

APPENDIX A: 2020 EBRP PEDESTRIAN AND BICYCLE MASTER PLAN
APPENDIX B: 2014 COMPLETE STREETS VISION & POLICY STATEMENT
APPENDIX C: 2024 COMPLETE STREETS ORDINANCE
APPENDIX D: UNABRIDGED HISTORY OF BIKING IN BR
APPENDIX E: 2020 LIST OF PRIORITY PROJECTS
APPENDIX F: EBR PEDESTRIAN + BICYCLE MP STANDARD DEVIATION FORM
APPENDIX G: EXCERPT FROM BREC SIGNAGE & WAYFINDING GRAPHICS MANUAL

APPENDICES

07



APPENDICES
LINKS

APPENDIX A: [2020 EBRP PEDESTRIAN AND BICYCLE MASTER PLAN](#)
APPENDIX B: [2014 COMPLETE STREETS VISION & POLICY STATEMENT](#)
APPENDIX C: [2024 COMPLETE STREETS ORDINANCE](#)

A BRIEF HISTORY OF TRANSPORTATION PLANNING IN BATON ROUGE

Mark E. Martin | November 2023

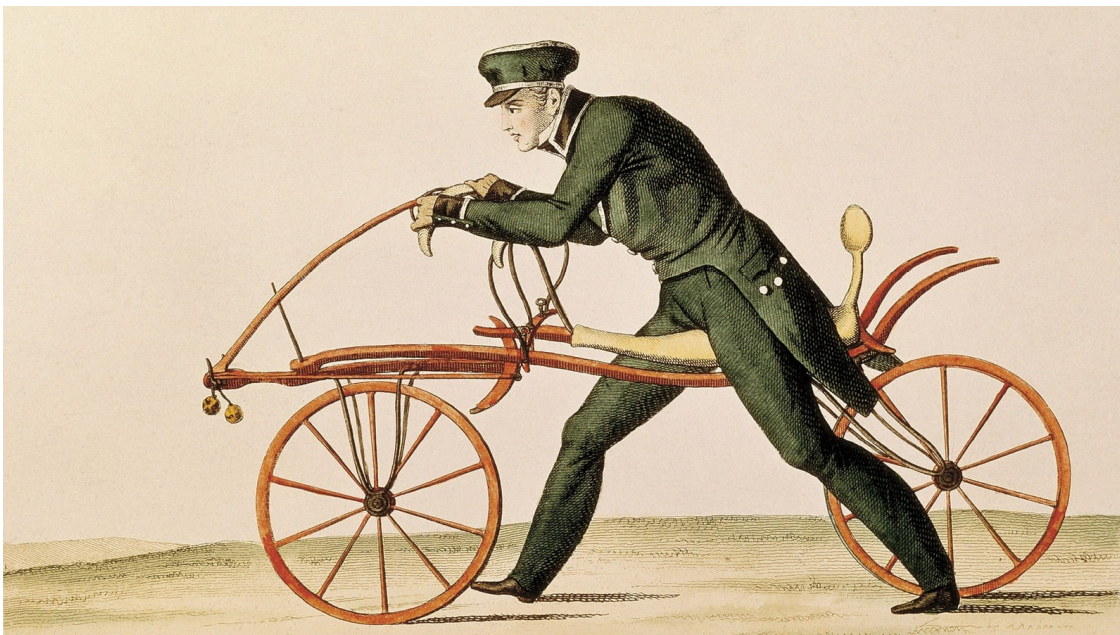
EXECUTIVE SUMMARY

East Baton Rouge Parish has a long history of creating urban development and transportation plans beginning in 1940. It was not until 1974 that bicycling and walking were brought into transportation focus with a separate plan. Unfortunately, that 1974 plan was never supported nor implemented. In addition, all the subsequent approved and published bicycle and pedestrian plans have not been supported or implemented. Cities that also created bicycle and pedestrian plans in the early 1970s and that did implement them have a 50-year lead on Baton Rouge in the development of bicycling and pedestrian transportation systems.

Fortunately, beginning at the turn of the 21st century, progress has been made in the implementation of individual bicycle and pedestrian facilities. Unfortunately, the Bicycle and Pedestrian Master Plan has yet to find the necessary support, funding, and oversight for the implementation of a fully integrated network of facilities.

IN THE BEGINNING WAS THE BICYCLE

In 1817 German inventor Karl Drais introduced the *laufmaschine* (“running machine”), which served as the first bicycle-type machine in the United States. The rider straddled this two-wheeled wooden vehicle, sat on a saddle, and propelled the machine by walking swiftly. It was uncomfortable and difficult to steer, its



January 12, 1818 - Karl Drais receives a patent for his running machine. Image :Westdeutscher Rundfunk (WDR), public broadcast corporation, North Rhine-Westphalia. <https://www1.wdr.de/stichtag/stichtag-patent-laufmaschine-drais-100.html>

wooden wheels provided no suspension, and it was expensive. The unpaved roads and wagon traffic led riders to use sidewalks where they existed. This, in turn, led to the first bans on riding on sidewalks. Public flirtation with the *laufmaschine* was brief lasting only a few years.ⁱ



Unidentified cyclist on a penny farthing, about 1890. Thomas H. and Joan W. Gandy Photograph Collection, Mss. 3778, Louisiana and Lower Mississippi Valley Collections, LSU Libraries, Baton Rouge, La

Sixty years later, bicycling took hold in the United States starting when Colonel Alexander Pope, a Civil War veteran, began manufacturing bicycles under the COLUMBIA name in 1878. He had seen the current British bike, the Ariel “ordinary” or “penny-farthing,” at Philadelphia’s Centennial Exposition of 1876, found it potentially profitable, and set about cornering the market in the US.

These bicycles, with large front and small rear wheels, were direct-drive machines with pedals fixed to the front hub. They were expensive, awkward, difficult-to-ride machines largely ridden by wealthy young men. Few women rode though there were several women who were bicycle racers and a few women who toured the world on penny farthings either alone or with a companion.ⁱⁱ

Baton Rouge was not immune to the bicycling craze of the 1880s and 1890s. Though there is no indication of a large bicycling culture here, a sufficient number of errant riders led to the City council passing an ordinance barring bicycling on sidewalks (May 1886).ⁱⁱⁱ City newspapers of the era included

occasional items related to bicycling and touted bicycle races at the 1890 Louisiana State Fair to be held in Baton Rouge. State Representative B. C. Shields (Orleans 1st District) introduced a bill in 1890 that would recognize the rights of a cyclist to be the same as other roadway users.^{iv} Cycling was definitively part of state and local culture.

THE 1940S AND THE INTRODUCTION OF URBAN PLANNING

The city grew rapidly and largely without any real planning or design between 1900 and 1945. This largely unregulated growth led to many problems. As a result, in 1941 Baton Rouge Mayor Fred LeBlanc formed the City Planning Commission and appointed fifteen city residents to the commission. These commissioners were charged with studying and recommending all civic improvements within the city limits – the construction of parks, new streets, and “other public fields.” The Mayor was quoted saying, “This will certainly prove to be one of the most important steps in the civic improvement of Baton Rouge.”^v

The war years led to a population boom as people moved to Baton Rouge to work in industry supporting the war. The city limits had not been expanded for decades while development spread into the surrounding

Parish. Though the expansion was contiguous with the city it was not part of the city. Difficulties arose with governing the two abutting political areas. Neither the City nor the Parish had sufficient funds to maintain their territories much less provide structure for continued development. Something had to change.

That need for change manifested in a movement to create a new consolidated City-Parish government necessitating a new governmental charter. In a 1946 newspaper article, Dr. Thomas H. Reed, “government expert and consultant to the City-Parish charter committee” opened his talk at a public meeting about the charter with “The town of Baton Rouge is strangling to death upon its own traffic.” After listing several other growth-related problems, he turned to unregulated growth in the “suburbs”



Downtown Baton Rouge, Third Street, 1947. Bicyclists, pedestrians, and motorists mingled on the streets.

East Baton Rouge Parish Library Digital Archives. Image i.d. brr282

“The numerous subdivisions cropping up all over the suburbs are a menace to the parish, not an improvement,” Dr. Reed said. “These subdivisions, being developed by anyone who owns a piece of land, and without restrictions on street layout and sewerage disposal, are increasing the problems of the parish. The parish must control subdivisions if it is to have a well-ordered community properly served with the decencies of life.”

Following a great deal of public discussion, the new plan of government came to a vote in August 1947. Once passed by a slim margin, this plan would consolidate the City and Parish councils into a unified City-Parish Metropolitan Council, would greatly expand the city limits to absorb most of the recent growth, lead to renaming many of the streets in the City-Parish, and call for the first city planning document - *The*

25 year City-Parish plan for metropolitan Baton Rouge, Louisiana (1945) and *The master city-parish plan: metropolitan Baton Rouge, Louisiana* (1948). Neither of these documents mentioned bicycling or walking.^{vi}

THE 1950S: NEW GOVERNMENT AND NEW URBAN PLANNING

The consolidated government plan voted on in 1947 came into effect in 1949. Two years later the consolidated government published a unified and completely revised set of city ordinances. These ordinances included the first comprehensive set of laws regulating bicycling and appear to have been taken directly from the Uniform Vehicle Code (UVC), a model traffic code developed by the National Committee on Uniform Traffic Laws and Ordinances (NCUTLO).^{vii}

The City-Parish continued to generate master plans for East Baton Rouge through the 1950s. *Planning for people, 1956, Master plan for East Baton Rouge Parish streets and roads, and Ten years of progress*, stand as examples of plans or plan reviews created by the new City-Parish Planning Commission. None of them mention bicycling as a mode of transportation (or a toy, for that matter).^{viii} This, however, was not unusual for the era. It would be nearly a decade before bicycle-specific planning documents appeared in the United States.

THE 1960S AND 1970S: THE GROWTH OF PLANNING AND THE REAPPEARANCE OF THE BICYCLE AS TRANSPORTATION

The number of municipal planning documents increased during the 1960s. Baton Rouge published no less than seven plans or reviews of plans, at least one of which focused on the downtown area.^{ix} None of these plans mentions bicycling as a mode of transportation. One did, however, mention the problem with plans, which is worth fully quoting:

"Perhaps no planning is discussed more and understood less than the Master Plan for Major Streets and Roads, first adopted in 1950 on the basis of the Bartholomew Plan and expanded to include more Parish roads in 1956. Along with a misunderstanding of the intents and purposes of the Master Plan, there is considerable apathy on the part of the voters when it comes to providing funds for carrying out the Plan. The Plan cannot be "kept alive" unless it is actively pursued and implemented. The Major problems are therefore in leadership, understanding, and financing."^x



Keith Kingbay, representative of the League of American Wheelmen, with members of the Baton Rouge Bicycle Club, April 1969. Fonville Winans Collection, Mss. 4506, Louisiana and Lower Mississippi Valley Collections, LSU Libraries, Baton Rouge, La.

As will be seen, substituting "Bicycle-Pedestrian Master Plan" for "Master Plan for Major Streets and Roads" in the above quote maintains the context, meaning, and danger of the plan not being "kept alive."

The late 1960s and 1970s introduced a major shift in transportation planning. Beginning in 1967 with the Davis, California, comprehensive bicycle plan, several cities recognized the role of bicycling as a viable, worthwhile transportation mode. San Francisco, California (1972), Portland, Oregon (1973), Baton Rouge, Louisiana (1974), Madison, Wisconsin (1975), and Cambridge, Massachusetts (1975), among others, introduced comprehensive bicycle plans.

As will be demonstrated, Baton Rouge did not implement its plan thereby losing fifty years of bicycle and pedestrian infrastructure growth.

Beginning in 1969, a representative from the League of American Wheelmen (now the League of American Bicyclists) came to Baton Rouge on a speaking tour intending to build support for “marked and established bikeways, the backing of public officials, and intensive safety programs.”^{xi} Roy Odum, Sr., president of the Baton Rouge Cycle Club, played a role in that speaking tour and would become the driving force behind the creation of the Comprehensive Bikeway Plan of Baton Rouge (1974).

In November 1969, Roy Odom led the Cycling Jambalaya Week intended to establish a statewide cycling network. Representatives from five other state cycling organizations attended the four-day cycle touring event. Governor McKeithen issued a Cycling Jambalaya Week proclamation.^{xii} The tour also had the endorsement of the Tourist Commission, the State Parks and Recreation Commission, and the Department of Highways. A few months later the League spokesperson returned to drum up support for a statewide bicycling network.^{xiii}

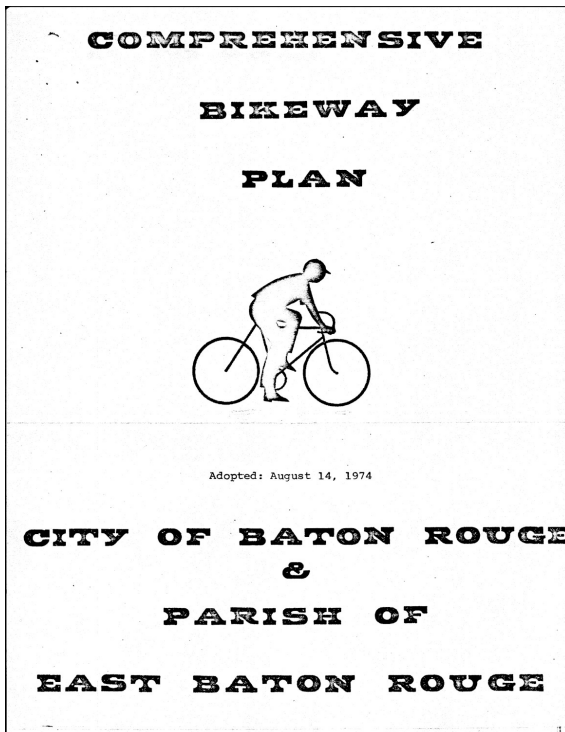
Except for an attempt to institute a city-parish bicycle registration system, the state bicycle network and the Baton Rouge bikeways plan disappeared for nearly two years from the local media.^{xiv} In 1972, however, Roy Odom returned with a petition to add a bikeway down Highland Road declaring it the first link in a city-parish bicycle master plan. Further, he stated “they” were working with city-parish planning officials and “considering a master plan of bikeways to embrace power line, pipeline, and levee rights of way” as well as streets and roads.^{xv}

In the middle of July 1972, the idea of a city-parish bikeway plan appeared for the first time on the city-parish council agenda when Councilman Owen A. Gauthier introduced a resolution authorizing the City-Parish Traffic Engineer, the Planning Commission, and the Beautification Committee “to make the necessary surveys and to study the feasibility of implementing bikeways throughout the Parish of East Baton Rouge.”^{xvi} On September 13, the final reading of Gauthier’s resolution was read and unanimously adopted by the Council.^{xvii}

For the next two years, the comprehensive plan would be all but forgotten as the necessary committees failed to consider it. During this time, several individual, disconnected paths were proposed. Some were funded and constructed, others were not. Among these disconnected paths were what became the Gus Kinchen Trail, a path along Nicholson Drive from LSU to Jennifer Jean, and one on Highland Road from LSU to Staring Lane. The Highland Road project has never been built.

Finally, at their August 14, 1974, meeting, the City and Parish Councils took up the bikeway plan. During the discussion, Councilman W.T. Winfield added an amendment that added a bicycle trail across Monte Sano Park west of Plank Road.^{xviii}

It’s worth presenting the rationale for the plan in full:



“The Comprehensive Bikeway Plan of Baton Rouge is a master plan for designating routes of various types. Its purposes are to ensure continuity of routes through various parts of the city and parish and to avoid costly duplication of facilities. It also permits an orderly development process for determining priorities and for allocating funds for the development of bikeways. Finally, it provides a framework from which other bikeways may emanate, connecting still other parts of the City and Parish.”

That is to say, the plan not only provides a framework for creating a bikeway system throughout the City-Parish but also for expanding that system in the future.^{xix} The plan prioritized construction projects and split responsibility for the projects between the city and the parish. The bikeway plan also provided full lists of the city- and parish-recommended facility priorities by class, path listings by classification, and route descriptions. Two illustrations provided visual

descriptions of the typical bikeway cross-sections and a map of the parish showing all the recommended facilities.^{xx} The Department of Public Works published the Plan, and the Metropolitan Council, City of Baton Rouge and Parish of East Baton Rouge approved it on August 14, 1974.

Unfortunately, the bikeway plan effectively disappeared from the public record at the end of 1975. It reappears briefly in 1977 in an article on legislation before Congress, House Resolution 955, the Bikeway Transportation Act of 1977, that would add \$45 million for bicycle paths. House Resolution 955 never made it out to the committee.^{xxi}

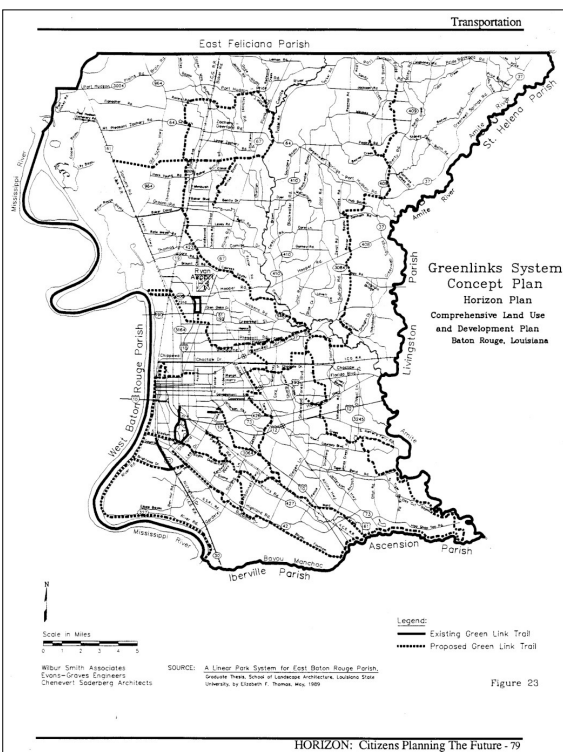
By January 1976 only two bikeway projects had been completed – the “Gus Kinchen path” and the path atop the University Lakes levee along the Corporation Canal. Neither of them was part of the bikeway plan. During a bus strike in 1976, LSU and the city entered discussions on adding bicycle facilities to connect the campus with residential districts south of campus. The City-Parish did eventually apply for funds from the Federal Highway Administration under the Bikeway Administration Act to construct bicycle paths along Nicholson Drive from the LSU campus to Jennifer Jean and along Highland Road from the LSU campus to Lee Drive. The path along Nicholson Drive was eventually constructed. For the second time, the Highland Road path did not come to fruition.^{xxii}

As the 1970s drew to a close, two plan reviews (the *Baton Rouge metropolitan area transportation study*, published in 1976 and 1977), mentioned bikeways as part of transportation facilities. The 1976 study does not mention the bikeway plan specifically. The 1977 study does mention the bikeway plan specifically and

adds, "A comprehensive bikeway plan for the Urbanized Area of Baton Rouge was developed in 1975 [sic]. Parts of this plan have been developed and other parts have been incorporated into the short-range Transportation Systems Management Projects adopted by the Transportation Policy Committee (TPC) in March 1976." The Transportation Policy Committee report out of the Capital Region Planning Commission can no longer be found. There is no way to know what recommendations that report made.^{xxiii}

THE 1980S: PLANNING IGNORES BICYCLING AS TRANSPORTATION ONCE AGAIN

Planning continued in the 1980s with no less than seven plans or reviews of previous plans published.^{xxiv} The decade opened with the City-Parish Planning Commission's *A Decade of Change*, (1980). It included the statement: "Growth and change in Baton Rouge have been both positive and negative: positive in a tremendous increase in population and number of new dwelling units, and negative in the lack of policies and programs for the implementation of plans and capital improvement programs." Tellingly, in the section, "A Chronology of Major Planning Actions, 1949-1980," there is NO mention of the 1974 *Comprehensive Bikeway Plan of Baton Rouge*.^{xxv}



Greenlinks System Concept Plan, published in the 1992 *Horizon Plan*, based on Thomas' *Linear Park System* thesis published in 1989.

The Capitol Region Planning Commission's, *Comprehensive Short Range Pedestrian and Bikeway Plan*, (1981) approved by the Metropolitan Council, City of Baton Rouge and Parish of East Baton Rouge, cannot be found except as a reference in other plans and in the update to the Bicycle/Pedestrian Plan some fifteen years later. Neither the *Greaterplan EBR : the final report*, published by the Mayor's Office (1988) nor its companion summary report mentions bikeways or the 1974 *Comprehensive Plan*. The 1988 *Comprehensive transportation plan downtown Baton Rouge, Louisiana*, included pedestrian facilities in its discussion but failed to mention bicycling at all. And, at the end of the decade, the *Planning process: comprehensive land use and development plan, city of Baton Rouge, parish of East Baton Rouge* also ignored cycling as a mode of transportation.

