DRAFT

ST. TAMMANY PARISH

Multi-Modal Transportation Plan

A ROAD MAP FOR EFFICIENT AND SUSTAINABLE TRANSPORTATION NETWORK FOR ALL

DEC. 2024

DRAFT

ST. TAMMANY PARISH

Multi-Modal Transportation Plan

2024

COVER IMAGE: I-12 corridor through the Northshore, St. Tammany Parish, LA. *SOURCE: Roads and Bridges*

acknowledgments

PARISH PRESIDENT

Michael B. Cooper *Parish President*

PARISH COUNCIL

Rick Smith *District 1 Councilman*
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PARISH GOVERNMENT STAFF

Ross Liner *Director of Planning and Development*
Daniel Hill *Director of Engineering*
Carl Cleland *Land Use Planner (GIS)*
Kai Wilson *Communication Coordinator*

PLANNING/ZONING COMMISSION

Charles “Fritz” Walker
Phillip Truxillo
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Ben Martino
Gerrin Narcisse
Thomas "Tom" Seeger
Dave Doherty, Jr
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John Gaines
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Brittany Robert
Nick Binnings
Harold Barrios

ST. TAMMANY CORPORATION

Chris Masingill *Chief Executive Officer*

NEW ORLEANS REGIONAL PLANNING COMMISSION (NORPC)

Jeffrey Roesel, AICP *Executive Director*
Nelson Hollings *Senior Transportation Planner*
Lynn Dupont, ASLA, GISP *Principal Planner/GIS Manager*

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT (LADoTD)

PARISH RESIDENTS AND STAKEHOLDERS

CONSULTANT TEAM

CSRS
Lagniappe Planning & Design
Resilient Development & Management, LLC

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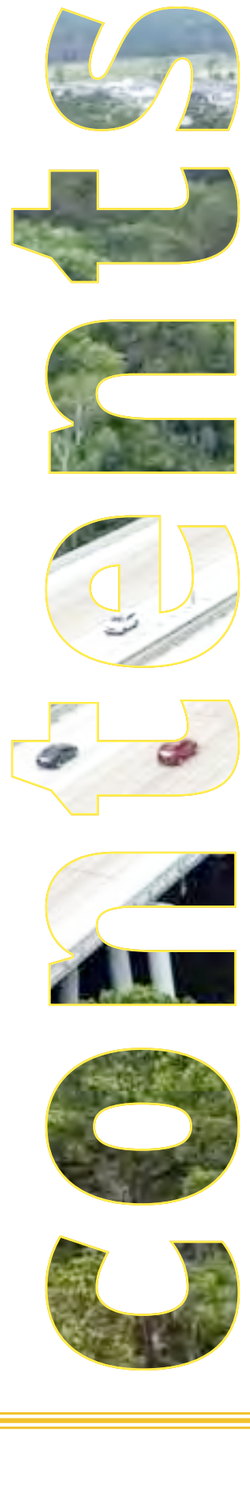

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I. appendix

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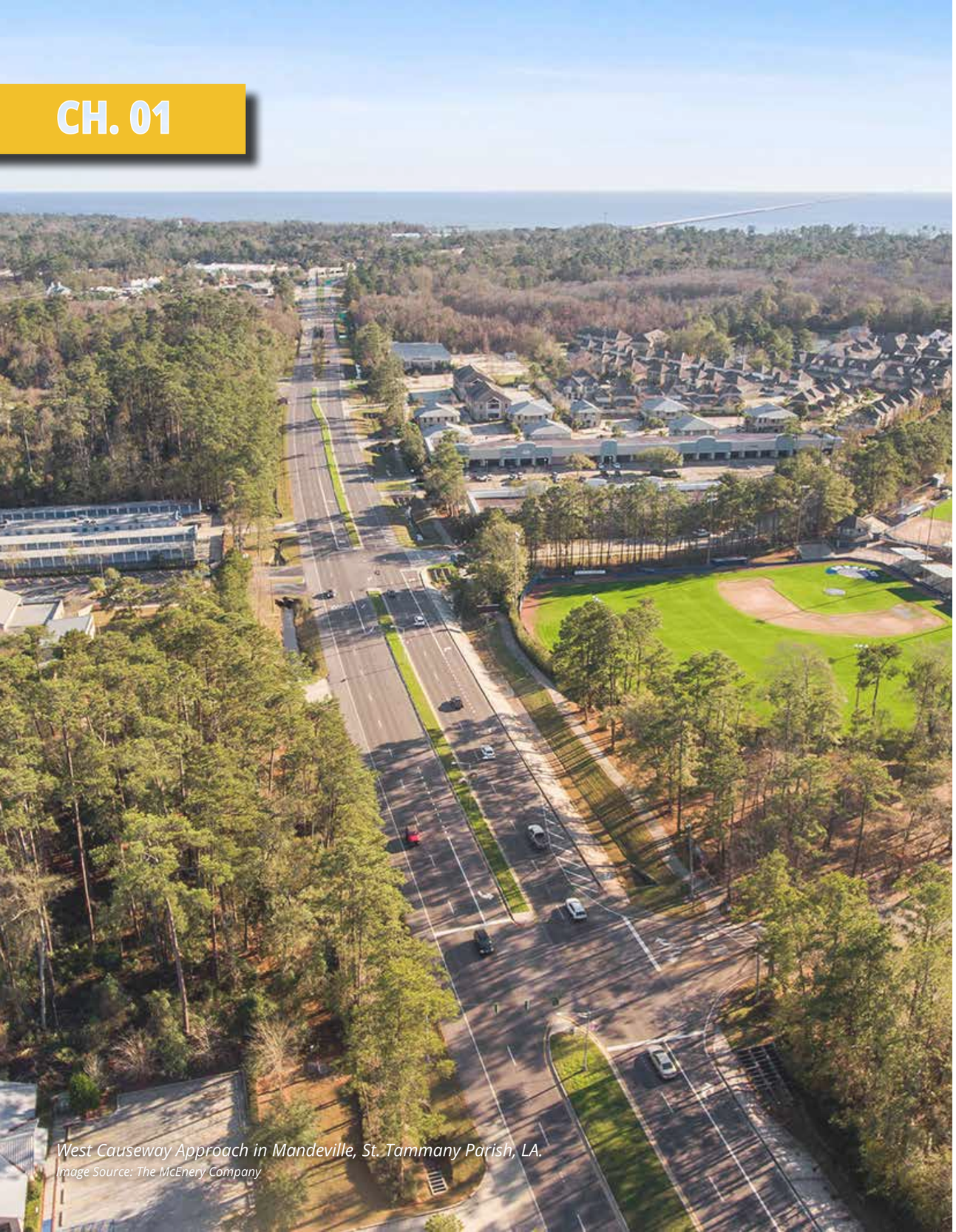


West Causeway Approach in Mandeville, St. Tammany Parish, LA.
Image Source: The McEnery Company

01 introduction

01 introduction

1.1 Planning Context

Located in southeast Louisiana in the New Orleans Metropolitan Area, St. Tammany Parish is made up of a diverse range of communities from cities, towns, villages, and unincorporated areas. Over the past few decades, St. Tammany Parish has been one of the fastest growing parishes in the state of Louisiana. As noted in the New Directions 2040 (the Parish's Comprehensive Plan completed in 2022), the population grew by over 41% between 2000 and 2020, from about 191,000 to approximately 271,000 compared to the statewide population growth of 7.2% within the same time period. Given the Parish's extensive acreage of undeveloped land and other assets attributing to the significant growth over the past 20 years, St. Tammany Parish is projected to experience similar growth trends in population over the next 20 years.

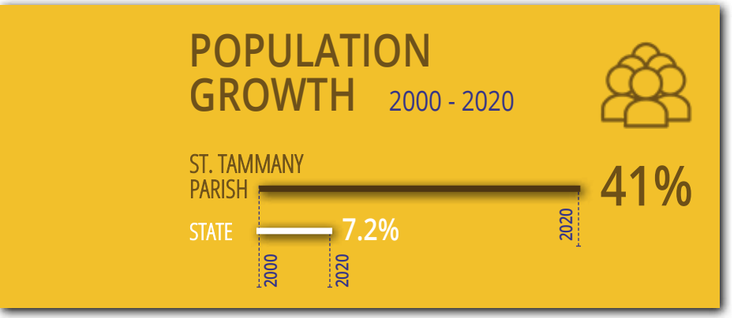


Image: Crowd on Water Street for Wooden Boat Festival Madisonville, St. Tammany Parish, LA

Source: Country Roads Magazine

St. Tammany Parish Existing Transportation and Natural Assets Map

This Parish-Wide Multi-Modal Transportation Plan (MMTP) establishes a framework for enhancing mobility, connectivity, accessibility, and safety for all modes while preserving the ***"villages in the woods"*** character residents resonate with. This plan prioritizes capacity and alternative transportation (pedestrian and bicycle) projects identified in existing plans and those suggested by the public, aligning with their investment preferences.

The primary objective of this plan is to define a comprehensive transportation program that promptly addresses roadway capacity needs and strategic investments in alternative transportation. In the context of this plan, alternative transportation refers specifically to non-motorized modes of mobility, namely walking or bicycling.

Additionally, it builds upon the transportation element and aligns with the goals and objectives established in the New Directions 2040 Plan (ND 2040). It also completes one of the implementation actions established in the plan.

1.2 Development of Plan

The development of this MMTP involved collaboration among residents, regional and state partners, local stakeholders, and Parish staff, and other members of the core project team to formulate a strategic transportation vision for St. Tammany Parish. The summarized steps taken to develop this plan are outlined below.

ASSESSMENT OF CURRENT PLANS AND TRANSPORTATION NETWORK

Past and current plans were reviewed to serve as a baseline for this plan. To further gain an understanding of the Parish's transportation characteristics, an assessment of the transportation network was undertaken.

REGULATORY FRAMEWORK ASSESSMENT, GROWTH PRESSURE AND CONSTRAINTS

A review of land development regulations revealed segregated low-dense land uses, particularly outside of the urbanized areas. This exacerbates reliance on auto-dependent travel patterns.

DEVELOPING A MOBILITY VISION

Based on findings a vision with supporting goals and objectives was drafted to articulate the envisioned future of the Parish's multi-modal transportation system.

PUBLIC & STAKEHOLDER ENGAGEMENT

Findings from earlier tasks were shared in two public workshop series for resident buy-in and to gather input on existing transportation conditions, needs, challenges, and opportunities not already accounted for.

PROJECT PRIORITIZATION

Drawing on findings and public input, priority projects (both capacity and alternative transportation related) were pinpointed to address current transportation challenges and facilitate future growth more effectively.

CAPITAL PROGRAM OPPORTUNITIES/PROJECT FUNDING STREAMS

This plan sets the framework for the establishment of a short term transportation program necessary for project implementation.

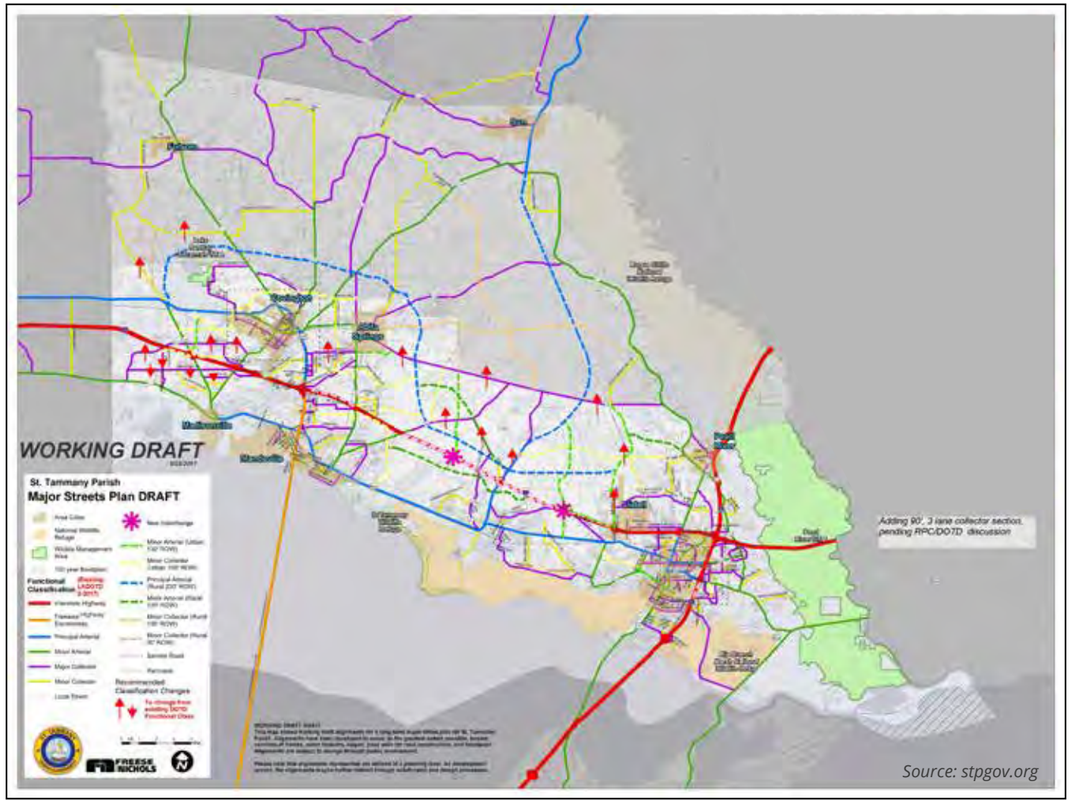
1.3 Incorporating Existing And Previous Plans

This plan looked at current Regional and Parish-wide plans to develop policies, goals, and strategies. These plans are summarized below.

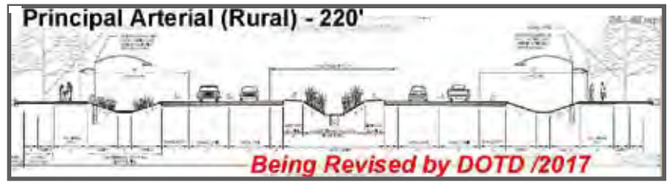
ST. TAMMANY PARISH (DRAFT) MAJOR STREETS PLAN (MSP) 2017

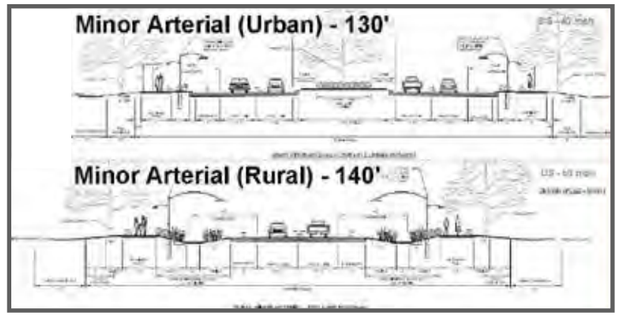
The 2017 Draft Major Streets Plan (MSP), which was never formally adopted, prioritized mobility, resilience and balance, and opportunity, where the intersection of the three provided a framework to develop the plan. The core component of this plan was a scenario planning exercise to identify Parish-wide future mobility needs; accounting for existing zoning, regional growth projections, and planned projects. Recommended projects capitalized on roadway capacity improvements as well as improved connectivity, particularly in the east-west directions. These projects were categorized as ***New Facility, Roadway Extensions,*** and ***Lane Additions/Expansions***.

Projects proposed (draft) in Major Streets Plan

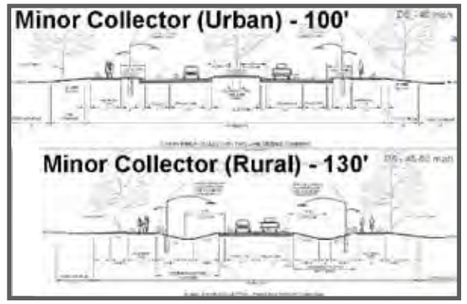


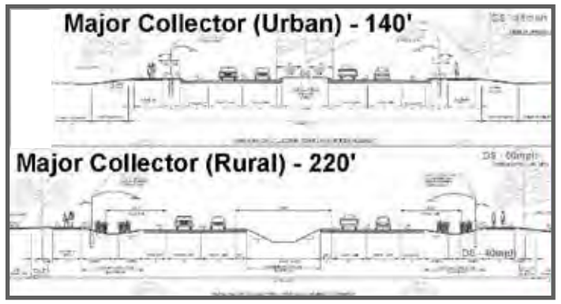
The 2017 Draft Major Streets Plan (MSP) was a multi-step process to identify Parish-wide mobility improvements. Through an extensive public and stakeholder input, current plan reviews, an assessment of the existing transportation system, and RPC and DOTD coordination, recommendations were provided to further improve the transportation network while accommodating future transportation needs as the Parish continues to experience significant population growth.





2017 Draft Major Streets Plan (MSP)
FUNCTIONAL CLASS - RIGHT OF WAY AND TYPICAL DESIGN SECTION
Source: stpgov.org





Source: stpgov.org

Recommendations to the transportation network improvements considered the following:

- One that is efficient, considering all modes and all user groups.
- Incorporates existing Parish plans to maintain and improve connectivity between adjacent city major street plans within St. Tammany Parish.
- Provides alternatives to alleviate expected points of congestion.
- Balances the need for expanding infrastructure to meet future needs and preserving the existing system to provide a more resilient system.
- Improves roadway safety by addressing identified trouble spots with supporting countermeasures.
- Promotes further integration between transportation and land use development to reduce overall vehicle miles traveled (VMT) per capita.
- Develops a multi-modal transportation system that enhances economic vitality, growth, and supports both economic and environmental resiliency.

To inform these recommendations, a scenario planning exercise was undertaken to identify future mobility needs of the Parish. Accounting for existing zoning, regional growth projections, and planned projects, a land planning concept was formed to define a reasonable scenario of future land uses and their distribution over the area. This scenario was then tested with the New Orleans Regional Planning Commission (NORPC) travel demand model in a way that the Parish could use to consider network alternatives at a local, Parish-wide level.

Once this exercise was completed, improvements to the transportation network were established. The majority of these projects were aimed to increase east-west connectivity as this was found to be a key issue. Projects more regional in nature were included in the plan, but were reflective of what was accounted for in the current State Transportation Improvements Plan (STIP) and the RPC's Metropolitan Transportation Plan (MTP) at the time this plan was developed. Potential alignments of new corridors, to the greatest extent possible, avoided homes, water features, slopes, poor soils for road construction, and floodplains.

Projects were categorized as ***New Facilities, Roadway Extensions,*** or ***Lane Additions/ Expansions***. Each project was supported by an appropriate time frame and recommended functional classification. The plan breaks down each functional classification with supporting characteristics and typical sections. Additional information on recommended projects is provided later in this report.

NEW FACILITY

Image Source: NOLA.com

ROADWAY EXTENSION

Image Source: jordanfosterconstruction.com

LANE ADDITIONS/EXPANSIONS

Image Source: ayresassociates.com

SLIDELL AND MANDEVILLE-COVINGTON METROPOLITAN TRANSPORTATION PLANS (MTP)

2052

St. Tammany Parish contains two Metropolitan areas (MPOs), Mandeville-Covington and Slidell. The 2052 Slidell and Mandeville-Covington Metropolitan Area Transportation Plans, created by the New Orleans Regional Planning Council (NORPC), outline the region's goals, resources, planning process, and project implementation schedule for the next 30 years.

Projects are prioritized as Tier I, II or, III.

- **TIER I PROJECTS** have been tied to a funding source and expected to be implemented in federal fiscal years (FFY) 2023-2026 and are identical to the TIP.
- **TIER II PROJECTS** are still in the planning stage and are expected to advance based on funding between 2027 and 2036.
- **TIER III PROJECTS** are more complex and are planned for the years 2037 – 2052.

PLANNING PRIORITIES

This plan is supported by six overarching planning priorities considered throughout RPC's transportation planning process and all levels of decision making.

SAFETY & SECURITY
A transportation network that is safe and secure for all users regardless of mode.

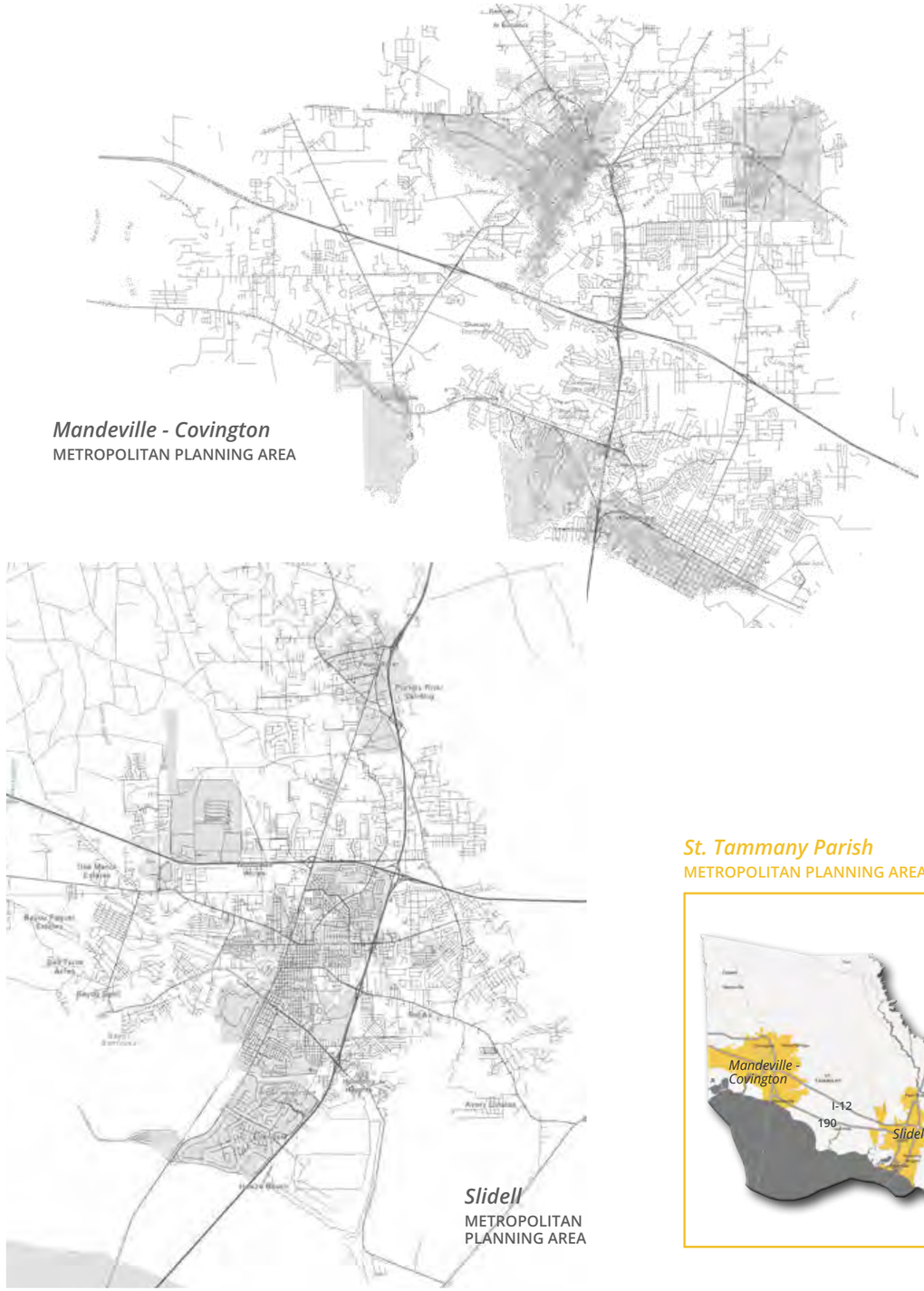
SUSTAINABILITY & RESILIENCE
A transportation network with minimal disruption to land preservation areas and other environmentally sensitive areas and one that enhances the region's ability to withstand and recover from inevitable natural hazards.

EQUITY
Diversity of voices throughout the decision-making process with a great emphasis on those from historically disadvantaged communities who are disproportionately impacted by the transportation system.

SYSTEM PRESERVATION & STEWARDSHIP
Identifying and prioritizing investment and funding opportunities for maintaining and expanding a multi-modal transportation network while keeping in mind future conditions such as routine use and extreme weather events.

ECONOMIC OPPORTUNITY
A multi-modal transportation network with increased access and connectivity for delivery and shipment of goods and services, increased means of worker access to employment, and customer access to businesses throughout the region.

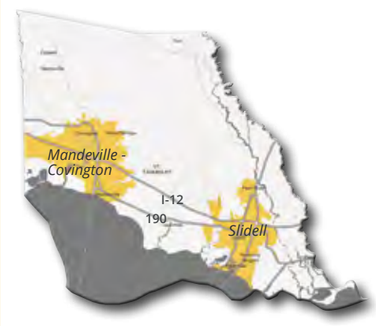
RELIABILITY & CONNECTIVITY
A reliable and well-connected multi-modal transportation system in which travelers have some reasonable assurance how long a trip will take while minimizing unexpected delays.



Mandeville - Covington
METROPOLITAN PLANNING AREA

Slidell
METROPOLITAN PLANNING AREA

St. Tammany Parish
METROPOLITAN PLANNING AREAS



CAPITAL IMPROVEMENT PLAN FOR ROADS AND DRAINAGE SUPPLEMENT (CIP SUP) FY 2024 – FY 2028

This Capital Improvement Plan Supplemental document is the first detailed supplement to the 5-year capital improvement plan for St. Tammany Parish Government. Developed by the Department of Engineering, this multi-year projection outlines the capital needs for public road and drainage infrastructure, offering a comprehensive list of projects aimed at addressing critical infrastructure demands.

Serving as a vital planning tool, this supplement assists the Parish President, Parish Council, and Parish Administration in making budget decisions by allocating funds and resources effectively. Funding for these projects is sourced from various avenues, including bond financing, development impact fees, sales taxes, and State and Federal programs, ensuring the necessary resources are available to meet the Parish's infrastructure needs.

STATEWIDE TRANSPORTATION IMPROVEMENT PLAN 2023-2026

The Statewide Transportation Improvement Program (STIP) was developed by Louisiana Department of Transportation and Development (LADOTD) in accordance with 23 CFR 450.218. This document identifies regionally significant transportation projects, accounting for all modes. These identified projects are tied to a fiscally constrained financial plan and are expected to be funded with federal dollars over the four-year period, FY 2023-2026. These projects were developed in coordination with MPOs, public transit providers, and any Regional Transportation Planning Organizations (RTPO) in the state.

SLIDELL AND MANDEVILLE-COVINGTON URBANIZED AREA TRANSPORTATION IMPROVEMENT PROGRAM 2023-2026

Pursuant to 23 CFR 450, the Slidell and Mandeville-Covington Urbanized Area Transportation Improvement Program (TIP) was prepared by New Orleans Regional Planning Council (NORPC) with support from the Louisiana Department of Transportation and Development (LADOTD) and transit operators residing in these areas. Like the STIP, these TIPs consist of a priority list of projects over a four-year period, FY 2023-2026, that are being advanced toward the construction. These TIPs also include projects obligated for implementation as part of the previous TIPs (FFY 19 through FFY 22). Selected projects identified in these TIPs are established from public outreach initiatives conducted by the RPC, input from business, civic, and community organizations, state and local governmental entities, and other transportation stakeholders.

STATEWIDE TRANSPORTATION PLAN UPDATE 2015

The Statewide Plan Update is consistent and compliant with the intent and provisions of the Fixing America's Surface Transportation Act (FAST ACT), and fully accounts for federal guidance in statewide transportation planning processes. Considering a 30-year horizon, it was developed on the basis of investing in Louisiana's transportation system to provide a high quality of life and strong economy in the future.

REGIONAL PLANNING COMMISSION 2021 ANNUAL REPORT – PROJECTS AND PERFORMANCE MEASURES 2021

This annual report, prepared by the New Orleans Regional Planning Commission (NORPC) uses quantitative and evidenced-based data and other information to strategically direct transportation decision-making and planning process at all levels, from concept to design and implementation. This approach is also recognized as Performance Based Planning and Programming (PBPP). Performance measures monitored fall into three categories which are:

1) safety 2) road and bridge condition 3) system reliability

Based on the findings this report sets targets for each performance measure the RPC aspires to achieve within a specified period.

CONGESTION MANAGEMENT PROCESS: SYSTEM PERFORMANCE REPORT 2022

This annual report, prepared by the New Orleans Regional Planning Commission (NORPC) uses federally required and regionally selected performance measures to better understand regional congestion and develop solutions. Performance metrics assessed in this report, which are federally required, include: overall congestion, user delay cost, and buffer time index, and planning time.

NEW DIRECTIONS 2040 2040

New Directions 2040, otherwise recognized as the St. Tammany Comprehensive Plan completed in 2022, sets a framework on managing anticipated growth, natural disasters, and possible economic and public health crises the Parish has experienced in recent years. In doing so, this plan also recognizes reputable assets provided by the Parish. These assets, which include attracting large employers, developing high-quality public facilities, and its beautiful natural environment are supported by guided principles to enhance them while preserving the Parish's character and high quality of life.

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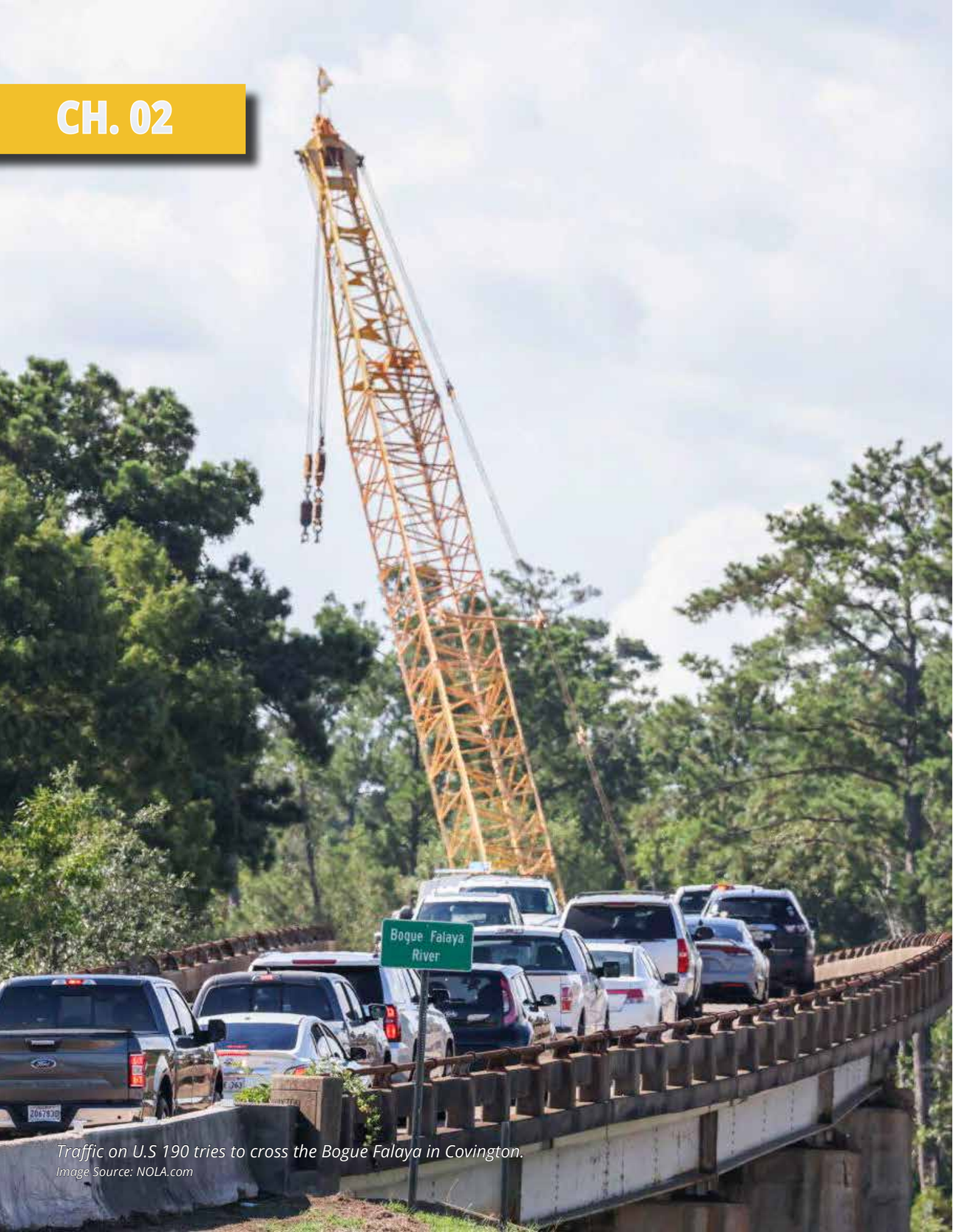


Traffic on U.S 190 tries to cross the Bogue Falaya in Covington.
Image Source: NOLA.com

02 existing transportation network assessment

02 existing transportation network assessment

2.1 Roadway Functional Classification

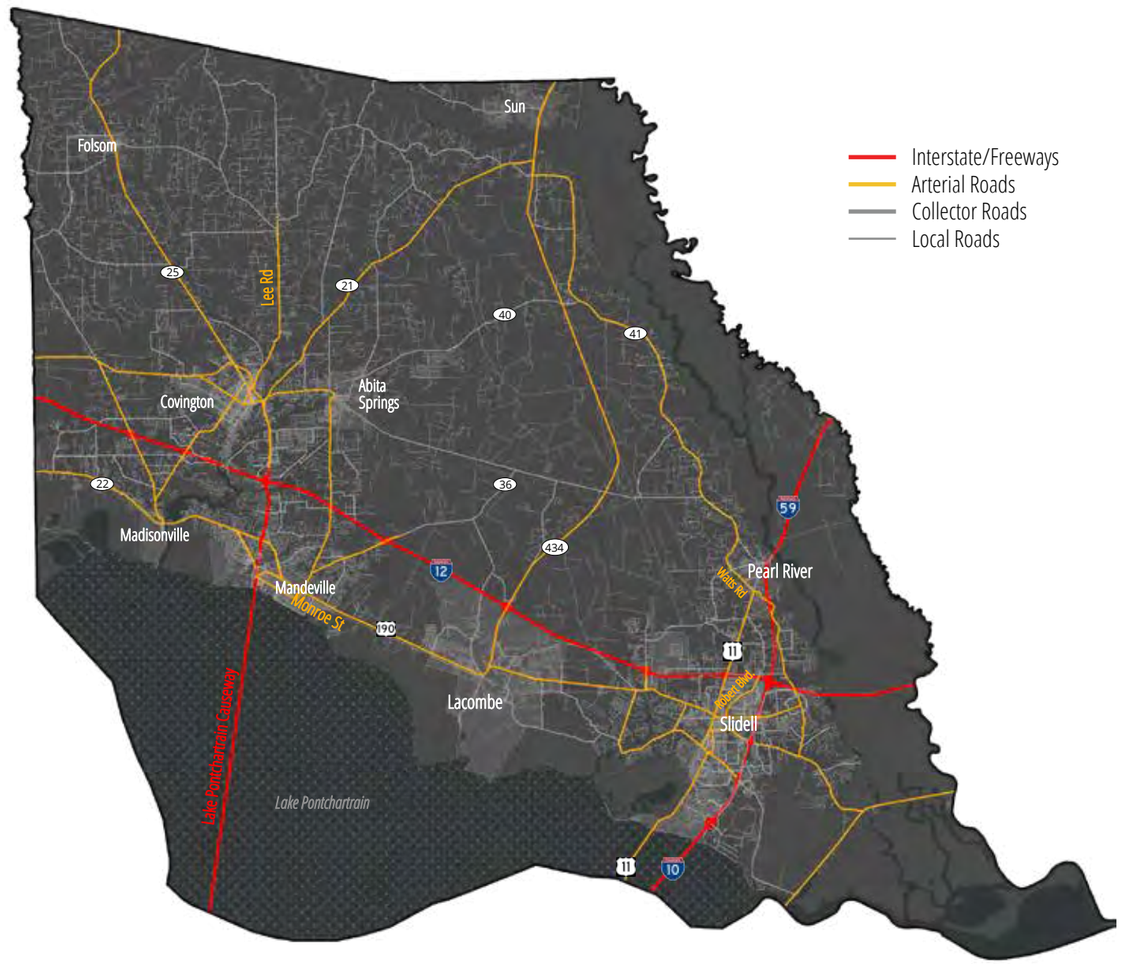
A transportation network from a parish-wide context can be broken down into two categories: regional and local. St. Tammany's regional transportation network is intended to connect major urban areas, towns, and other significant traffic generators while accommodating higher traffic volumes at higher speeds and longer-distance trips. These access-controlled roadways prioritize movement of vehicles, otherwise known as mobility. In contrast, the local transportation network prioritizes accessibility to adjacent land uses intended to serve local, shorter distance trips while providing some level of connectivity to the regional network. The Parish's regional and local transportation network is summarized in the following sections.

