2024

NLCOG

Regional Active Transportation Plan

NLCOG REGIONAL ACTIVE TRANSPORTATION PLAN

NORTHWEST LOUISIANA COUNCIL OF GOVERNMENTS
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Introduction

Introduction

The NLCOG Regional Active Transportation Plan (RATP) establishes a vision for the future of non-motorized travel in Northwest Louisiana. Through thorough analysis this plan will identify a network of active transportation facilities that will safely connect the four-parish region of Caddo, Bossier, DeSoto, and Webster Parishes.

Purpose of the Plan

The purpose of regional active transportation planning is to create a framework for meeting the needs of cyclists and pedestrians by supporting collaboration between NLCOG and the parishes and municipalities within the plan's area. The RATP integrates local bicycle and pedestrian plans where relevant and encourages parishes and municipalities to keep planning for cyclists and pedestrians at a more detailed level, utilizing their local knowledge, community needs, and available funding.

This plan will describe the process of developing the proposed active transportation network, starting with an overview of the existing conditions in the region incorporating both demographic and transportation system data. This will include the existing and planned active transportation facilities throughout the region. Following the existing conditions will be a detailed needs analysis that will identify gaps in the current active transportation network. The document will then end with the plan recommendations and action plan for implementation, which will include design guidelines for the development of facilities.

Photo: Barksdale Blvd cycle track, Bossier City. Source: ATG 2024.

Process and Timeline

Why Active Transportation?

Investing in active transportation improves quality of life by providing safer, low-cost travel options, particularly for low-income populations who rely on walking, biking, or public transit to reach essential destinations. A well-connected system also reduces traffic congestion by encouraging alternative modes of transportation, supporting short trips, and enhancing access to public transit, decreasing the number of cars on the road.

Active transportation not only eases traffic but also promotes healthier communities by encouraging daily physical activity and helping mitigate climate change through zero-emission travel. With rising pedestrian and cyclist fatalities, investing in safer infrastructure is essential to ensure that all users can travel securely.

Photo: Texas St sidewalk, Shreveport. Source: ATG 2024.

Plan Goals

Provide Reliable Transportation Options

Provide a network of connected transportation options to ensure safe and convenient travel for pedestrians, cyclists and other users.

Improve Safety and Security

Address the safety of vulnerable road users by implementing projects that protect them and programs that create awareness and encourage safe behaviors for all road users.

Maintain and Maximize Our System

Explore opportunities to implement projects through a variety of programs and partnerships.

Support Prosperity

Prioritize improvements that provide access to jobs, healthcare, and other essential services with particular attention to transportation disadvantaged communities.

Protect Our Environment

Promote non-motorized forms of transportation to reduce emissions and encourage physical activity to improve health outcomes.

2

Existing Conditions

Existing Network

Northwest Louisiana's modern transportation system is dominated by the automobile, and the region's land use patterns and current roadway network reflect an almost singular focus on auto-oriented development in the postwar era. However, Shreveport and Bossier City have created the first urban trails exclusively for bicyclist and pedestrian use in the area, with the Red River Bicycle Trail adjacent to the Clyde Fant Parkway, and Arthur Ray Teague Jogging Trail running along both sides of the Red River. Active transportation planning since the creation of these trails has continued to focus on recreational uses, with facilities most often taking the form of walking path loops in neighborhood parks.

In the last decade, however, there has been a concerted effort to create routes for bicyclists and pedestrians on and around the region's roads that connect safely and conveniently to destinations, rather than exclusively for recreational uses. These plans, and the initial facilities that have resulted, supplement sidewalk networks of varying scale and condition in the region's cities. This section describes these bike and pedestrian facilities as they currently exist, as their locations play a significant role in the development of recommendations discussed in Chapter 4.

Sidewalks

LADOTD maintains databases of sidewalks that span the state.[1-2] These datasets have inventoried 1,065 miles of sidewalks across the four-parish region, though they are not evenly distributed. Generally, neighborhoods in larger cities with more compact and interconnected street grids are those that also have the most robust sidewalk networks. This is especially true in Central and South Shreveport, in Bossier City neighborhoods along Barksdale Blvd, and in the blocks around Minden, Springhill, and Mansfield's central business corridors. Table 1 shows the total sidewalk mileage and density of sidewalks in communities with more than 10 miles of sidewalks.

1 LADOTD (2020). Sidewalks Outside.
2 LADOTD (2020). Sidewalks Inside.

Table 1: Sidewalk Miles and Density

Community	Total Sidewalk Miles	Total Community Area	Sidewalk Density (sidewalk miles per square mile)
Shreveport	779.7 mi	121.8 sq mi	6.4 sidewalk mi / sq mi
Bossier City	201.3 mi	43.7 sq mi	4.6 sidewalk mi / sq mi
Minden	30.0 mi	15.0 sq mi	2.0 sidewalk mi / sq mi
Springhill	11.8 mi	6.2 sq mi	1.9 sidewalk mi / sq mi
Mansfield	11.7 mi	3.7 sq mi	3.2 sidewalk mi / sq mi

Rural areas in the region have few sidewalks, as shoulders provide the most practical and cost-effective connection between more sparsely populated communities. Smaller communities in rural areas, including Vivian, Oil City, and Mooringsport in Caddo Parish; Logansport in DeSoto Parish; Benton and Plain Dealing in Bossier Parish; and Cullen and Cotton Valley in Webster Parish each have limited sidewalk segments on their main commercial streets, and they have sparse and inconsistent connections to nearby residential streets.

Suburban and exurban areas with newer, more sprawling residential subdivisions are inconsistent in their inclusion of sidewalks. Subdivision regulations at the parish or municipal level can require sidewalks at the time of new construction, but most in the region do not. Bossier City's Unified Development Code and Shreveport's Code of Ordinances are exceptions. In Bossier City, all non-industrial subdivisions included in the city's comprehensive plan must include sidewalks on both sides of the street; unincorporated areas and rural subdivisions are not required to add sidewalks to local or collector streets.[3] As a result, new subdivisions in South Bossier City and South Shreveport include extensive sidewalk networks.[4]

Shared Use Paths and Sidepaths

Shared use paths and sidepaths are paved paths fully separated from roadways, providing low-stress connectivity and recreational opportunities for both pedestrians and bicyclists. Shared use paths are fully independent from the roadway, whereas sidepaths run parallel and are typically within a roadway right-of-way. There are a handful of these shared facilities in the region adding up to approximately 23 miles, and the longest of these are the ones previously mentioned along both sides of the Red River.[5] By parish, shared facilities include:

Bossier Parish: the Arthur Ray Teague Jogging Trail, on the East Bank of the Red River in Bossier City (also open to bicyclists), the Shady Grove Path in Bossier City's Shady Grove neighborhood, and sidepaths along Old Brownlee Road and Wemple Road north of Bossier City.

Caddo Parish: the Red River Bicycle Trail on the West Bank of the Red River in Shreveport (also open to pedestrians), and the Fern Avenue Trail in South Shreveport, though it is partially closed and in need of repairs.

Webster Parish: the Springhill Shared Use Path, which runs through the center of town on a former railway right-of-way and provides an example for other "rails to trails" opportunities in the region discussed in the recommendations section of this report.

On-Street Bicycle Facilities

There are limited on-street bicycle facilities in Shreveport and Bossier City, all of which have been constructed since 2017. In Shreveport, there are 3.9 miles of conventional bike lanes and buffered bike lanes, which each provide

Photo: Edwards St, Shreveport. Source: ATG 2024.

3 Bossier City – Bossier Parish Metropolitan Planning Commission (July 2023). Unified Development Code, Section 11.4 – Subdivisionand Land Development Design.

4 City of Shreveport (June 2024). Shreveport, Louisiana Code of Ordinances, Article III – Sidewalks.

5 An inventory of shared use paths and other on-street bike facilities was provided by NLCOG in February 2024. Additional facilities were added by the research team; other facilities may also exist.

a designated space on the road for bicyclists separated from vehicular traffic. (Detailed descriptions and diagrams of each facility type are found in the Design Guide in the Appendix.) There are an additional 6.8 miles of bicycle boulevards, which are currently shared streets with "sharrows" painted to show where bikes may be present. Collectively, these facilities are currently designed to connect Downtown Shreveport and the compact neighborhoods immediately south.

In Bossier City, one on-street facility is present: a 0.5 mile cycle track, which provides a fully protected two-way path for bicycles between on street parking and sidewalks in the city's East Bank District. It does not yet connect to other bike facilities, but city, parish, and regional plans all intend to change that, as is described in the existing plans subsection that follows shortly.

Aside from Shreveport and Bossier City, other communities in the region do not have on-street bicycle facilities. Figure 1 shows the region's urban bicycle and shared use facilities as they currently exist.

Rural Bicycle Facilities

In rural areas, bicycling on shoulders offer a safer alternative than traveling in mixed traffic, though these are not as safe as fully separated facilities. The research team evaluated rural roadway data from LADOTD to identify segments with shoulders that currently provide the potential for safer bicycle connectivity: those with paved, outside shoulders at least four feet wide and longer than 0.25 miles.[6]

After removing isolated, noncontiguous segments, there are 435 miles of rural roadways with existing shoulders safe for bicycle travel. These provide regional connectivity between communities both for recreation and transportation purposes, and they are shown alongside existing urban facilities in Figure 1.

Past statewide planning efforts such as the 2015 Statewide Long Range Bicycle Master Plan also identified rural corridors with volumes low enough for shared use by bicycles and automobiles. These "shared lanes" recommendations have been evaluated for inclusion in this plan's rural recommendations in Chapter 4, though none are identified as part of the existing network.

Major Barriers

As is evident from the existing network map(s), facilities are sparse and disconnected, both in urban and rural contexts. Funding and political barriers can begin to be addressed with non-infrastructure recommendations in Chapter 4. Physical barriers present their own set of obstacles to a better connected active transportation network: major bodies of water, large military bases, freight rail lines, and the sprawling network of interstates, highways, and other arterial roadways all create conditions unsafe or impassable for bike and pedestrian use.

The Red River is a major barrier between Shreveport and Bossier City. While the Texas Street Bridge connects their business districts, it lacks ADA accessibility and bike access due to several flights of stairs, limiting pedestrian and cyclist use. Plans to improve connectivity with the Jimmie Davis Bridge, adding a separated shared-use path linking recreational trails on both sides, still won't fully connect the cities' core areas.

Connectivity relies heavily on well-maintained infrastructure. Even short-term disruptions, such as the Linwood Bridge closure, can greatly hinder daily travel and access, especially between central and southern Shreveport via I-20.

6 LADOTD (2020). Shoulders Outside.

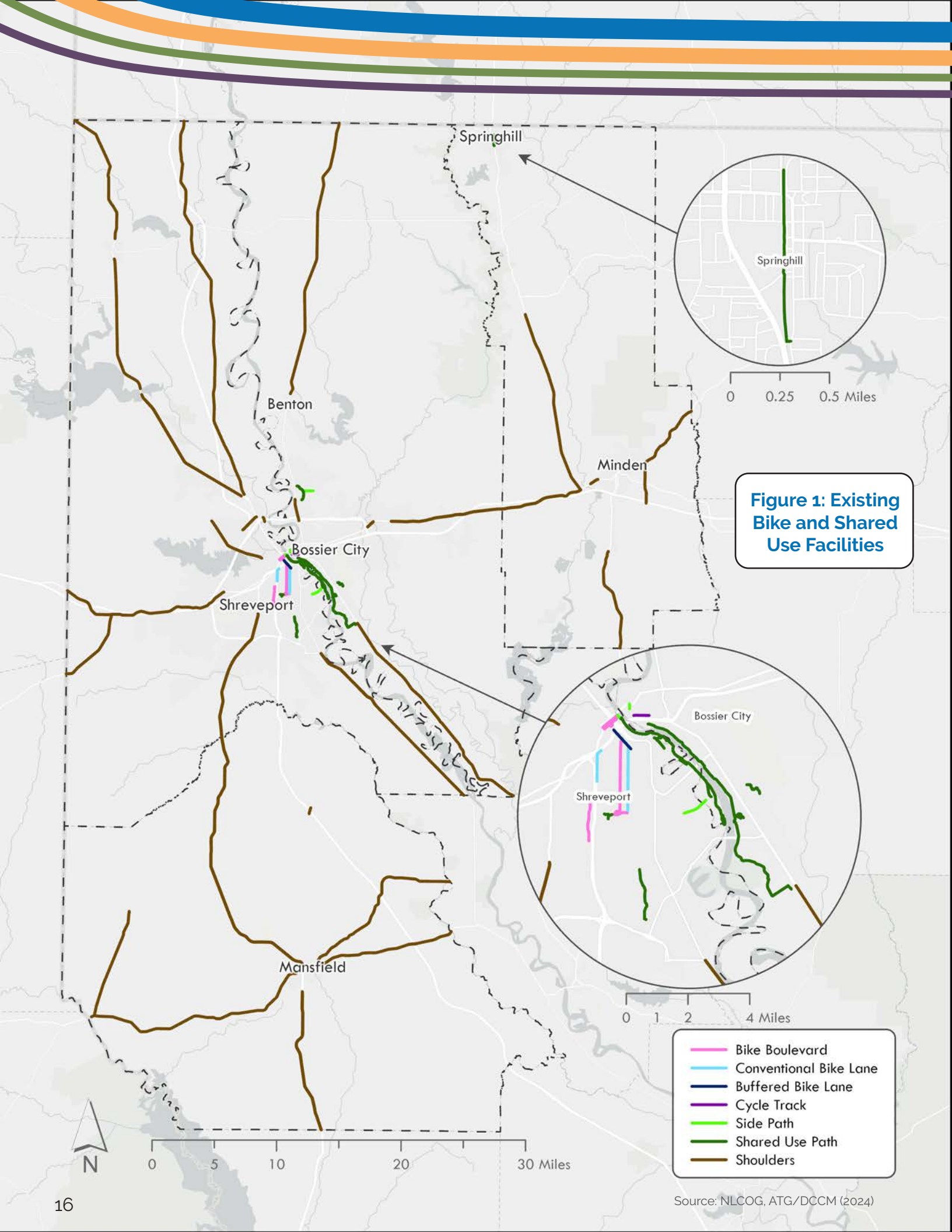


Figure 1: Existing Bike and Shared Use Facilities

Source: NLCOG, ATG/DCCM (2024)

Barksdale Air Force Base in Bossier Parish is another obstacle to linking south and central Bossier City. The 34-square-mile facility is closed to the public and excluded from the regional plan. However, with over 9,000 employees, the base is the area's largest employer, and its entrances remain key nodes in the network recommendations.[7]

Historically, Shreveport-Bossier City has served as a regional hub for rail freight. Kansas City Southern and Union Pacific currently own and operate Class I rail lines across the four parish region, and these remain vital to Northwest Louisiana's economy.[8] Rail introduces dangerous points of conflict at road crossings for both those in vehicles and vulnerable road users, however. There are hundreds of at-grade crossings in the region, and few have adequate facilities or signals to ensure safe walking, rolling, or riding across active tracks.[9]

When railways are inactive or abandoned, they present "rails to trails" opportunities for shared use paths to replace tracks in former rail rights-of-way. There are only a few rail segments currently inactive or abandoned in the region, but a cluster just north of Downtown Shreveport represents a significant opportunity for active transportation connectivity, as will be discussed further in Chapter 4's recommendations.[10]

The most significant barrier to safe and consistent travel for bicyclists and pedestrians, however, is the roadway network itself. The region's interstates and expressways are effective at moving automobile traffic quickly through and between towns and cities, but they also physically separate neighborhoods and destinations for those traveling on foot or by bike. Major arterials often have multiple lanes of traffic in each direction and speed limits faster than 35 miles per hour, making active transportation along or across them uncomfortable at best and dangerous at worst. Recommendations advanced in this plan consider roadway characteristics when weighing necessary levels of separation and protection for those walking and biking through their communities.

7 Louisiana Economic Development (2024). Military and Defense.
8 US DOT Bureau of Transportation Statistics (April 2024). North American Rail Network Lines - Class I Freight Railroads View.
9 LADOTD (2020). Rail Road Crossings.
10 USDOT Bureau of Transportation Statistics (July 2024). North American Rail Network Lines.

Photo: Pedestrian crossing railroad tracks, Mansfield. Source: ATG 2024.

Existing Plans

Eighteen municipal, regional, and statewide plans and policy documents were reviewed to identify and evaluate past and present active transportation goals, public input and community outreach, and existing, planned, or programmed active transportation projects or policies. Consulting these documents and efforts led to many of the infrastructure and non-infrastructure recommendations advanced in this Regional Active Transportation Plan. This review also ensured that RATP project goals were aligned to past planning efforts and community input, even if recommendations differ slightly from those of past plans. Major themes consistent across past and present planning efforts include:

Connectivity: linking greenways and off-street shared use paths with on-street lanes for increased bike and pedestrian connectivity to community destinations

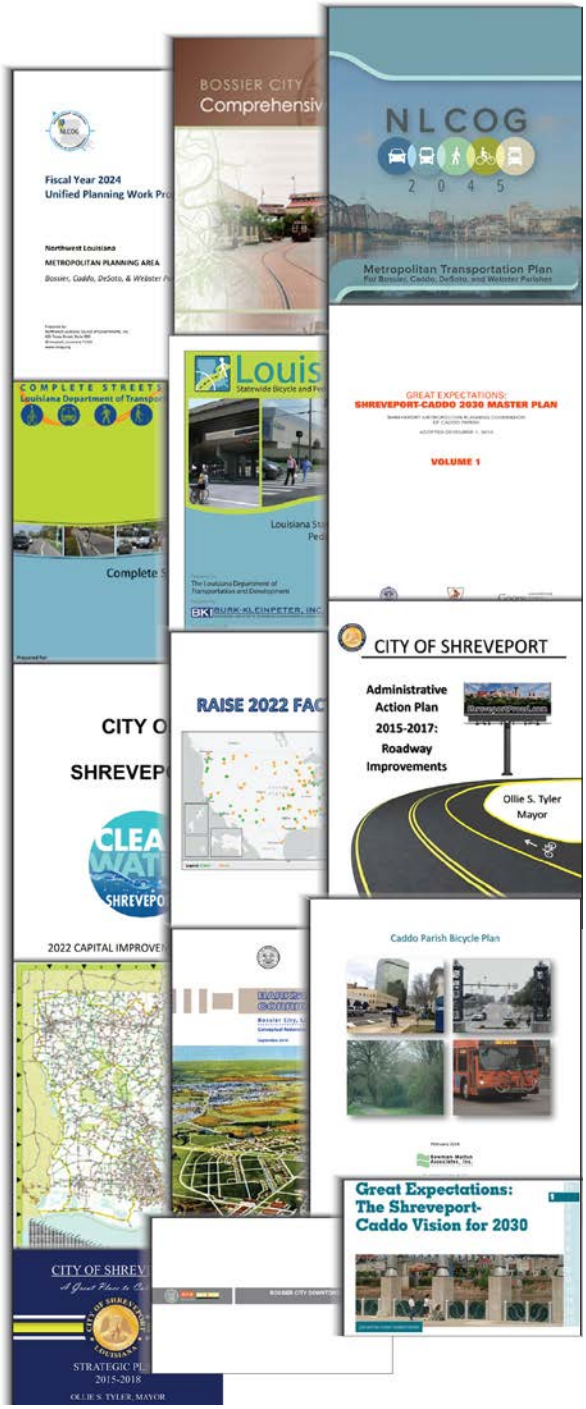
Safety: prioritizing the safety of vulnerable users within the context of a multimodal transportation system, aiming for zero bicycle and pedestrian fatalities and serious injuries

Health: improving access to active transportation and outdoor recreation for health and wellness benefits

Equity: prioritizing transportation improvements so that vulnerable transportation users' needs are met

Economic Growth: recognizing the economic benefits of walkable and bikeable communities as well as providing multimodal connectivity to major employment centers and destinations

Resiliency: supporting state and local climate action goals by reducing trips in single occupancy vehicles and incorporating stormwater mitigation strategies into transportation projects



Programmed Projects

The following active transportation projects have been identified in local or regional plans as priorities for funding and construction. These are not included in data about the existing network; they are, however, incorporated in the recommendations section later in this plan.

Knight Street Sidepath[11]

Plan: Shreveport Capital Improvements Budget (2022)

Details: Shared use path connecting the Red River Bicycle Trail, the Shreveport-Barksdale Highway, higher density residential areas, and other destinations

Kings Highway[12]

Plan: Shreveport Healthcare and Development Corridor (2022 RAISE Grant)

Details: In addition to roadway improvements for bus rapid transit service, includes pedestrian bridge, pedestrian intersection upgrades, and protected bike lanes

Pedestrian Safety Improvements[13]

Plan: DOTD District 04 Pedestrian Safety Improvements

Details: Pedestrian safety improvements at various intersections and roadway segments in Shreveport, Bossier City, and Red Chute. The safety improvements included ADA accessibility, sidewalk placements, mid-block crossings, and signal equipment

Public Engagement

In addition to the review of past plans and public input, the planning team conducted its own in-person and digital outreach in spring and summer 2024 to gather feedback from the community. Team members tabled at events and community centers in Bossier City, Mansfield, Minden, and Shreveport, gauging public interest in active transportation planning priorities, barriers, and recommendations.

Approximately 120 members of the public engaged in in-person outreach, which included activities to weigh plan priorities and opportunities to mark-up local and regional maps to flag locations in need of pedestrian and bicycle infrastructure improvements.

Photo: Bossier City Farmers Market, Bossier City. Source: ATG 2024.

11 City of Shreveport (2022). Shreveport Capital Improvement Budget. 79.
12 USDOT (2022). RAISE 2022 Fact Sheets. 57.
13 LADOTD (2024). Highway Program FY 2024-2025 – District 04. 32.

Online, 87 individuals solicited input on digital maps and surveys. The online survey included questions about barriers to biking and walking and which improvements would be most effective in supporting better active transportation in the region. Key takeaways from surveys include:

Figure 2: Survey Responses: "If you do not bike in the region, why not?"

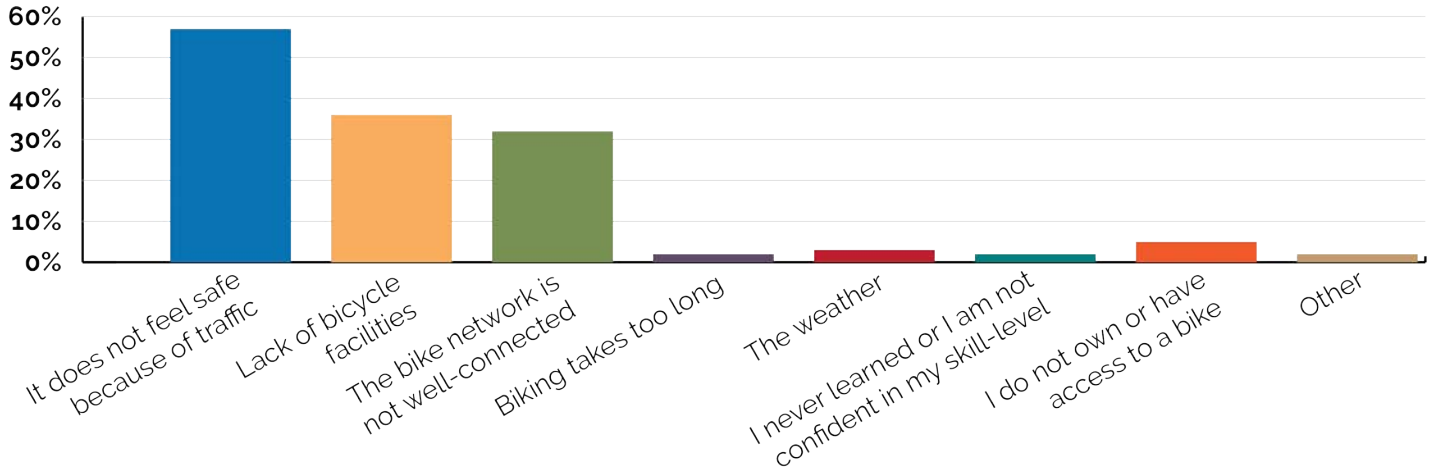


Figure 3: Survey Responses: "What are the biggest barriers to walking in your city?"

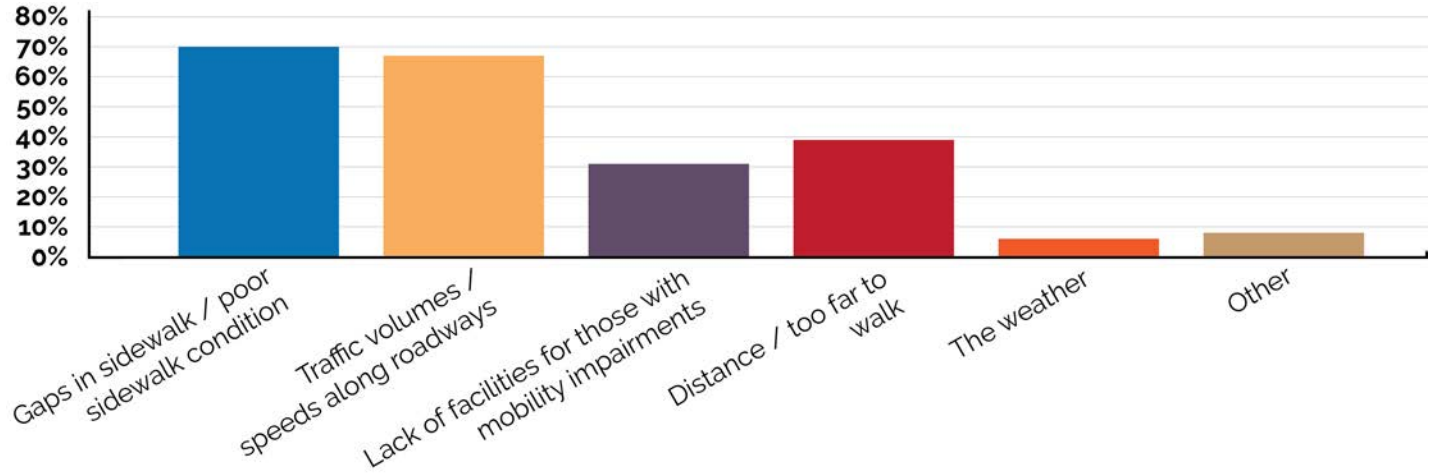
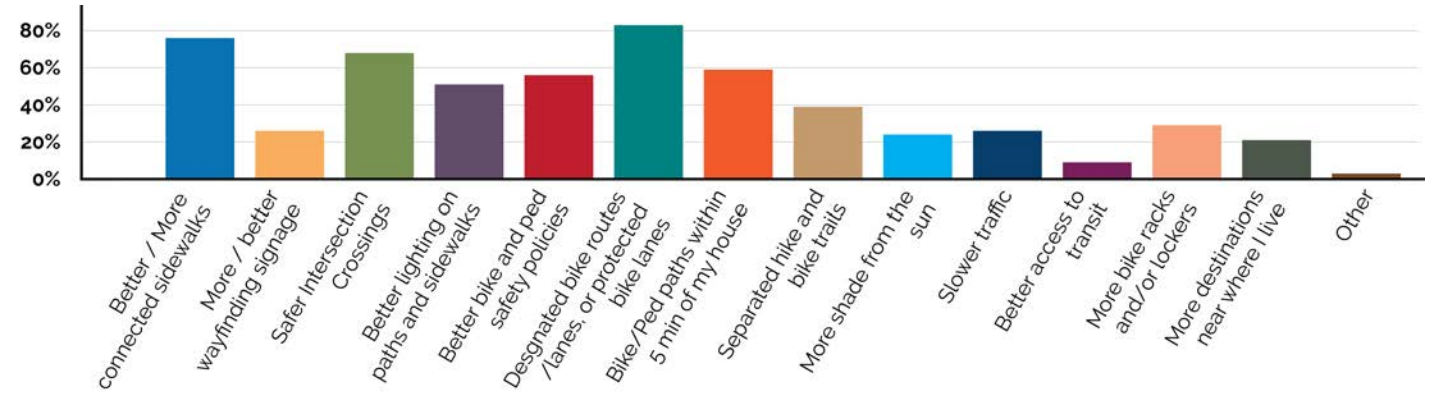


Figure 4: Survey Responses: "What improvements would increase your likelihood of riding a bike or walking more often?



Community members also submitted feedback on the project website's interactive digital map, identifying locations where significant gaps existed in biking and walking networks, making recommendations for where improvements should be made, and noting facilities where safe walking and biking opportunities already existed. This input, in addition to survey responses, was incorporated into network recommendations found in Chapter 4.

Figure 5: Online Map Contribution Categories

I wish this was a comfortable walking or biking route	This is a comfortable walking or biking route	I wish this was a comfortable walking or biking location	This is a comfortable walking or biking location

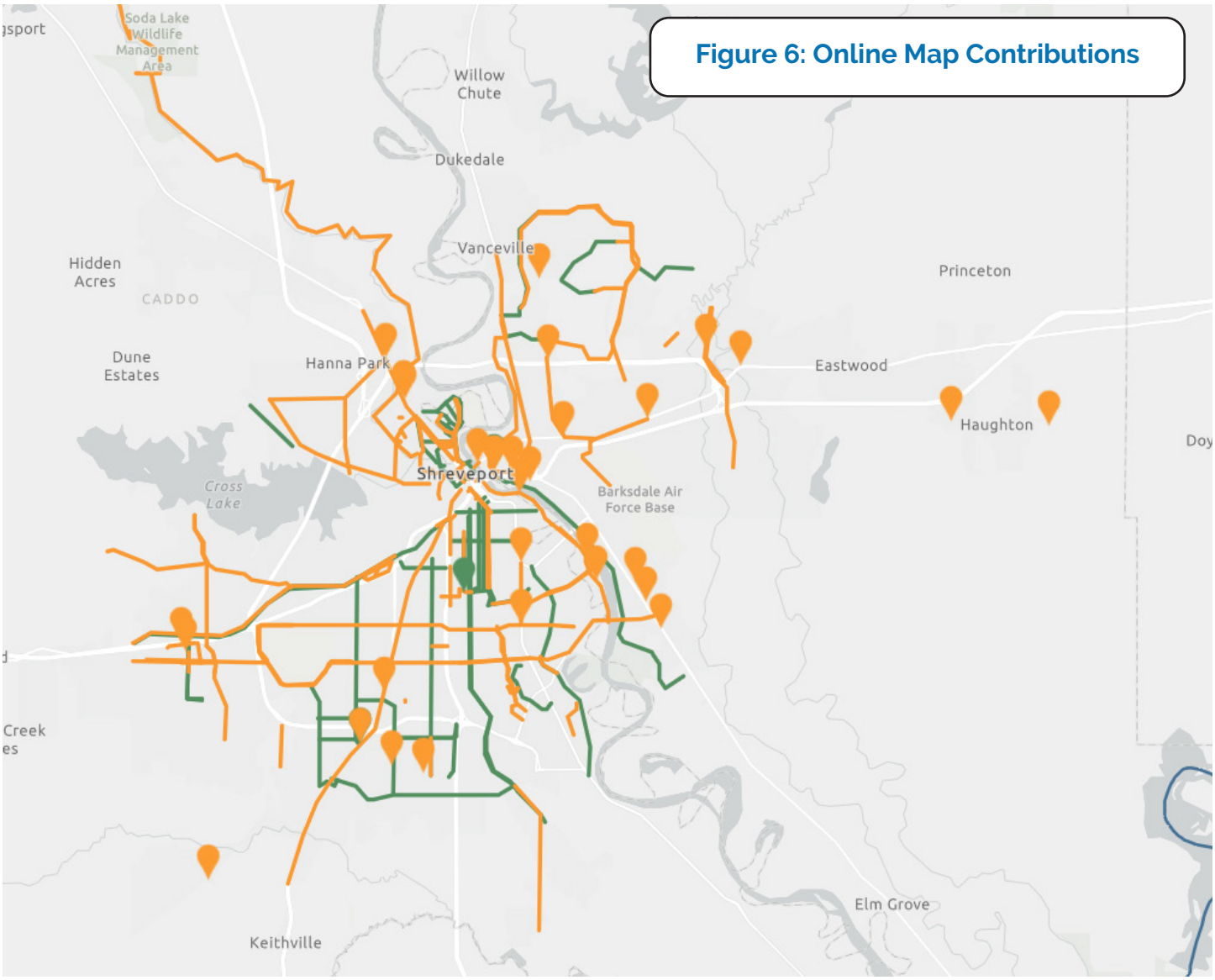


Figure 6: Online Map Contributions

3 Needs Assessment

Latent Demand

The needs assessment provides a data-driven analysis to understand conditions for people walking or biking in the four-parish region. Two analyses were performed using geospatial and demographic data to understand active transportation demand and safety: a latent demand analysis and a crash history analysis.

Latent demand represents potential unfulfilled demand for something - in this case, active transportation. Throughout Northwest Louisiana, there is latent demand for safer, more connected, more robust walking and biking options, as is reflected in survey results referenced in the previous section. To more objectively understand latent demand across the entire region, the analysis conducted for this plan combines different geospatial data from authoritative sources which cumulatively represent the want and need for these active transportation options, and different factors are included in the analysis for different reasons.

Population density, employment density, and the density of destinations are used because enhancing infrastructure in more densely populated areas impacts the most people, with more destinations in closer proximity to one another. The likelihood of people using facilities to walk or bike in these areas is higher.

Transportation-disadvantaged communities are more likely to walk or bike, so areas that have a higher than the regional average for households without vehicles, households with disabilities, seniors, children under 18, and minorities are more likely to need safe and accessible infrastructure for walking and biking.

Active transportation begets active transportation, so proximity to transit, commute mode, and existing bike and pedestrian facilities are used in the analysis to understand where more convenient transitions between facilities should exist. All latent demand factors are shown in Table 2.

Photo: Texas St, Shreveport. Source: ATG 2024.

Table 2: Latent Demand Analysis Factors, Sources, and Scoring Methods

Factor	Source	Regional Average	Scoring Method
Population Density[1]	**U.S. Decennial Census (2020)**	129.9 people/sq. mi.	Above/Below Average
Minority Population[2]	**U.S. Decennial Census (2020)**	49.3% minority population	Above/Below Average
Senior Population (over 65)	**U.S. Decennial Census (2020)**	17.5% population over 65	Above/Below Average
Youth Population	**U.S. Decennial Census (2020)**	23.9% population under 18	Above/Below Average
Zero-Car Households	**5-Year ACS (2022)**	8.9% households without a vehicle	Above/Below Average
Low-Income Households[3]	**5-Year ACS (2022)**	15.6% households in poverty	Above/Below Average
Households with Disability	**5-Year ACS (2022)**	30.0% households with a disabled individual	Above/Below Average
Commute Mode	**5-Year ACS (2022)**	2.2% workers typically walk, bike, or transit	Above/Below Average
Employment Density[4]	**NLCOG (2019)**	56.53 jobs/sq. mi.	Above/Below Average
Community Destinations	**NLCOG (2019, 2024), Parish and Municipal Parks Dept. Websites**	N/A	Within 0.25 Miles
Active Transportation Facilities	**DOTD (2020), NLCOG (2024), Google Maps (2024)**	N/A	Within 0.25 Miles
Access to Public Transit	**USDOT (2024)**	N/A	Within 0.25 Miles

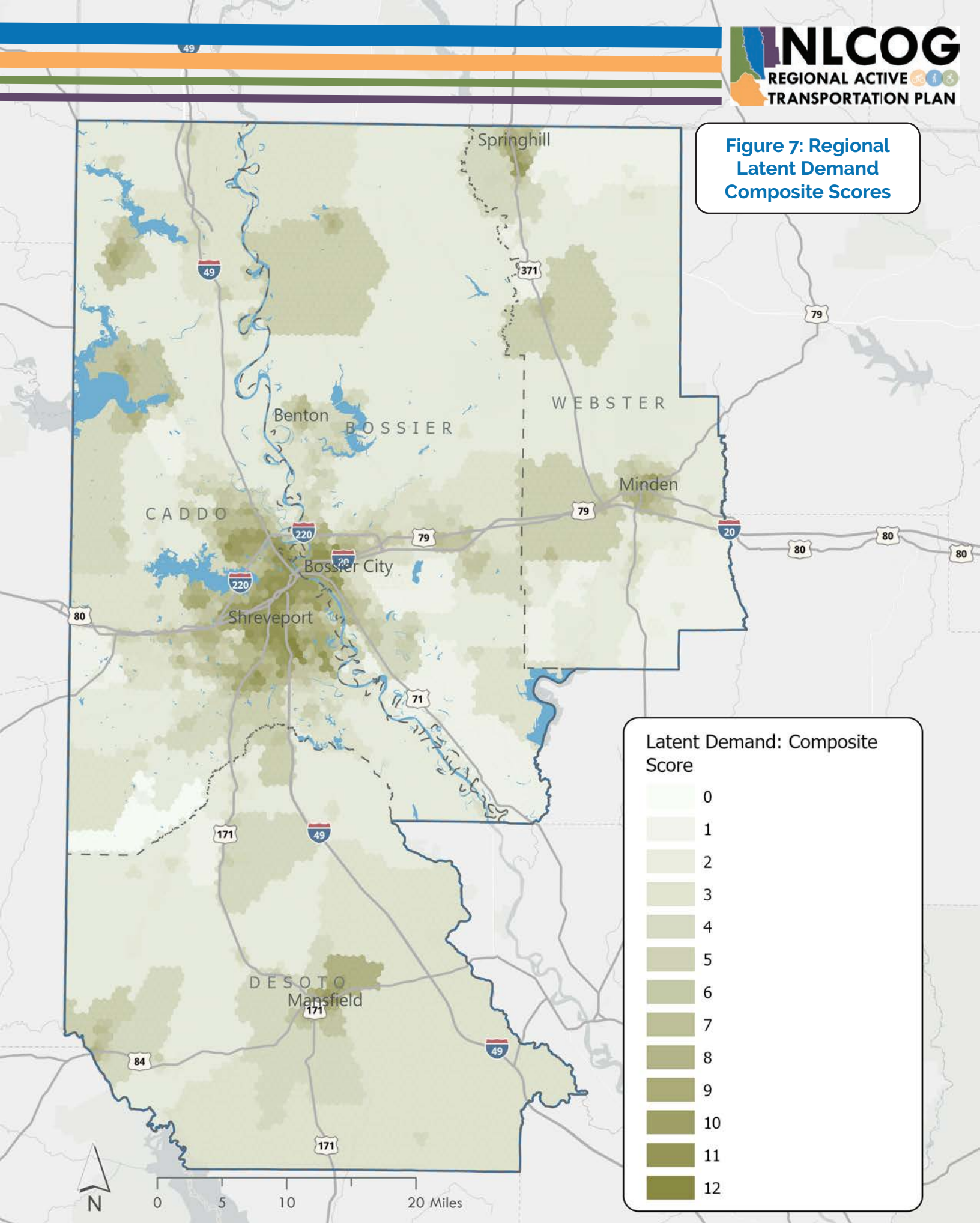
1 Population density is the total population divided by land area, which is included in U.S. Census TIGER/Line polygon shapefile data. For comparison, Louisiana's statewide population density is 107.8 people/sq. mi.
2 The minority population value combines the Census' ethnicity (Hispanic/Latino) and race categories. If individuals identifies as either Hispanic/Latino or a race other than "white only," they are counted in the minority population.
3 This includes households that are below the Census Bureau's Official Poverty Measure for 2022, based on household size and income relative to income level thresholds.
4 Per InfoUSA data used for the 2045 MTP, there were 187,276 jobs across the region in 2019. This total was divided by the total land area described in the calculation of population density.