The high note of the 1980s was a thesis written by Elizabeth Fuselier "Boo" Thomas, *A linear park system for East Baton Rouge Parish* (1989). Largely utilizing bayous and other waterways in the Parish as well as utility rights-of-way, the linear park system would connect all areas of

the Parish with off-road facilities. While this proposed linear park would be incorporated into a later plan and ultimately adapted for the BREC Greenways Plan, very few of the proposed routes have been constructed in the ensuing forty years. What has been constructed began in the early 2000s.^{xxvi}

THE 1990S: MORE PLANS, LESS IMPLEMENTATION

The next decade saw no less than ten plans, reviews of previous plans, and a few landscape architecture projects for specific areas of Baton Rouge published.^{xxvii} A certain degree of confusion appears when comparing the first two plans of the decade - *Implementation strategies: transportation, housing, public services, public buildings, and health and human services: comprehensive land use and development plan, city of Baton Rouge, Parish of East Baton Rouge* and *Transportation element: comprehensive land use and development plan, city of Baton Rouge, Parish of East Baton Rouge* - both prepared by Wilbur Smith and Associates and published in 1990. The *Implementation strategies* document fails to mention bikeways in that strategy. The *Transportation element* document, however, states, “Bicycling Goal 8.0: As an integral part of the Transportation Plan, the City-Parish should plan and develop a bikeways and pedestrian/hiking trail system to foster the use of bicycles as an alternate mode of transportation for commuting as well as for recreational purposes.”^{xxviii} This document does not refer to the 1974 *Bikeways Plan* or the 1981 *Comprehensive Short Range Pedestrian and Bikeway Plan*.

At this time a new player in city planning arrived – the Downtown Development District (DDD). The DDD is a semi-independent part of the City-Parish government created in 1984 following the creation of the *Baton Rouge 2000* plan. The DDD has a defined area within which they were authorized to prepare plans, levy special ad valorem taxes, and issue bonds and other special instruments of indebtedness. Their purpose is the redevelopment of downtown Baton Rouge made necessary by the effects of sprawl and disinvestment in the area.^{xxix}

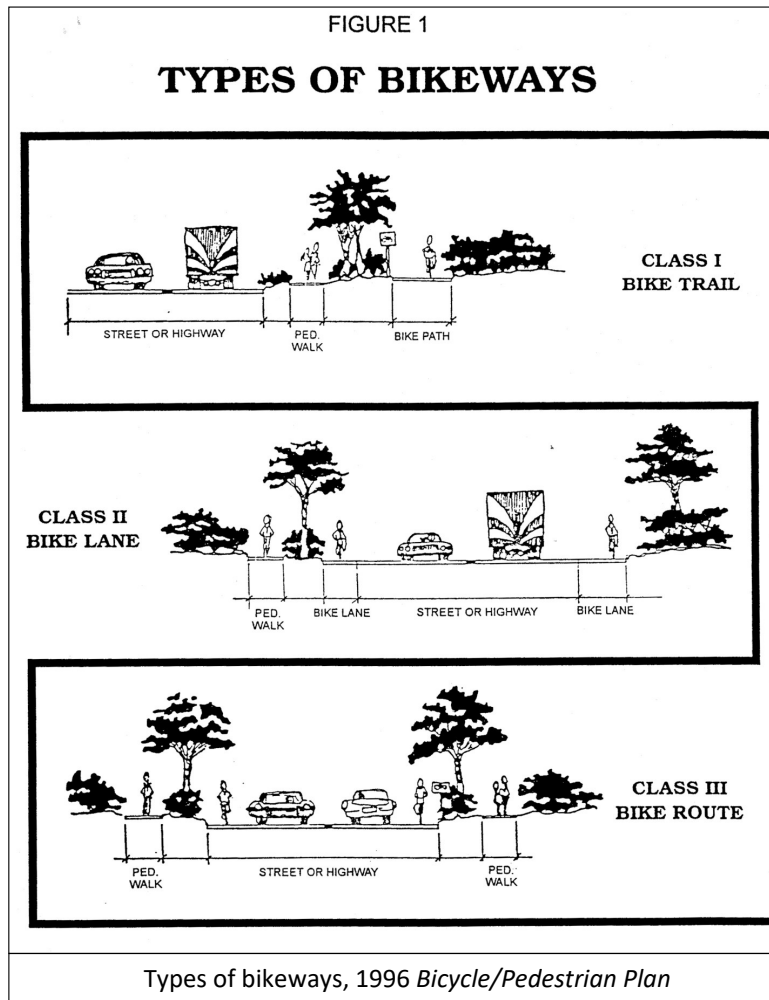


Looking upriver, the levee top promenade begins to take shape in 1993. This promenade would be the first phase of the Levee Trail that would eventually stretch downriver to the Iberville Parish line.

Image courtesy of the Downtown Development District.

As part of the Downtown Development District's redevelopment effort, Baton Rouge received a Congressional earmark of \$1.2 million for levee improvements in 1992 that would provide stepped seating along the Mississippi River in downtown Baton Rouge. These federal funds were largely the work of Louisiana's senior, J. Bennett Johnston. Part of the riverfront plan, the funds would be used to create about 3,000 feet of cement structures on the river side of the levee.

Johnson also wanted to provide a bike path from LSU to the State Capitol as part of a future phase of riverfront



improvement. Johnston believed “bicycling is very, very big in Louisiana . . . and I think we ought to develop a whole series of bicycle paths around Louisiana, starting right here.” Three years later, the “newly developed Riverfront Promenade on the Mississippi River levee” would provide a focus for the 4th of July festivities. It would be another eleven years before the first phase of Johnston’s hoped-for bicycle path between LSU and downtown would open.^{xxx} Considering the “Greenlinks System” (discussed below) was publicly revealed the same year the federal earmark funds were received, it seems unlikely that the desired levee bicycle path was part of a preexisting plan when those funds arrived.

Also in 1992, the City-Parish Planning Commission published and the Metropolitan Council, City of

Baton Rouge and Parish of East Baton Rouge, approved the first edition of the *Horizon Plan*. This plan would guide the City-Parish into the 21st century. It provided a 20-year Comprehensive Land Use and Development Plan for the City of Baton Rouge and East Baton Rouge Parish that included items relevant to developing a bikeway plan. Included in it was a variation of Thomas’ *A linear park system for East Baton Rouge Parish* (1989). Though modified for the *Horizon Plan*, it added for the first time a Greenlinks System of trails along major drainage channels and utility rights-of-way for bicycling, hiking, and jogging. It also references the now -missing *Comprehensive Short Range Pedestrian and Bikeway Plan* (1981) published by the Capital Region Planning Commission, which allegedly “identified a parish-wide network of Class I, II, and III bikeways for potential development in East Baton Rouge Parish.”^{xxxi} These class I-III bikeways would connect with the Greenlinks System to create a parish-wide system of on- and off-road bikeways.

What it did not do was revive the recommendations of the 1974 Bikeway Plan with its specific route recommendations to provide “a framework for creating a bikeway system throughout the City-Parish but also for expanding that system in the future[, to] ensure continuity of routes through various parts of the

city and parish, and to avoid costly duplication of facilities.”^{xxxii} It is possible that the missing *Comprehensive Short Range Pedestrian and Bikeway Plan* included routes similar or identical to those of the 1974 Bikeway Plan but, without the plan in hand, there is no way to know. The Horizon Plan also ignored the 1990 *Transportation element* document, which stated, “Bicycling Goal 8.0: As an integral part of the Transportation Plan, the City-Parish should plan and develop a bikeways and pedestrian/hiking trail system to foster the use of bicycles as an alternate mode of transportation for commuting as well as for recreational purposes.”^{xxxiii}

Four years later, the Capital Region Planning Commission published an update to the now-missing 1981 *Comprehensive Short Range Pedestrian and Bikeway Plan* titled the *Bicycle/Pedestrian Plan* (1996). The new Bicycle/Pedestrian Plan creates a circular reference to the City-Parish Planning Commission’s *Horizon Plan* when it states, “The existing Bicycle/Pedestrian Plan for Baton Rouge is found in the Transportation Element of the Comprehensive Land Use and Development Plan for the City of Baton Rouge, East Baton Rouge Parish. This plan, commonly referred to as the *Horizon Plan*, was adopted by the East Baton Rouge City-Parish government in 1992.” The 1996 plan, however, makes several observations regarding the state of bicycle and pedestrian planning and implementation in Baton Rouge based on the 1992 Horizon Plan that are worth investigating.

Three classes of bicycle facilities are loosely described – Class I Bike Trails, Class II Bike Lanes, and Class III Bike Routes – and illustrated with ideal roadway cross-sections. The current bicycle and pedestrian master plan (2020) defines these three classes as separated shared-use paths (Class I), bike lanes including buffered and separated (Class II), and bicycle boulevards (Class III). In addition to these facility classifications are user types – Advanced bicyclists, Basic bicyclists, and Child bicyclists. This 1996 plan recommends considering bicyclist type when planning facilities. This is the first reference to what became known as the “8 and 80” design concept, that is, streets should be designed so that an 8-year-old and 80-year-old should feel comfortable cycling on local streets. This would, of course, mean that people of almost all ages would be comfortable using the streets for cycling.^{xxxiv}

The implementation of the goals of the 1992 plan, when reviewed, was found wanting, “A review of these goals reveals that attainment of them in the five years since they were adopted has been somewhat limited. There are a number of reasons for this including lack of priority, limited resources, and an inadequate process for implementation.” In light of these problems, the updated plan focused largely on maintaining that which already existed. Once again, the stated goals of the 1996 plan call for the City-Parish to develop and implement an on- and off-road bikeways plan. At this point, it is clear that the 1974 Bikeways Plan has been dismissed or forgotten.^{xxxv}

The stated 1996 objectives start by describing the need for and criteria for a plan to be implemented. This is followed by a recognition of the need for an established and consistent funding source, an implementation plan, required sidewalk construction in areas with anticipated pedestrian needs, and an implementation monitoring process to include annual plan updates. A crucial objective recommendation is the establishment

of a bicycle and pedestrian coordinator position within the City-Parish structure. This position would be responsible for the development of bicycle and pedestrian facilities as well as monitoring progress and providing annual plan updates.^{xxxvi} These recommendations are not new to this plan nor would this be the only place these recommendations appear in the 1996 plan.

The inventory of bicycle facilities taken for the 1996 plan identified six miles of Class I and nine miles of Class II bikeways. There is no mention of Class III facilities. The Class I facilities are located around the LSU campus (Nicholson Extension, University Lake, City Park Lake), the Scotlandville Parkway Park, and the Gus Kinchen trail. The Class II facilities “are distributed more widely across the City. Similar to the Class I facilities they do not function in a contiguous system of bicycle facilities.” Also listed are four roadways that had been restriped “to provide curb lanes in each direction” but were not designated or signed as bike lanes. Rather, these roadways had been restriped to narrow the lanes in the hope of slowing drivers. It was a type of “road diet” rather than a planned bicycle facility.

It is impossible to compare these fifteen miles of bike facilities to the approximately eleven miles of bicycle facilities cited in the 1990 draft *Horizon Plan* as the 1990 plan did not describe the facilities measured, the metrics of measurement, or the locations of the facilities. A five-mile discrepancy is unlikely but where the alleged new facilities were located is unknowable.^{xxxvii}

The review of the specific bicycling and walking transportation goals of the 1992 *Horizon Plan* revealed limited success. This lack of progress had been attributed to a “lack of priority, limited resources, and an inadequate process of implementation.” The new goals shifted to “maintenance of existing facilities and the joint use of other transportation facilities . . . [as] a result of limited resources for the development and maintenance of bicycle/pedestrian facilities.”^{xxxviii}

The updated goals & objectives largely repeated the previous, unmet, goals & objectives. There were, however, five new emphasis areas in the 1996 plan: maintaining existing facilities; implementing new facilities; establishing an implementation monitoring process; establishing a bicycle/pedestrian oversight position within the City-Parish government, and; establishing a dedicated bicycle/pedestrian funding system.

To be clear, the plan developers added, “These are new emphasis areas for the goals and objectives which are necessary to successfully develop an effective bicycle/pedestrian transportation system.”^{xxxix}

Looking at the existing facilities in 1996 in light of the 1992 *Horizon Plan*, the authors noted that “Recommendations found in the *Horizon Plan* are essentially those proposed by the 1981 Bicycle Pedestrian Plan.” Further, the *Horizon Plan* recommendations focused mainly on recreational facilities, lack any other types of facilities such as parking, and make no reference to the “4-Es” – Education, Engineering, Enforcement, and Encouragement.^{xl}

In addition, the implementation of *Horizon Plan* recommendations was found to be very limited. Facilities that were constructed were not part of the plan recommendations. This implementation failure was

explained this way:

“[t]he bicycle mode has not been institutionalized as an integral part of transportation infrastructure development. There is no bicycle/pedestrian staff person within city government to monitor the development of and implementation of facilities. Nor is there a permanent policy group such as a bicycle advisory committee working with the City/Parish to guide the direction of bicycle facility planning and development. There is also no dedicated or consistent funding source for the development of bicycle facilities. Without a dedicated funding source, any facilities which are pursued for development must compete with other transportation dollars.”^{xli}

Several surveys were conducted for the 1996 *Plan*. Public agencies, businesses, and individuals participated. The results indicated agencies lacked funds, expertise, and staff time to actively pursue a bicycling program for employees. Agencies also cited liability concerns for lack of action. As a result, there were essentially no employees commuting by bicycle. Responding businesses indicated they were not actively promoting bicycling and walking though medical facilities tended to promote indoor cycling and participation in bicycling and walking events. Individuals reported a limited number of areas appropriate for cycling. When asked what needed to improve, the top three responses were designated facilities, signed routes, and educating motorists regarding cycling safety.^{xlii}

In addition to surveys, the Capitol Region Planning Commission conducted a workshop for bicycle and pedestrian groups. Divided into three groups, participants were asked to identify problems and propose solutions. The top problem areas were a need for driver, student, and public official education regarding bicycle and pedestrian safety; a lack of bicycle and pedestrian facilities; the lack of a comprehensive plan as well as too much planning and too little implementation, and; a bias toward motor vehicle facilities to the detriment of bicycle and pedestrian facilities.

Proposed solutions were legion but the top seven solutions were:

- Educational and informational signage on bicycle routes
- A bicycle path on the Mississippi River levee
- Making bicycle/pedestrian facilities part of the routine design of highway projects
- A dedicated funding stream for bicycle/pedestrian facilities
- Creation of a full-time bicycle/pedestrian coordinator in the City-Parish government
- Create links between business and residential areas, and
- Develop an off-road trail system.^{xliii}

It is impossible to know how the people leading this workshop may have influenced the thinking of the participants, but it is interesting to note that the 1st, 3rd, 4th, 5th, 6th, and 7th workshop participants proposed solutions match the objectives of this 1996 plan. It is also possible that the people writing the plan adopted the suggested solutions after the workshop and simply included the suggestions in the plan. Either way, it appears that there are some aspects of bicycling for transportation that both planners and riders recognize.

The *Bicycle/Pedestrian Plan* (1996) closes with “Strategies and Actions.” Before getting to the specifics, the authors refer back to Section 2: Goals & Objectives and state “The recommended [Capitol Region Planning Commission] Goals and Objectives should be adopted by the City/Parish Government and amended into the [City-Parish Planning Commission] *Horizon Plan*.”^{xliv}

The first recommendation is two-part, create a Bicycle/Pedestrian Coordinator position within the City-Parish government and pair it with a Bicycle/Pedestrian Advisory Committee. Lacking a Coordinator position meant there was no consistent voice championing bicycle and pedestrian projects and programs. The Coordinator position would “coordinate . . . with other agencies and organizations, and . . . integrate bicycling and walking into the everyday work of the Government and community . . . [with a] focus on planning, policy development, facility design, and project review. Essentially the Coordinator should institutionalize bicycle/pedestrian facility development into the existing transportation infrastructure process.”^{xlv}

The Bicycle/Pedestrian Advisory Committee would provide a means for citizen input into the development of policies, plans, and projects. Ideally, the members of this committee would consist largely of citizens who regularly bicycle and walk as this would provide an “on the ground” level of expertise and help guarantee the broadest possible range of ideas and views of what bicycle/pedestrian infrastructure should be.^{xlvi}

The second recommendation is related to Bicycle/Pedestrian Planning and Design Input. Assuming the Coordinator and Advisory Committee existed, both should be involved “early in the scoping and design process.” The importance of providing input early in the planning process is reiterated at the end of the first paragraph. There is also recognition of the important link between mass transit and bicycle and pedestrian facilities with a recommendation that the Coordinator be involved in transit planning.^{xlvii}

The third recommendation, Bicycle/Pedestrian Plan Funding, lists several then-current federal and state funding sources. The lack of consistent local funding is mentioned with a few suggested non-tax-based funding sources. The authors also give a nod to better funding of parks and recreation projects (BREC) than for City-Parish transportation projects.^{xlviii}

The fourth recommendation is to utilize the American Association of State Highway Officials Design Standards (AASHTO). At the time, the AASHTO design standards were the only nationally accepted standards for bicycle and pedestrian facilities.^{xlvix}

The fifth recommendation (Education of Bicyclists, Pedestrians, and Motorists) recognizes that bicyclists, pedestrians, and motorists often have to use the same facility, that is, the roadway itself. To improve the safety and enjoyment of all roadway users the Coordinator and Advisory Committee would be charged with identifying means and methods of educating all three constituencies.ⁱ

The sixth recommendation calls for Maintenance of Existing Facilities. As mentioned earlier in the document, bicycle facilities existed in a wide range of conditions with facilities that are part of the roadway generally

being better maintained than those that were not part of the roadway. This disparity was, in part, a result of the lack of a Bicycle/Pedestrian Coordinator. To mitigate this problem the authors recommend establishing a bicycle facility maintenance assessment program including signage and striping, creation of a scheduled maintenance program, and using federal funds, at least temporarily, for maintenance until a consistent bicycle infrastructure funding source can be developed.^{li}

Recommended Facilities is the final recommendation. This section begins with a brief review of the lack of implementation of previous plans. The 1992 *Horizon Plan* contained many routes proposed in previous plans. Of the seventeen routes proposed only one was constructed. Implementation difficulties spelled out earlier in the document were cited as the cause. The 1996 plan then goes on to describe a program of staged development of recommended facilities including a timeline for development with Stage 1 (two high-priority projects and three lower-priority projects) to take place between 1996 and 2000 and Stage 2 (two high-priority and five lower-priority projects) taking place between 2001 and 2005. A Stage 3 group of ten Class 1 projects was proposed but had no timeline assigned to them. Five of these projects are “greenways” along waterways, two follow utility corridors (power and pipelines), and three are on or beneath major roadways.^{lii}

The Conclusion section reiterates the problem areas cited in the main body of the plan while emphasizing the need for the City-Parish “to place more priority on the development of these facilities.”^{liii}

The decade ended with the five-year review of the *Horizon Plan* (1997). While this update made numerous recommendations for including bicycling in the transportation system for the City-Parish it no longer contained any specific plan or recommendations except for stating, “Plan and implement a “Greenlink” system to foster the use of bicycle transportation for commuting, as well as for recreational purposes.” The “Greenlinks System Concept Plan” map included in the 1992 *Horizon Plan* is no longer included in this update. There is, however, an item in the “FY 1993-1997 Capital Project Summary - Recreation & Open Space Element” that may indicate funding level, current status, and anticipated future action. Conspicuous by its absence is an overall bicycle and pedestrian plan.^{liv}

PLANNING IN THE NEW CENTURY: BICYCLES AND PEDESTRIANS ON THE RISE

J. Bennett Johnston’s hoped-for bicycle path atop the levee between downtown and the LSU campus got off to a bad start when a 1996 proposal for the levee path failed. Four years later, a renewed effort led to the planning and development of the levee bicycle and pedestrian path as a City-Parish Department of Public Works project. The first phase of the levee bicycle path experienced several problems. Surprisingly, the largest impediment proved to be cows. Other issues included who owned what parts of the land the levee ran through, who would be liable for any accidents or incidents along the path, and, as always, where would the money come from. Eventually, sufficient money was cobbled together to complete the path from downtown to a new trailhead across River Road from the LSU School of Veterinary Medicine. The official ribbon-cutting opening of the path took place on October 28, 2006.^{lv} There would be three more construction phases to complete the work downriver to the Parish boundary.

Planning in the first decade of the 21st century opened with the ten- and fifteen-year updates of the *Horizon Plan* (2002, 2007). In 2008 the City-Parish Planning Commission began working on a new plan, *FutureBR*, to replace and update the *Horizon Plan*. *FutureBR* carried forward many of the items in the *Horizon Plan*. The “Transportation” section of this plan opened with:

“Bicycle and pedestrian facilities are often overshadowed by larger, more expensive projects given their localized impacts and lower project cost implications. But it is these neighborhood-scale improvements that make it possible and even preferable to leave the car at home. By developing a system of on- and off-street facilities that complements the Parish’s major roadway and transit projects, the City-Parish will be able to extend the effectiveness of the overall system and increase quality of life throughout the Parish.”