Figure 1. Roadway Functional Classifications

Source: Choices 2035 - Champaign-Urbana Urbanized Area Transportation Study (CUUATS)

Louisiana Department of Transportation and Development (LADOTD) categorizes these region-wide and Parish roadways, otherwise known as functional classification, based on the levels of accessibility and mobility the roadway is intended to serve. ***Figure 1*** above depicts the balance between mobility versus accessibility for each roadway functional class. St. Tammany's roadway functional classification map is shown in ***Figure 2***.

Figure 2. St. Tammany Roadway Functional Classification Map *SOURCE: LADoTD*



Roadway Classification

2.2 Regional Transportation Network

St. Tammany Parish is just over 1,100 square miles. As noted earlier, it includes a diverse range of communities. These include the Mandeville-Covington and Slidell urbanized areas, coastal and inland wildlife refuges, parks, and other outdoor recreational areas, coastal communities off Lake Pontchartrain, cities, towns, villages, and several unincorporated areas.

Bounded by Tangipahoa Parish to the west, Washington Parish to the north, the state of Mississippi to the east, and Lake Pontchartrain to the south, the Parish's regional roadway network provides reasonable connectivity to these adjacent communities. Consisting of interstates, and state and US highways, some major roadways of the Parish's regional transportation system include:

I-12 (Republic of West Florida Parkway) is one of the major east-west roadways connecting major urban areas of Covington to Slidell, running parallel along the North Shore of Lake Pontchartrain.

I-10 is one of the few roadways that directly connects the Parish across Lake Pontchartrain to Greater New Orleans. It runs across the north shore of Lake Pontchartrain through Slidell, before turning eastwards through Pearl River Wildlife Management area into Mississippi.

I-59 is one of the major north-south roadways connecting to I-10 in Slidell continuing north, running parallel to the Norfolk Southern Rail line, through the town of Pearl River into Mississippi.

US 11 is another vital connection across Lake Pontchartrain, connecting the north shore near Slidell to Greater New Orleans region, running parallel to I-10 Twin Span bridge. It continues to extend northwards running parallel to I-59 through Alton and Pearl River.

US 190 connects the two metropolitan areas of the Parish, namely Mandeville-Covington and Slidell. It runs parallel to I-12 from Slidell to Mandeville, before turning northwards to Covington. It then continues extending to the west, connecting the Parish with other major cities in Louisiana, including Hammond and Baton Rouge.

Lake Pontchartrain Causeway is a 24-mile long set of parallel bridges, longest of its kind in the world to span continuously over water. It is the only westward bridge, the other two being near Slidell in the east, to the provide connection between the North Shore communities, near Mandeville, to the Greater New Orleans Region.

St. Tammany's regional transportation network and its connection to other areas throughout the state is shown in Figure 3.

Image Source: youtube.com

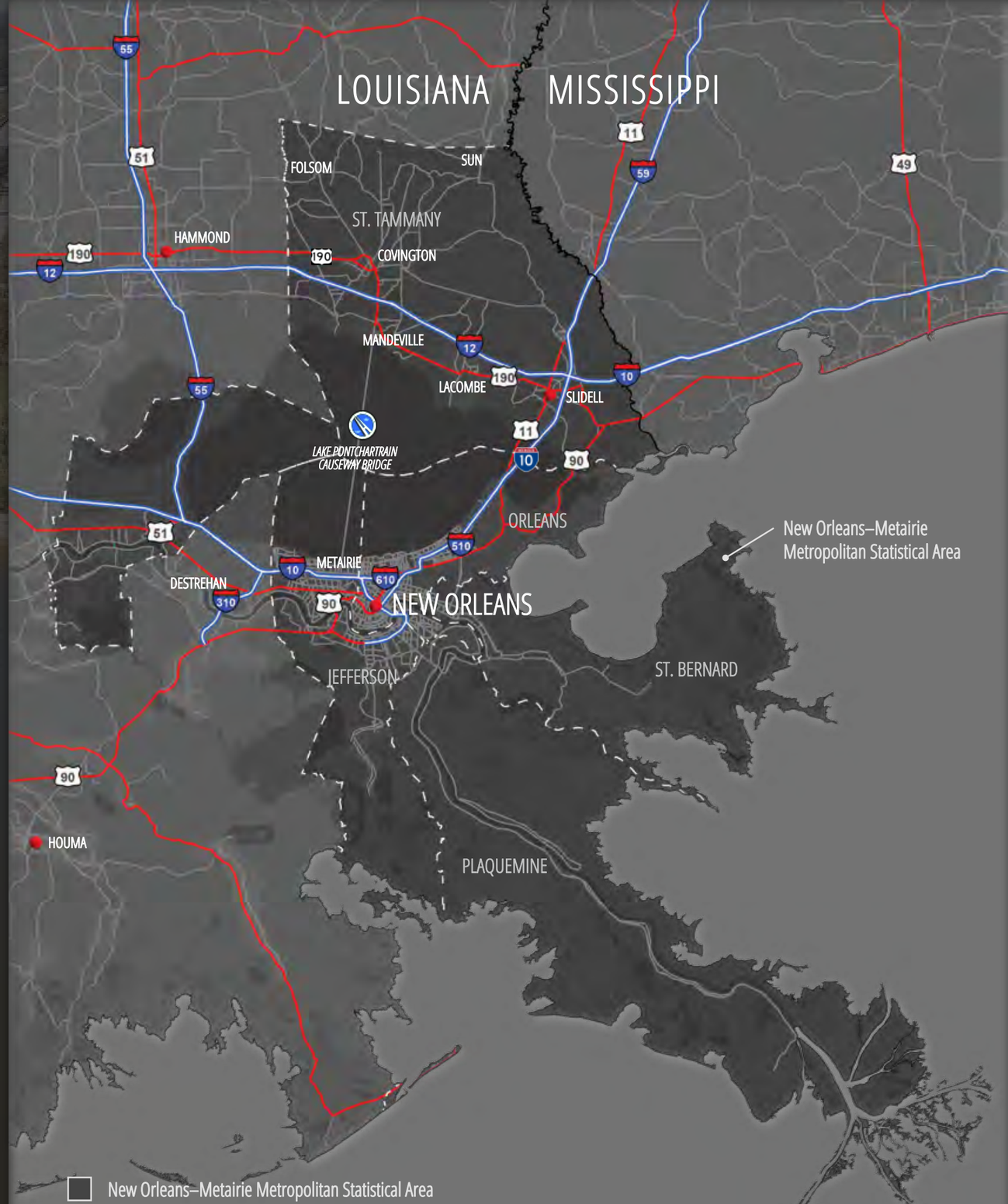


Figure 3. *St. Tammany's regional transportation network*

2.3 Local Transportation Network and Land Use

In the Parish, a distinctive contrast in land use characterizes its northern and southern halves. North of LA 36 and US 190 (from Covington westward), is predominantly rural in nature. Conversely, the southern portion demonstrates much higher development densities. A review of the current zoning map reveals that residential use occupies approximately 85% of the Parish, primarily catering to low-density, single-family housing. While this is largely in the form of low-density single-family developments, a noteworthy portion of land remains undeveloped particularly along the eastern boundary, spanning from the Old Pearl River to the border. These areas are zoned Public Facilities (PF-2) containing nationally and state-protected wildlife habitats and parks.

The transportation network serving the northern "rural" half of the Parish consists of rural designated collectors and local roadways providing reasonable connectivity to the regional roadway network. The majority of the local roadways, which provide direct access to just about all neighborhoods and the other rural developments within this area are dead-end streets limiting connectivity.

Aligning with northern and southern character lies the Parish's urban growth boundary. As shown in ***Figure 4*** below, this east-west boundary line is roughly contiguous to LA 36.

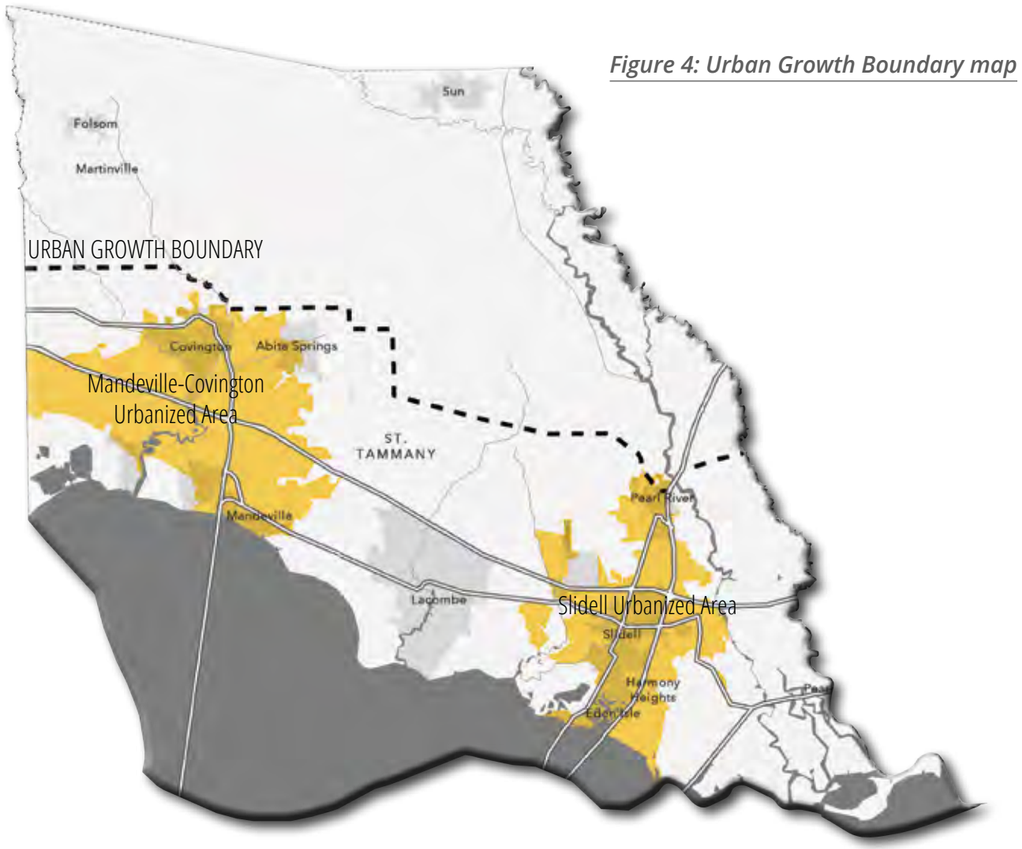


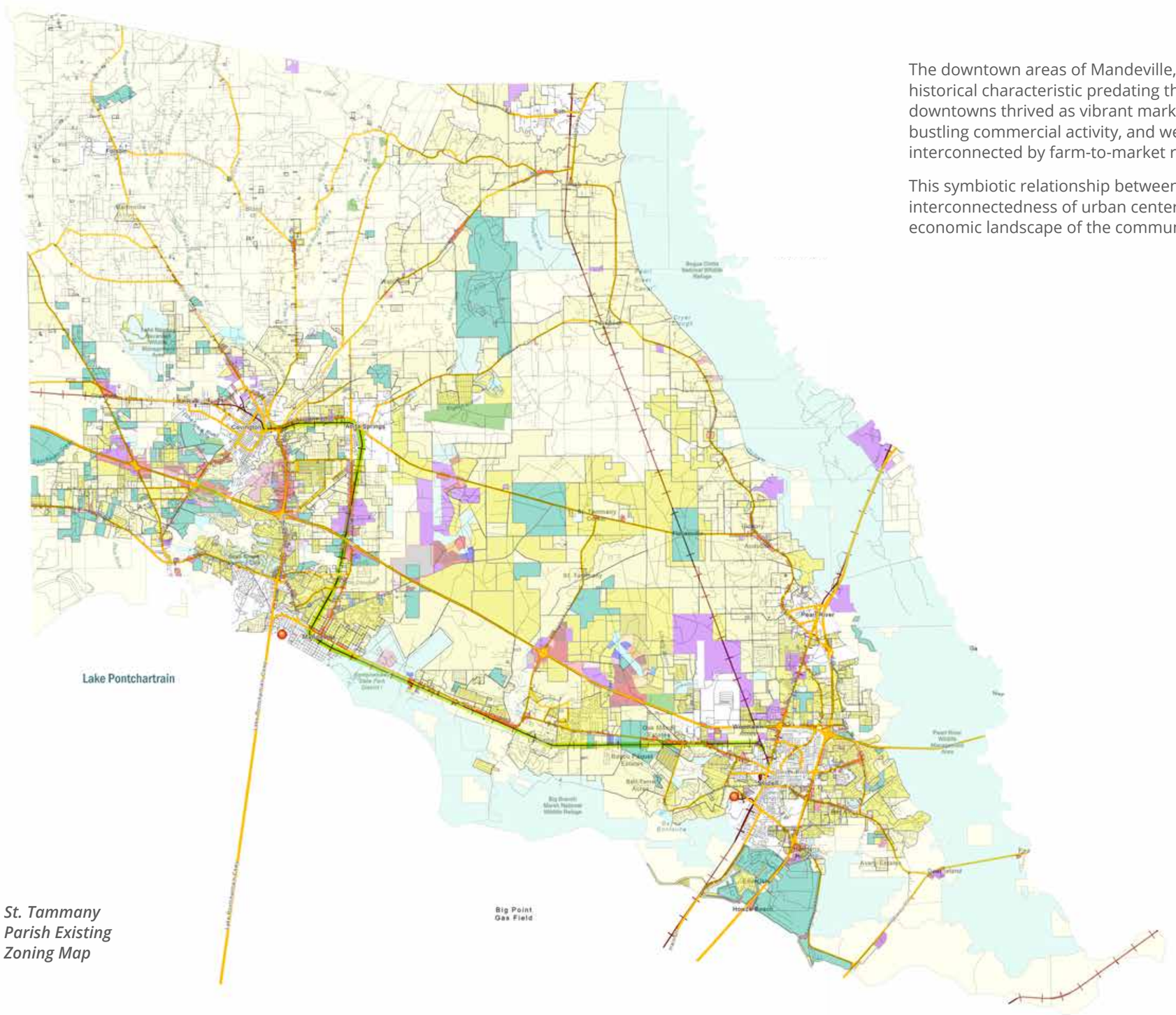
Figure 4: Urban Growth Boundary map

The *urban growth boundary* is at times used not only to delineate subdivision review processes and standards but also to determine the areas where development impact fees are required. Currently, there are no impact fees north of this line (northern half of the Parish), which may encourage developers to develop here. This does, however, pose a threat potentially impacting the *"Village in the Woods"* character residents resonate with.

Unlike the northern half of the Parish, the southern half, south of the urban growth boundary, is more concentrated with development particularly along the I-12, US 190, and I-10 corridors as well as within the Slidell and Mandeville-Covington Urbanized Areas. Although this area is predominately zoned residential like the northern half of the Parish, it employs heavy concentrations of industrial and commercial business developments within these areas.

The regional roadway network, outlined above, serves the southern half of the Parish, particularly the Slidell and Mandeville-Covington Urbanized Areas to a much greater extent than it does to the northern half. One of the most significant roadways being I-12. As noted in the 2017 MSP, the Slidell and Mandeville-Covington Urbanized Areas are connected by I-12, which serves as the main transportation connection spine for the Parish, as well as the string of metropolitan areas along the southern half of Louisiana. Similarly, US 190, another significant corridor in the Parish runs parallel to I-12 to the south. While it connects Slidell, Mandeville, and Covington it also traverses other communities contained in the urbanized areas, as well as coastal communities and recreational areas off Lake Pontchartrain.

Image Source: NOLA.com



St. Tammany Parish Existing Zoning Map

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The downtown areas of Mandeville, Covington, and Slidell feature a grid street network, a historical characteristic predating the dominance of automobiles. During the pre-war era, these downtowns thrived as vibrant market centers, embodying traditional neighborhood forms, bustling commercial activity, and well-defined corridors. These areas served as vital hubs interconnected by farm-to-market roads, facilitating the broader agricultural market.

This symbiotic relationship between urban and rural infrastructure underscores the interconnectedness of urban centers and surrounding agricultural regions, shaping the socio-economic landscape of the community throughout history.

Zoning

- E Estates Residential
- R-1 Rural Residential
- R-2 Rural Residential
- L-1 Large Lot Residential
- L-2 Large Lot Residential
- S-1 Suburban Residential
- S-2 Suburban Residential
- TF Two-Family Residential
- M-L Low Multiple-Family
- M-M Medium Multi-Family Residential
- M-H High-Family Residential
- NC-1 Neighborhood Office
- GC-1 General Commercial
- GC-2 Public, Cultural, and Recreational
- PBC Planned Business Campus
- HC-1 Highway Commercial
- HC-2 Highway Commercial
- HC-2A Highway Commercial
- HC-3 Highway Commercial
- HC-4 Highway Commercial
- MOCD Medical Office or Clinic
- MHD Medical Hospital
- MRD Medical Research
- PF-1 Public Facilities
- PF-2 Public Facilities
- CBF-1 Community Based Facilities
- ED-1 Primary Education
- ED-2 Secondary Education
- AT Animal Training/ Housing
- I-1 Light Industrial
- I-2 Industrial
- I-3 Heavy Industrial
- SWM-1 Solid Waste Management
- AML Advanced Manufacturing & Logistics
- PUD Planned Unit Development
- RBC Regional Business Center Overlay

2.4 Mobility Review

The performance of a transportation network boils down to how efficient and reliable it is for users to reach their destinations with minimal disruptions. Some metrics used to assess this include average travel times, multi-modal options and desirability, travel time delays, levels of congestion, and crash statistics. To understand and evaluate the performance of a transportation network, it is important to understand trends over the last several years. In doing so, data from the U.S. Census was used from 2013, (this data used in the 2017 Plan) to 2021, the most recent year of published census data. Parish trends were compared to those statewide. These trends are summarized below.

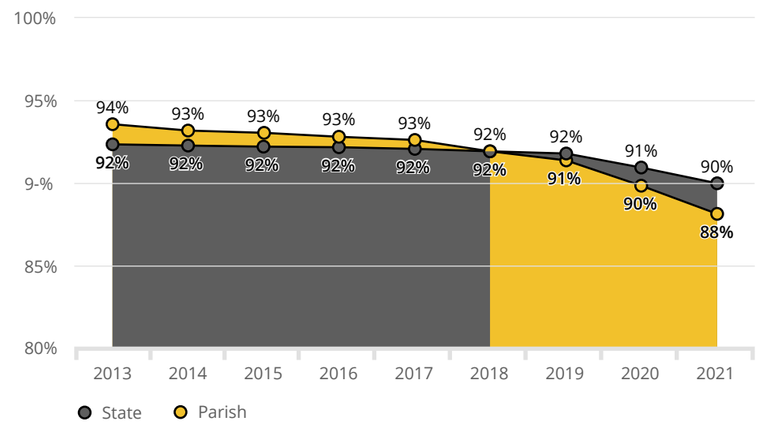
TRAVEL TIME

The average commute time in St. Tammany Parish has remained steady from 2013 to 2021. Commuting times within these years have ranged from 30 and 32 minutes. It peaked in 2014 where it was right at 32 minutes and reached a minimum in 2018 where it was 30 minutes. This is slightly higher than the statewide average which experienced average commute times of 26 to 28 minutes within these years.[1]

MODAL SPLIT

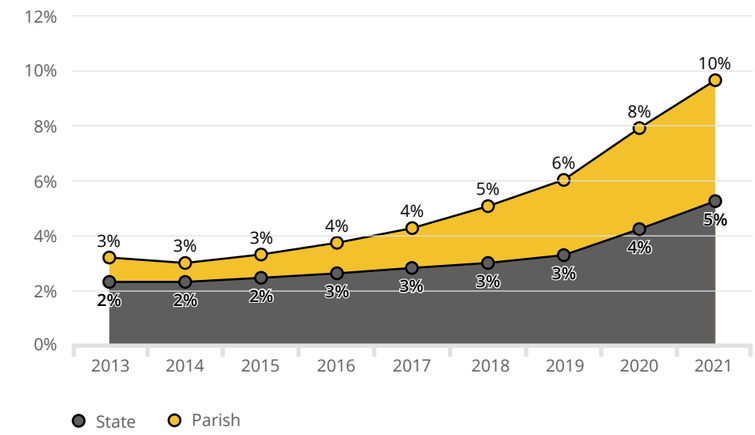
The percentage of auto-based work trips in the Parish steadily declined over the years. In 2013, it was 94% compared to statewide, which was 92%. Five years later, in 2018, auto-based work trips for the Parish were down to 92%, while statewide remained the same at 92% through 2019. In 2020, both the Parish and statewide saw declines, a nationwide trend due to the COVID-19 pandemic where working from home, otherwise known as working remotely became more common. In fact, working remotely had the complete opposite trend where it steadily increased from 2013 to 2020 with a more gradual increase in 2021. These trends are shown in ***Figure 5*** and ***Figure 6***.

Figure 5. Auto-Based Work Trips - Statewide Vs. Parish *Source: U.S. Census*



1. https://fred.stlouisfed.org/

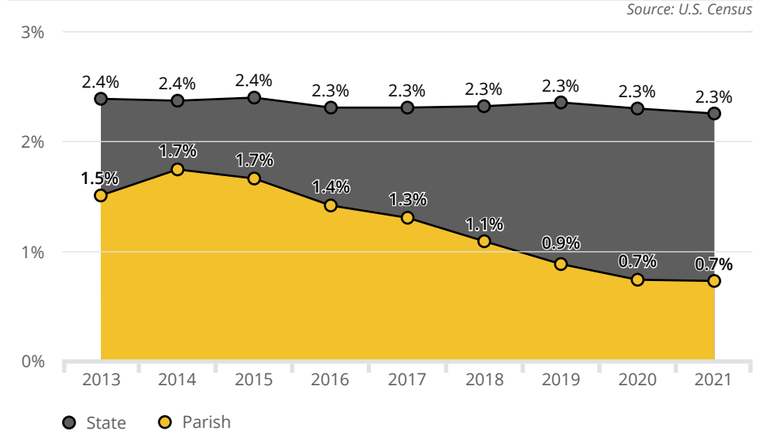
Figure 6. Work at Home - Statewide Vs. Parish *Source: U.S. Census*



Non-auto-based work trips, which in this case accounts for walking and bicycling, has noticeably lower rates in St. Tammany Parish compared to statewide averages. Specifically, in 2013 this was about 1.5% for the Parish compared to 2.4% statewide. Between the 2013 to 2021 timeframe this gap has continued to increase. Statewide averages have remained steady while the Parish's decreased by over 50%, down to 0.7%. These trends are shown below in ***Figure 7***.

Figure 7. Non-Auto-Based Work Trips - Statewide Vs. Parish

Source: U.S. Census



CONGESTION

The Regional Planning Commission 2021 Annual Report - Projects and Performance Measures, as summarized above in the Plan Review section, is produced by the NORPC to provide an overview of the region's transportation system. One of the performance measures accounted for is System Reliability.

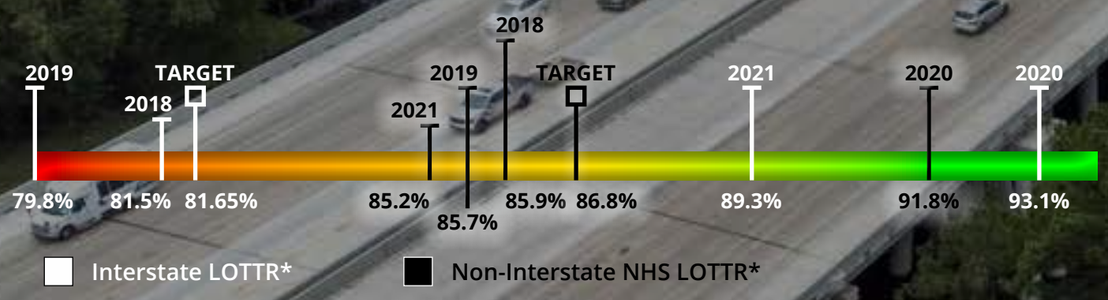
System Reliability, which assesses congestion levels, looks at Level of Travel Time Reliability for the Interstate system and Non-Interstate National Highway System (NHS). Level of Travel Time Reliability (LOTTR) indicates whether trips on either system "consistently take the same amount of time to complete, regardless of time, day, or other conditions. A measurement of 100% is ideal and indicates that travel time dependent on the system is perfectly reliable."[2]

As noted in the report, "**due to the interrelated, cross-jurisdictional nature of congestion**"[3] LOTTR performance targets for both systems were set at a region-wide level. LOTTR targets were "set in 2018 and identified desired levels of reliability through 2022."[3]

Targets were established following an assessment of the regional transportation network, specifically within the region's four Metropolitan Planning Areas (MPAs). Even though an assessment was not completed at a Parish level, two of the four MPAs, Mandeville-Covington and Slidell, are within the Parish limits where just about the entirety of St. Tammany's regional transportation network is contained.

As shown in ***Figure 8***, in 2018 and 2019 neither target for the Interstate and Non-Interstate System (NHS) was met. However, the opposite occurred in 2020 as the report notes due to the COVID Pandemic resulting in irregular traffic patterns and reduced vehicle miles traveled (VMT). As travel patterns began to "normalize" in 2021 one of the two targets were met.

FIGURE 8. SYSTEM RELIABILITY TARGETS AND PERFORMANCE (2018-2021)



**Level of Travel Time Reliability*

Source: *NORPC 2021 Annual Report – Projects and Performance Measures taken referencing National Performance Management Research Dataset 2022*

2. NORPC 2021 Annual Report - Projects and Performance Measures
3. 2022 Congestion Management Process: System Performance Report

Similarly, the 2022 Congestion Management Process: System Performance Report assesses congestion levels, focusing on individual roadway segments across the NHS, with the aim of gaining a deeper regional understanding of congestion and deriving solutions. In line with the Federal Highway Administration's (FHWA) National Performance Management Research Dataset (NPMRDS), data for these calculations is obtained by monitoring travel times and speeds in the field. This data is collected anonymously from a diverse fleet of probe vehicles, including both cars and trucks equipped with mobile devices. Based on these insights, the report employs four performance measures to determine the congestion level for each studied roadway segment.

CONGESTION PERFORMANCE MEASURES

OVERALL CONGESTION

Indicates the actual measured speed of vehicles on a roadway as a percentage of the potential free flow speed that would exist under ideal conditions. Road segments measuring 100% allow vehicles to travel at full free flow speed. The Overall Congestion measure is available through the NPMRDS on the CM Network and most Federal-Aid routes.

USER DELAY COST

An estimate of the total dollar cost of roadway users spending time in congestion rather than being otherwise economically productive. User Delay Cost is available through the NPMRDS on the CM Network and most Federal-Aid Routes.

BUFFER TIME INDEX

Derived from the Buffer Time, which is the additional time that travelers must add to their plans to ensure on-time arrival. The Buffer Time is the difference between the Average Travel Time on a road segment and the 95thpercentile travel time on that same segment (95% Travel Time – Average Travel Time). The Buffer Time Index takes this a step further by expressing the Buffer Time as a percentage of the Average Travel Time. A Buffer Time Index of 0 is ideal, indicating that travel time is consistently the same on a given road segment and travelers do not need to plan for extra time to ensure on-time arrival. The Buffer Time Index is available through the NPMRDS on the CM Network and most Federal-Aid routes.

PLANNING TIME

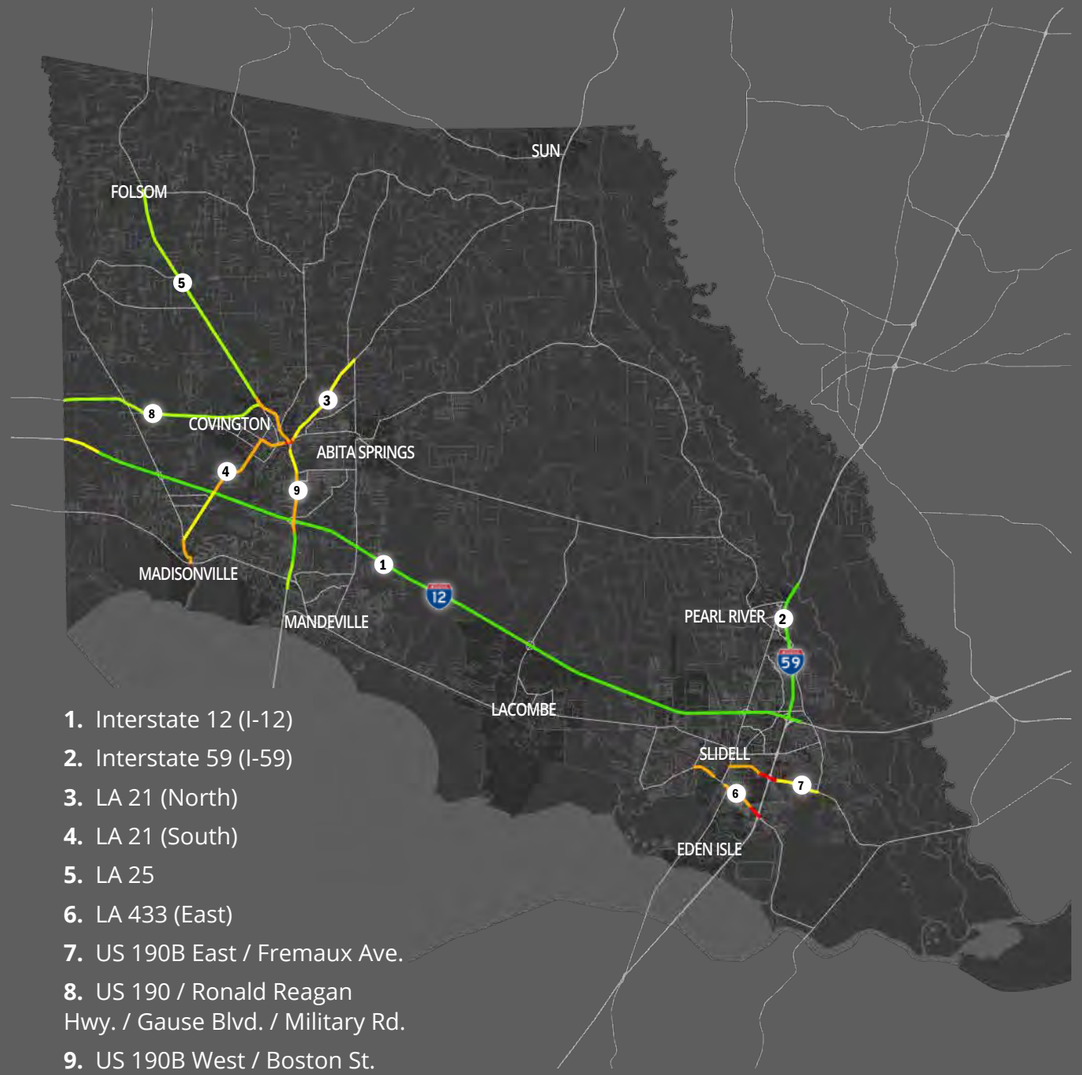
The total time a traveler should plan for to ensure on-time arrival (95% Travel Time).[3]

3. 2022 Congestion Management Process: System Performance Report

Image Source: NOLA.com

CONGESTION AND TRAFFIC PATTERNS

As this report was developed during a period when COVID-19 had significantly disrupted normal traffic patterns, it focuses on describing conditions in the year immediately preceding the pandemic, namely 2019. The following summary presents congestion levels on specific roadways previously identified as regionally significant in the Regional Transportation Network section, utilizing data derived from this report.