As shown in Figure 7, the areas with the darkest color are those with the highest latent demand for safe and accessible active transportation infrastructure, and investments in these areas have the potential for significant impact.

Shreveport's collective latent demand is highest in the region, as is expected given its higher population and employment densities, its concentration of community and regional destinations, its public transit network, and residents' potential need for expanded active transportation options as measured by the demographic variables included in the analysis. Latent demand is not evenly distributed throughout the city, however, Table 2 describes the highest scoring concentrations of latent demand.

Outside of Shreveport, Bossier City, Mansfield, Minden, and Springhill-Cullen have the highest scoring concentrations of latent demand. Table 2 also describes where these pockets are located. The results of this analysis are incorporated into the prioritization of active transportation facility recommendations as discussed in Chapter 5.

Figure 7: Regional Latent Demand Composite Scores



Sources: DOTD (2020), Google (2024), NLCOG (2019, 2024), US Census Bureau (2020, 2022), USDOT (2024)

Strava Regional Bicycling Data

One additional source for cycling data in the region is Strava, which aggregates and anonymizes location data from users tracking where they ride. Strava's heat maps show routes most frequently used by regional riders over time, and the data is especially useful in distinguishing between the popularity of recreational routing options at a high level. While some bicyclists record their commutes in Strava, the platform is used more heavily by long distance recreational riders, and data should be interpreted through this lens. For this plan, Strava data was consulted to ground-truth facility recommendations, particularly in rural areas.[5]

Photo: Shoulder cyclist, Bossier City. Source: ATG 2024.

Bicycle Ridership and Levels of Traffic Stress

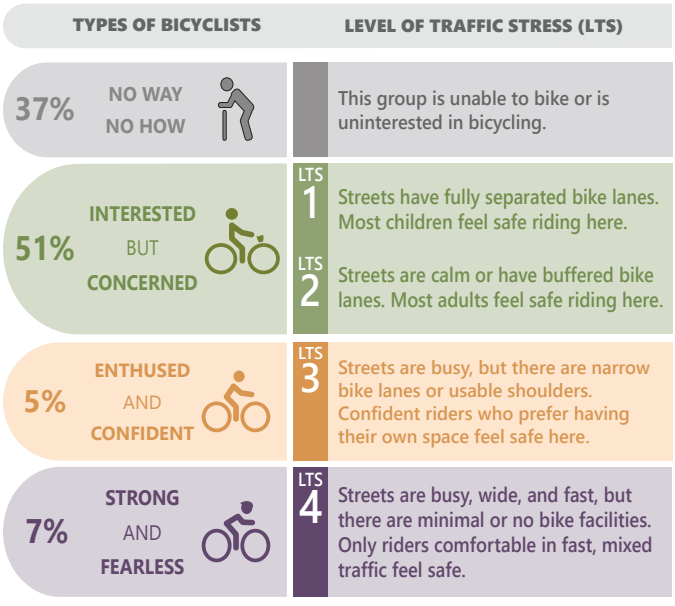
In a methodology popularized by the Mineta Transportation Institute, roadways can be categorized by their "levels of traffic stress" for bicyclists based on speed limit, traffic volume, road width, and other factors that impact how comfortable it is to ride on a route. Roads are tiered on a scale from one to four, with roads rated one and two classified as "lower stress," and roads rated three and four classified as "higher stress."

The theory behind the analysis is that most people have little tolerance for interacting with traffic when riding a bike and are uncomfortable in mixed traffic situations.[6, 7]

Figure 8 shows the different types of bicyclists in a standard population, alongside the levels of traffic stress and roadway conditions best suited for their preferences. Many of the routes depicted in Strava data are ridden by those that fall in the "enthused and confident" or "strong and fearless" categories, as they are comfortable on more isolated roads with higher speeds, riding either on shoulders or in mixed traffic. While their needs are considered in evaluating recommendations for this plan, the "interested but concerned" group represents the majority of the population, and it is this group for which most recommendations in the RATP are tailored.

Survey responses reflect the feelings of this majority in Northwest Louisiana: residents are interested in more consistent and safer options, but only when roads are calm, routes are separated, or on-street facilities are protected.

Figure 8: Types of Bicyclists



5 Strava (July 2024). Strava Global Heat Map.

6 Mekuria, M., et. al. (May 2012). Low-Stress Bicycling and NetworkConnectivity. San Jose State University.

7 Furth, P. (May 2022). Level of Traffic Stress Criteria for Road Segments, version 2.2. Northeastern University.

Crash Analysis[8]

A thorough crash analysis illuminates existing safety trends and concerns so that future active transportation projects can address these issues and improve the overall safety of the system for people walking and biking.

Methodology

This analysis was conducted using 2018-2022 crash data from the Louisiana Department of Transportation and Development (DOTD), shared by NLCOG with permission for the stated purpose above. The crash data is from DOTD's Crash3 database, which contains records of motor vehicle traffic crashes as submitted by law enforcement officers through a standardized crash report. Crash3 is used specifically because it includes crash reports from the both state highway system and the local road network. These reports are processed to exclude personal information but include other details relevant to analysis such as geographic coordinates, crash types, injury severity, roadway conditions, contributing factors, and more.

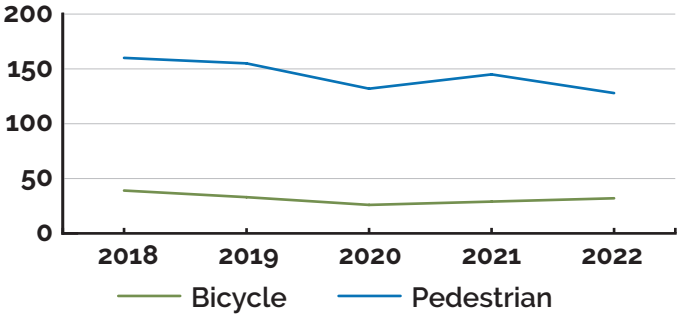
This analysis focuses on active transportation or "nonmotorized" modes - those labeled as pedalcyclist or pedestrian in the state's data. Data was queried to include only pedestrian-involved or pedalcyclist-involved crashes.

Analysis

In NLCOG's four parish region, there were 74,940 total crashes from 2018-2022 and 879 of them were pedestrian and bicycle involved. This averages about 176 pedestrian or bicycle involved crashes per year. Table 3 shows these crashes by severity. 199 pedestrians and bicyclists were killed or severely injured by motor vehicles during this period, averaging about 36 per year.

Over the five-year study period, the region saw a 13.3% decrease in all crashes, and active transportation crashes decreased by a significant 20.1%. This decline was driven mostly by a reduction in crashes involving pedestrians, which dropped from 160 in 2018 to 128 in 2022. Figure 9 shows all active transportation crashes by type over time.

Figure 9: Total Active Transportation Crashes by Year - NLCOG Region



Source: LADOTD (2023)

Table 3: Active Transportation Crashes by Severity (2018-2022)

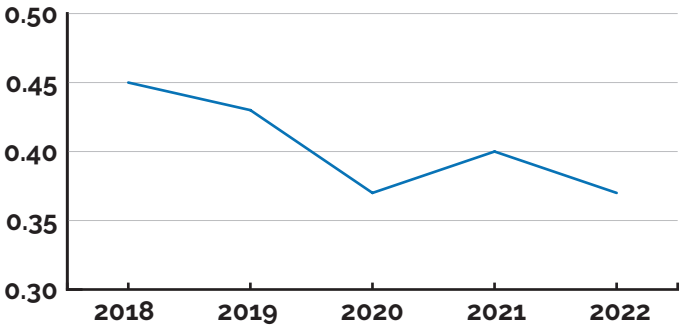
Crash Type	Fatality	Severe Injury	Total Severe/ Fatal	All Crashes
Pedestrian	66	109	175	720
Bicycle	5	19	24	159
All Nonmotorized	71	128	199	879

Source: LADOTD (2023)

8 The information contained herein is prepared solely for the purpose of identifying, evaluating, and planning safety enhancements and/or strategies of crash sites. This is pursuant to Section 148 of Title 23 of the United States Code and was implemented utilizing federal-aid highway funds. Therefore, the data is not subject to discovery nor may be admitted into evidence in a Federal or State court proceeding pursuant to 23 USC 407.

Figure 10 shows the number of active transportation regional crashes normalized by population, based on the Census Bureau's American Community Survey 5-year population estimates. While the region's population declined by 2.9% between 2018-2022, annual active transportation crashes dropped more rapidly; this explains the decrease in crashes per capita below from the beginning to the end of the study period.

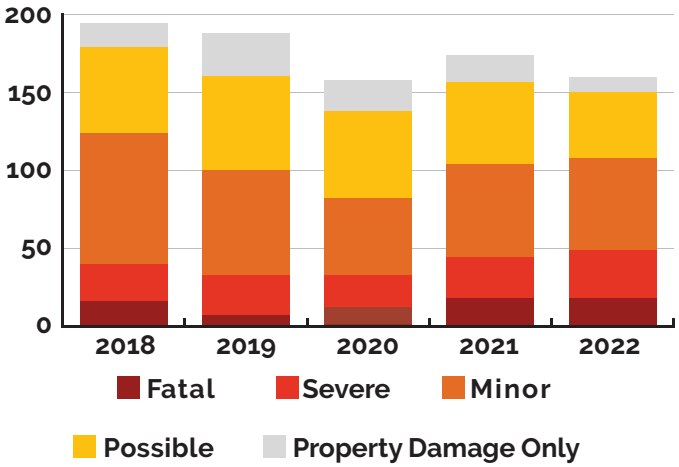
Figure 10: Regional Active Transportation Crashes per 1,000 Residents



Source: LADOTD (2023), U.S. Census Bureau (2018-2022)

Figure 11 shows the active transportation crashes by year and severity across the region. The Louisiana State Highway Safety Commission's 2019 Manual for Use of the Uniform Traffic Crash Report defines all levels of crash severity; the GIS analysis that follows focuses on fatal and severe injuries.

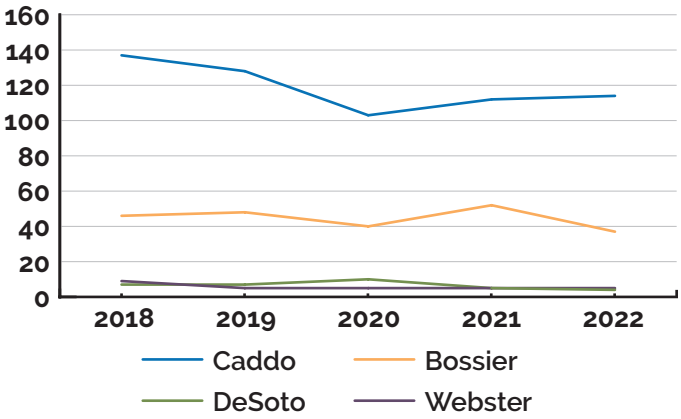
Figure 11: Active Transportation Crashes by Year and by Severity



Source: LADOTD (2023)

Figure 12 shows the active transportation crashes by year and by parish. Caddo and Bossier are the two largest parishes in population by a wide margin: in 2022, Caddo's estimated population was more than 236,000, and Bossier's was approximately 129,000. That same year, Webster and DeSoto Parishes had populations of about 37,000 and 27,000 respectively. From 2018 to 2022, Caddo Parish experienced a 17% drop in its total annual active transportation crashes, whereas Bossier Parish saw a 20% decline. Webster Parish (29% decline) and DeSoto Parish (56% decline) saw even larger drops, though each had a total crash count under ten to begin with.

Figure 12: Active Transportation Crashes by Parish and by Year



Source: LADOTD (2023)

Figure 13 on the following page shows the spatial distribution of active transportation crashes. The heat map shows the relative density of all active transportation crashes across the region. Also included on the map are the severe and fatal active transportation crashes, which are symbolized separately. Of the 879 total bike and pedestrian crashes in the region over the five-year study period, two were not assigned coordinates in the state crash database and are not included in on the map.

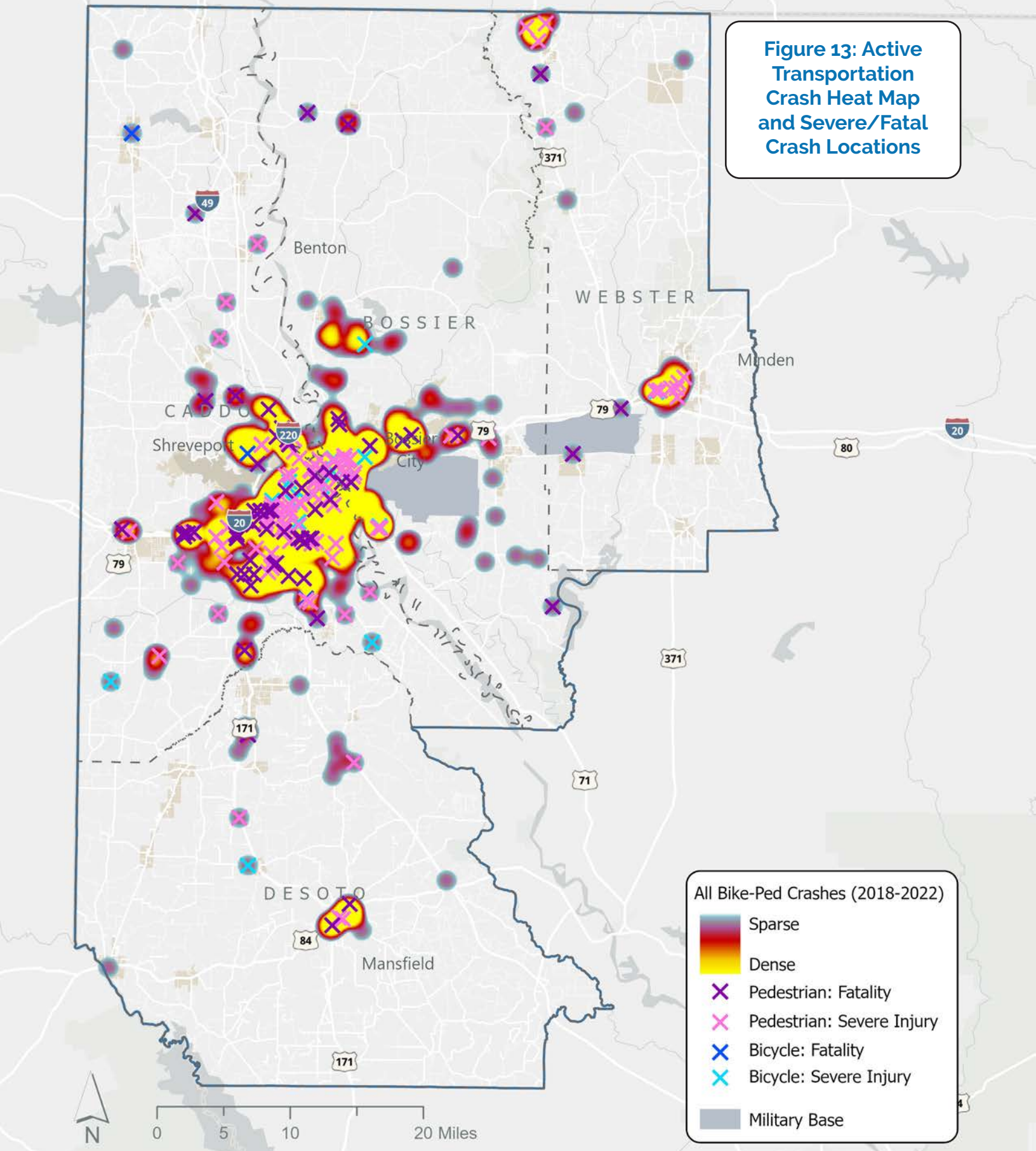


Figure 13: Active Transportation Crash Heat Map and Severe/Fatal Crash Locations

Source: LADOTD (2023)

Crash Hot Spots

This section of the crash analysis identifies specific locations where crashes involving pedestrians and bicyclists most frequently occurred. Locations are separated into intersections and segments, as risks and potential safety measures differ significantly between the two.

Intersection Crashes

Of the 879 active transportation crashes in the region from 2018-2022, 328 (37.3%) were coded as intersection crashes on law enforcement reports uploaded to DOTD's Crash3 database. To verify this total, the analysis team used the National Highway Traffic Safety Administration's standard practice of categorizing crashes within 50 feet of an intersection as an intersection crash, adding 206 additional intersection crashes that were not originally coded as such. This brought the total number to 534, or 60.8% of all crashes bike/ped crashes.

Table 4 groups the 26 intersections across the region where three or more bike-ped crashes occurred. All 26 intersections were in either Caddo or Bossier Parishes.

Of the 26 intersections listed in Table 4, 20 of them are on the State or US highway systems (77%). Listed below are all the highways within the study area that have multiple intersections with three or more active transportation crashes.

- **US-71:** 7 Intersections
- **US-171:** 3 Intersections
- **LA-526:** 3 Intersections
- **US-79:** 3 Intersections
- **LA-3105:** 3 Intersections
- **LA-511:** 2 Intersections
- **LA-3194:** 2 Intersections

The remaining parishes in the planning area, DeSoto and Webster Parishes, did not have any intersections with multiple active transportation crashes.

Photo: Signage in Mansfield. Source: ATG 2024.

Table 4: Intersections with Three or More Active Transportation Crashes (2018-2022)

City/Town	Parish	Street 1	Street 2	Total AT Crashes	Fatal/Severe AT Crashes
Shreveport	**Caddo**	Jewella Ave	Jackson St	6	1
Shreveport	**Caddo**	US-71 / N Market St	Nelson St	5	2
Shreveport	**Caddo**	Jewella Ave	Hollywood Ave	5	0
Shreveport	**Caddo**	US-171 / Hearne Ave	LA-511 / W 70th St	5	0
Shreveport	**Caddo**	LA-511 / E 70th St	Line Ave	4	2
Bossier City	**Bossier**	LA-3105 / Airline Dr	Shed Rd	4	2
Bossier City	**Bossier**	US-71 / Barksdale Blvd	LA-3105 / Airline Dr	4	1
Bossier City	**Bossier**	LA-3105 / Airline Dr	US-79 / E Texas St	4	0
Shreveport	**Caddo**	Hollywood Ave	Broadway Ave	3	2
Shreveport	**Caddo**	LA-3194 / Cooper Rd	Legardy St	3	2
Shreveport	**Caddo**	I-20	Jewella Ave	3	1
Shreveport	**Caddo**	LA-1 / Youree Dr	E Washington St	3	1
Shreveport	**Caddo**	US-171 / Hearne Ave	Hollywood Ave	3	1
Bossier City	**Bossier**	Shed Rd	Swan Lake Rd	3	1
Bossier City	**Bossier**	US-71 / Barksdale Blvd	Fullilove Dr	3	1
Bossier City	**Bossier**	US-79 / E Texas St	LA-3	3	1
Shreveport	**Caddo**	Centenary Blvd	Jordan St	3	0
Shreveport	**Caddo**	LA-3032 / Shreveport Barksdale Hwy	Quail Creek Rd	3	0
Shreveport	**Caddo**	LA-523 / Line Ave	Pierremont Rd	3	0
Shreveport	**Caddo**	LA-526 / W Bert Kouns Industrial Loop	Susan Dr	3	0
Shreveport	**Caddo**	LA-526 / W Bert Kouns Industrial Loop	Walker Rd	3	0
Shreveport	**Caddo**	US-171 / Mansfield Rd	LA-526 / W Bert Kouns Industrial Loop	3	0
Shreveport	**Caddo**	US-71 / N Market Rd	LA-3194 / Cooper Rd	3	0
Shreveport	**Caddo**	US-71 / Spring St	Fannin St	3	0
Shreveport	**Caddo**	US-71 / Spring St	US-79 / Texas St	3	0
Bossier City	**Bossier**	US-71 / Barksdale Blvd	Schex Dr	3	0

Source: LADOTD (2023)

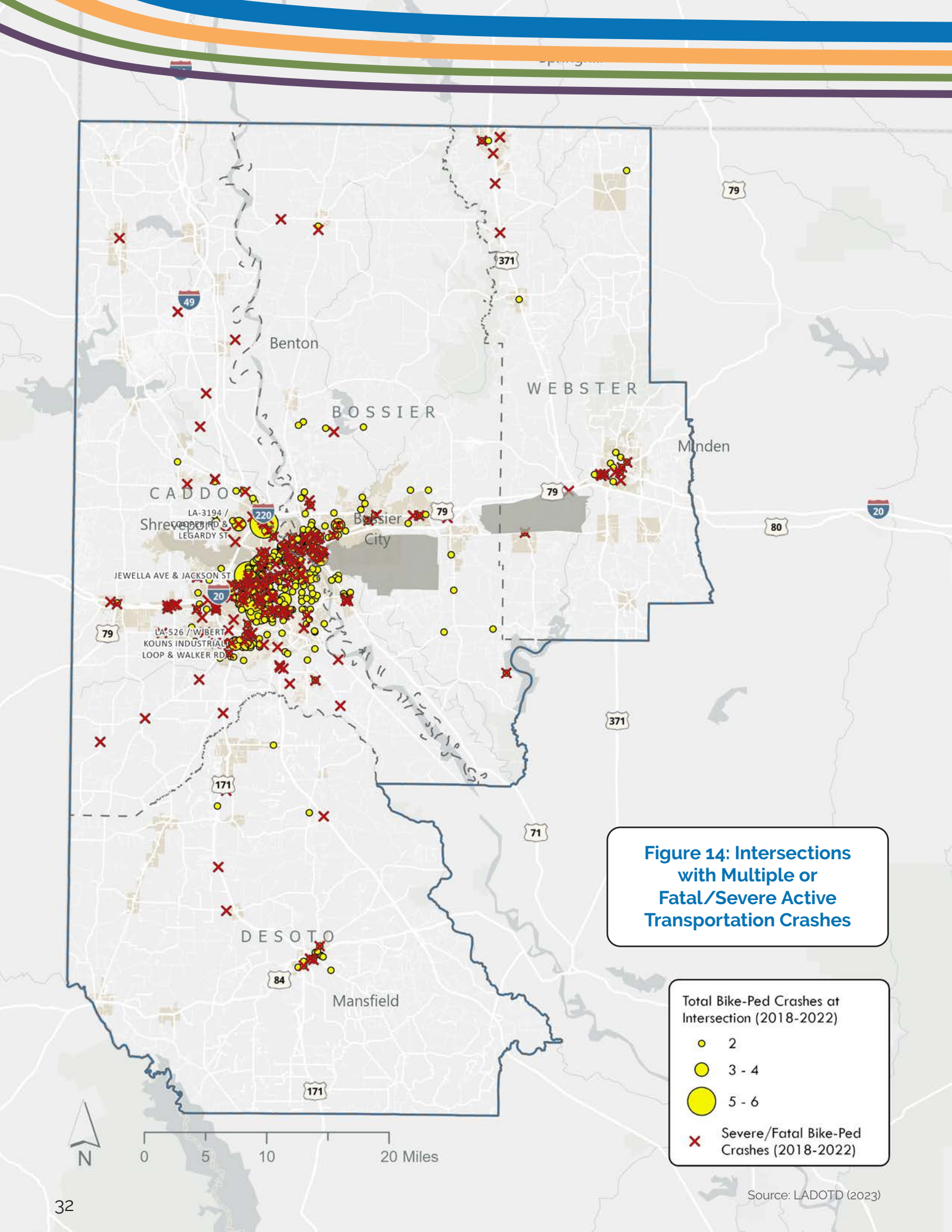


Figure 14: Intersections with Multiple or Fatal/Severe Active Transportation Crashes

Source: LADOTD (2023)

Segment Crashes

Of the 879 bike-ped crashes in the region from 2018-2022, 345 occurred on roadway segments rather than at intersections (39%). Despite only 39% of all bike-ped crashes occurring on segments, 106 of the 199 fatal/severe bike-ped crashes in the region occurred on roadway segments (53%). Typically, more crashes occur at intersections because they introduce conflict points as part of normal traffic flow; it may be the case that in the four-parish region, however, more fatal or severe active transportation crashes occurred on segments because vehicles travel at higher speeds.

The University of New Orleans' Safer Streets Priority Finder tool was used to score road segments based on the count and severity of active transportation crashes occurring along them. The score is calculated by multiplying the number of fatal and severe injury crashes by three and multiplying the number of minor injury crashes by one. Crashes identified as "possible injury" or "property damage only" are not included. Once the weights are established and applied to the crashes, the total number of crashes are aggregated along a segment while incorporating the crash severity weighting. The tables that follow identify segments across the region that had the highest pedestrian and bicycle scores based on crash data from 2018-2022, where higher scores mean more crashes.

Table 5 displays the segments with pedestrian scores of eight or more. All eleven segments displayed are roadways within Shreveport and eight (73%) are sections of State or US highways. Table 6 highlights the three segments with bike scores over three, as these scored significantly higher than other segments across the region.

Table 5: Top Pedestrian Scores in the Region

ID	City/Town	Parish	Segment	Start	Stop	Ped. Score
1	Shreveport	Caddo	US-71 / LA-1 / N Market St	Nelson St	Havens Rd	14
2	Shreveport	Caddo	US-71 / N Spring St	100 N Market St Parking	Festival Plaza	13
3	Shreveport	Caddo	US-171 / Hearne Ave	Randolph St	Mimosa Ave	12
4	Shreveport	Caddo	LA-511 / E 70th St	Southern Ave	Antioch St	10
5	Shreveport	Caddo	US-171 / Hearne Ave	Waggoner Ave	Parkridge St	10
6	Shreveport	Caddo	LA-523 / Line Ave	LA-511 / E 70th St	E 76th St	9
7	Shreveport	Caddo	I-20	Jewella Ave	Samuel St	9
8	Shreveport	Caddo	Hollywood Ave	Fallowmont St	Elison St	8
9	Shreveport	Caddo	Nelson St	Corporate Dr	US 71	8
10	Shreveport	Caddo	US-71 / N Market St	Nelson St	N Hearne Ave	8
11	Shreveport	Caddo	US-79 / Greenwood Rd	Smith St	Jewella Ave	8

Table 6: Top Bicycle Scores in the Region

ID	City/Town	Parish	Segment	Start	Stop	Bike Score
12	Shreveport	Caddo	Linwood Ave	State St	Fuller St	6
13	Shreveport	Caddo	Jackson St	Jewella Ave	Exposition Ave	4
14	Shreveport	Caddo	Jewella Ave	Stonewall St	US 79	4

Source: University of New Orleans, Safer Streets Priority Finder, LADOTD (2023)

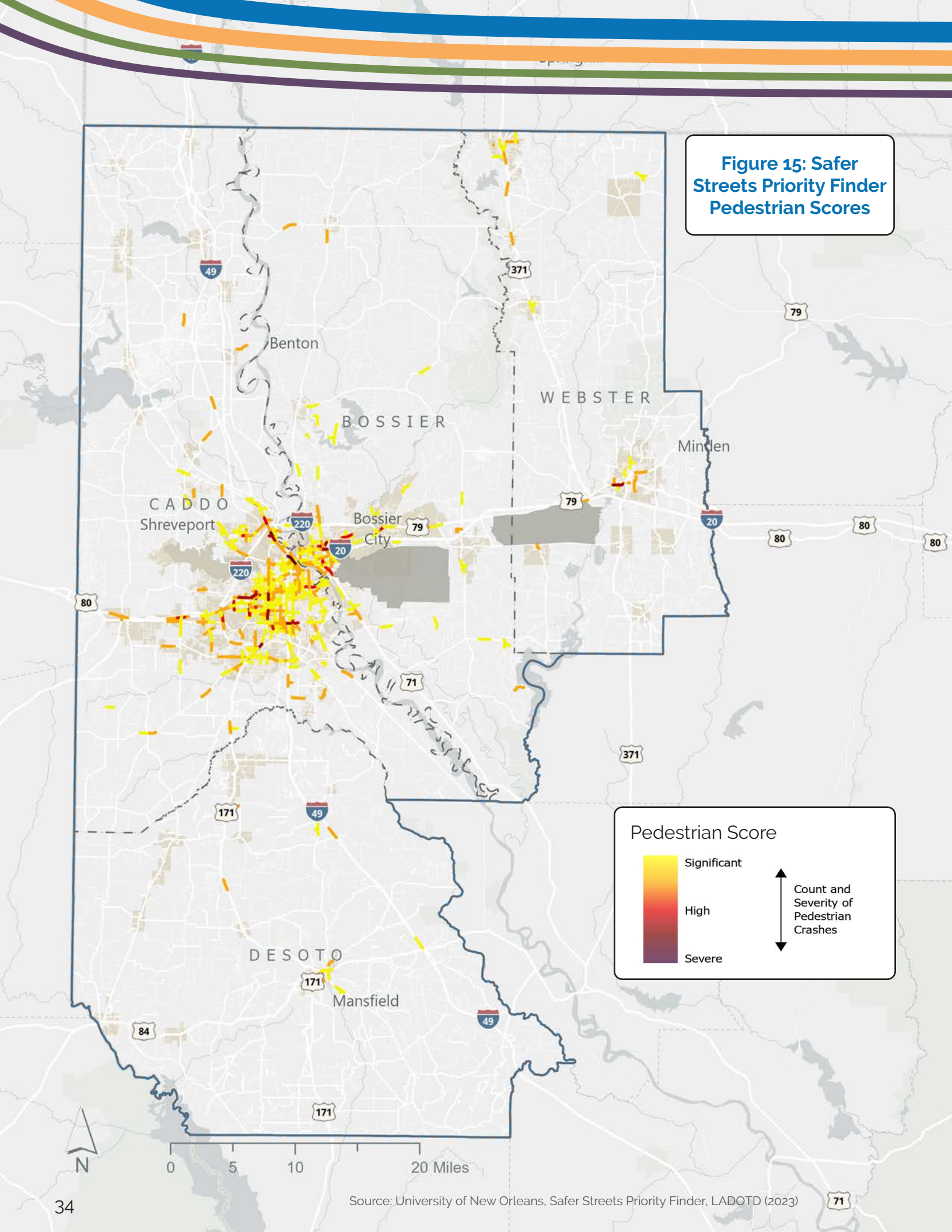
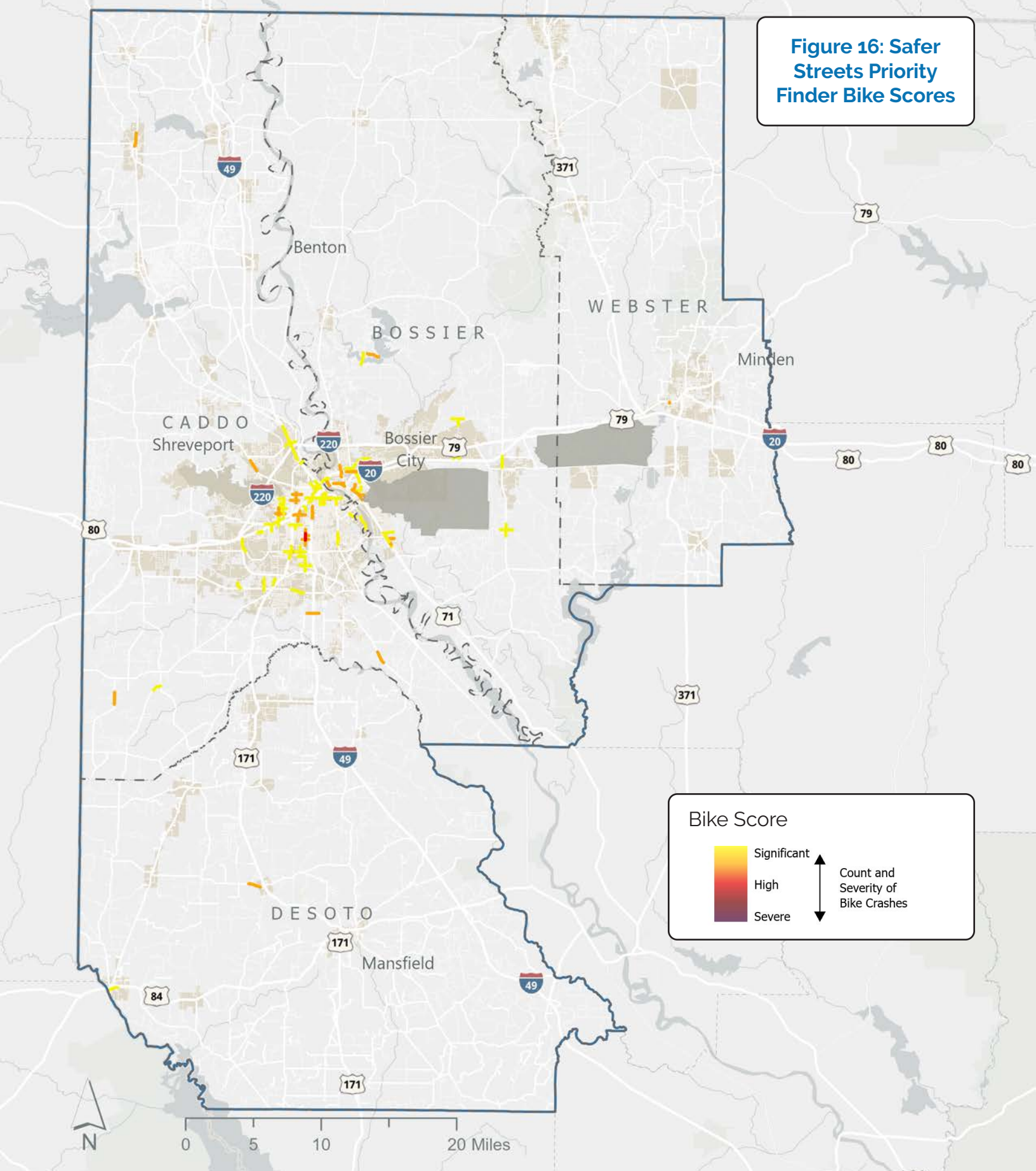


Figure 15: Safer Streets Priority Finder Pedestrian Scores

Source: University of New Orleans, Safer Streets Priority Finder, LADOTD (2023)

Figure 16: Safer Streets Priority Finder Bike Scores



Source: University of New Orleans, Safer Streets Priority Finder, LADOTD (2023)

Contributing Factors Analysis

Understanding factors that contribute to crashes, especially those resulting in serious injuries or fatalities, can add depth to a comprehensive crash analysis and inform the development of strategies. Identifying the top contributing factors allows NLCOG and its planning partners to incorporate proven safety countermeasures and crash modification factors into the design and prioritization of future active transportation investments to address or mitigate these contributing factors.

Table 7 shows the primary contributing factor category for each bicycle and pedestrian crash from 2018-2022, as it was listed on the crash report completed by responding law enforcement. Factors are sorted by the total number of active transportation crashes.

During this period, a driving violation was identified as the primary contributing factor for 329 of the 879 total crashes (37.4%) involving bicycles or pedestrians. Data on specific driving violations for each crash was not available to the research team, but these violations most often include:

- Careless Operation
- Failure to Yield
- Driver Condition
- Disregarded Traffic Control
- Following too Closely
- Driving Left of Center
- Improper Backing

For fatal and severe crashes, non-motorist action was the primary factor in 81 of the 199 crashes (40.7%). Non-motorist actions may include crossing between intersections, walking on roadways, ignoring traffic signals, or failing to yield to right of way vehicles. By constructing and connecting more active transportation facilities and infrastructure including bike lanes, sidewalks, and intersection signals, the region can significantly reduce the need for non-motorists to engage in potentially risky behaviors. This ultimately reduces the likelihood of crashes and provides a safer system for all roadway users.