An enhanced version of the “Greenlinks” system of earlier plans returns here. This enhanced version incorporated off-street bicycle elements from other agencies such as the Downtown Development District and the City-Parish Department of Transportation. Much like the 1996 *Bicycle/Pedestrian Plan*, *FutureBR* spells out the requirements for successfully implementing a parish-wide bicycle and pedestrian system. The “Transportation Goal 5 - Enhance the bicycle and pedestrian network throughout the Parish,” includes – among other things - establishing dedicated funding, reviewing and updating the *Bicycle/Pedestrian Plan*, coordinating with the BREC to ensure integration of on-street and off-street facilities, and including bicycle parking in zoning laws. For the first time, adopting a complete streets policy makes its way into a plan. Other than the reference to updating the *Bicycle/Pedestrian Plan*, an external document, there is no specific bicycle or pedestrian plan in *FutureBR*.^{lvi}

The Recreation and Park Commission for the Parish of East Baton Rouge (BREC) unveiled the *Capital Area Pathways Project* (CAPP) in 2008. The CAPP program arose from the BREC “Imagine Your Parks” Strategic Planning Process. Public participation revealed a desire for trails to be used for exercise and commuting to and between parks. The program identified routes creating a network of connecting trails and greenways throughout East Baton Rouge Parish. The CAPP appears to have drawn heavily on Thomas’ *Linear Parks* thesis (1989) and the Greenlinks component of the 1992 *Horizon Plan*.

THE 2010s: CODIFYING BICYCLE AND PEDESTRIAN TRANSPORTATION MODES AND ADDING TO THE NETWORK

Though discussions about extending the levee path both upriver and downriver appeared in 2009 no action took place until 2010. The path would be extended upriver toward a proposed riverfront development near the Hollywood Casino, downriver to BREC’s Farr Park, and a new trailhead at Florida Street would be built. A groundbreaking ceremony was held for the downriver segment of the path in October 2010. Less than a year later the new Alice and Warren Farr Park Trailhead, built by BREC at Farr Park, opened with a combined ribbon cutting for the trailhead and the second segment of the levee trail that had been extended from LSU to Farr Park.^{lvii}

The inaugural CAPP project – Wards Creek - ran in segments from Bluebonnet Boulevard east to Siegen Lane. Bids opened for the first two segments (Bluebonnet to Mall of Louisiana Boulevard and Mall of Louisiana Boulevard to Siegen Lane) in October and November 2012. In April 2013 crews poured the first concrete for the Trail. This initial two-mile stretch constituted part of a plan that would eventually extend the trail slowly to the east and west along the Creek. A few years later the BREC Commission approved the *Proposed Parish Trails Master Plan* on October 22, 2015.^{lviii}

Beginning in 2012, a coalition of interested parties coordinated by the Baton Rouge office of AARP and the Center for Planning Excellent (CPEX) created the Baton Rouge Sustainable Transportation Action Committee (STAC). This committee worked to create a Complete Streets policy for East Baton Rouge Parish. The United States Department of Transportation defines Complete Streets as

“Complete Streets are streets designed and operated to enable safe use and support mobility for all users. Those include people of all ages and abilities, regardless of whether they are traveling as drivers, pedestrians, bicyclists, or public transportation riders. The concept of Complete Streets encompasses many approaches to planning, designing, and operating roadways and rights of way with all users in mind to make the transportation network safer and more efficient. Complete Street policies are set at the state, regional, and local levels and are frequently supported by roadway design guidelines.”

Following two years of work the East Baton Rouge Parish Metropolitan Council (Metro Council) adopted the Complete Streets policy (2014). Work is currently (2023) underway to upgrade the Complete Streets policy to an ordinance. It is worthwhile to quote the local interpretation of Complete Streets as published in that policy:

“A Complete Streets Policy is a formal statement of a community’s intent to plan, design, improve, and maintain streets so they are safe for all users. Complete Streets policies direct transportation planners and engineers to consistently design and construct the right-of-way to accommodate all anticipated users.

The aim of this Complete Streets Policy Statement is to improve the quality of life in Baton Rouge by creating streets that are both great public spaces and sustainable transportation networks. This Policy Statement is a blueprint for integrating Complete Streets design practices into the routine development of streets and roadways. After formal adoption, City-Parish departments and agencies will use this Policy Statement to devise road and street design manuals based on Complete Streets concepts.”^{lix}

The following year (2015) the Metro Council adopted the Complete Streets Advisory Committee ordinance. The ordinance set out the committee’s composition, powers, and duties. Among those duties and powers are:

- Review and make recommendations on changes to ordinances, policies, design criteria, standards, procedures and guidelines related to the development of complete streets proposed by city-parish departments prior to their implementation.
- Review and make recommendations on areas to be considered as priorities for development of complete streets by city-parish departments.
- Receive regular reports on the progress of the city-parish with regard to implementation of complete streets.

This ordinance is unintentionally a partial fulfillment of one of the recommendations in the 1996 *Bicycle/Pedestrian Plan* to create a Bicycle/Pedestrian Advisory Committee that would provide a means for citizen input into the development of policies, plans, and projects.^{lx}



Ground breaking ceremony for the North Boulevard segment of the Downtown Greenway, 2016. Davis Rhorer, center, Mayor-President Melvin “Kip” Holden, and District 10 Councilwoman Tara Wicker lend a hand. Image courtesy of Downtown Development District.

Along with the Complete Streets ordinance and policy, the year 2015 saw several other interrelated plans initiated or published. The first phase of the Downtown Development District’s *Downtown Greenway* got underway with a segment of the Greenway connecting Myrtle Avenue and East and South Boulevards through Expressway Park. The following year another segment running down the middle of North Boulevard to Interstate 110 opened. Plans began for a connector under Interstate 110 that would eventually link East Boulevard with 13th Street via the Louisiana Avenue Connector providing bicycling access to the Government Street bicycle lanes. In 2019 the T.J. Jemison Boulevard segment of the

Downtown Greenway began construction with completion anticipated in 2020. The segment would connect the North Boulevard and Expressway Park segments.^{lxi}

The *Master Plan for the Baton Rouge Health District*, published by the Baton Rouge Area Foundation (BRAAF) in October 2015, resulted from a component of the 2011 *FuturEBR* comprehensive plan that identified an area of south Baton Rouge as a “medical corridor.” The BRAF plan intended to convert a traffic-congested, ill-organized assortment of medical offices, clinics, and hospitals into a “health district” with more efficient transportation, a more organized footprint, and the goal of creating a place to not only cure ills but to prevent them. Part of this prevention included a “Health Loop Trail” that would extend the Wards Creek trail to the west along the Creek as part of a loop using Wards Creek, surface streets, and Dawson Creek.^{lxii} That loop trail remains under development.

Later that year, the Federal Highway Administration (FHWA) declared Baton Rouge a “city of interest” under

the *FHWA Pedestrian-Bicycle City of Interest* program. This program, begun in 2004 by the FHWA's Safety Office, had been working to reduce pedestrian deaths by focusing extra resources on the cities and states with the highest pedestrian injury and/or fatality rates. In 2015, the focus area continued to concentrate on cities but was adjusted to include bicyclist fatalities. It also changed the selection criteria to include the 20 cities with the largest number of pedestrian/bicyclist fatalities and any city that had a fatality rate per population higher than average. Using these criteria, Baton Rouge was identified as a Pedestrian and Bicycle Focus City.

The Louisiana Department of Transportation and Development (LADOTD) sponsored the *Baton Rouge Pedestrian and Bicycle Safety Action Plan* (PBSAP) project using funds provided through the *City of Interest*



Reed Richard, BREC Assistant Superintendent, speaking at the ribbon cutting for the bridge linking the east and west bank segments of the Wards Creek Trail near the Mall of Louisiana. Image courtesy of Mark E. Martin.

program. This plan, approved and published in 2020, intends to provide a framework to improve walking and bicycling conditions within the City limits of Baton Rouge by identifying areas of conflict resulting in collisions, injuries, and deaths of pedestrians and bicyclists and suggesting methods for mitigating the conflict between motorists, pedestrians, and bicyclists. It does not develop a pedestrian or bicycle network but instead focuses on specific high-conflict areas within the current infrastructure resulting in many incidences of pedestrian and bicyclist injury and death.^{lxiii}

Several projects and plans were begun in 2018. The Metropolitan Council approved funding for the third segment of the levee path to run downriver from Farr Park to L'Auberge Casino and Gardere Lane. BREC reviewed, overhauled, and renamed its *Capital Area Pathways Project* (CAPP). Broadening the types of trails to include waterways, the document became the *Greenways and Blueways Plan*, (2020). This renaming and expanded focus did not adversely affect BREC's commitment to the "Health Loop Trail."^{lxiv}

Also in 2018, in part due to the availability the *FHWA Pedestrian-Bicycle City of Interest* money and the interest of the Baton Rouge Area Foundation, the Louisiana Department of Transportation and Development (LADOTD) partnered with the Recreation and Park Commission for the Parish of East Baton Rouge (BREC) in contracting the team of Arcadis, U.S., Inc., and Toole Design Group to create a

separate *East Baton Rouge Parish Pedestrian and Bicyclist Master Plan*. Unlike the *Baton Rouge Pedestrian and Bicycle Safety Action Plan*, which was developed by Arcadis, U.S., Inc. to apply only within Baton Rouge city limits, the *East Baton Rouge Parish Pedestrian and Bicyclist Master Plan* was intended to apply to the entire parish. In 2020 the Metropolitan Council approved the *Plan*. This *Plan*, like some of those before it, included recommendations for specific routes and an implementation strategy, a list of potential funding sources, and provided recommended administrative oversight needs much as had the 1996 plan.^{lxv}

The mayor's office began public meetings to build support for the *MOVEBR Transportation and Infrastructure Improvements Program* in 2018 as well. At the time, planners estimated the total cost would require a 30-year one-half cent sales tax to raise \$912 million to pay for the program. Most of the projects were "expected to increase the number of vehicles that can travel on roads," that is, most were capacity projects. The mayor's efforts paid off with 61% of voters approving the new sales tax on the December ballot. In an article published in February 2019, MOVEBR is referred to as "Mayor-President Sharon Weston Broome's \$1.1 billion voter-approved road program."^{lxvi}

With funding more or less guaranteed, work began in 2019 on the *Program's* 70+ projects scattered across the Parish. In the 2019 3rd quarter newsletter "A message from the Mayor" states, "The MOVEBR program has officially kicked off with work starting on the first 20 projects immediately." This edition of the newsletter also states:

"The MOVEBR Program provides an opportunity to incorporate the Complete Streets model into its projects. The City-Parish adopted its Complete Streets Policy in 2014 and has been working with various modes of transportation and structures on a street to ensure it provides enhancements to the surrounding community."

To date, almost all of the projects have included sidewalks, and many have included bicycle facilities. Because MOVEBR projects were not predicated on the *Pedestrian and Bicycle Master Plan*, the infrastructure created via these capacity projects is scattered across the Parish and does not create a connected pedestrian and bicyclist infrastructure network.^{lxvii}

Included in the *MOVEBR Program* are the "Future Community Enhancement (FCE) Projects . . . These projects may include such enhancement aspects as sidewalks, bike lanes/paths, road repair, ditch and drainage improvements, lighting, and landscaping." The FCE has a \$49 million budget. Calls for projects are distributed to the twelve Metropolitan Council members for use within their districts. With no funds dedicated to implementing the *Pedestrian and Bicyclist Master Plan* as a whole, with such a broad scope of enhancements, and being distributed across the twelve Council districts, it is unlikely that a coherent pedestrian and bicycling network will result from these projects either.

For example, of the twenty-three projects listed (October 2023), only six are bicycle infrastructure (Sherwood Forest, South Harrell's Ferry, Gus Kinchen Trail, Perkins Road Overpass, Cora Drive, and Goodwood Boulevard) and they are scattered around the parish. Most of the remaining eighteen are sidewalks or pedestrian crossings. One of the bicycle projects, Perkins Road Overpass, scheduled for project letting in 2025 with an estimated \$2.2 million earmarked for its construction, is not in the *Pedestrian and Bicycle Master Plan* and does not have any identified bicycle infrastructure projects scheduled that would connect it to a larger network. As discussed above, not funding a plan but selectively dedicating funds to individual bicycle infrastructure projects is a fifty-year-old habit first seen shortly after the approval of the 1974 *Comprehensive Bikeway Plan*.^{lxviii} The problem lies not with these individual projects but with the lack of utilization of a plan that would create a connected network of facilities.

FuturEBR received its first 5-year update in 2018, the first since the passage of the Complete Streets Vision & Policy document (2014) and the Complete Streets Advisory Committee Ordinance (2015). The “Transportation” section opens, in part, with this statement:

“The region is congested, and conditions are projected to worsen in the next 20 years if the current approach to land use and transportation does not change. The Parish will require substantial new investments in roads and streets. However, these investments alone will not provide East Baton Rouge Parish with a modern transportation system. Investments in transit and walking and biking infrastructure will be needed.”

The authors cite a robust economy, no significant transportation planning during the 1970s – the critical growth phase of the region, and the population shift away from the regional core as major contributors to ever-increasing congestion. Efforts to reduce congestion through capacity projects on both surface streets and the Interstate 10 corridor did nothing to reduce congestion. In their 2017 report, TRIP[®] of Washington, DC, a nonprofit organization that researches, evaluates, and distributes economic and technical data on surface transportation issues, found congestion cost Baton Rouge drivers an average of \$2,466.00 annually due to additional Volatile organic compounds (VOC), congestion-related delays, and traffic crashes. In addition, Baton Rouge drivers lost 47 hours to congestion and would continue to lose more time such that by 2019 drivers were losing 61 hours per year. Sadly, an average of 59 drivers died in crashes every year from 2012-2014. In 2020, a year in which most people were restricted by COVID lockdown, 88 people died in crashes. By 2021, 104 people died in motor vehicle crashes in Baton Rouge.^{lxix}

Regarding alternate forms of transportation, this *FuturEBR* update found that 15.6 miles of bike lanes and 7.5 miles of bike paths existed in the Parish as of 2011. Between 2011 and the publication of this update, bike facilities increased to 28 miles of dedicated, on-street striped bike lanes and 35 miles of separated bike paths.^{lxx}

As discussed in the 1996 plan review above, it is difficult to gauge this growth against previous measurements. There does not seem to be a consistent, ongoing system of measurement with identified metrics. The 2021 application to the League of American Bicyclists (LAB) “Bicycle Friendly City” program gives 26.54 miles of paved shared-use paths (≥10 feet), 6.6 miles of paved shared-use paths (≥ 8 and <10 feet), no unpaved shared-use paths (≥10 feet), and 11.8 miles of singletrack. None of these LAB metrics are used in any of the local Plans. The numbers are presented in a vacuum. Unless and until there is a consistent bicycle infrastructure measurement system with identified metrics there is no way to tell the true extent of on-the-ground bicycle infrastructure.^{lxxi}

The authors point out the predominance of automobile ownership and travel in the region leading to a concentration on road construction over other forms of transportation. In addition, “land development and associated land uses for the past 50 years have increasingly fostered an environment heavily dependent on the personal automobile.”^{lxxi}

To create a better transportation system, the authors emphasize the need for integrating land use and

transportation facilities, creating links for greater connectivity between developments, a preference for a gridded street system within developments, and an emphasis on Complete Streets principles when building or rebuilding streets.^{lxxiii}

The authors, having incorporated Complete Streets thinking into the plan update, show the need to update transportation design manuals and standards, recognize the importance of transitioning smoothly from one street type to the next, and the importance of good intersection design to accommodate all modes of transportation. They also recognize the importance of context-sensitive design and connectivity between and within developments.^{lxxiv}

The bicycle component of the update emphasizes the need for on- and off-street facilities. For the off-street component, the authors incorporate the most recent BREC CAPP map (now Greenways and Blueways). For the first time, bike-share systems appear in the plan. Also, for the first time, the TOOLE DESIGN “Proposed Bicycle and Pedestrian Master Plan” (BPMP), approved in 2020 (indicating the 2018 *FuturEBR* plan had been updated since its publication in 2018) appears along with text emphasizing the need to integrate the on- and off-street facilities. Included along with the map are seventeen of the recommendations from the BPMP. Many of the previous recommendations put forward over the previous 50 years of planning are included. Conspicuous by its absence is a recommendation for a bicycle-pedestrian coordinator within the City-Parish administration.^{lxxv}

The “Goals, Objectives, and Actions” section includes the implementation of Complete Streets policies and design concepts for all Parish roadway construction, reconstruction, or reconfiguring projects. To aid in ensuring these policies and design concepts are applied, the authors recommend developing and adopting a Complete Streets Design Manual and utilizing the Complete Street Technical Committee and Advisory Committee to review the Bicycle-Pedestrian Master Plan and other related plans to help ensure the creation of a multi-modal transportation network. In addition, the authors recommend requiring bicycle and pedestrian facilities on new and existing developments, continuing coordination with the Baton Rouge Area Foundation to implement a Bike Share Program, and maintaining facilities that can be used for bicycle access, such as wide shoulders.^{lxxvi}

As mentioned above, utilizing numerous funding sources and agencies the East Baton Rouge Parish Pedestrian and Bicycle Master Plan was approved by the East Baton Rouge Metropolitan Council and published in 2020. This Plan endeavors to create a parish-wide connected, equitable, and effective bicycle and pedestrian network. As stated in the plan

“The Plan analyzes what it is like to walk and bike in East Baton Rouge Parish today [roughly 2018 to 2020] and recommends bicycle and pedestrian projects and practices that the City of Baton Rouge/ East Baton Rouge Parish (City-Parish)—and our community—will implement to create a better, safer future. This plan is inclusive of all who walk or roll for active transportation, including pedestrians with disabilities, people riding bicycles or e-bicycles, and people using e-scooters, pushing strollers, or using other wheeled devices.”

The Plan includes an extensive list of projects with prioritization and phasing recommendations. The Plan breaks out the top 10 recommended on- and off-road projects for immediate implementation providing cost estimates. Also included is a review of and recommendations for the BREC Greenways projects including BREC's phasing (Phase 1: 0-10 years, Phase 2: 10-20 years, and Vision 20 years) and a table showing the current BREC trails priorities.

This plan includes an extensive design guidelines section providing ideal roadway cross-sections, specific facility treatments, and wayfinding methods. It should be noted the current (2023) BREC resources include an extensive wayfinding handbook providing great specificity and a standard approach to signage based on AASHTO and NACTO recommendations. As mentioned above, this Plan includes recommendations for moving the plan forward.^{lxxvii}

The Capitol Region Planning Commission (CRPC) published the Metropolitan Council-approved *Capitol Region Bicycle and Pedestrian Plan* in 2022. The plan states that

By 2046, the Capital Region's network of safe, connected, and accessible bicycle and pedestrian infrastructure will support people of all ages and abilities as they travel to work, school, shops, parks, transit, and other everyday destinations. The bicycle and pedestrian system will increase residents' transportation independence and will enhance safety, equity, health, social connections, quality of life, economic development, tourism, and resiliency in the region.

As the agency name implies, this Plan includes some of the member parishes of the Metropolitan Planning Organization. During its development, the CRPC coordinated its efforts with the CPPC, BREC, and other agencies to help ensure all the current plans more or less seamlessly mesh. The goal is to guide the creation of a regional system providing local networks that tie five of the eleven parishes of the organization into one comprehensive system.^{lxxviii}

The recommendations in this plan are very similar to those of the other current plans (and a few of the historic plans). There is a slight difference in that this plan intends a greater geographical reach and wants to ensure the many agencies at the local and parish levels are using the same or at least compatible guidelines and methods. Of interest is the inclusion of the East Baton Rouge Parish Bicycle and Pedestrian Master Plan, the West Baton Rouge Alternative Transportation Plan, the City of Baker Bicycle and Pedestrian Master Plan, and the City of Denham Springs Bicycle and Pedestrian Master Plan.^{lxxix}

BREC and the City-Parish received a Nationally Significant Multimodal Freight and Highway Projects program grant (INFRA) in 2022 that, in part, intersects with two other BREC projects – the Scotlandville Parkway Master Plan and Congestion Mitigation and Air Quality (CMAQ) Grant trail. The Scotlandville Parkway Master Plan (2021) will assess and evaluate the Parkway's existing trail routes, bridges, park amenities, structures, and environmental attributes. The Parkway spans approximately 3 miles from Airline Highway to Scenic Highway with a large park at the southern end along Monte Sano Bayou and several smaller "pocket parks" along the length of the parkway. The Congestion Mitigation and Air Quality (CMAQ) Grant will be applied, in

phase 1, to construct a multi-use bike-pedestrian trail connecting Downtown to North Baton Rouge via Scotlandville Parkway. A portion of the proposed INFRA grant facilities will be lateral on-the-street connections at points along the CMAQ and Scotlandville Parkway. Partial funding for these lateral connectors will come via the MOVEBR Active Transportation Network program. For the first time, four different programs will coalesce to create a connected, equitable multimodal system within a portion of the Parish.^{lxxx} In many ways, this demonstrates the legitimacy of the recommendation regarding Plan funding in the 1996 *Bicycle/Pedestrian Plan* and recommendations 1 and 3 in the current *Pedestrian and Bicycle Master Plan*.

Currently (2023), the *East Baton Rouge Pedestrian and Bicycle Master Plan* (EBRPBM) and the *FuturEBR Plan* are undergoing updates. The EBRPBM is receiving a name change to bring it into line with current usage so that it will become the *East Baton Rouge Bicycle and Pedestrian Plan* (EBRBPMP). It is also intended to add the EBRBPMP in its entirety to the updated *FuturEBR Plan*. This will potentially improve the likelihood of the EBRBPMP being continuously updated with the *FuturEBR Plan* and make it easier for the two plans to coordinate goals and objectives.