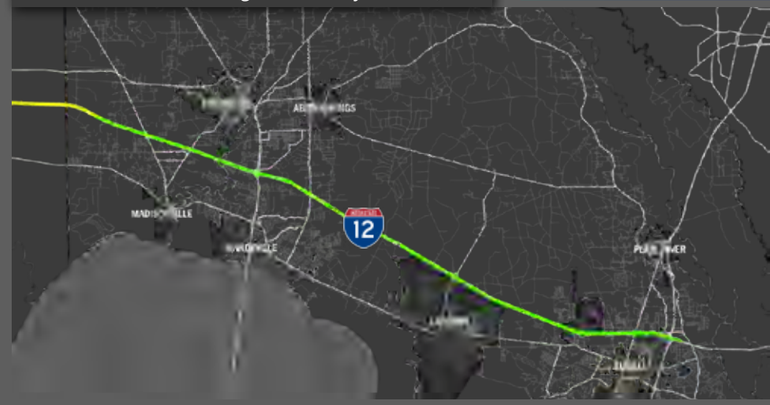
1. Interstate 12 (I-12)
2. Interstate 59 (I-59)
3. LA 21 (North)
4. LA 21 (South)
5. LA 25
6. LA 433 (East)
7. US 190B East / Fremaux Ave.
8. US 190 / Ronald Reagan Hwy. / Gause Blvd. / Military Rd.
9. US 190B West / Boston St.

1 INTERSTATE 12 (I-12)

SEGMENT: From I-10 / I-59 to I-10 / I-59
PARISH(ES): Livingston, St. Tammany, Tangipahoa

TRAFFIC DATA *(averages based on year 2019)*

HIGH CONGESTION — LOW CONGESTION



TOTAL CONGESTION* 91.30%

USER DELAY COST $45,263,998

BUFFER TIME INDEX** 0.12

ANNUAL ADDED PLANNING TIME 108.22 min

**100% = Free flow and no congestion **(0-1 score, 0=very reliable traffic with no additional planning time needed)*

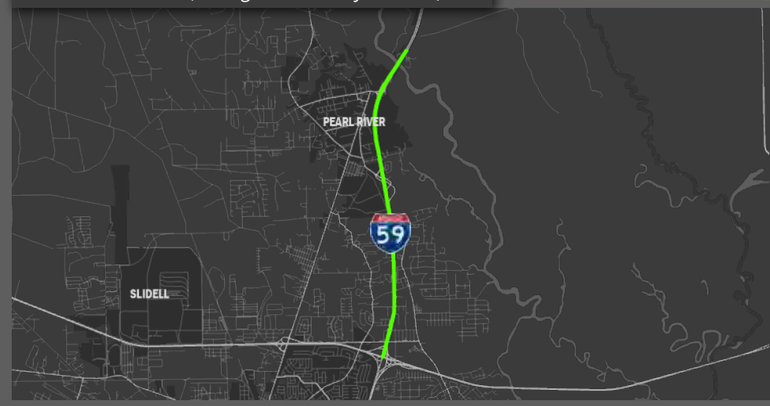
This segment of I-12 typically experiences minimal delays and free flow traffic patterns except in the Mandeville-Covington Urbanized Area. Eastbound traffic in this area experiences congestion levels typically in the 50% to 66% range (100% = free flow) whereas westbound traffic is less significant reaching 65% to 85%.

2 INTERSTATE 59 (I-59)

SEGMENT: From I-12 / I-10 to LA / MS
PARISH(ES): St. Tammany

TRAFFIC DATA *(averages based on year 2019)*

HIGH CONGESTION — LOW CONGESTION



TOTAL CONGESTION* 88.90%

USER DELAY COST $4,026,674

BUFFER TIME INDEX** 0.16

ANNUAL ADDED PLANNING TIME 12.83 min

**100% = Free flow and no congestion **(0-1 score, 0=very reliable traffic with no additional planning time needed)*

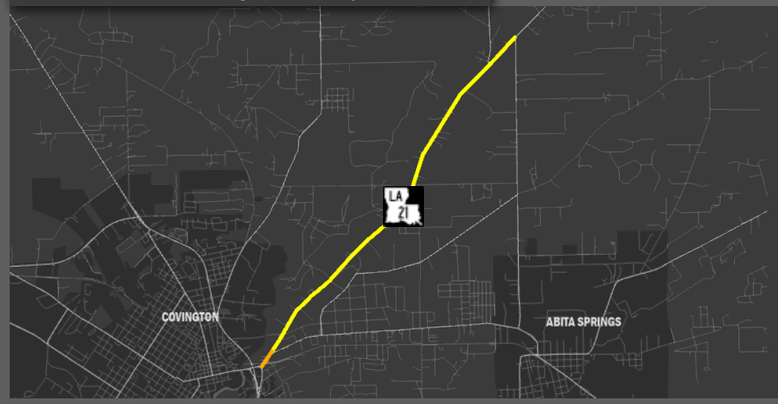
Similar to I-12, I-59 experiences no delays except a minimal one for northbound traffic at the I-12 interchange.

3 LA 21 (NORTH)

SEGMENT: From US 190 to LA 59
PARISH(ES): St. Tammany

TRAFFIC DATA *(averages based on year 2019)*

HIGH CONGESTION — LOW CONGESTION



TOTAL CONGESTION*
57.06%

USER DELAY COST
$29,871,523

BUFFER TIME INDEX**
0.64

ANNUAL ADDED PLANNING TIME
21.45 min

**100% = Free flow and no congestion **(0-1 score, 0=very reliable traffic with no additional planning time needed)*

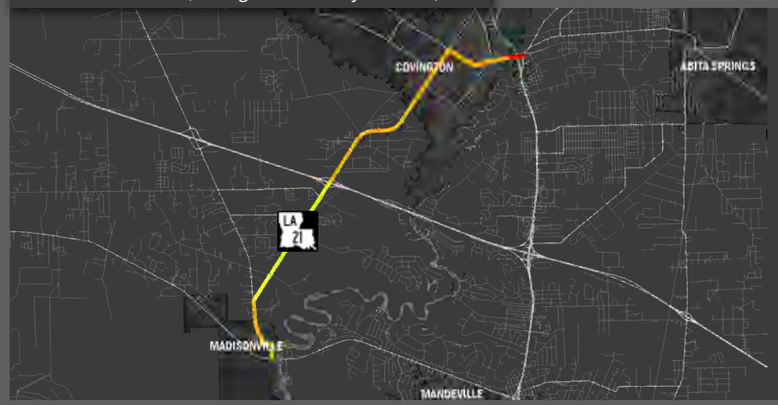
Unlike the previous two segments, LA 21 (North) does not typically experience free flow traffic. Minor delays occur for northbound traffic with greater delays for southbound traffic. Most significant delays occur for both directions at the US 190 interchange where congestion levels reach 33% to 50% (100% = free flow).

4 LA 21 (SOUTH)

SEGMENT: From LA 1077 to US 190
PARISH(ES): St. Tammany

TRAFFIC DATA *(averages based on year 2019)*

HIGH CONGESTION — LOW CONGESTION



TOTAL CONGESTION*
52.32%

USER DELAY COST
$37,449,250

BUFFER TIME INDEX**
1.07

ANNUAL ADDED PLANNING TIME
88.98 min

**100% = Free flow and no congestion **(0-1 score, 0=very reliable traffic with no additional planning time needed)*

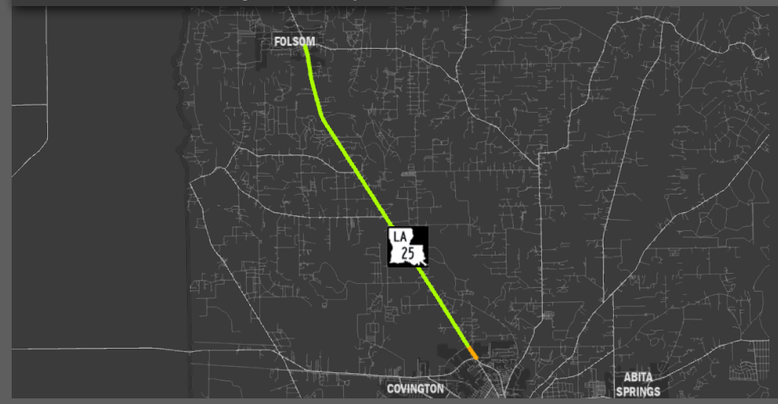
LA 21 (South), which lies within the Mandeville-Covington Urbanized Area, experiences more significant levels of congestion and delay than the northern segment. The majority of this segment has congestion levels, at best, 33% to 50% (100% = free flow) with levels reaching 15% to 33% towards the urban cores. Congestion levels improve to the 50% to 66% range south of I-12 to Madisonville.

5 LA 25

SEGMENT: From US 190 to LA 40
PARISH(ES): St. Tammany

TRAFFIC DATA *(averages based on year 2019)*

HIGH CONGESTION — LOW CONGESTION



TOTAL CONGESTION*
55.34%

USER DELAY COST
$11,377,465

BUFFER TIME INDEX**
0.81

ANNUAL ADDED PLANNING TIME
51.10 min

**100% = Free flow and no congestion **(0-1 score, 0=very reliable traffic with no additional planning time needed)*

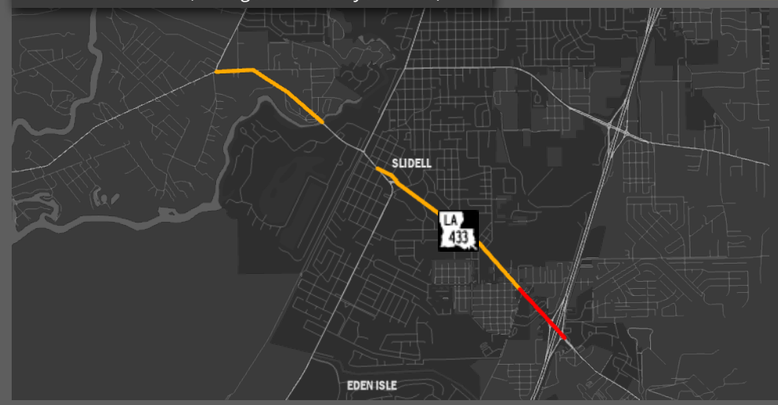
This segment of LA 25 typically experiences light congestion, however, congestion builds up to the 33% to 50% (100% = free flow) approaching the US 190 interchange in Covington.

6 LA 433 (EAST)

SEGMENT: From Pontchartrain Drive to I-10
PARISH(ES): St. Tammany

TRAFFIC DATA *(averages based on year 2019)*

HIGH CONGESTION — LOW CONGESTION



TOTAL CONGESTION*
47.41%

USER DELAY COST
$3,198,169

BUFFER TIME INDEX**
1.07

ANNUAL ADDED PLANNING TIME
31.84 min

**100% = Free flow and no congestion **(0-1 score, 0=very reliable traffic with no additional planning time needed)*

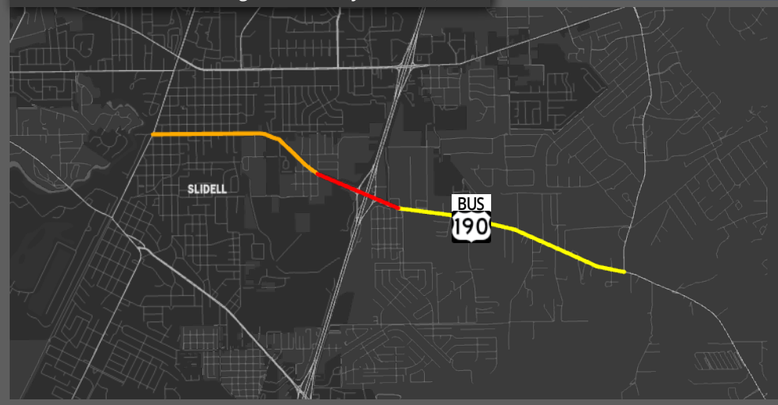
As expected, LA 433 (East) which traverses the southern portion of the Slidell Urbanized Area experiences significant levels of congestion and delays. The majority of this segment has congestion levels, at best, 33% to 50% (100% = free flow) aside from westbound traffic between US 11 and I-12 where congestions levels improve into the 50% to 66% range.

7 US 190B EAST / FREMAUX AVE.

SEGMENT: From Front St. / US11 to Military Rd.
PARISH(ES): St. Tammany

TRAFFIC DATA *(averages based on year 2019)*

HIGH CONGESTION — LOW CONGESTION



TOTAL CONGESTION*
52.24%

USER DELAY COST
$6,738,942

BUFFER TIME INDEX**
1.21

ANNUAL ADDED PLANNING TIME
39.34 min

**100% = Free flow and no congestion **(0-1 score, 0=very reliable traffic with no additional planning time needed)*

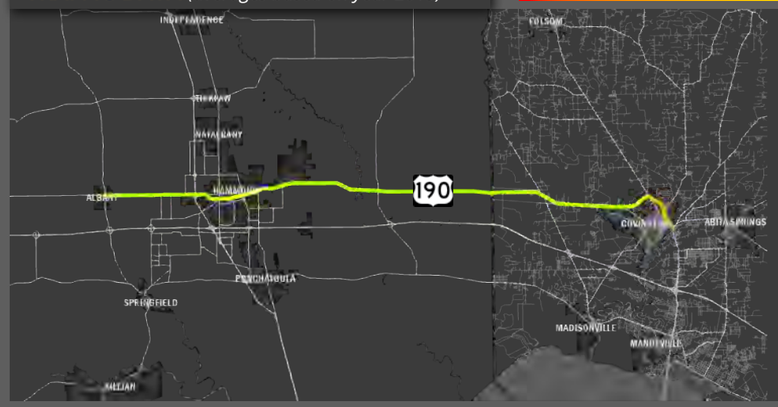
Levels of congestion for this segment, which lies in the Slidell Urbanized Area, differ on each side of I-10. East of I-10 falls within the 50% to 66% range (100% = free flow) whereas congestion levels west of I-10 where development densities are noticeably greater fall within the 33% to 50% range. Congestion levels are most significant right where US 190B East crosses I-10.

8 US 190 / RONALD REAGAN HWY./ GAUSE BLVD. / MILITARY RD.

SEGMENT: From the Tangipahoa / Livingston Parish Line to Military Rd. & 190B
PARISH(ES): St. Tammany / Tangipahoa

TRAFFIC DATA *(averages based on year 2019)*

HIGH CONGESTION — LOW CONGESTION



TOTAL CONGESTION*
63.28%

USER DELAY COST
$123,600,314

BUFFER TIME INDEX**
0.74

ANNUAL ADDED PLANNING TIME
188.32 min

**100% = Free flow and no congestion **(0-1 score, 0=very reliable traffic with no additional planning time needed)*

The eastern end of this segment heading west to LA 25, lying within the Mandeville-Covington Urbanized Area faces most significant levels of congestion at 33% to 50% (100% = free flow). Heading west congestion levels begin improving (west of LA 25) to the 66% to 85% range except eastbound traffic from LA 25 to about the Mandeville-Covington Urbanized Area border which is within the 50% to 66% range. The remaining portion of this roadway segment lies outside of St. Tammany Parish.

9 US 190B WEST / BOSTON ST.

SEGMENT: From US 190 (West Intersection) to US 190 (East Intersection)
PARISH(ES): St. Tammany

TRAFFIC DATA *(averages based on year 2019)*

HIGH CONGESTION — LOW CONGESTION

TOTAL CONGESTION*
71.20%

USER DELAY COST
$5,669,209

BUFFER TIME INDEX**
0.81

ANNUAL ADDED PLANNING TIME
39.18 min

**100% = Free flow and no congestion **(0-1 score, 0=very reliable traffic with no additional planning time needed)*

Similar to US 190B EAST (above), congestions levels on US 190B WEST differ between each side on I-12. South of I-12 mostly has minor levels of congestion falling within the 66% to 85% range (100% = free flow). Congestion levels increase to the 33% to 50% range immediately south of I-12 and remain this way just about the entire portion of the segment north of I-12 where there is a much greater concentration of commercial developments.

SUMMARY

Findings indicate more significant congestion occurs south of the urban growth boundary line (which lies roughly contiguous to LA 36) specifically within the two Urbanized Areas. As noted earlier these areas contain higher development densities and have more of an urban character. Congestion levels were also more significant at the intersections or interchanges of regionally significant roadways. Outside these areas, particularly in the northern half of the Parish (north of the urban growth boundary), congestion levels were minimal typically with free flow traffic. Additional information on existing travel patterns, travel behavior, and congestion levels can be found in NORPC's Travel Demand Model.

2.5 Safety

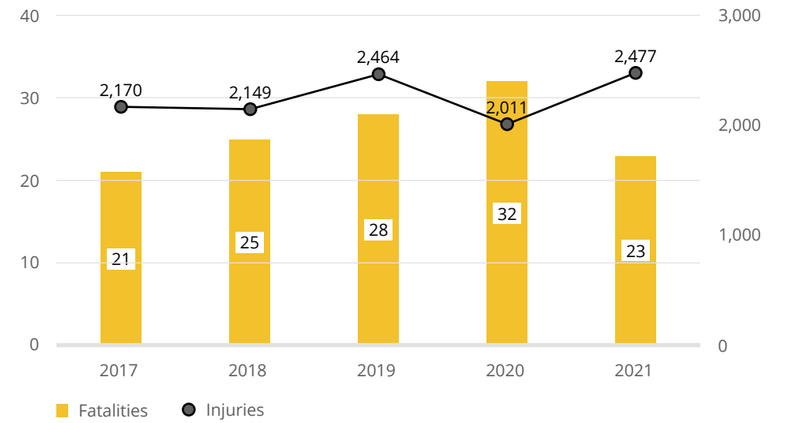
VEHICLE CRASHES

From 2017 to 2021 vehicle fatalities in St. Tammany Parish have increased every year except 2021, where they declined to 23, a decrease of 28% from 2020. However, from 2017 to 2020 fatalities steadily increased at an annual rate of roughly 15%. Unlike the trend experienced with vehicle fatalities, vehicle injury-related crashes were roughly the same in 2017 and 2018. Following that they increased by about 15% in 2019, decreased by 18% in 2020 (a five-year minimum), and increased by 23% in 2021, to about the same number of injuries in 2019. Annual counts illustrating these trends are shown below in ***Table 1*** and ***Figure 9***.

Table 1. Vehicle Injuries and Fatalities *Source: CARTS, 2021 Traffic Report*

	2017	2018	2019	2020	2021
Injuries	2,170	2,149	2,464	2,011	2,477
Fatalities	21	25	28	32	23

Figure 9. Vehicle Injuries and Fatalities, 2017 - 2021 *Source: CARTS, 2021 Traffic Report*



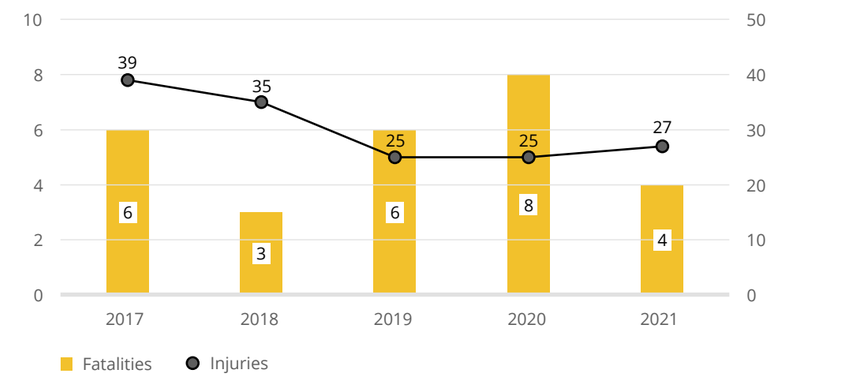
PEDESTRIAN CRASHES

From 2017 to 2021 pedestrian fatalities in St. Tammany Parish were inconsistent experiencing declines in 2018 and 2021 and increases 2019 and 2020. Peaking at eight (8) fatalities in 2020, the 5-year annual average was around five (5) fatalities. Unlike fatalities, pedestrian injury crashes declined from 2017 to 2019, remained the same in 2020, and slightly increased in 2021. Specifically, it peaked at 39 injuries in 2017, going down to 25 in 2019 and 2020 (56% decrease), to 27 in 2021. Annual counts illustrating these are shown below in ***Table 2*** and ***Figure 10***.

Table 2. Pedestrian Injuries and Fatalities *Source: CARTS, 2021 Traffic Report*

	2017	2018	2019	2020	2021
Injuries	39	35	25	25	27
Fatalities	6	3	6	8	4

Figure 10. Pedestrian Injuries and Fatalities, 2017 - 2021 *Source: CARTS, 2021 Traffic Report*



BICYCLE CRASHES

From 2017 to 2021 bicycle fatalities in St. Tammany Parish experienced declines in 2017 to zero in 2019 and 2020 and two (2) in 2021. The 5-year annual average was about one (1) crash per year. Bicycle injury crashes were inconsistent experiencing an increase in 2019 and declines the other three years. Specifically, injuries decreased by 38% in 2018, increased by a staggering 85% in 2019, and decreased by about 9% in 2020 and another 5% in 2021. Annual counts illustrating these are shown below in **Table 3** and **Figure 11**.

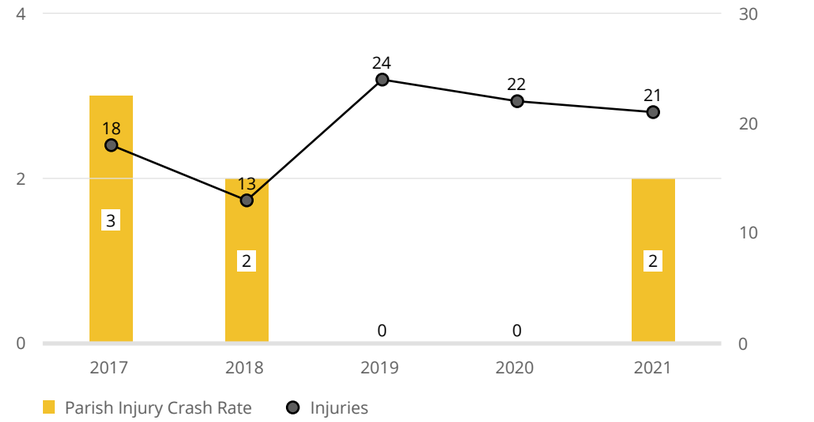
Table 3. Bicycle Injuries and Fatalities

Source: CARTS, 2021 Traffic Report

	2017	2018	2019	2020	2021
Injuries	18	13	24	22	21
Fatalities	3	2	0	0	2

Figure 11. Bicycle Injuries and Fatalities, 2017 - 2021

Source: CARTS, 2021 Traffic Report



ALL MODES

Parish vs. Statewide Crash Trends

Trends for all fatalities and injuries, regardless of mode, are the same as the vehicular ones as these represent just about 90% of all crashes.

Comparing these to the statewide trends over this five-year period, injury crashes follow a similar trend more so than fatalities. Injury crashes for both demonstrate a noticeably sharp decline in 2020 (22% for the Parish and 13% statewide) followed by a sharp increase in 2021 (22% for the Parish and 18% statewide). Similar to previous conclusions mentioned above, the dip in 2020 was most likely due to irregular traffic patterns caused by the COVID-19 Pandemic. Annual counts illustrating these trends are shown below in ***Figure 12*** and ***Figure 13***.

Figure 12. All Injuries and Fatalities in St. Tammany Parish, 2017 - 2021

Source: CARTS, 2021 Traffic Report

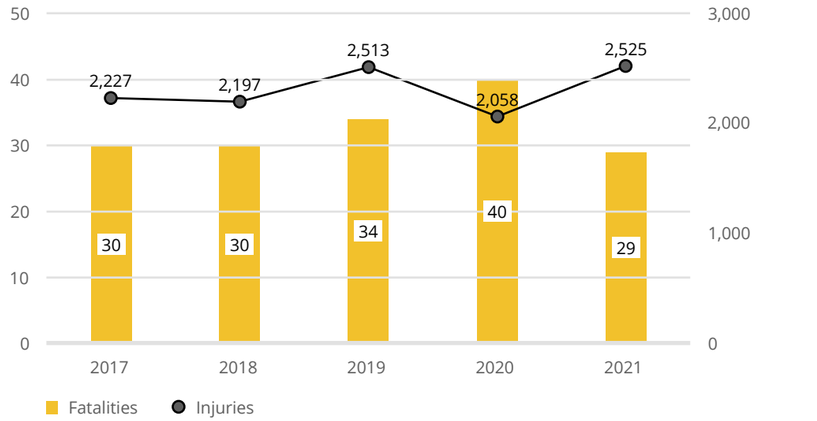
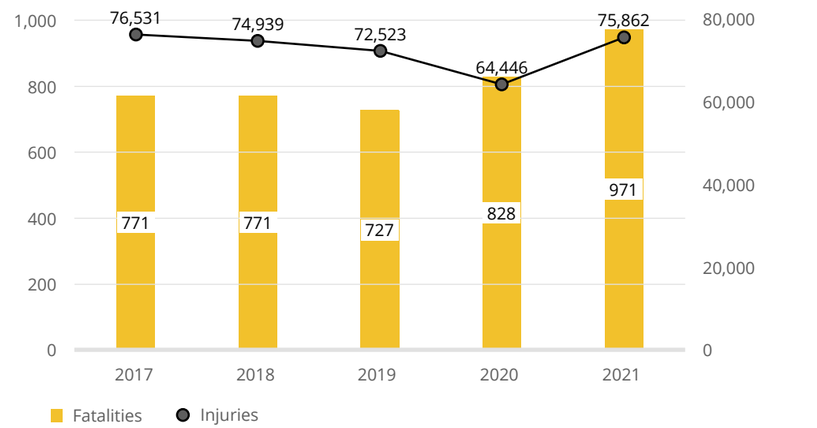


Figure 13. All Injuries and Fatalities in St. Tammany Parish, 2017 - 2021

Source: CARTS, 2021 Traffic Report



Parish vs. Statewide Crash Rates

A common metric in comparing crash rates across all geographical areas is the number of crashes per 100 million miles of vehicle miles traveled (VMT). Therefore, this metric was used in comparing the Parish crash rate versus the Statewide crash rate for all fatal and injury crashes in the same five-year period as above, 2017 to 2021. The statewide crash rates were calculated using the average crash rate (per 100 million VMT) across all 64 parishes.

As shown below in ***Figure 14*** and ***Figure 15***, both fatal and injury crash rates statewide are noticeable higher than the Parish. As mentioned above, the injury crashes for both follow a similar trend whereas the trend in fatal crashes over this five-year period was nearly the opposite.

Figure 14. Parish vs. Statewide Injury Crash Rates *Source: CARTS, 2021 Traffic Report*

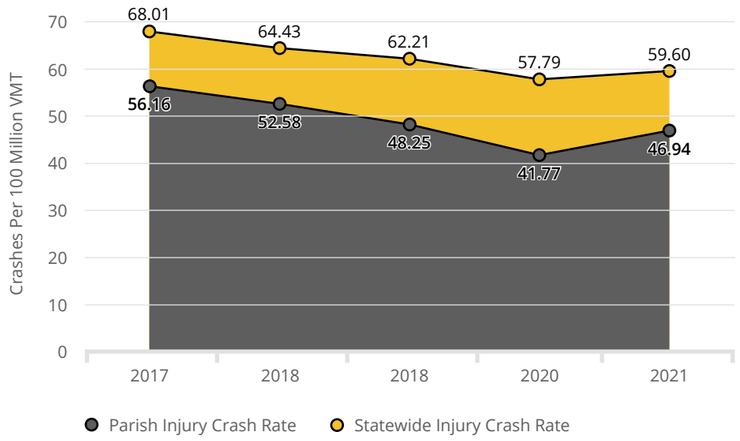
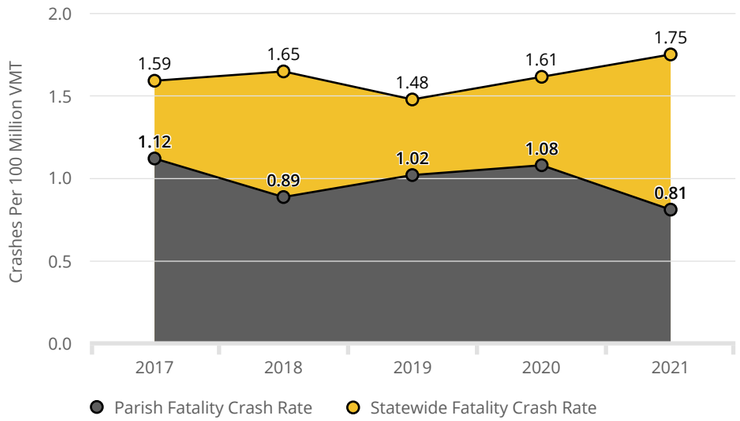


Figure 15. Parish vs. Statewide Fatal Crash Rates *Source: CARTS, 2021 Traffic Report*



2.6 Alternative Transportation

The Tammany Trace, formerly an abandoned Illinois Central Railroad, is the Parish's iconic non-vehicular recreational trail and recognized as the Parish's largest alternative transportation asset. Spanning approximately 31 miles, this alternative transportation spine connects the two urbanized areas traversing downtown Covington, through Abita Springs, Mandeville and Lacombe and to Slidell. It also provides connectivity to several outdoor recreational amenities throughout the Parish.

Tammany Trace is a 31-mile asphalt rail trail in St. Tammany Parish, Louisiana.

Image Source: ExploreLouisiana.com

Outside of the Tammany Trace there are limited pedestrian and bicycle facilities throughout the Parish. Some municipalities within the Parish do have their own plans. For instance, the City of Slidell completed a bicycle plan in 2014 and was amended in 2020 and the City of Mandeville is currently undergoing a pedestrian and bicycle plan update. These municipalities, as well as others in the Parish which tend to have more of a grid street network tend to better support pedestrian and bicycle infrastructure because they are downtown centric in nature. North of the urban growth boundary is more rural in character, and lacks these alternative transportation facilities. However, the feasibility and benefits of new facilities needs to be considered.

RAIL, AIRPORT, PORT & INTERMODAL

Air

There are two public airports in St. Tammany Parish, the Slidell Airport and the St. Tammany Regional Airport in Abita Springs.

The Slidell Airport, located about 4.5 miles northwest from downtown Slidell and is roughly 350 acres and contains one runway. Containing 33 private hangar facilities and the National Weather Service Station, this is classified as a reliever airport in the National Plan of Integrated Airport Systems (NPIAS).[4]

The St. Tammany Regional Airport is located about 6 miles southeast of the City of Covington city limits[5] off LA 36. This airport contains one runway and is around 42 acres.

Image Source: myslidell.com

Freight Rail

Norfolk Southern Railway is a mid-west, east coast, Class I railway network. It runs north-south on the eastern side of the Parish contiguous with U.S. 11 with a passenger rail station in Slidell. From a larger geographical perspective, this railway runs from New Orleans, crosses Lake Pontchartrain before traversing the Parish. Once it leaves the Parish it continues northeast to Meridian, Mississippi and continues to Atlanta, Georgia. From there it continues up the eastern seaboard.

Image Source: railpictures.net

4. https://myslidell.com
5. https://stpgov.org

RAIL, AIRPORT, PORT & INTERMODAL (CONTD.)

Maritime

The Port of Slidell is a marine and industrial park adjacent to Bayou Bonfouca immediately south of LA 433. Strategically located adjoining three major interstates, I-10, I-12, and I-59, this port serves the Greater New Orleans and Gulf Coast region with the area's waterways near the Gulf of Mexico, Class I Railroads, and Slidell's Airport.[6] This site underwent remediation several years ago and was recognized as one of the top remediation projects in the country as it now classifies as a top model for EPA brownfields. There is currently limited barge activity. No other transportation needs have been identified as it has ample connectivity, aside from the rail connectivity it lacks.

Arcosa is a barge facility primarily used for staging and maintenance. At this time all operations have been ceased and the site hasn't undergone updates in several years and therefore no recent transportation needs have been identified. However, economic development agencies have expressed interest in keeping it zoned heavy industrial and maintaining industrial land use classifications.

Image Source: zillow.com

Intermodal

An intermodal corridor along I-12 has been articulated by Parish staff as there is a need for east-west freight rail service. Currently, there is no existing alignment other than the Tammany Trace, which is slated to remain as an alternative transportation spine without rail activity. Therefore, for this to be possible, the railroads would need to undergo several property acquisitions once a prospective alignment has been chosen.

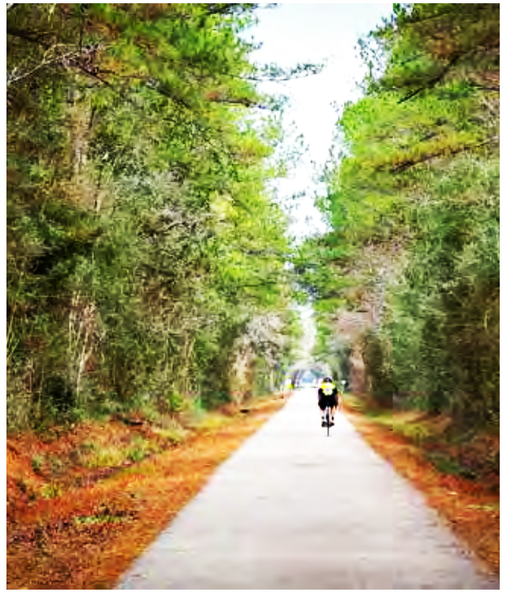


Image Source: outdoorproject.com

6. https://portofslidell.com/

CH. 03

Interstate 10 near Slidell, LA is packed with evacuees heading east Saturday, Aug. 28, 2021, as Hurricane Ida approaches.

Image Source: ReviewJournal.com

03 regulatory framework assessment

03 regulatory framework assessment

3.1 Population Growth Pressure

St. Tammany Parish is one of the fastest growing Parishes in the state within an average annual growth rate of two percent. This growth rate is anticipated to continue in the coming years. However, alongside the fractured regulatory landscape that spans the State, Parish, and Municipalities in areas experiencing the highest growth, the Parish faces the need for more effective growth management tools to adequately respond to this level of growth.