Table 7: Primary Contributing Factor for Bicycle-Pedestrian Involved Crash, by Crash Report Category

Primary Contributing Factor	Total Crashes	% of Total Crashes	Fatal	Severe	% of Fatal and Severe
Violations	329	37.4%	15	39	27.1%
Non-motorist Action	239	27.2%	36	45	40.7%
Movement Prior to Crash	172	19.6%	14	23	18.6%
Driver Condition	42	4.8%	1	6	3.5%
Non-motorist Condition	33	3.8%	2	9	5.5%
Vision Obstructions	20	2.3%	0	1	0.5%
Lighting Condition	18	2.0%	1	3	2.0%
Roadway Condition	10	1.1%	0	0	0.0%
Vehicle Condition	8	0.9%	1	1	1.0%
(Blank)	4	0.5%	1	1	1.0%
Road Surface	2	0.2%	0	0	0.0%
Traffic Control	1	0.1%	0	0	0.0%
Weather Condition	1	0.1%	0	0	0.0%

Source: LADOTD (2023)

4

Network Recommendations

Network Recommendations

Recommendations for the active transportation network included in this chapter are the result of a collaborative process that combines public and stakeholder input with data-driven analysis to identify priority routes and recommend context-appropriate facility improvements. Implementation of this network will make it safer for residents of all ages and abilities to walk and bike around the region. Following the network recommendations detailed below, non-infrastructure recommendations are included which can support these physical projects, encourage their use, and improve safety for vulnerable roadway users systemwide.

Photo: Pedestrians in Downtown Shreveport. Source: ATG 2024.

Methodology

Selecting context-appropriate active transportation facilities is grounded in research that balances community participation, existing conditions, and objective measures based on roadway characteristics. Public input, previous planning efforts, and a review of the existing network are described in Chapter 2. Latent demand and crash analyses are detailed in Chapter 3 to develop a detailed understanding of potential network needs. Then, to select facility recommendations that best suit the needs and constraints of individual corridors, the planning team considered the following roadway characteristics where appropriate:

Figure 17: Roadway Characteristics Data Sources

Posted speed limit	LADOTD Open Data Portal
Functional classification	
Number of lanes	
Existing shoulder width	
Traffic volume (AADT)	LADOTD Traffic Count Dataset
Available right-of-way	Parish Assessor's offices
Driveway density	Google Maps

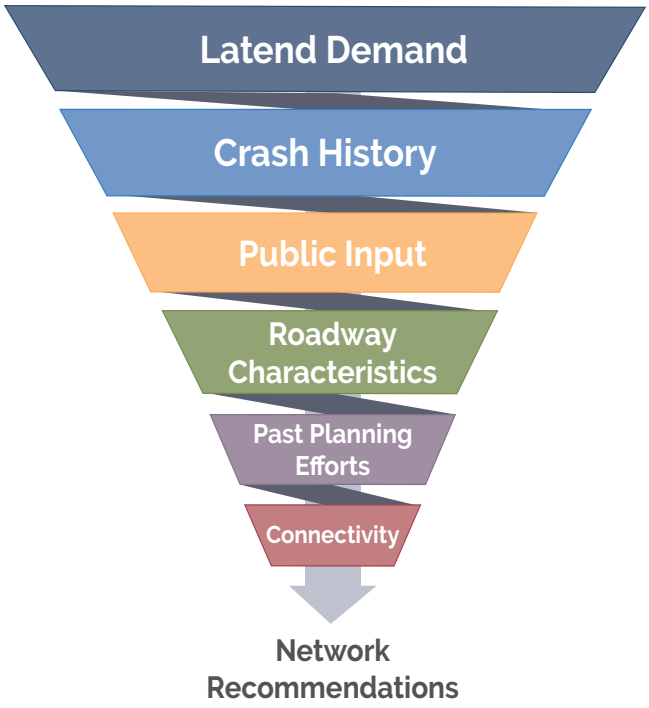
Intersection recommendations were also informed by current signalization and crossing conditions. Approximately 110 regional intersections are included for prioritized recommendations that meet one or more of the following criteria:

- The intersection had a fatal or severe injury bike-ped crash from 2018-2022
- The intersection had multiple bike-ped crashes, of any severity, from 2018-2022
- The intersection connects major recommended and/or existing network facilities
- The intersection was identified in previous or other ongoing planning efforts

Figure 18 summarizes the inputs that inform facility and intersection recommendations.

Photo: Pedestrian crossing at E Texas St and Airline Dr, Bossier City. Source: EJES 2024.

Figure 18: Data Informing Recommendations



Network Recommendations

Table 8 gives the total mileage of all distinct bicycle and shared use projects recommended in this plan, organized by facility type.[1] Each facility type is detailed in the Design Guide found in the Appendix.

In general, bicycle boulevard recommendations should be paired with restored or new sidewalk segments where the right-of-way allows. When reviewing facility recommendations, note that shared use paths, sidepaths, and shoulders (in rural contexts) are for the use of both bicyclists and pedestrians. Regardless of facility type, all recommendations should be prioritized

1 Specific locations for sidewalk recommendations are not included in this plan. The non-infrastructure recommendations later in this chapter highlights that jurisdictions can update subdivision regulations to require or incentivize developers to include sidewalks in new developments, and this more effectively encourages the expansion of pedestrian networks at scale. Outside of new subdivisions, the plan recommends that existing sidewalks are prioritized by dedicating funding for their maintenance, as many existing facilities in the region are in poor or unsafe condition.

Table 8: Summary of Bicycle and Shared Use Facility Recommendations by Type

Recommended Facility Type	Context	Use	Mileage
Bicycle Boulevards	Urban	Bicycle	95.2
Buffered Bike Lanes	Urban	Bicycle	36.8
Conventional Bike Lanes	Urban	Bicycle	19.2
Cycle Tracks	Urban	Bicycle	4.1
Shared Use Paths	Urban	Shared Use	25.6
Sidepaths	Urban	Shared Use	83.5
Shoulders	Rural	Shared Use	235.5
Shared Lanes	Rural	Bicycle	416.2

for implementation based on objective, goal-aligned criteria as discussed in the Phasing and Prioritization section of Chapter 5: Action Plan.

- Figure 19 includes all recommended bicycle and shared use facility projects alongside those which already exist, in the context of the regional future network.
- Figure 20 shows all recommended intersection projects by type.
- The Appendix includes maps and tables of network recommendations at the parish level.

Corridor Studies

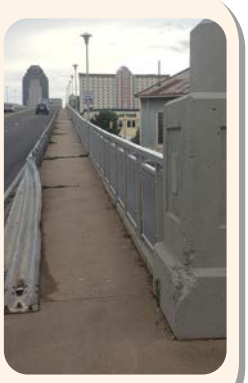
During the planning process, several roadway segments were identified as needing more in-depth analysis of their unique challenges and contexts before recommendations can be developed. As a result, these segments are identified by a "Corridor Study" recommendation in the network, documenting the need for closer examination and potential additional funding through sources outlined in Chapter 5: Action Plan. In total, the plan recommends eight corridor studies.

Each segment recommended for a corridor study presents multiple conditions which make implementing bike-pedestrian facilities complex. Common issues include high traffic volumes that limit available roadway space for protected bike lanes, limited right-of-way (ROW) that prevents construction without acquiring additional land or moving utilities, and intersections with significant crash histories requiring a broader look at corridor-wide safety improvements. Additional challenges may include closely spaced commercial driveways that increase conflict points for cyclists and pedestrians, or physical barriers such as bridges, railroads, levees, and utility infrastructure that make construction costly and complicated.

The corridor studies will enable a more nuanced understanding of these unique challenges, allowing for tailored recommendations that address each segment's specific needs. Through these studies, planning can identify suitable solutions and specific funding sources to support the intensive recommendations that will likely be required for effective and lasting improvement.

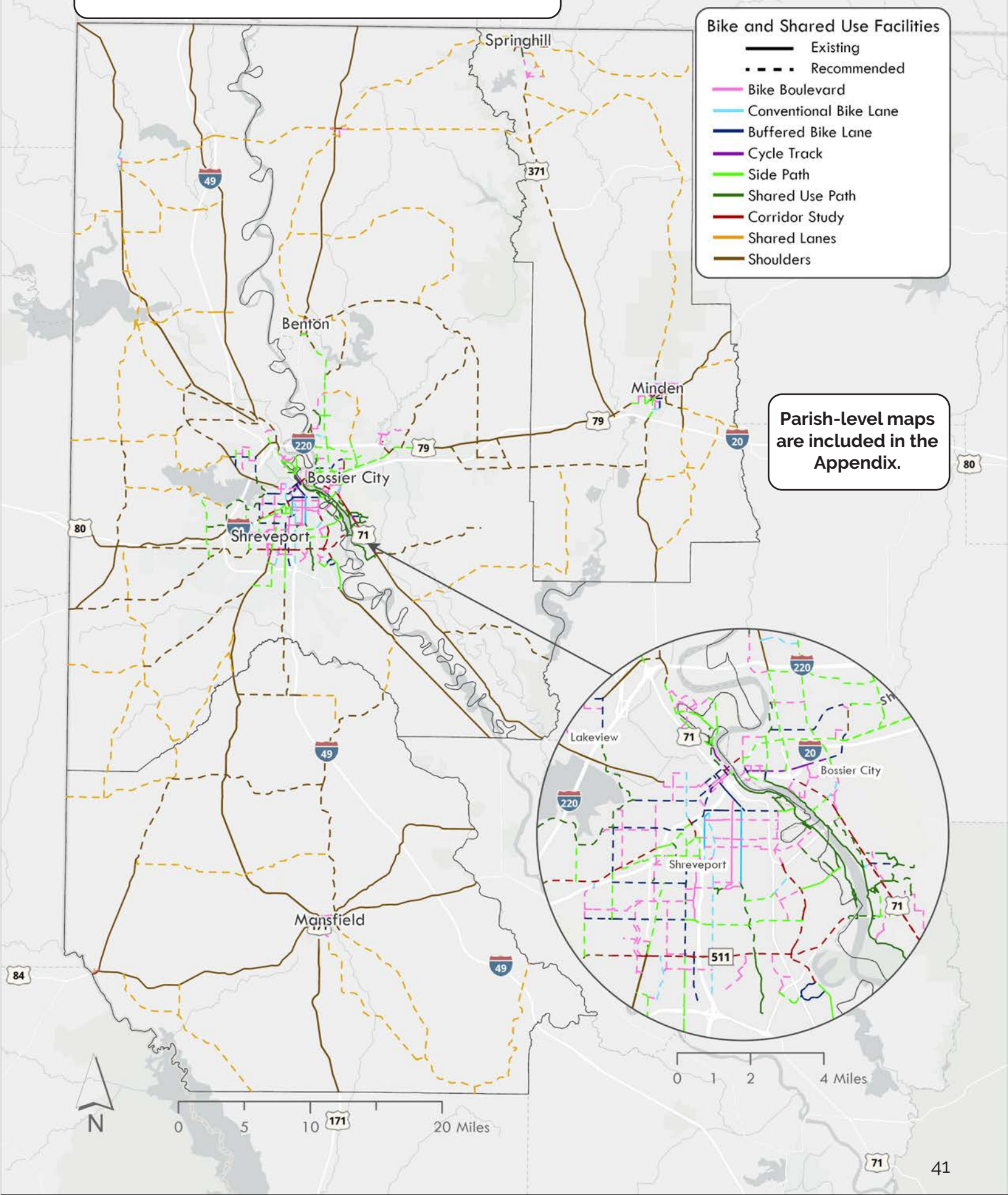
Case Study - Texas St Bridge

One example of a corridor study recommended in the plan is the Texas St Bridge, which connects Shreveport and Bossier City over the Red River. The bridge's limited space and right-of-way present challenges for improvement. Additionally, neither side is ADA accessible due to stairs on the Shreveport side and a steep slope on the Bossier City side. Therefore, a more in-depth study would be required to find suitable solutions.



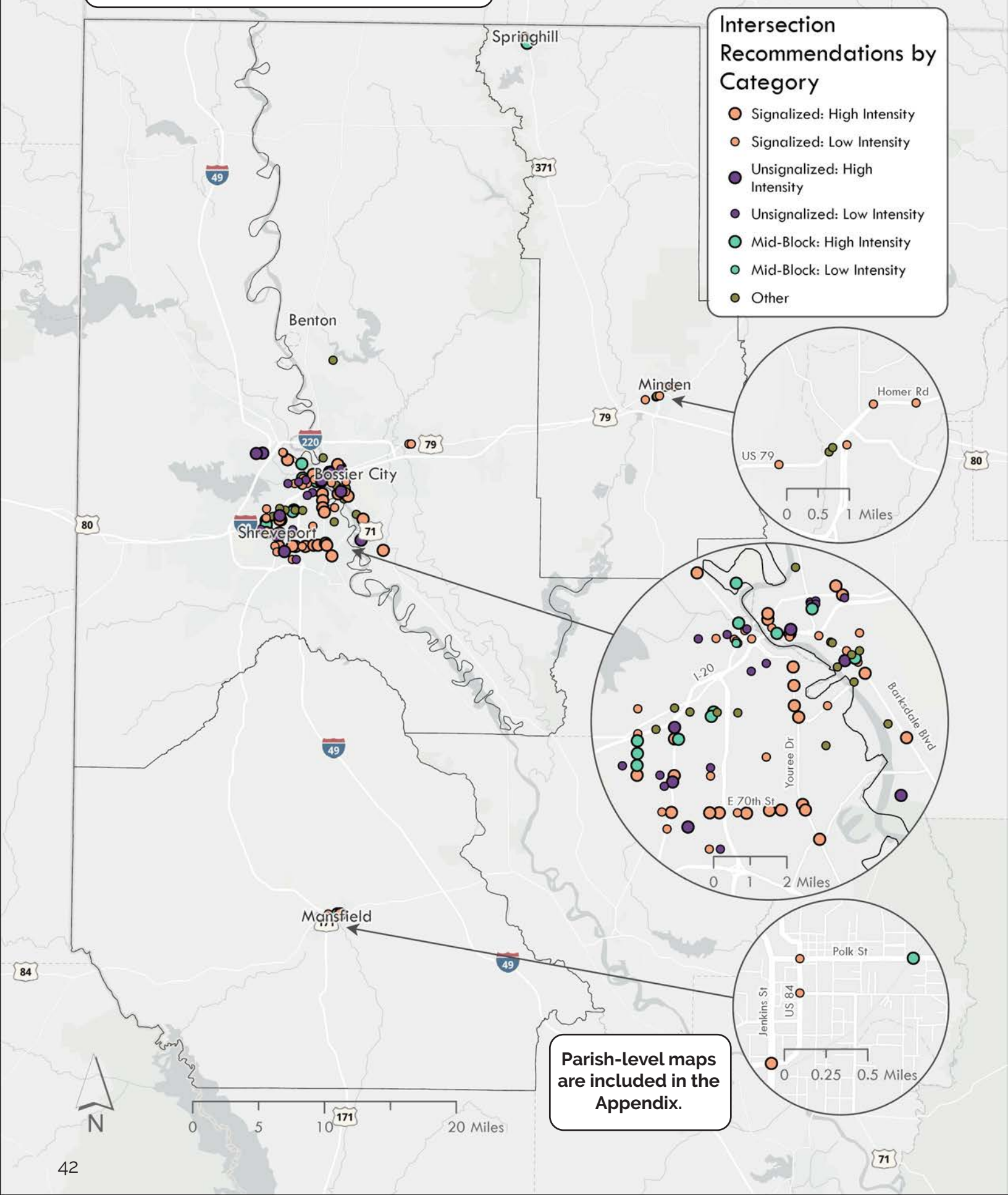
Photos: Texas St Bridge. Shreveport side (left) and Bossier City side (right). Source: ATG 2024.

Figure 19: Existing and Recommended Facilities



Parish-level maps are included in the Appendix.

Figure 20: Recommended Intersections



Parish-level maps are included in the Appendix.

Non-Infrastructure Recommendations

Adding or enhancing active transportation facilities is essential for the safety and comfort of pedestrians and bicyclists in Northwest Louisiana. However, physical improvements should not happen in isolation, and they are time- and resource-intensive. Other activities and policies should also be pursued to supplement network development.

Complete Streets Plan

Complete Streets are roads that are designed and operated to enable safe access and travel for all users, including pedestrians, bicyclists, motorists and transit users of all ages and abilities. A Complete Streets policy is an agency commitment that every road project is seen as an opportunity to improve access and mobility for all users of the transportation network.

Photo: Gibbs St near Old Jefferson Hwy, Mansfield. Source: ATG 2024.

LADOTD has a Complete Streets policy that requires all new and reconstruction roadway projects meeting certain criteria include pedestrian and bicycle facilities appropriate for local contexts.[2] Those contexts, however, are largely determined by the cumulative land use policy decisions made at local, parish, and state levels. As part of LADOTD's Complete Streets policy implementation process, the agency's engineering standards documents direct project managers to confer with local governments to determine if a local Complete Streets plan exists and should be consulted.[3]

> For the purpose of coordination for projects on the state highway network, the recommendations in this plan, while not an exhaustive list, should be considered the region's **"Complete Streets Plan."**

Because of the regional nature of this planning document, additional research may be necessary to identify additional local plans that may supersede these recommendations. Additionally, local coordination is always essential to determine whether conditions have changed, or if new opportunities arise that were not accounted for during this planning process.

Photo: Sidewalk end at Airline Dr and E Texas St, Bossier City. Source: ATG 2024.

2 LADOTD (April 2016). Louisiana Department of Transportation and Development Complete Streets Policy Revised.

3 LADOTD (April 2016). EDSM No: II.2.1.14 – Complete Streets Engineering Directives and Standards.

Other Ordinances and Subdivision Regulations Supporting Active Transportation

Land use and transportation policies are closely linked and can either support or discourage using active modes of transportation. As past policy decisions have created communities largely dependent on automobile use, future policy decisions can and should support pedestrian and bicycle network considerations in service of a safer and more connected network.

Photo: Cyclist on Gibbs St near Claudia St, Mansfield. Source: ATG 2024.

Municipalities or parishes can guide land use and development through their respective codes of ordinances, zoning ordinances, unified development codes, or subdivision regulations. While NLCOG does not make land use decisions or have zoning and subdivision regulations, the MPO can encourage municipalities and parishes to adopt practices that support walking and bicycling, provide technical assistance when appropriate, and allocate funding and resources accordingly. This section includes examples of such local policies, ordinances, and other regulatory instruments that can support active transportation.

Require Sidewalks

LADOTD's Complete Streets policy already requires the agency to plan, fund, and design sidewalks or other pedestrian facilities for "all new and reconstruction roadway projects that serve adjacent areas with existing or reasonably foreseeable future development or transit service."

Local regulations can and should supplement this statewide policy to ensure network connectivity, however, as isolated segments of sidewalks do little to encourage active transportation or support pedestrian safety if they are not connected. An example of how this can be required comes from Zachary, LA's Code of Ordinances, which mandates the provision of sidewalks on both sides of:

- all streets in residential subdivisions,
- along officially designated major streets,
- along all other streets where deemed essential for the public safety.[4]

Photo: Linwood Ave and Claiborne Ave, Shreveport. Source: EJES 2024.

Include Bike Parking Requirements or Incentives

Bike parking eliminates a barrier by providing users a safe and convenient location to store their bike at the end of a trip. Incorporating a requirement for bike parking in zoning codes may be an inexpensive way to encourage bike

4 City of Zachary, LA (June 2024). Zachary, Louisiana Code of Ordinances: Sec. 70-15 – Street and Sidewalk Standards.

usage and improve connectivity. It can also be used as an incentive for developers, where including bike parking can offset vehicular parking that is more expensive and requires more square footage to provide. Caddo Parish already includes requirements for bicycle parking in its Unified Development Code. The code requires bike parking for certain land uses; for some of these uses, bike parking is only required when structures have above a certain gross floor area.[5] Other parishes or municipalities can follow suit through the use of a similar requirement or incentive.

Photo: Bike parking on McNeil St, Shreveport. Source: ATG 2024.

Reduce or Eliminate Minimum Parking Requirements

Minimum parking requirements are often included in zoning requirements for new development and renovations of existing buildings. Providing new parking is expensive, takes up land that may otherwise be developed, and required spaces are rarely if ever fully utilized. Reducing or eliminating minimum parking requirements reduces the amount of space taken up by surface lots and creates a more hospitable environment for people walking and biking. Developers can still provide parking for new projects as the market dictates, and they gain flexibility in how else land may be built upon.

Lafayette, LA provides a regional example of how this change can be codified: the consolidated city-parish government reduced parking minimums to remove the potential for "excessive paved surfaces" and "ensure that parking does not interfere with pedestrian, bicycle, or other modes of transportation," among other aims.[6]

Require Multiple Subdivision Entrances

Providing multiple entrances to subdivisions increases overall mobility and allows more people to have the option to utilize active transportation. When multiple entrances connect to the larger transportation network, vehicular traffic, cyclists, and pedestrians all have better direct access to their destinations. Crucially, having multiple entrances also provides more efficient and flexible access for emergency services. Fire, police, and EMS vehicles can respond faster to time-sensitive situations when they have options for access and egress, and the minutes saved in route can also save lives. Some communities regulate the number of entrances in a subdivision to the number of dwelling units planned for a development, which is aligned to fire safety industry best practices.[7]

Lafayette again provides an in-state example of this practice in effect: its Consolidated Code of Ordinances requires multiple points of access for any private street system.[8] This ensures adequate access for emergency vehicles, and it also provides residents with options for how they can travel through their own communities. As new subdivisions are constructed throughout the four-parish

5 Caddo Parish (May 2022). Unified Development Code: Sec. 8.3 – Required Off-Street Vehicle and Bicycle Parking Spaces.

6 Lafayette City-Parish Government (July 2023). Code of Ordinances: Sec. 89-39 – Parking and Loading.
7 International Code Council (Nov. 2021). Fire Apparatus Access Roads.
8 Lafayette City-Parish Government (July 2023). Code of Ordinances: Sec. 89-44 – Street Design.

region, this requirement can help to ensure they are connected to local and regional active transportation networks.

Provide Connectivity through Green Space

Paths separated from the street network provide a safe and enjoyable experience for people walking and biking. Taking advantage of underutilized green space or easements improves connectivity between community assets and creates a pleasant experience for users. Bossier City's Code of Ordinances is a local exemplar: it includes multiple subdivision and land development regulation sections that support green space connectivity. One includes easements for pedestrian connections from subdivisions to local destinations like schools, parks, or other nearby uses (11.4.6.D). Separately, residential planned unit developments require that green spaces throughout neighborhoods be "connected by a green belt to ensure accessibility by the residents" and that trails may also be used for connectivity within a subdivision (11.4.7.C).[9]

Photo: Cyclists on Mansfield St, Bossier City. Source: ATG 2024.

9 City of Bossier City (July 2023). Code of Ordinances: Sec. 11.4 – Subdivision and Land Development Design.

Connection Opportunites

Some older, gridded blocks in South Shreveport have unimproved alleyways that remain publicly owned. These offer opportunities for short connections between network recommendations or existing facilities when other options are unavailable. To function effectively as part of a walking and rolling network, such connections would need to be paved, well lit, and clearly signed.

As a result of these ordinances, the city's Shady Grove neighborhood has trails parallel to drainage canals that would otherwise be underutilized land. These paved paths connect residents to key destinations including its local library branch and community center.

Other Policy Best Practices Organized by the "5 Es"

The land use-related policies above can be considered "engineering" policies that mold the shapes of communities and prompt physical change, even if they do not advance specific facility recommendations. Non-infrastructure best practices are organized below by the other of the "5 Es" framework. In addition to Engineering, these include Education, Encouragement, Equitable Enforcement, and Evaluation. When best practices are implemented across each of these categories, they combine to provide

holistic support for safer communities.[10]

Education

Educational efforts can shift mindsets and skillsets among the public to create a safer environment for active transportation. Education efforts can involve communication with drivers, bicyclists, pedestrians, law enforcement, elected officials, and other community members biking and walking skills, laws, and safety practices.

Media Awareness Campaigns

Media awareness campaigns present an opportunity to reach a wide public audience through online, print, radio, and television materials. These campaigns can increase driver awareness of safe driving behaviors when sharing the roadway, and they can also remind bicyclists and pedestrians of their rights and responsibilities. In addition, media campaigns can also celebrate the opening or groundbreaking of new facilities and usher them into the community.

Bicycle Education, LCI Instructor Training and Skills Programs

These programs represent great ways to educate the public about bicycle skills, safety, and use for transportation. League Certified Instructor (LCI) training is for individuals interested in teaching people how to bike safely and confidently. After successfully completing their instructor training, LCIs can lead programs for both adults and children. LCIs can partner with local school districts, employers, or government agencies to offer recurring trainings.

Safe Routes to Public Places

Safe Routes to Public Places, previously Safe Routes to Schools, is a federal program created to fund and support communities in their efforts to make walking and biking to and from school and other community destinations safer for children. While the program supports the development of safe active transportation infrastructure, it also supports non-infrastructure projects like Bike to School Day that promote walking and biking to improve community health and reduce traffic congestion. Programs are implemented at both the regional and local level, often with school districts, as a key tenet of this program is coordination among government entities and school families.

Photo: Pedestrians on Cotton St, Shreveport. Source: EJES 2024.

Encouragement

Encouraging active transportation through programs and policies may persuade community members to switch trips, especially short trips, from driving to biking or walking.

10 Many of the best practices found here reiterate or reinforce those found in NLCOG's SS4A Regional Action Plan, as it includes planning efforts underway at the same time as this Regional Active Transportation Plan.

Bike Share Programs

Bike share programs allow users to rent bicycles for short-term or monthly use from a network of closely spaced stations or within defined zones. Successful bike share programs exist in densely populated areas, near trail networks, tourist destinations, and major institutions. A program's success should be measured by equitable pricing structures and station locations, along with number of annual trips and memberships. Successful bike share programs may be an important tool to support the goals around health, equity, and connectivity in this plan.

Photo: Bike Share, San Antonio, TX. Source: ATG 2011.

Open Streets Initiatives

Open Streets initiatives are temporary closures of public streets to motor vehicle traffic and designed in coordination with a municipality to provide the public access to streets for walking, biking, and recreation. These events may include street festivals and activities to promote walking and biking to expose attendees to the economic, health, and social benefits of active transportation. Resources for starting these events are plentiful, with a primary example being the the Open Streets Toolkit.[11]

Walk and Bike Month

May is National Bike Month. Designated by leading bicycle advocacy group the League of American Bicyclists, it provides a fun and encouraging platform for communities and local businesses to support residents and employees to commute via bicycle during Bike to Work Month or other bike to work events. Bike to Work Month has evolved to include and encourage commuting by foot and/or by public transit. Bike, bus, and walk to work challenges encourage residents to take part in active transportation through fun events and challenges, and they often include incentives for top contestants.

Employer Incentive Programs

Where individuals work directly impacts their travel behavior, and employer incentive programs are a tool for public and private employers interested in encouraging their employees to walk or bike to work. Incentives can be physical, including offering loaner day-trip bikes or end-of-trip facilities at work locations; end of trip facilities may include but are not limited to showers, changing rooms, or secure bike parking. Incentives can also be monetary: transit vouchers, monthly stipends, bicycle subsidies, or waived parking fees are used around the country, including by the federal government.[12] Developing strong relationships with Economic Development Councils or Chambers of Commerce is a strong first step to sustained success working with employers to incentivize active modes.

Equitable Enforcement

The equitable enforcement of laws that apply to bicyclists and pedestrians may make

11 Open Streets Project (n.d.). The Open Streets Toolkit.

12 US Department of the Interior (March 2014). Bicycle Subsidy Benefit Program.

trips safer for all users, especially those in historically marginalized communities.

Law Enforcement Training

Law enforcement officers can be champions of cycling and pedestrian safety when equipped with the appropriate training. Law enforcement training should include knowledge of bicycle and pedestrian facilities within the jurisdiction, current bicycle and pedestrian laws at local and state levels, common crash locations, and community education program opportunities like the LCI programs mentioned above. In addition, officers should review and understand protocols for properly completing collision forms when pedestrians and bicyclists are involved. Such protocols ensure the necessary details of the crash are properly recorded for later crash analyses and planning efforts.

Ordinance Enforcement

Community ordinances requiring safe motor vehicle passing and operation around bicyclists, transit vehicles, pedestrians, and subsequent enforcement of such ordinances are critical to supporting a safe transportation network. Laws, enforcement procedures, and penalties should be stringent enough to influence motorist behavior. Key ordinances and citation structures that should be evaluated include safe passage ordinances, crosswalk encroachments, and right-of-way violations to ensure shoulders remain safe for people cycling.

Evaluation

To understand the impacts of investment in active transportation facilities, it is important that key performance metrics be prioritized and continuously monitored. Below are options for metrics that could be housed and tracked in a regional data portal.

Regional Data Portal

A regional data portal allows municipalities to easily upload, maintain, and access key pedestrian and bicycle data from across the region. Such a central data resource can better support regional network connectivity by providing easy-to-access data critical for multimodal planning efforts. The portal should include geocoded data such as a regional facility inventory, bicycle and pedestrian counts, pilot project locations, bicycle-friendly destinations, and other information relevant to planning efforts. It should also include information and tracking on project phase and funding sources.

Bicycle and Pedestrian Counts

Reliable bicycle and pedestrian count data greatly benefits the planning process. Creating an ongoing count dataset can better provide longitudinal insights and data-driven support for future projects. The Pedestrian and Bicycle Count Data Collection and Use Guide for Louisiana outlines best practices and step-by-step planning for

bike and pedestrian counts.[13] This guide from the Louisiana Transportation Research Center outlines count types and methods for selecting the best option for any project. The ten principles of pedestrian and bicycle counting are listed below.

Bike/Ped Counting Principles

1. People walking and bicycling are sensitive to weather, traffic conditions, and more: nonmotorized user volumes are more variable than motor vehicles.

2. The scale of data collection is smaller than for motor vehicles in most places, and there is less historical data available.

3. Pedestrian and bicyclist volumes do not directly correspond to functional class and/or motor vehicle ADT.

4. People bicycling and walking can behave unpredictably and are more difficult to predict, detect, and count than motor vehicles.

5. All count technology has inherent systematic and site-specific error which must be adjusted for.

6. Establishing at least one permanent count location is recommended as a foundation for understanding your data.

7. A minimum of 7 days (14 preferred) is recommended for short duration automated counts.

8. Short duration counts should be conducted in Spring and Fall if possible, during periods of reasonably good weather.

9. Manual counts are still needed for validating sensors, collecting demographic and behavioral data, filling gaps in what automated sensors can capture, and more.

10. Routine maintenance, validation, data cleaning, management, and usage protocols must be established.

Safety Measures

Safety measures provide the region with metrics that can help reduce crashes involving bicyclists and pedestrians. Documenting the relationship between non-motorized and motorized vehicle crashes is critical in illustrating unsafe interactions between the two. Bicycle and pedestrian crash data should be utilized to gauge a region's overall active transportation safety.

Photo: Crockett and Marshall St, Shreveport. Source: ATG 2024.

Accessibility Measures

Accessibility in this case refers to the convenience of bicycle and pedestrian facilities as a transportation option, including how widely and effectively they connect to transit services and school zones. All transit users are pedestrians at the beginning and end of their trips, so transit access metrics should focus on active transportation infrastructure's location and proximity to transit service areas. Typically, transit accessible areas are defined by a quarter-mile buffer around stops, as it is commonly used as the distance one is typically willing to walk or bike to reach transit.

13 Louisiana Transportation Research Center (August 2019). Pedestrian and Bicycle Count Data Collection and Use: A Guide for Louisiana.

When developing school accessibility measures, it is essential to remember that a large portion of a region's transit dependent population (TDP) is its pre-kindergarten through high school population. Because of this, it is critical to examine how well existing active transportation facilities serve the region's schools. This can be done by measuring current bike and pedestrian facilities and roadways within school buffer zones and examining the connectivity between infrastructure and schools.

Photo: Bus stop at Common St and Crockett St, Shreveport. Source: ATG 2024.

Project Implementation

Prioritizing project implementation allows a region to visualize active transportation facility enhancements. By creating a list of projects ranked by importance and need, initial project phasing can be used to give the community an idea of which projects have been completed and when improvements will take place. Project implementation should be documented to track progress towards achieving plan outcomes.

Sidewalk Coverage

It is important for a community and region to quantify existing sidewalk coverage, then strive to close gaps in this coverage in strategic, measurable ways. Using metrics such as total sidewalk miles, gaps completed, and ADA crosswalks installed help indicate whether the region has expanded sidewalk coverage, implemented safe and equitable design, and built sidewalk infrastructure where it is most necessary. Total sidewalk mileage is one of the most common active transportation performance metrics used by municipalities. While increasing this summary figure can in theory benefit a region's active transportation network, prioritizing sidewalk connectivity and maintenance in areas of need, or gap areas, offers greater potential impact. Measuring progress based on the number or percentage of gaps closed can be more strategic and equitable than tracking a simple total number of sidewalk miles.

Photo: Sidewalk on Polk St, Mansfield. Source: ATG 2024.

Another key component of sidewalk coverage is ADA accessibility, or how well connected a region's activity nodes are for those with disabilities. Creating an inventory of existing ADA crosswalks allows a region to understand which areas do not provide all types of users access to the active transportation system. Prioritizing intersections based on safety criteria and accessibility measures ensures curb ramps and other ADA accessible features are included at the highest impact locations.

5

Action Plan

Funding Opportunities

To implement the network and non-infrastructure recommendations identified in Chapter 4, NLCOG will work with partner organizations to identify project development opportunities to pursue projects through formula funding and discretionary grant opportunities. The MPO will also use the information contained herein to continue to provide technical support to communities to create more walkable, bikeable, and connected places across the region.

Federal, state, local, and private funding is available to support the region's active transportation efforts. While not intended to be exhaustive, this section offers concise descriptions of sources that may be used to implement the recommended projects and programs in the NLCOG Regional Active Transportation Plan. Many of these funding sources can also incorporate other transportation system safety efforts advanced by NLCOG's Safe Streets for All (SS4A) Action Plan which is currently under development.

Federal Sources

The Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), was enacted in November of 2021 and authorized over $1 trillion for transportation and infrastructure spending. The IIJA replaced the Fixing America's Surface Transportation Act (FAST Act), reauthorized and sustained existing programs, and established new programs and eligibilities.[1] Many of these include funding for active transportation projects, and all such programs are included in the U.S. Department of Transportation's Pedestrian and Bicycle Funding Opportunities table, which is regularly updated. Following program summaries below, Table 9 provides a comparison of projects covered and the need for local match.

1 U.S. Department of Transportation (USDOT) (2023). Bipartisan Infrastructure Law (BIL) / Infrastructure Investment and Jobs Act (IIJA).

Photo: SporTran bus on Texas St, Shreveport. Source: ATG 2024.

Active Transportation Infrastructure Investment Program (ATIIP)

The ATIIP Program is specifically for active transportation facilities within or between communities. $45 million was appropriated for the program in FY 2023, and projects will continue to be funded at least through 2026. The program supports communities in identifying, prioritizing, and implementing improvements to the largest barriers to safe, accessible, and equitable pedestrian and bicycle network connectivity. Projects funded by the program will connect active transportation networks to fill in gaps in bike lanes, sidewalks, and multi-use trail networks. Eligible applicants include local governments and regional bodies such as MPOs. Planning and Design Grants are available to support the development of active transportation network planning. Construction Grants fund the building of active transportation facilities which have a cost of at least $15 million.[2] If the majority of census tracts impacted by the project have poverty levels above 40%, no local match is required.[3]

Photo: Sidewalk below Texas St Bridge, Shreveport. Source: ATG 2024.

2 USDOT (2024). Active Transportation Infrastructure Investment Program (ATIIP).
3 Grants.gov (2024). ATIIP | Notice of Funding Opportunity. Pg. 10.

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Grant Program

The PROTECT Discretionary Grant Program finances initiatives aimed at combating the climate crisis by bolstering the resilience of transportation systems. Though most funding is for large surface transportation projects, funding is also available for trails and other bicycle and pedestrian infrastructure which mitigate climate impacts. MPOs are eligible to apply, and a Benefit-Cost Analysis is required with applications. Planning Grants are 100% federally funded, whereas Resilience Improvement, Community Resilience, and Evacuation Route Grants are 80% federally funded, with exceptions up to 90% for projects meeting certain criteria.[4]

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program

The RAISE Program funds large capital and planning projects that are multimodal and multijurisdictional. They can include certain road, public transportation, rail, and active transportation components, and projects receiving awards in 2024 included multi-use paths, cycle tracks and intersection improvements included in Complete Streets plans, multimodal rail crossings, and trail systems among others.[5] Notably, the City of

4 USDOT (2023). Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (PROGRAM).
5 USDOT (June 2024). Rebuilding American Infrastructure with Sustainability and Equity (RAISE).

