- Developing a system for counting the use of bike/ped facilities and establish a baseline picture of demand
- Convening a meeting of technical experts, public officials, and stakeholders to compile a set of lessons learned from the LSU Lakes and Florida Boulevard projects
- Conducting a parish-wide outreach program to envision and identify Phase 3 projects particularly low-cost projects to fill critical gaps in the ATN
- Detailing a plan to connect bus stops to the ATN and establish the sponsor agency and funding source
- Address ATN facilities within the right of way of state-owned arterials featuring crosswalks
- Develop project lists for potential intersection safety treatments, road diets, etc.

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