Downtown Development District's (DDD) Louisiana Connector under Interstate 110 connecting T. J. Jemison Boulevard with Eddie Robinson Sr. Drive. The DDD held a ribbon cutting in November 2023.

Image courtesy of Mark E. Martin

The same year, the Metropolitan Council approved a plan to complete the levee trail from its current ending point at the L'Aubere Casino approximately two miles downriver to the parish line. This will create a nearly sixteen-mile separated path on top of the levee from the Hollywood Casino in downtown Baton Rouge to the downriver parish line.^{lxxxi} The Downtown Development District also celebrated the opening of the Louisiana Connector, a small project with an immense impact. The Connector links the Downtown Greenway on T. J.

Jemison Boulevard with Eddie Robinson, Sr. Drive that connects to the bike lanes on Government Street. This creates a segment that will allow riders and walkers to travel from the Levee Trail to the Main Branch Library off Independence Boulevard some five miles to the east.

CONCLUSIONS

People for Bikes, a 501(c)(3)-registered charity out of Boulder, Colorado, annually ranks over 1,500 cities worldwide on the quality of their bicycle networks. The ranking is based on an analysis of six factors – safe speeds, protected bike lanes, reallocated space, intersection treatments, network connections, and trusted data. These data are further analyzed in combination with data gathered from the U. S. Census block and the Open Street Map (OSM) that provides “a fully-routable network of on- and off-street transportation facilities including details about the types of bicycle facilities on any given street segment,” traffic stress analysis corresponding “with the comfort level of a typical adult with an interest in riding a bicycle but who is concerned about interactions with vehicular traffic,” and destination access analysis emphasizing a low-stress network connecting abutting census blocks and destinations therein. These three “scores” are then combined for a whole-city score. A low score (0-20) indicates a weak bike network. A high score (80-100) indicates that most common destinations are accessible by safe, comfortable bike routes serving people of all ages and abilities.

		2023	
CITY	BIKE-PED PLAN YEAR	SCORE (#/100)	RANKING (#/1,733)
Davis, CA	1967	77	26
San Francisco, CA	1972	63	83
Baton Rouge, LA	1974	20	1,035
Madison, WI	1975	55	156
Cambridge, MA	1975	58	136

The 2023 rankings for the five cities listed in the section on the 1974 plan, including Baton Rouge, are given below. The first number provides a score given to the city on a scale of 0-100 based on the People for Bikes system. The second number provides a ranking of all cities surveyed on a scale of 1-1,733.^{lxxxii} In the past, support for the implementation of a comprehensive bicycling and walking transportation system has been lacking. Fortunately, the City-Parish seems to be entering a new era in which multiple agencies work together to create pieces of a comprehensive network utilizing many different funding sources. Unfortunately, there is still no support for the Master Plan when it comes to implementation and funding.

For Baton Rouge to stop falling farther behind in providing a multimodal transportation network, and thereby missing out on the economic, social, and other benefits such a system provides, the recommendations of past and present bicycle and pedestrian master plans must be adopted by the City-Parish. Without focus, political leadership, funding, and implementation oversight, the City-Parish will, at best, have a disconnected, scattershot set of facilities that can only poorly meet the needs of its citizens and visitors. With focus, political

leadership, funding, and implementation oversight, the City-Parish could have an excellent connected network of on- and off-street facilities serving the needs of the public.

ENDNOTES

ⁱ David B. Perry, *Bike cult : the ultimate guide to human-powered vehicles*, 1995, Cambridge, MA. Pages 13-16. ; History of Information.com, <https://www.historyofinformation.com/detail.php?id=2054> ; German Patent and Trademark Office (DPMA) https://www.dpma.de/english/our_office/publications/news/milestones/200jahrepatentfuerdasur-fahrrad/index.html ; SciHi Blog <http://scihi.org/karl-drais-mechanical-horse/>

ⁱⁱ Carlton Reid, *Roads were not built for cars : how cyclists were the first to push for good roads & became the pioneers of motoring*. Island Press, 2015. Washington, D.C. ; David B. Perry, *Bike cult*, page 23, 27, 36-38. ; Rogers Gilles, *Women on the Move : The Forgotten Era of Women's Bicycle Racing*, University of Nebraska Press, 2018.

ⁱⁱⁱ City of Baton Rouge, *City Record Book E – January 1, 1884 to December 19, 1892*. Sidewalk Ordinance Amended, Page 169, May 24, 1886. The ordinance prohibited “pushcarts, wheelbarrows, ice cream carts, express or delivery wagons, bicycles and tricycles from running on the sidewalk.” The Record Book is located in the Office of the Council Administrator, City-Parish Government Building, 3rd Floor, St Louis Street, Baton Rouge.

^{iv} Daily Advocate (Baton Rouge, Louisiana), August 21, 1890: 2. NewsBank: America's News – Historical and Current . <https://infoweb.newsbank.com/apps/news/document-view?p=AMNEWS&docref=image/v2%3A138FFECC909AB153%40EANX-13A7223DA983ED71%402411601-13A52703B28FBE02%401-13A52703B28FBE02%40> . ; Daily Advocate (Baton Rouge, Louisiana), September 19, 1890: 3. NewsBank: America's News – Historical and Current . <https://infoweb.newsbank.com/apps/news/document-view?p=AMNEWS&docref=image/v2%3A138FFECC909AB153%40EANX-13A7224B7597FB5C%402411630-13A71F11BB8C6AEC%402-13A71F11BB8C6AEC%40> . ; Daily Advocate (Baton Rouge, Louisiana), May 16, 1890: 4. NewsBank: America's News – Historical and Current . <https://infoweb.newsbank.com/apps/news/document-view?p=AMNEWS&docref=image/v2%3A138FFECC909AB153%40EANX-13A721F366453EE8%402411504-13A527021D252A92%403-13A527021D252A92%40>

^v Advocate (Baton Rouge, Louisiana), October 14, 1941: 9. NewsBank: America's News – Historical and Current . <https://infoweb.newsbank.com/apps/news/document-view?p=AMNEWS&docref=image/v2%3A138F0D9908AC8D5F%40EANX-13ABB67F828E5F07%402430282-13AA14B6D19E43C1%408-13AA14B6D19E43C1%40>

^{vi} Advocate (Baton Rouge, Louisiana), June 3, 1946: 1. NewsBank: America's News – Historical and Current . <https://infoweb.newsbank.com/apps/news/document-view?p=AMNEWS&docref=image/v2%3A138F0D9908AC8D5F%40EANX-13AA5AFC0AAAB12%402431975-13AA09102E33F391%400-13AA09102E33F391%40> . ; Advocate (Baton Rouge, Louisiana), July 5, 1946: 11. NewsBank: America's News – Historical and Current . <https://infoweb.newsbank.com/apps/news/document-view?p=AMNEWS&docref=image/v2%3A138F0D9908AC8D5F%40EANX-13AA6371537DF41A%402432007-13AA0824684EA4C5%4010-13AA0824684EA4C5%40> . ; Advocate (Baton Rouge, Louisiana), March 5, 1947: 1, 6. NewsBank: America's News – Historical and Current . <https://infoweb.newsbank.com/apps/news/document-view?p=AMNEWS&docref=image/v2%3A138F0D9908AC8D5F%40EANX-13AAAE3586198AAC%402432250-13AA08D69B5CB48C%400> . ; Advocate (Baton Rouge, Louisiana), August 13, 1947: 1. NewsBank: America's News – Historical and Current . <https://infoweb.newsbank.com/apps/news/document-view?p=AMNEWS&docref=image/v2%3A138F0D9908AC8D5F%40EANX-13AAB1381915FF35%402432411-13A9D2C1E4C6A0A6%400-13A9D2C1E4C6A0A6%40>

^{vii} Uniform vehicle code and Model traffic ordinance, National Committee on Uniform Traffic Laws and Ordinances. [Washington] 1968, page v. The Uniform Vehicle Code (UVC), a model traffic code developed by the National Committee on Uniform Traffic Laws and Ordinances (NCUTLO), played a significant role in standardizing traffic laws in the United States. The Code and Ordinance were first published in 1926 and 1928, respectively, and have been revised and republished at two-to six-year intervals since then. A complete history of these documents is published in the Uniform Vehicle Code: Rules of the Road with Statutory Annotations, National Committee on Uniform Traffic Laws and Ordinances (1967 and Supp.). Many states adopted and adapted the UVC, which helped establish consistent rules for bicycling across the country.

^{viii} “Planning for people, 1956”, City-Parish Planning Commission, 1956; “Master plan for East Baton Rouge Parish : streets and roads.” City-Parish Planning Commission, 1956; “Ten years of progress,” City-parish Planning Commission, 1958. All title available at LSU Libraries-Special Collections, Louisiana and Lower Mississippi Valley Collection (hereafter LLMVC).

^{ix} City-Parish Planning Commission. *Changing Patterns, 1949-1962*. Baton Rouge, 1962.; City-Parish Planning Commission. *1964 planning recommendations*. Baton Rouge, 1964.; Richard Barron [and others.]. *Up-town...Baton Rouge; a study for the ultimate design of the core area of Baton Rouge, Louisiana [by] 1965 Louisiana State University (Baton Rouge, La.). Dept. of Architecture. Terminal Class*. 1965, Baton Rouge.; City-Parish Planning Commission. *Planning : a progress report on the state of planning, parish of East Baton Rouge and city of Baton Rouge, Louisiana*. 1967, Baton Rouge.; Wilbur Smith and Associates. *Baton Rouge metropolitan area transportation study. Prepared for Louisiana Dept. of Highways in cooperation with U.S. Dept. of Transportation, Federal Highway Administration, Bureau of Public Roads, and East and West Baton Rouge Parishes, including cities of Baton Rouge, Baker, and Port Allen*. 1967, Columbia, SC.; Wilbur Smith and Associates. *Baton Rouge metropolitan area transportation study : summary report*. 1968. Columbia, SC.; City-Parish Planning Commission. *City of Baton Rouge, Parish of East Baton Rouge, Community renewal program / prepared by the staff of the Baton Rouge Community Renewal Program*. 1969, Baton Rouge. All are available at LLMVC.

^x City-Parish Planning Commission. *1964 planning recommendations*. 1964, Baton Rouge., page I=1.

^{xi} “Watery Streets Don’t Bother Local Cyclists,” Morning Advocate, April 14, 1969, page 10.

^{xii} “Nation’s Cyclists to Join in State Jambalaya Events,” Morning Advocate, November 25, 1969, page 16.

^{xiii} Advocate (Baton Rouge, Louisiana), April 27, 1969: 79. NewsBank: America's News – Historical and Current. <https://infoweb.newsbank.com/apps/news/document-view?p=AMNEWS&docref=image/v2%3A138F0D9908AC8D5F%40EANX-13B99C79942CCAA4%402440339-13B838FC6E41B76F%4078-13B838FC6E41B76F%40>.

^{xiv} “Council Body Considers Bike Registration Act,” Morning Advocate, November 4, 1971, page 27.

^{xv} “BR Club Seeks Road Bikeway For Highland,” Morning Advocate, May 18, 1972, page 53.

^{xvi} “Official Public Notice of the Parish of East Baton Rouge,” Morning Advocate, July 20, 1972, page 10.

^{xvii} “Regular Meeting of the City Council, September 13, 1972, 4:00 P.M.,” Morning Advocate, December 8, 1972, page 35.

^{xviii} “City, Parish Councils Adopt Plan for Bikeways,” Morning Advocate, August 16, 1974, page 18

^{xix} “Comprehensive Bikeway Plan: City of Baton Rouge and Parish of East Baton Rouge,” Bikeway Path Committee, August 14, 1974, page 2.

^{xx} Ibid. Pages 4-20.

^{xxi} “Bike Path Funding Before Congress in New Proposal,” Sunday Advocate, April 24, 1977, page 57; <https://www.govtrack.us/congress/bills/95/hr9987/details>

^{xxii} “LSU Transportation Woes Still Unsolved,” Morning Advocate, January 16, 1976, page 23; “Enforcement of Litter Laws To Be Discussed,” State Times Advocate, April 20, 1976, page 45; “Regular Meeting of the City Council, April 28, 1976, 5:30 P.M.,” Morning Advocate, May 25, 1976, page 25, 46; “Regular Meeting of the City Council, May 12, 1976, 5:30 P.M.,” State Times Advocate, June 14, 1976, page 57; “Dumas Angry Over Government Building Lag,” State Times Advocate, April 21, 1977, page 21.

^{xxiii} Louisiana Department of Highways, *Baton Rouge metropolitan area transportation study*, 1976 and 1977, Baton Rouge. Capitol Region Planning Commission, *Transportation Policy Committee Report : short-range Transportation Systems Management Projects*, 1976.

^{xxiv} City-Parish Planning Commission. *A decade of change*. 1980. Baton Rouge.; Regional/Urban Design Assistance Team, American Institute of Architects. *Baton Rouge, a planned community for the future*. 1986; Office of the Mayor-President, City of Baton Rouge. *Greaterplan EBR : the final report*. 1988. Baton Rouge.; Office of the Mayor-President, City of Baton Rouge *Greaterplan EBR : summary of the final report*. 1988. Baton Rouge.; Howard, Needles, Tammen & Bergendoff, [and] MEL Inc., [and] Carto-Graphic Systems.]. *Comprehensive transportation plan downtown Baton Rouge, Louisiana / [prepared for city of Baton Rouge, Parish of East Baton Rouge by Howard, Needles, Tammen & Bergendoff, [and] MEL Inc., [and] Carto-Graphic Systems.].* 1988. Parish of East Baton

Rouge and the City of Baton Rouge (La.); Wilbur Smith and Associates. *Planning process : comprehensive land use and development plan, city of Baton Rouge, parish of East Baton Rouge* / Wilbur Smith Associates, Inc., Evans-Graves Engineers, Inc., Chenevert Soderberg Architects, Inc., 1989, Houston, TX.; Elizabeth Fuselier Thomas, *A linear park system for East Baton Rouge Parish*. 1989. Baton Rouge.

^{xxv} City-Parish Planning Commission. *A decade of change*. 1980. Baton Rouge. Introduction.

^{xxvi} Elizabeth Fuselier Thomas, *A linear park system for East Baton Rouge Parish*. Thesis (Louisiana State University (Baton Rouge, La.)) ; 1989.

^{xxvii} Downtown Development District (Baton Rouge, La.). Baton Rouge riverfront development plan / 1990. Baton Rouge.; Wilbur Smith and Associates. Draft final plan : comprehensive land use and development plan : City of Baton Rouge, Parish of Baton Rouge / Wilbur Smith Associates, Evans-Graves Engineers, Chenevert-Soderberg Architects. 1990. Houston. TX.; Wilbur Smith and Associates. Implementation strategies : transportation, housing, public services, public buildings, and health and human services : comprehensive land use and development plan, city of Baton Rouge, Parish of East Baton Rouge / Wilbur Smith Associates, Evans-Graves Engineers, Chenevert Soderberg Architects. 1990. Houston, TX.' [Wilbur Smith and Associates. Transportation element](#) : comprehensive land use and development plan, city of Baton Rouge, Parish of East Baton Rouge / Wilbur Smith Associates, Evans-Graves Engineers, Chenevert Soderberg Architects. 1990. Houston. TX.; Parish of East Baton Rouge and the City of Baton Rouge (La.). Horizon Plan : growth scenarios : comprehensive land use and development plan, City of Baton Rouge, Parish of East Baton Rouge / City of Baton Rouge, Parish of East Baton Rouge ; consultant team, Wilbur Smith Associates, Evans-Graves Engineers, Chenevert Soderberg Architects. 1990. Baton Rouge.; Wilbur Smith and Associates. Horizon Plan summary : comprehensive land use and development : city of Baton Rouge, parish of East Baton Rouge / Wilbur Smith Associates, Evans-Graves Engineers, Chenevert-Soderberg Architects. 1991. Houston, TX.; Wilbur Smith and Associates. Horizon Plan summary : comprehensive land use and development : City of Baton Rouge, Parish of East Baton Rouge / Wilbur Smith Associates, Evans-Graves Engineers, Chenevert-Soderberg Architects. 1992. Houston, TX.; Cambre, Michael. River renaissance : "continuing development of the Baton Rouge Riverfront" / by Michael Cambre. 1995. Baton Rouge.; Graduate Urban Design Studio. Redevelopment of Plank Road : proposed approaches / submitted by The Graduate Studio in Urban Design, Louisiana State University, School of Landscape Architecture. 1995. Louisiana State University (Baton Rouge, La.); Capitol Region Planning Commission *Bicycle/Pedestrian Plan*. 1996. Baton Rouge.; City-Parish Planning Commission. Horizon five-year update final plan report, city of Baton Rouge, Parish of East Baton Rouge / City-Parish Planning Commission. 1997. Baton Rouge.

^{xxviii} Wilbur Smith and Associates, Transportation element, Ch. 4: Goals, Objectives and Policies-Bicycling (page 51). 1990.

^{xxix} An Act relative to the creation of the Downtown Development District of the City of Baton Rouge, Act 437, Louisiana State Legislature, Regular Session, July 6, 1984.; Downtown Development District, *Toolkit 2023*, History Spread,

^{xxx} MCMAHON, BILL. "Johnston says BR river steps to be funded." The Advocate (Baton Rouge, La.) , August 15, 1992: 11-A;S. NewsBank: America's News – Historical and Current . [https://infoweb.newsbank.com/apps/news/document-view?p=AMNEWS&docref=news/0EB476F6EB1296A1](https://infoweb.newsbank.com/apps/news/document-view?p=AMNEWS&docref=news/0EB476F6EB1296A1;).; "I-10 river bridge will be lighted for Fourth festivities downtown." The Advocate (Baton Rouge, La.) , July 4, 1995: 1-a. NewsBank: America's News – Historical and Current . <https://infoweb.newsbank.com/apps/news/document-view?p=AMNEWS&docref=news/0EB477DD85D1DA4C>.; BONNER, MARK F. "Levee bike path opened." Advocate, The (Baton Rouge, LA) , October 29, 2006: 01A. NewsBank: America's News – Historical and Current . <https://infoweb.newsbank.com/apps/news/document-view?p=AMNEWS&docref=news/1151F35A6B95EDB0>. Copyright (c) 2006 Capital City Press, Baton Rouge, La.

^{xxxi} Wilbur Smith and Associates. *Horizon Plan*, page 78.

^{xxxii} Wilbur Smith and Associates. *Horizon Plan summary : comprehensive land use and development : City of Baton Rouge, Parish of East Baton Rouge / Wilbur Smith Associates, Evans-Graves Engineers, Chenevert-Soderberg Architects*. 1992. Houston, TX. Pages 77-79. Page 79 contains Figure 23, a graphic of the "Greenlinks System Concept Plan."; *Comprehensive Bikeway Plan*, page 2.

^{xxxiii} Wilbur Smith and Associates. *Transportation element*, 1990, page 51.

- ^{xxxiv} Capitol Region Planning Commission *Bicycle/Pedestrian Plan*. 1996. Baton Rouge. Pages 2-3. ; *8 80 Cities*, <https://www.880cities.org/about-8-80-cities/our-team/>. Gil Penalosa founded this organization centered on the philosophy that a city built for an 8-year-old and an 80-year-old to navigate comfortably will create a successful city for all people.
- ^{xxxv} *Bicycle/Pedestrian Plan*. 1996, page 6.
- ^{xxxvi} *Ibid*, pages 7-8.
- ^{xxxvii} *Ibid*, page 9.; *Draft final plan : comprehensive land use and development plan : City of Baton Rouge, Parish of Baton Rouge*, 1990, page 77.
- ^{xxxviii} *Bicycle/Pedestrian Plan*. 1996. Baton Rouge. Pages 4-5.
- ^{xxxix} *Ibid*. page 7.
- ^{xl} *Ibid*. page 8. The “4-Es” have since been updated to the “5-Es” by the League of American Bicyclists to: Equity & Accessibility, Engineering, Education, Encouragement, and Evaluation & Planning. See <https://bikeleague.org/bfa/5-es/> for more details.
- ^{xli} *Ibid*. page 11.
- ^{xlii} *Ibid*. pages 12-13.
- ^{xliii} *Ibid*. pages 13-14.
- ^{xliv} *Ibid*. page 16.
- ^{xlvi} *Ibid*. page 16-17.
- ^{xlv} *Ibid*.
- ^{xlvii} *Ibid*. pages 18-19.
- ^{xlviii} *Ibid*. pages 20-21.
- ^{xlvi} *Ibid*. pages 21-22.
- ⁱ *Ibid* page 22.
- ^{li} *Ibid*. page 23.
- ^{lii} *Ibid*. pages 24-31 (including a map of the proposed projects).
- ^{liii} *Ibid*. page 31. The plan ends with two appendices, one of the 1991 *Horizon Plan* Goals and Objectives and the other of that Plan’s Recommended facilities.
- ^{liv} City-Parish Planning Commission, [*Horizon Plan 5-year update*], 1997. Baton Rouge. Pages 62-63, 80, 144; Wilbur Smith and Associates. *Horizon Plan*, figure 23, page 79.
- ^{lv} NUNNALLY, DERRICK. "Bike path location challenging." *The Advocate* (Baton Rouge, La.) , August 29, 2000: 1 BX. NewsBank: America's News – Historical and Current. [https://infoweb.newsbank.com/apps/news/document-view?p=AMNEWS&doref=news/0EB4796148D302C6](https://infoweb.newsbank.com/apps/news/document-view?p=AMNEWS&doref=news/0EB4796148D302C6;).; SMITH, DEANN. "Wheels in motion Future of BR bicycle path brightens levee site priority." *The Advocate* (Baton Rouge, La.) , May 22, 2000: 1 A. NewsBank: America's News – Historical and Current . <https://infoweb.newsbank.com/apps/news/document-view?p=AMNEWS&doref=news/0EB4794DC667A214>.; "Council OKs more bids for Butler clinic IN OTHER ACTION." *The Advocate* (Baton Rouge, La.) , April 26, 2001: 2 BX. NewsBank: America's News – Historical and Current. <https://infoweb.newsbank.com/apps/news/document-view?p=AMNEWS&doref=news/0ED026AEB724D937>.; BONNER, MARK F. "Levee bike path opened." *Advocate, The* (Baton Rouge, LA) , October 29, 2006: 01A. NewsBank: America's News – Historical and Current . <https://infoweb.newsbank.com/apps/news/document-view?p=AMNEWS&doref=news/1151F35A6B95EDB0>.