Shreveport was awarded over $22 million in 2022 to improve the Healthcare and Development Corridor on Kings Highway.[6]

Safe Streets and Roads for All (SS4A) Grant Program

SS4A is a discretionary grant program established through the BIL, with $5 billion to be awarded from 2022 to 2026.[7] Project goals should align with the National Roadway Safety Strategy's ambition of reaching zero roadway fatalities. Any subdivisions of state, such as counties, cities, special districts, and MPOs are eligible to apply. The foundation of SS4A grant programs is the development of a comprehensive Safety Action Plan, which identifies key roadway safety issues within the community. Funding is available for two grant categories: Planning and Demonstration Grants, as well as Implementation Grants. An Action Plan must be in place before applying for an Implementation Grant, which NLCOG was awarded $800,000 to create in 2022.[8]

State Administered Programs and Resources

The following competitive programs use Federal Highway Administration funds but

6 USDOT (2023). RAISE 2022 Fact Sheets. Pg. 64.
7 Safe Streets and Roads for All (SS4A) Grant Program.

8 2022 SS4A Awards.

Table 9: Competitive Federal Programs for Active Transportation

Program	Planning/ Programs	Bicycle Facilities	Sidewalks/ Crosswalks	Trails	Notes on Competitiveness and Local Match
Active Transportation Infrastructure Investment Progran (ATIIP)	X	X	X	X	If disadvantaged population criteria are met, no local match is required; smaller pool of funds makes program very competitive
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Grant Program (PROTECT)	X		X		No local match required for planning grants; reduced local match for capital grants if disadvantaged population criteria met
Rebuilding American Infrastructure with Sustainability and Equity Grant Program (RAISE)	X	X	X		Highly competitive; reduced local match if disadvantaged population criteria are met
Safe Streets and Roads for All Grant Program (SS4A)	X	X	X		Significant funding available for planning and implementation grants; local match required

Source: USDOT (Nov. 2023)

are administered by the state. Each has the potential to support recommended network projects, especially when they enhance safety for vulnerable road users. The links in the footnotes are state-specific and include relevant application forms, staff contact information, and more.

Transportation Alternatives Program

The TA Program is the largest dedicated funding stream for active transportation projects: For FY 2022-2026, $1.4 billion is available each year across the country. DOTD administers this program in Louisiana, and communities can apply for funds to build bicycle and pedestrian facilities, rail to trails projects, and other options for non-drivers. Adjacent community improvement activities can also be covered, which include historic and environmental preservation efforts, stormwater mitigation, and wildlife management. There is a 20% local match requirement for projects funded through TA.[9]

Photo: Texas St, Shreveport. Source: ATG 2024.

Recreational Trails Program

The RTP is administered by the Louisiana Office of State Parks, Division of Outdoor Recreation. Eligible projects include maintenance and restoration of existing facilities, construction of new trails, acquisition of easements or property for trails, and the development and rehabilitation of trailside/trailhead facilities and trail linkages. Facilities can be for walking and hiking, biking, offroad vehicle use, wheelchair access, and more. A 20% local match is required for RTP projects. [10]

Local Road Safety Program

The Louisiana Local Technical Assistance Program (LTAP) supports DOTD in administering this program, which provides municipalities and parishes access to federal aid dollars. LRSP funds are specifically for physical safety improvements to locally owned and maintained roads. Projects are typically research-backed, low-cost safety countermeasures including signage, pavement markings, surface treatments, intersection improvements, and more.[11] Local public agencies (LPAs) are reimbursed for project costs for preliminary engineering (design), right-of-way acquisition, utility relocation, construction, and construction engineering and inspection phases. No separate local match is required, and there is no construction cost limit for projects.[12]

Safe Routes to Public Places Program

DOTD administers the SRTPPP, which is also a part of Louisiana's Highway Safety Improvement Program. Funds are available for projects which improve pedestrian and bicycle

9 DOTD (n.d.). Transportation Alternatives Program.

10 Louisiana Office of State Parks (2024). Recreational Trails Program.
11 LTAP (n.d.). Local Road Safety Program.
12 Blunk, C. et al. (Oct. 2024). Safety of Vulnerable Road Users – Bossier City, LA. 2024 American Planning Association – Louisiana Chapter Conference Presentation.

access to schools, libraries, government and healthcare facilities, parks, and other public places. No local match is required for awarded projects, and there is a $500,000 maximum for construction costs covered.[13]

LITACorp

One additional state resource of note is the Louisiana Infrastructure Technical Assistance Corporation (LITACorp), established by the state legislature in 2022 specifically to help local governments pursue federal infrastructure grants available through the IIJA.

LITACorp Support

LITACorp seeks to support communities in rural and economically distressed areas with tools that can minimize barriers federal grant applications may otherwise present. The organization offers two significant forms of support:

- **Technical Assistance:** Communities interested in receiving technical assistance can submit a letter of interest on the group's website. LITACorp will work with selected communities in the areas of strategic planning, project development, funding identification, grant writing, and administration.
- **Local Match Funding**: $20 million is available to assist local governments and political subdivisions with local match requirements in federal programs. LITACorp has four main criteria when evaluating applications for its Matching Funds Grant Program: distress, rurality, fiscal health, and capacity. Applications for funding are accepted on a rolling basis.[14]

Local Funding Sources

It is typically the responsibility of state or local government jurisdictions (cities, parishes, or special purpose districts) to cover any costs not covered by federal programs. Match requirements make local funds critical to maintain eligibility for several federal funding sources, which is typically around 20% of total project costs. Local funding can come from a variety of sources including property taxes, sales taxes, user fees, special assessments, and impact fees.

Photo: Main Street, Minden. Source: ATG 2024.

Capital Improvement Programs (CIPs) are used by municipalities as a framework for financing future capital projects. Using a variety of local funding sources, including property taxes and sales taxes, municipalities can systematically determine which projects should be funded each year based on their anticipated revenues versus operating expenses. The process of developing a CIP allows municipalities to reasonably predict when funds will be available to construct capital improvement projects, as well as prioritize specific projects. NLCOG should continue to coordinate with local jurisdictions to ensure that projects are included within local CIPs and leverage funding opportunities.

Property Taxes

Property taxation has historically been the primary source of funding for local governments in the U.S. Cities, parishes, levee districts, and other political subdivisions are permitted to collect property taxes under Louisiana's State

13 DOTD (2023). Safe Routes to Public Places Program (SRTPPP).
14 LITACorp (2023). What We Do.

Constitution. Property taxes are currently used to fund police, public education, and other governmental operations, including the construction and maintenance of roads.

Photo: Texas St and McNeil St, Shreveport. Source: ATG 2024.

General Sales Taxes

General sales and use taxes are also an important funding source for state and local governments. The most commonly known form of the general sales tax is the retail sales tax. The retail sales tax is imposed on a wide range of commodities, and the rate is usually a uniform percentage of the selling price. Louisiana currently imposes a statewide sales tax of 4.45%. Cities, parishes, and special purpose districts are also able to impose additional sales and use taxes, with an average rate of 5.10%. Louisiana's average combined state and local sales tax rate is 9.56%, which makes it the highest combined rate in the country.[15]

Bond Issues

Property tax and sales tax funds can be used on a pay-as-you-go basis, or the revenues from these taxes can be used to repay general obligation or revenue bonds. General obligation bonds are backed by the credit and taxing authority of the governmental entity and are repaid through general revenue sources. Revenue bonds debts, on the other hand, are repaid from a specific source of revenue such as tolls. These bonds are issued by local governments upon approval of the voting public.

Public-Private Partnerships

A public-private partnership (P3) is a contractual agreement between a public agency (federal, state, or local) and a private entity as a long-term, performance-based approach to procuring public infrastructure. The private entity assumes a significant share of the risk in terms of financing, constructing, and ensuring project performance in return for the right to collect revenue from the project over a set period. DOTD may solicit P3 projects and enter into P3 contracts when it is in the best interest of taxpayers and approved by the House and Senate Transportation, Highways, and Public Works Committees.[16]

Photo: Airline Dr and Old Minden Rd, Bossier City. Source: ATG 2024.

Partnerships with local and regional businesses can be integral in securing additional funding for bicycle and pedestrian projects, particularly when local funding is not readily available. Additionally, institutions such as hospitals or universities may be interested in sponsoring bicycle and pedestrian facility improvements near their campuses to promote public health benefits or enhance nearby business corridors. Additional partnerships between neighboring communities can lead to increased funding potential for projects that cross municipal boundaries.

15 Tax Foundation (Feb. 2024). State and Local Sales Tax Rates, 2024.

16 DOTD (2024). Public-Private Partnerships (P3).

Other Funding Sources

Numerous non-governmental organizations also provide funding for grants to achieve specific goals in transportation development. In particular, projects for active transportation facilities have funding opportunities available from non-governmental organizations. The list below is not exhaustive but provides a sampling of the private grant programs available.

Rails To Trails Conservancy Trail Grants Program

The Rails-to-Trails Conservancy's Trail Grants Program funds projects that are typically small in scope and scale and may otherwise be hard to finance through traditional funding streams. Funded projects help build, maintain, and manage trails for recreation, transportation, and economic vitality; those that enhance equitable access to trail networks receive preference. Municipalities, government agencies, and community organizations are eligible to apply.[17]

Photo: Gibbs St railroad crossing, Mansfield. Source: ATG 2024.

PeopleForBikes Community Grant Program

The Community Grant Program from the PeopleForBikes organization has awarded more than four hundred grants to communities since 1999, totaling more than $3.5 million. Nonprofits, small businesses, and local and state governments are eligible to apply for the grant. Qualifying projects include the development of permanent bike infrastructure, demonstration projects, land acquisition, and events to support bicycle acceptance. Priority is given to projects that close a financial gap in an existing project, projects that address historical inequities for low-income areas and communities of color, and projects that work to build a larger network of bikeways that increase biking equity and access.[18]

Photo: Cyclists in Shreveport. Source: ATG 2024.

City Thread Accelerated Mobility Playbook (AMP) Technical Assistance Grant

City Thread is a national non-profit planning and engagement organization that offers an assistance grant for their Accelerated Mobility Playbook (AMP). The AMP provides a roadmap for successfully implementing mobility projects. Cities, in partnership with community organizations, are eligible to apply for this grant and receive up to $50,000. There is a local match requirement of $18,500.[19]

AARP Community Challenge Grant Program

The AARP Community Challenge offers small grants to support "quick action" initiatives that enhance communities and quality of life for individuals of all ages. Applications have been accepted for projects to improve housing, transportation, public space, technology

17 Rails to Trails Conservancy (2024). Trail Grants.

18 PeopleForBikes (2023). Community Grant Program.
19 City Thread (2024). AMP Grant Guidelines.

("smart cities"), and civic engagement to keep communities safe and healthy. Grants can range from several hundred dollars for smaller, short-term activities to tens of thousands of dollars for larger projects. Grant recipients are selected by an AARP panel of experts on aging, community development, and livable communities.[20]

America Walks Community Change Grants Program

America Walks is a nonprofit organization whose grant program works to advance walkability. The Community Change Grants Program is made available from a partnership between America Walks and the Active People, Healthy Nation initiative from the CDC. Grantees of the program are awarded $1,500 for projects that create healthy and active places to live, work, and play. Examples of projects from prior grant recipients include walking paths, community street art, walk audits, and safety improvements. The next round of applications will open in Fall 2024.[21]

Photo: Art the Dalmation, Crockett St, Shreveport. Source: ATG 2024.

Maintenance

The majority of the previously identified funding is for new planning and project construction. To maintain facilities over time, there are various funding options. There are creative ways that organizations can leverage diverse funding streams to ensure the sustainability of infrastructure plans. Examples include homeowners' associations, utility fees, sales taxes, and tax increment financing. For examples and resources, visit the FHWA's Guide.[22]

Project Prioritization

All projects in this plan have their own merits. Implementing network recommendations in this plan will require long-term commitment and sustained effort from jurisdictions around the region. Each community should exercise their judgement to advance projects on the timeline that is most appropriate for their priorities, unique challenges, and available funding. This plan's prioritization process should be used as a resource by jurisdictions; it does not preclude one form advancing other projects as opportunities arise.

Methodology

The Action Plan's prioritization process includes scoring factors for connectivity, safety, and equity. Table 10 shows the scoring criteria, which is used to assign a numerical value for each recommended project. The highest a project can score is a 16.

Scoring all recommendations on these criteria results in a clearly tiered list of high, medium, and low priority projects. Figure 21 shows these prioritized projects at the regional scale. The Appendix includes maps and tables of prioritized projects for each parish.

20 AARP (2024). 2024 AARP Community Challenge.
21 America Walks (2024). Community Change Grants.
22 FHWA (2024). Guide for Maintaining Active Transportation Infrastructure for Enhanced Safety.

Table 10: Project Scoring Criteria

Category	Value	Factor	Points
Crash Mitigation	2	Crashes: Project is within .25 miles of a fatal or severe bike-ped crash location	0 or 2
Ped / Bike Hot Spot	2	Crashes: Project is within .25 miles of a location with multiple bike-ped crashes	0 or 2
High Speed High Volume	2	Roadway Conditions: Project is within 100 feet of a roadway with speeds > 45 mph OR with daily volumes > 20,000	0 or 2
Target Area	1	Pedestrian Target Areas: Project is an intersection or shared use facility within a Pedestrian Target Analysis Area[23]	0 or 1
Transit Access	1	Transit Access: Project is an intersection or shared use facility within .25 miles of a bus stop[24]	0 or 1
Equity and Connectivity	4	Latent Demand: Project is in an area with high latent demand (a composite score of 6-9)	0 or 2
		Latent Demand: Project is in an area with the highest latent demand (a composite score of 10+)	0 or 4
Connectivity	4	Key Connections: Project addresses a pinch point or critical node in the network	0 or 4
Total	16		16

23 As part of Louisiana's Highway Safety Improvement Program, DOTD's conducted a Vulnerable Road User Safety Assessment in 2023 to identify target areas where pedestrians and bicyclists are most at risk of a crash with a motor vehicle. Four of the state's twenty highest scoring "Pedestrian Target Analysis Areas" are in the Bossier City-Shreveport area (p. 20). Shared use facility and intersection projects are those that can both significantly improve pedestrian safety in these areas and are awarded an additional point.

24 Louisiana's Complete Streets Policy requires that for roadway projects in areas adjacent to transit service, DOTD "should plan, fund, and design sidewalks and other pedestrian facilities." A .25 mile buffer from bus stops is used as the typical walkshed for accessing transit service. Shared use facility and intersection projects are those which would be considered pedestrian facilities in these areas and are awarded an additional point. Note that latent demand scoring also accounts for transit access.

Prioritization Scale

Low

These represent the projects that are needed for a truly regional active transportation network, though they are not as urgent as high and medium priority projects. Scoring 4 or below, these have a recommended timeline greater than 10 years.

Medium

These projects connect people to key destinations within and between communities. The need may not be as urgent, but it is still significant. Scoring between 5-8 points , these have a recommended implementation timeline of 6-10 years.

High

These projects are essential for ensuring safe, equitable connectivity in high-need areas and where ongoing or upcoming projects offer immediate opportunities for improvement. These projects scored 9-16 points and have a recommended implementation timeline of 0-5 years.

61

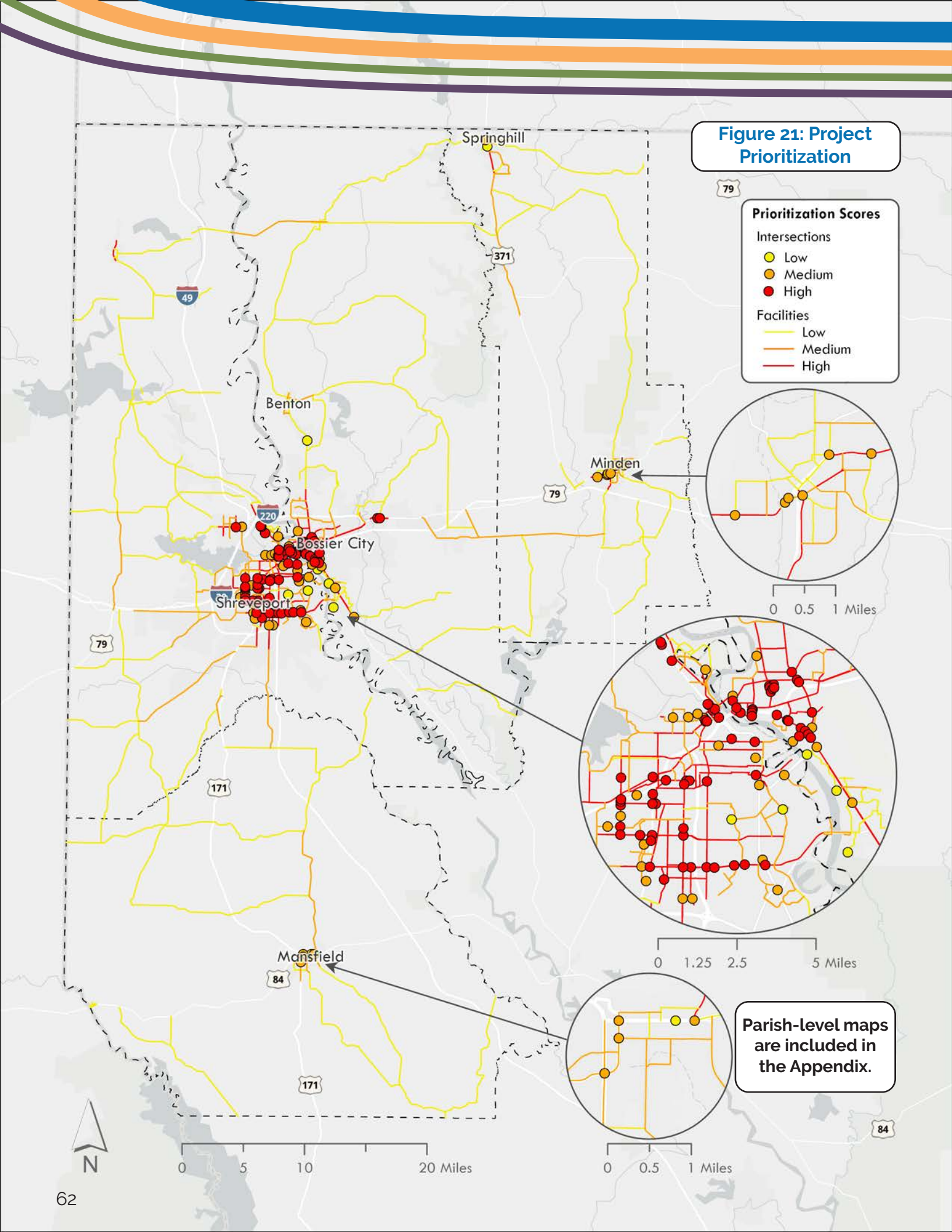


Figure 21: Project Prioritization

Parish-level maps are included in the Appendix.

Project Feasibility

Right-of-way (ROW) limitations, existing roadway characteristics, and other physical constraints can make even the highest priority projects difficult to implement. To denote the relative ease with which projects can be physically constructed, the planning team assigned each project with a "feasibility level". These levels and the project types they are typically associated with are described below.

Striping and Signage Only

1

Level 1 – Striping and Signage Only: These projects fit within the curb and are generally easy to implement. In the network recommendations, facility project types include shared lanes, bike boulevards, conventional bike lanes, buffered bike lanes (when a road diet not required). Intersection project types include those where only crosswalks, signage, or pedestrian signals with countdowns are added.

Reallocation of Space

Level 2 – Reallocation of Space: These projects are primarily "road diets" which fit within the existing curb but require that vehicle travel lanes or on-street parking are removed. Facility projects include buffered bike lanes and cycle tracks which require the realignment of travel lanes and existing shoulders.

2

Construction Required

3

Level 3 – Construction Required: These projects fit within existing ROW but require moving curb, the construction of a new facility, or significant electrical work. Facility types included in network recommendations include side paths, shared use paths, shoulders, and cycle tracks (where a physical barrier is required to provide protection from high speed traffic). Intersection treatment types include Mid-block Pedestrian Hybrid Beacons (PHBs) or Rectangular Rapid Flashing Beacons (RRFBs), crossings which include the construction of pedestrian refuge islands, trailheads, and railroad crossing improvements.

Major Construction or ROW Acquisition Required

Level 4 – Major Construction or ROW Acquisition Required: These projects likely require substantial ROW purchase or other major construction investments. In general, the planning team did not make recommendations that require purchasing additional ROW. For the highest need, most complex corridors that justify their own corridor studies, however, these roadways may require this investment to truly impact safety for vulnerable roadway users.

4

Actions to Implement Plan

Table 11 captures actions for the region to implement this plan. They also align with those advanced in NLCOG's ongoing Safe Streets for All planning efforts, goals from the MPO's 2045 Metropolitan Transportation Plan, and the continuing work of the Northwest Louisiana Transportation Safety Coalition (NLTSC).

Table 11: Actions to Implement Plan

	Short Term	Medium Term	Long Term
Policy	• Adopt a Vision Zero Statement	• Adopt a regional Complete Streets Policy • Encourage communities to adopt Vision Zero Statements	• Encourage communities to adopt Complete Streets Policies
Evaluation	• Add a bike-ped advocate to the Infrastructure and Operations emphasis area of the NLTSC • Add bike-ped advocate to the TAC	• Work with DOTD and UNO to establish bike-ped count program • Update RATP every 5-10 years and include metrics on projects completed • Work with Cities and Parishes on strategic implementation plans of high priority projects	• Create a regional data portal to track progress towards network completion and other related metrics
Technical Assistance and Education	• Continue to provide technical assistance to jurisdictions in pursuit of TA funding	• Assist communities in applying for federal grants • Implement an active transportation safety campaign	• Provide technical assistance to jurisdictions interested in updating zoning ordinances, unified development codes, and subdivision regulations to support active transportation
Project Implementation	• Continue to support Local Road Safety Program applications and Safe Routes to Public Places applications	• Include active transportation projects and Complete Streets projects in Transportation Improvement Program	• Prepare grant applications to pursue funding for high priority projects