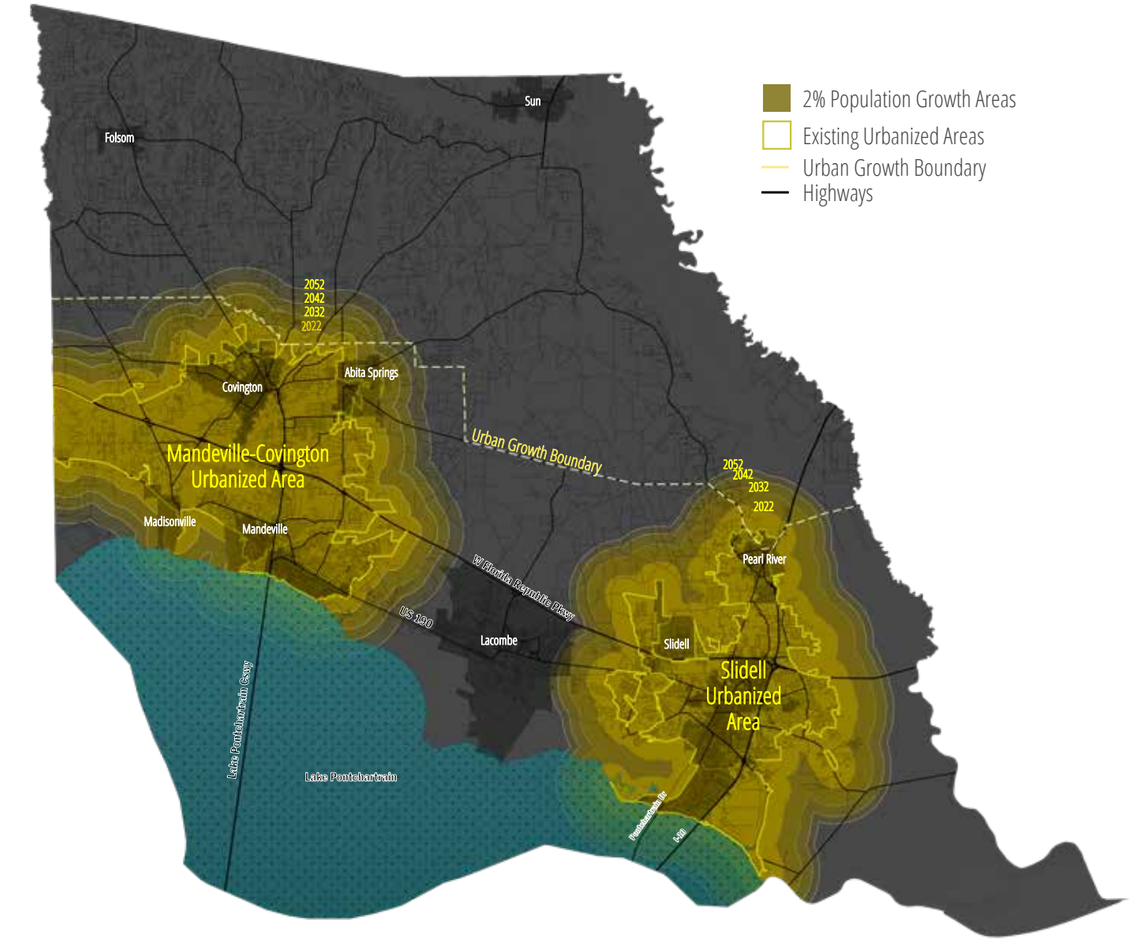
The current land development regulations inadvertently promote segregated low-dense land uses, particularly outside of the urbanized areas. This exacerbates a reliance on auto-dependent travel patterns. Furthermore, subdivisions tend to have one point of ingress and egress onto the local roadway network as opposed to inner subdivision connectivity. This deficiency in connectivity, particularly along the east-west axis, forces all traffic, regardless of trip type (local, regional, statewide, etc.) to converge onto a single roadway, causing considerable delays.

A set of effective growth management tools, which will not only alleviate current challenges but also serve as a proactive strategy to adequately prepare for anticipated population growth and supporting infrastructure. The absence of these tools would perpetuate the Parish's struggle with aging infrastructure, constrained capacity, sprawling development in environmentally sensitive areas, and a sharp escalation in traffic congestion.

Integrating an effective set of growth management tools is not merely a response to these current challenges the Parish faces, but it is a forward-looking endeavor aimed at ensuring the Parish is well-suited and prepared for conditions in the years to come.

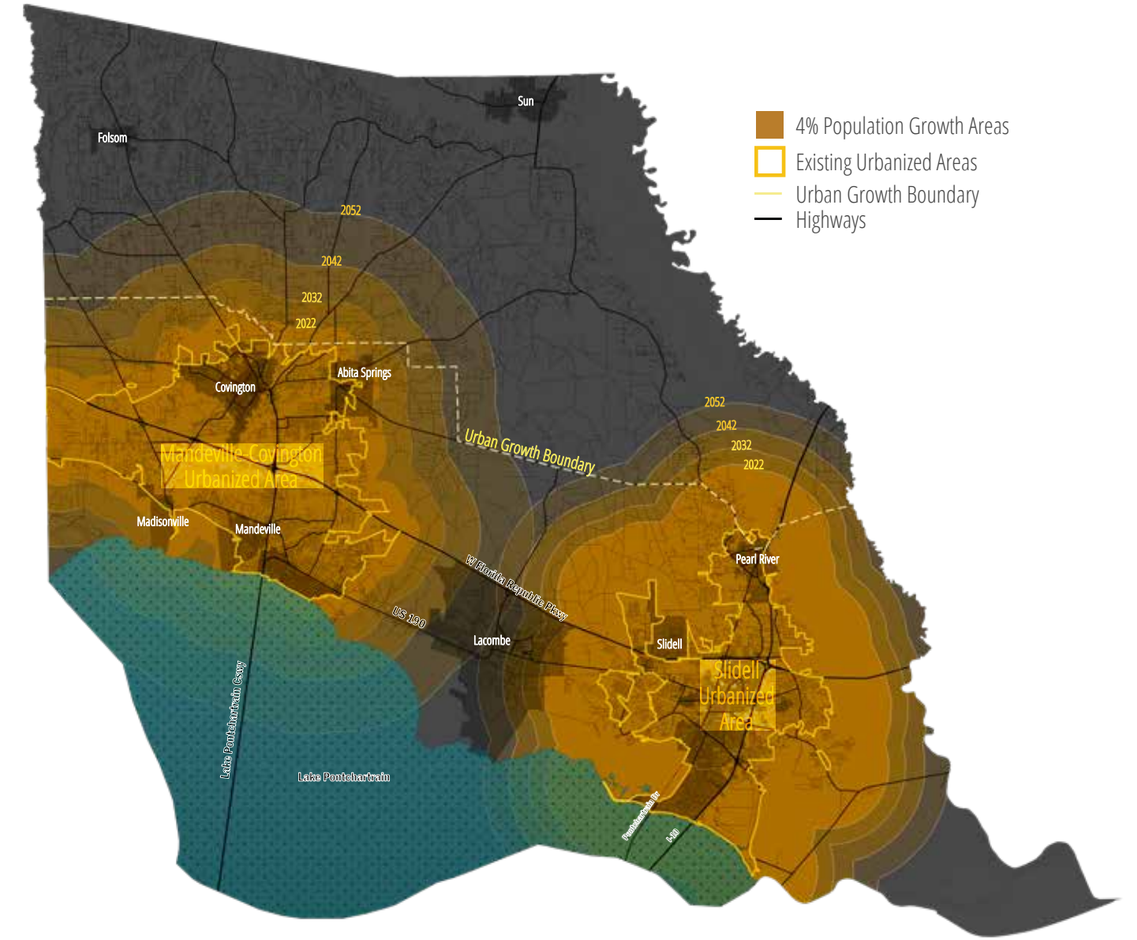
West Causeway Approach, Mandeville LA
Image Source: mceneryco.com/

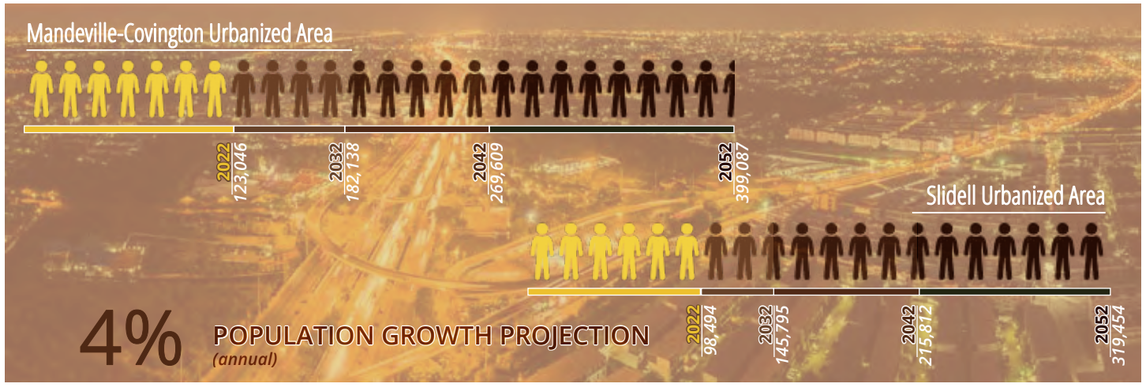
2% ANNUAL POPULATION GROWTH SCENARIOS | 2022, 2032, 2042, 2052



Population projections are based off 2020 census data.

4% ANNUAL POPULATION GROWTH SCENARIOS | 2022, 2032, 2042, 2052





Population projections are based off 2020 census data.

3.2 Population Growth Constraints

Waterbodies

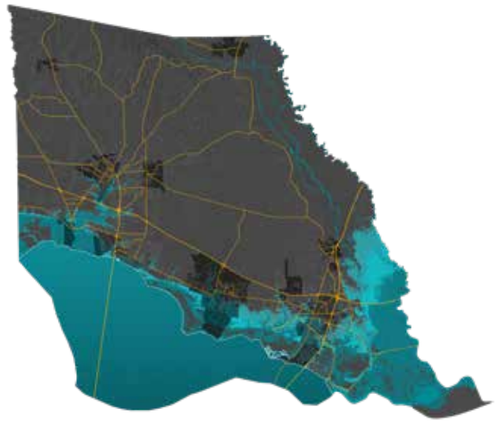
St. Tammany Parish has a rich and intricate network of streams associated with the Mississippi River system, draining into Lake Pontchartrain, one of the largest saltwater lakes in the U.S. This system of interconnected streams and waterbodies not only serves as a lifeline for natural wetlands and marshes in the region, but also sustains aquatic life, including crabs and shrimps, for the farmers and fishermen in the Parish.

Existing waterbodies including lakes and streams

Stream Buffers

Stream buffer is any area within 500-feet of an existing stream or river, considered as a part of its natural floodplain, to allow excess water to overflow and drain during a storm event. Since stream buffers are prone to flooding and should be preserved as part of floodplain management, it is not practical to allow development in those areas.

500-feet stream buffer



Coastal Surge Areas

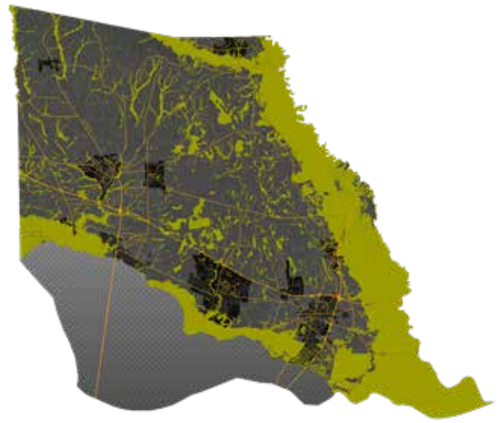
Coastal surge areas are prone to flooding due to abnormal rise of water generated by a storm. The map depicts flood inundation levels as deep as 21 feet along Lake Pontchartrain's shoreline extending inland, past I-12 and even past LA 36 along western parts of the Parish.

0 FT

21 FT

Inundation for Category 1 Storm surge

SOURCE: NOAA National Hurricane Center (version 3)

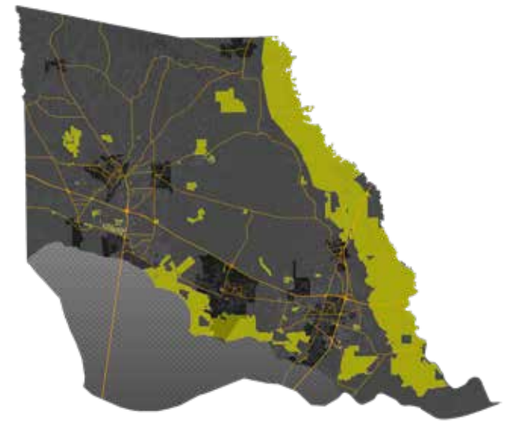


Wetlands

The coastal wetlands of southern Louisiana, also fondly called as 'Bayous', flourishing on the deltaic plain of Mississippi River, provide vital ecological services including flood control, fisheries production, carbon storage, and water filtration. These wetlands are rapidly lost from encroaching salt-water, logging of forests, among several other factors, and as such should be protected and preserved from future developments.

Existing wetlands

SOURCE: U.S FWS National Wetlands Inventory dataset

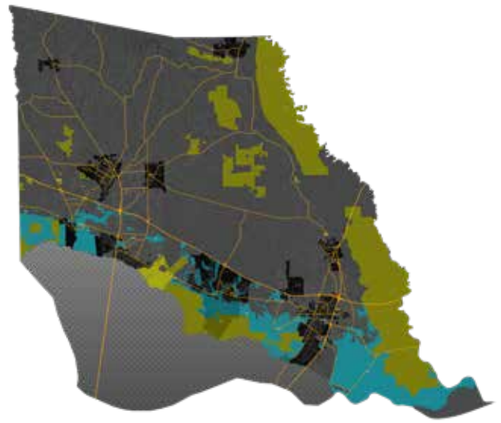


Open/Green Space

Open and green spaces are mapped using existing zoning classification for St. Tammany Parish that allows for land-uses such as wildlife management areas, local/state/ national parks, conservation areas, habitat and wetland mitigation banks, recreational facilities, marinas and boat launches, etc.

Existing Open/Green Space

SOURCE: St. Tammany Parish existing zoning (PF-2 and CBF-1 categories for public open and green spaces, wildlife and conservation areas, et.)



Future Protected Spaces

Future protected spaces are mapped by referencing the New Directions 2040 Future Land Use map. The map recognizes areas prone to increased flooding from 1% storm event, ecologically sensitive areas including wetlands and coastal marshes, and parks and recreational areas, such as golf courses.

Conservation: Protected

Parks and Open Spaces

Coastal Conservation

SOURCE: New Directions 2040 Future Land Use Map

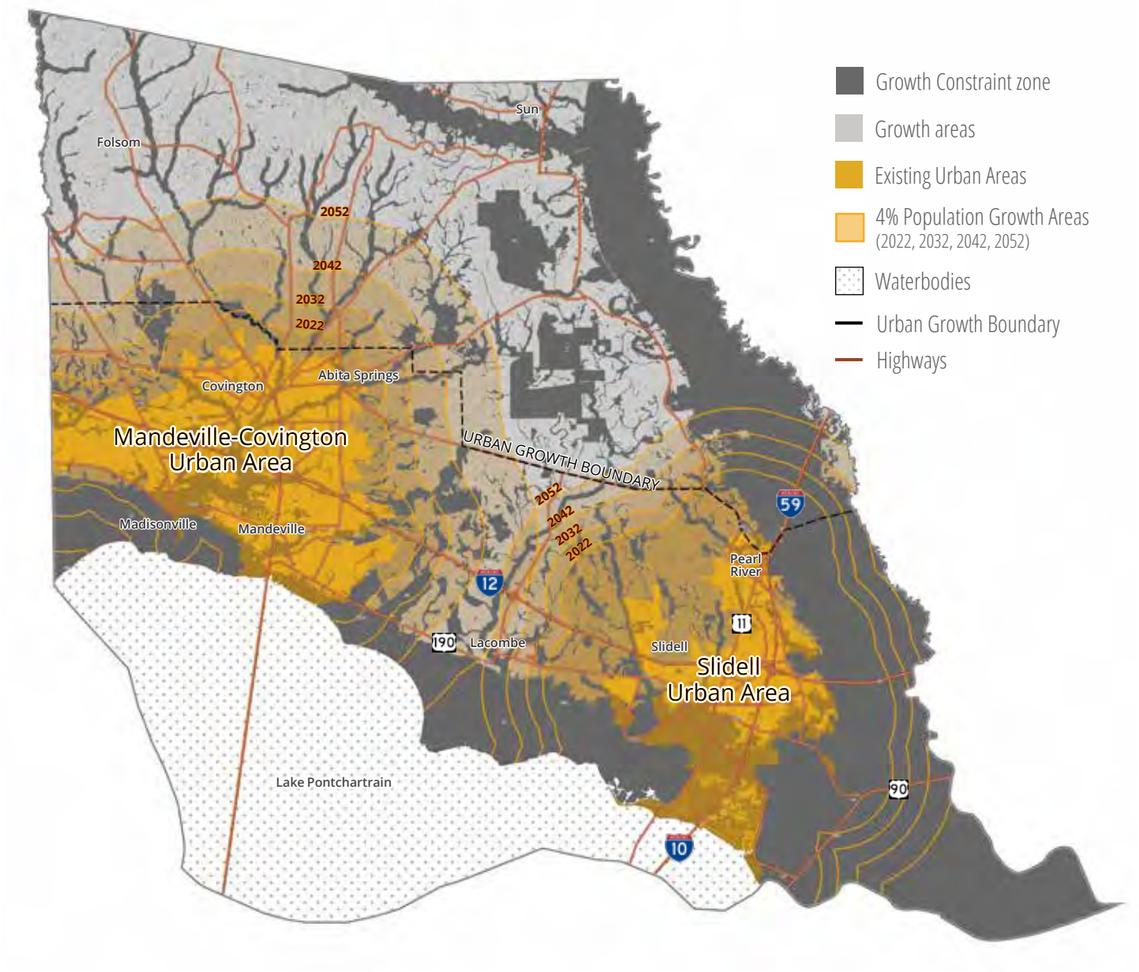
Delving into specifics, the most densely populated areas in St. Tammany Parish cluster along the southern edge of the urban growth boundary, as depicted on maps. Notably, development is concentrated along major corridors such as I-12, US 190, and I-10, as well as within the Slidell and Mandeville-Covington Urbanized Areas. The prevalence of industrial and commercial business developments along these corridors signals that future population expansion will likely be centered in these strategic areas.

Simultaneously, St. Tammany Parish's diverse water system, intricately linked to the Mississippi River and draining into Lake Pontchartrain, sustains vital natural wetlands, marshes, and aquatic life. Stream buffers within 500 feet of streams, crucial for floodplain management, restrict development to mitigate flooding risks.
The ***'Bayous'*** or coastal wetlands, offer crucial ecological services but face threats from saltwater encroachment and logging, necessitating protection. Open and green spaces, outlined by existing zoning, encompass wildlife areas, parks, conservation zones, and recreational facilities. Future protected spaces, identified in the New Directions 2040 Future Land Use map, focus on areas vulnerable to increased flooding, ecologically sensitive zones, and parks, underscoring the Parish's commitment to preserving its natural resources and ecosystems.

Big Branch Marsh National Wildlife Refuge ST. TAMMANY PARISH, LA

Pearl River Wildlife Management area ST. TAMMANY PARISH, LA

GROWTH PRESSURE AND CONSTRAINTS MAP



Overlaying the population growth areas with "no-growth zones" allows for strategic planning areas for future development in a responsible and ecologically-sensitive manner.

Given that most of the southern and eastern areas of the Parish are mostly comprised of wetland preserves, coastal marshes, and coastal zone along Lake Pontchartrain; there is very limited footprint available south of urban growth boundary to accommodate future population growth.

As observed from the map, most of the population growth for the next 30 years is expected to be concentrated along the rapidly evolving commercial spines along I-12 and US190, connecting the two urbanized areas of Mandeville-Covington and Slidell.

ENVIRONMENTALLY SENSITIVE ROADWAY DESIGN

To minimize and mitigate potential conflict and disturbance between areas for future growth and ecologically-sensitive "no-growth zones", it is pertinent to advance planning initiatives that encourage low-impact, sustainable design strategies that allows for free movement and interaction of human and wildlife. Some of the best practices in transportation design are described below.

Blue-Green corridors

Blue-Green corridors are an inter-connected system of natural features such as wetlands, floodways, with human development, allowing the two to co-exist and function in harmony with each other in urban areas. Blue-Green corridors integrates low-impact, green infrastructure strategies to allow movement of people with minimum impact on surrounding ecosystem.

Image: The Blue-Green Corridors Project in New Orleans (Source: Stantec)

Bioswales

Bioswales are vegetated, shallow, landscaped depressions designed to capture, treat, and infiltrate stormwater runoff as it moves downstream. They are extremely beneficial in protecting surface water and local waterways from excessive pollution from stormwater runoff.

Bioswales are also beneficial in recharging groundwater. Bioswales can also be designed to be aesthetically pleasing and attract animals and create habitats.

Retention/Detention basin

A retention/detention basin, or storm water management pond (SWMP), is an artificial pond with vegetation around the perimeter and a permanent pool of water in its design. It is used to manage stormwater runoff from impervious surfaces such as roads, parking lots, roofs, etc. for protection against flooding, erosion control, and to serve as an artificial wetland and improve the water quality in adjacent bodies of water.

Careful consideration must be given to the type of roadway and its travel characteristics when locating artificial ponds adjacent to roads. These ponds must be designed to prevent roadway flooding during rainy events, ensuring that travel patterns remain undisturbed. To ensure a commitment to advance these strategies, STP commits to increase usage of these techniques by 10% in the next 1 – 5 years; 20% in years 6 – 10; 30% in years 10 – 20.

Wildlife crossings

Wildlife crossings are structures that allow movement and connection for animals to cross human-made barriers easily. When human-made infrastructure such as roadways, railroads, utility lines, etc.; cuts across dense natural areas; it causes issues regarding wildlife collisions, isolation, and habitat fragmentation. Wildlife crossings are structural passages beneath or above roadways that are designed to facilitate safe wildlife movement across roadways.

Vegetated Retention Walls

Vegetated Retention Wall uses environmentally friendly soil bags or cells that are geometrically designed to fit and lock together. Native plant roots grow into and through them providing a long-term erosion control solution. In addition, they can provide environmental benefits like stormwater management, air quality improvements, temperature moderation, noise barrier/reduction, and biodiversity improvements.

Permeable Paving

Permeable paving systems allow stormwater to percolate and infiltrate through the pavement. In addition to reducing surface runoff, permeable paving systems can trap suspended solids, thereby filtering pollutants from stormwater. Permeable pavement is commonly used on roads, paths and parking lots subject to light vehicular traffic, such as bike-lanes, service or emergency access lanes, road and airport shoulders, and residential sidewalks and driveways

CH. 04

Festival of the Lake, Mandeville, LA
Image Source: festivaloftheLake.com

04 public engagement and involvement

04 public engagement and involvement

4.1 Public Workshops

The stakeholder and public engagement aspect of this plan involved two in-person, open house style type workshop series held in Covington and Slidell on separate days, each followed by an online platform for additional feedback over a 30-day period.

FIRST WORKSHOP SERIES

The initial workshop emphasized the critical need for the plan, building upon the foundation laid by the 2017 MSP. Utilizing workshop boards consisting of maps, images, and accompanying text, crucial aspects were presented. This encompassed:

Population pressures due to rapid growth trends.

The necessity for effective growth management tools and strategies.

Aging infrastructure with limited capacity to accommodate growth

Significant traffic delays nearby and within the urbanized areas.

Challenges in the regulatory landscape among State, Parish, and Municipalities in high-growth areas.

Limited funding available to resolve medium and long-term transportation needs.

Current land development regulations that promote segregated land-uses, exacerbating auto-dependent travel.

Land use constraints with growth patterns continuing as is.

Support for the plan's purpose was complemented by the vision, goals, and objectives drafted by the project team for input. The engagement process featured activities like project prioritization, dot voting, and other forms of input, followed by online feedback using context maps and images. Graphic summaries captured responses to questions, and discussions delved into prioritization through dot voting, context maps illustrating necessity, and interactive web-based mapping. A ***"What does connectivity mean to you"*** feedback board played a pivotal role in refining vision, goals, and objectives.

The first round of stakeholder and public engagement yielded major themes, including existing congestion and capacity challenges, St. Tammany Parish's heavy reliance on cars, limited opportunities for safe walking and bicycling, the demand for additional east-west and north-south connectivity along the I-12 corridor, and the need for enhanced accessibility to the Trace for alternative transportation users.

Project prioritization centered on the prevailing issue of roadway congestion and capacity, shaped by insights from mobility challenges, concerns, findings, and suggestions.

Residents contributed additional project suggestions, emphasizing the criticality of improved east-west connectivity on I-12 and localized enhancements. Specific proposed solutions encompassed service roads and enhanced subdivision interconnectivity between I-12 and Brewster Road to relieve congestion on I-12.

Furthermore, residents emphasized the necessity for upgraded pedestrian and bicycle facilities connecting key destinations to the Tammany Trace, with the overarching goal of establishing a secure, well-connected, multi-modal network.

SECOND WORKSHOP SERIES

After consolidating feedback from the first workshop series, the project team refined and prioritized a list of projects, incorporating notable recommendations and suggestions from stakeholders. Special attention was given to enhancing connectivity by utilizing utility easements and linear pathways where possible. Additionally, alternative transportation projects were introduced to propose connectivity options linking key destinations to the Tammany Trace. Each project was accompanied by a planning-level cost estimate to gauge feasibility and contribute to the establishment of a realistic transportation program for the Parish.

Supporting board content outlined next steps to define and execute a transportation program totaling around $400-800 million, including appropriate growth management considerations. Despite initially identifying approximately 150 projects—comprising 100 capacity-related and 50 alternative transportation-related initiatives—with a total estimated cost of $2.1 billion, significant filtering was necessary to get closer to the $400-800 million range.

4.2 Summary of Visioning and Prioritization workshops

The public participated in a dot voting exercise to identify the 10 most critical and 10 least critical projects for both capacity-related and alternative transportation initiatives. Simultaneously, residents were given the opportunity to provide general comments on the projects and voice concerns and suggestions. The feedback obtained from these exercises played a crucial role in determining which projects should be retained and which should be removed, as further detailed in the Project Identification and Prioritization section

KEY	PROJECT TITLE	IMPROVEMENT TYPE	CITIZEN PRIORITY Referencing the "Project Prioritization"
1	I-12 Frontage Road: LA1077 to Ochsner Blvd	New Roadway	
2	I-12 Frontage Road: LA1085 to LA1077	New Roadway	
3	New N-S Arterial (1): LA1077 to US190	New Roadway	
4	New E-W Arterial (5): New N-S Collector (8) to I-12	New Roadway	
5	New E-W Collector (1): LA1077 to US190	New Roadway	
6	New E-W Collector (2): US190 to LA59	New Roadway	
7	New N-S Collector (7): LA36 to LA1088	New Roadway	
8	New N-S Collector (8): LA59 to US190	New Roadway	
9	New E-W Collector (9): LA434 to LA41	New Roadway	
10	New E-W Collector (11): LA433 (Thompson Rd) to Carroll Rd	New Roadway	
11	New N-S Collector (12): Voters Rd to US190	New Roadway	
12	E-W Covington Inner By-Pass: US190 to LA59	New Roadway	
13	Josephine Street: LA36 to Harrison Ave	New Roadway	
14	I-12 Frontage Road (EB): US190 to LA59	New Roadway	
15	I-12 Frontage Road (WB): US190 to LA59	New Roadway	
16	I-10 Frontage Road: Voters Rd to US190 Business	New Roadway	
17	Airport Road: Dr J.T Smith Sr. Expressway to LA36	New Roadway	
18	Harrison Avenue: LA59 to LA36	Roadway Extension	
19	LA3241: LA36 to LA21	Roadway Extension	
20	Ochsner Boulevard: LA1085 to New N-S Arterial (1)	Roadway Extension	
21	Judge Tanner Boulevard: Westwood Dr to LA59	Roadway Extension	
22	Menetre Drive: 21st Ave to US190	Roadway Extension	
23	Brewster Road: LA1077 to LA21	Roadway Widening	
24	US190: LA25 to I-12	Roadway Widening	
25	Sharp Road: US190 To LA59	Roadway Widening	
26	LA434: Horseshoe Island Rd to I-12	Roadway Widening	
27	LA433: I-10 to Big Branch Marsh N. Wildlife Refuge	Roadway Widening	
28	LA1085: Bedico Creek Blvd to LA21	Roadway Widening	
29	Harrison Avenue: US190 to LA59	Roadway Widening	
30	Causeway Boulevard: US190 to South Parish Limit	Roadway Widening	
31	Lonesome Road: US190 to LA59	Roadway Widening	
32	LA36: Harrison Ave Ext to New N-S Arterial	Roadway Widening	
33	LA41/US11: Pine St to I-59	Roadway Widening	
34	LA1090: I-59 to US190	Roadway Widening	
35	Airport Road: I-12 to Dr T.J. Smith Sr. Expy	Roadway Widening	
36	LA433: Carroll Rd to US11	Roadway Widening	
37	Carroll Road: LA434 to US190	Roadway Widening	
38	North Covington Loop: LA1077 to LA36	New Roadway	
39	Tantela Ranch Road (N-S): LA1077 to LA1078	New Roadway	

Dot-voting exercise for public feedback on Project Prioritization.

KEY	PROJECT TITLE	IMPROVEMENT TYPE	CITIZEN PRIORITY Referencing the "Project Prioritization" map, p
69	US11: LA41 to I-12	Roadway Widening	
70	LA433: Us 190 to Carroll Rd	Roadway Widening	
71	US190: Foy St to Little Bayou Castain	Roadway Widening	
72	US 11 Widening	Roadway Widening	
73	US190 (US11 to LA433)	Roadway Widening	
74	LA22 (Tchefuncte River - Causeway App)	Roadway Widening	
75	I-12: LA59 - Northshore Blvd	Roadway Widening	
76	I-12 @ LA434	Roadway Widening	
77	I-12 @ US190	Roadway Widening	
78	I-12 @ LA21	Roadway Widening	
79	LA1077: US190 to LA1078	Roadway Widening	
80	LA1077: Brewster Rd to I-12	Roadway Widening	
81	LA1078: LA25 to LA1077	Roadway Widening	
82	LA1088: I 12 to LA36	Roadway Widening	
83	LA1081: Jct LA437 S to Jct LA437 N	Roadway Widening	
84	I-12: Service Rd S: LA1088 to LA434	New Roadway	
85	I-12 Service Rd S: LA434 to Airport Rd	New Roadway	
86	I-12:Service Rd N: LA1088 Fish Hatchery Rd	New Roadway	
87	LA21 @ US190 Business (Tyler @ Boston Street)	Intersection Improvements	
88	US190:US11-LA433 Ph5 N. Harrison to St. Tam. Ave.	Access Management	
89	US190: US11 - LA433 PH6 St. Tam. Ave. to US11	Access Management	
90	LA1088: Soult And Trinity Roundabouts	Intersection Improvements	
91	US190 @ Northshore and Camp Villere	Intersection Improvements	
92	LA1088: Forest Brook Blvd. Roundabout	Intersection Improvements	
93	LA59: Little Creek, I-12, Dove Rnbt	Intersection Improvements	
94	LA59: Little Creek, I-12, Dove Rnbt	Intersection Improvements	
95	LA1088: I-12 Roundabouts	Intersection Improvements	
96	LA1088: I-12 Roundabouts	Intersection Improvements	
97	US190: Bayou Castine-SE LA Hospital	Roadway Widening	
98	US190: LA25 - Bogue Falaya (Ph 2b)	Intersection Improvements & Roadway Widening	
99	US190: LA437 - US 190 Business (Ph 3)	Roadway Widening	
100	US190 @ LA25 Roundabout (Ph 2a)	Access Management	
101	US190 Business (Fremaux) Beth St. To Hoover Dr.	Access Management	
102	I-12 @ Northshore Blvd.	Roadway Widening	
103	Robert Blvd. at Country Club Dr.	Intersection Improvements	
104	US190W Roundabouts, Slidell	Intersection Improvements	
105	I-10 @ Gause Blvd (US190)	Access Management	
106	LA25 (Covington to MS S L)	Roadway Widening	
107	I-12 (LA 21 to LA 445)	Roadway Widening	
108	LA59: Koop Drive Roundabout	Intersection Improvements	

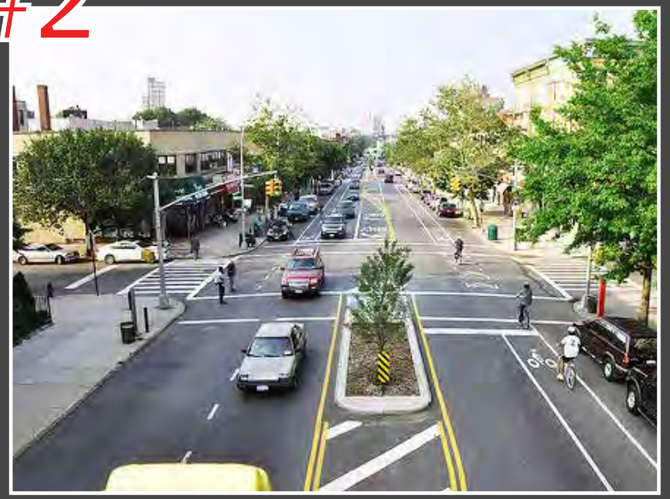
Dot-voting exercise for public feedback on Project Prioritization.

Dot-voting exercise for public to vote on images that best represents their idea of connectivity within the Parish. The images below are grouped by the type of connectivity they represent, and ranked in the order of votes received for their group.

#1

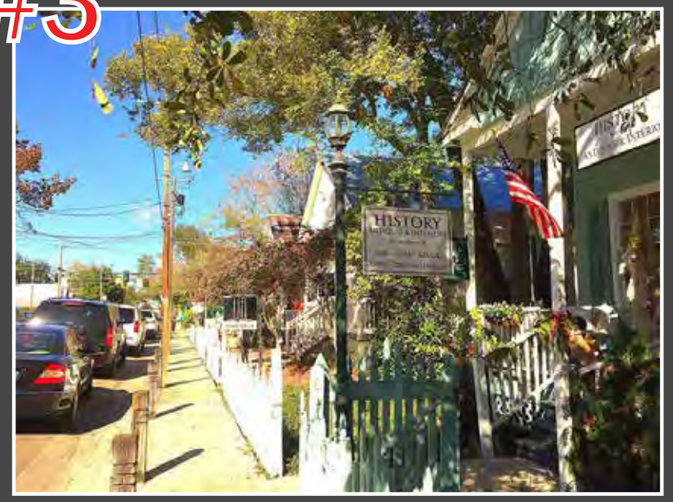
ROADWAY IMPROVEMENTS
such as providing additional neighborhood connections to alleviate congestion; as well as providing new roadways, lane additions, intersection improvements, etc.