^{lvi} City-Parish Planning Commission, *FutureEBR - Vision*, 2011. Page 1. 'Ibid, "Transportation Plan." Figure 23: BREC Existing and Proposed Parks and Trails, Page 49. Ibid. Pages 66-67. Begun in 2008, the CPPC published the first edition of the plan in 2011. It has been updated more or less regularly and is currently (October 2023) undergoing revision. The most recent version of the plan is available online at <https://www.brla.gov/662/FUTUREBR>

^{lvii} CALDER, CHAD. "Workers break ground on \$12.5 million casino underpass." Advocate, The (Baton Rouge, LA) , June 10, 2009: 06B. NewsBank: America's News – Historical and Current . [https://infoweb.newsbank.com/apps/news/document-view?p=AMNEWS&doref=news/128C08C557AC5938](https://infoweb.newsbank.com/apps/news/document-view?p=AMNEWS&doref=news/128C08C557AC5938;); "Project to extend bike path to start." Advocate, The (Baton Rouge, LA) , October 13, 2010: 01A. NewsBank: America's News – Historical and Current. <https://infoweb.newsbank.com/apps/news/document-view?p=AMNEWS&doref=news/132D8811F63FF850>; WARD, STEVEN. "Farr Park opens new trail *** Path extension adds rest area facilities." Advocate, The (Baton Rouge, LA) , August 10, 2011: 01B. NewsBank: America's News – Historical and Current . <https://infoweb.newsbank.com/apps/news/document-view?p=AMNEWS&doref=news/1390BDA98AB70180>.

^{lviii} Advocate (Baton Rouge, Louisiana), October 18, 2012: 68. NewsBank: America's News – Historical and Current . <https://infoweb.newsbank.com/apps/news/document-view?p=AMNEWS&doref=image/v2%3A138F0D9908AC8D5F%40EANX-15242E88743C146A%402456219-15223A00A55F4CD5%4067-15223A00A55F4CD5%40> ; Advocate (Baton Rouge, Louisiana), November 6, 2012: 50. NewsBank: America's News – Historical and Current . <https://infoweb.newsbank.com/apps/news/document-view?p=AMNEWS&doref=image/v2%3A138F0D9908AC8D5F%40EANX-1524703A5479349B%402456238-15223A35DB07DE61%4049-15223A35DB07DE61%40> ; Advocate (Baton Rouge, Louisiana), April 20, 2013: 16. NewsBank: America's News – Historical and Current . <https://infoweb.newsbank.com/apps/news/document-view?p=AMNEWS&doref=image/v2%3A138F0D9908AC8D5F%40EANX-1524379290C2889D%402456403-1523C9D4877C1DBE%4015-1523C9D4877C1DBE%40>.

^{lix} Center for Planning Excellence, *Baton Rouge Sustainable Transportation Action Committee (STAC)*. Baton Rouge. <https://www.cpex.org/stac> ; United States Department of Transportation, *Complete Streets*, August 24, 2015. <https://www.transportation.gov/mission/health/complete-streets> ; City-Parish Planning Commission, *Complete Streets Vision & Policy Statement*. 2014. Baton Rouge. Page 3.

^{lx} Code of Ordinances of the City of Baton Rouge, Louisiana and East Baton Rouge Parish, Louisiana, *Complete streets advisory committee*, Title 2, Chapter 1, Part V, Section 2:90. September 29, 2023, Ord. No. 15933, § 1, 4-8-15. https://library.municode.com/la/baton_rouge_east_baton_rouge_parish/codes/code_of_ordinances?nodeId=TIT2STALSIBASE_CH1GE_PTVCOST;Bicycle/Pedestrian Plan. 1996. Baton Rouge. Pages 16-18.

^{lxi} report, Advocate staff. "Baton Rouge officials dedicate first phase of Downtown Greenway." Advocate, The (Baton Rouge, LA) , May 12, 2015. NewsBank: America's News – Historical and Current . <https://infoweb.newsbank.com/apps/news/documentview?p=AMNEWS&doref=news/1554C8B82CDB0458> ; REPORT, ADVOCATE STAFF. "Downtown Greenway portion dedicated." Advocate, The (Baton Rouge, LA) , May 13, 2015: 02B. NewsBank: America's News – Historical and Current . <https://infoweb.newsbank.com/apps/news/document-view?p=AMNEWS&doref=news/15607AED432056B8> ; report, Advocate staff. "DDD: Bike, walking path would connect to downtown." Advocate, The (Baton Rouge, LA) , April 12, 2016. NewsBank: America's News – Historical and Current . <https://infoweb.newsbank.com/apps/news/document-view?p=AMNEWS&doref=news/15C38A55C357CDF0> ; Hardy, Steve. "Kip Holden's last ribbon-cutting, for a downtown Baton Rouge trail system, holds echoes to his first." Advocate, The (Baton Rouge, LA), December 28, 2016. NewsBank: America's News – Historical and Current . <https://infoweb.newsbank.com/apps/news/document-view?p=AMNEWS&doref=news/16199FAB362D56C8> ; Downtown Development District, "Downtown Greenway @ T.J. Jimison and East Blvd Underway," October 29, 2019, <https://downtownbatonrouge.org/about-ddd/projects-news-room/2019/greenway-t-j-jemison-blvd-east-blvd-1>

^{lxii} City-Parish Planning Commission, *FutureEBR*, "Urban Design and Neighborhoods : Part 2 – Small Area Plans – South Medical District," page 28. Baton Rouge.; The Baton Rouge Area Foundation, *A Master Plan for the Baton Rouge Health District : Treatment Plan*, 2015. Pages 3, 19ff. A PDF of the master plan is available through the Baton Rouge health district website <https://brhealthdistrict.com/>; Recreation and Park Commission for the Parish of East Baton Rouge (BREC), *Wards Creek Greenway*, <https://www.brec.org/facility/wardcreekgreenway>; *Dawson Creek Greenway*, <https://www.brec.org/park/dawsoncreekgreenway>; *Health Loop Map*, https://www.brec.org/assets/PlanningandEngineering/Greenways/HealthLoopMap_2021.pdf

^{lxiii} Federal Highway Administration – Office of Safety, *Pedestrian and Bike Forum Volume 68*, Winter 2016. Available online http://safety.fhwa.dot.gov/ped_bike/pedforum/ ; Louisiana Department of Transportation and Development, *Baton Rouge Pedestrian and Bicyclist Safety Action Plan*, 2020. Page 1.

^{lxiv} Hardy, Steve. "By next year, Baton Rouge cyclists may be able to ride between Hollywood and L'Auberge casinos on new bike

trail." Advocate, The (Baton Rouge, LA), February 11, 2018. NewsBank: America's News – Historical and Current . <https://infoweb.newsbank.com/apps/news/document-view?p=AMNEWS&docref=news/16A0C2AC20C2B418>; Recreation and Park Commission for the Parish of East Baton Rouge (BREC), *Greenways History*. 2020. <https://www.brec.org/CAPTrailsImprovements>

lxv East Baton Rouge City-Parish, *East Baton Rouge Parish Pedestrian and Bicycle Master Plan*. 2020.

lxvi Gallo, Andrea. "Public meetings to start next week as Mayor Broome pitches MOVEBR sales tax for new roads." Advocate, The (Baton Rouge, LA), July 17, 2018. NewsBank: America's News – Historical and Current . <https://infoweb.newsbank.com/apps/news/document-view?p=AMNEWS&docref=news/16D43064E64BC5A0> ; Hardy, Steve. "East Baton Rouge road improvements on the way after voters pass 30-year sales tax." Advocate, The (Baton Rouge, LA), December 8, 2018. NewsBank: America's News – Historical and Current . <https://infoweb.newsbank.com/apps/news/document-view?p=AMNEWS&docref=news/1703723FED1FECF8> ; Jones, Terry. "Mayor -President Sharon Weston Broome issues RFQs for MoveBR Program Managers." Advocate, The (Baton Rouge, LA), February 22, 2019. NewsBank: America's News – Historical and Current . <https://infoweb.newsbank.com/apps/news/document-view?p=AMNEWS&docref=news/171C5D5241D91D30>.

lxvii East Baton Rouge City-Parish, *MOVEBR* <https://movebr.brla.gov/> ; *ibid*, *MOVEBR*, "2019 3rd quarter newsletter," <https://movebr.brla.gov/communication/view-in-browser?trk=view-in-browser:4397:230:87:0B01119908063B8C092E0FEFA4FA0A5>

lxviii *MOVEBR Future Community Enhancement Call for Projects* <https://movebr.brla.gov/form/call-for-projects-2023>. Baton Rouge. ; Maggie Heyn Richardson, "A PLAN FOR THE PERKINS UNDERPASS COULD REVITALIZE THE AREA, BUT IT FACES BUREAUCRATIC HURDLES FIRST," *225BatonRouge*, June 1, 2022 <https://www.225batonrouge.com/our-city/plan-perkins-underpass-revitalize-area-faces-bureaucratic-hurdles-first> ; Sara Bongiorno, "Civic Leaders: Owners pushing urban trail to link Perkins Road Overpass area," Baton Rouge Area Foundation, June 2, 2022. <https://www.braf.org/stories/2022/6/2/civic-leaders-owners-pushing-to-improve-links-to-perkins-road-overpass>

lxix City-Parish Planning Commission, *FuturEBR* "Transportation" 2018 update, Pages 2, 5. Baton Rouge. ; TRIP – a national transportation research group, *LOUISIANA TRANSPORTATION BY THE NUMBERS: Meeting the State's Need for Safe, Smooth and Efficient Mobility*, 2017. Pages 1, 5-6. Washington, D.C. ; The Texas A&M Transportation Institute, *2021 Urban Mobility Report*, "Annual Person-Hours of Delay per 2019 Commute." 2021. Page 28. College Station, TX. ; Wilkins, James. "East Baton Rouge leading Louisiana in traffic deaths amid 'all-time high' in pedestrian fatalities." Advocate, The (Baton Rouge, LA), September 19, 2022. NewsBank: America's News – Historical and Current . <https://infoweb.newsbank.com/apps/news/document-view?p=AMNEWS&docref=news/18CA6C792DBB1B88> ; DeRobertis, Jacqueline. "Another deadly trend: Baton Rouge traffic fatalities rise in 2020 despite coronavirus lockdown." Advocate, The (Baton Rouge, LA), January 10, 2021. NewsBank: America's News – Historical and Current . <https://infoweb.newsbank.com/apps/news/document-view?p=AMNEWS&docref=news/17FEC5B2289C9758>.

lxx City-Parish Planning Commission, *FuturEBR* "Transportation" 2018 update, Pages 7. Baton Rouge.

lxxi City-Parish Planning Commission, "League of American Bicyclists Bicycle Friendly Community Award application," 2021. Read the L.A.B. "Bicycle Friendly Community" Award report card for more details and their recommendations for advancing to the next level. <https://bikeleague.org/bfa/award-database/#community>

lxxii City-Parish Planning Commission, *FuturEBR* "Transportation" 2018 update, Page 8.

lxxiii *Ibid*. Page 31

lxxiv City-Parish Planning Commission, *FuturEBR* 2018 update, "Transportation." 2018. Pages 32-39. Baton Rouge.

lxxv *Ibid*. Pages 43-48.

lxxvi *Ibid*. Page 52-53. The bike share program is currently (2023) being overseen by its third operator, Tandem Mobility. <https://www.tandem-mobility.com/>

lxxvii East Baton Rouge City-Parish; Louisiana Department of Transportation; Recreation and Park Commission for the Parish of East Baton Rouge (BREC), *East Baton Rouge Parish Pedestrian and Bicycle Master Plan*, 2020. Baton Rouge. Information for this section was drawn from the entire plan. No page numbers are given.

lxxviii Capitol Region Planning Commission (CRPC), *Capital Region Bicycle and Pedestrian Plan*, 2022, Baton Rouge. The five parishes included in the plan are East Baton Rouge, West Baton Rouge, Iberville, Ascension, and Livingston.

^{lxix} Ibid.

^{lxxx} East Baton Rouge City-Parish and Recreation and Park Commission for the Parish of East Baton Rouge (BREC), *North Baton Rouge Mobility Reinvestment Program of Projects*, 2022. Baton Rouge. ; Recreation and Park Commission for the Parish of East Baton Rouge (BREC), *BREC Seeks Public Input for Scotlandville Parkway Master Plan*, 2021. Baton Rouge. <https://www.brec.org/news/ScotlandvillePkwylInput> ; *BREC Receives Grant to Construct Trail to Connect Downtown and North Baton Rouge*, 2017. Baton Rouge. <https://www.brec.org/news/BRECreceivestrailgrant2017> ; Gallo, Andrea. "Trail to connect LSU, Southern University receives key federal money." Advocate, The (Baton Rouge, LA) , August 14, 2017. NewsBank: America's News – Historical and Current . <https://infoweb.newsbank.com/apps/news/documentview?p=AMNEWS&doref=news/1664C63E99BF2408>

^{lxxxi} Holland, Rebecca. "Baton Rouge's biking, walking path on the Mississippi River levee could get a big upgrade." Advocate, The (Baton Rouge, LA), April 12, 2023. NewsBank: America's News – Historical and Current . <https://infoweb.newsbank.com/apps/news/document-view?p=AMNEWS&doref=news/190DC5982B294160>.

^{lxxxii} People for Bikes, *City Rankings – 2023 Best Places to Bike*, 2023. Boulder, CO. Electronic resource <https://cityratings.peopleforbikes.org/> There are a number of “bicycle friendly” ranking systems whose rankings seldom agree. Each uses its own method for ranking using vastly different criteria.

Page intentionally left blank.

2020 LIST OF PRIORITY PROJECTS

Top 10 Off-Road Projects

Location	Prioritization Score	Prioritization Rank	2024 Status	CSAC Comments/Recommendations
South River Road from Government Street to South Boulevard	694.7	1	Not Started	ROW utility issues for off-road facility. Recommend on-street bike boulevard.
Trail from Levee Trail to East Boulevard	478.7	2	On Hold	Under South Blvd. Follow progress of I-10 expansion.
Trail from Nicholson Drive to Burbank Drive (On E Boyd Dr)	440.6	3	Not Started	Private parking area. Recommend on-street bike blvd.
Spanish Town Road, Trail from North River Road to North 19th Street (through Capitol Park)	423.1	4	Started	ROW issues. Recommend on-street bike blvd. BREC building path from Mem Stadium to Spanish Town Park.
Downtown Greenway from Spanish Town Road to Dalrymple Drive (from Myrtle to Louise, to Park on Dalrymple)	418.1	5	Started	Spanish Town to Expressway complete. To Dalrymple w/ I-10 Widening Project. Follow progress of I-10 expansion.
Trail from Louise Street to East Polk Street	395.0	6	Started	Connection made with I-10 expansion. Follow progress of I-10 expansion.
Highland Road from Terrace Avenue to West Parker Boulevard	391.8	7	On Hold	Challenging project. \$\$\$, ROW, Utilities. Existing sharrows Requires further study/cost estimate.
Health Loop from Health Loop to Health Loop	381.0	8	Started	Ensure Health Loop is connected.
North River Road from Hollywood Casino to Dort Street	380.3	9	Started	RTP funded. Follow progress with DDD and City-Parish.
North Boulevard from South River Road to North Foster Drive	366.1	10	Partly Built	North Blvd - River Road Complete. MOVEBR Project to Foster.

Top 10 Greenway Projects

Location	Prioritization Score	Prioritization Rank	2024 Status	CSAC Comments/Recommendations
Independence Boulevard to Florida Boulevard	322.5	1	Built	
Levee Trail to Highland Road (Runs through Point Marie)	264.3	2	Not Started	No railroad crossing and no room for greenway through Point Marie. Continue on levee trail to L'Auberge to Gardere Lane (On-street facility in master plan).
Highway 110 to Scotlandville Parkway	250.7	3	Not Started	Remove from plan. Maintain connection to Anna T. Jordan.
Elm Drive to Scenic Highway (Monte Sano Park to Howell Park on Hurricane Creek)	243.5	4	Not Started	Monte Sano flooding issues. Hurricane Creek channelized. Further study required.
Bluebonnet Boulevard to West Parker Boulevard (Runs along Bayou Fountain)	164.2	5	Not Started	Parking lot near LSU, may have wetlands. Further study required.
Greenwell Springs Road to Elm Drive (Howell Park to Montecello along Hurricane Creek)	149.0	6	Not Started	Further study required.
Dijon Drive to North Street (BREC, Route to Health Loop)	118.2	7	Not Started	Channelized at College. Further study required.
Greenwood Community Park Trail (BREC)	110.6	8	Built	
Quail Drive to East Lakeshore Drive (BREC, along Dawson Creek)	105.0	9	Not Started	30 year vision project. Bayou Duplantier removed from map/plan in public process. LA Water Initiative CP Purchase.
Joor Road to Thomas Road (BREC, MOVEBR)	95.2	10	Funded	Partially funded (Mickens Rd to Joor Rd is MOVEBR funded). Further study required, servitudes needed.

Top 10 On-Road Projects

Location	Prioritization Score	Prioritization Rank	2024 Status	CSAC Comments/Recommendations
Florida Street from River Road to North 4th Street (DDD)	701.8	1	Not Started	Parking issues, sharrows/wayfinding needed. Needs to go to 6th Street. Bicycle Blvd recommended. MOVEBR enhancement?
East State Street from Highland Road to Dalrymple Drive (LSU)	629.0	2	Not Started	Bicycle Blvd recommended. MOVEBR enhancement?
Dalrymple Drive from Cubs Circle to Field House Drive (LSU)	577.3	3	Built	
Field House Drive from Dalrymple Drive to South Stadium Drive (in development)	552.7	4	Built	
Tower Drive from Dalrymple Drive to Highland Road (LSU)	477.8	5	Built	
South Campus Drive from Field House Drive to West Lakeshore Drive (LSU)	400.2	6	Started	Follow progress.
North 4th Street and South Ferdinand Street from Main Street to South Boulevard (DDD)	389.1	7	Not Started	City/Parish & DDD to Evaluate alternatives. Issues with On-Ramp and Highland project feasibility. Discuss with DDD.
Louisiana Avenue from East Boulevard to Eddie Robinson Drive (DDD)	372.9	8	Started	LA Ave Connector is built, remainder is funded. TAP under I-110. Safe Routes Eddie Robinson/Louisiana. Connects to Government. Plans are complete. Environmental/SOV issues? Funded, follow progress.
South Stadium Drive from Nicholson Drive to Tower Drive (LSU)	371.9	9	Started	Some facilities exist. Follow progress.
Saint Joseph Street from North Boulevard to South Boulevard (DDD)	371.3	10	Not Started	Evaluate for necessity (City-Parish, DDD). Discuss with DDD.

EBR PEDESTRIAN/BICYCLE MASTER PLAN DEVIATION REVIEW FORM

EBR Pedestrian/Bicycle Masterplan Deviation Review Form

This form is to be used for minor deviations

Thresholds for minor deviations must be within these distances from planned route:

Downtown/Urban Walkable: 0 - 0.25 miles

Suburban and Rural: 0 - 0.5 miles

Project Name: _____

Date: _____

Applicant: _____

1. **Location.** Provide details to proposed plan deviation and include page numbers and map references.
2. **Proposed change.** Provide a detailed description of the change and include any maps or drawings which may help the committee understand the change.
3. **Alternatives.** If another route or facility is available, provide details below with any maps or sketches that would help the review committee understand the alternatives.
4. Explain how the proposed deviation maintains or increases the masterplan purpose. (Demand, Safety, Connectivity, Equity)

Committee Findings: ___ Approve ___ Deny ___ Major change (must follow plan amendment process)

Page intentionally left blank.

NEIGHBORHOOD PARKS

Neighborhood Parks remain as the basic facility of the BREC park system and serve the day-to-day recreation and open space needs of residential areas throughout all of EBR parish. Facilities may include: multi-use open space with provision for informal field games, multi-use court games, play apparatus areas, picnic, natural settings, tennis, group picnic, recreation center. Focus is on the informal activity, programmed activity, passive recreation and community cohesion.