APPENDIX

Figure 22: Bossier Parish - Existing and Recommended Facilities

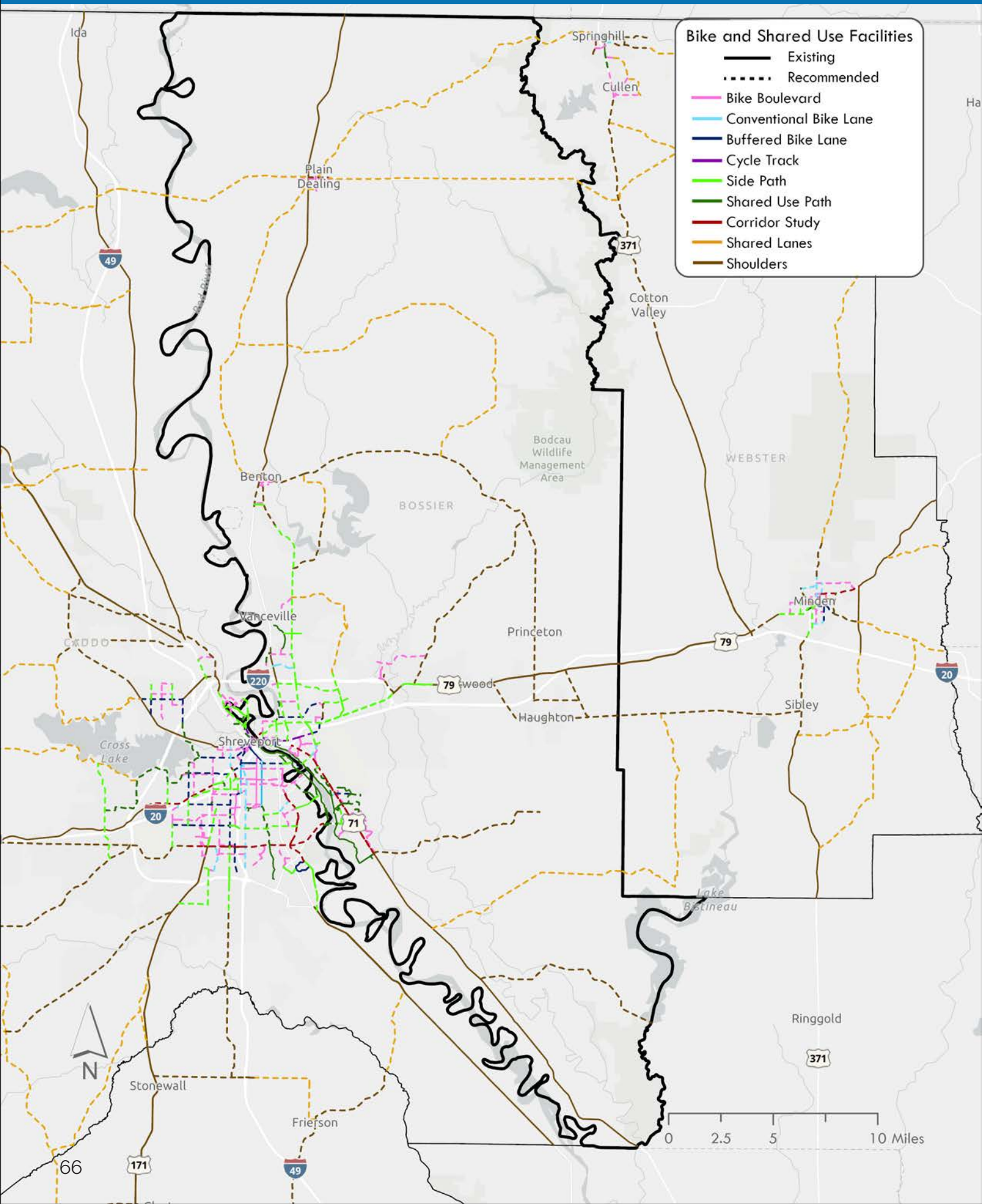


Figure 23: Bossier City - Existing and Recommended Facilities

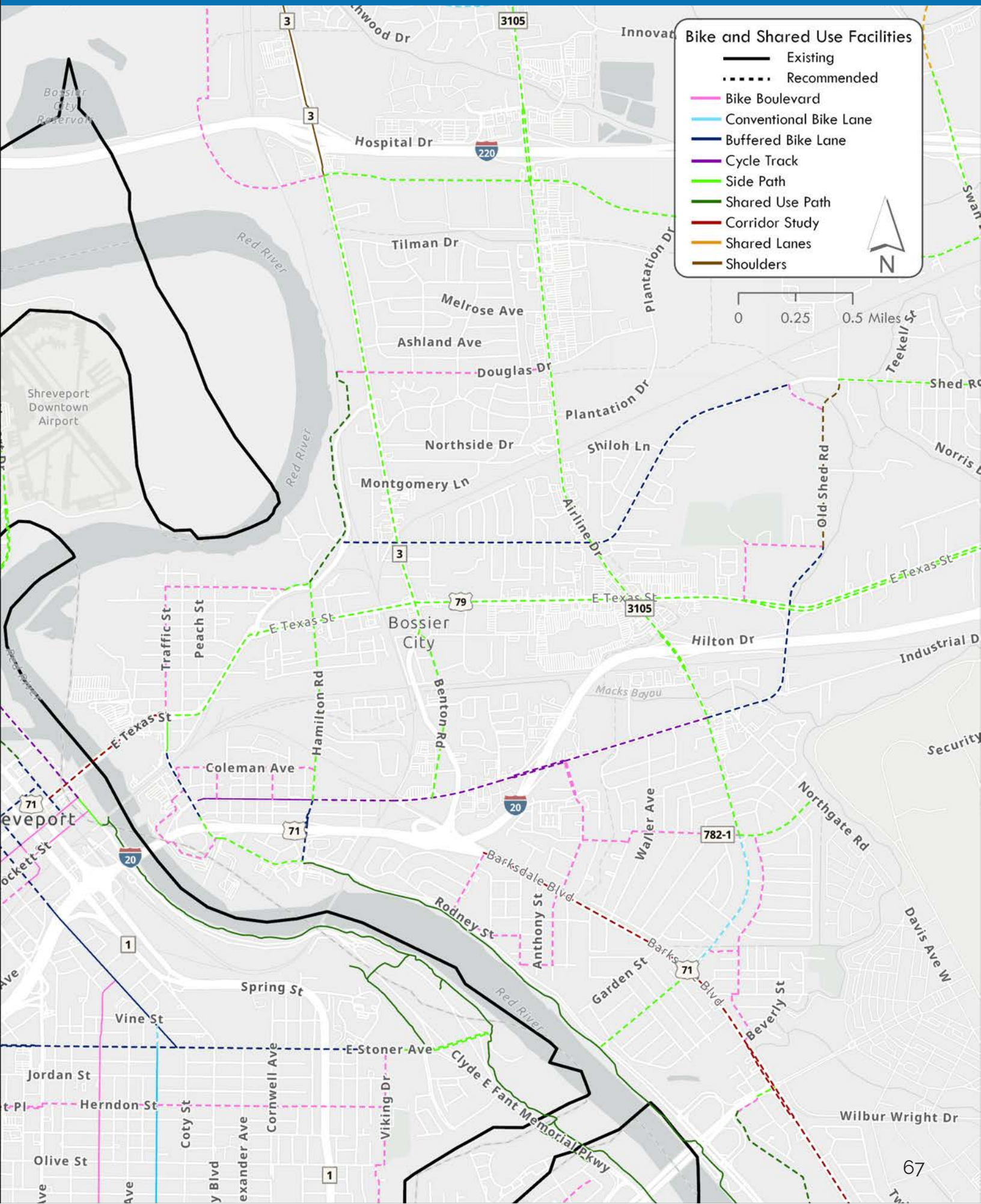


Figure 24: Bossier Parish - Intersection Recommendations

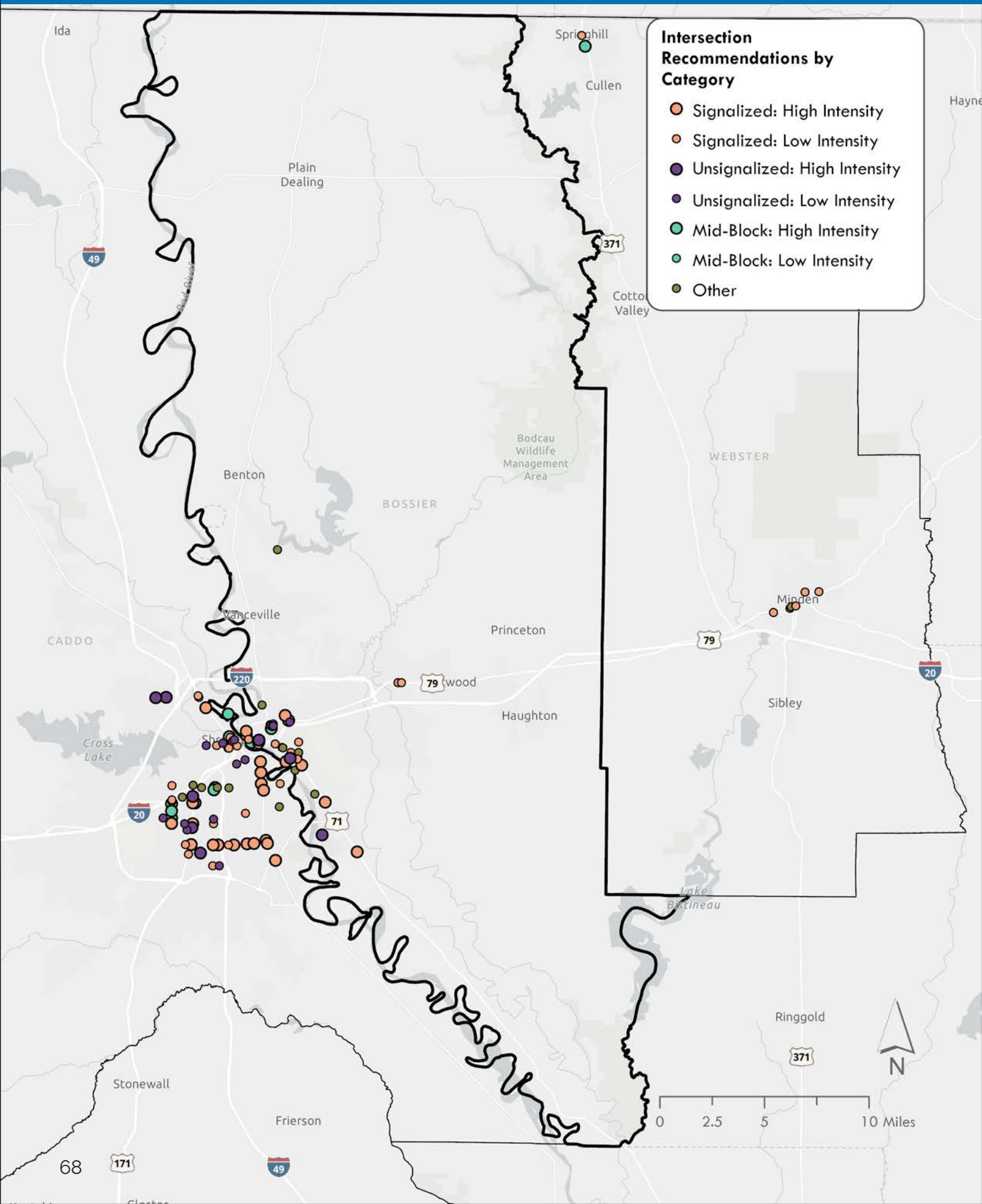


Figure 25: Bossier City - Intersection Recommendations

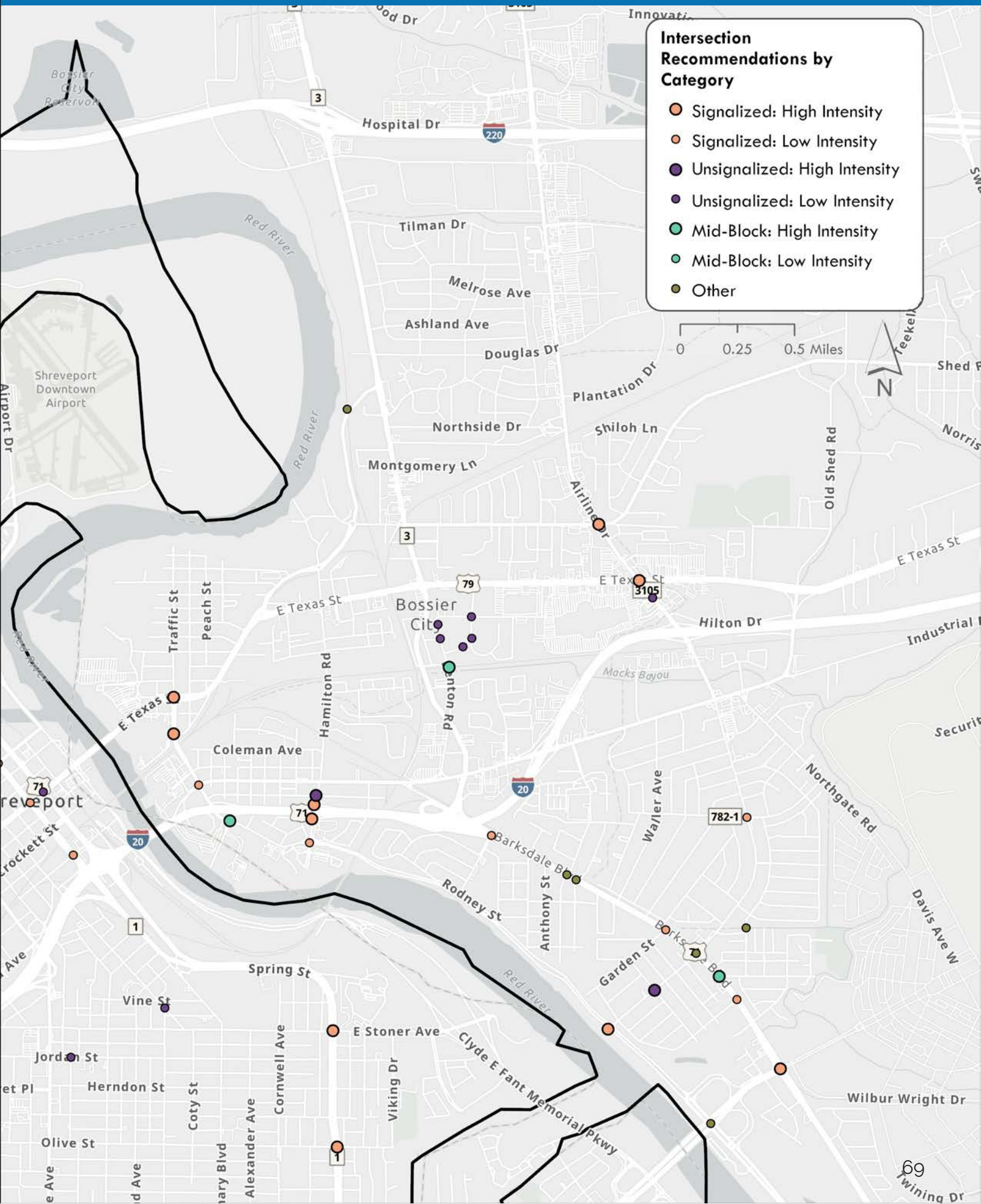


Figure 26: Bossier Parish - Project Prioritization

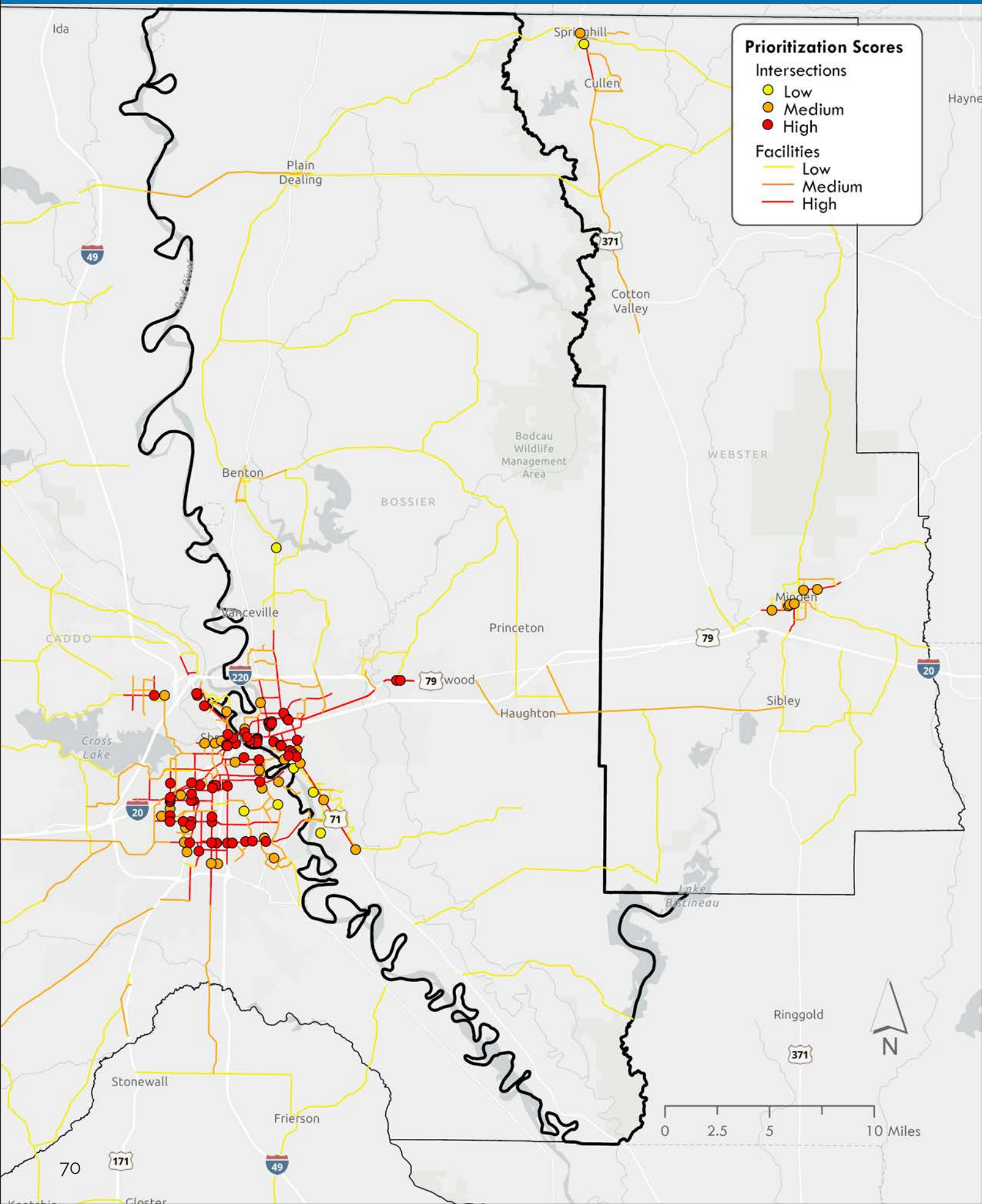


Figure 27: Bossier City - Project Prioritization

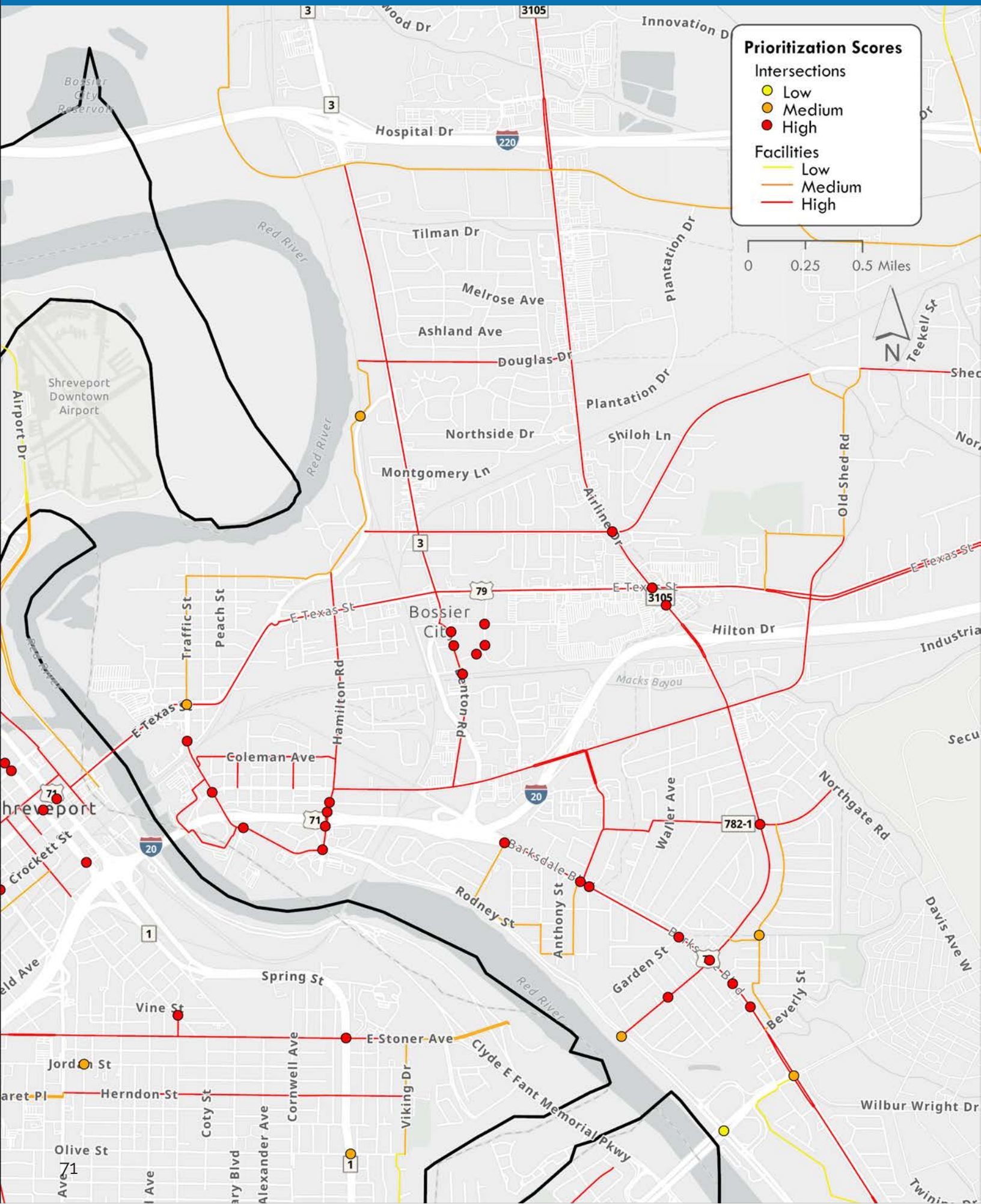


Table 12: Bossier Parish - Intersection Recommendations

Map ID	Intersection Name	Facility Type	Scale of Implementation	Priority	Cost Estimate
1	Arthur Ray Teague Jogging Trail / LA 3032 (Westgate Ln)	Trailhead	3 - Construction Required	Low	$23,000
2	Arthur Ray Teague Jogging Trail / Shady Grove Dr	Trailhead	3 - Construction Required	Low	$23,000
3	Arthur Ray Teague Pkwy and McDade St	Signalized: Add Crosswalk, Ped. Signal with Countdown, Refuge Island	1 - Striping and Signage Only	Med.	$93,000
4	Barksdale Blvd / Traffic St	Signalized: Add Crosswalk, Ped. Signal with Countdown	1 - Striping and Signage Only	High	$68,000
5	Beckett St / City Hall Dr	Unsignalized: Add Crosswalk, Signage	1 - Striping and Signage Only	High	$6,000
6	Benton Rd (Chamber of Commerce Parking Lot)	Unsignalized: Add Crosswalk, Signage	1 - Striping and Signage Only	High	$6,000
7	Benton Rd / Bowman St	Unsignalized: Add Crosswalk, Signage	1 - Striping and Signage Only	High	$6,000
8	Benton Rd / Midsouth RR	Mid-Block: RR Crossing Improvements	3 - Construction Required	High	$280,000
9	City Hall Dr (Mid-Block)	Unsignalized: Add Crosswalk, Signage	1 - Striping and Signage Only	High	$6,000
10	Hamilton Rd / Delhi St	Unsignalized: Add Crosswalk, Signage, Refuge Island	3 - Construction Required	High	$31,000
11	Hamilton Rd / I-20 Ramp (N)	Signalized: Add Crosswalk, Ped. Signal with Countdown, Refuge Island	3 - Construction Required	High	$93,000
12	Hamilton Rd / I-20 Ramp (S)	Signalized: Add Crosswalk, Ped. Signal with Countdown, Refuge Island	3 - Construction Required	High	$93,000
13	Jack Wells Blvd (Mid-Block)	Mid-Block: RRFB	3 - Construction Required	Med.	$49,000
14	LA 3105 (Airline Dr) / Pierre Bossier Mall	Unsignalized: Add Crosswalk, Signage	1 - Striping and Signage Only	High	$6,000

Map ID	Intersection Name	Facility Type	Scale of Implementation	Priority	Cost Estimate
15	LA 3105 (Airline Dr) / Shed Rd	Signalized: Add Crosswalk, Ped. Signal with Countdown, Refuge Island	3 - Construction Required	High	$93,000
16	LA 3105 (Airline Dr) / US 80 (E Texas St)	Signalized: Add Crosswalk, Ped. Signal with Countdown, Refuge Island	3 - Construction Required	High	$93,000
17	LA 612 (AR Teague Pkwy) / Sunflower Rd	Unsignalized: Add Crosswalk, Signage, Refuge Island	3 - Construction Required	Low	$31,000
18	LA 782-1 (Patricia Dr) / LA 3105 (Airline Dr)	Signalized: Add Crosswalk, Ped. Signal with Countdown	1 - Striping and Signage Only	High	$68,000
19	Mark Ave / Evans St	Pedestrian Bridge	4 - Major Construction	Med.	$441,000
20	McDade St and Trichel St	Unsignalized: Add Crosswalk, Signage, Refuge Island	3 - Construction Required	High	$31,000
21	Palmetto Rd (Bridge over Flat River Drainage Canal)	Pedestrian Bridge	4 - Major Construction	Low	$441,000
22	POW-MIA Blvd (Mid-Block)	Unsignalized: Add Crosswalk, Signage	1 - Striping and Signage Only	High	$6,000
23	Central Bossier Levee Trail Bridge	Pedestrian Bridge	4 - Major Construction	Med.	$343,000
24	Riverside Dr / Diamondjacks Blvd / Arthur Ray Teague	Signalized: Add Crosswalk, Ped. Signal with Countdown	1 - Striping and Signage Only	High	$68,000
25	Traffic Street / Old Benton Rd / Riverwalk Blvd	Signalized: Add Crosswalk, Ped. Signal with Countdown, Refuge Island	3 - Construction Required	High	$93,000
26	US 71 (Barksdale Blvd) / Central Park Drive	Signalized: Add Crosswalk, Ped. Signal with Countdown	1 - Striping and Signage Only	High	$68,000
27	US 71 (Barksdale Blvd) / Fullilove Dr	Mid-Block: Pedestrian Hybrid Beacon	3 - Construction Required	High	$230,000
28	US 71 (Barksdale Blvd) / Garden St	Signalized: Add Crosswalk, Ped. Signal with Countdown	1 - Striping and Signage Only	High	$68,000

Map ID	Intersection Name	Facility Type	Scale of Implementation	Priority	Cost Estimate
29	US 71 (Barksdale Blvd) / LA 3032	Signalized: Add Crosswalk, Ped. Signal with Countdown, Refuge Island	3 - Construction Required	Med.	$93,000
30	US 71 (Barksdale Blvd) / LA 3105	Corridor Study	TBD	High	Included elsewhere
31	US 71 (Barksdale Blvd) / LA 612 (AR Teague Pkwy)	Signalized: Add Crosswalk, Ped. Signal with Countdown, Refuge Island	3 - Construction Required	Med.	$93,000
32	US 71 (Barksdale Blvd) / Modica St / Gilbert Dr	Corridor Study	TBD	High	Included elsewhere
33	US 71 (Barksdale Blvd) / Rome St / Boone St	Corridor Study	TBD	High	Included elsewhere
34	US 71 (Barksdale Blvd) / St Charles St	Signalized: Add Crosswalk, Ped. Signal with Countdown	1 - Striping and Signage Only	High	$68,000
35	US 71 (Barksdale Blvd) / Walker Pl	Signalized: Add Crosswalk, Ped. Signal with Countdown, Refuge Island	3 - Construction Required	Med.	$93,000
36	US 79 / Traffic St	Signalized: Add: Refuge Island, Reduce turning radius	3 - Construction Required	Med.	$25,000
37	US 80 / Bellevue Rd	Signalized: Add Crosswalk, Ped. Signal with Countdown	1 - Striping and Signage Only	High	$68,000
38	US 80 / Mid-South Loop	Signalized: Add Crosswalk, Ped. Signal with Countdown	1 - Striping and Signage Only	High	$68,000
39	Woodlawn St near Riverside Dr (Mid-Block)	Mid-Block: RRFB	3 - Construction Required	High	$49,000

Table 13: Bossier Parish - Recommended Facilities

Map ID	Name	From	To	Length (mi.)	Facility Type	Priority	Scale of Implementation	Cost Estimate
1	Airline Dr	Wemple Rd	Deen Point Rd	2.71	Side Path	Low	3 - Construction Required	$5,699,000
2	Airline Dr	Arthur Ray Teague Pkwy	US 71	0.50	Side Path	High	1 - Striping and Signage Only	$1,060,000
3	Airport Dr	Old Carriage Trl	Wells Island Rd	0.75	Side Path	Low	3 - Construction Required	$1,581,000
4	Arcadia St	Barksdale Blvd	Coleman Ave	0.13	Bike Boulevard	High	1 - Striping and Signage Only	$16,000
5	Arthur Ray Teague Parkway Trail Connector	Colleen St	~US 71	0.20	Shared Use Path	Low	3 - Construction Required	$317,000
6	Barksdale Blvd	Hamilton Rd	Old Minden Rd	0.35	Cycle Track	High	3 - Construction Required	$81,000
7	Beauregard Pl	Longstreet Pl	General Polk Dr	0.24	Bike Boulevard	Low	1 - Striping and Signage Only	$29,000
8	Bellevue Rd	Winfield Rd	LA 157	7.90	Shoulders	Low	3 - Construction Required	$14,219,000
9	Bellevue Rd	US 79	Winfield Rd	2.35	Shoulders	Low	3 - Construction Required	$4,237,000
10	Bennett St	Barksdale Blvd	Coleman Ave	0.14	Bike Boulevard	High	1 - Striping and Signage Only	$17,000
11	Benton Rd	Old Minden Rd	LA 3	0.75	Side Path	High	3 - Construction Required	$1,578,000
12	Beverly St	US 71	Foster St	0.05	Bike Boulevard	Med.	1 - Striping and Signage Only	$5,000
13	Boone St	US 71	Loreco St	0.25	Bike Boulevard	High	1 - Striping and Signage Only	$30,000
14	Brownlee Rd	LA 3	LA 3105	1.00	Bike Boulevard	Med.	1 - Striping and Signage Only	$120,000
15	Burt Blvd	LA 3	Palmetto Rd	0.88	Side Path	Med.	3 - Construction Required	$1,857,000

Map ID	Name	From	To	Length (mi.)	Facility Type	Priority	Scale of Implementation	Cost Estimate
16	Central Bossier Levee Trail	Hamilton Rd	~Douglas Dr	1.03	Shared Use Path	Med.	3 - Construction Required	$1,644,000
17	Central Park Dr	Rodney St	LA 71	0.29	Bike Boulevard	Med.	1 - Striping and Signage Only	$34,000
18	Centurylink Center Dr	Jimmie Davis Hwy	Angelle Dr	0.65	Side Path	Low	3 - Construction Required	$1,369,000
19	Centurylink Center Dr	Angelle Dr	Walker Pl	0.21	Shared Use Path	Low	3 - Construction Required	$331,000
20	Clyde Fant Memorial Pkwy	Grimmett Dr	Airport Dr	1.35	Side Path	Med.	3 - Construction Required	$2,825,000
21	Coleman St	Traffic St	Hamilton Rd	0.66	Bike Boulevard	High	1 - Striping and Signage Only	$79,000
22	Courthouse Blvd	Bossier Parish Courthouse	Palmetto Rd	0.29	Bike Boulevard	Low	1 - Striping and Signage Only	$35,000
23	Coy Rd	Lake Side Dr	Stockwell Rd	0.47	Bike Boulevard	Low	1 - Striping and Signage Only	$57,000
24	Crabapple Ave	LA 3	S Perrin St	0.43	Shared Lanes	Low	1 - Striping and Signage Only	$52,000
25	Crowing Ln	Shed Rd	Old Shed Rd	0.20	Bike Boulevard	Med.	1 - Striping and Signage Only	$23,000
26	Diamond Jacks Blvd	Riverside Dr	LA 71 WB Frontage Rd	0.24	Buffered Bike Lane	High	1 - Striping and Signage Only	$57,000
27	Dogwood Dr	Stockwell Rd	Bellevue Rd	2.13	Bike Boulevard	Low	1 - Striping and Signage Only	$256,000
28	Douglas Dr	~St Louis Southwestern Railway	LA 3105	0.93	Bike Boulevard	High	1 - Striping and Signage Only	$112,000
29	Evans St	Fullilove Dr	McElroy St	0.19	Bike Boulevard	Med.	1 - Striping and Signage Only	$23,000
30	Foster St	Beverly St	Fullilove Dr	0.20	Bike Boulevard	Med.	1 - Striping and Signage Only	$24,000

Map ID	Name	From	To	Length (mi.)	Facility Type	Priority	Scale of Implementation	Cost Estimate
31	Foxglove Dr	Pampus Ln	Golden Meadows Dr	0.08	Bike Boulevard	Low	1 - Striping and Signage Only	$10,000
32	Fullilove Dr	Foster St	Evans St	0.03	Bike Boulevard	Med.	1 - Striping and Signage Only	$3,000
33	General Jackson Pl	~Wild Iris	Longstreet Pl	0.12	Bike Boulevard	Low	1 - Striping and Signage Only	$14,000
34	General Polk Dr	Lauri Ln	Beauregard Pl	0.48	Bike Boulevard	Low	1 - Striping and Signage Only	$58,000
35	Golden Meadows Dr	Foxglove Dr	Lauri Ln	0.59	Bike Boulevard	Low	1 - Striping and Signage Only	$71,000
36	Greenacres Blvd	LA 3	LA 3105	1.40	Conventional Bike Lane	Med.	1 - Striping and Signage Only	$267,000
37	Hamilton Rd	Barksdale Blvd	Old Benton Rd	0.92	Side Path	High	3 - Construction Required	$1,935,000
38	Hamilton Rd	I-20 WB Frontage Rd	Barksdale Blvd	0.14	Buffered Bike Lane	High	1 - Striping and Signage Only	$34,000
39	Horseshoe Blvd	Homer St	Traffic St	0.06	Bike Boulevard	High	1 - Striping and Signage Only	$7,000
40	Jack Wells Blvd	Airport Dr	Simonds Dr	1.17	Side Path	Med.	3 - Construction Required	$2,455,000
41	Joannes St	Traffic St	Old Benton Rd	0.52	Bike Boulevard	Med.	1 - Striping and Signage Only	$63,000
42	John Wesley Blvd	Loreco St	Old Minden Rd	0.52	Bike Boulevard	High	1 - Striping and Signage Only	$63,000
43	LA 154	US 71	Bossier Bienville Parish Line	9.74	Shoulders	Low	3 - Construction Required	$17,535,000
44	LA 157	E Mary Lee St	8th St NW	16.92	Shared Lanes	Low	1 - Striping and Signage Only	$2,030,000
45	LA 157	Linton Cutoff Rd	I-20 EB Frontage Road	20.94	Shoulders	Low	3 - Construction Required	$37,691,000

Map ID	Name	From	To	Length (mi.)	Facility Type	Priority	Scale of Implementation	Cost Estimate
46	LA 157	Benton Rd	Linton Cutoff Rd	2.19	Shoulders	Med.	3 - Construction Required	$3,935,000
47	LA 160	Old Plain Dealing Rd	LA 162	21.08	Shared Lanes	Low	1 - Striping and Signage Only	$2,529,000
48	LA 164	US 79	US 371	12.74	Shoulders	Med.	3 - Construction Required	$22,938,000
49	LA 2	Peyton St	~Bossier Webster Parish Line	12.03	Shared Lanes	Low	1 - Striping and Signage Only	$1,443,000
50	LA 2	~Caddo Bossier Parish Line	LA 3	7.27	Shared Lanes	Med.	1 - Striping and Signage Only	$873,000
51	LA 2	N Louisiana St	Peyton St	0.93	Shoulders	Med.	3 - Construction Required	$1,679,000
52	LA 3	~Burt Blvd	~1st St	1.78	Shoulders	Med.	3 - Construction Required	$3,199,000
53	LA 3	Benton Rd	Viking Dr	2.05	Side Path	High	3 - Construction Required	$4,304,000
54	LA 3032	Stafford St	US 71	0.09	Side Path	Low	3 - Construction Required	$179,000
55	LA 3105	Patricia Dr	Wemple Rd	6.03	Side Path	High	3 - Construction Required	$12,654,000
56	LA 3227	N Elm St	LA 164	2.16	Shoulders	Low	3 - Construction Required	$3,895,000
57	LA 511	Arther Ray Teague Pkwy Exit	Medical Dr	0.37	Side Path	Low	3 - Construction Required	$776,000
58	LA 511 / Jimmie Davis Bridge Shared Use Path	Arthur Ray Teague Pkwy	Red River Bicycle Trail	1.87	Shared Use Path	Med.	3 - Construction Required	$2,989,000
59	LA 527	US 71	Bossier Webster Parish Line	10.00	Shared Lanes	Low	1 - Striping and Signage Only	$1,200,000

Map ID	Name	From	To	Length (mi.)	Facility Type	Priority	Scale of Implementation	Cost Estimate
60	LA 614	US 79	LA 164	5.70	Shoulders	Med.	3 - Construction Required	$10,258,000
61	Lauri Ln	General Polk Dr	Golden Meadows Dr	0.32	Bike Boulevard	Low	1 - Striping and Signage Only	$38,000
62	Linton Cutoff Rd	Eastlake Cir	LA 162	2.63	Shared Lanes	Low	1 - Striping and Signage Only	$316,000
63	Linton Rd	Airline Dr	~Eastlake Cir	3.52	Shoulders	Low	3 - Construction Required	$6,332,000
64	Long Street Pl	Beauregard Pl	General Jackson Pl	0.44	Bike Boulevard	Low	1 - Striping and Signage Only	$53,000
65	Loreco St	John Wesley Blvd	Margaret St	0.20	Bike Boulevard	High	1 - Striping and Signage Only	$24,000
66	Margaret St	Loreco St	Patricia Dr	0.05	Bike Boulevard	High	1 - Striping and Signage Only	$6,000
67	Mark Ave	McElroy St	Patricia Dr	0.54	Bike Boulevard	Med.	1 - Striping and Signage Only	$65,000
68	Mayfair Dr	N Hearne Ave	Wells Island Rd	0.60	Bike Boulevard	Low	1 - Striping and Signage Only	$72,000
69	McDade St	US 71	State Rte 782-1	0.69	Conventional Bike Lane	High	1 - Striping and Signage Only	$131,000
70	McElroy St	LA 3105	Evans St	0.13	Bike Boulevard	Med.	1 - Striping and Signage Only	$16,000
71	Medical Dr	LA 511	US 71	0.59	Bike Boulevard	Low	1 - Striping and Signage Only	$71,000
72	Middle Creek Blvd	Summerville Ln	Coy Rd	1.02	Bike Boulevard	Low	1 - Striping and Signage Only	$123,000
73	N Hearne Ave	Grimmett Dr	Simonds Dr	1.20	Side Path	Med.	3 - Construction Required	$2,523,000
74	N Thomas Dr	LA 71	N Hearne Ave	0.50	Bike Boulevard	Med.	1 - Striping and Signage Only	$60,000

Map ID	Name	From	To	Length (mi.)	Facility Type	Priority	Scale of Implementation	Cost Estimate
75	N Thomas Dr	N Hearne Ave	Seneca Trl	0.11	Bike Boulevard	Med.	1 - Striping and Signage Only	$13,000
76	Naples St	~Whittington St	Rome St	0.13	Bike Boulevard	Med.	1 - Striping and Signage Only	$16,000
77	North Bossier Levee Trail Connector	W Viking Dr	LA 3	0.56	Shared Use Path	Med.	3 - Construction Required	$899,000
78	North Shreveport Inactive Rail	Caddo St	Jack Wells Blvd	1.15	Shared Use Path	High	3 - Construction Required	$1,841,000
79	Old Benton Rd	Joannes St	Hamilton Rd	0.12	Side Path	Med.	3 - Construction Required	$246,000
80	Old Brownlee Rd	Brownlee Rd	~Spruce Dr	0.28	Bike Boulevard	Med.	1 - Striping and Signage Only	$34,000
81	Old Minden Rd	Airline Dr	Old Shed Rd	1.03	Buffered Bike Lane	High	1 - Striping and Signage Only	$246,000
82	Old Minden Rd	Barksdale Blvd	Preston Blvd	0.47	Cycle Track	High	3 - Construction Required	$109,000
83	Old Plain Dealing Rd	LA 3	LA 3	16.18	Shared Lanes	Low	1 - Striping and Signage Only	$1,941,000
84	Old Shed Rd	Old Shed Rd	Shed Rd	0.76	Shoulders	Med.	3 - Construction Required	$1,368,000
85	Old Shed Rd	Tinsley Blvd	Old Minden Rd	0.35	Bike Boulevard	Med.	1 - Striping and Signage Only	$42,000
86	Old Swan Lake Rd	~Innovation Dr	Airline Dr	6.55	Shared Lanes	Low	1 - Striping and Signage Only	$786,000
87	Palmetto Rd	Kingston Rd	Country Club Dr	2.80	Side Path	Low	3 - Construction Required	$5,886,000
88	Palmetto Rd	Country Club Dr	Cleveland St	2.03	Shoulders	Low	3 - Construction Required	$3,656,000

Map ID	Name	From	To	Length (mi.)	Facility Type	Priority	Scale of Implementation	Cost Estimate
89	Pampus Ln	Foxglove Dr	LA 612	0.86	Bike Boulevard	Low	1 - Striping and Signage Only	$103,000
90	Panther Dr	US 71	Van Deeman St	0.46	Shared Use Path	Low	3 - Construction Required	$739,000
91	Parkway Dr	Panther Dr	Fox St	0.88	Bike Boulevard	Low	1 - Striping and Signage Only	$106,000
92	Patricia Dr	~LA 3105	Northgate Rd	0.39	Side Path	High	3 - Construction Required	$824,000
93	Patricia Dr	Waller Ave	LA 3105	0.39	Bike Boulevard	High	1 - Striping and Signage Only	$47,000
94	Patricia Dr	Margaret St	Waller Ave	0.08	Bike Boulevard	High	1 - Striping and Signage Only	$9,000
95	Preston Ave	Knight St	Red River Bicycle Trail	0.41	Side Path	Med.	3 - Construction Required	$855,000
96	Red River St	LA 3	Benton Dixie League Park	0.51	Bike Boulevard	Low	1 - Striping and Signage Only	$61,000
97	Riverside Dr	Diamondjacks Blvd	~Woodlawn St	0.38	Side Path	High	3 - Construction Required	$807,000
98	Rodney St	Central Park Dr	Whittington St	0.33	Bike Boulevard	Med.	1 - Striping and Signage Only	$40,000
99	Rome St	Naples St	US 71	0.32	Bike Boulevard	Med.	1 - Striping and Signage Only	$39,000
100	S Palmetto Ave	LA 2	LA 2	1.55	Bike Boulevard	Low	1 - Striping and Signage Only	$186,000
101	S Perrin St	Crabapple Ave	E Vance St	0.85	Bike Boulevard	Low	1 - Striping and Signage Only	$102,000
102	Seneca Trl	W Algonquin Trl	E Algonquin Trl	0.55	Bike Boulevard	Low	1 - Striping and Signage Only	$67,000

Map ID	Name	From	To	Length (mi.)	Facility Type	Priority	Scale of Implementation	Cost Estimate
103	Shady Grove Connector	Arthur Ray Teague Pkwy Trail	Arthur Ray Teague Pkwy	0.01	Shared Use Path	Low	3 - Construction Required	$15,000
104	Shady Grove Dr	US 71	~Normand Ave	0.75	Buffered Bike Lane	Med.	2 - Reallocation of Space (Road Diet)*	$181,000
105	Shady Grove Dr	Arthur Ray Teague Pkwy	US 71	0.32	Conventional Bike Lane	Med.	1 - Striping and Signage Only	$60,000
106	Shady Grove Greenway Trail	Shady Grove Dr	~Mike Wood Community Park	0.52	Shared Use Path	Low	3 - Construction Required	$834,000
107	Shady Grove Greenway Trail	Curtis Loop	Shady Grove Dr	0.59	Shared Use Path	Low	3 - Construction Required	$938,000
108	Shady Grove Greenway Trail	Curtis Loop	Violet Ave	1.09	Shared Use Path	Low	3 - Construction Required	$1,742,000
109	Shady Grove Greenway Trail	Ella St	Stuart Ave	0.43	Shared Use Path	Low	3 - Construction Required	$690,000
110	Shady Grove Greenway Trail	General Jackson Pl	~Allison Bayou	0.13	Shared Use Path	Low	3 - Construction Required	$207,000
111	Shed Rd	Alpine Blvd	White Oak Orchards Apartments	1.28	Side Path	High	3 - Construction Required	$2,685,000
112	Shed Rd	Old Benton Rd	Crowing Ln	2.26	Buffered Bike Lane	High	2 - Reallocation of Space (Road Diet)*	$543,000
113	Sibley St	Cleveland St	Miller St	0.86	Bike Boulevard	Low	1 - Striping and Signage Only	$104,000
114	Simpson St	Oak Ridge Dr	LA 162	0.72	Bike Boulevard	Low	1 - Striping and Signage Only	$86,000
115	Sligo Rd	Honeysuckle Ln	Base Rd	3.01	Shoulders	Low	3 - Construction Required	$5,418,000
116	Sligo Rd	LA 71	Hines Dr	4.75	Shoulders	Low	3 - Construction Required	$8,542,000

*Reallocation of space presumes the completion of a preliminary study before implementation.

Map ID	Name	From	To	Length (mi.)	Facility Type	Priority	Scale of Implementation	Cost Estimate
117	Sligo Rd	Arkla Plant Rd	LA 157	1.04	Shoulders	Low	3 - Construction Required	$1,864,000
118	South Bossier Levee Trail	Shady Grove Dr	~Westgate Ave	1.64	Shared Use Path	Low	3 - Construction Required	$2,622,000
119	Stockwell Rd	E Texas St	Shed Rd	1.03	Shoulders	Med.	3 - Construction Required	$1,854,000
120	Summerville Ln	~Sandhurst St	Stockwell Rd	0.29	Bike Boulevard	Low	1 - Striping and Signage Only	$34,000
121	Sunflower Blvd	Sunflower Rd	Jimmie Davis Hwy	0.40	Bike Boulevard	Low	1 - Striping and Signage Only	$48,000
122	Sunflower Blvd	Arthur Ray Teague Pkwy	Sunflower Blvd	0.35	Bike Boulevard	Low	1 - Striping and Signage Only	$42,000
123	Swan Lake Rd	E Texas St	~Innovation Dr	2.49	Side Path	Med.	3 - Construction Required	$5,225,000
124	Swan Lake Rd	Swan Lake Rd	Viking Dr	1.09	Side Path	Med.	3 - Construction Required	$2,299,000
125	Tinsley Blvd	US 79	Old Shed Rd	0.25	Bike Boulevard	Med.	1 - Striping and Signage Only	$30,000
126	Traffic St	Riverwalk Blvd	Delhi St	0.33	Buffered Bike Lane	High	2 - Reallocation of Space (Road Diet)*	$78,000
127	Traffic St	US 79	Joannes St	0.56	Bike Boulevard	Med.	1 - Striping and Signage Only	$68,000
128	Traffic St	~Woodlawn St	Delhi St	0.14	Side Path	High	3 - Construction Required	$292,000
129	Unnamed Rd	Homer St	Riverside Dr	0.56	Bike Boulevard	High	1 - Striping and Signage Only	$68,000
130	Unnamed Rd	~Arthur Ray Teague Pkwy Exit	Stafford Ave	0.11	Bike Boulevard	Low	1 - Striping and Signage Only	$13,000

*Reallocation of space presumes the completion of a preliminary study before implementation.