#2



COMPLETE STREETS DESIGN
for improved pedestrian safety and mobility in downtown and other commercial areas, complete with sidewalks, street trees, and on-street parking.

#3

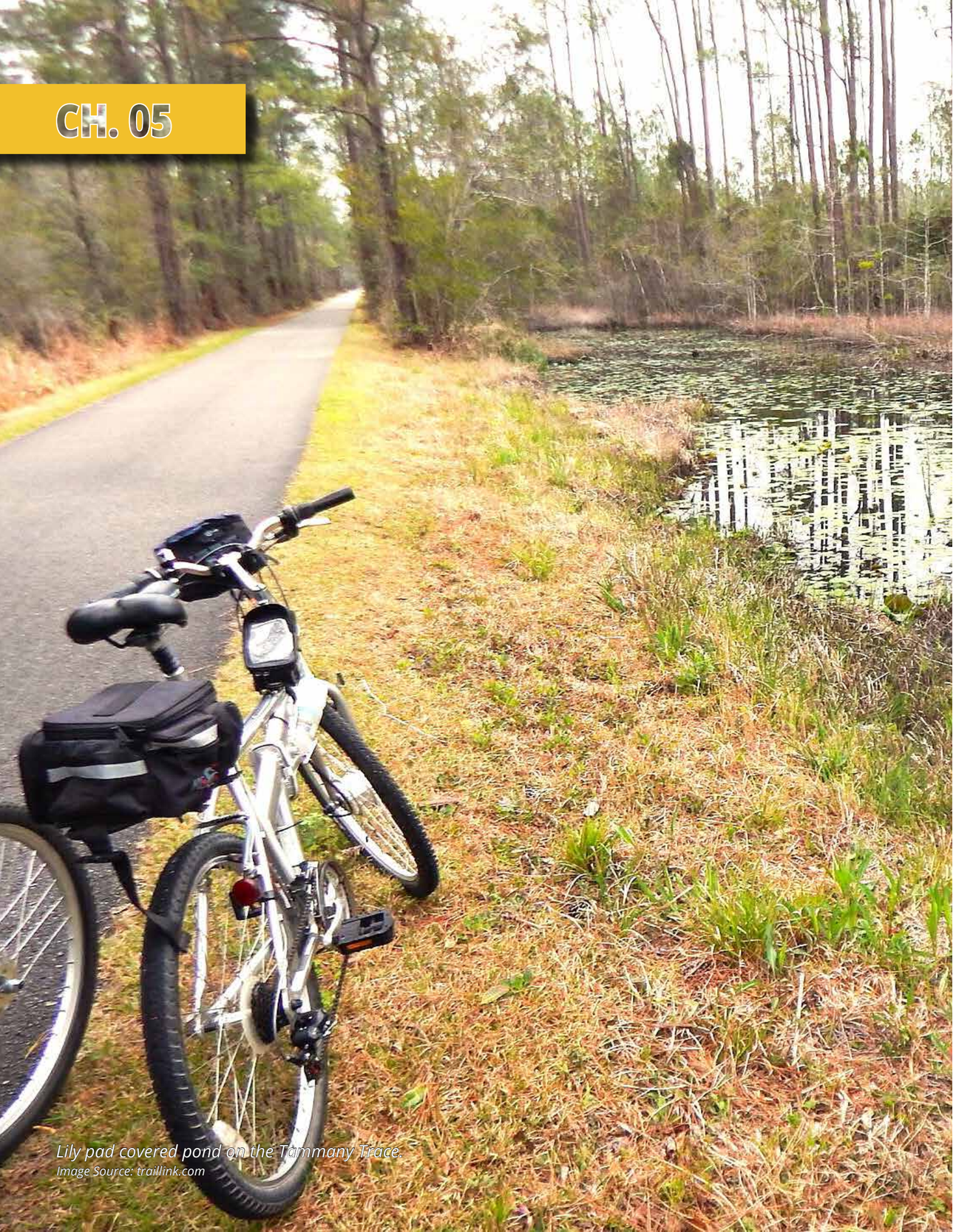


PEDESTRIAN AND BIKE-FRIENDLY NEIGHBORHOOD STREETS
with sidewalks connections and improved safety and lighting for pedestrians and bikers.

#4

GREENWAYS AND TRAILS
connecting to Tammany Trace as well as other recreational areas and neighborhood destinations.

CH. 05



Lily pad covered pond on the Tammany Trace.
Image Source: traillink.com

05 establishing vision, goals, and objectives

05 establishing vision, goals, and objectives

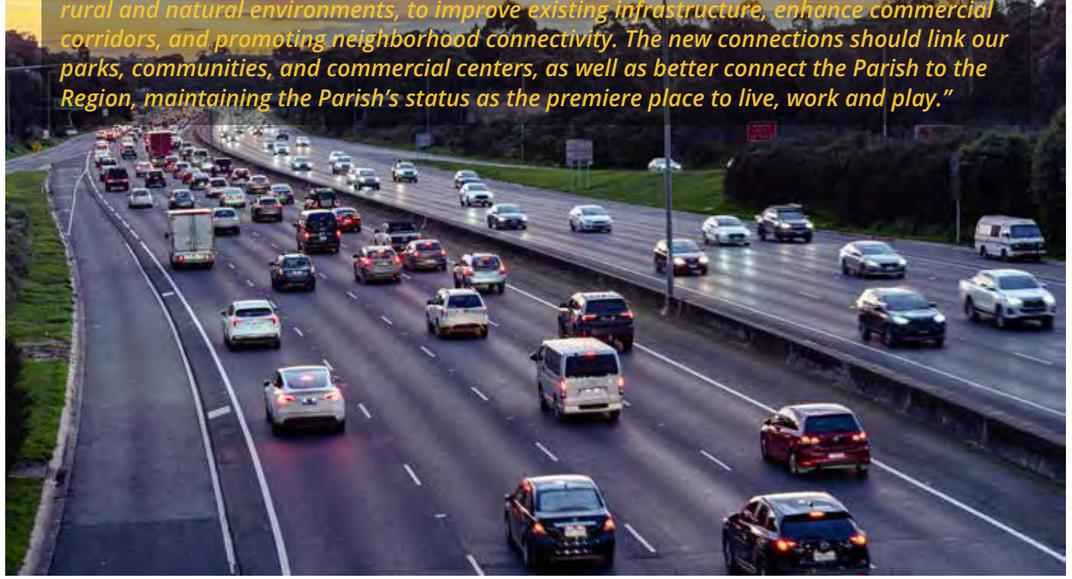
5.1 Vision for Mobility

To guide the development of the St. Tammany Parish Multi-Modal Transportation Plan (MMTP), the project team drafted a vision statement and a set of goals and objectives prior to public and stakeholder engagement for feedback. Draft goals and objectives were established leveraging information from the 2017 Draft MSP, integrating invaluable input from Parish key stakeholders, and building upon information gleaned from other past plans to articulate the envisioned future of the Parish's multi-modal transportation system.

A vision statement is a concise, forward-looking declaration that articulates an organization's future aspirations and goals. It outlines what the organization aims to achieve and serves as a guiding compass for its strategic decisions and direction. Building upon the guiding principles from the Parish's Comprehensive Plan "New Directions 2040," the subsequent draft vision statement has been crafted:

VISION STATEMENT

"Our vision for the St. Tammany Parish transportation network is to build upon the Parish's strong foundation of community, while balancing demands for the (sub)urban, rural and natural environments, to improve existing infrastructure, enhance commercial corridors, and promoting neighborhood connectivity. The new connections should link our parks, communities, and commercial centers, as well as better connect the Parish to the Region, maintaining the Parish's status as the premiere place to live, work and play."



Prior to the first stakeholder and public engagement workshop series the project team formulated four draft goals for this MMTP to address current needs and priorities, focusing on achieving targeted outcomes over the next five to ten years. This is intended to form the basis of an efficient transportation program that identifies specific projects, their associated costs, and the funding sources required for implementation.

All feedback from stakeholders and the first public workshop series which included an in-person event followed by an online platform as described above were used to refine the initial set of goals and objectives. These are as follows:

Goal 1: Roadway Capacity Improvements

St. Tammany Parish will address roadway capacity issues with the creation of a coordinated transportation programming.

- Create consensus around the highest priority transportation projects, particularly ones that address east-west connectivity alleviating congestion on I-12 and other east-west major roadways as well as north-south connectors along I-10 on existing utility easements.
- Evaluate existing revenue capacity to implement high priority projects.
- Establish context sensitive roadway design standards that effectively balance safety, access management, capacity, alternative transportation, and environmental needs.
- Apply new and emerging technologies to improve traffic operations and ones that provide access to real-time traveler information for all modes of transportation.

The LA 22 - US 190 interchange has been a chronic traffic chokepoint in Mandeville.

Image Source: NOLA.com

Goal 2: Streamline Policies and Prioritize Projects

St. Tammany Parish will acknowledge and advance policies and projects that address the relationship between land-use, environmental, and transportation planning.

- Determine areas of the Parish where growth is most suitable.

Note: This reflects the "future" policy and regulatory tools in the plan, which includes determining areas most appropriate for growth as represented in the growth constraints maps.

- Create development standards that balance public objectives and private market needs.

Note: This may include updating design standards, mixed use flexibility, and intensity in order to accommodate more compact development forms in the future.

- Identify transportation capacity and alternative transportation projects that support identified growth areas.
- Update subdivision regulations allowing for interconnectivity between subdivisions rather than one point of access. This increases subdivision accessibility and connectivity while alleviating congestion on surrounding roadways.
- Provide flexibility in Parish processes and policies to explore new and emerging modes of mobility such as micro-mobility and other future modes.
- Utilize this plan to preserve corridor rights-of-way for future transportation projects.
- Develop land use policies that encourage higher density development in appropriate areas and consolidation of compatible land uses in focused areas to reduce overall Vehicle Mile Traveled per capita.
- Leverage transportation investments to enhance land use and economic benefit decisions within the Parish.
- Establish a prioritized investment list to target federal discretionary program funding for implementation.

Lake Pontchatrain Causeway bridge and toll plaza.

Image Source: NOLA.com

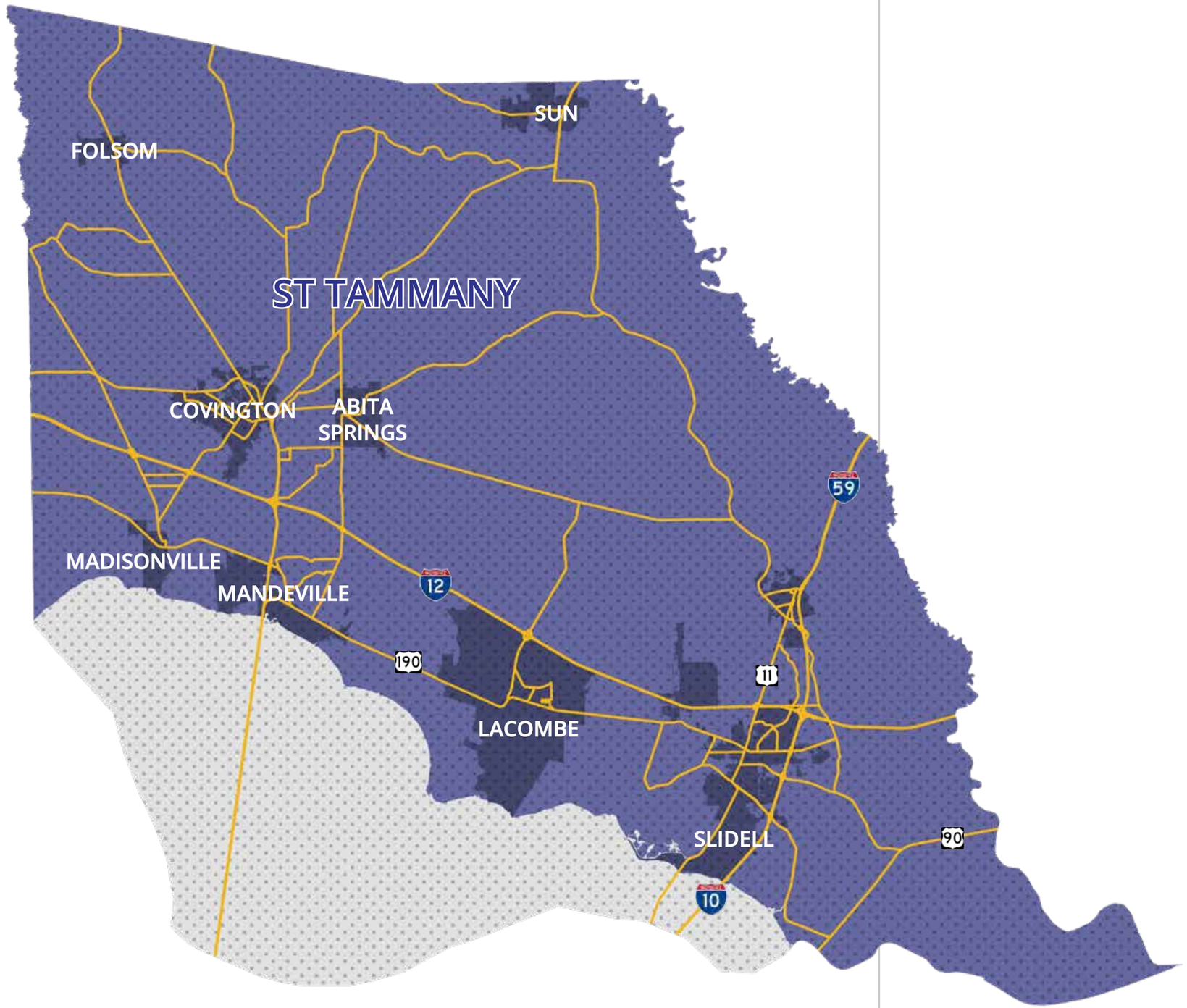
Goal 3: Promoting Alternative Modes of Transportation

St. Tammany Parish will leverage existing alternative transportation corridors to promote non-vehicular modes of travel.

- Leverage existing alternative transportation infrastructure such as the Tammany Trace, along water features, and existing utility easements.
- Better connect the Tammany Trace to adjacent neighborhoods, community centers and commercial areas.
- Identify other appropriate areas of the Parish where alternative transportation is needed.
- Explore the opportunity of commuter rail service on the existing north-south alignment running through the east end of the Parish utilizing the station in downtown Slidell.

Tammany Trace family bike night.

Image Source: tammanyfamily.blogspot.com

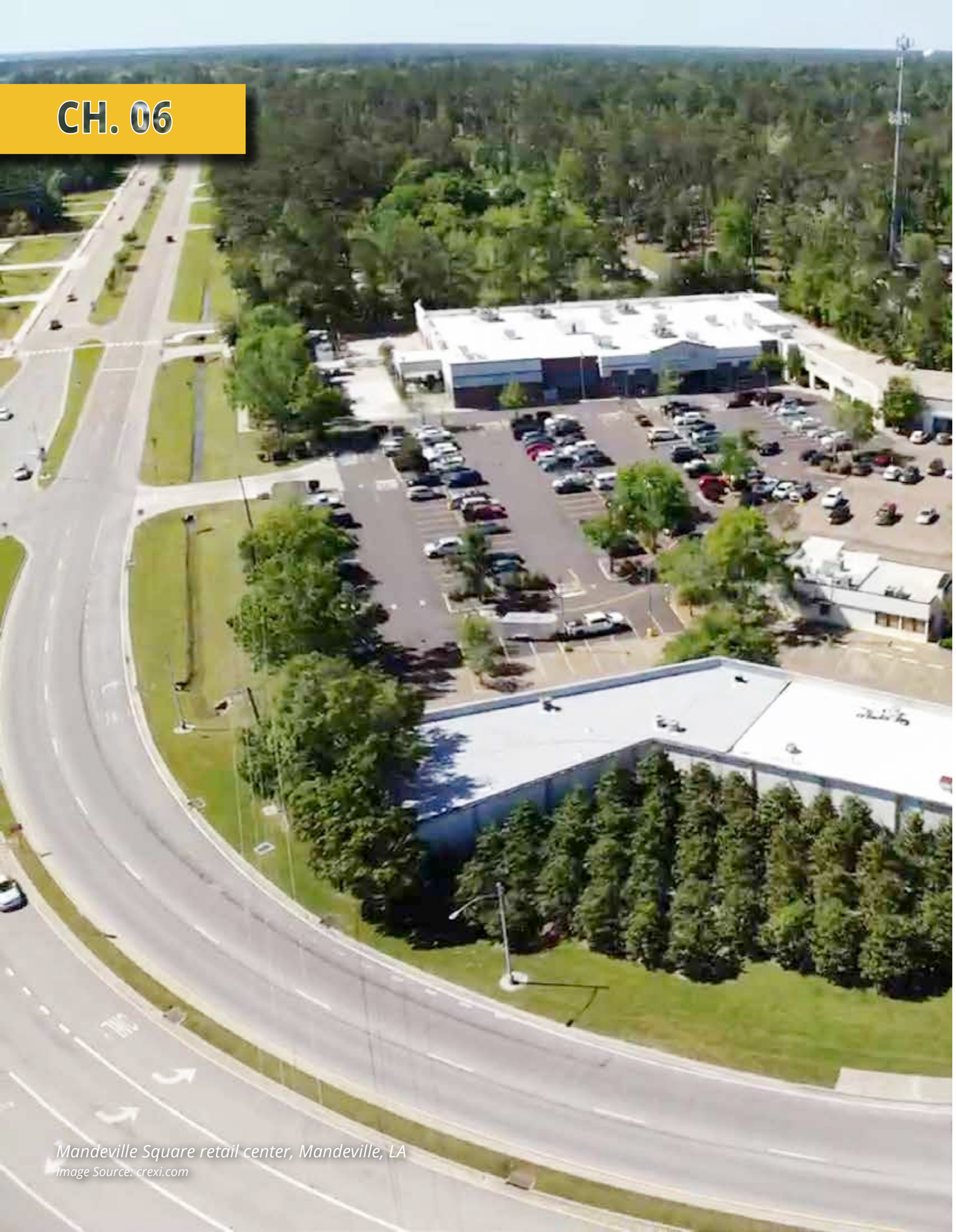


Goal 4: Coordinated Approach

St. Tammany Parish will advance collaboration with local jurisdictions and coordinated growth management policies and projects.

- Establish a working group around coordinated land-use and transportation decisions affecting the Parish and Municipalities.
- Identify applicable, cross-jurisdictional growth management policies.
- Identify priority capital projects that provide benefits to multiple jurisdictions.
- Leverage funding across jurisdictions to implement projects.
- Evaluate feasibility of freight rail, port, and airport infrastructure needed to support long-term economic development objectives.
- Utilize this plan to collaborate with the DOTD on existing corridors that may need to be improved and/or support changes to functional class to accommodate future transportation needs.
- Continue to incorporate existing Parish plans into the Parish major streets plan to maintain and improve the connectivity between adjacent city major street plans within St. Tammany Parish.
- Collaborate with the DOTD to develop a map and matrix of high crash-rate areas, and areas with a higher-than-average crash-severity in the Parish to determine hotspots and trends. Utilize the data gathered from the matrix and map to develop specific recommendations for each frequent and severe crash area.
- Test new recommended alignments in the regional travel demand model to determine their impact on the overall arterial network.
- Partner with regional and state agencies, such as NORPC and DOTD, to leverage TIP and supplemental project funding calls for transportation infrastructure improvements, to prioritize and phase improvements.
- Where the opportunity may meet public interests and evidence of public support, consider selective construction of public-private partnerships or managed lanes to meet funding gaps for locations where the facility may meet public support for new infrastructure.

CH. 06



Mandeville Square retail center, Mandeville, LA
Image Source: crexi.com

06 project identification and prioritization

06 project identification and prioritization

6.1 Project Identification and Prioritization

Leveraging insights from earlier sections, the project team identified and prioritized projects to ultimately lay the foundation for a comprehensive transportation program. This multi-modal transportation plan serves as a roadmap for prioritizing projects that address transportation challenges, including both roadway capacity-related initiatives and those emphasizing alternative transportation.

The identified capacity related projects were categorized by the following four improvement types:

ROADWAY CAPACITY PROJECTS

NEW ROADWAY
A proposed roadway alignment situated along an easement, stream, creek, or any other linear, undeveloped pathway. Its purpose is to establish connections between areas of development or serve as a cross connection linking two or more existing roadways.

ROADWAY EXTENSION
Same criteria as a new roadway, but with the added aspect of extending an existing roadway that currently dead-ends or discontinues in the same direction.

ROADWAY WIDENING
Additional lanes to an existing roadway, maintaining the current alignment while enhancing overall capacity.

INTERSECTION OR INTERCHANGE IMPROVEMENTS
Reconfiguring the geometric layout of an intersection or interchange to improve its capacity and efficiency.

The planning team identified projects targeted to address roadway capacity and congestion. The following summarizes the process on how both capacity projects and alternative transportation projects were identified.

2052 METROPOLITAN TRANSPORTATION PLANS

The 2052 MTP prioritizes regionally focused projects addressing congestion and capacity concerns, employing a systematic, data-driven approach. A key element in this strategy relies on outputs from the regional travel demand model, crucial for aiding stakeholders in decision-making. In essence, a travel demand model is a computational tool that predicts travel demands in the region. By considering factors like projected population growth, traffic behaviors, land use patterns, and economic indicators, this tool forecasts future transportation needs under various scenarios.

2017 ST. TAMMANY PARISH (DRAFT) MAJOR STREETS PLAN

As mentioned earlier, project identification in the 2017 MSP was also based on outputs from the regional travel demand model, but to summarize, most were more local oriented in nature aiming to enhance connectivity within and between the Slidell and Mandeville-Covington urbanized areas as well as other areas containing dense development. However, this plan incorporated a select few significant alignments recognized as “legacy projects.” These alignments, taking the form of loops and bypasses, extended well beyond the urbanized areas into rural and undeveloped land, some potentially considered environmentally sensitive.

While these projects may appear impractical, particularly in the rural and undeveloped areas of the Parish, this plan does not outright dismiss them. Their inclusion is based on support from St. Tammany Parish Government (STPG) staff, suggesting they be retained for public input. The plan underscores the importance of thorough consideration by the Parish before making any decision to forfeit these projects.

2023 DRAFT CAPITAL IMPROVEMENT PLAN SUPPLEMENTAL DOCUMENT

Projects included in this document are those identified as an immediate need and thus have gone through the preliminary decision-making stages, many of which are tied to cost estimates and funding sources and to be considered for implementation in the next few years.

ALTERNATIVE TRANSPORTATION PROJECTS

In addition to congestion and capacity related project recommendations, this plan places a significant emphasis on the Parish's paramount alternative transportation asset—the Tammany Trace. Identified projects include those within the Trace's right-of-way and those facilitating non-motorized connectivity to it. Increased access and connectivity to the Tammany Trace was a recurring comment from the first public workshop session.

Projects within the Trace's right-of-way involve the extension of the trail to ***Heritage Park*** and essential bridge improvements (i.e. repairs/replacements), directly sourced from the Draft Capital Improvement Plan for Roads and Drainage Supplement FY 2024 – FY 2028. The remaining alternative transportation projects, recognized as ***"connectors"*** have been identified by the project team. These "connectors" aim to establish an interconnected network for non-vehicular users, ensuring safe travel to and from the Trace, connecting key destinations such as downtown areas, neighborhood subdivisions, park and recreational areas, schools, and existing trail-heads.

The typology for these "connectors" is categorized as either Bicycle Lanes or Shared Use Path. The selection of each typology is based on existing roadway characteristics and land uses adjacent to each "connector." These two typologies are defined as follows:

BIKE LANE

Exclusive lanes on the right side of the roadway designated for bicycle users.

SHARED USE PATH

Exclusive right-of-way on either side of the roadway designated for non-motorized users (e.g., pedestrians or bicyclists).

TAMMANY TRACE: Rails To Trails Project in St. Tammany Parish

Image Source: outdoorproject.com

Image Source: NOLA.com

Image Source: whereyat.com

Image Source: trailink.com

PROJECT PRIORITIZATION

STEP 1. COMPILATION OF IDEAS AND NEEDS

The Planning team presented the list of projects at the first stakeholder and public workshop series to prioritize and solicit feedback.

STEP 2. PROJECT EVALUATION AND SCREENING

The Planning team evaluated the initial project list presented during the first public workshop series, incorporating stakeholder and public feedback for validity, feasibility, and need. Projects were accompanied by cost estimates and other pertinent information for refinement.

STEP 3. PROJECT REFINEMENT

An updated list of projects and maps completed during the evaluation and screening process (step 2) were presented during the second stakeholder and public workshop session for further refinement.

STEP 4. PROJECT FINALIZATION

Using stakeholder and public feedback from the previous step, a final list of recommended projects, categorized by improvement type, were identified to initiate the formation of a 10-to-15-year transportation program as outlined in the following section.

6.2 Roadway Capacity Projects

RECOMMENDED PROJECTS

Once the comment period from the second workshop series concluded, the Planning team underwent a thorough review process in close collaboration with Parish staff to refine the project list based on community feedback and select the projects deemed most critical in addressing recurring themes identified throughout the planning process. It was found that most of these projects are needed and located on the west side of the Parish since many of the roadways on the east side of the Parish have undergone capacity improvements recently. This included combating population pressures arising from rapid growth trends, the need for enhanced east-west connectivity to alleviate congestion on major roadways, and amplifying alternative transportation connections to the Tammany Trace for a well-connected, Parish-wide multi-modal network.

Additionally, new roadway type projects to the greatest extent utilized utility easements, streams, creeks, and linear pathways to ensure minimal environmental impact. This prioritized project list, categorized by capacity and alternative transportation, is intended to serve as a preliminary list of projects for a robust and well-defined $400-800M transportation program, with the reauthorization of an existing tax, as defined in **Table 4**.

All project costs were established through prior planning documents, state and regional transportation authority estimates and derived using a rough order of magnitude estimating method. Additional refinement of project costs will be needed as projects advance.

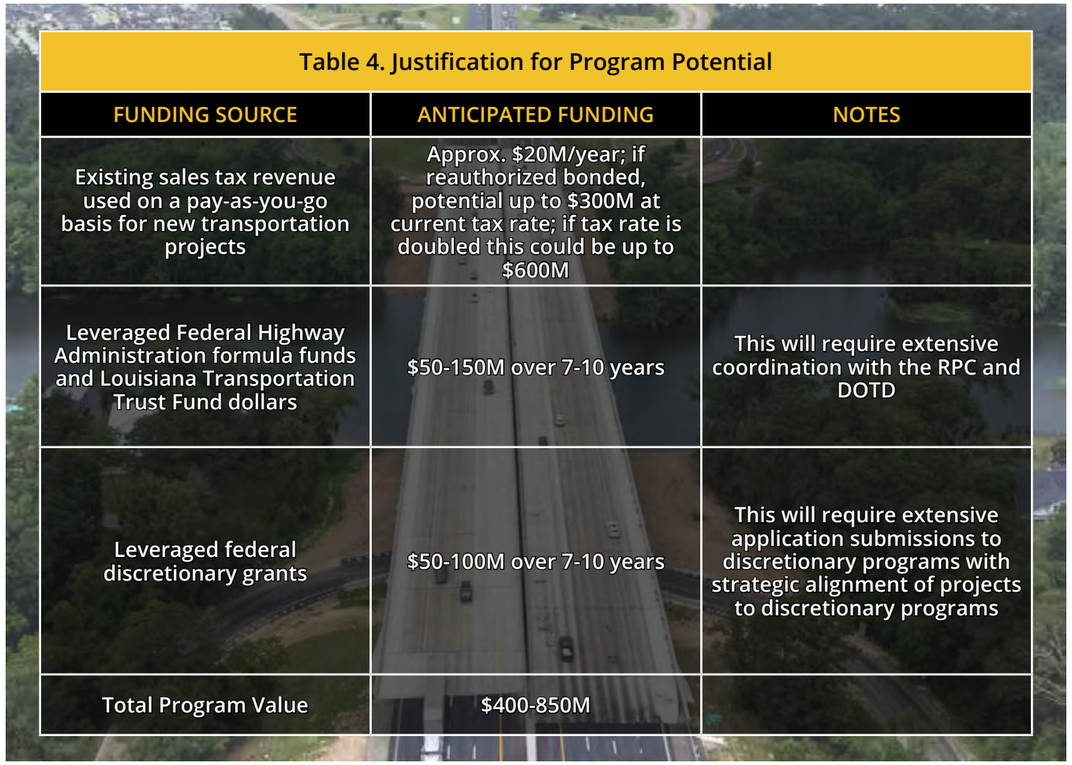
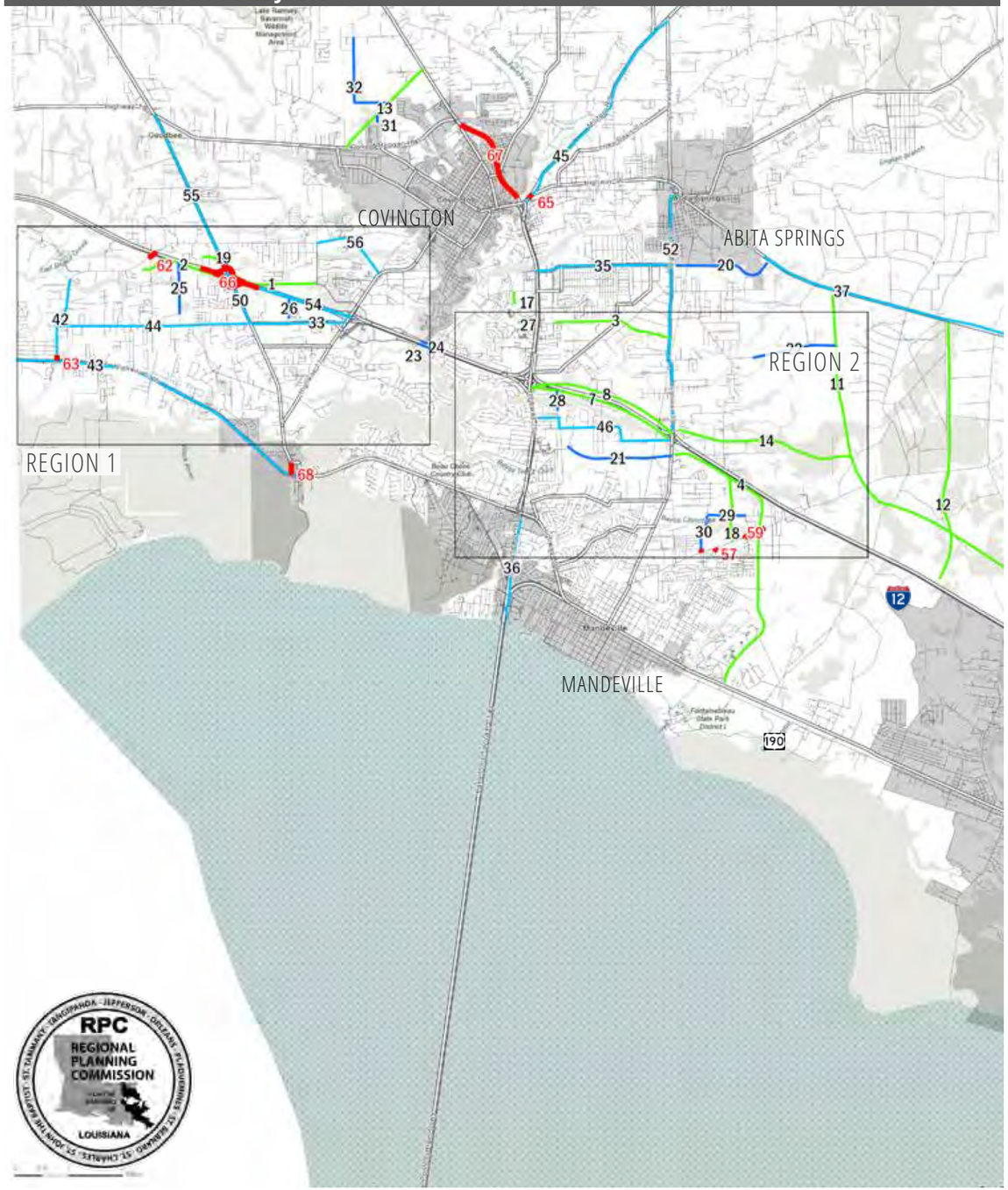