COMMUNITY PARKS

Community Parks are large parks that serve a much larger geographic area than a neighborhood park and are designed to engage a family for an entire day. They range in size from a desirable 40-acre minimum to 100+ acres and serve a population of 80,000 to 200,000 in a 5-mile service radius. They serve a broader purpose than neighborhood parks and focus on meeting a wide variety of community-based recreation needs, and also serve the neighborhood park needs of adjoining residential areas.

Community Parks should include open space to accommodate athletic fields and courts, some natural amenities (trees), good access, adequate parking, buffers from neighboring residential zones, areas of natural or ornamental quality for nature appreciation, and recreation opportunities and amenities such as: picnicking, fishing, hiking, biking, general open space, play-fields and lighted athletic fields, recreation center, play apparatus, an aquatic feature, sports courts, parking, lighting, sidewalks, trails, and other features unique to each park.

CONSERVATION AREAS

A Conservation Management Area is land which holds high conservation value but is within or part of an existing Community, Neighborhood or Special Use Park. These areas will be protected from a certain degree of human use and development to conserve the biodiversity

and ecosystems within the park. The level of human use allowed will be site-specific varying depending on the ecological value of the habitats and demand within the community for outdoor recreation outlets. In conjunction with conserving resources, these areas have the potential to be used for nature appreciation activities, programming and education to increase the public's understanding of the natural world and foster their conservation ethics. These areas may contain primitive hiking trails or nature trails.

TRAILS

There are several types of trails within the BREC system. Park trails are commonly 4' to 12' wide paved trails within parks. Other types of trails within parks include primitive and nature trails. Of the two, nature trails are more developed, with wider more even surfaces than primitive trails, which are dirt surface, often with uneven footing.

Greenways are multi-use (bike/pedestrian) connecting trails connect people to parks, businesses, and work places. Creates alternative transportation options and conceived as green park corridors. Typically 12' wide accessible concrete paths with benches, waste receptacles, and water fountains. Blueways are water trails, or routes on navigable waterways such as rivers, creeks or canals, for recreational use.

SPECIAL USE FACILITIES

These parks are typically devoted to one unique recreational opportunity and often draw citizens from throughout the parish and beyond. The size of each facility varies from a few acres to 100+ acres based on the focus of each park. Many of these facilities are unique and must serve the needs of the entire parish as a result. (Zoo, Bluebonnet Swamp Nature Center, Liberty Lagoon, Golf Courses, Hartley-Vey Sports Park, Memorial Stadium, etc.)

ADMINISTRATIVE STANDARDS
1.5

SIGN TYPE DIRECTORY
IDENTIFICATION SIGN MENU



PARK.ID.1
Neighborhood Park

PARK.ID.1a
Neighborhood Park



PARK.ID.1b
Neighborhood Park & Non-Tournament Quality Golf Courses



PARK.ID.2
Community Park

PARK.ID.3
Community Park



PARK.ID.4
Conservation Area

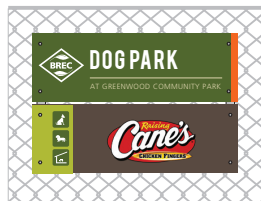


SPECIAL.ID.1
Special Facility & Tournament Quality Golf Courses



DEST.1a

Existing Fence
or structure



DEST.2a



DEST.1
Destination ID



DEST.2
Destination ID



TRAIL.ID.1
Trailhead Marker



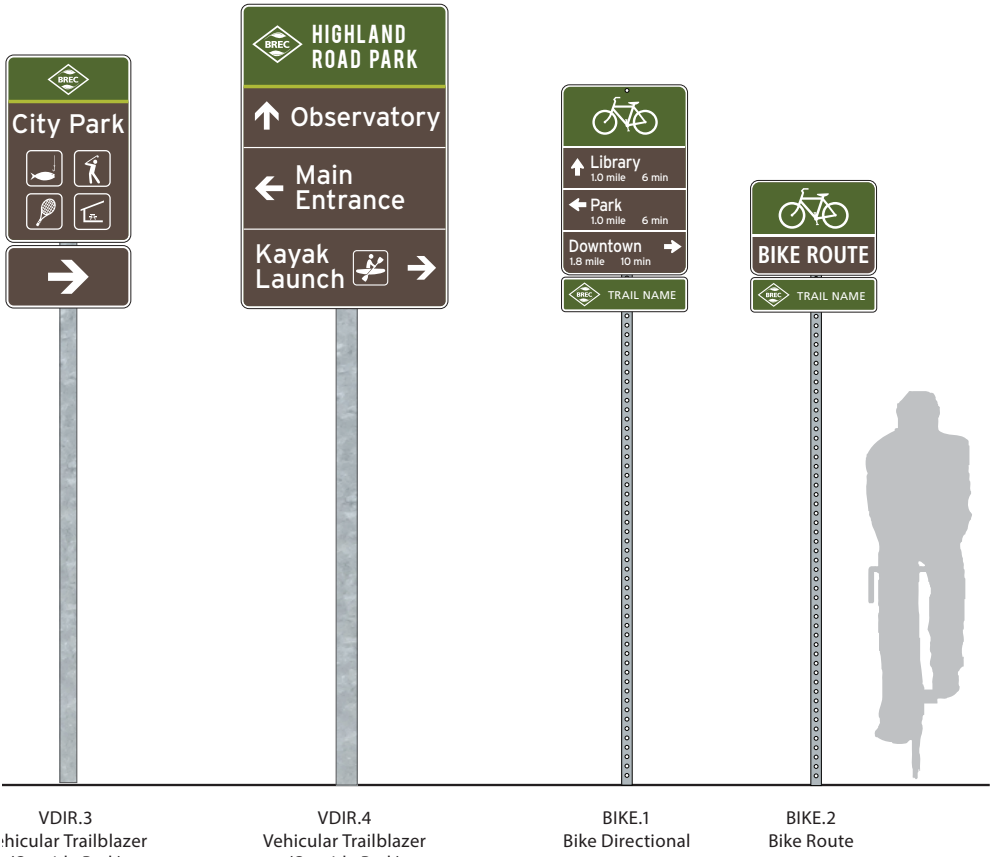
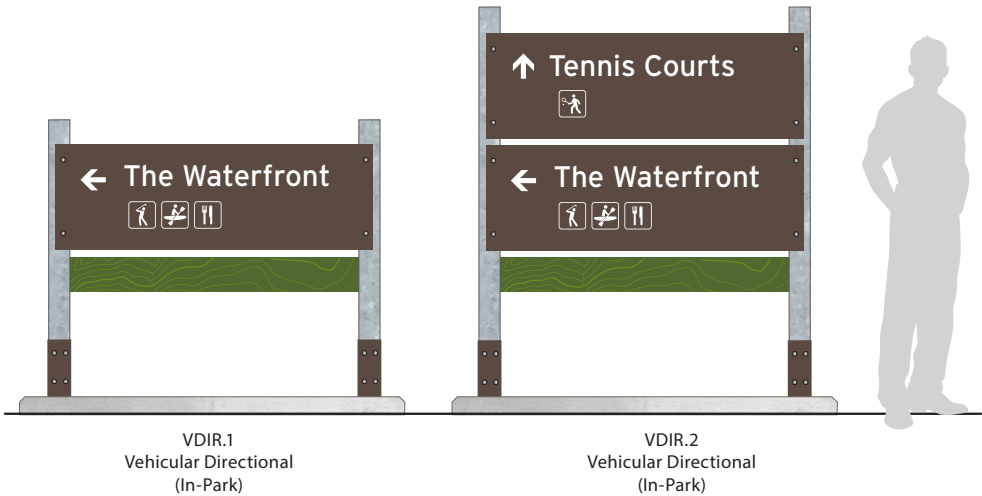
TRAIL.ID.1.C
Trailhead Marker
Conservation Area



TRAIL.ID.1.B
Trailhead
Marker
Blueways

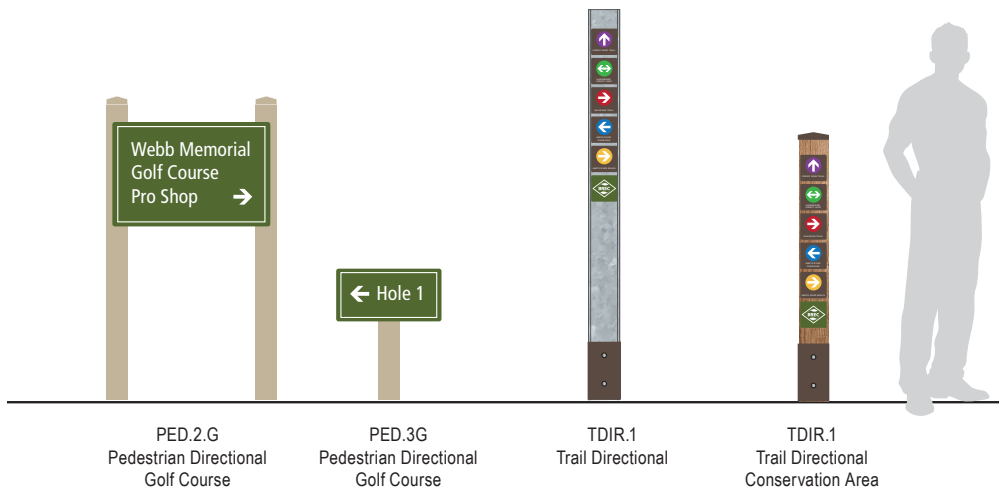
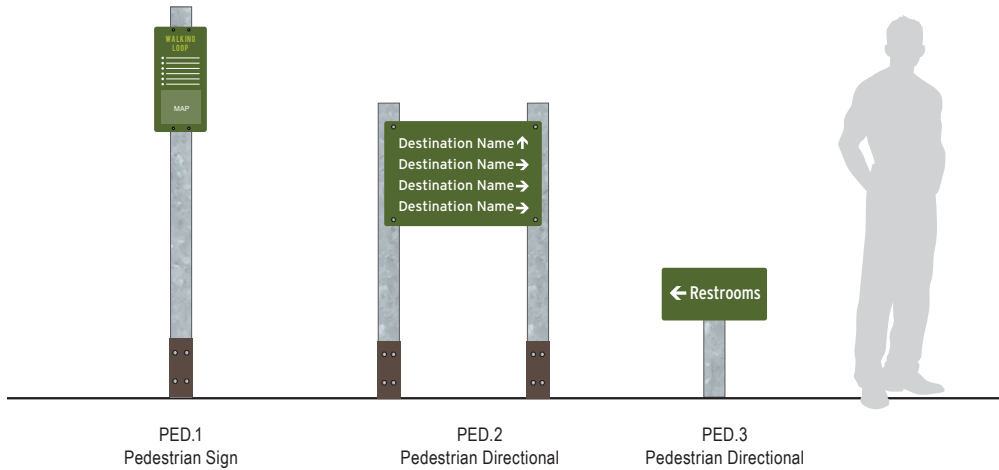
ADMINISTRATIVE STANDARDS
1.5

SIGN TYPE DIRECTORY
DIRECTIONAL SIGN MENU



SIGN TYPE DIRECTORY
DIRECTIONAL SIGN MENU

ADMINISTRATIVE STANDARDS
1.5



ADMINISTRATIVE STANDARDS
1.5

SIGN TYPE DIRECTORY
INFORMATIONAL SIGN MENU

★ Opportunity for Multilingual Information



KIOSK.1
Pedestrian Kiosk



KIOSK.2
Pedestrian Kiosk



KIOSK.1.C
Pedestrian Kiosk
Conservation Area



KIOSK.2.C
Pedestrian Kiosk
Conservation Area



KIOSK.2.B
Pedestrian Kiosk
Blueways



SIGN TYPE DIRECTORY INFORMATIONAL SIGN MENU

ADMINISTRATIVE STANDARDS 1.5

★ Opportunity for Multilingual Information



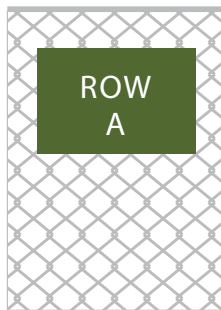
PAVILION.1
Pavilion Rental
Template



MILE.1
Mile Marker



INTERP.1
Interpretive
Story



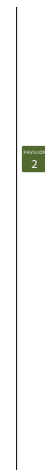
PAN.1
Panel Sign



PAN.2
Panel Sign



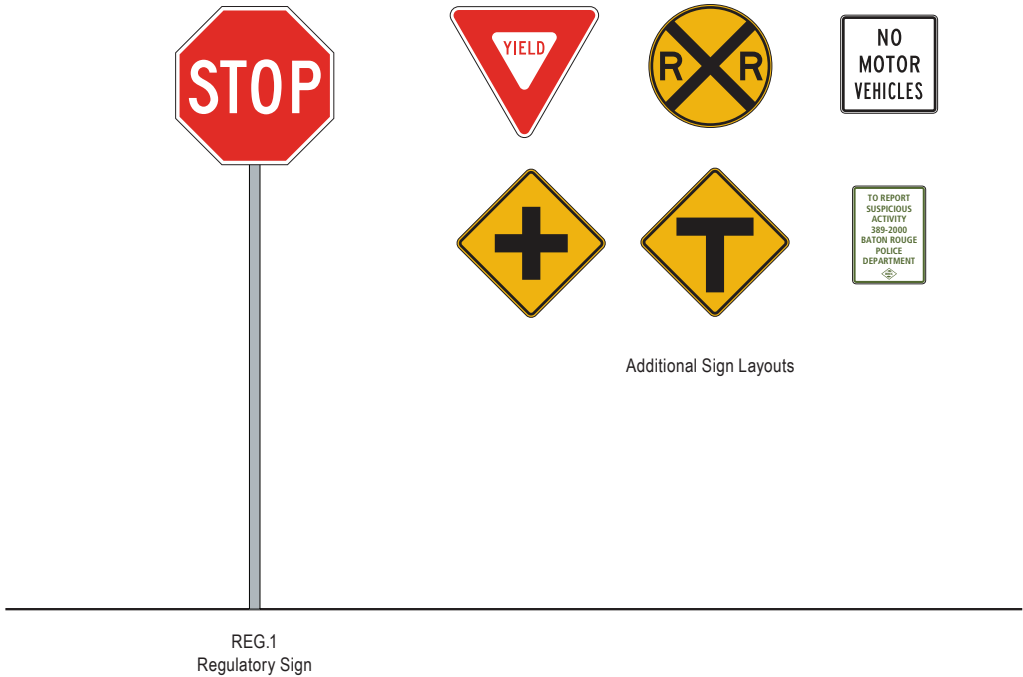
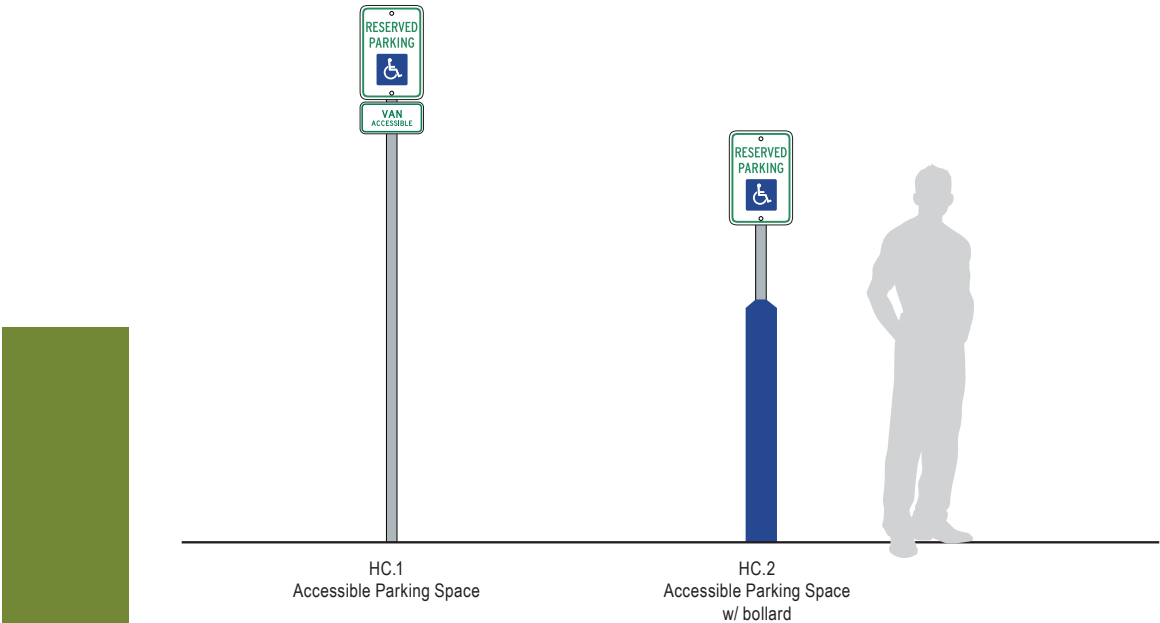
PAN.3
Panel Sign



PAN.4
Panel Sign

ADMINISTRATIVE STANDARDS
1.5

SIGN TYPE DIRECTORY
REGULATORY SIGN MENU



SIGN TYPE DIRECTORY INTERIOR SIGN MENU

ADMINISTRATIVE STANDARDS 1.5



REST.1
Restroom ID



REST.1a
Restroom ID
Women



REST.1b
Restroom ID
Men



OVD.1
Overhead Directional



FIRE.1
Fire Exit



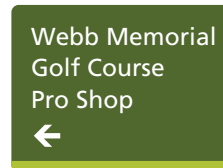
STAIR.1
Stairwell ID



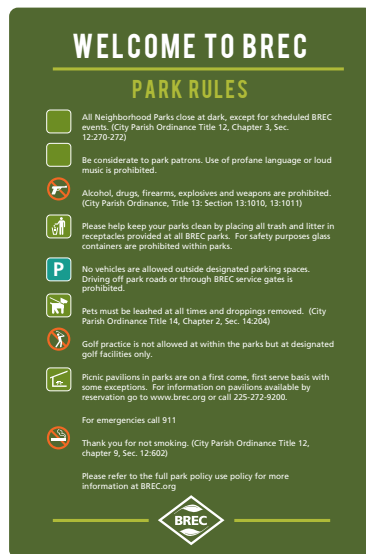
OFFICE
Room ID



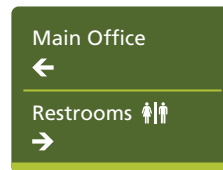
WD.1



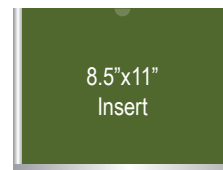
WD.1



RULES.1
Park Rules
Wall Mounted



WD.1
Wall Directional



INSERT.1
(Evac maps or other inserts)

★ Opportunity for Multilingual Information

TYPOGRAPHY &
TYPEFACES

This page provides a reference for the typefaces for the BREC Wayfinding Signage System.

Typefaces may not be changed. During fabrication, the height and width ratio of letter forms must be maintained proportionately.

Vehicular Signage:
Typeface for vehicular signs is *Interstate*. Signs placed on roads with a speed limit of over 25MPH shall have 6" high type. Signs placed on roads with a speed limit of 25MPH and lower shall have 4" high type. Type may be upper and lower case.

Pedestrian Signage:
1" high copy is recommended for overhead pedestrian directional signs.

Project Typefaces

Typeface A - Interstate

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
1234567890

Typeface B - Bebas Regular

ABCDEFGHIJKLMNOPQRSTUVWXYZ
ABCDEFGHIJKLMNOPQRSTUVWXYZ
1234567890

Typeface C - Fruitiger 65 Bold

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
1234567890

Typeface D - Frutiger 55 Roman

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
1234567890

Typeface D - Frutiger 45 Light

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
1234567890

Typeface D - Arial Regular

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
1234567890

DESIGN STANDARDS
COLORS AND MATERIALSADMINISTRATIVE STANDARDS
1.7

Paint Colors

	Name	Specification	Process
	P1 White	To match MP11477	Surface applied, exterior sign paint and protective top coat: Acrylic Polyurethane w/ Clear Coat Satin finish.
	P2 BREC Green 1	To match PMS 371 C	Surface applied, exterior sign paint and protective top coat: Acrylic Polyurethane w/ Clear Coat Satin finish.
	P3 BREC Green 2	To match PMS 7496 C	Surface applied, exterior sign paint and protective top coat: Acrylic Polyurethane w/ Clear Coat Satin finish.
	P4 BREC Green 3	To match PMS 583 C	Surface applied, exterior sign paint and protective top coat: Acrylic Polyurethane w/ Clear Coat Satin finish.
	P5 BREC Orange	To match PMS 166 C	Surface applied, exterior sign paint and protective top coat: Acrylic Polyurethane w/ Clear Coat Satin finish.
	P6 BREC Brown	To match PMS 462 C	Surface applied, exterior sign paint and protective top coat: Acrylic Polyurethane w/ Clear Coat Satin finish.
	P7 Tan	To match PMS 7502 C	Surface applied, exterior sign paint and protective top coat: Acrylic Polyurethane w/ Clear Coat Satin finish.
	P7 Accesible Blue	To match PMS 294 C	Surface applied, exterior sign paint and protective top coat: Acrylic Polyurethane w/ Clear Coat Satin finish.
	P8 Black	To match Pantone Black C	Surface applied, exterior sign paint and protective top coat: Acrylic Polyurethane w/ Clear Coat Satin finish.
	P9 Silver	To match Pantone Black C	Surface applied, exterior sign paint and protective top coat: Acrylic Polyurethane w/ Clear Coat Satin finish.
	P10 Teal	To match PMS 7473 C	Surface applied, exterior sign paint and protective top coat: Acrylic Polyurethane w/ Clear Coat Satin finish.