Map ID	Name	From	To	Length (mi.)	Facility Type	Priority	Scale of Implementation	Cost Estimate
131	Unnamed Rd	W Viking Dr	LA 3	1.54	Bike Boulevard	Med.	1 - Striping and Signage Only	$185,000
132	US 71	Central Park Dr	~Sligo Road Ext	11.56	Corridor Study	High	TBD	$1,000,000
133	US 72	Preston Blvd	Airline Dr	1.20	Cycle Track	High	3 - Construction Required	$276,000
134	US 79	Tinsley Blvd	~Stockwell Rd	3.97	Side Path	High	3 - Construction Required	$8,332,000
135	US 79	Traffic St	~Stockwell Rd	6.73	Side Path	High	3 - Construction Required	$14,125,000
136	US 79	~Red Chute Bayou	Oakhaven Dr	2.91	Side Path	High	3 - Construction Required	$6,109,000
137	US 79	Traffic St	Commerce St	0.64	Corridor Study	High	3 - Construction Required	$500,000
138	Vanceville Rd	Vanceville Rd	Airline Dr	1.22	Bike Boulevard	Low	1 - Striping and Signage Only	$147,000
139	Viking Dr	LA 3	Swan Lake Rd	3.01	Side Path	Med.	3 - Construction Required	$6,319,000
140	Violet Ave	US 71	Violet Ave Shared Use Path	0.43	Bike Boulevard	Low	1 - Striping and Signage Only	$52,000
141	Walker Pl	Melanie St	LA 71	0.23	Shared Use Path	Low	3 - Construction Required	$370,000
142	Whittington St	Naples St	Rodney St	0.14	Bike Boulevard	Med.	1 - Striping and Signage Only	$17,000
143	Arthur Ray Teague Pkwy Trl	Live Casino Blvd	Proposed Jimmie Davis Bridge multi-use path	5.05	Shared Use Path Upgrade/ Maintenance	Med.	3 - Construction Required	TBD

Figure 28: Caddo Parish - Existing and Recommended Facilities

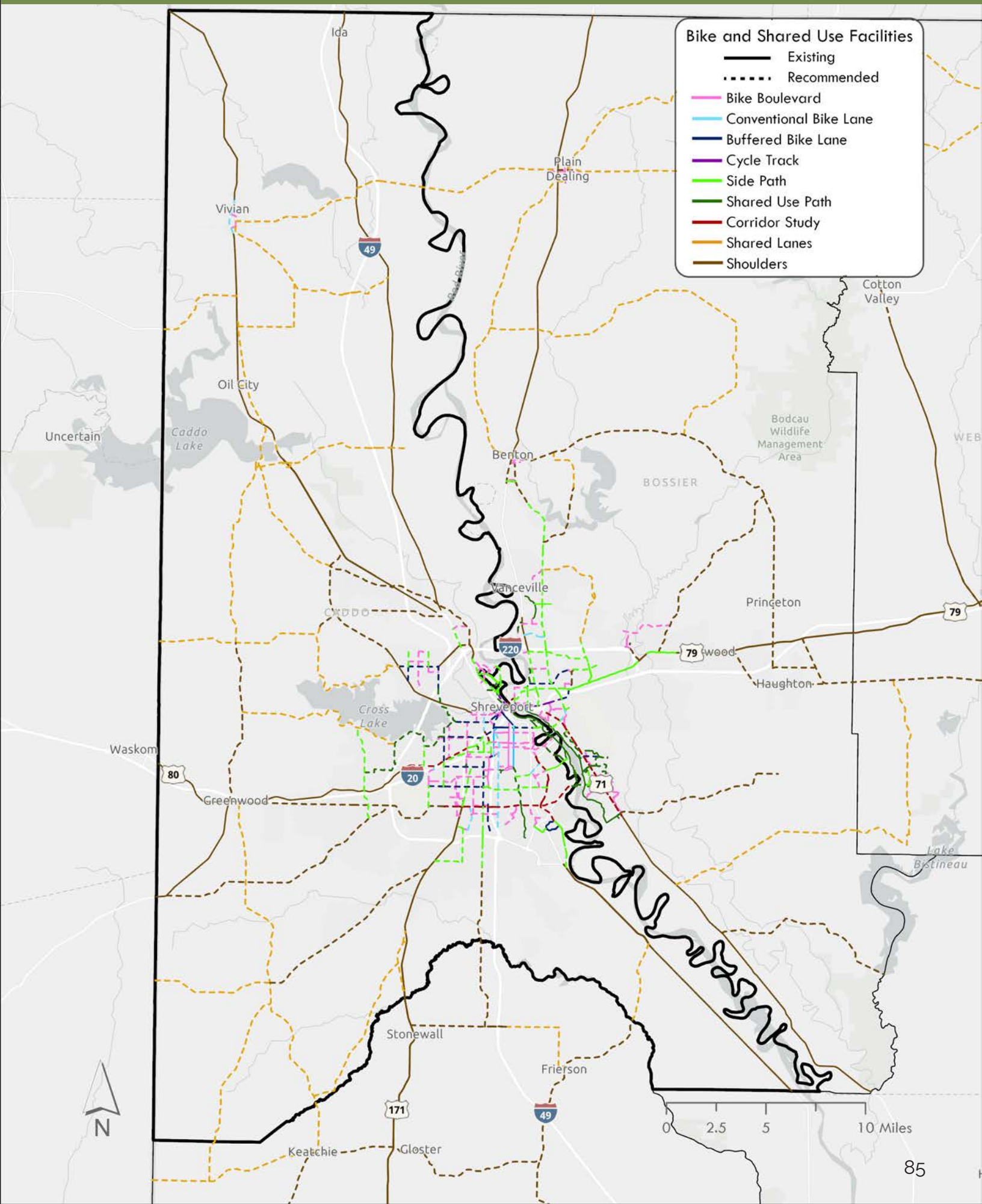


Figure 29: Shreveport - Existing and Recommended Facilities

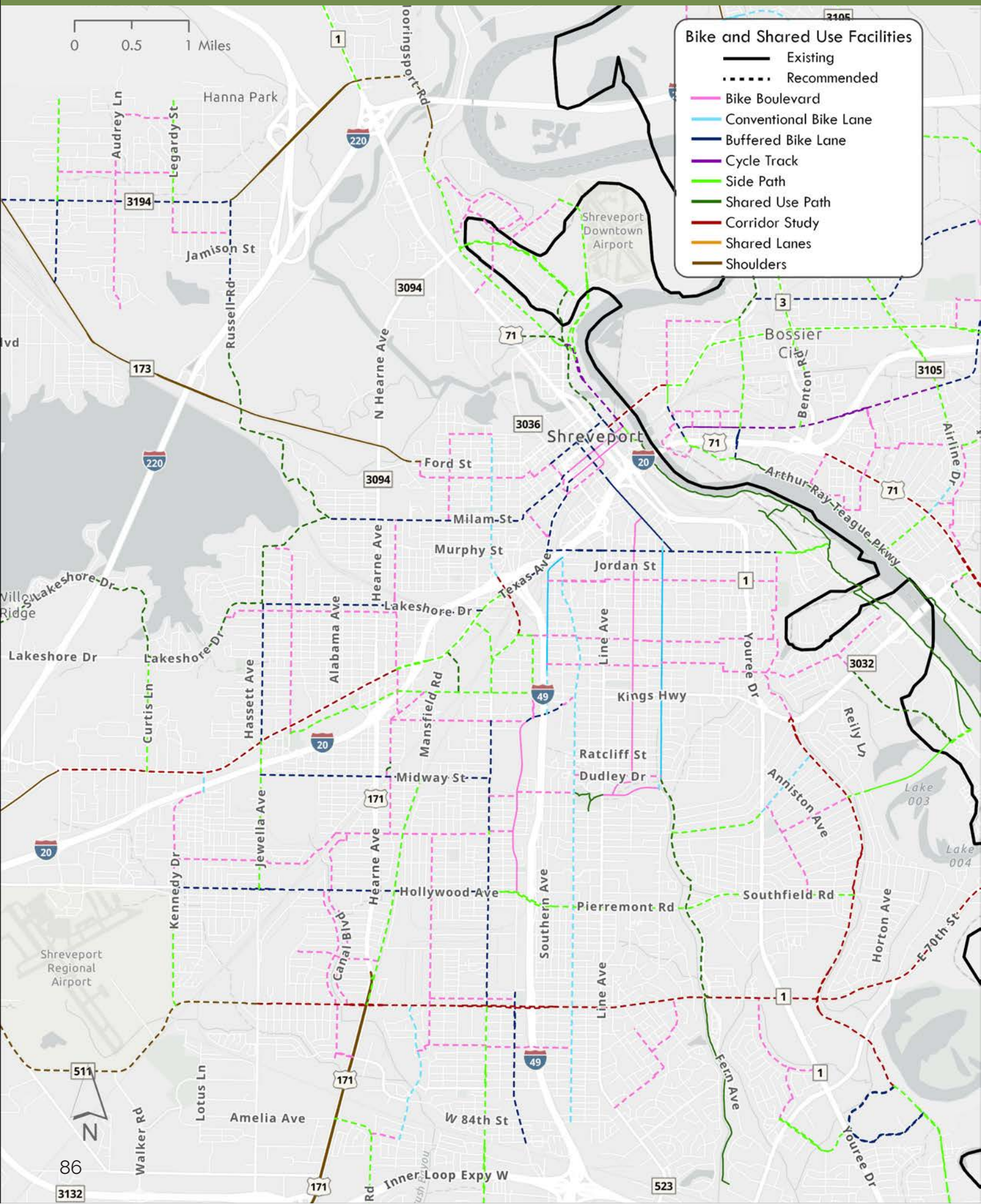


Figure 30: Caddo Parish - Intersection Recommendations

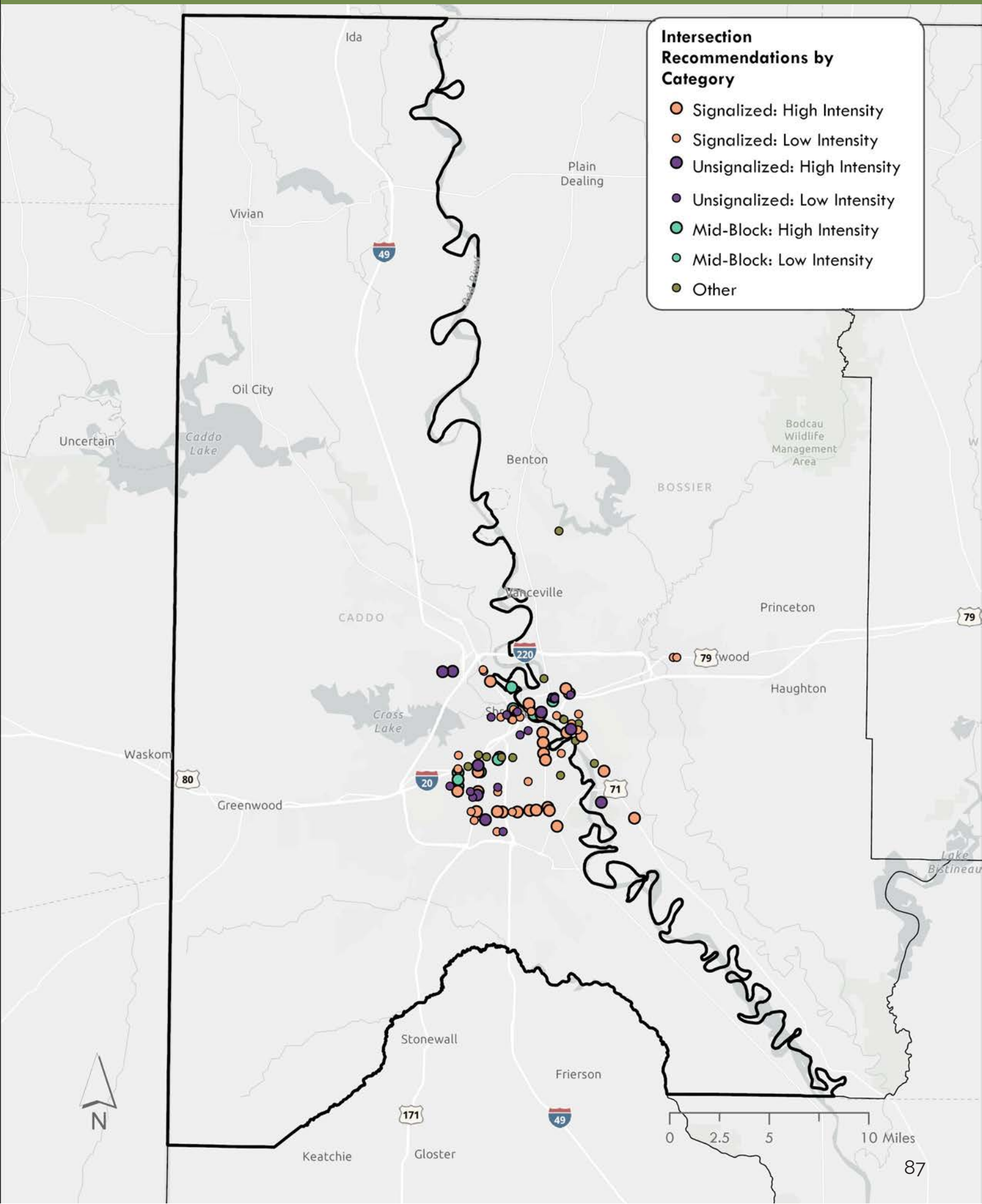


Figure 31: Shreveport - Intersection Recommendations

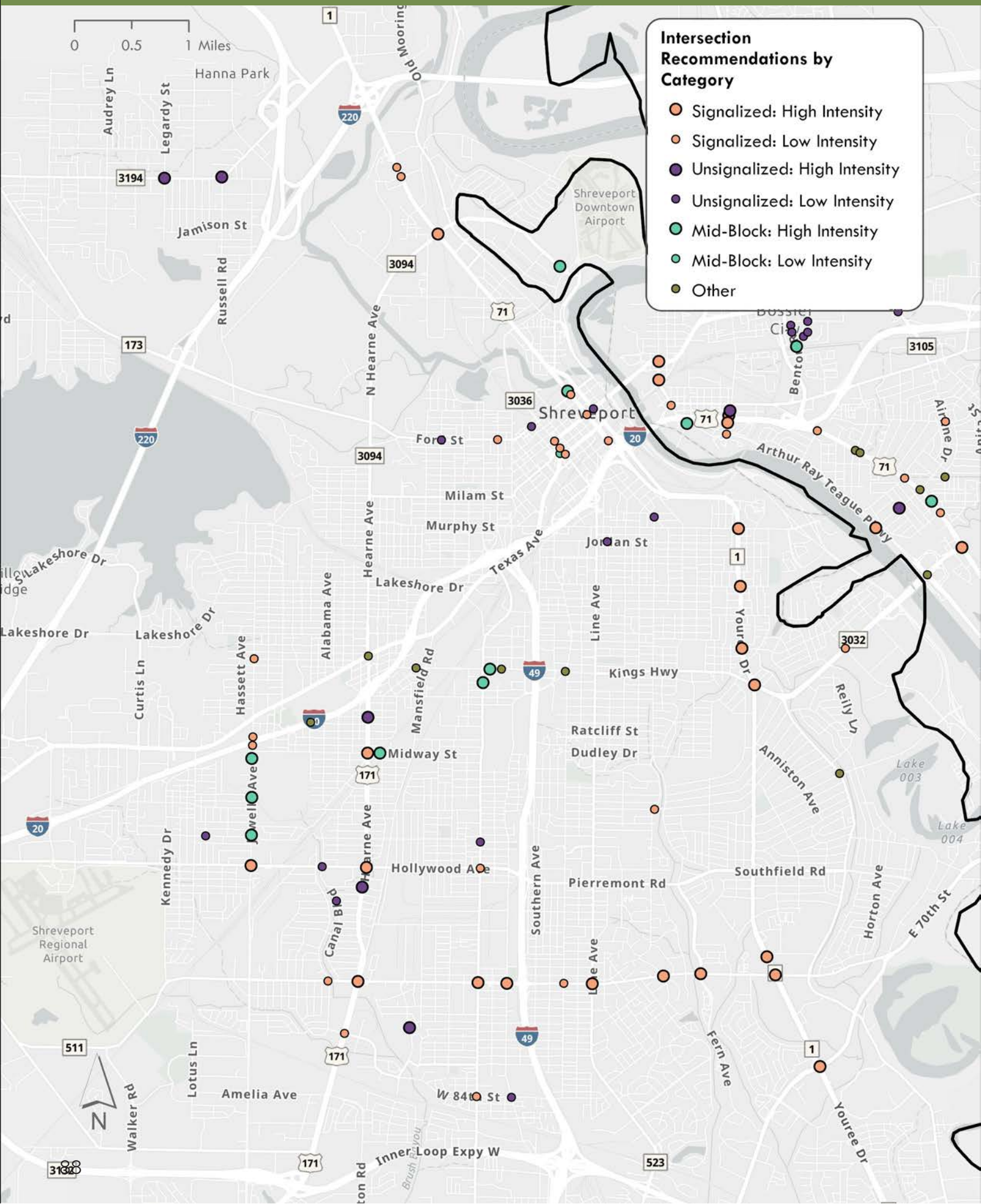


Figure 32: Caddo Parish - Project Prioritization

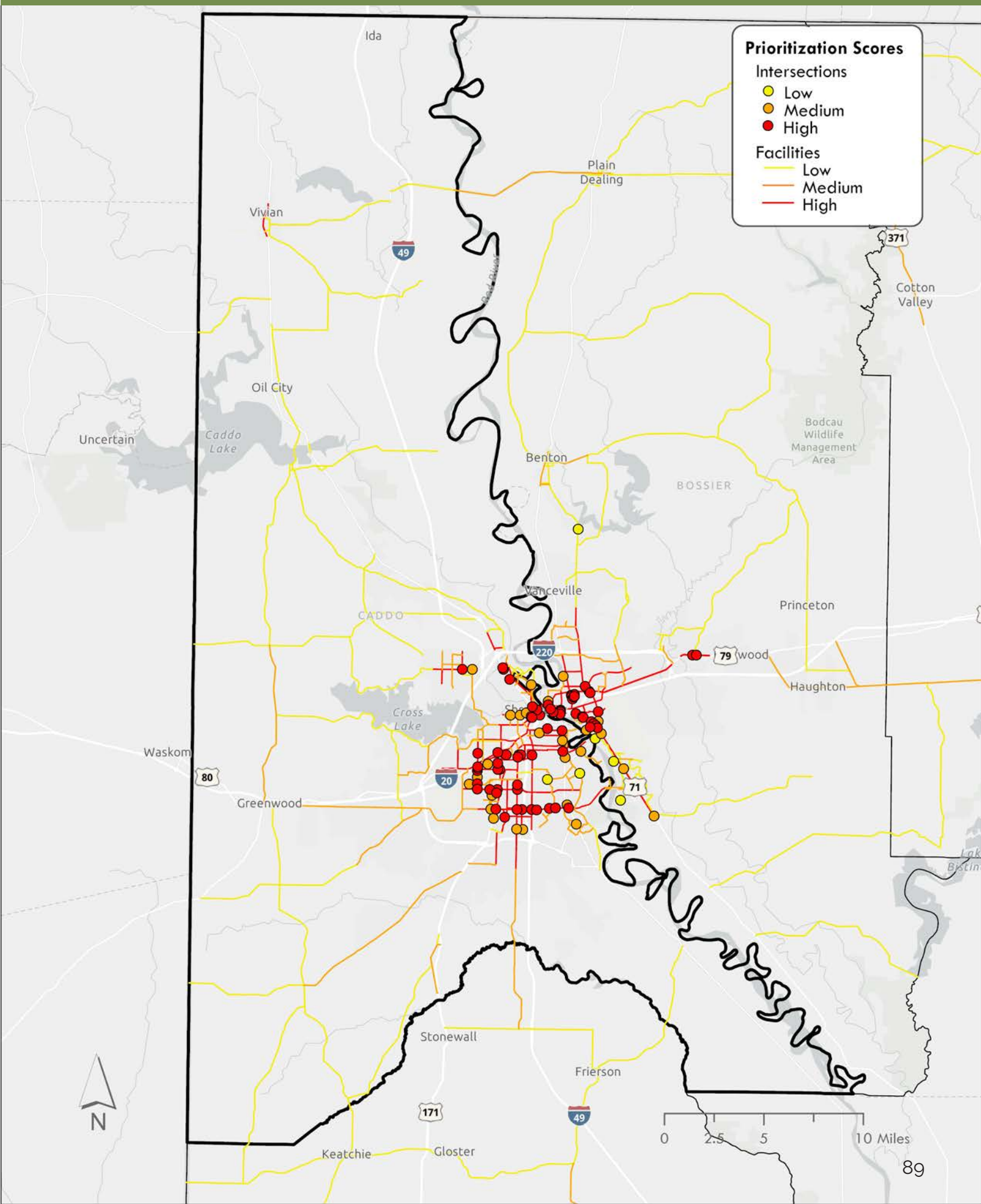


Figure 33: Shreveport - Project Prioritization

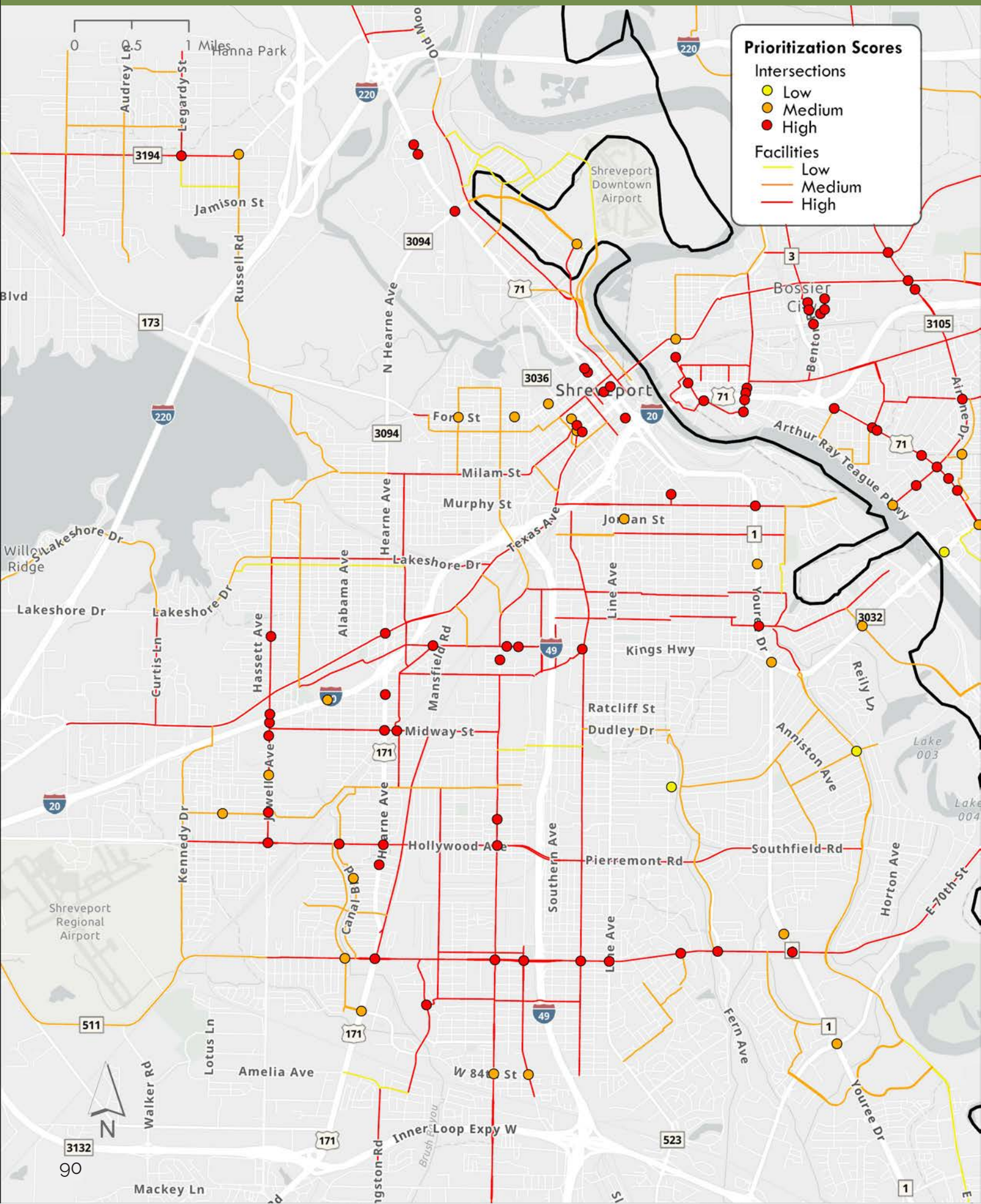


Table 14: Caddo Parish - Intersection Recommendations

Map ID	Intersection Name	Facility Type	Scale of Implementation	Priority	Cost Estimate
1	Camille St / Linwood Ave	Unsignalized: Add Crosswalk, Signage	1 - Striping and Signage Only	High	$6,000
2	Canal Blvd / Meadow Ave	Unsignalized: Add Crosswalk, Signage	1 - Striping and Signage Only	Med.	$6,000
3	E 84th St / Linwood Ave	Signalized: Add Crosswalk, Ped. Signal with Countdown	1 - Striping and Signage Only	Med.	$68,000
4	E 85th St / St Vincent Ave	Unsignalized: Add Crosswalk, Signage	1 - Striping and Signage Only	Med.	$6,000
5	E Kings Hwy / E Preston Ave	Corridor Study	TBD	Low	Included elsewhere
6	Hollywood Ave / Canal Blvd	Unsignalized: Add Crosswalk, Signage	1 - Striping and Signage Only	High	$6,000
7	Hollywood Ave / Linwood Ave	Signalized: Add Crosswalk, Ped. Signal with Countdown	1 - Striping and Signage Only	High	$68,000
8	Hudson Ave / I-20 underpass	Lighting / Security	3 - Construction Required	Med.	TBD
9	Jewella Ave (near Midway)	Mid-Block: RR Crossing Improvements	3 - Construction Required	High	$280,000
10	Jewella Ave (near Doris)	Mid-Block: RRFB	3 - Construction Required	Med.	$49,000
11	Jewella Ave / Hollywood Ave	Signalized: Add Crosswalk, Ped. Signal with Countdown, Refuge Island	3 - Construction Required	High	$93,000
12	Jewella Ave / I-20 EB Ramps	Signalized: Add Crosswalk, Ped. Signal with Countdown, Refuge Island	3 - Construction Required	High	$93,000
13	Jewella Ave / I-20 WB Ramps	Signalized: Add Crosswalk, Ped. Signal with Countdown, Refuge Island	3 - Construction Required	High	$93,000
14	Jewella Ave / Jackson St	Signalized: Add Crosswalk, Ped. Signal with Countdown	1 - Striping and Signage Only	High	$68,000
15	Jordan St / Irving Pl	Unsignalized: Add Crosswalk, Signage	1 - Striping and Signage Only	Med.	$6,000
16	Kings Hwy / Fairfield Ave	Unsignalized: Spot Treatment	3 - Construction Required	High	$57,000
17	Kings Hwy / Ochsner LSU Health Center	Mid-Block: Pedestrian Hybrid Beacon	3 - Construction Required	High	$230,000
18	Kings Hwy / Ochsner LSU Health Center	Pedestrian Bridge	4 - Major Construction	High	$392,000
19	Kings Hwy / Queens Hwy	Corridor Study	TBD	High	Included elsewhere

Map ID	Intersection Name	Facility Type	Scale of Implementation	Priority	Cost Estimate
20	LA 1 (Youree Dr) / E Olive St	Signalized: Add Crosswalk, Ped. Signal with Countdown, Refuge Island	3 - Construction Required	Med.	$93,000
21	LA 1 (Youree Dr) / E Washington St	Signalized: Add Crosswalk, Ped. Signal with Countdown, Refuge Island	3 - Construction Required	High	$93,000
22	LA 1 (Youree Dr) / Gator Dr (Pacific Ave)	Signalized: Add Crosswalk, Ped. Signal with Countdown, Refuge Island	3 - Construction Required	Med.	$93,000
23	LA 1 (Youree Dr) / LA 3032 (E Kings Hwy)	Signalized: Add Crosswalk, Ped. Signal with Countdown, Refuge Island	3 - Construction Required	Med.	$93,000
24	LA 1 (Youree Dr) / LA 511 (70th St)	Signalized: Add Crosswalk, Ped. Signal with Countdown, Refuge Island	3 - Construction Required	High	$93,000
25	LA 1 (Youree Dr) / LA 526 (E Bert Kouns Industrial Loop)	Signalized: Add Crosswalk, Ped. Signal with Countdown, Refuge Island	3 - Construction Required	Med.	$93,000
26	LA 1 (Youree Dr) / Stoner Ave	Signalized: Add Crosswalk, Ped. Signal with Countdown, Refuge Island	3 - Construction Required	High	$93,000
27	LA 173 (Caddo St) / Douglas St	Unsignalized: Add Crosswalk, Signage	1 - Striping and Signage Only	Med.	$6,000
28	LA 173 (Ford St) / Allen Ave	Signalized: Add Crosswalk, Ped. Signal with Countdown	1 - Striping and Signage Only	Med.	$68,000
29	LA 173 (Ford St) / S Dale Ave	Unsignalized: Add Crosswalk, Signage	1 - Striping and Signage Only	Med.	$6,000
30	LA 3032 (Shreveport Barksdale Hwy) / Knight St	Signalized: Add Crosswalk, Ped. Signal with Countdown	1 - Striping and Signage Only	Med.	$68,000
31	LA 3194 (Dr. MLK Dr) / Legardy St	Unsignalized: Add Crosswalk, Signage, Refuge Island	3- Construction Required	High	$31,000
32	LA 3194 (Dr. MLK Dr) / Russell Rd	Unsignalized: Add Crosswalk, Signage, Refuge Island	3 - Construction Required	Med.	$31,000
33	LA 511 (E 70th St) / Fairfield Ave	Signalized: Add Crosswalk, Ped. Signal with Countdown	1 - Striping and Signage Only	High	$68,000
34	LA 511 (E 70th St) / Fern Ave	Signalized: Add Crosswalk, Ped. Signal with Countdown, Refuge Island	3 - Construction Required	High	$93,000
35	LA 511 (E 70th St) / Gilbert Dr	Signalized: Add Crosswalk, Ped. Signal with Countdown, Refuge Island	3 - Construction Required	High	$93,000

Map ID	Intersection Name	Facility Type	Scale of Implementation	Priority	Cost Estimate
36	LA 511 (E 70th St) / Line Ave	Signalized: Add Refuge Island	3 - Construction Required	High	$25,000
37	LA 511 (W 70th St) / Linwood Ave	Signalized: Add Crosswalk, Refuge Island	3 - Construction Required	High	$31,000
38	LA 511 (W 70th St) / St Vincent Ave	Signalized: Add Refuge Island	3 - Construction Required	High	$25,000
39	LA 511 (W 70th St) / W Canal Blvd	Signalized: Add Crosswalk, Ped. Signal with Countdown	1 - Striping and Signage Only	Med.	$68,000
40	Linwood Ave (Mid Block)	Mid-Block: Pedestrian Hybrid Beacon	3 - Construction Required	High	$230,000
41	Marshall St / Gilbert Dr	Unsignalized: Add Crosswalk, Signage	1 - Striping and Signage Only	High	$6,000
42	Midway Ave / Fulton St & Virginia Ave / Midway Ave	Mid-Block: RR Crossing Improvements	3 - Construction Required	High	$280,000
43	Milam St (Mid-Block)	Mid-Block: Add Crosswalk, Signage	1 - Striping and Signage Only	Med.	$7,000
44	Ockley Dr / Gilbert Dr	Signalized: Add Crosswalk, Ped. Signal with Countdown	1 - Striping and Signage Only	Low	$68,000
45	Tate St / Florence St	Unsignalized: Add Crosswalk, Signage	1 - Striping and Signage Only	Med.	$6,000
46	Tate St / Jewella Ave & Pleasant Dr / Jewella Ave	Mid-Block: RRFB	3 - Construction Required	High	$49,000
47	US 171 (Hearne Ave) / Hollywood Ave	Signalized: Add Refuge Island, Update Crosswalk Striping	3 - Construction Required	High	$31,000
48	US 171 (Hearne Ave) / Midway Ave	Signalized: Add Refuge Island	3 - Construction Required	High	$25,000
49	US 171 (Hearne Ave) / Quinton St	Unsignalized: Add Crosswalk, Signage, Refuge Island	3 - Construction Required	High	$31,000
50	US 171 (Hearne Ave) / Waggoner Ave	Unsignalized: Add Crosswalk, Signage, Refuge Island	3 - Construction Required	High	$31,000
51	US 171 (Mansfield Ave) / LA 511 (W 70th St)	Signalized: Add Crosswalk, Ped. Signal with Countdown, Refuge Island	3 - Construction Required	High	$93,000
52	US 71 (Mansfield Rd) / Valley View Dr	Signalized: Add Crosswalk, Ped. Signal with Countdown	1 - Striping and Signage Only	Med.	$68,000

Map ID	Intersection Name	Facility Type	Scale of Implementation	Priority	Cost Estimate
53	US 71 (Market St) / LA 173 (Caddo St)	Signalized: Add Crosswalk, Ped. Signal with Countdown	1 - Striping and Signage Only	High	$68,000
54	US 71 (Market St) / Lake St	Signalized: Add Crosswalk, Ped. Signal with Countdown	1 - Striping and Signage Only	High	$68,000
55	US 71 (Market St) / US 80 (Texas St)	Signalized: Add Crosswalk, Ped. Signal with Countdown	1 - Striping and Signage Only	High	$68,000
56	US 71 (Market St) near Hilton (Mid-Block)	Mid-Block: RRFB	3 - Construction Required	High	$49,000
57	US 71 (N Market St) / LA 3094 (N Hearne Ave)	Signalized: Add Crosswalk, Ped. Signal with Countdown, Refuge Island	3 - Construction Required	High	$93,000
58	US 71 (N Market St) / Market Street Plaza	Signalized: Add Crosswalk, Ped. Signal with Countdown	1 - Striping and Signage Only	High	$68,000
59	US 71 (N Market St) / Nelson St	Signalized: Add Crosswalk, Ped. Signal with Countdown	1 - Striping and Signage Only	High	$68,000
60	US 71 (Spring St) / US 80 (Texas St)	Unsignalized: Spot Treatment	1 - Striping and Signage Only	High	$1,600
61	US 79 (Greenwood Ave) / US 171 (Hearne Ave)	Corridor Study	TBD	High	Included elsewhere
62	US 80 (Common St) / Crockett St	Signalized: Add Crosswalk, Ped. Signal with Countdown	1 - Striping and Signage Only	High	$68,000
63	US 80 (Common St) / Milam St	Signalized: Add Crosswalk, Ped. Signal with Countdown	1 - Striping and Signage Only	High	$68,000
64	US 80 (Texas St) / US 80 (Common St)	Signalized: Add Crosswalk, Ped. Signal with Countdown	1 - Striping and Signage Only	Med.	$68,000
65	Wyngate Blvd / Brushy Ln	Unsignalized: Add Crosswalk, Signage, Refuge Island	3 - Construction Required	High	$31,000

Table 15: Caddo Parish - Recommended Facilities

Map ID	Name	From	To	Length (mi.)	Facility Type	Priority	Scale of Implementation	Cost Estimate
1	Alexander Ave	LA 173	N Market St	5.48	Shoulders	Low	3 - Construction Required	$9,858,000
2	Alto Vista St	Pleasant Dr	Corbitt St	0.39	Bike Boulevard	Med.	1 - Striping and Signage Only	$47,000
3	Audrey Ln	~Kemp Ln	Thomas E Howard Dr	1.71	Bike Boulevard	Med.	1 - Striping and Signage Only	$206,000
4	Babylon St	Gideon St	Creswell Rd	0.25	Bike Boulevard	Med.	1 - Striping and Signage Only	$30,000
5	Bellwood St	Linwood Ave	Saint Vincent Ave	0.24	Bike Boulevard	Low	1 - Striping and Signage Only	$29,000
6	Blanchard Furrh Rd	Gorman Rd	LA 173	1.02	Shoulders	Low	3 - Construction Required	$1,829,000
7	Blanchard Furrh Rd	State Line Rd	Gorman Rd	8.55	Shared Lanes	Low	1 - Striping and Signage Only	$1,026,000
8	BRF Pond Trail	Kings Hwy	Texas Ave	0.38	Shared Use Path	Med.	3 - Construction Required	$615,000
9	Broadway Ave	Kennedy Dr	US 79	0.17	Conventional Bike Lane	Med.	1 - Striping and Signage Only	$33,000
10	Brushy Ln	Wyngate Blvd	Pine Tree Dr	0.08	Bike Boulevard	High	1 - Striping and Signage Only	$9,000
11	Buncombe Rd	Woolworth Rd	LA 511	4.55	Shoulders	Med.	3 - Construction Required	$8,197,000
12	Buncombe Rd	US 79	Woolworth Rd	8.39	Shoulders	Low	3 - Construction Required	$15,106,000
13	C E Galloway Blvd	E Dalzell St	E Olive St	0.26	Bike Boulevard	Low	1 - Striping and Signage Only	$37,000
14	C E Galloway Blvd	E Washington St	E Dalzell St	0.31	Bike Boulevard	High	1 - Striping and Signage Only	$75,000
15	Canal Blvd	LA 511	Hollywood Ave	2.18	Bike Boulevard	Med.	1 - Striping and Signage Only	$261,000

Map ID	Name	From	To	Length (mi.)	Facility Type	Priority	Scale of Implementation	Cost Estimate
16	Christian St	Fannin St	Travis St	0.06	Bike Boulevard	Med.	1 - Striping and Signage Only	$7,000
17	Claiborne Ave	Virginia Ave	Saint Vincent Ave	1.18	Bike Boulevard	High	1 - Striping and Signage Only	$141,000
18	Clover St	Linwood Ave	Saint Vincent Ave	0.21	Bike Boulevard	Med.	1 - Striping and Signage Only	$25,000
19	Clyde Fant Memorial Pkwy	Grimmett Dr	Airport Dr	1.35	Side Path	Med.	3 - Construction Required	$2,825,000
20	Clyde Fant Memorial Pkwy	Airport Dr	Milam St	1.31	Cycle Track	Med.	3 - Construction Required	$302,000
21	Clyde Place Vivian Rd	Crawford Rd	LA 170	2.14	Shared Lanes	Low	1 - Striping and Signage Only	$257,000
22	Commerce St	Crockett St	Caddo St	0.37	Buffered Bike Lane	High	2 - Reallocation of Space (Road Diet)*	$89,000
23	Corbitt St	Alto Vista Ave	Linwood Ave	1.34	Bike Boulevard	Med.	1 - Striping and Signage Only	$161,000
24	Cotton St	US 79	Marshall St	0.36	Bike Boulevard	Med.	1 - Striping and Signage Only	$43,000
25	Crawford Rd	LA 538	Clyde Place Vivian Rd	2.80	Shared Lanes	Low	1 - Striping and Signage Only	$336,000
26	Curtis Ln	LA 79	Lakeshore Dr	0.99	Side Path	High	3 - Construction Required	$2,074,000
27	Dalzell St	Linwood Ave	Samford Ave	0.14	Side Path	High	3 - Construction Required	$287,000
28	Dalzell St	Samford Ave	C. E. Galloway Blvd	2.13	Bike Boulevard	High	1 - Striping and Signage Only	$256,000
29	David Raines Rd	LA 173	LA 3194	0.72	Buffered Bike Lane	High	1 - Striping and Signage Only	$172,000
30	David Raines Rd	LA 3194	7th St	0.91	Side Path	Med.	3 - Construction Required	$1,907,000

*Reallocation of space presumes the completion of a preliminary study before implementation.