Table 4. Justification for Program Potential

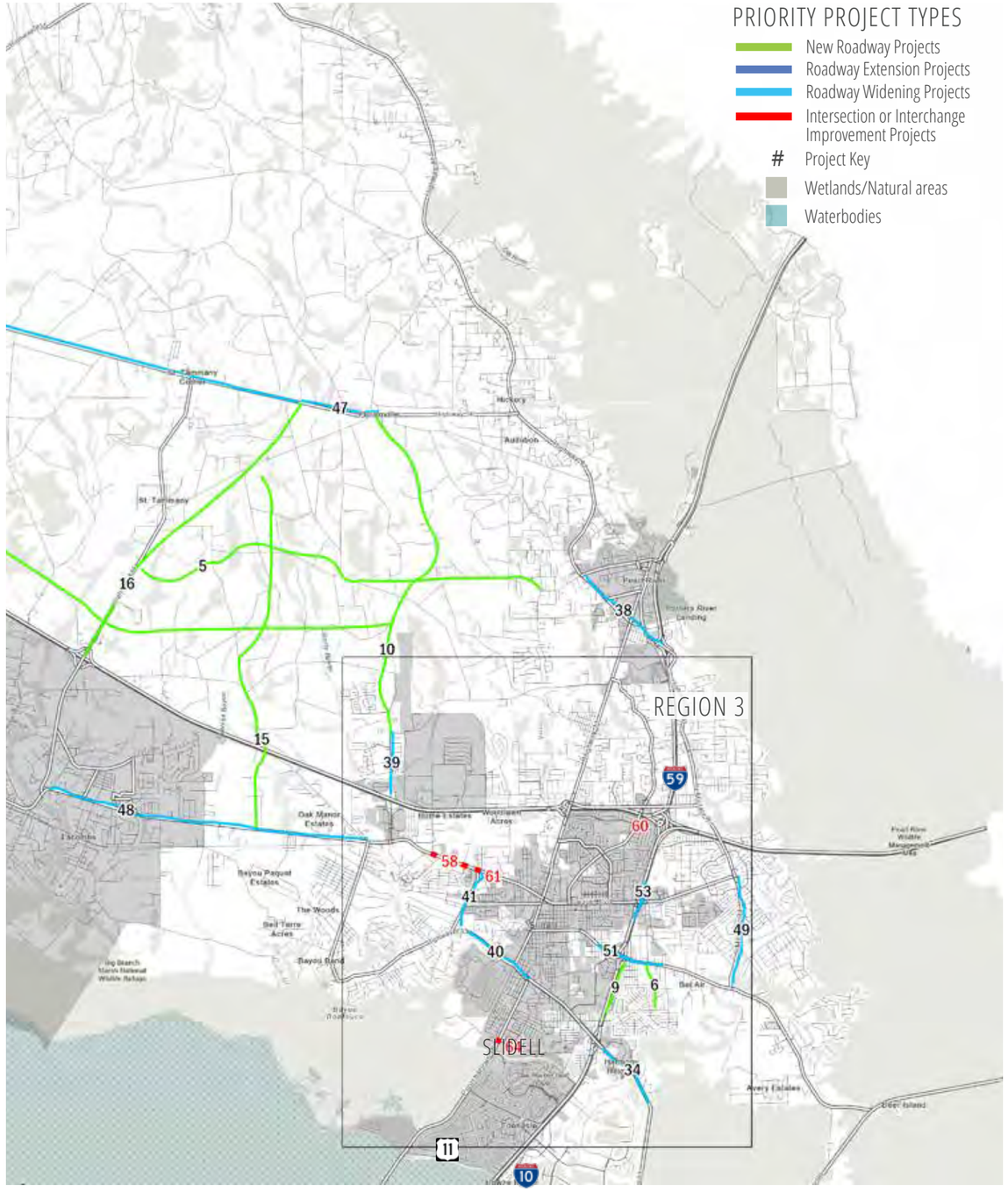
FUNDING SOURCE	ANTICIPATED FUNDING	NOTES
Existing sales tax revenue used on a pay-as-you-go basis for new transportation projects	Approx. $20M/year; if reauthorized bonded, potential up to $300M at current tax rate; if tax rate is doubled this could be up to $600M	
Leveraged Federal Highway Administration formula funds and Louisiana Transportation Trust Fund dollars	$50-150M over 7-10 years	This will require extensive coordination with the RPC and DOTD
Leveraged federal discretionary grants	$50-100M over 7-10 years	This will require extensive application submissions to discretionary programs with strategic alignment of projects to discretionary programs
Total Program Value	$400-850M	

Image Source: NOLA.com

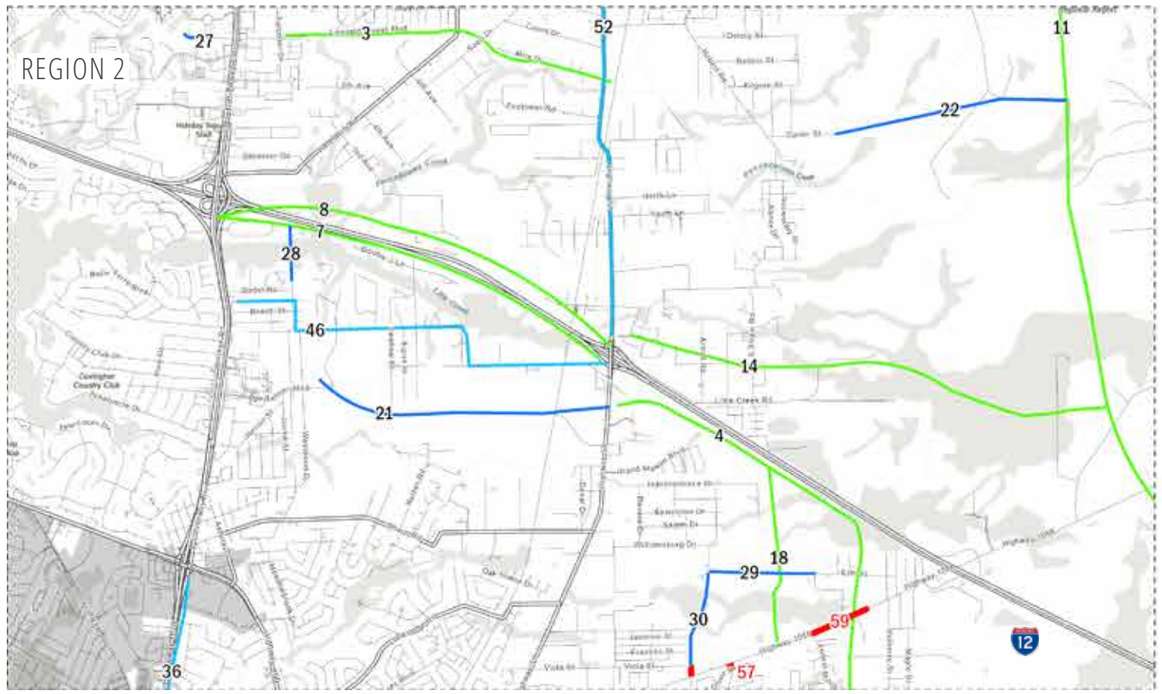
ROADWAY CAPACITY PROJECTS



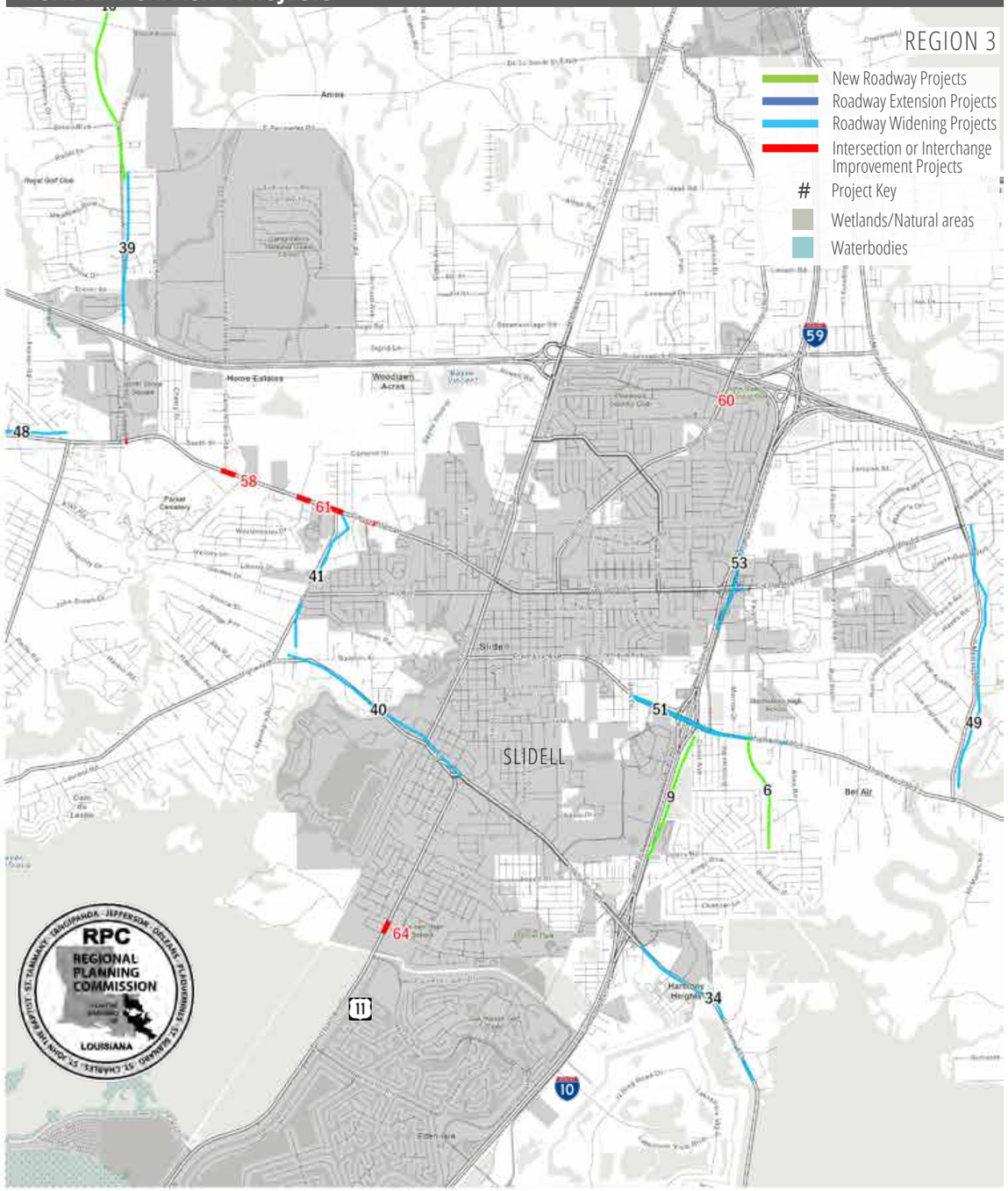
ROADWAY CAPACITY PROJECTS



ROADWAY CAPACITY PROJECTS



ROADWAY CAPACITY PROJECTS



New Roadway Projects

ROADWAY CAPACITY PROJECTS

#	PROJECT NAME	PLAN ALIGNMENT/SOURCE	PROJECT STATUS	TIME FRAME
1	I-12 FRONTAGE RD: LA 1077 TO OCHSNER BLVD $$$	2017 Draft Major Streets Plan (MSP)	Construction	1-5 years
2	I-12 FRONTAGE RD: LA 1085 TO LA 1077 $$$	2017 Draft Major Streets Plan, 2023 Draft Capital Improvement Plan Supplement	Planning	1-5 years
3	EMERALD FOREST BLVD EXT. $$$	2017 Draft Major Streets Plan, 2023 Draft Capital Improvement Plan Supplement	Begin Construction FY 2024	1-5 years
4	MANDEVILLE BYPASS: US 190 TO LA 1088 *Fully Funded*	2017 Draft Major Streets Plan, 2023 Draft Capital Improvement Plan Supplement	Begin Construction FY 2024	1-5 years
5	NEW E-W COLLECTOR: LA 434 TO LA 41 $$$$	2017 Draft Major Streets Plan	Planning	10-20 years
6	NEW N-S COLLECTOR: VOTERS RD TO BUS. 190 $$	2017 Draft Major Streets Plan	Planning	5-10 years
7	I-12 FRONTAGE RD (EB): US 190 TO LA 59 $$$	2017 Draft Major Streets Plan	Planning	10-20 years
8	I-12 FRONTAGE RD (WB): US 190 TO LA 59 $$$	2017 Draft Major Streets Plan	Planning	10-20 years
9	I-10 FRONTAGE RD: VOTERS RD TO BUS. 190 $$	2017 Draft Major Streets Plan	Planning	5-10 years
10	AIRPORT RD: DR T.J. SMITH SR. EXPRESSWAY TO LA 36 $$$$	2017 Draft Major Streets Plan	Planning	10-20 years
11	NEW E-W ARTERIAL: LA 36 TO AIRPORT RD $$$$	2017 Draft Major Streets Plan, 2023 Draft Capital Improvement Plan Supplement	Planning	1-5 years
12	NEW N-S ARTERIAL: LA 36 TO S. OF I-12 $$$$	2017 Draft Major Streets Plan	Planning	10-20 years
13	NEW E-W COLLECTOR: US 190 TO LA 25 $$$	2017 Draft Major Streets Plan	Planning	10-20 years
14	NEW E-W COLLECTOR: LA 59 TO NEW E-W ARTERIAL $$$$	2017 Draft Major Streets Plan	Planning	10-20 years
15	DIXIE RANCH RD: LA 434 TO US 190 $$$$	2017 Draft Major Streets Plan	Planning	10-20 years
16	LA 3241: I-12, LA 434 INTERCHANGE TO LA 36 $	2052 Metropolitan Transportation Plan (MTP)	Design	1-5 years
17	NEW N-S COLLECTOR: THREE RIVERS RD TO SULLIVAN LN $	Public Feedback	Pre-Planning	5-10 years
18	NEW N-S COLLECTOR: LA 1088 TO NEW N-S COLLECTOR $$$	Public Feedback	Pre-Planning	10-20 years
19	DIVERSIFIED FOODS EXTENSION: DIVERSIED FOODS TO LA 1077 $	Public Feedback	Pre-Planning	5-10 years
			TOTAL ESTIMATED COST:	$477,422,200

Image Source: sarpy.gov

Road Extension Projects

ROADWAY CAPACITY PROJECTS

#	PROJECT NAME	PLAN ALIGNMENT/SOURCE	PROJECT STATUS	TIME FRAME
20	HARRISON AVENUE: LA 59 TO LA 36 $$$	2017 Draft Major Streets Plan, 2023 Draft Capital Improvement Plan Supplement	Planning	1-5 years
21	JUDGE TANNER BOULEVARD: WESTWOOD DR TO LA 59 $$$	2017 Draft Major Streets Plan 2023 Draft Capital Improvement Plan Supplement	Planning	1-5 years
22	MAPLEWOOD DR.: LA 59 TO NEW E-W ARTERIAL $$$	2017 Draft Major Streets Plan	Planning	10-20 years
23	THREE RIVERS RD BRIDGES (SOUTH SIDE OF I-12) CONNECTING TO PINNACLE PKWY/BREWSTER RD $$	2017 Draft Major Streets Plan	Planning	5-10 years
24	THREE RIVERS RD BRIDGES (NORTH SIDE OF I-12) CONNECTING TO PINNACLE PKWY/BREWSTER RD $$	2017 Draft Major Streets Plan	Planning	5-10 years
25	POWER LINE RD: POWER LINE RD TO I-12 $$	Public Feedback	Pre-Planning	5-10 years
26	TAYLOR ST.: TAYLOR ST. TO I-12 $	Public Feedback	Pre-Planning	5-10 years
27	VILLAGE LN.: VILLAGE LN TO VILLAGE LN W $	Public Feedback	Pre-Planning	5-10 years
28	ORLEANS AVE: ORLEANS AVE TO PROPOSED I-12 FRONTAGE RD $$	Public Feedback	Pre-Planning	5-10 years
29	ELM ST.: ELM ST. TO MAPLERIDGE DR. $$	Public Feedback	Pre-Planning	5-10 years
30	MAPLERIDGE DR.:ELM ST. EXT. TO VIOLA ST. $$	Public Feedback	Pre-Planning	5-10 years
31	E. STADIUM DR.: E. STADIUM DR. TO NEW E-W COLLECTOR: US 190 TO LA 25 $	Public Feedback	Pre-Planning	5-10 years
32	RIFLE RANGE ROAD: RIFLE RANGE ROAD TO NEW E-W COLLECTOR: US 190 TO LA 25 $$$	Public Feedback	Pre-Planning	10-20 years
			TOTAL ESTIMATED COST:	$91,600,000

Image Source: antiochherald.com

Road Widening Projects

ROADWAY CAPACITY PROJECTS

#	PROJECT NAME	PLAN ALIGNMENT/SOURCE	PROJECT STATUS	TIME FRAME
33	BREWSTER RD: LA 1077 TO LA 21 $$	2017 Draft Major Streets Plan (MSP)	Planning	5-10 years
34	LA 433: I-10 TO BIG BRANCH MARSH N. WILDLIFE REFUGE $$	2017 Draft Major Streets Plan	Planning	5-10 years
35	HARRISON AVENUE: US 190 TO LA 59 $$$	2017 Draft Major Streets Plan, 2023 Draft Capital Improvement Plan Supplement	Planning	1-5 years
36	CAUSEWAY BOULEVARD: US 190 TO SOUTH PARISH LIMIT $$$$	2017 Draft Major Streets Plan	Planning	10-20 years
37	LA 36: HARRISON AVE EXT TO LA 3241 $$$$	2017 Draft Major Streets Plan	Planning	10-20 years
38	LA 41/US 11: PINE ST TO I-59 $$	2017 Draft Major Streets Plan	Planning	5-10 years
39	AIRPORT ROAD: I-22 TO DR T.J. SMITH SR. EXPY $$	2017 Draft Major Streets Plan	Planning	5-10 years
40	LA 433: CARROLL RD TO US 11 $$$	2017 Draft Major Streets Plan	Design	10-20 years
41	CARROLL ROAD: LA 433 TO US 190 *Fully Funded*	2017 Draft Major Streets Plan, 2023 Draft Capital Improvement Plan Supplement	Planning	1-5 years
42	LA 1085: LA 22 TO BEDICO CREEK BLVD $$	2017 Draft Major Streets Plan	Planning	5-10 years
43	LA 22: WEST PARISH LIMIT TO LA 1077 $$$	2017 Draft Major Streets Plan, 2052 MTP	Planning	10-20 years
44	BREWSTER ROAD: LA 1085 TO LA 1077 $$$	2017 Draft Major Streets Plan	Planning	10-20 years
45	LA 21: US 190 TO LA 59 $$$	2017 Draft Major Streets Plan	Planning	10-20 years
46	DOVE PARK ROAD: US 190 TO LA 59 *Fully Funded*	2017 Draft Major Streets Plan, 2023 Draft Capital Improvement Plan Supplement	Planning	1-5 years
47	LA 36: NEW N-S ARTERIAL TO ARCHIE SINGLETARY RD $$	2017 Draft Major Streets Plan	Planning	5-10 years
48	US 190: LA 434 TO LA 433 $$$$	2017 Draft Major Streets Plan	Planning	10-20 years
49	US 190: LA 1090 TO BUS. 190 $$$	2017 Draft Major Streets Plan	Planning	10-20 years
50	LA 1077: BREWSTER RD - I-12 $	2052 Metropolitan Transportation Plan (MTP)	Planning	5-10 years
51	US 190B (FREMAUX) BETH ST. TO HOOVER RD. $$	2017 Draft Major Streets Plan, 2023 Draft Capital Improvement Plan Supplement	Design	1-5 years
52	LA 59 (I-12 TO LA 36) $$$$	2017 Draft Major Streets Plan, 2052 MTP	Planning	10-20 years
53	US 190 (GAUSE) I-10EB OFFRAMP TO TYLER ST $	2052 MTP	Planning	5-10 years
54	I-12: LA 1077 TO LA 21 $	2052 MTP	Planning	5-10 years
55	LA 1077: I-12 TO US 190 PH. 1 $$$$	2017 MSP, 2052 MTP, 2023 CIP SUP. DRAFT	Planning	1-5 years
56	Bootlegger/LA 1085: Ochsner Blvd to LA 21 $$	PUBLIC FEEDBACK	Planning	5-10 years
			TOTAL ESTIMATED COST:	$302,598,950

Image Source: businessinsider.com

Intersection or Interchange Improvements

ROADWAY CAPACITY PROJECTS

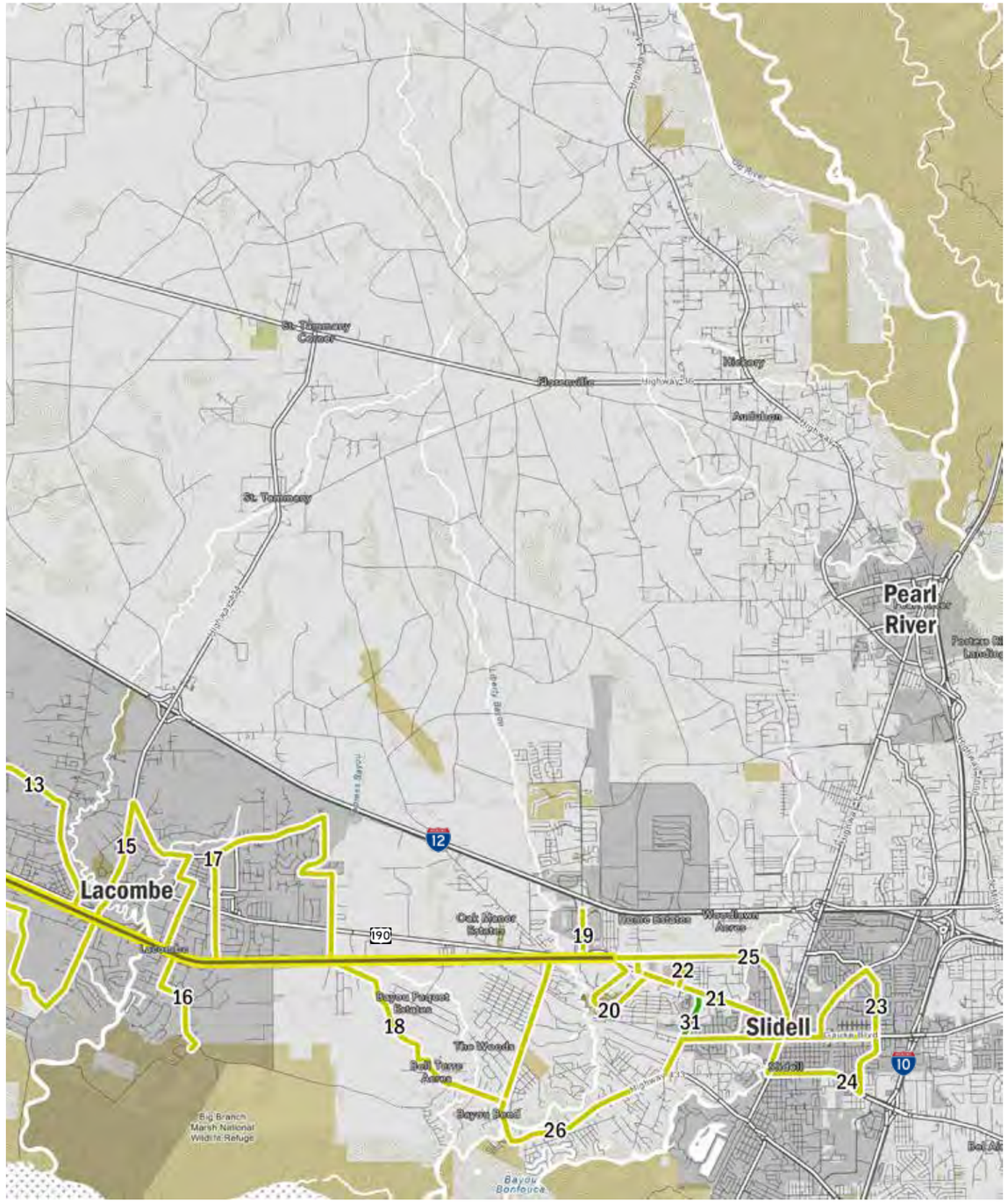
#	PROJECT NAME	PLAN ALIGNMENT/SOURCE	PROJECT STATUS	TIME FRAME
57	LA 1088: SOULT AND TRINITY ROUNDABOUTS	2052 Metropolitan Transportation Plan	Planning	5-10 years
58	US 190 @ NORTHSHORE AND CAMP VILLERE	2052 Metropolitan Transportation Plan	Planning	5-10 years
59	LA 1088: FOREST BROOK BLVD. ROUNDABOUT	2052 Metropolitan Transportation Plan	Planning	5-10 years
60	ROBERT BLVD. AT COUNTRY CLUB DR.	2052 Metropolitan Transportation Plan	Planning	5-10 years
61	US 190W ROUNDABOUTS, SLIDELL	2017 Draft Transportation Plan, 2023 Draft Capital Improvement Plan Supplement, 2052 MTP	Design	1-5 years
62	I-12 @ LA 1085	2052 Metropolitan Transportation Plan	Planning	10-20 years
63	LA 22 @ LA 1085 ROUNDABOUT	2052 Metropolitan Transportation Plan	Planning	5-10 years
64	US 11 AT SPARTAN DR.	2052 Metropolitan Transportation Plan	Planning	5-10 years
65	LA 21@ LA 36	2052 Metropolitan Transportation Plan	Planning	5-10 years
66	I-12 @ LA 1077	2052 Metropolitan Transportation Plan	Planning	10-20 years
67	US 190: LA 25 - BOGUE FALAYA (PH 2B)	2052 Metropolitan Transportation Plan	Planning	5-10 years
68	CEDAR ST EXT. TO LA22 AND ROUNDABOUT	2052 Metropolitan Transportation Plan	Planning	5-10 years
		TOTAL ESTIMATED COST:		$73,693,857
			TOTAL ROADWAY CAPACITY PROJECTS COST:	$945,315,007

Pedestrian friendly intersection design at Greenville, SC *Source: villadellequerce.com*

6.3 Alternative Transportation Projects

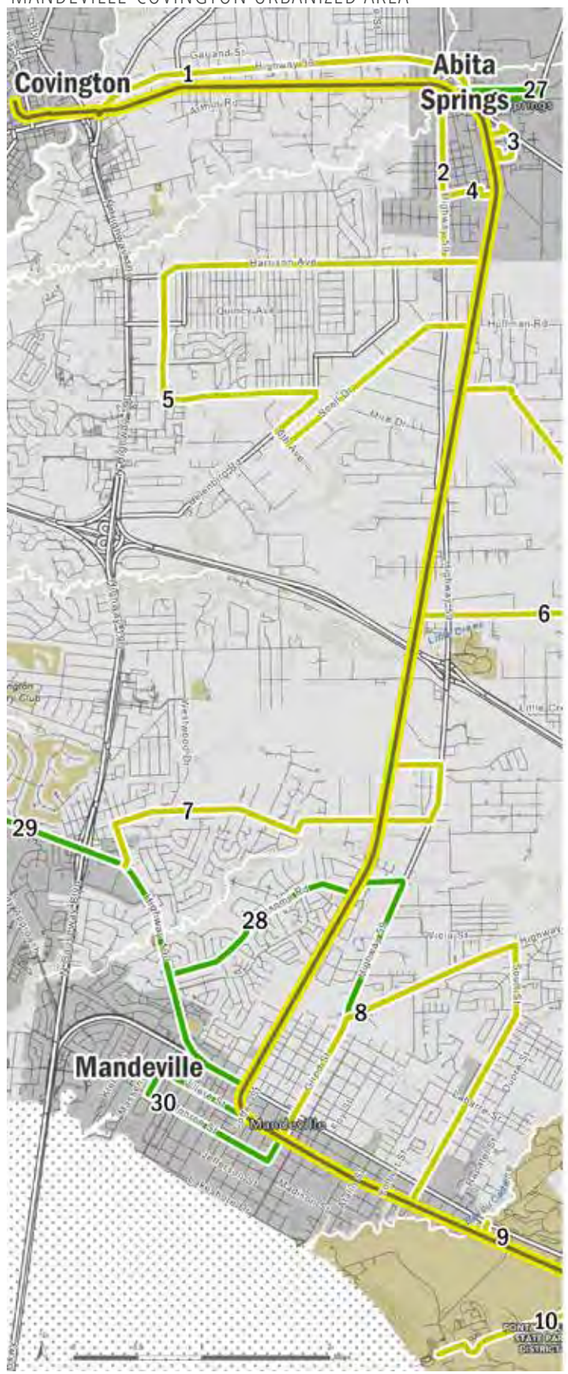
ALTERNATIVE TRANSPORTATION PROJECTS

ALTERNATIVE TRANSPORTATION PROJECTS (CONTD.)



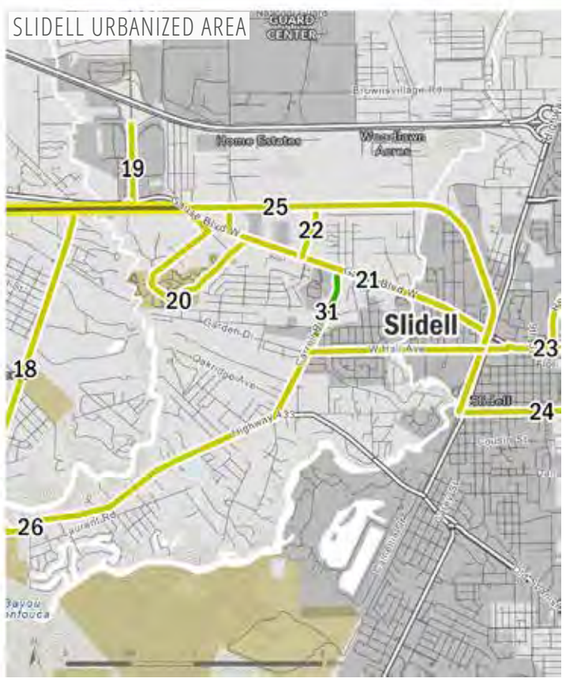
RECOMMENDED PROJECTS

MANDEVILLE-COVINGTON URBANIZED AREA



LACOMBE

SLIDELL URBANIZED AREA



Shared Use Paths — ALTERNATIVE TRANSPORTATION PROJECTS

#	PROJECT NAME	PLAN ALIGNMENT/SOURCE	ESTIMATED COST
1	LA 36 CONNECTOR	Consultant Suggested	$5,000,000
2	LA 59 CONNECTOR	Consultant Suggested	$3,800,000
3	RECREATION DISTRICT PARK 11 CONNECTOR	Consultant Suggested	$900,000
4	ABITA SPRINGS SOUTH CONNECTOR	Consultant Suggested	$600,000
5	HARRISON AVE CONNECTOR	Consultant Suggested	$9,300,000
6	MAPLEWOOD DR CONNECTOR, TRAIL FROM RUE COQUILLETO LA 59	Consultant Suggested	$5,000,000
7	SHARP RD/LA 59 CONNECTOR	Consultant Suggested	$5,000,000
8	LA 1088/SOULT ST CONNECTOR	Consultant Suggested	$6,300,000
9	NORTHLAKE NATURE CENTER CONNECTOR TRAIL	Consultant Suggested	$100,000
10	FONTAINEBLEAU STATE PARK CONNECTOR	Consultant Suggested	$1,900,000
11	MONTELEONE JUNIOR HIGH CONNECTOR	Consultant Suggested	$700,000
12	NEIGHBORHOOD CONNECTOR	Consultant Suggested	$2,400,000
13	LACOMBE CONNECTOR NORTH	Consultant Suggested	$6,400,000
14	LACOMBE CONNECTOR SOUTH	Consultant Suggested	$6,400,000
15	LA 434 CONNECTOR	Consultant Suggested	$7,900,000
16	BOY SCOUT RD TRAIL CONNECTOR	Consultant Suggested	$2,200,000
17	ROAD CONNECTOR, TRAIL FROM US 190 TO TT	Public Feedback	$7,600,000
18	LA 433/S TRANQUILITY RD CONNECTOR TO CAROLLO TRAILHEAD	Public Feedback	$8,300,000
19	NORTHSHORE MALL AREA CONNECTOR	Public Feedback	$900,000
20	CAMP SALMON NATURE PARK CONNECTOR	Consultant Suggested	$2,800,000
21	US 190 CONNECTOR	Public Feedback	$3,700,000
22	BADON RD CONNECTOR	Consultant Suggested	$600,000
23	SLIDELL CONNECTOR	Public Feedback	$4,600,000
24	SLIDELL CONNECTOR 2	Public Feedback	$4,000,000
25	TRACE CONNECTION TO HERITAGE PARK (TRAIL EXTENSION)	2023 Draft Capital Improvement Plan Supplement	$8,000,000
26	LA 433 TO TRACE EXT., ON W HALL AVE	Public Feedback	$8,000,000
DISCLAIMER: Project costs do not account for routine maintenance on the Tammany Trace.		TOTAL ESTIMATED COST:	$112,400,000

Bike Lanes — ALTERNATIVE TRANSPORTATION PROJECTS

27	ABITA SPRINGS NORTH CONNECTOR	Consultant Suggested	$2,100,000
28	LONESOME RD/LA 59 CONNECTOR	Consultant Suggested	$5,200,000
29	MADISONVILLE CONNECTOR	Public Feedback	$14,900,000
30	MANDEVILLE ELEMENTARY CONNECTOR	Consultant Suggested	$3,600,000
31	CARROLL RD CONNECTOR	Consultant Suggested	$1,100,000
DISCLAIMER: Project costs do not account for routine maintenance on the Tammany Trace.		TOTAL ESTIMATED COST:	$26,900,000
		TOTAL ALTERNATIVE TRANSPORTATION PROJECTS COST:	$139,300,000

PUBLIC TRANSPORTATION

Public transportation is a pivotal element in the creation of a comprehensive Parish-wide multi-modal transportation network. However, it is imperative to give priority to addressing growth management issues, with a specific focus on mitigating the congestion and capacity challenges faced by the Parish. Before establishing an effective public transportation network, it is crucial to tackle these issues systematically. To support the development of such a network, there is a need for appropriate land use intensities. This underscores the importance of formulating a comprehensive growth management plan that not only addresses congestion and capacity concerns but also strategically aligns with the integration of a robust and efficient public transportation system. In essence, the success of the public transportation network hinges on the proactive management of growth and associated challenges, ensuring a harmonious and effective transportation infrastructure for the Parish.

Creating a robust public transportation system involves establishing a foundation that ensures access to vital civic centers like libraries, hospitals, courthouses/town halls, and park-and-ride facilities. To achieve this, a conceptual routing exercise was conducted, outlining suggested stops strategically placed throughout the Parish. The accompanying map provides a visual representation of this proposed network. Additionally, rough cost estimates, accounting for station materials and the required bus fleet, have been incorporated to offer a preliminary understanding of the financial considerations involved.