COLORS & MATERIALS

Consistent use of a color palette creates a recognizable "system".

The Color Palette found on the following pages provides a reference for specifying a paint color or material.

The Fabricator is required to submit painted color chips and material samples for approval prior to sign fabrication.

The ADA requires a minimum of 70% contrast between text and background for legibility.










ADMINISTRATIVE STANDARDS 1.7

DESIGN STANDARDS COLORS & MATERIALS

COLORS & MATERIALS

These vinyls are reflective, meeting MUTCD guidelines for vehicular guide signs.

Reflective Vinyl



	Name	Specification	Process
	R1 White	White	Background & Characters 3M custom inks applied directly to 3930 with 3M approved clear UV/Graffiti Vinyl Over-laminates.*
	R2 BREC Green 1	To match PMS 371 C	Background & Characters 3M custom inks applied directly to 3930 with 3M approved clear UV/Graffiti Vinyl Over-laminates.*
	R3 BREC Green 3	To match PMS 583 C	Background & Characters 3M custom inks applied directly to 3930 with 3M approved clear UV/Graffiti Vinyl Over-laminates.*
	R4 Brec Brown	To match PMS 462 C	Background & Characters 3M custom inks applied directly to 3930 with 3M approved clear UV/Graffiti Vinyl Over-laminates.*
	R5 Accesible Blue	To match PMS 294 C	Background & Characters 3M custom inks applied directly to 3930 with 3M approved clear UV/Graffiti Vinyl Over-laminates.*
	R6 MUTCD Green	To match PMS 342 C	Background & Characters 3M custom inks applied directly to 3930 with 3M approved clear UV/Graffiti Vinyl Over-laminates.*
	R7 MUTCD Red	To match PMS 187 C	Background & Characters 3M custom inks applied directly to 3930 with 3M approved clear UV/Graffiti Vinyl Over-laminates.*
	R8 MUTCD Yellow	To match PMS 116 C	Background & Characters 3M custom inks applied directly to 3930 with 3M approved clear UV/Graffiti Vinyl Over-laminates.*
	R9 Black	To match Pantone Black C	Background & Characters 3M custom inks applied directly to 3930 with 3M approved clear UV/Graffiti Vinyl Over-laminates.*

*MUST comply with MUTCD section Table 2A-3 – Minimum maintained retroreflectivity levels.

Approved Process: Durst RHO 161 TS printer. Sherine Industries: (604) 513-1887

NOTE: All 3M products are to be processed and applied according to 3M specifications. The seaming of material is NOT preferred. If the height of a sign panel is greater than 48 inches, the 3M 3930 material should be oriented vertically with stripes at 0 degrees, to avoid the seaming of material. If seaming is required, it should occur at the rule line or between messages.







Opaque Vinyl

	Name	Specification	Process
	V1 White	7725-10 White	3M Scotchcal ElectroCut Opaque Vinyl Film 7725-10 White. Surface applied according to 3M manufacturers specifications.
	V2 BREC Green 3	To match PMS 583	High resolution printed on White 3M Scotchcal Opaque Vinyl with 3M approved Clear UV/Graffiti overlaminate. Surface applied according to 3M manufacturers specifications.

EXCERPT FROM BREC SIGNAGE & WAYFINDING GRAPHICS MANUAL

DESIGN STANDARDS
COLORS AND MATERIALSADMINISTRATIVE STANDARDS
1.7

Materials

	Name	Specification	Process
	M1 Concrete	Formed Concrete	Formed & Finished.
	M2 Galvanized Steel	Galvanized Steel	Factory Finished
	M3 Wood Post	TBD	TBD
	M4 Mesh Panel	Wire Mesh Panel with Frame	To match existing kiosks (i.e. Blackwater Conservation Area)
	M5 Perforated Panel	Perforated Aluminum Panel	Painted
	M6 Graphic Panel	Exterior Grade	Zero VOC Powdercoat Primer w/ Water Based Custom Dye Sublimated Ink Transfer Print on Face + Returns of Panel Clear UV-Resistant, Anti-Graffiti Powdercoat Topcoat, Matte finish.
		Hot-dip process "ASTM A385-11" Shall present a uniform visual appearance on exposed surfaces	Galvanizer is responsible to take such measures as required to assure a uniform visual appearance. Reference Document: "ASTM_A385.pdf"

ADMINISTRATIVE STANDARDS
1.7

DESIGN STANDARDS
ARROWS + ARTWORK

ARROWS

Arrows for signs NOT on DOT roads

Directional Arrows



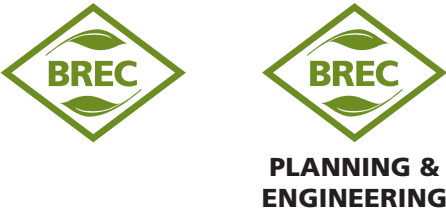
MUTCD Directional Arrows

Arrows for signs on DOT roads



ARTWORK

Artwork



DESIGN STANDARDS PICTOGRAMS

ADMINISTRATIVE STANDARDS 1.7

Amenities

				
Airgun Range A1	Airnasium A2	Archery Range A3	Ball Multi-Purpose Field (lighted) A4	Ball Multi-Purpose Field (unlighted) A5
				
Basketball A6	Bocce Ball B29	Cricket Field/Pitch A14	Croquet A15	Football B25
				
Baseball B24	Tennis Court B20	Tennis Center B19	Sand Volleyball B11	Rugby Field B9
				
Boxing Center B30	Skate Park/ Skateboarding B13	Inline Skating B14	Soccer Field B15	Playground B7
				
Outdoor Fitness Station B3	Fitness Center A21	Recreation Center B8	Shuffleboard Court B12	Dog Park A18
				
Golf Course A25	Disc Golf Course A17	Golf Cart A26	Equestrian A19	Stable A20
				
Spray Pad B16	Swimming Pool B118	Rock Climbing C20		

PICTOGRAMS

Pictograms contribute simplicity, clarity and personality to a system. They do not require translation and can communicate across various forms of media, especially signage. They are an effective way of identifying physical elements, services or procedures.

Benefits of pictograms:

- Understandable
- Memorable
- Common Language
- Distinguishable
- Character
- Expandable

Pictograms are used only to direct to primary destinations as identified in the Criteria for Destination Inclusion. Different versions of the primary icons will be used on various wayfinding elements.



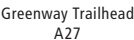













These icons represent:

- The Capitol
- University of Louisiana
- Convention Center
- South Congress
- Public Parking
- Information
- 6th Street

DESIGN STANDARDS
PICTOGRAMS

ADMINISTRATIVE STANDARDS
1.7

Amenities

				
Walking B23	Walking Loop (Indoor) B21	Walking Loop (Outdoor) B22	Nature Trails A29	Primitive Trails A30
				
Blueway Trailhead A13	Greenway Trailhead A27	Greenspace C3	Nature C4	Garden/Arboretum A23
				
Pollinator Garden A24	Bird/Wildlife Watching B1	Biking B27	BMX Track A7	Mountain Biking A8
				
Bike Repair Station B2	Bike Rental B28	Scooters C7	ATV C8	Control Wire Airplane C1
				
Fishing Access A22	Canoe/Kayak A9	Non-Motorized Boat Launch A10	Canoe/Kayak Rental A11	Fee Area/Fee Required A12
				
Pavilion B4	Shelter B5	RV Park B10	Stadium B17	Theater C6
				
Conservation Education Center A28				

DESIGN STANDARDS
PICTOGRAMS

ADMINISTRATIVE STANDARDS
1.7

Amenities



Drinking Fountain
C22



Bottle Filler
C23

Water Acces
C24

Potable Water Acces
C24



Restrooms
C12



Accessible
C13



Parking
C11



First Aid
C17



AED Defibrillator
C14



Information
C9



Interpretive Signage
C10



Bench
B6



Picnic Tables
C5



Food
C18



Outdoor Market Space
C19



Lighting
C21



Recycling
C26



Fire Pit
C2



Public Art
C25



Sustainable Site:
Protect And Restore
C15



Sustainable Site:
Habitat/Light Pollution
C16

ADMINISTRATIVE STANDARDS
1.7

DESIGN STANDARDS
PICTOGRAMS

PICTOGRAMS

Amenities Pictograms will be found on Pedestrian wayfinding elements such as Kiosks, Trail and Temporary Signage and maps.

Benefits of pictograms:

- Understandable
- Memorable
- Common Language
- Distinguishable
- Character
- Expandable

Regulations

 Dogs On Leash D1	 No Dogs D2	 Pick Up After Pet D3	 No Horses D4	 No Fishing D5
 No Skating D6	 No Swimming D7	 Share The Trail D8	 No Biking D9	 No Fires Or Camping D10
 ATVs Not Allowed D11	 No Motorized Boats D12	 No Smoking D13	 No Alcoholic Beverages D14	 No Hunting D15
 Firearms Not Allowed D16	 Dispose Of Waste/ Leave No Trace D17	 Trail Floods D18	 Trail Closes At Dark D19	
 No Collecting D20	 No Unauthorized Trail Work D21			

IDENTIFICATION

PARK IDENTITY SIGNAGE: Welcome signage shows the park name, and is located at major entry points. These can include the park name, address, and amenity icons.

PARK DESTINATION IDENTIFICATION SIGNAGE: Destination signs are slightly smaller than park identity signage, and are located in front of destinations within the park, such as a visitor center, rec center, or pro shop.

PARK TRAIL IDENTIFICATION SIGNAGE: These signs mark trailheads and are located at the entry points of a trail system. These can include the trail name, a map, flood warnings, rules, and donor info.

DIRECTIONAL

VEHICULAR DIRECTIONAL SIGNAGE: This signage helps drivers navigate to and throughout a park. Vehicular signage can be found on local roads and within the park.

PEDESTRIAN DIRECTIONAL SIGNAGE:

TRAIL DIRECTIONAL SIGNAGE:

BICYCLE DIRECTIONAL SIGNAGE:

INFORMATIONAL

KIOSK SIGNS:

INFORMATIONAL SIGNAGE:

MILE MARKER SIGNAGE:

REGULATORY

ACCESSIBILITY (ADA) SIGNAGE:

REGULATORY SIGNAGE:

INTERIOR BUILDING

RESTROOM :

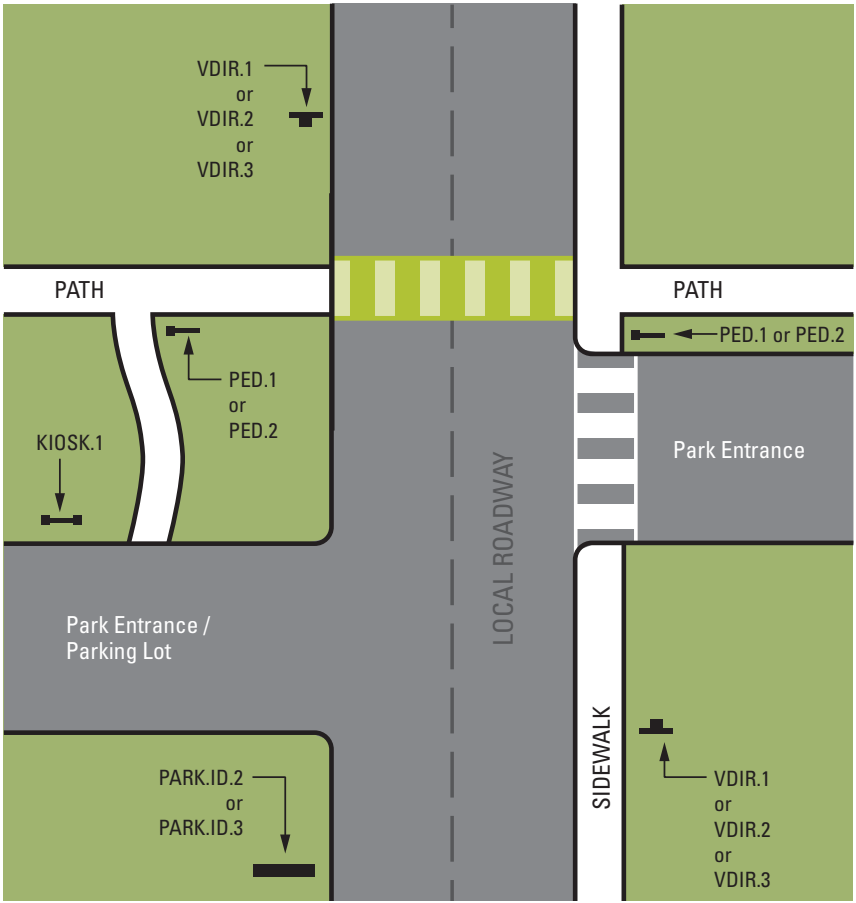
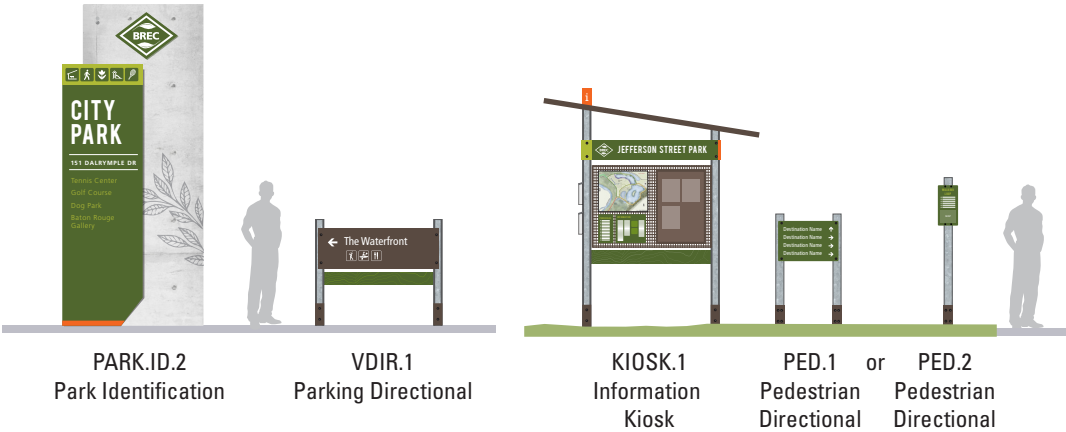
ROOM:

INTERIOR DIRECTIONAL

ADMINISTRATIVE STANDARDS
1.8

DESIGN STANDARDS
PLACEMENT SCENARIOS

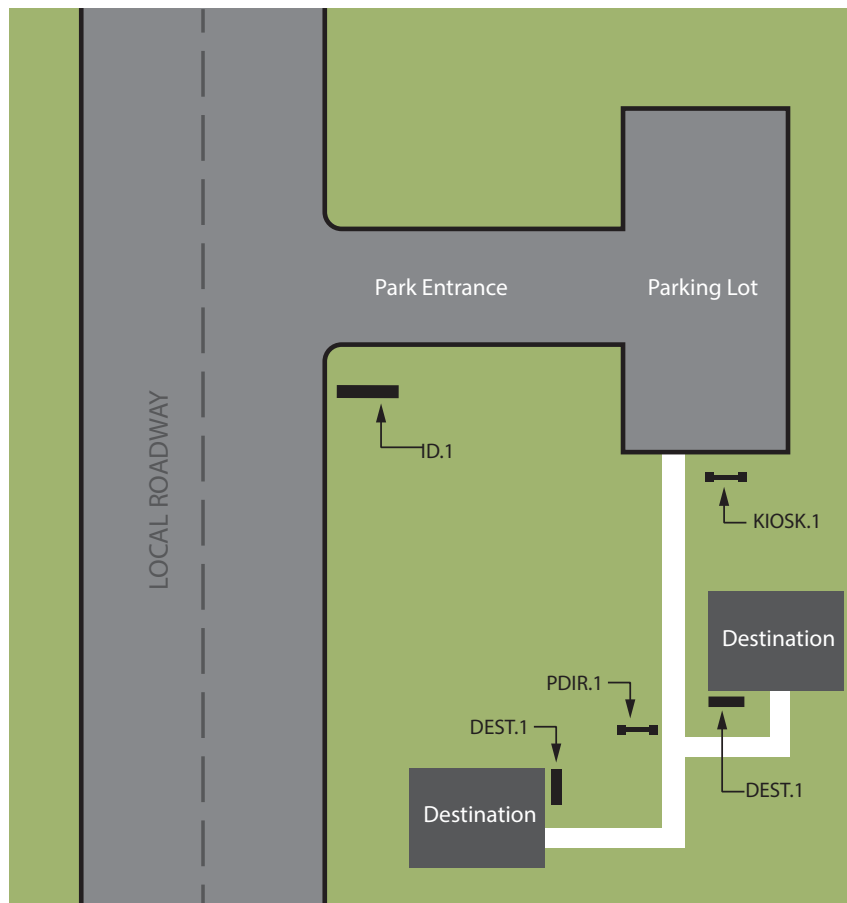
SCENARIO 1:
COMMUNITY PARK ENTRANCE



DESIGN STANDARDS
PLACEMENT SCENARIOS

ADMINISTRATIVE STANDARDS
1.8

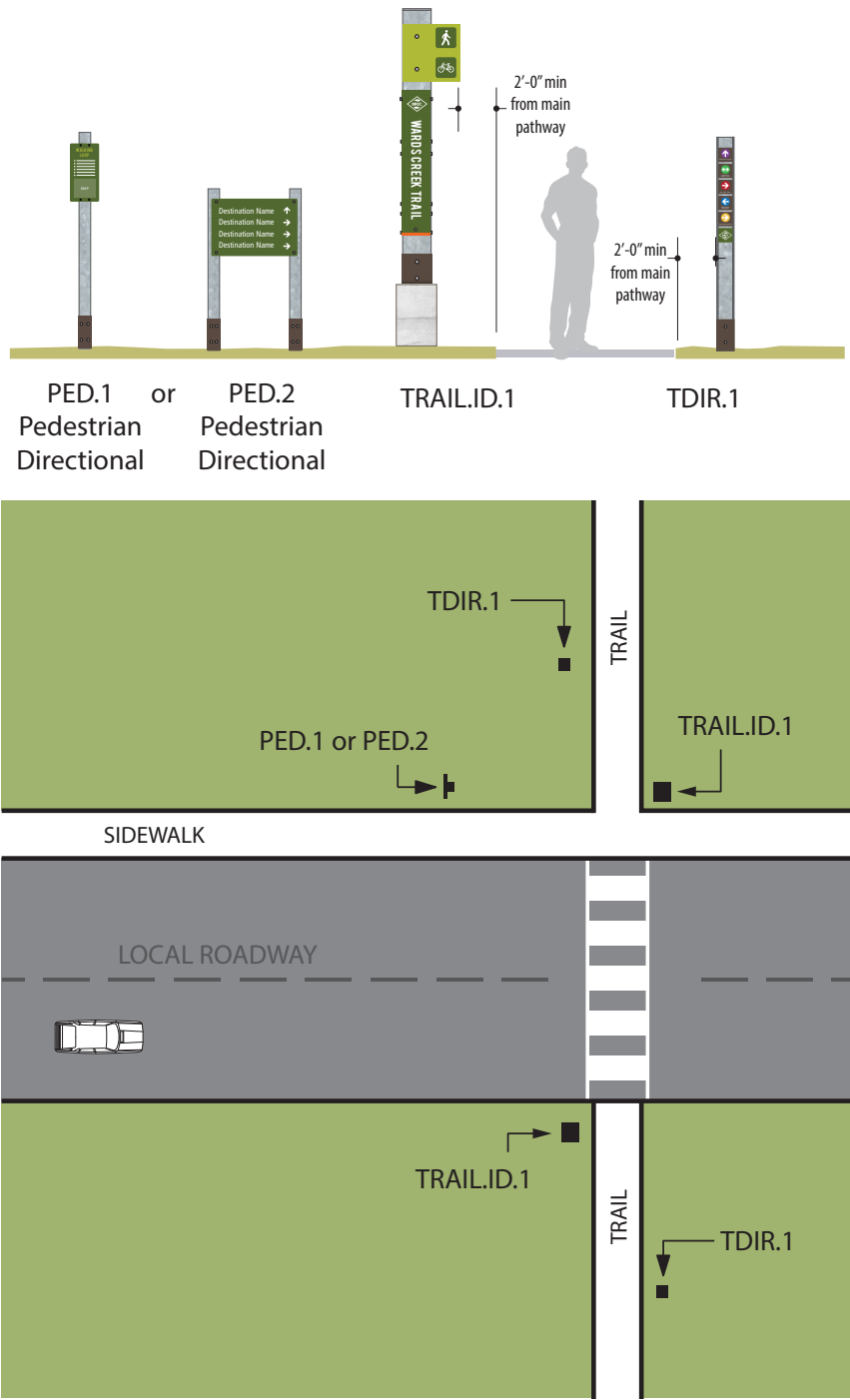
SCENARIO 2: NEIGHBORHOOD PARK ENTRANCE



ADMINISTRATIVE STANDARDS
1.8

DESIGN STANDARDS
PLACEMENT SCENARIOS

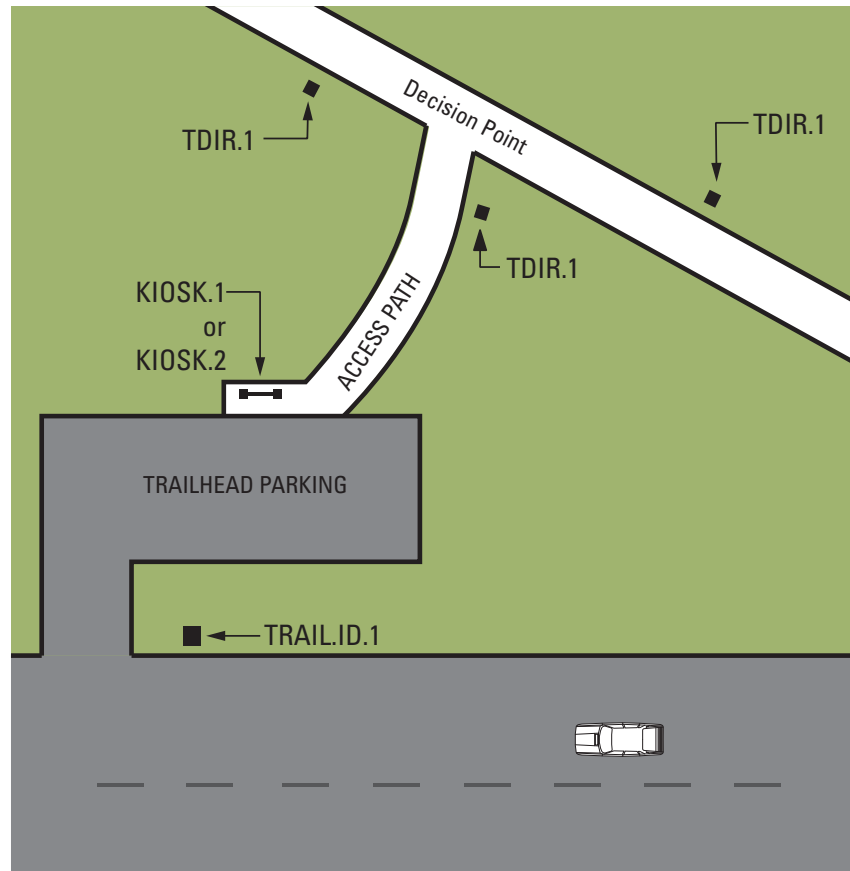
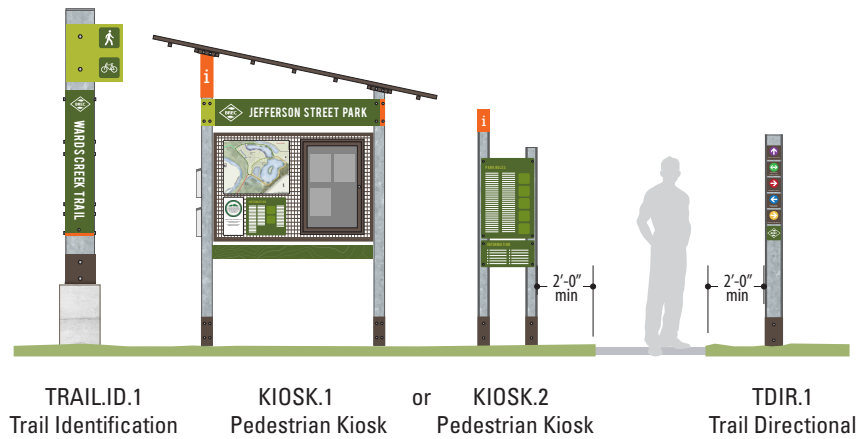
SCENARIO 3:
TRAIL CROSSING



DESIGN STANDARDS
PLACEMENT SCENARIOS

ADMINISTRATIVE STANDARDS
1.8

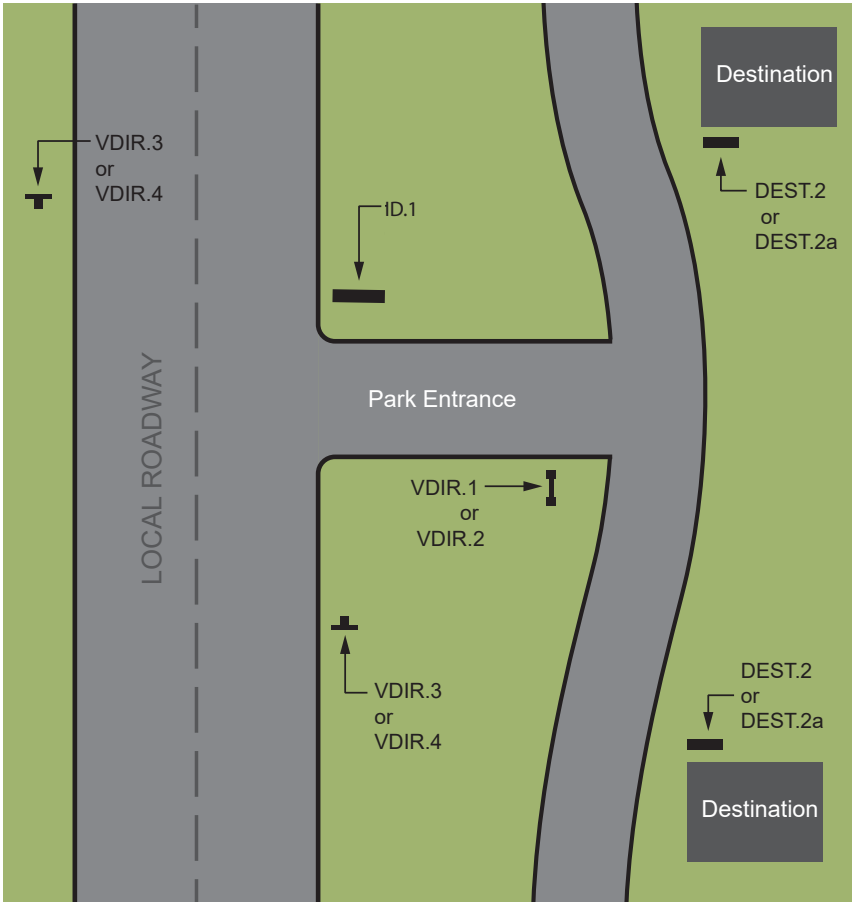
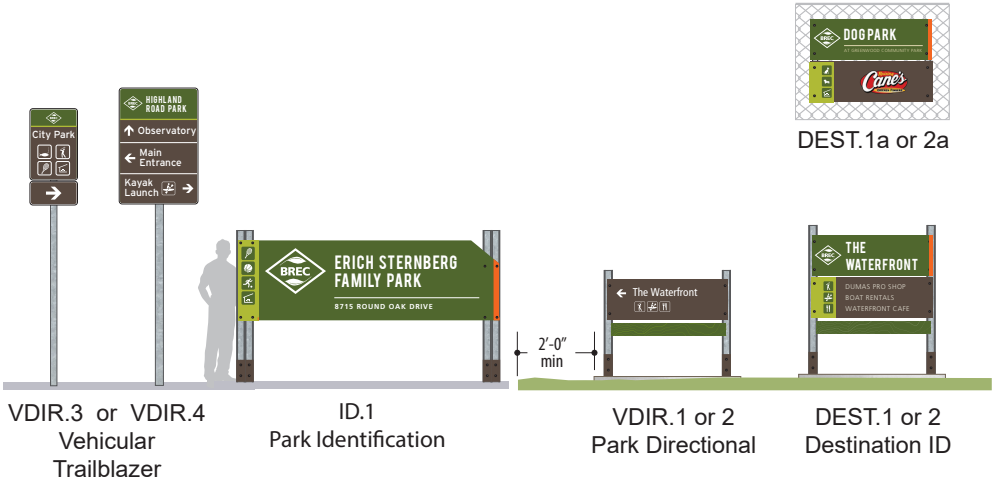
SCENARIO 4: TRAILHEAD PARKING



ADMINISTRATIVE STANDARDS
1.8

DESIGN STANDARDS
PLACEMENT SCENARIOS

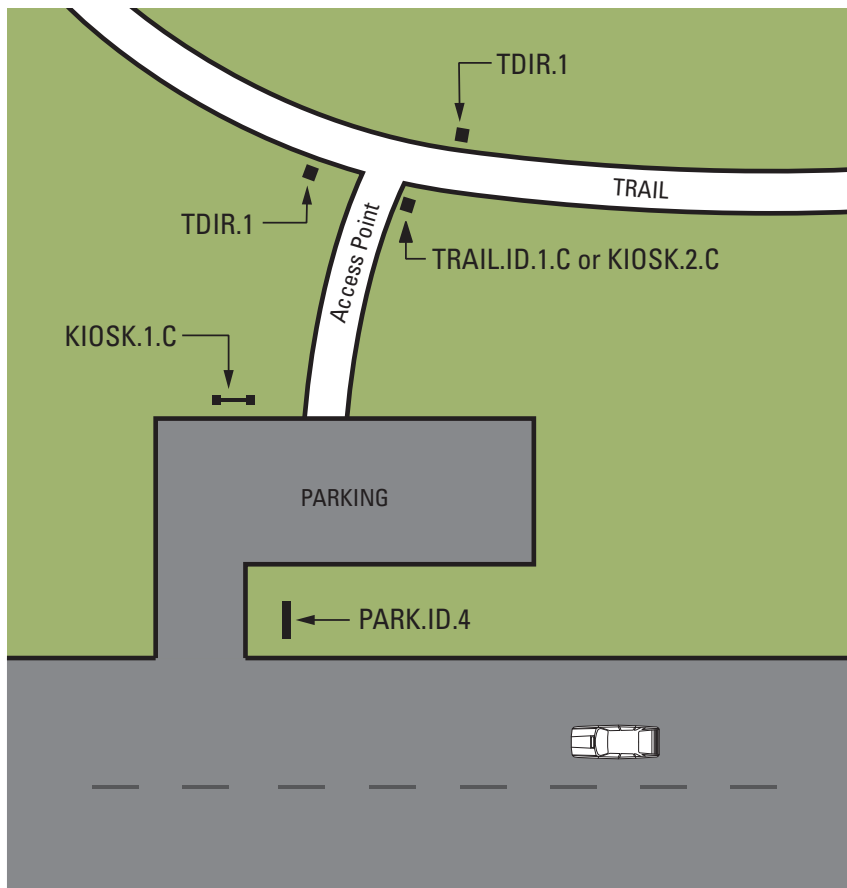
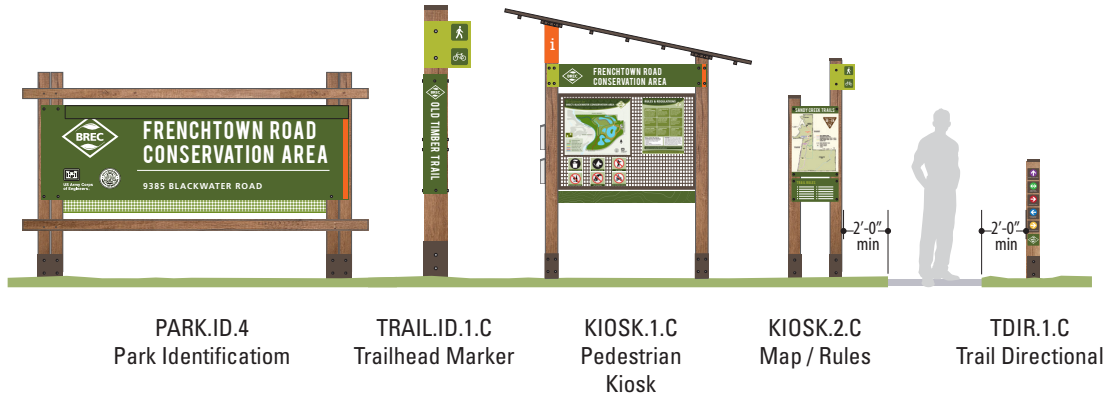
SCENARIO 5:
PARK VEHICULAR



DESIGN STANDARDS
PLACEMENT SCENARIOS

ADMINISTRATIVE STANDARDS
1.8

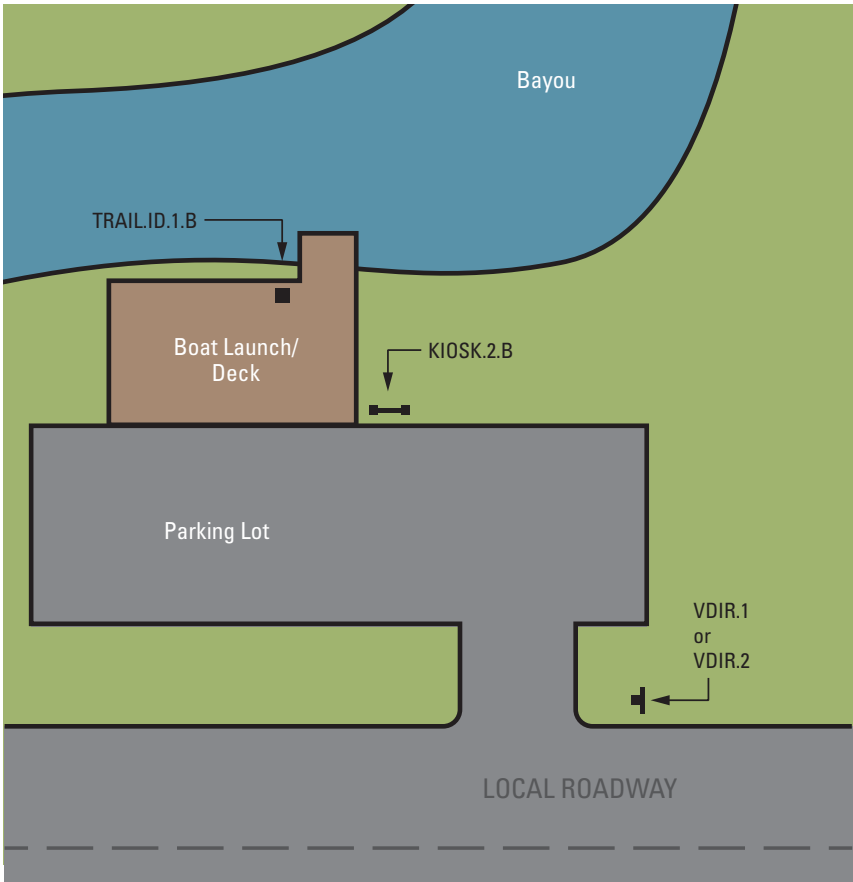
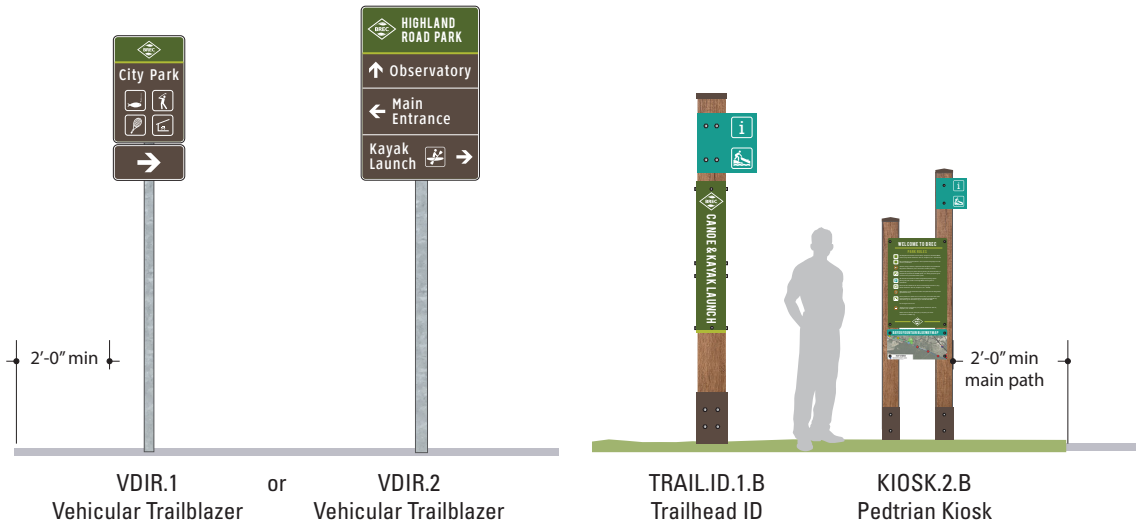
SCENARIO 6: CONSERVATION AREA

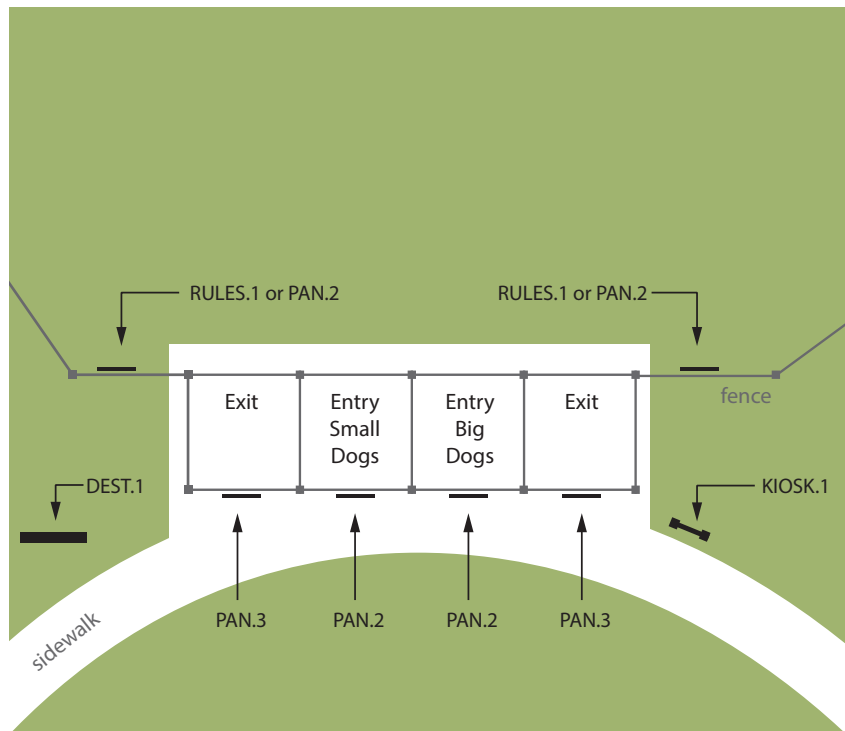
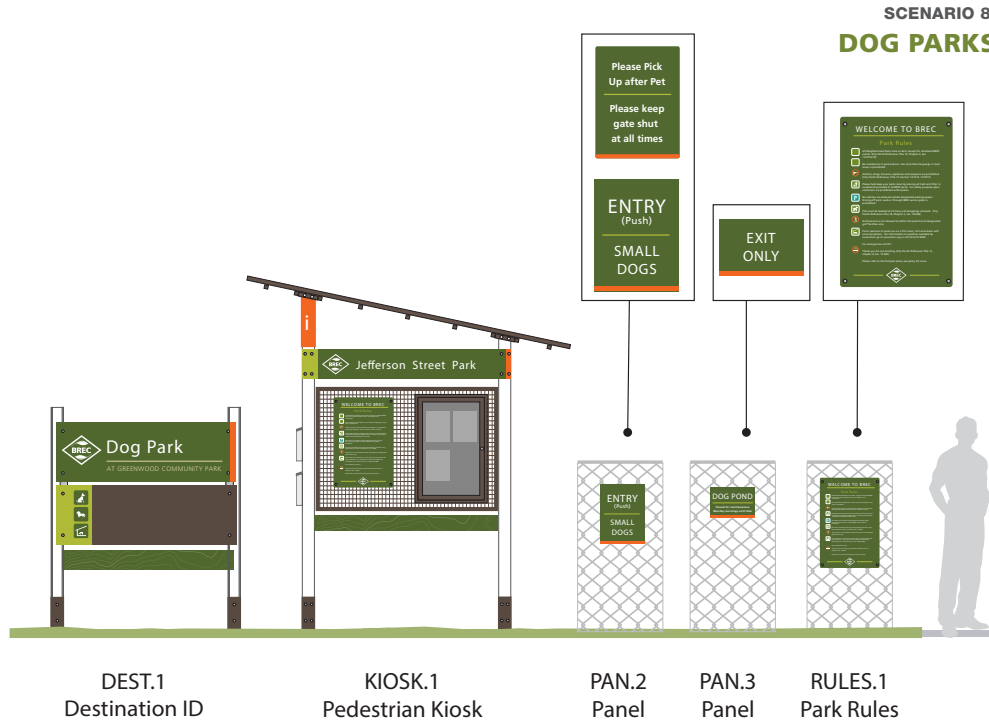


ADMINISTRATIVE STANDARDS
1.8

DESIGN STANDARDS
PLACEMENT SCENARIOS

SCENARIO 7:
BLUEWAYS





ADMINISTRATIVE STANDARDS
1.8

DESIGN STANDARDS
PLACEMENT SCENARIOS

SCENARIO 9:
KIOSK PLACEMENT GUIDELINES