Map ID	Name	From	To	Length (mi.)	Facility Type	Priority	Scale of Implementation	Cost Estimate
31	Douglas St	Travis St	Texas Ave	0.31	Bike Boulevard	Med.	1 - Striping and Signage Only	$38,000
32	Dr Martin Luther King Jr Dr	Roy Rd	LA 173	0.55	Shared Lanes	Low	1 - Striping and Signage Only	$66,000
33	Dudley Dr	Fairfield Ave	Gilbert Dr	0.76	Bike Boulevard	Med.	1 - Striping and Signage Only	$91,000
34	E 75th St	Pine Tree Dr	Fairfield Ave	1.29	Bike Boulevard	High	1 - Striping and Signage Only	$155,000
35	E Algonquin Trl	Grimmett Dr	Mayfair Dr	0.95	Bike Boulevard	Low	1 - Striping and Signage Only	$114,000
36	E Arkansas Ave	S Pine St	~S Pardue St	0.30	Bike Boulevard	Low	1 - Striping and Signage Only	$36,000
37	E Herndon St	Line Ave	Viking Dr	1.50	Bike Boulevard	High	1 - Striping and Signage Only	$180,000
38	E Kings Hwy	E Kings Hwy	University Pl	4.67	Corridor Study	Med.	TBD	$500,000
39	E Kings Hwy	University Pl	LA 1	3.52	Side Path	Low	3 - Construction Required	$7,390,000
40	E Kingston Rd	US 171	Pickwick Pl	0.36	Side Path	Low	3 - Construction Required	$759,000
41	E Kingston Rd	W Bert Kouns Industrial Loop	Pickwick Pl	1.66	Side Path	High	3 - Construction Required	$3,487,000
42	E Olive St	Viking Dr	C. E. Galloway Blvd	0.04	Bike Boulevard	Low	1 - Striping and Signage Only	$4,000
43	E Preston Ave	Elk Way	E Kings Hwy	0.20	Side Path	Med.	3 - Construction Required	$410,000
44	E Stoner Ave	Stoner Avenue Recreation Area	Viking Dr	0.80	Side Path	Med.	3 - Construction Required	$1,681,000
45	E Washington St	Oak St	Higgins St	1.55	Bike Boulevard	High	1 - Striping and Signage Only	$186,000

Map ID	Name	From	To	Length (mi.)	Facility Type	Priority	Scale of Implementation	Cost Estimate
46	E Wilkinson St	Southern Ave	Alberta St	1.58	Bike Boulevard	High	1 - Striping and Signage Only	$189,000
47	Edwards St	Travis St	Milam St	0.15	Buffered Bike Lane	High	1 - Striping and Signage Only	$37,000
48	Fairfield Ave	Dudley Dr	Southern Ave	1.93	Conventional Bike Lane	High	1 - Striping and Signage Only	$367,000
49	Fairfield Ave	E 85th St	Dudley Dr	3.03	Conventional Bike Lane	High	1 - Striping and Signage Only	$576,000
50	Fairy Ave	Westover Rd	Corbitt St	0.06	Bike Boulevard	Med.	1 - Striping and Signage Only	$7,000
51	Fannin St	Pete Harris Dr	Christian St	0.11	Bike Boulevard	Med.	1 - Striping and Signage Only	$13,000
52	Fern Ave	Pierremont Rd	Gregg St	1.21	Shared Use Path	Med.	3 - Construction Required	$1,936,000
53	Fern Avenue Trl	~LA 511	Pierremont Rd	0.84	Shared Use Path	Med.	3 - Construction Required	$1,344,000
54	Fulton St	Midway St	Fulton St	0.06	Bike Boulevard	High	1 - Striping and Signage Only	$7,000
55	Garden St	Hartman St	Pete Harris Dr	0.88	Bike Boulevard	Med.	1 - Striping and Signage Only	$105,000
56	Gentilly Dr	Whitehall Dr	University Dr	0.29	Bike Boulevard	Med.	1 - Striping and Signage Only	$35,000
57	Gideon St	Turner Ln	Rebecca St	0.42	Bike Boulevard	Med.	1 - Striping and Signage Only	$51,000
58	Gilbert Dr	Ockley Dr	Fern Ave	0.08	Conventional Bike Lane	Med.	1 - Striping and Signage Only	$16,000
59	Gilbert Dr	Stoner Ave	Marshall St	0.09	Conventional Bike Lane	High	1 - Striping and Signage Only	$18,000
60	Gilbert Dr	Gilbert Dr (near Gustine Ln)	LA 511	0.24	Bike Boulevard	Med.	1 - Striping and Signage Only	$28,000

Map ID	Name	From	To	Length (mi.)	Facility Type	Priority	Scale of Implementation	Cost Estimate
61	Grimmett Dr	Havens Rd	Airport Dr	2.22	Side Path	High	3 - Construction Required	$4,653,000
62	Grover Pl	Southfield Rd	Ockley Dr	0.86	Bike Boulevard	Med.	1 - Striping and Signage Only	$103,000
63	Gustine Ln	Creswell Rd	Gilbert Dr	0.07	Bike Boulevard	Med.	1 - Striping and Signage Only	$8,000
64	Hartman St	Garden St	LA 173	0.12	Bike Boulevard	Med.	1 - Striping and Signage Only	$15,000
65	Hollywood Ave	Kennedy Dr	Linwood Ave	3.73	Buffered Bike Lane	High	2 - Reallocation of Space (Road Diet)*	$896,000
66	Hope St	Milam St	US 79	0.34	Bike Boulevard	Med.	1 - Striping and Signage Only	$41,000
67	Illinois Ave	Kennedy Dr	Broadway Ave	0.24	Bike Boulevard	Med.	1 - Striping and Signage Only	$29,000
68	Ingleside Park Shared Use Path Connector	Fulton St	DeSoto St	0.09	Shared Use Path	High	3 - Construction Required	$143,000
69	Jewella Ave	Hollywood Ave	Greenwood Rd	1.29	Side Path	High	3 - Construction Required	$2,700,000
70	Jewella Ave	Lakeshore Dr	Greenwood Rd	1.20	Buffered Bike Lane	High	2 - Reallocation of Space (Road Diet)*	$289,000
71	Keithville Keatchie Rd	LA 789	Old Mansfield Rd	8.43	Shared Lanes	Low	1 - Striping and Signage Only	$1,011,000
72	Kelsey St	Legardy St	Russell Rd	0.50	Bike Boulevard	Low	1 - Striping and Signage Only	$61,000
73	Kennedy Dr	LA 511	Hollywood Ave	1.04	Side Path	Med.	3 - Construction Required	$2,190,000
74	Kennedy Dr	Illinois Ave	Broadway Ave	0.75	Bike Boulevard	Med.	1 - Striping and Signage Only	$89,000

*Reallocation of space presumes the completion of a preliminary study before implementation.

Map ID	Name	From	To	Length (mi.)	Facility Type	Priority	Scale of Implementation	Cost Estimate
75	Kennedy Dr	Hollywood Ave	Illinois Ave	0.25	Bike Boulevard	Med.	1 - Striping and Signage Only	$30,000
76	Kings Hwy	Pershing Blvd	Samford Ave	1.61	Side Path	High	3 - Construction Required	$3,386,000
77	Knight St	E Washington St	LA 3032 Service Rd	0.19	Bike Boulevard	Med.	1 - Striping and Signage Only	$23,000
78	Knight St	LA 3032 Service Rd	Preston Ave	1.47	Shared Use Path	Med.	3 - Construction Required	$2,357,000
79	LA 1	~Moore Hill Rd	~Dawes Rd	0.49	Shared Lanes	Low	1 - Striping and Signage Only	$59,000
80	LA 1	~Central Park St	~Davis Ave	1.71	Conventional Bike Lane	High	1 - Striping and Signage Only	$326,000
81	LA 169	LA 789	US 79	10.99	Shared Lanes	Low	1 - Striping and Signage Only	$1,319,000
82	LA 169	US 80	Blanchard Furrh Rd	8.28	Shoulders	Med.	3 - Construction Required	$14,906,000
83	LA 169	Blanchard Furrh Rd	Old Mooringsport Rd	9.57	Shared Lanes	Low	1 - Striping and Signage Only	$1,148,000
84	LA 169	Jennings St	US 71	7.75	Shared Lanes	Low	1 - Striping and Signage Only	$931,000
85	LA 169	Desoto Caddo Parish Line	US 79	7.85	Shared Lanes	Low	1 - Striping and Signage Only	$942,000
86	LA 169	LA 169	LA 169	0.51	Shared Lanes	Low	1 - Striping and Signage Only	$62,000
87	LA 170	Camp Rd	US 71	10.20	Shared Lanes	Low	1 - Striping and Signage Only	$1,224,000
88	LA 173	Roy Rd	LA 1	6.77	Shoulders	Low	3 - Construction Required	$12,192,000
89	LA 173	Ford St	Hartman St	0.13	Shoulders	High	3 - Construction Required	$242,000

Map ID	Name	From	To	Length (mi.)	Facility Type	Priority	Scale of Implementation	Cost Estimate
90	LA 175	~Wallace Bayou	LA 1	4.10	Shared Lanes	Low	1 - Striping and Signage Only	$492,000
91	LA 2	LA 170	US 71	6.37	Shared Lanes	Low	1 - Striping and Signage Only	$765,000
92	LA 2	Louisiana Texas State Line	LA 1	4.57	Shared Lanes	Low	1 - Striping and Signage Only	$549,000
93	LA 2	LA 1	S Pardue St	0.25	Bike Boulevard	Low	1 - Striping and Signage Only	$30,000
94	LA 2	US 71	~Caddo Bossier Parish Line	4.02	Shared Lanes	Low	1 - Striping and Signage Only	$483,000
95	LA 3049	Havens Rd	LA 3049	0.29	Shoulders	Med.	3 - Construction Required	$514,000
96	LA 3194	Hilry Huckaby III Ave	Russell Rd	2.01	Buffered Bike Lane	High	2 - Reallocation of Space (Road Diet)*	$482,000
97	LA 511	Broadacres Rd	Jewella Ave	5.10	Shoulders	Med.	3 - Construction Required	$9,182,000
98	LA 511	Jewella Ave	Clyde E Fant Memorial Pkwy	8.03	Corridor Study	High	TBD	$1,000,000
99	LA 511	US 79	Broadacres Rd	4.56	Shoulders	Med.	3 - Construction Required	$8,203,000
100	LA 511 / Jimmie Davis Bridge Shared Use Path	Arthur Ray Teague Pkwy	Red River Bicycle Trail	1.87	Shared Use Path	Med.	3 - Construction Required	$2,989,000
101	LA 525	LA 169	US 171	9.97	Shoulders	Med.	3 - Construction Required	$17,951,000
102	LA 526	US 171	Kingston Rd	1.39	Side Path	Med.	3 - Construction Required	$2,923,000
103	LA 530	Jennings St	LA 1	7.80	Shared Lanes	Low	1 - Striping and Signage Only	$936,000

*Reallocation of space presumes the completion of a preliminary study before implementation.

Map ID	Name	From	To	Length (mi.)	Facility Type	Priority	Scale of Implementation	Cost Estimate
104	LA 530	LA 1	LA 538	0.40	Shared Lanes	Low	1 - Striping and Signage Only	$48,000
105	LA 538	US 71	~Cassity Rd	2.97	Shoulders	Low	3 - Construction Required	$5,351,000
106	LA 538	Dixie-Mooringsport Rd	Dixie Blanchard Rd	6.45	Shared Lanes	Low	1 - Striping and Signage Only	$774,000
107	LA 538	~Dixie Blanchard Rd	US 71	5.91	Shoulders	Low	3 - Construction Required	$10,639,000
108	LA 767	Jennings St	Latimer St	0.41	Shared Lanes	Low	1 - Striping and Signage Only	$49,000
109	LA 789	LA 5	LA 169	8.69	Shared Lanes	Low	1 - Striping and Signage Only	$1,043,000
110	Lakeshore Drive Shared Use Path	Pines Rd	Bond Dr	9.91	Shared Use Path	Med.	3 - Construction Required	$15,862,000
111	Legardy St	LA 3194	Hawkins St	0.91	Side Path	High	3 - Construction Required	$1,914,000
112	Legardy St	Kelsey St	LA 3194	0.27	Bike Boulevard	Low	1 - Striping and Signage Only	$32,000
113	Levy St	Texas Ave	Linwood Ave	0.41	Side Path	Med.	3 - Construction Required	$868,000
114	Lillian St	W College St	Portland Ave	1.45	Bike Boulevard	Low	1 - Striping and Signage Only	$174,000
115	Line Ave	Margaret Pl	Herndon St	0.01	Bike Boulevard	Med.	1 - Striping and Signage Only	$2,000
116	Linwood Ave	Bert Kouns Industrial Loop	E 70th St	3.78	Side Path	High	3 - Construction Required	$7,937,000
117	Linwood Ave	Dalzell St	Bond Dr	0.56	Corridor Study	Med.	TBD	$250,000
118	Linwood Ave	Corbitt St	Clover St	0.02	Side Path	Med.	3 - Construction Required	$52,000

Map ID	Name	From	To	Length (mi.)	Facility Type	Priority	Scale of Implementation	Cost Estimate
119	Linwood Ave	Clover St	Claiborne Ave	0.96	Buffered Bike Lane	High	2 - Reallocation of Space (Road Diet)*	$231,000
120	Linwood Ave	Kings Hwy	Dalzell St	0.60	Side Path	High	3 - Construction Required	$1,264,000
121	Linwood Ave	W 70th St	Corbitt St	1.51	Buffered Bike Lane	High	2 - Reallocation of Space (Road Diet)*	$362,000
122	Linwood Ave	Stonewall-Frierson Rd	W Bert Kouns Industrial Loop	8.24	Shoulders	Med.	3 - Construction Required	$14,838,000
123	Mansfield Rd	Mansfield Rd	Midway St	1.82	Side Path	High	3 - Construction Required	$3,826,000
124	Mansfield Rd	LA 511	Marquette St	0.27	Side Path	High	3 - Construction Required	$559,000
125	Margaret Pl	Southern Ave	Line Ave	0.87	Bike Boulevard	Med.	1 - Striping and Signage Only	$105,000
126	Marshall St	Franklin St	Travis St	0.44	Buffered Bike Lane	High	1 - Striping and Signage Only	$106,000
127	Mayfair Dr	N Hearne Ave	Wells Island Rd	0.60	Bike Boulevard	Low	1 - Striping and Signage Only	$72,000
128	Midway Ave	Jewella Ave	Linwood Ave	2.01	Buffered Bike Lane	High	3 - Construction Required	$482,400
129	Milam St	LA 3094	LA 79	1.86	Buffered Bike Lane	High	1 - Striping and Signage Only	$446,000
130	Milam St	Blanchard Rd	LA 3094	0.41	Buffered Bike Lane	Med.	1 - Striping and Signage Only	$98,000
131	Millicent Way	Whitehall Dr	LA 1	1.30	Side Path	Med.	3 - Construction Required	$2,728,000
132	N Dale Ave	Ford St	Patzman St	0.26	Bike Boulevard	Med.	1 - Striping and Signage Only	$31,000
133	N Hearne Ave	Grimmett Dr	Simonds Dr	1.20	Side Path	Med.	3 - Construction Required	$2,523,000

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Map ID	Name	From	To	Length (mi.)	Facility Type	Priority	Scale of Implementation	Cost Estimate
134	N Lakeshore Dr	Blanchard Furrh Rd	Roy Rd	6.70	Shared Lanes	Low	1 - Striping and Signage Only	$804,000
135	N Lakeshore Dr	Jewella Ave	Texas Ave	1.93	Buffered Bike Lane	High	2 - Reallocation of Space (Road Diet)*	$462,000
136	N Pierre Ave	I-20	Patzman St	1.26	Conventional Bike Lane	Med.	1 - Striping and Signage Only	$239,000
137	N Thomas Dr	LA 71	N Hearne Ave	0.50	Bike Boulevard	Med.	1 - Striping and Signage Only	$60,000
138	Navaho Trl	W Algonquin Trl	Ute Trl	0.33	Bike Boulevard	Low	1 - Striping and Signage Only	$39,000
139	Norma Ave	Milam St	Ford St	0.49	Bike Boulevard	Med.	1 - Striping and Signage Only	$59,000
140	North Shreveport Inactive Rail	Caddo St	Jack Wells Blvd	1.15	Shared Use Path	High	3 - Construction Required	$1,841,000
141	North Shreveport Inactive Rail	~Airport Dr	N Market St	0.48	Shared Use Path	Med.	3 - Construction Required	$761,000
142	Oak St	E Washington St	E Wilkinson St	0.07	Bike Boulevard	High	1 - Striping and Signage Only	$8,000
143	Ockley Dr	Fern Ave	LA 1	0.83	Side Path	Med.	3 - Construction Required	$1,739,000
144	Ockley Dr	Saint Vincent Ave	Fairfield Ave	0.50	Bike Boulevard	Low	1 - Striping and Signage Only	$60,000
145	Ockley Dr	LA 1	E Kings Hwy	0.65	Conventional Bike Lane	Med.	1 - Striping and Signage Only	$123,000
146	Old Mansfield Rd	US 171	LA 171	2.72	Shared Lanes	Med.	1 - Striping and Signage Only	$327,000
147	Old Mansfield Rd	Old Mansfield Rd	Mansfield Rd	0.57	Shared Lanes	Low	1 - Striping and Signage Only	$69,000
148	Patzman St	Dale Ave	Pierre Ave	0.37	Bike Boulevard	Med.	1 - Striping and Signage Only	$44,000

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Map ID	Name	From	To	Length (mi.)	Facility Type	Priority	Scale of Implementation	Cost Estimate
149	Pershing Blvd	Fisk St	Kings Hwy	0.61	Side Path	High	3 - Construction Required	$1,289,000
150	Pickwick Pl	Kingston Rd	Wyngate Blvd	0.26	Bike Boulevard	Low	1 - Striping and Signage Only	$31,000
151	Pierremont Rd	Linwood Ave	E Kings Hwy	3.80	Side Path	High	3 - Construction Required	$7,982,000
152	Pine Tree Dr	Brushy Ln	W 75th St	0.03	Bike Boulevard	High	1 - Striping and Signage Only	$3,000
153	Pines Rd	Buncombe Rd	S Lakeshore Dr	4.75	Side Path	Low	3 - Construction Required	$9,965,000
154	Pleasant Dr	Jewella Ave	Alto Vista Ave	0.42	Bike Boulevard	Med.	1 - Striping and Signage Only	$50,000
155	Poleman Rd	US 71	Old Mooringsport Rd	0.74	Bike Boulevard	Low	1 - Striping and Signage Only	$89,000
156	Portland Ave	Queens Hwy	Milam St	1.83	Bike Boulevard	High	1 - Striping and Signage Only	$219,000
157	Prentiss St	Hollywood Ave	Westover Rd	0.47	Bike Boulevard	Med.	1 - Striping and Signage Only	$57,000
158	Preston Ave	Grover Pl	E Kings Hwy	0.66	Bike Boulevard	Med.	1 - Striping and Signage Only	$79,000
159	Queens Hwy	Claiborne Ave	Kings Hwy	0.38	Bike Boulevard	High	1 - Striping and Signage Only	$46,000
160	Rainbow Dr	LA 523	Rebecca St	0.46	Bike Boulevard	Med.	1 - Striping and Signage Only	$55,000
161	Ravendale Dr	US 71	Old Mooringsport Rd	0.44	Shoulders	High	3 - Construction Required	$797,000
162	Rebecca St	Harris St	Gideon St	0.11	Bike Boulevard	Med.	1 - Striping and Signage Only	$13,000
163	Roy Rd	N Lakeshore Dr	Dr Martin Luther King Dr	0.23	Shared Lanes	Low	1 - Striping and Signage Only	$28,000

Map ID	Name	From	To	Length (mi.)	Facility Type	Priority	Scale of Implementation	Cost Estimate
164	Russell Rd	Bond Dr	LA 3194	1.15	Buffered Bike Lane	Med.	2 - Reallocation of Space (Road Diet)*	$275,000
165	S Lakeshore Dr	LA 169	~Lakefront Dr	9.06	Shared Lanes	Low	1 - Striping and Signage Only	$1,087,000
166	S Pardue St	Camp Rd	E Arkansas Ave	0.50	Bike Boulevard	Low	1 - Striping and Signage Only	$59,000
167	Saint Vincent Ave	W 68th St	Greenbrook Blvd	1.51	Buffered Bike Lane	High	2 - Reallocation of Space (Road Diet)*	$363,000
168	Saint Vincent Ave	~Claiborne Ave	Fairfield Ave	0.35	Buffered Bike Lane	High	2 - Reallocation of Space (Road Diet)*	$83,000
169	Saint Vincent Ave	Dead End	Barret St	0.11	Bike Boulevard	High	1 - Striping and Signage Only	$14,000
170	Samford Ave	Kings Hwy	Dalzell St	0.50	Side Path	High	3 - Construction Required	$1,043,000
171	Samford Ave	Saint Vincent Ave	~Kings Hwy	0.49	Bike Boulevard	High	1 - Striping and Signage Only	$58,000
172	San Jacinto Ave	Pershing Blvd	Sunset Dr	1.59	Bike Boulevard	Med.	1 - Striping and Signage Only	$191,000
173	Seneca Trl	W Algonquin Trl	E Algonquin Trl	0.55	Bike Boulevard	Low	1 - Striping and Signage Only	$67,000
174	Sentell Rd	US 71	LA 3049	0.63	Shared Lanes	Low	1 - Striping and Signage Only	$76,000
175	Southern Ave	Saint Vincent Ave	Chapman St	0.38	Conventional Bike Lane	High	1 - Striping and Signage Only	$72,000
176	Springridge-Texas Line Rd	Texas Louisiana State Line	LA 169	6.08	Shared Lanes	Low	1 - Striping and Signage Only	$730,000
177	Stoner Ave	US 79	Viking Dr	2.22	Buffered Bike Lane	High	2 - Reallocation of Space (Road Diet)*	$533,000
178	Sunnybrook St	Quilen Blvd	Mansfield Rd	0.74	Bike Boulevard	Med.	1 - Striping and Signage Only	$89,000

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Map ID	Name	From	To	Length (mi.)	Facility Type	Priority	Scale of Implementation	Cost Estimate
179	Sunset Dr	Milam St	San Jacinto St	0.16	Bike Boulevard	Med.	1 - Striping and Signage Only	$19,000
180	Tate St	Broadway Ave	Jewella Ave	0.50	Bike Boulevard	Med.	1 - Striping and Signage Only	$60,000
181	Thomas E Howard Dr	Audrey Ln	Legardy St	0.50	Bike Boulevard	Med.	1 - Striping and Signage Only	$61,000
182	Travis St	Christian St	Douglas St	0.19	Bike Boulevard	Med.	1 - Striping and Signage Only	$22,000
183	Travis St	Douglas St	Commerce St	0.59	Buffered Bike Lane	High	2 - Reallocation of Space (Road Diet)*	$142,000
184	Union Ave	W 75th St	Corbitt St	1.84	Bike Boulevard	High	1 - Striping and Signage Only	$221,000
185	University Dr	LA 511	Youree Dr	0.95	Bike Boulevard	Med.	1 - Striping and Signage Only	$114,000
186	University Pl	E Kings Hwy	E Kings Hwy	2.81	Buffered Bike Lane	Med.	2 - Reallocation of Space (Road Diet)*	$673,000
187	University Pl	LA 1	University Pl	0.07	Buffered Bike Lane	Med.	2 - Reallocation of Space (Road Diet)*	$16,000
188	US 71	~Ravendale Dr	Poleman Rd	1.00	Side Path	High	3 - Construction Required	$2,093,000
189	US 79	Linwood Ave	Common St	1.23	Buffered Bike Lane	High	2 - Reallocation of Space (Road Diet)*	$296,000
190	US 79	Monkhouse Dr	Portland Ave	3.20	Corridor Study	High	TBD	$500,000
191	US 79	Traffic St	Commerce St	0.64	Corridor Study	High	TBD	$500,000
192	US 79	Portland Ave	Linwood Ave	1.51	Side Path	High	3 - Construction Required	$3,168,000
193	Ute Trl	Grimmett Dr	Navaho Trl	0.10	Bike Boulevard	Low	1 - Striping and Signage Only	$12,000
194	Valley View Rd	W Canal Blvd	US 171	0.31	Bike Boulevard	Med.	1 - Striping and Signage Only	$38,000

*Reallocation of space presumes the completion of a preliminary study before implementation.

Map ID	Name	From	To	Length (mi.)	Facility Type	Priority	Scale of Implementation	Cost Estimate
195	Viking Dr	E Olive St	E Stoner Ave	0.51	Bike Boulevard	Med.	1 - Striping and Signage Only	$61,000
196	Virginia Ave	Desoto St	Claiborne Ave	0.37	Bike Boulevard	High	1 - Striping and Signage Only	$45,000
197	Virginia Ave	Corbitt St	Midway St	0.49	Bike Boulevard	High	1 - Striping and Signage Only	$59,000
198	W 69th St	Union Ave	Saint Vincent Ave	0.75	Bike Boulevard	High	1 - Striping and Signage Only	$90,000
199	W Canal Blvd	Louise St	LA 511	0.47	Bike Boulevard	Med.	1 - Striping and Signage Only	$56,000
200	W College St	Lakeshore Dr	Lillian St	0.06	Bike Boulevard	Low	1 - Striping and Signage Only	$8,000
201	Wells Island Rd	Mayfair Dr	~Airport Dr	0.17	Side Path	Low	3 - Construction Required	$367,000
202	Westover Rd	Prentiss Ave	Fairy Ave	0.06	Bike Boulevard	Med.	1 - Striping and Signage Only	$7,000
203	Whitehall Dr	Millicent Way	Gentilly Dr	0.23	Bike Boulevard	Med.	1 - Striping and Signage Only	$27,000
204	Willie Mays St	David Raines Rd	Legardy St	1.01	Bike Boulevard	Med.	1 - Striping and Signage Only	$121,000
205	Wyngate Blvd	Pickwick Pl	LA 511	1.23	Conventional Bike Lane	High	1 - Striping and Signage Only	$234,000
206	Zeke Dr	LA 3032	Anderson Ave	0.47	Bike Boulevard	High	1 - Striping and Signage Only	$56,000
207	Red River Bicycle Trl	Lake Street	Proposed Jimmie Davis Bridge multi-use path	5.65	Shared Use Path Upgrade/ Maintenance	Med.	3 - Construction Required	TBD

Figure 34: DeSoto Parish - Existing and Recommended Facilities

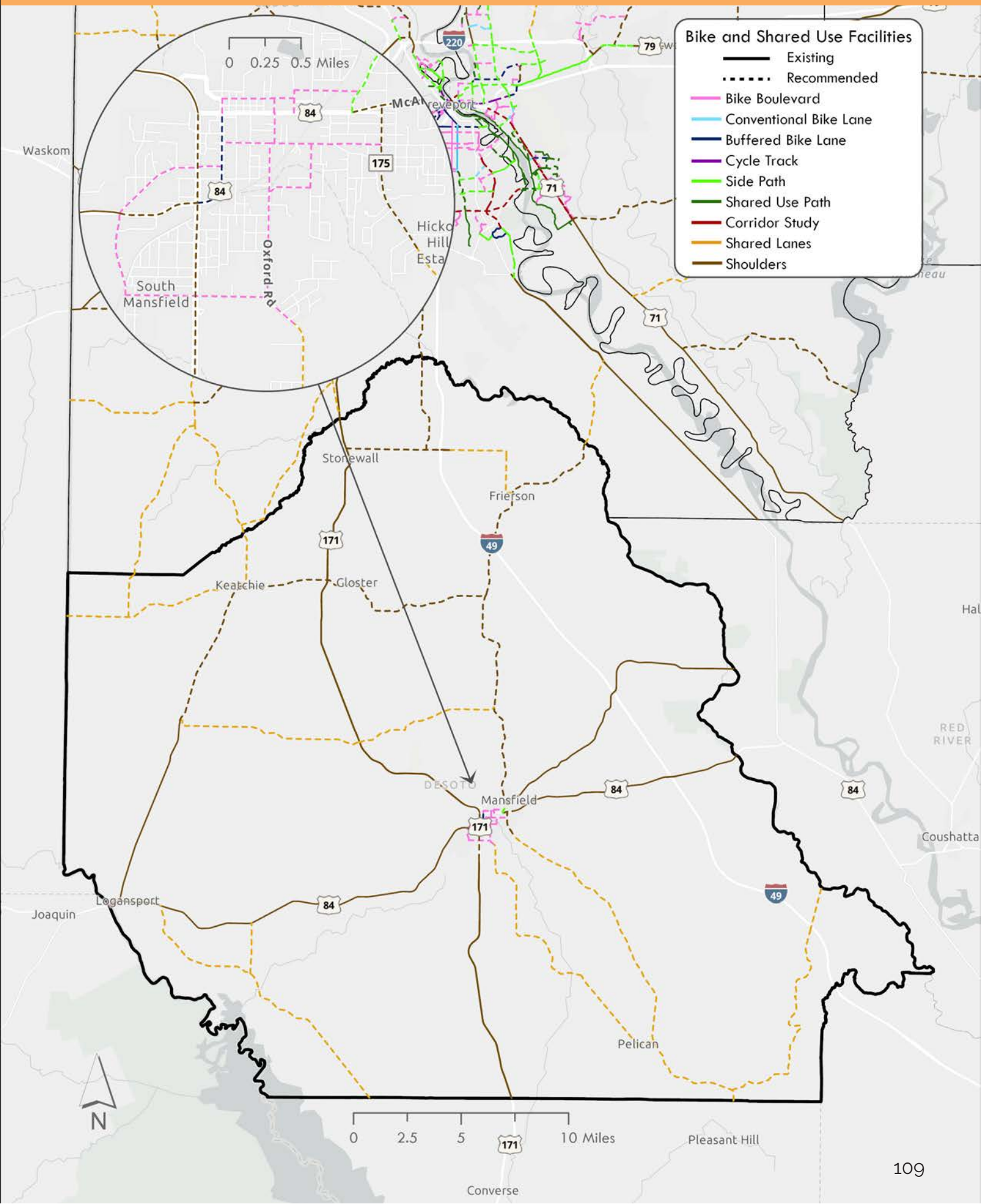

Figure 35: DeSoto Parish - Intersection Recommendations

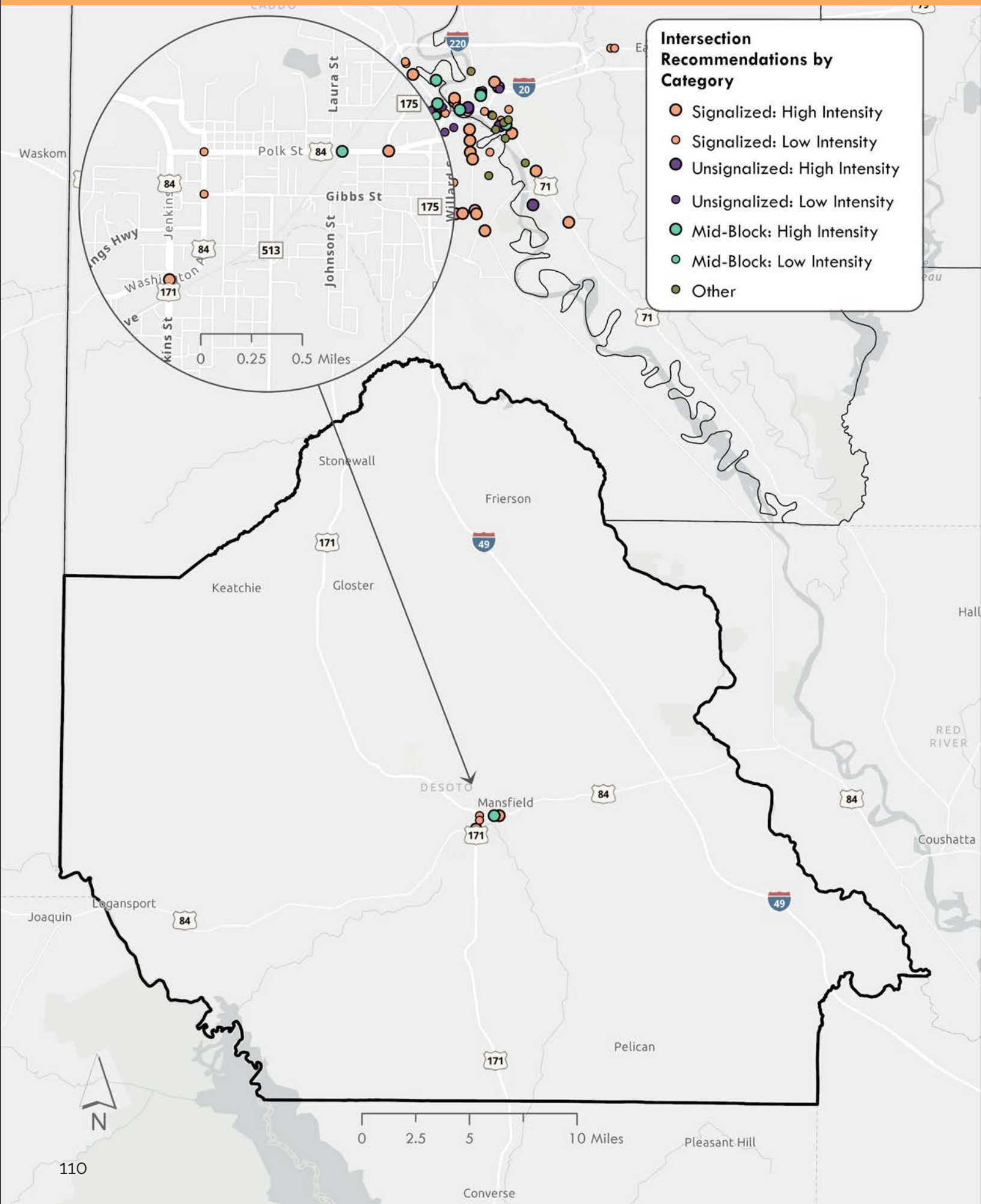

Figure 36: DeSoto Parish - Project Prioritization

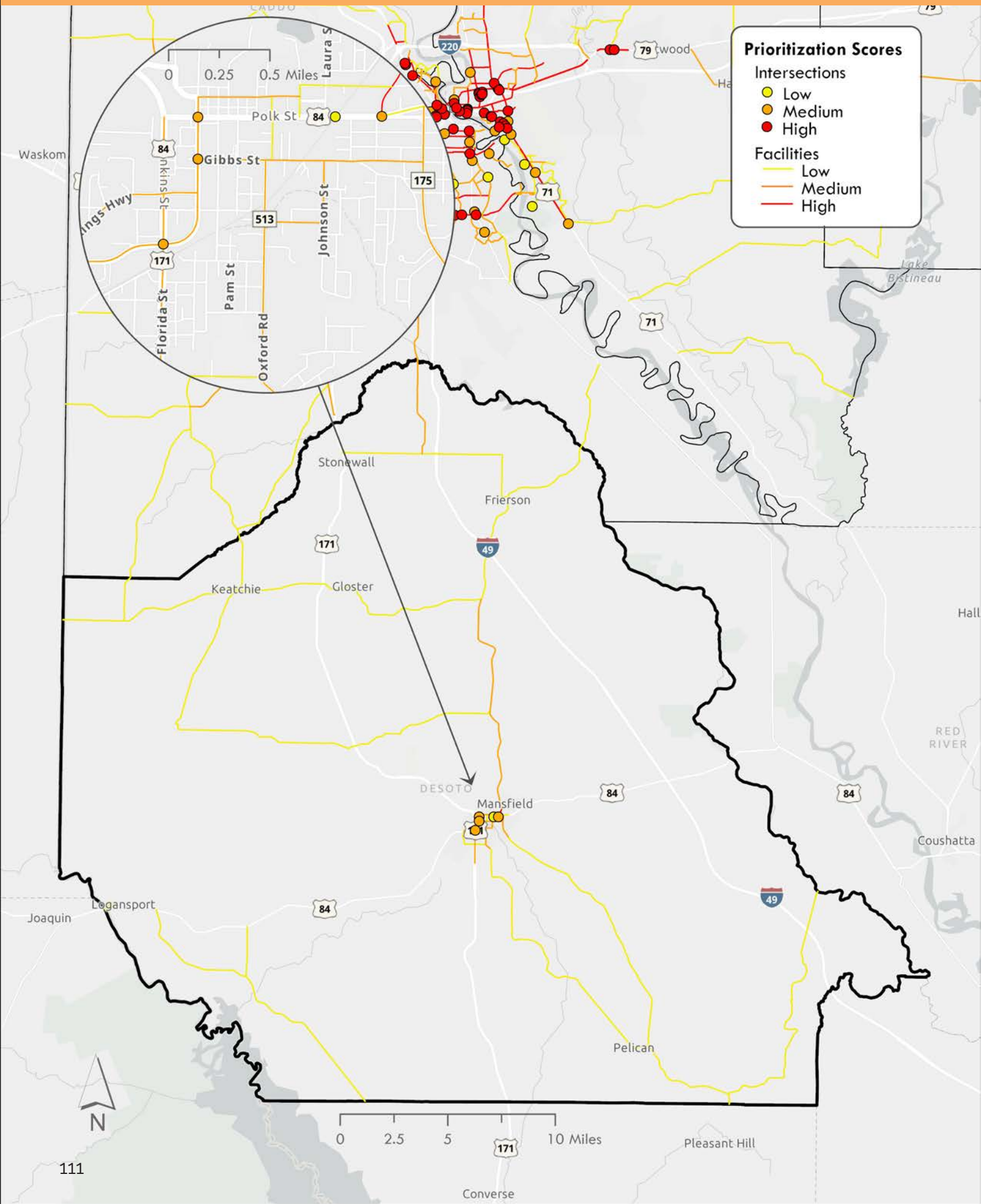

Table 16: DeSoto Parish - Intersection Recommendations

Map ID	Intersection Name	Recommendation	Implementation Score	Priority	Cost Estimate
1	US 171 (Jenkins St) / US 84 Business	Signalized: Add Crosswalk, Ped. Signal with Countdown, Refuge Island	3 - Construction Required	Med.	$93,000
2	US 84 (Polk St) / KCS Railroad	Mid-Block: RR Crossing Improvements	3 - Construction Required	Low	$280,000
3	US 84 (Polk St) / LA 175	Signalized: Add Crosswalk, Ped. Signal with Countdown, Refuge Island	3 - Construction Required	Med.	$93,000
4	US 84 (Polk St) / US 84 Business (Washington Ave)	Signalized: Add Crosswalk, Ped. Signal with Countdown	1 - Striping and Signage Only	Med.	$68,000
5	US 84 Business (Washington Ave) / Gibbs St	Signalized: Add Crosswalk, Ped. Signal with Countdown	1 - Striping and Signage Only	Med.	$68,000