Estimated Cost for Public Transportation facilities:

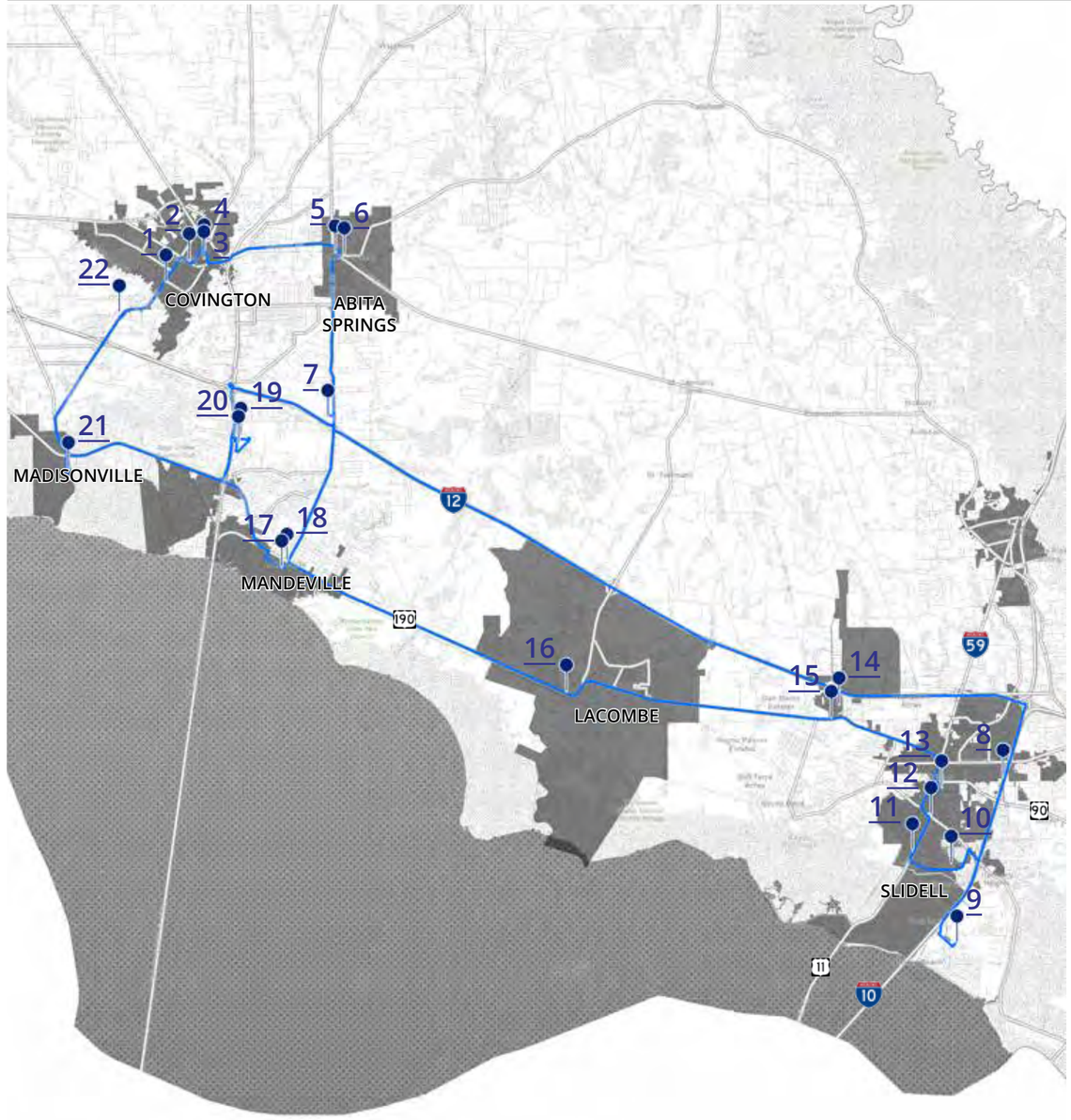
- 22 Stations @ $3M each = $66M
- 10 Buses @ $1M each = $10M
- Total: $78M

Stop #	Location
1	S Tyler St and W 11th Ave.
2	St. Tammany Parish Library Covington Branch
3	Covington Courthouse
4	Downtown Covington / Covington Trailhead
5	Abita Springs Trailhead Museum
6	Abita Springs Town Hall
7	Koop Drive Park and Ride / STP Gov't & Council Bldgs
8	Lindberg Drive Park and Ride
9	Oak Harbor Park and Ride
10	Friche Park Park & Ride
11	St. Tammany Parish Library South Slidell Branch
12	St. Tammany Parish Clerk-Court
13	City Court of Slidell
14	Hwy 190 and Northshore Blvd.
15	Park and Ride Slidell Trailhead
16	St. Tammany Parish Library Lacombe Branch
17	St. Tammany Parish Library Mandeville Branch
18	Mandeville Trailhead Park and Ride
19	Hwy 190 and Lakeview Dr.
20	Hwy 190 East Service Rd and Kane Ln
21	St. Tammany Parish Library Madisonville Branch
22	S Tyler St and Greenbriar Blvd.

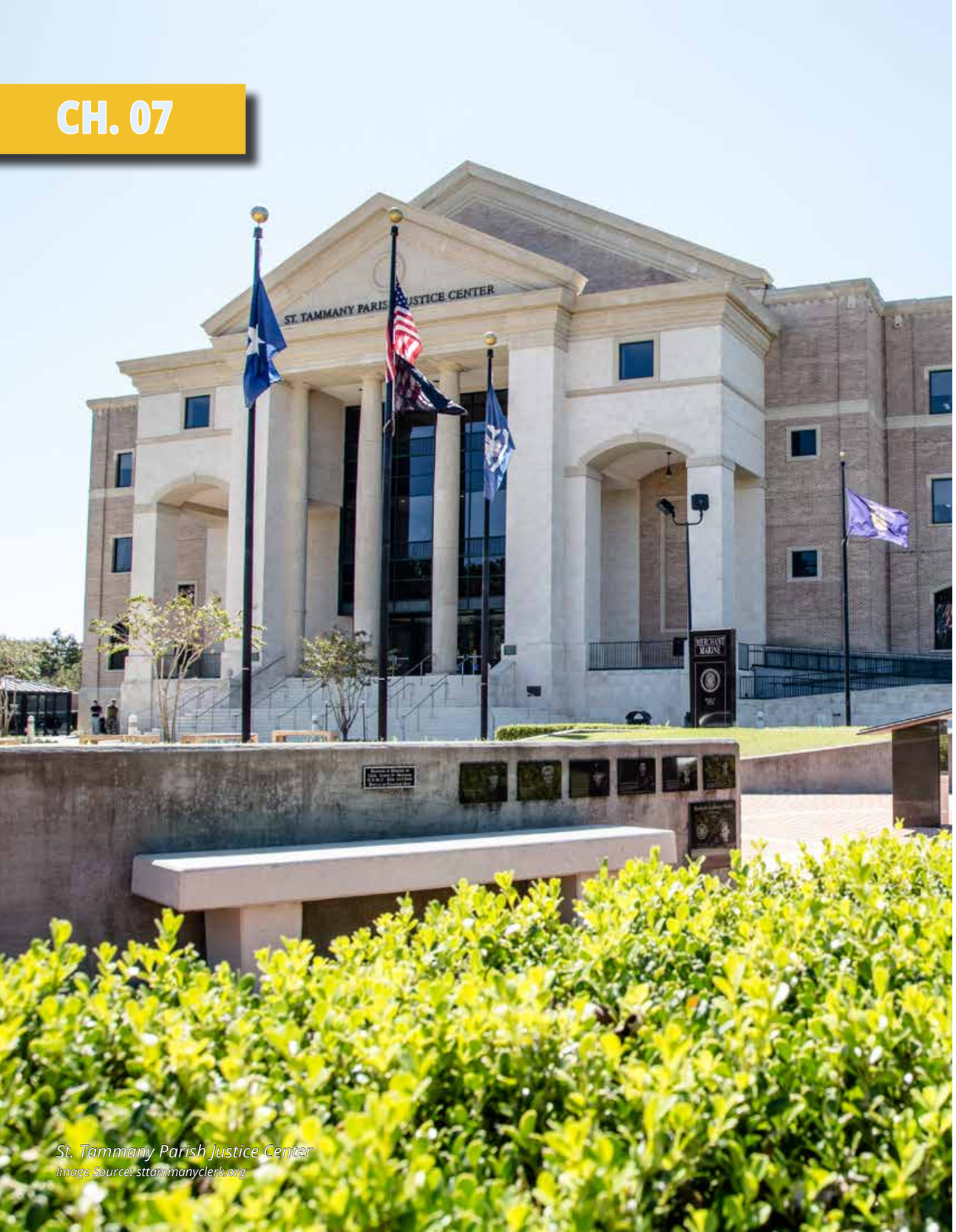
Proposed Public Transportation System Stops

At this time public transportation system is not recommended due to lack of population, traffic center generators, and cost (both start-up and operations).

Proposed Public Transportation System Stops Map



CH. 07



St. Tammany Parish Justice Center
Image Source: sttammanyclerk.org

07 funding and other considerations

07 funding and other considerations

7.1 Capital Program Opportunities and Funding Streams

St. Tammany Parish stands at a pivotal juncture, poised to transform its transportation infrastructure through a robust transportation program that strategically addresses both immediate capacity requirements and forward-looking investments in alternative transportation. The cornerstone of this initiative lies in the reauthorization of existing sales taxes dedicated to funding transportation infrastructure. By leveraging these funds within the federal and state formula and discretionary programs, the Parish has the potential to establish a formidable financial base, approximately $400-800 million.

Ensuring the success of this transportation program necessitates meticulous planning and execution. A crucial step involves defining a clear timeline for program implementation, with the flexibility to adopt either pay-as-you-go or bonded financing strategies based on the project's nature and scale. Collaboration with local municipal jurisdictions throughout the Parish is imperative, as it not only fosters a sense of unity but also opens avenues for identifying additional revenue opportunities within incorporated areas.

In this ambitious endeavor, close coordination with the Regional Planning Commission becomes instrumental. This collaborative effort aims to set realistic targets for federal formula funds, aligning resources with the program's strategic objectives. Simultaneously, forging a partnership with the Louisiana Department of Transportation and Development presents opportunities to tap into additional support through various federal and state formula programs.
The program's success is further solidified by initiating detailed feasibility analyses on priority transportation projects. These analyses ensure that the selected projects align seamlessly with the Parish's overarching transportation plan, reflecting a holistic understanding of the community's evolving growth management capacity.

The newly widened Interstate 12 as seen over the Tchefuncte River near Covington.
Image Source: NOLA.com

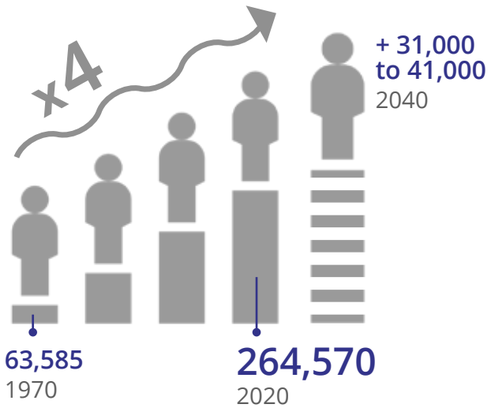
In essence, St. Tammany Parish's approach to capital program opportunities and funding streams is a comprehensive and forward-thinking strategy. It reflects a commitment to not only address immediate transportation needs but also to proactively shape a resilient and sustainable transportation infrastructure that can adapt to the Parish's future growth and development.

7.2 Growth Management Considerations

Transportation and land development have a two-way relationship, each directly impacting the other. St. Tammany Parish's growth – a four-fold increase since 1970 to 264,570 people in 2020[7] – has driven demand for new developments which add new users to the transportation system. New roads in the Parish have opened more areas to development. Growth in the Parish is expected to continue, with 31,000 to 41,000 additional residents by 2040 as indicated in New Directions 2040, the Parish's Comprehensive Plan.

For this transportation plan to be most effective, the Parish must be purposeful and strategic in how it plans for and manages growth. St. Tammany cannot "build" its way out of traffic congestion and, to protect the Parish's character and natural environment, should not build roads in areas not suited for development.

To the Parish's credit, it already uses many tools to manage growth. These existing tools – which may benefit from slight adjustments – and additional tools are briefly discussed in the following sections.



Population growth in St. Tammany Parish.

Congestion on the U.S. 190 bridge in Covington, LA.

Image Source: NOLA.com

7. U.S. Census

MUNICIPAL GROWTH

In many parts of our country, development is encouraged, sometimes directed, into incorporated areas where public services (notably sewer and water) are available and provided by the municipality. Louisiana does not require this as some other states do, but it could be achieved at the Parish level.

St. Tammany is already a leader in the state in coordination between the Parish and its eight municipalities. In addition to informal relationships, the Parish and each municipality have a formal "growth management agreement" (GMA) which provides rules – in addition to state statutes – for how and where annexations are allowed.

For more than three decades, these GMAs have helped manage growth by articulating where the municipality plans to annex unincorporated Parish, and the GMAs between the Parish and the municipalities of Folsom, Madisonville, Mandeville, and Pearl River have been updated in the last two years.[8] The Parish should continue its effort to update the remaining four GMAs in a similar manner to strengthen each municipality's ability to accommodate growth through annexation.

If St. Tammany doesn't manage growth and absorb it in incorporated areas, it could see intense development in the unincorporated Parish.

As an example, Metairie is the fifth-largest Census-designated place (not incorporated) in the United States. (Population in 2020: 143,507)

The U.S. 190 bridge over the Bogue Falaya Bridge in Covington, LA.

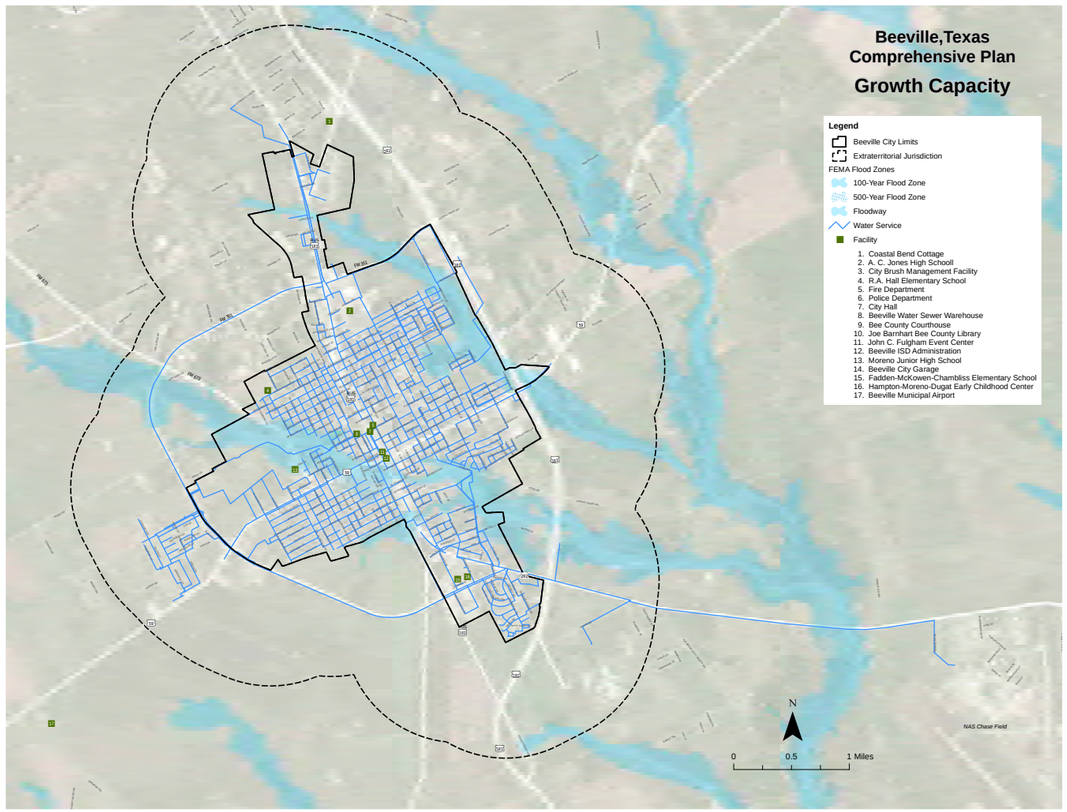
Image Source: NOLA.com

8. The GMA for each municipality is different, including the GMA's impact on annexations. Generally, the land immediately outside of each municipality has Parish zoning and development regulations, and when the municipality seeks to annex land, the Parish has the power to penalize the municipality if the land is zoned for a more intense use once annexed.

The Parish should also consider leading multi-jurisdictional working groups to advance coordinated transportation, land use, and environmental planning activities. Regular meetings of Parish and municipal staff and elected officials would help coordinate planning and investments throughout the Parish. These working groups – and this plan – could be endorsed by each municipality via resolution to give them additional legitimacy.

In the long-term, another tool to consider is Extraterritorial Jurisdiction (ETJ). Used in North Carolina and Texas, ETJ defines an area just outside of a municipality where the municipality's zoning and development regulations apply. This allows the municipality to control development in the area where it is expected to grow, making it easier to plan for growth including the public services it will need to provide. While St. Tammany may not choose to implement ETJs in the same legal manner, the Parish and municipalities could use the concept of an ETJ as a framework for enhanced coordination, such as mutually agreeing on the Parish zoning classification of land in the ETJ.

Example from Extraterritorial Jurisdiction limits for Beeville, TX SOURCE: *Beeville, TX Comprehensive Plan*

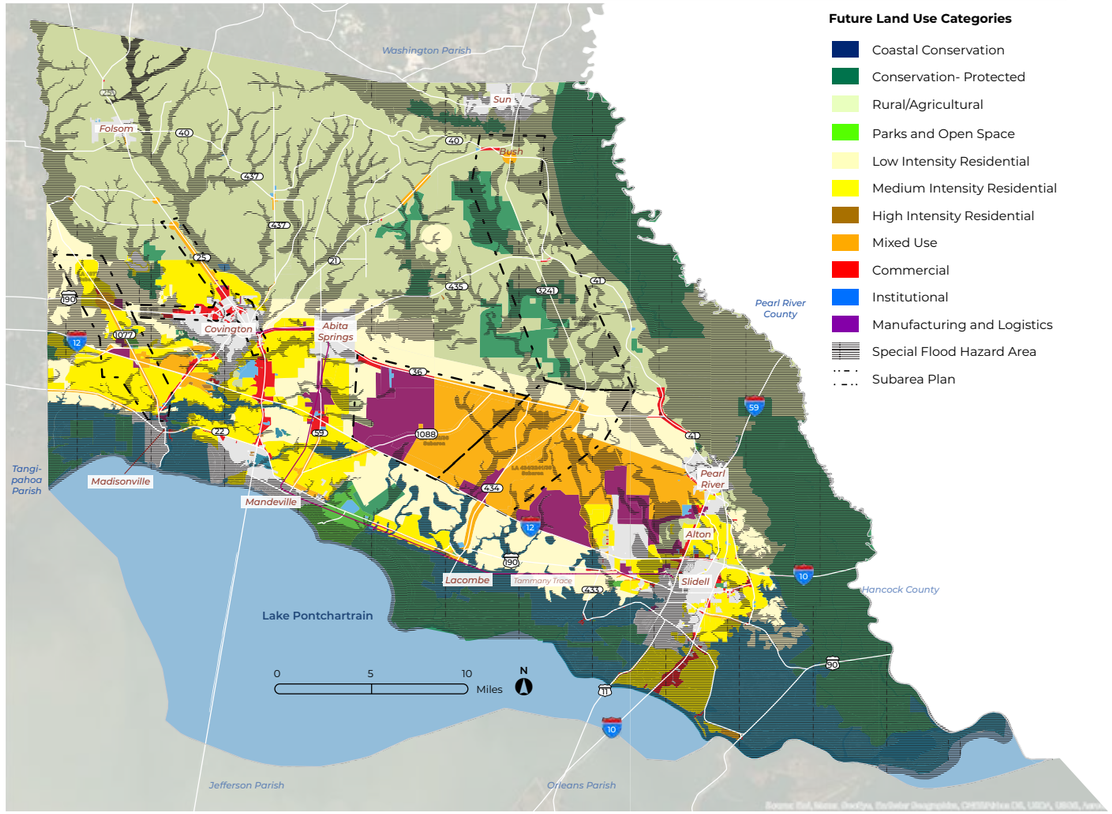


COMPREHENSIVE PLANNING

In St. Tammany, the biggest cities are already surrounded by development just outside their city boundaries, limiting their ability to absorb the estimated 35,000 new residents over the next two decades. To accommodate the estimated population growth, the Parish must be prepared for development in unincorporated areas. For this, the Parish's comprehensive plan is invaluable. ***New Directions 2040*** is a publicly vetted and adopted plan that articulates a vision for growth in the Parish's unincorporated areas through the year 2040. It establishes a preferred growth pattern illustrated on a future land use map, which is supported by the projects recommended in this multi-modal transportation plan. It also includes goals for land use and development, mobility and transportation, the environment, people and communities, and business and economy – all of which have at least one goal related to transportation.

The Parish should continue to use the comprehensive plan to manage growth. When considering whether to make a transportation investment, or whether to approve a development request, Parish staff and leaders should consult New Directions 2040 – and this multi-modal transportation plan – for guidance.

Future Land Use Map for St. Tammany Parish. SOURCE: *New Directions 2040*



ZONING AND DEVELOPMENT REGULATIONS

The Parish's growth management tool with the most teeth is its zoning and development regulations. These rules specify where and how land can be developed, which directly impacts the transportation system that serves that development.

On a parish-wide scale, development regulations impact growth management and transportation by allowing (or not) certain types and intensity of development in various areas of the Parish. This is accomplished through zoning that regulates land uses and intensities, traffic impact analyses that show whether and how a development will be adequately served by transportation, and road impact fees (governed by the urban growth boundary) that require development contribute financially to the Parish's transportation investments. Development regulations also affect transportation at a more local level largely through the transportation infrastructure a development must provide for itself, such as new roads or road connections, bike lanes, or sidewalks.

The Parish recently updated its zoning and development regulations with some changes that will positively contribute to transportation and growth management, including:

- requirements and standards for road connections between developments;
- no longer allowing large developments to have only one road connection;
- incentivizing increased density when a development provides additional amenities, such as sidewalks, greenspace, and connectivity; and
- standards for sight triangles, sidewalks, and access management to improve road safety.

Zoning and Development regulations that shape the transportation environment

Access Management

Sidewalk with street trees

Sight distance considerations

The next phase of updating the zoning and development regulations, which will amend the zoning districts and map and relocate the urban growth boundary, the Parish should continue to improve the zoning and development regulations' effectiveness in managing growth, ensure that they support the comprehensive plan and this transportation plan, and take the opportunity to involve the municipalities.

In the long-term, the Parish should also explore the feasibility of enacting transportation concurrency requirements for new development. Concurrency would require that, at the time of development, one of the following would be in place:

1. needed transportation improvements or
2. a financial commitment to complete the improvements within a specified time frame.

A concurrency requirement, alongside traffic impact analyses, would prevent development not adequately served by transportation. If further tied to the transportation projects recommended in this plan it would serve as an effective growth management tool.

Zoning and Development regulations are effective tools for managing and enhancing growth

Lee Street, Covington, St. Tammany Parish, LA

Image Source: tamanendla.com

TRANSPORTATION PLANNING AND INVESTMENTS

Roads often drive growth by opening new land to development. Since many transportation projects take years, if not decades, to go from planning to construction, the Parish must be forward-thinking when planning its transportation network. For these reasons, this plan – and the transportation investments made because of it – is an integral ***growth management tool***.

The Parish already adopts a five-year ***Capital Improvement Plan*** (CIP) that includes transportation projects that it plans to fund in the near-term. To ensure that the CIP aligns with this plan and other growth management policies, the Parish should evaluate whether any changes to the capital improvement planning process are needed to eliminate conflicts or gaps created by planning and implementation silos.

Other entities – including the LADOTD, RPC, and municipalities – also plan, fund, and implement transportation projects in St. Tammany. Transportation investments made by these entities, both within and surrounding the Parish, directly impact St. Tammany's development. The Parish should continue to promote partnerships with these entities and explore ways that these partnerships might be enhanced to ensure all are working toward a common growth management goal.

This plan prioritizes projects that serve existing population areas and support planned new growth areas – an approach that promotes fiscal stability and encourages smarter forms of growth as envisioned in New Directions 2040. Together with municipal growth, comprehensive planning, and zoning and development regulations, St. Tammany should use this multi-modal transportation plan to effectively and smartly manage growth.

The U.S. 190 bridge over the Bogue Falaya Bridge has been a choke point for traffic in Covington, LA.
Image Source: NOLA.com

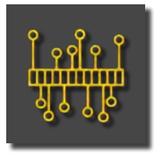
UPDATING THE PLAN

To maintain the relevance and effectiveness of this multi-modal transportation plan, it is essential to update it regularly to reflect changes in demographics, mobility trends, development patterns, population growth, and community needs. This proactive approach ensures that the plan aligns with evolving circumstances and accurately addresses the transportation requirements of the community. Furthermore, updating the plan in coordination with Metropolitan Transportation Plan (MTP) cycles ensures that local transportation strategies are integrated with regional priorities. This alignment fosters a cohesive and comprehensive approach to transportation planning, supporting both local and regional goals and enhancing the overall transportation network.

SUMMARY OF NEXT STEPS:

DEFINE AND EXECUTE

Reauthorization of existing sales taxes used to fund transportation infrastructure, when leveraged in the federal and state formula and discretionary programs, could support a **$500+ million** program.



Define a **timeline** for program implementation using pay-as-you-go or bonded financing strategies.

Coordinate with local municipal jurisdictions to identify additional **revenue opportunities** for projects within incorporated areas.

Work with the Regional Planning Commission to identify realistic **targets** for federal formula funds.

Work with the Department of Transportation and Development to identify additional areas of support through other **federal** and **state** formula programs.

Begin more detailed **feasibility analysis** on priority transportation projects.

Coordinate updates to the Parish's transportation plan with evolving **growth management** capacity.

GROWTH MANAGEMENT

Acknowledge the **growth pressures and constraints** facing St. Tammany Parish and eliminate planning and implementation silos.

Identify **multi-jurisdictional** structures to advance coordinated transportation, land use, and environmental planning activities and initiate working groups in the short term.

Recognize that the **business-as-usual** approach to planning and permitting cannot be sustained with mounting population pressures and environmental constraints.

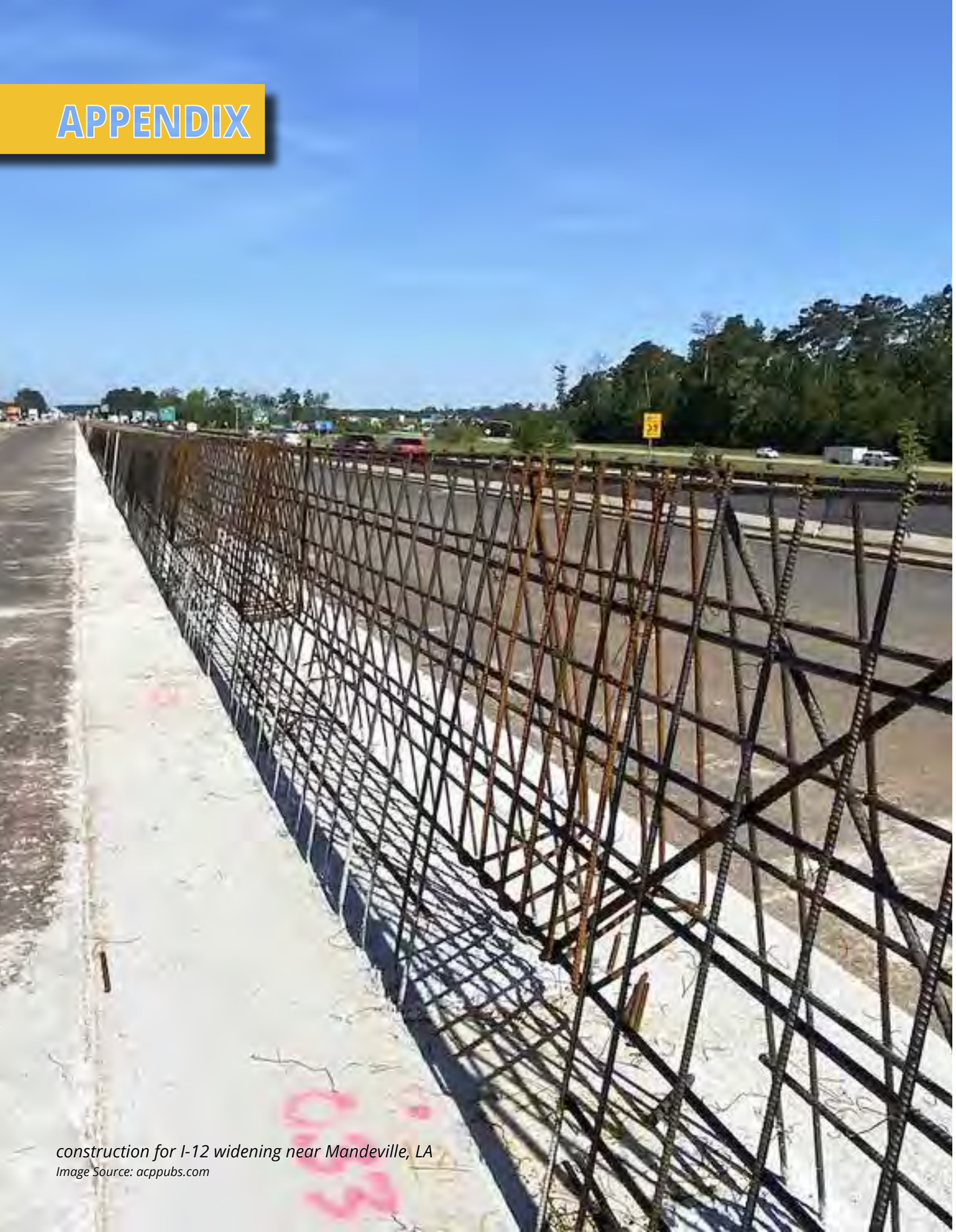
Advance **growth management** policies that address fiscal stability and smarter forms of growth.

Explore the feasibility of implementing adequate public facilities or concurrency requirements for **new development**.

Identify **target growth areas** that are suited to accommodate population growth and introduce more diverse housing options with a greater range of uses that will balance jobs and housing and reduce pressures on transportation and other infrastructure.

Prioritize **transportation investments** - including alternative and public transportation - that service existing population areas and support new growth areas.

Ensure sensitivity to **environmental factors** is considered in all coordinated planning efforts, with attention given to increased risk profiles related to sea level rise and heighted intensity and frequency of rainfall events and hurricanes.



construction for I-12 widening near Mandeville, LA
Image Source: acppubs.com

Appendix

1-19

new roadway projects

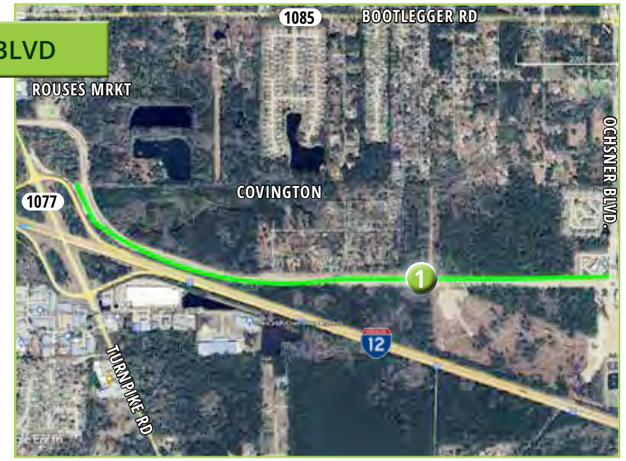
#	PROJECT NAME
1	I-12 FRONTAGE RD: LA 1077 TO OCHSNER BLVD
2	I-12 FRONTAGE RD: LA 1085 TO LA 1077
3	EMERALD FOREST BLVD EXT.
4	MANDEVILLE BYPASS: US 190 TO LA 1088
5	NEW E-W COLLECTOR: LA 434 TO LA 41
6	NEW N-S COLLECTOR: VOTERS RD TO BUS. 190
7	I-12 FRONTAGE RD (EB): US 190 TO LA 59
8	I-12 FRONTAGE RD (WB): US 190 TO LA 59
9	I-10 FRONTAGE RD: VOTERS RD TO BUS. 190
10	AIRPORT RD: DR T.J. SMITH SR. EXPRESSWAY TO LA 36
11	NEW E-W ARTERIAL: LA 36 TO AIRPORT RD
12	NEW N-S ARTERIAL: LA 36 TO S. OF I-12
13	NEW E-W COLLECTOR: US 190 TO E-W COVINGTON INNER BY-PASS
14	NEW E-W COLLECTOR: LA 59 TO NEW E-W ARTERIAL
15	DIXIE RANCH RD: LA 434 TO US 190
16	LA 3241: I-12, LA 434 INTERCHANGE TO LA 36
17	NEW N-S COLLECTOR: THREE RIVERS RD TO SULLIVAN LN
18	NEW N-S COLLECTOR: LA 1088 TO NEW N-S COLLECTOR
19	DIVERSIFIED FOODS EXTENSION: DIVERSIFIED FOODS TO LA 1077

1. NEW ROADWAY PROJECT

I-12 FRONTAGE RD: LA 1077 TO OCHSNER BLVD

PLAN ALIGNMENT/SOURCE:
2017 Draft Transportation Plan

PROJECT DESCRIPTION:
This new east-west roadway will connect the roundabout on Ochsner Boulevard to LA 1077, running parallel and immediately north of I-12. Additionally, it will function as a westbound frontage road for I-12. This was initially identified as a new roadway in the 2017 Draft Plan. Construction of this alignment is underway.



Estimated cost **$9,400,000** | *Time frame* **1-5 years** | *Status* **Construction**

2. NEW ROADWAY PROJECT

I-12 FRONTAGE RD: LA 1085 TO LA 1077

PLAN ALIGNMENT/SOURCE:
2017 Draft Major Streets Plan, 2023 Draft Capital Improvement Plan Supplement

PROJECT DESCRIPTION:
This new east-west roadway will serve as an I-12 eastbound frontage road connecting LA 1085 to the I-12 eastbound off-ramp at LA 1077. Additionally, it will increase connectivity between LA 1085 and LA 1077 south of I-12, an area of the Parish lacking east-west connectivity with significant traffic delays. This was initially identified as a new roadway in the 2017 Draft Plan.