Table 17: DeSoto Parish - Recommended Facilities

Map ID	Name	From	To	Length (mi.)	Facility Type	Priority	Scale of Implementation	Cost Estimate
1	Crosby St	Gibbs St	US 84	0.21	Bike Boulevard	Low	1 - Striping and Signage Only	$25,000
2	Elm St	Veterans Memorial Dr	Marr Ln	0.51	Bike Boulevard	Low	1 - Striping and Signage Only	$62,000
3	Franklin St	N Washington Ave	Myra St	0.50	Bike Boulevard	Med.	1 - Striping and Signage Only	$60,000
4	Gibbs St	LA 513	LA 175	0.78	Bike Boulevard	Med.	1 - Striping and Signage Only	$93,000
5	Johnson St	Martin Luther King Dr	Gibbs St	0.31	Bike Boulevard	Med.	1 - Striping and Signage Only	$37,000
6	Kings Hwy	US 84	Jenkins St	0.66	Bike Boulevard	Med.	1 - Striping and Signage Only	$80,000
7	Kyle Porter Rd	Railroad Ave	LA 513	0.99	Bike Boulevard	Low	1 - Striping and Signage Only	$119,000
8	LA 169	LA 172	Desoto Caddo Parish Line	2.09	Shared Lanes	Low	1 - Striping and Signage Only	$251,000
9	LA 172	Louisiana Texas State Line	LA 789	8.49	Shared Lanes	Low	1 - Striping and Signage Only	$1,018,000
10	LA 175	Highland Dr	US 84	1.06	Shoulders	Med.	3 - Construction Required	$1,910,000
11	LA 175	LA 509	LA 5	10.51	Shoulders	Med.	3 - Construction Required	$18,912,000
12	LA 175	DeSoto Sabine Parish Line	Highland Dr	17.94	Shared Lanes	Low	1 - Striping and Signage Only	$2,152,000
13	LA 175	LA 5	Wallace Bayou	9.70	Shoulders	Low	3 - Construction Required	$17,458,000
14	LA 175	Polk St	LA 175	0.46	Side Path	High	3 - Construction Required	$972,000
15	LA 177	LA 175	I-49	10.91	Shared Lanes	Low	1 - Striping and Signage Only	$1,310,000
16	LA 191	DeSoto Sabine Parish Line	US 84	14.33	Shared Lanes	Low	1 - Striping and Signage Only	$1,720,000
17	LA 3015	LA 5	US 171	8.82	Shared Lanes	Low	1 - Striping and Signage Only	$1,058,000
18	LA 3015	US 171	LA 175	6.83	Shared Lanes	Low	1 - Striping and Signage Only	$820,000
19	LA 3276	US 171	~Timberline Cir	5.39	Shoulders	Low	3 - Construction Required	$9,707,000

Map ID	Name	From	To	Length (mi.)	Facility Type	Priority	Scale of Implementation	Cost Estimate
20	LA 3276	LA 175	~Timberline Cir	5.03	Shared Lanes	Low	1 - Striping and Signage Only	$604,000
21	LA 371	I-49 Frontage Rd	Desoto Red River Parish Line	2.07	Shared Lanes	Low	1 - Striping and Signage Only	$249,000
22	LA 483	LA 513	LA 175	0.78	Shared Lanes	Low	1 - Striping and Signage Only	$94,000
23	LA 5	LA 789	~LA 175	12.60	Shoulders	Low	3 - Construction Required	$22,682,000
24	LA 5	LA 3015	LA 172	6.91	Shoulders	Low	3 - Construction Required	$12,433,000
25	LA 513	~Francine Ave	Gibbs St	1.34	Bike Boulevard	Med.	1 - Striping and Signage Only	$161,000
26	LA 513	US 84	LA 513	0.34	Bike Boulevard	Med.	1 - Striping and Signage Only	$40,000
27	LA 513	~Francine Ave	LA 346	9.00	Shared Lanes	Low	1 - Striping and Signage Only	$1,079,000
28	LA 513	LA 346	LA 483	4.17	Shared Lanes	Low	1 - Striping and Signage Only	$500,000
29	LA 763	LA 191	US 84	2.35	Shared Lanes	Low	1 - Striping and Signage Only	$282,000
30	LA 764	US 84 E	Water Plant Rd	0.33	Shared Lanes	Low	1 - Striping and Signage Only	$39,000
31	LA 789	LA 5	LA 169	8.69	Shared Lanes	Low	1 - Striping and Signage Only	$1,043,000
32	Linwood Ave	Stonewall-Frierson Rd	W Bert Kouns Industrial Loop	8.24	Shoulders	Med.	3 - Construction Required	$14,838,000
33	Martin Luther King Dr	LA 513	Johnson St	0.30	Bike Boulevard	Med.	1 - Striping and Signage Only	$36,000
34	McEnery St	Jenkins St	US 84 Business	0.17	Bike Boulevard	Med.	1 - Striping and Signage Only	$20,000
35	Myra St	US 84	Pegues St	0.16	Bike Boulevard	Low	1 - Striping and Signage Only	$19,000
36	N Washington Ave	Polk St	Franklin St	0.10	Bike Boulevard	Med.	1 - Striping and Signage Only	$12,000
37	Oak Hill Rd	Railroad Ave	US 84	0.52	Bike Boulevard	Low	1 - Striping and Signage Only	$62,000
38	Pegues St	Myra St	LA 175	0.45	Bike Boulevard	Low	1 - Striping and Signage Only	$54,000

Map ID	Name	From	To	Length (mi.)	Facility Type	Priority	Scale of Implementation	Cost Estimate
39	PR 532	US 84	Franklin St	0.10	Bike Boulevard	Low	1 - Striping and Signage Only	$12,000
40	Railroad Ave	Shell St	Oak Hill Rd	0.06	Bike Boulevard	Low	1 - Striping and Signage Only	$8,000
41	US 171	~Bedsole Ln	US 84 Business	1.53	Shoulders	Med.	3 - Construction Required	$2,747,000
42	US 84	Louisiana Texas State Line	~LA 5	0.57	Shoulders	Low	3 - Construction Required	$1,031,000
43	US 84	Kings Hwy	Polk St	1.19	Shoulders	Med.	3 - Construction Required	$2,143,000
44	US 84	Louisiana Texas State Line	Marshall Rd	0.28	Bike Boulevard	Low	1 - Striping and Signage Only	$34,000
45	US 84	Polk St	Hope St	0.46	Shoulders	Low	3 - Construction Required	$835,000
46	US 84 Bus	Jenkins St	Polk St	0.73	Buffered Bike Lane	Med.	2 - Reallocation of Space (Road Diet)*	$176,000
47	Veterans Memorial Dr	Chestnut St	Elm St	0.12	Bike Boulevard	Low	1 - Striping and Signage Only	$14,000

*Reallocation of space presumes the completion of a preliminary study before implementation.

Figure 37: Webster Parish - Existing and Recommended Facilities

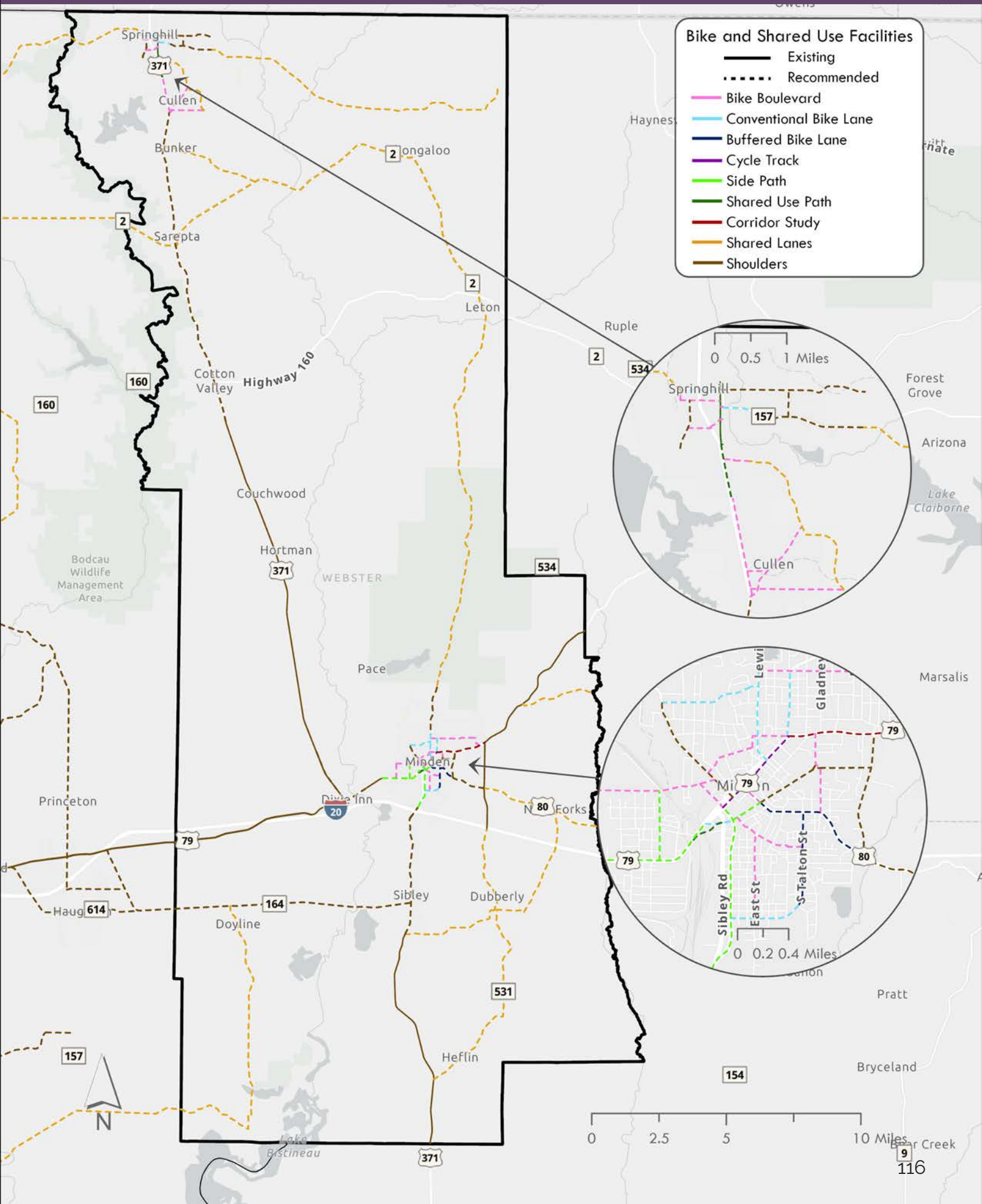

Figure 38: Webster Parish - Intersection Recommendations

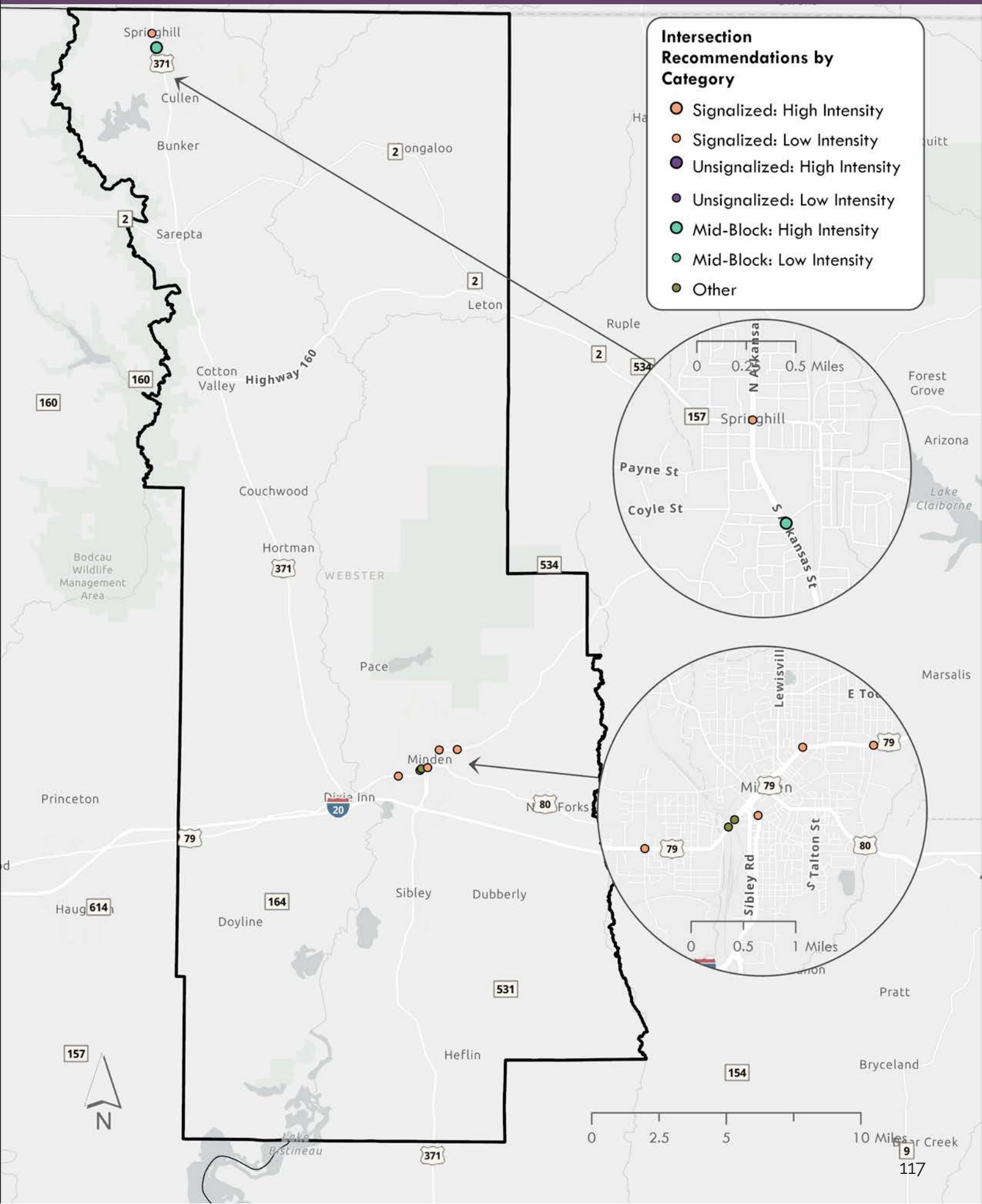

Figure 39: Webster Parish - Project Prioritization

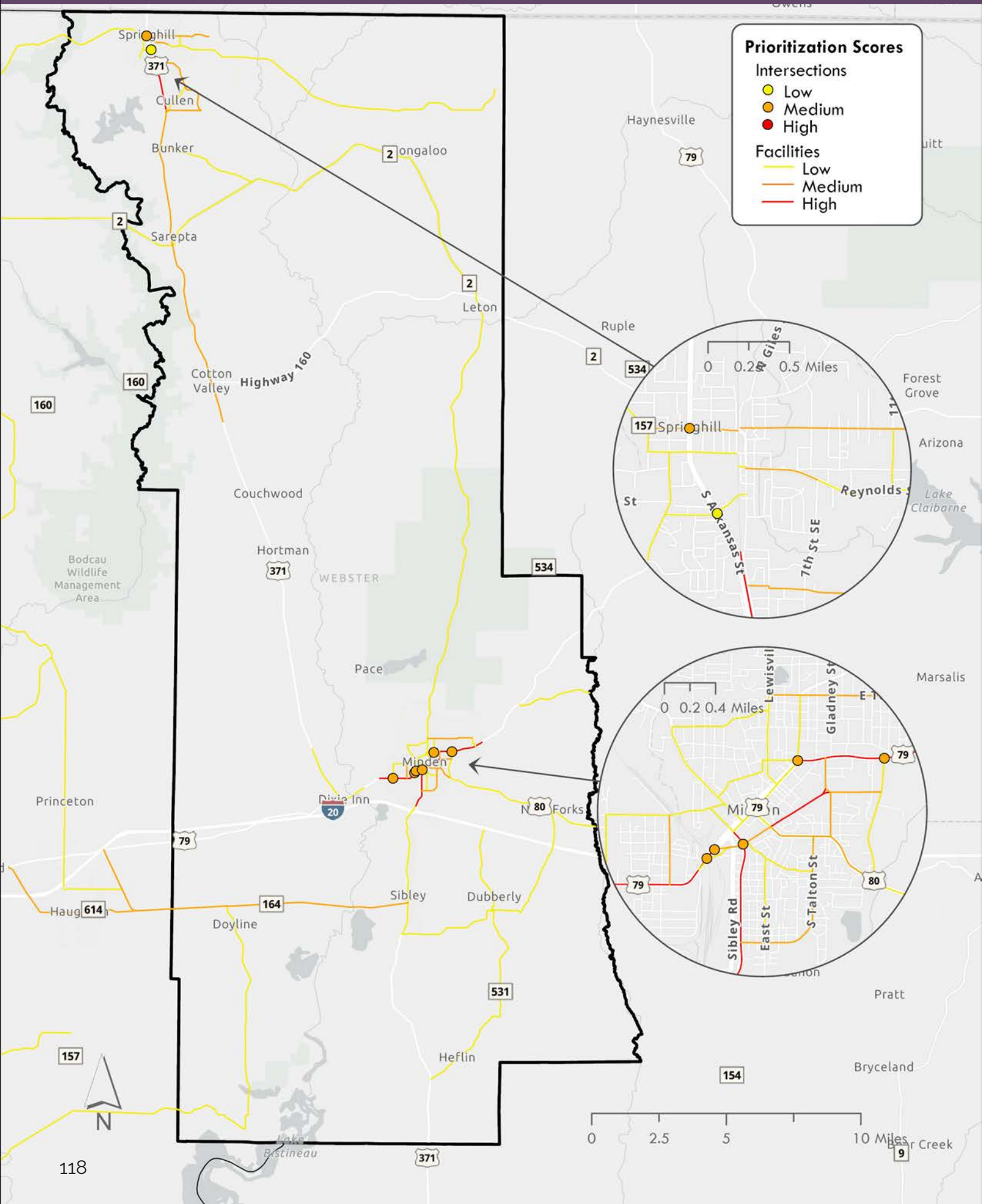

Table 18: Webster Parish - Intersection Recommendations

Map ID	Intersection Name	Recommendation	Implementation Score	Priority	Cost Estimate
1	LA 157 (Butler St) / US 371 (N. Arkansas St)	Signalized: Add Crosswalk, Ped. Signal with Countdown	1 - Striping and Signage Only	Med.	$68,000
2	LA 79 (Homer Rd) near West St	Corridor Study	TBD	Med.	Included elsewhere
3	Lee St / Sheppard St	Signalized: Add Crosswalk, Ped. Signal with Countdown	1 - Striping and Signage Only	Med.	$68,000
4	Main St / Broadway St / East and West St / Elm St / US 79 (Homer Rd)	Signalized: Add Crosswalk, Ped. Signal with Countdown	1 - Striping and Signage Only	Med.	$68,000
5	US 371 (S. Arkansas St) / Spruce St / June Anthony	Mid-Block: Pedestrian Hybrid Beacon	3 - Construction Required	Low	$230,000
6	US 79 (Homer Rd) / Fincher Rd	Signalized: Add Crosswalk, Ped. Signal with Countdown	1 - Striping and Signage Only	Med.	$68,000
7	US 79 (Shreveport Rd) / Weston St	Signalized: Add Crosswalk, Ped. Signal with Countdown	1 - Striping and Signage Only	Med.	$68,000
8	US 79, US 80, Sheppard St	Corridor Study	TBD	Med.	Included elsewhere

Table 19: Webster Parish - Recommended Facilities

Map ID	Name	From	To	Length (mi.)	Facility Type	Priority	Scale of Implementation	Cost Estimate
1	11th St NE	LA 157	Machen Dr	0.37	Shoulders	Low	3 - Construction Required	$671,000
2	3rd St SE	Walnut St	S Roosevelt St	0.01	Bike Boulevard	Med.	1 - Striping and Signage Only	$2,000
3	7th St SW	Robinhood Dr	W Church St	0.69	Shoulders	Low	3 - Construction Required	$1,242,000
4	8th St NW	W Church St	LA 157	0.15	Bike Boulevard	Low	1 - Striping and Signage Only	$18,000
5	Bayou Ave	Weston St	Pine St	0.94	Bike Boulevard	Low	1 - Striping and Signage Only	$113,000
6	Carolina St	Lee St	Durwood Dr	0.57	Conventional Bike Lane	Med.	1 - Striping and Signage Only	$108,000
7	Chrislo Dr	US 79	E Todd St	0.37	Bike Boulevard	Low	1 - Striping and Signage Only	$44,000
8	Clerk St	Pine St	LA 159	0.79	Conventional Bike Lane	Low	1 - Striping and Signage Only	$150,000
9	College St	Pine St	McDonald St	0.42	Bike Boulevard	Low	1 - Striping and Signage Only	$51,000
10	Coyle Ave	Henrietta White Blvd	Gaisser St	1.37	Bike Boulevard	High	1 - Striping and Signage Only	$164,000
11	E Todd St	LA 159	Chrislo Dr	1.67	Bike Boulevard	Med.	1 - Striping and Signage Only	$201,000
12	East & West St	McDonald St	US 79	0.28	Bike Boulevard	Low	1 - Striping and Signage Only	$33,000
13	East Rd	Coyle Ave	Walnut Rd	1.29	Bike Boulevard	Med.	1 - Striping and Signage Only	$155,000
14	East St	Carolina St	Martin Luther King Dr	0.66	Bike Boulevard	Low	1 - Striping and Signage Only	$80,000
15	Elm St	US 79	E Todd St	0.51	Conventional Bike Lane	Low	1 - Striping and Signage Only	$97,000

Map ID	Name	From	To	Length (mi.)	Facility Type	Priority	Scale of Implementation	Cost Estimate
16	Ensey St	Louisiana and Arkansas Railway	Main St	0.04	Bike Boulevard	Low	1 - Striping and Signage Only	$5,000
17	Fincher Rd	US 80	US 79	0.98	Shoulders	Low	3 - Construction Required	$1,762,000
18	Fort St	US 80	US 79	0.63	Bike Boulevard	Med.	1 - Striping and Signage Only	$76,000
19	Frazier St	Sheppard St	S Talton St	0.60	Bike Boulevard	Low	1 - Striping and Signage Only	$71,000
20	Henrietta White Blvd	US 371	Walnut Rd	1.24	Bike Boulevard	Low	1 - Striping and Signage Only	$149,000
21	High St	US 79	Bayou Ave	0.54	Side Path	Med.	3 - Construction Required	$1,142,000
22	June Anthony Dr	US 371	S Main St	0.22	Bike Boulevard	Low	1 - Striping and Signage Only	$26,000
23	LA 157	E Mary Lee St	8th St NW	16.92	Shared Lanes	Low	1 - Striping and Signage Only	$2,030,000
24	LA 157	7th St SE	Percy Burns Rd	1.54	Shoulders	Low	3 - Construction Required	$2,767,000
25	LA 157	Percy Burns Rd	Gravel Pit Rd	11.96	Shared Lanes	Low	1 - Striping and Signage Only	$1,435,000
26	LA 157	LA 157	75th St SE	0.45	Conventional Bike Lane	Med.	1 - Striping and Signage Only	$85,000
27	LA 157	8th St NW	Louisiana and Arkansas Railway	0.55	Conventional Bike Lane	Med.	1 - Striping and Signage Only	$105,000
28	LA 159	Chateau Normandy Apartments	~Bogues Ln	1.68	Shoulders	Low	3 - Construction Required	$3,033,000
29	LA 159	~Bogues Ln	LA 160	15.25	Shared Lanes	Low	1 - Striping and Signage Only	$1,830,000
30	LA 159	US 371 WB I-20 Exit	US 79	1.57	Side Path	High	3 - Construction Required	$3,305,000

Map ID	Name	From	To	Length (mi.)	Facility Type	Priority	Scale of Implementation	Cost Estimate
31	LA 159	Broadway St	~Shropshire	1.07	Conventional Bike Lane	Low	1 - Striping and Signage Only	$203,000
32	LA 159	Main St	Broadway St	0.03	Bike Boulevard	Low	1 - Striping and Signage Only	$4,000
33	LA 163	LA 527	LA164	8.04	Shared Lanes	Low	1 - Striping and Signage Only	$965,000
34	LA 164	US 79	US 371	12.74	Shoulders	Med.	3 - Construction Required	$22,938,000
35	LA 2	~Bossier Webster Parish Line	LA 160	18.54	Shared Lanes	Low	1 - Striping and Signage Only	$2,224,000
36	LA 2 Spur	US 371	N Main St	0.13	Shared Lanes	Low	1 - Striping and Signage Only	$15,000
37	LA 518	US 79	Webster Claiborne Parish Line	2.78	Shared Lanes	Low	1 - Striping and Signage Only	$334,000
38	LA 527	Bossier Webster Parish Line	LA 163	3.53	Shared Lanes	Low	1 - Striping and Signage Only	$424,000
39	LA 531	LA 532	I-20	3.26	Shared Lanes	Low	1 - Striping and Signage Only	$392,000
40	LA 532	US 371	LA 532	7.90	Shared Lanes	Low	1 - Striping and Signage Only	$948,000
41	LA 532	LA 531	US 80	5.14	Shared Lanes	Low	1 - Striping and Signage Only	$617,000
42	LA 802	US 371	LA 2	3.77	Shared Lanes	Low	1 - Striping and Signage Only	$453,000
43	Machen Dr	N Giles St	Percy Burns Rd	2.04	Shoulders	Med.	3 - Construction Required	$3,676,000
44	McDonald St	College St	East and West St	0.09	Bike Boulevard	Low	1 - Striping and Signage Only	$11,000
45	Miller St	Bayou Ave	US 79	0.23	Bike Boulevard	Low	1 - Striping and Signage Only	$27,000

Map ID	Name	From	To	Length (mi.)	Facility Type	Priority	Scale of Implementation	Cost Estimate
46	Nursery Rd	US 371	LA 531	3.87	Shared Lanes	Low	1 - Striping and Signage Only	$464,000
47	Pine St	US 79	Clerk St	0.95	Shoulders	Low	3 - Construction Required	$1,709,000
48	Pine St	Coyle Ave	Henrietta White Blvd	0.28	Bike Boulevard	Low	1 - Striping and Signage Only	$33,000
49	S Roosevelt St	S Main St	3rd St SE	0.12	Bike Boulevard	Med.	1 - Striping and Signage Only	$15,000
50	S Talton St	Durwood Dr	US 80	0.74	Buffered Bike Lane	Med.	1 - Striping and Signage Only	$177,000
51	Shared Use Path Alternative to Shreveport Rd Side Path	Horton St	Sheppard St	0.32	Shared Use Path	Low	3 - Construction Required	$513,000
52	Sheppard St	Union St	Fort St	0.60	Shoulders	High	3 - Construction Required	$1,087,000
53	Sheppard St	US 79	Lee St	0.21	Conventional Bike Lane	Med.	1 - Striping and Signage Only	$41,000
54	Sheppard St	Fort St	Fincher Rd	0.40	Shoulders	Med.	3 - Construction Required	$717,000
55	Sheppard St	Lee St	E Union St	0.26	Side Path	Med.	3 - Construction Required	$538,000
56	Springhill - Cullen Rail Trail	S Main St	~Vine St	0.79	Shared Use Path	High	3 - Construction Required	$1,265,000
57	Spruce St	7th St SW	US 371	0.32	Bike Boulevard	Low	1 - Striping and Signage Only	$39,000
58	US 371	West St	Gifford Hill Rd	2.45	Shoulders	Low	3 - Construction Required	$4,415,000
59	US 371	Old Hwy 7	Henrietta White Blvd	11.89	Shoulders	Med.	3 - Construction Required	$21,411,000

Map ID	Name	From	To	Length (mi.)	Facility Type	Priority	Scale of Implementation	Cost Estimate
60	US 371	Nursery Rd	Sibley Rd	5.06	Shoulders	Low	3 - Construction Required	$9,100,000
61	US 79	US 371	~Sunny Beach Rd	0.95	Shoulders	Low	3 - Construction Required	$1,710,000
62	US 79	Old Shreveport Rd	Sheppard St	1.50	Side Path	High	3 - Construction Required	$3,151,000
63	US 79	Lee St	US 79	0.76	Cycle Track	Low	2 - Reallocation of Space (Road Diet)*	$175,000
64	US 79	US 79	Country Club Cir	1.86	Corridor Study	High	3 - Construction Required	$250,000
65	US 80	Fincher Rd	LA 531	1.25	Shoulders	Low	3 - Construction Required	$2,259,000
66	US 80	LA 531	Webster Bienville Parish Line	4.57	Shared Lanes	Low	1 - Striping and Signage Only	$549,000
67	US 80	Main St	Sheppard St	0.22	Bike Boulevard	Low	1 - Striping and Signage Only	$26,000
68	US 80	Sheppard St	Fincher Rd	0.99	Buffered Bike Lane	Med.	2 - Reallocation of Space (Road Diet)*	$237,000
69	W Church St	8th St SW	1st St NW	0.54	Bike Boulevard	Low	1 - Striping and Signage Only	$65,000
70	Walnut Rd	East Rd	7th St SE	2.57	Shared Lanes	Med.	1 - Striping and Signage Only	$308,000
71	Walnut Rd	3rd St SE	7th St SE	0.22	Bike Boulevard	Med.	1 - Striping and Signage Only	$26,000
72	Weston St	Shreveport Rd	Bayou Ave	0.55	Bike Boulevard	Low	1 - Striping and Signage Only	$65,000

*Reallocation of space presumes the completion of a preliminary study before implementation.

Table 20: Cost Estimate Assumptions

Project Type	Assumptions	Base Cost Per Mile	Unit
Shared use path	Assumes 10 ft wide 2" asphalt over 6" crushed stone shared use path, moderate grading in a forested greenway, minor drainage crossings, and minor road crossing approximately every 1,500 lf. Excludes any bridges, boardwalks, major culverts, retaining walls, traffic signals, fencing, landscaping, utility relocations, environmental mitigation, stormwater retention, or right-of-way acquisition that may be required.	$1,600,000	per Mile
Sidepath	Assumes 10 ft wide 4" concrete side path, some grading in an already cleared road side, minor drainage adjustments along an existing curb with an existing storm drain system, driveway reconstruction approximately every 100 lf, and minor road crossings approximately every 750 lf (with new ADA ramps on one side of the road). Excludes any new curb, bridges, boardwalks, major culvert extensions, retaining walls, traffic signals, fencing, landscaping, utility relocations, environmental mitigation, stormwater retention, or right-of-way acquisition that may be required.	$2,100,000	per Mile
Conventional Bike Lane	Bike lanes are assumed to be a 6in wide stripe on both sides of the street within the existing road pavement. Bike lane symbols are assumed to be a maximum spacing of every 500 lf, and green markings are assumed to be at intersection crossings only (not including driveways), with intersection spacing assumed to be every 750 lf. Excludes any vertical separation elements, vehicular travel lane reconfiguration, crosswalks, resurfacing, pavement widening, or signals that may be required.	$190,000	per Mile
Buffered Bike Lane	Buffered bike lanes are assumed to be the same cost per mile as bike lanes but with an additional cost of another 4in marking and chevron markings (spaced every 25 ft) within a 3ft wide buffer in each direction. Excludes any vertical separation elements, vehicular travel lane reconfiguration, crosswalks, resurfacing, pavement widening, or signals that may be required.	$240,000	per Mile
Two-Way Cycle Track	Two-Way Cycle Tracks are assumed to be on one side of the street including a 3 ft wide buffer with chevrons and tubular markers (spaced every 25 ft) marked within the existing road pavement. Bike lane symbols are assumed to be a maximum spacing of every 500 lf, and green markings are assumed to be at intersection crossings only (not including driveways), with intersection spacing assumed to be every 750 lf. Excludes any hardscape separation elements, vehicular travel lane reconfiguration, crosswalks, resurfacing, pavement widening, or signals that may be required.	$230,000	per Mile

Project Type	Assumptions	Base Cost Per Mile	Unit
Shared Lane (Sharrow)	Shared Lanes are assumed to simply add shared lane marking symbols (spaced every 100 lf) within existing pavement and lane markings, including adding associated signage. Excludes any additional traffic calming measures, lane reconfiguration, resurfacing, or signal work that may be required.	$120,000	per Mile
Bicycle Boulevard	Bicycle Boulevards base cost are assumed the same cost per mile as shared lanes. However, bicycle boulevards typically need additional traffic calming measures, which can vary in cost significantly. Bicycle Boulevard traffic calming elements are listed separately from this per mile cost.	$120,000	per Mile
Asphalt Shoulder	Assumes shoulders are to be a 5 ft wide asphaltic concrete 2in surface asphalt over 6in aggregate base on both sides of the roadway. Assumes some grading over ditches in an already cleared road side, minor pavement adjustment and small culvert relocation at driveways (approximately every 500 lf) and intersections (approximately every 1,000 lf). Excludes any major culvert extensions, retaining walls, fencing, landscaping, signal/utility relocations, environmental mitigation, stormwater retention, or right-of-way acquisition that may be required	$1,800,000	per Mile
Sidewalk (5')	Assumes 5 ft wide 4" concrete sidewalk on both sides of the road, some grading in an already cleared road side, along an existing curb with an existing storm drain system, driveway reconstruction approximately every 100 lf, and minor road crossings approximately every 750 lf (with new high-visibility crosswalks and ADA ramps on all 4 quadrants). Excludes any new curb, drainage, bridges, boardwalks, retaining walls, traffic signals, fencing, landscaping, utility relocations, environmental mitigation, stormwater retention, or right-of-way acquisition that may be required.	$2,400,000	per Mile
Pedestrian Bridge	Assumes a 10'-12' wide pedestrian bridge up to a 100 ft span, including abutments, survey, and erosion control.	$4,900	per LF
Bicycle Boulevard Intersection Improvement - Neighborhood Traffic Circle	Assumes surface mounted concrete island and striping within existing curb of a local or collector sized intersection. Excludes any crosswalks, resurfacing, utility relocations, signal removal, or landscaping that may be required. Excludes temporary traffic control (assumes to be part of a larger project)	$21,000	per intersection

Project Type	Assumptions	Base Cost Per Mile	Unit
Pedestrian Refuge Island	Assumes to convert existing asphalt turning lane or unused road pavement into a 25ft x 10f concrete median with a 10ft x 10 ft refuge cut-through, including curbing, high-visibility crosswalk markings (crossing up to 4 lanes of traffic), and signage. Excludes landscaping, special pavers, utility relocations, lane reconfigurations, resurfacing, corner ADA ramps, or signal work that may be required. Excludes temporary traffic control (assumes to be part of a larger project).	$25,000	per crossing
ADA Ramp Upgrade (Full intersection)	Assumes new ADA ramps retrofitted to an existing 4 corner intersection (2 per corner), including minor sidewalk rework (up to 5ft each side of ramp). Excludes any crosswalks, resurfacing, drainage adjustments, utility relocation, signal work, or right-of-way acquisition that may be required. Excludes temporary traffic control (assumes to be part of a larger project).	$49,000	per intersection
Ped Head Upgrade, LPI installation	Assumes new or replacement pedestrian signal heads, LPI timing, and adjustment APS push buttons on 4-legs of an existing signalized intersection. Excludes any additional signal upgrade work, sidewalk, curb ramp, crosswalk, or right-of-way acquisition that may be required. Excludes temporary traffic control (assumes to be part of a larger project).	$62,000	per intersection
High Visibility Crosswalk Marking (per intersection)	Assumes 24" thermoplastic hi-viz striping for 6' wide hi-viz crosswalks across all four legs of a minor intersection (up to 45 crossing length per leg). Excludes marking removal, resurfacing, and ADA ramps that may be required. Excludes temporary traffic control (assumes to be part of a larger project).	$6,000	per intersection
Pedestrian Hybrid Beacon (PHB)	Assumes new PHB where an existing adjacent electrical connection is readily available, including new hi-visibility crosswalks across 4-lanes and ADA ramps on each side of the crossing. Excludes any refuge island, work on other intersection corners, marking removal, resurfacing, or right-of-way acquisition. Excludes temporary traffic control (assumes to be part of a larger project).	$230,000	per crossing
Rectangular Rapid Flashing Beacon (RRFB)	Assumes all new RRFB crossing where existing adjacent electrical connections is readily available (or use solar power), including new hi-visibility crosswalks across 2-lanes and ADA ramps on each side of the crossing. Excludes any refuge island, work on other intersection corners, marking removal, resurfacing, or right-of-way acquisition. Excludes temporary traffic control (assumes to be part of a larger project).	$49,000	per crossing

Project Type	Assumptions	Base Cost Per Mile	Unit
Railroad Crossing Improvements	Assumes an at-grade addition of a shared use path, sidewalk, or road shoulder expansion across a railroad track where new or upgraded RR signal/gate is required, and new concrete RR crossing must be placed. Excludes road temporary traffic control (assumes to be part of a larger project).	$280,000	per crossing
Trailheads	Assumes trailhead amenities including an information panel, wayfinding signage, entry island with minor landscaping, bench, and bicycle fix-it station over a concrete pad. Excludes the base shared use path cost and temporary traffic control included with the shared use path item. Excludes any vehicle or bicycle parking that may be desired.	$23,000	per trailhead
Flexible Posts Corner	Assumes up to (8) flexible posts around one intersection corner, including a double white pavement marking delineating the corner. Excludes temporary traffic control (assumes to be part of a larger project).	$1,300	per corner