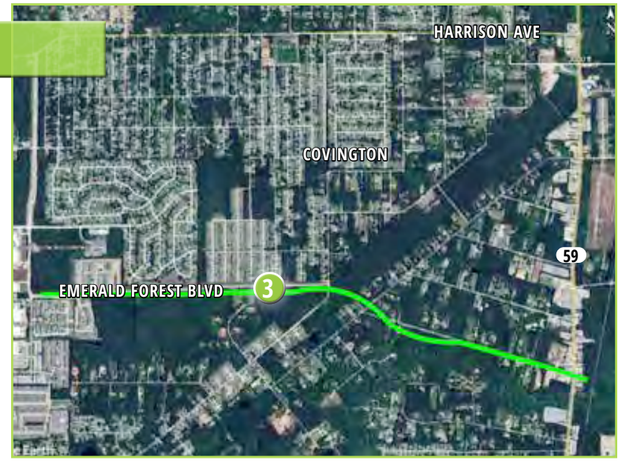
Estimated cost **$9,400,000** | *Time frame* **1-5 years** | *Status* **Planning**

3. NEW ROADWAY PROJECT

EMERALD FOREST BLVD EXT.

PLAN ALIGNMENT/SOURCE:
2017 Draft Major Streets Plan, 2023 Draft Capital Improvement Plan Supplement

PROJECT DESCRIPTION:
Although noted as a new roadway in the 2017 Draft Plan (New E-W Collector (2)), This extension will connect Emerald Forest Blvd to Soell Drive. Intended to relieve traffic congestion on Harrison Avenue, this extension connects Emerald Forest Blvd east to one of the existing streets between Soell Dr. and Mire Dr., enhancing its connection with LA 59. Additionally, this project is identified in the 2023 CIP Supplemental Document.



Estimated cost **$13,000,000**

Time frame **1-5 years**

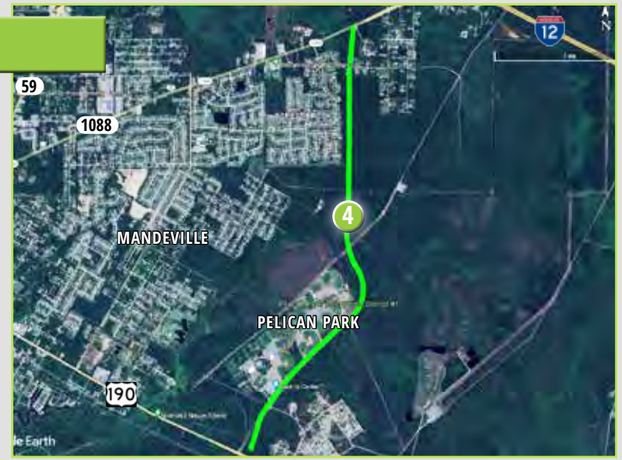
Status **Begin Construction FY 2024**

4. NEW ROADWAY PROJECT

NEW N-S COLLECTOR: LA 59 TO US 190

PLAN ALIGNMENT/SOURCE:
2017 Draft Major Streets Plan, 2023 Draft Capital Improvement Plan Supplement

PROJECT DESCRIPTION:
The Mandeville Bypass Road will serve as an alternative relief route for traffic using LA 1088, LA 59, and US 190. This 3.5-mile, two-lane roadway will provide improved access from Pelican Park to Safe Haven campus and Fontainebleau State Park. This was initially identified as a new roadway in the 2017 Draft Plan. Construction is anticipated to begin FY 2024.



Estimated cost **Fully Funded**

Time frame **1-5 years**

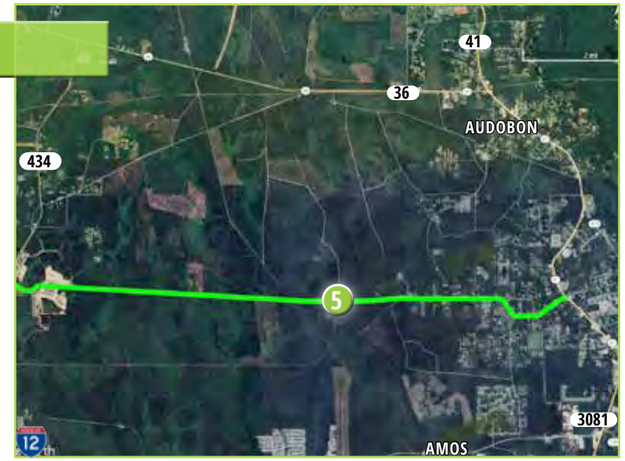
Status **Begin Construction FY 2024**

5. NEW ROADWAY PROJECT

NEW E-W COLLECTOR: LA 434 TO LA 41

PLAN ALIGNMENT/SOURCE:
2017 Draft Transportation Plan

PROJECT DESCRIPTION:
This new east-west collector roadway will connect LA 41 to LA 434 north of I-12. This alignment is predominantly in a rural area until approaching LA 41 where development densities begin to increase. This was initially identified as a new roadway in the 2017 Draft Plan.



Estimated cost **$56,100,000**

Time frame **10-20 years**

Status **Planning**

6. NEW ROADWAY PROJECT

NEW N-S COLLECTOR: VOTERS RD TO BUS. 190

PLAN ALIGNMENT/SOURCE:
2017 Draft Major Streets Plan

PROJECT DESCRIPTION:
This new north-south collector roadway will connect Voters Road to US 190 Bus. in Slidell. This was initially identified as a new roadway in the 2017 Draft Plan.

Estimated cost **$6,300,000**

Time frame **5-10 years**

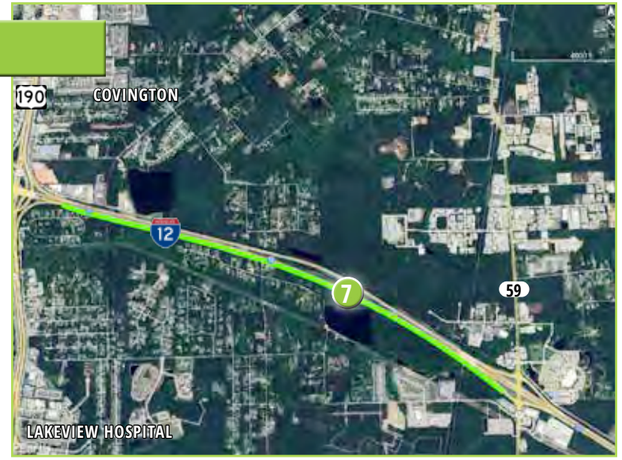
Status **Planning**

7. NEW ROADWAY PROJECT

I-12 FRONTAGE RD (EB): US 190 TO LA 59

PLAN ALIGNMENT/SOURCE:
2017 Draft Major Streets Plan

PROJECT DESCRIPTION:
This new eastbound frontage road will run along I-12 between the interchanges of US 190 and LA 59 increasing both access and connectivity in this area of the Parish. This frontage road was initially identified as a new roadway in the 2017 Draft Plan.



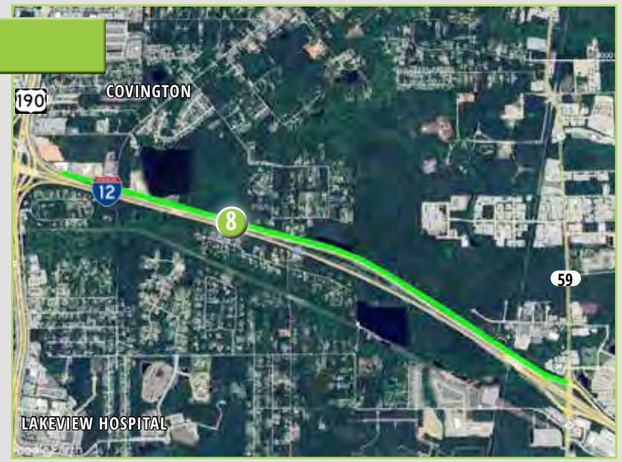
Estimated cost **$15,400,000** | *Time frame* **10-20 years** | *Status* **Planning**

8. NEW ROADWAY PROJECT

I-12 FRONTAGE RD (WB): US 190 TO LA 59

PLAN ALIGNMENT/SOURCE:
2017 Draft Major Streets Plan

PROJECT DESCRIPTION:
This new westbound frontage road will run along I-12 between the interchanges of US 190 and LA 59 increasing both access and connectivity in this area of the Parish. This frontage road was initially identified as a new roadway in the 2017 Draft Plan.



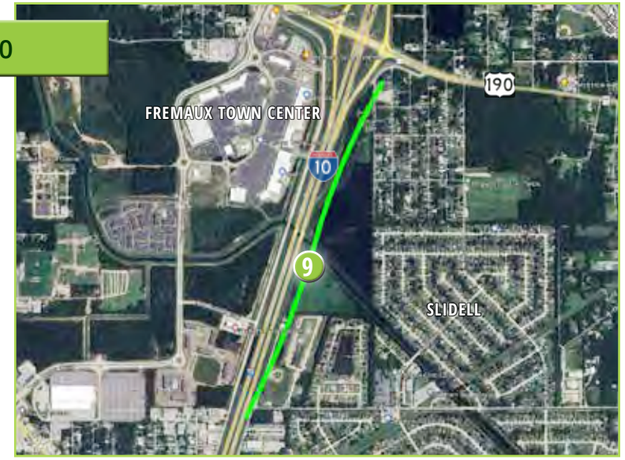
Estimated cost **$16,100,000** | *Time frame* **10-20 years** | *Status* **Planning**

9. NEW ROADWAY PROJECT

I-10 FRONTAGE RD: VOTERS RD TO BUS. 190

PLAN ALIGNMENT/SOURCE:
2017 Draft Transportation Plan

PROJECT DESCRIPTION:
This new north-south I-10 northbound frontage road will connect Voters Road and US 190 Bus. in Slidell. This was initially identified as a new roadway in the 2017 Draft Plan.



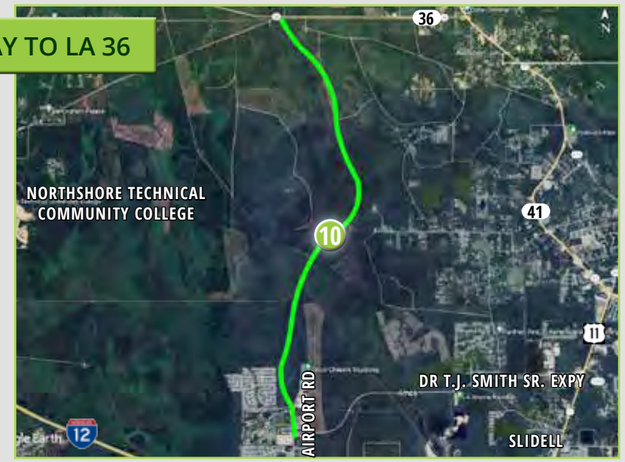
Estimated cost **$5,600,000** | *Time frame* **5-10 years** | *Status* **Planning**

10. NEW ROADWAY PROJECT

AIRPORT RD: DR T.J. SMITH SR. EXPRESSWAY TO LA 36

PLAN ALIGNMENT/SOURCE:
2017 Draft Major Streets Plan

PROJECT DESCRIPTION:
This new north-south minor arterial roadway will connect Airport Road to LA 36. This was initially identified as a new roadway in the 2017 Draft Plan.



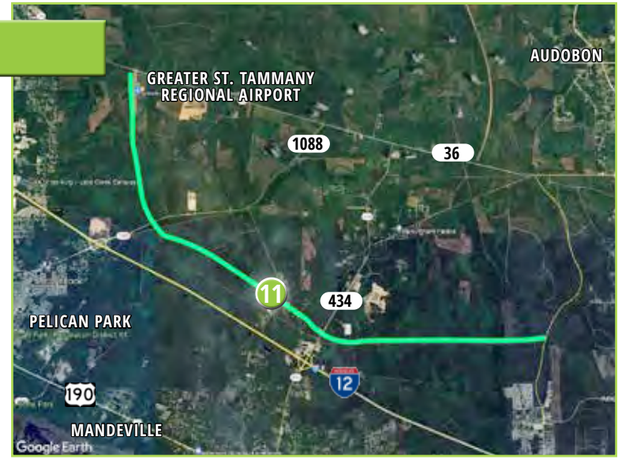
Estimated cost **$47,000,000** | *Time frame* **10-20 years** | *Status* **Planning**

11. NEW ROADWAY PROJECT

NEW E-W ARTERIAL: LA 36 TO AIRPORT RD

PLAN ALIGNMENT/SOURCE:
2017 Draft Major Streets Plan, 2023 Draft Capital Improvement Plan Supplement

PROJECT DESCRIPTION:
This new east-west arterial roadway is proposed to connect to the future Airport Road extension project (#10) to LA 36 immediately west of Great St. Tammany Regional Airport. This was initially identified as a new roadway in the 2017 Draft Plan and segments of this alignment have been identified in the 2023 CIP Supplemental Plan.



Estimated cost **$160,450,000** | *Time frame* **1-5 years** | *Status* **Planning**

12. NEW ROADWAY PROJECT

NEW N-S ARTERIAL: LA 36 TO S. OF I-12

PLAN ALIGNMENT/SOURCE:
2017 Draft Major Streets Plan

PROJECT DESCRIPTION:
– This new north-south arterial roadway is proposed to connect I-12 to LA 36 west of LA 434. This was initially identified as a new roadway in the 2017 Draft Plan.

Estimated cost **$34,900,000** | *Time frame* **10-20 years** | *Status* **Planning**

13. NEW ROADWAY PROJECT

NEW E-W COLLECTOR: US 190 TO LA 25

PLAN ALIGNMENT/SOURCE:
2017 Draft Transportation Plan

PROJECT DESCRIPTION:
This new east-west collector roadway, adjacent to Covington High School is proposed to LA 25. The majority of this segment was identified in the 2017 Draft Plan while the remaining portion was identified during the public engagement phase.

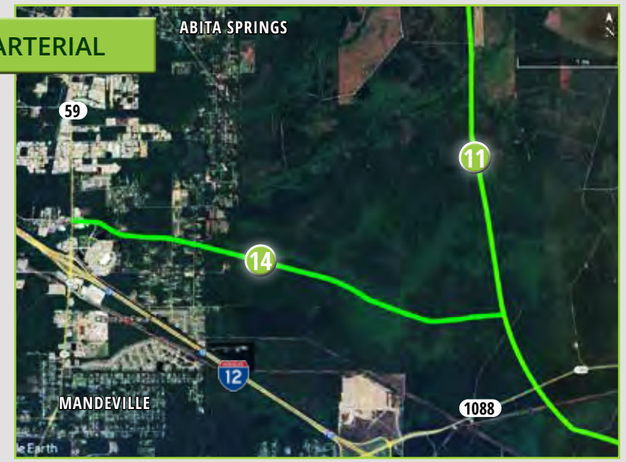
Estimated cost **$14,500,000** | *Time frame* **10-20 years** | *Status* **Planning**

14. NEW ROADWAY PROJECT

NEW E-W COLLECTOR: LA 59 TO NEW E-W ARTERIAL

PLAN ALIGNMENT/SOURCE:
2017 Draft Major Streets Plan

PROJECT DESCRIPTION:
This new east-west collector roadway is proposed to connect LA 59 to proposed project #11 (New E-W Arterial: LA 36 to Airport Road Extension) just north of I-12. This was initially identified as a new roadway in the 2017 Draft Plan.



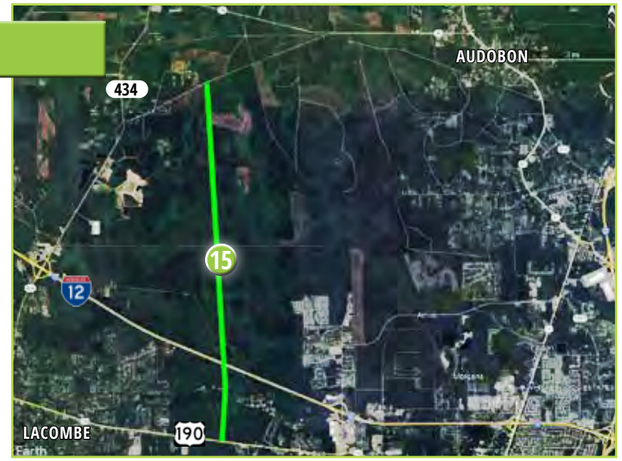
Estimated cost **$24,000,000** | *Time frame* **10-20 years** | *Status* **Planning**

15. NEW ROADWAY PROJECT

DIXIE RANCH RD: LA 434 TO US 190

PLAN ALIGNMENT/SOURCE:
2017 Draft Major Streets Plan

PROJECT DESCRIPTION:
This north-south arterial roadway is proposed to connect US 190, immediately east of Lacombe and south of I-12, to LA 434, north of I-12. This was initially identified as a new roadway in the 2017 Draft Plan.



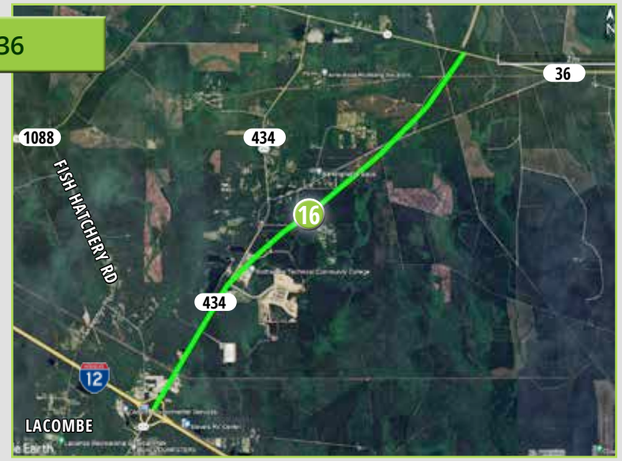
Estimated cost **$52,600,000** | *Time frame* **10-20 years** | *Status* **Planning**

16. NEW ROADWAY PROJECT

LA 3241: I-12, LA 434 INTERCHANGE TO LA 36

PLAN ALIGNMENT/SOURCE:
2052 Metropolitan Transportation Plan (MTP)

PROJECT DESCRIPTION:
This is segment 1 of a three segment four-lane divided highway north-south alignment spanning approximately six miles. The full length of this highway, approximately 20 miles, will connect I-12 to Bush, LA. Segment 3, the northernmost segment, opened to the public April 2024. Segment 2 is under construction and Segment 1 is completing design plans. This project was identified as a new roadway in the 2052 MTP completed in 2022 and included in the 2017 Draft Plan.



Estimated cost **$1,056,000** | *Time frame* **1-5 years** | *Status* **Design**

17. NEW ROADWAY PROJECT

NEW N-S COLLECTOR: THREE RIVERS RD TO SULLIVAN LN

PLAN ALIGNMENT/SOURCE:
Public Feedback

PROJECT DESCRIPTION:
This north-south collector roadway is proposed to connect Sullivan Lane near the Green Northpark development to Three Rivers Road west of US 190. This was identified during the public engagement phase of developing the 2024 Multi-Modal Transportation Plan.

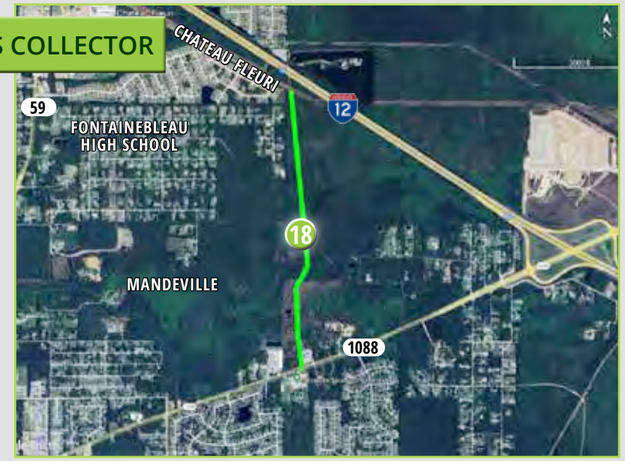
Estimated cost **$1,580,000** | *Time frame* **5-10 years** | *Status* **Pre-Planning**

18. NEW ROADWAY PROJECT

NEW N-S COLLECTOR: LA 1088 TO NEW N-S COLLECTOR

PLAN ALIGNMENT/SOURCE:
Public Feedback

PROJECT DESCRIPTION:
This north-south collector roadway is proposed to connect LA 1088 to Chateau Fleuri. This was identified during the public engagement phase of developing the 2024 Multi-Modal Transportation Plan.



Estimated cost **$9,000,000** | *Time frame* **10-20 years** | *Status* **Pre-Planning**

19. NEW ROADWAY PROJECT

DIVERSIFIED FOODS EXTENSION: DIVERSIFIED FOODS TO LA 1077

PLAN ALIGNMENT/SOURCE:
Public Feedback

PROJECT DESCRIPTION:
This new east-west collector roadway is intended to create an alternate route for delivery trucks away from the existing roundabout at LA 1077 and LA 1085 while providing easier access for them to I-12. This new roadway, however, will require property acquisition and was identified during the public engagement phase of developing the 2024 Multi-modal Transportation Plan.

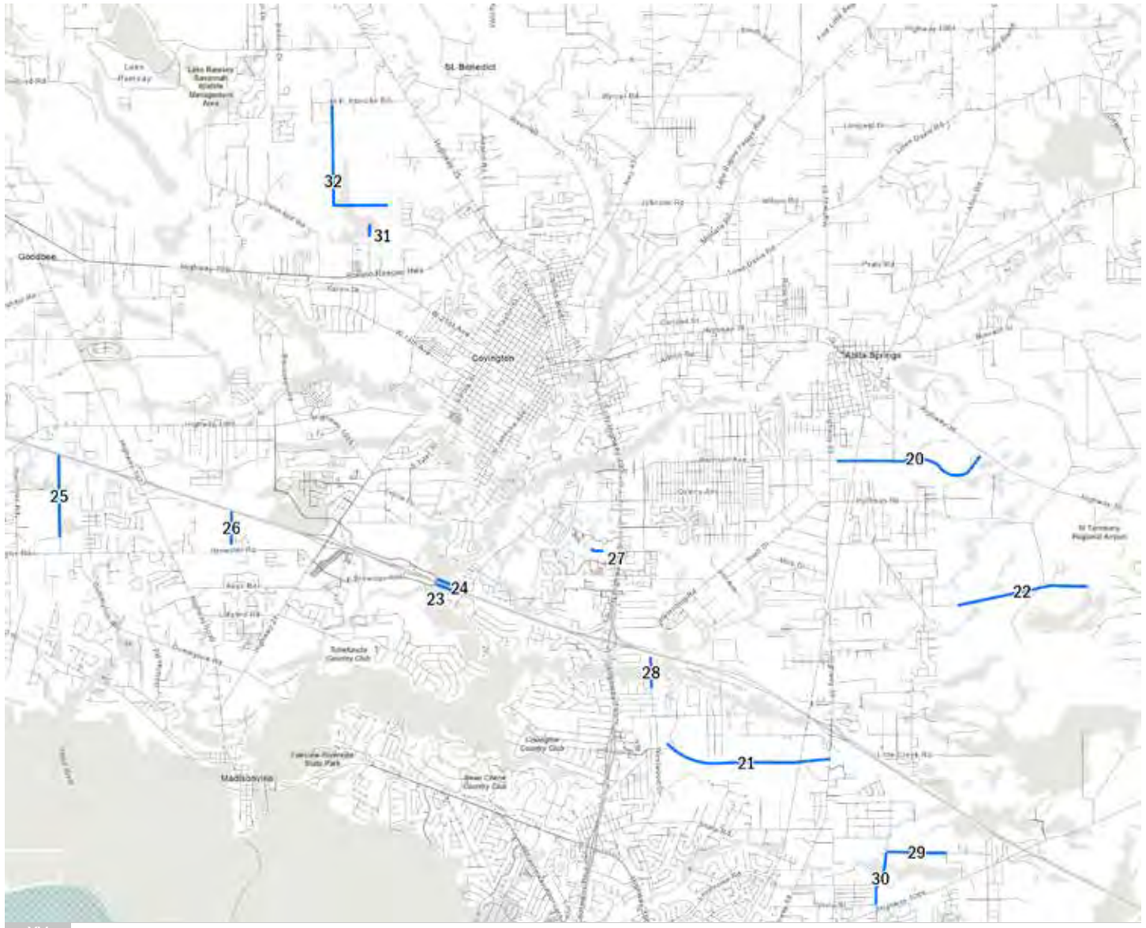
Estimated cost **$2,436,200**

Time frame **5-10 years**

Status **Pre-Planning**

20-32 road extension projects

#	PROJECT NAME
20	HARRISON AVENUE: LA 59 TO LA 36
21	JUDGE TANNER BOULEVARD: WESTWOOD DR TO LA 59
22	MAPLEWOOD DR.: LA 59 TO NEW E-W ARTERIAL
23	THREE RIVERS RD BRIDGES (SOUTH SIDE OF I-12) CONNECTING TO PINNACLE PKWY/BREWSTER RD
24	THREE RIVERS RD BRIDGES (NORTH SIDE OF I-12) CONNECTING TO PINNACLE PKWY/BREWSTER RD
25	POWER LINE RD: POWER LINE RD TO I-12
26	TAYLOR ST.: TAYLOR ST. TO I-12
27	VILLAGE LN.: VILLAGE LN TO VILLAGE LN W
28	ORLEANS AVE: ORLEANS AVE TO PROPOSED I-12 FRONTAGE RD
29	ELM ST.: ELM ST. TO MAPLERIDGE DR.
30	MAPLERIDGE DR.:ELM ST. EXT. TO VIOLA ST.
31	E. STADIUM DR.: E. STADIUM DR. TO NEW E-W COLLECTOR: US 190 TO LA 25
32	Rifle Range Road: Rifle Range Road to New E-W Collector: US 190 to LA 25

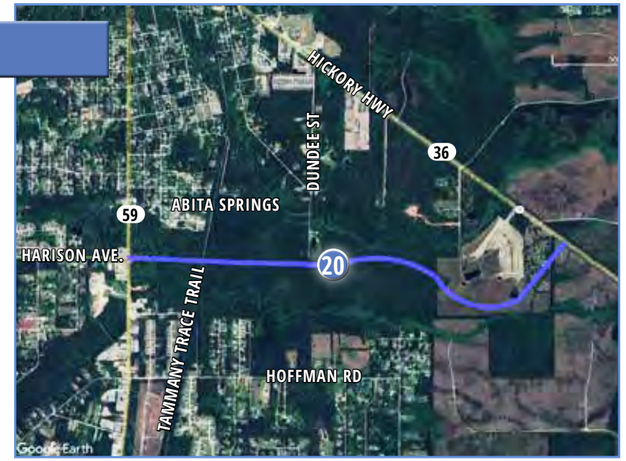


20. ROAD EXTENSION PROJECT

HARRISON AVENUE: LA 59 TO LA 36

PLAN ALIGNMENT/SOURCE:
2017 Draft Major Streets Plan, 2023 Draft Capital Improvement Plan Supplement

PROJECT DESCRIPTION:
This east-west alignment extends Harrison Avenue from LA 59 to LA 36. This was initially identified as a new roadway in the 2017 Draft Plan.



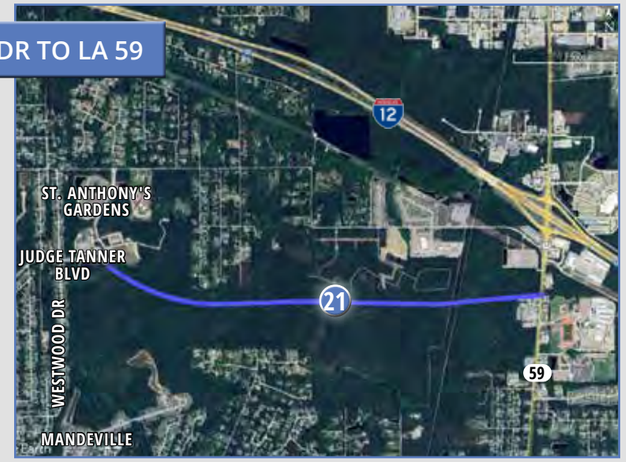
Estimated cost **$13,260,000** | *Time frame* **1-5 years** | *Status* **Planning**

21. ROAD EXTENSION PROJECT

JUDGE TANNER BOULEVARD: WESTWOOD DR TO LA 59

PLAN ALIGNMENT/SOURCE:
2017 Draft Major Streets Plan, 2023 Draft Capital Improvement Plan Supplement

PROJECT DESCRIPTION:
This east-west alignment extends Judge Tanner Blvd from Westwood Drive to LA 59. This was initially identified as a new roadway in the 2017 Draft Plan.



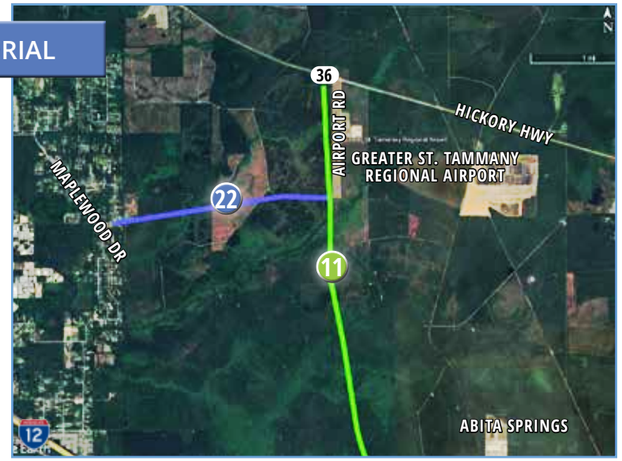
Estimated cost **$14,610,000** | *Time frame* **1-5 years** | *Status* **Planning**

22. ROAD EXTENSION PROJECT

MAPLEWOOD DR.: LA 59 TO NEW E-W ARTERIAL

PLAN ALIGNMENT/SOURCE:
2017 Draft Transportation Plan

PROJECT DESCRIPTION:
This east-west alignment extends Maplewood Drive from LA 59 to #11 (New E-W Arterial: LA 36 to Airport Road Extension). This was initially identified as a new roadway in the 2017 Draft Plan.



Estimated cost **$14,750,000** | *Time frame* **10-20 years** | *Status* **Planning**

23. ROAD EXTENSION PROJECT

THREE RIVERS RD BRIDGES (SOUTH SIDE OF I-12) CONNECTING TO PINNACLE PKWY/BREWSTER RD

PLAN ALIGNMENT/SOURCE:
2017 Draft Transportation Plan

PROJECT DESCRIPTION:
This east-west alignment runs over the Tchefuncte River adjacent to I-12 connecting Pinnacle Pkwy with Three Rivers Rd. This was initially identified as a new roadway in the 2017 Draft Plan.

Estimated cost **$3,320,000** | *Time frame* **5-10 years** | *Status* **Planning**

24. ROAD EXTENSION PROJECT

THREE RIVERS RD BRIDGES (NORTH SIDE OF I-12) CONNECTING TO PINNACLE PKWY/BREWSTER RD

PLAN ALIGNMENT/SOURCE:
2017 Draft Transportation Plan

PROJECT DESCRIPTION:
This east-west alignment runs over the Tchefuncte River adjacent to I-12 connecting Pinnacle Pkwy with Three Rivers Rd. This was initially identified as a new roadway in the 2017 Draft Plan

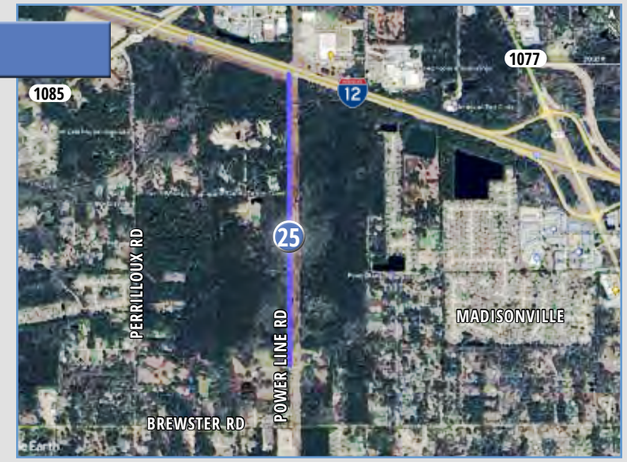
Estimated cost **$3,430,000** | *Time frame* **5-10 years** | *Status* **Planning**

25. ROAD EXTENSION PROJECT

POWER LINE RD: POWER LINE RD TO I-12

PLAN ALIGNMENT/SOURCE:
Public Feedback

PROJECT DESCRIPTION:
This north-south alignment extends Power Line Road on the existing utility easement to project #2 (I-12 Frontage Road: LA 1085 to LA 1077 | New Roadway). This was identified during the public engagement phase of developing the 2024 Multi-Modal Transportation Plan.



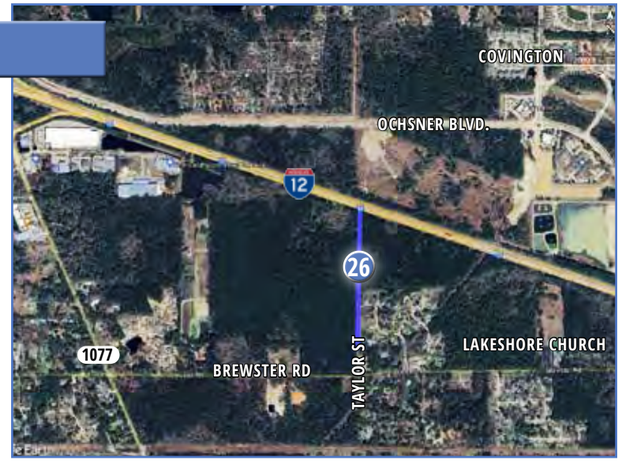
Estimated cost **$6,440,000** | *Time frame* **5-10 years** | *Status* **Pre-Planning**

26. ROAD EXTENSION PROJECT

TAYLOR ST.: TAYLOR ST. TO I-12

PLAN ALIGNMENT/SOURCE:
Public Feedback

PROJECT DESCRIPTION:
This north-south alignment extends Taylor Street to proposed new roadway project #2 (I-12 Frontage Road: LA 1085 to LA 1077) through. This was identified during the public engagement phase of developing the 2024 Multi-Modal Transportation Plan.



Estimated cost **$3,130,000**
Time frame **5-10 years**
Status **Pre-Planning**

27. ROAD EXTENSION PROJECT

VILLAGE LN.: VILLAGE LN TO VILLAGE LN W

PLAN ALIGNMENT/SOURCE:
Public Feedback

PROJECT DESCRIPTION:
This east-west alignment extends Village Lane to Village Lane W. This was identified during the public engagement phase of developing the 2024 Multi-Modal Transportation Plan

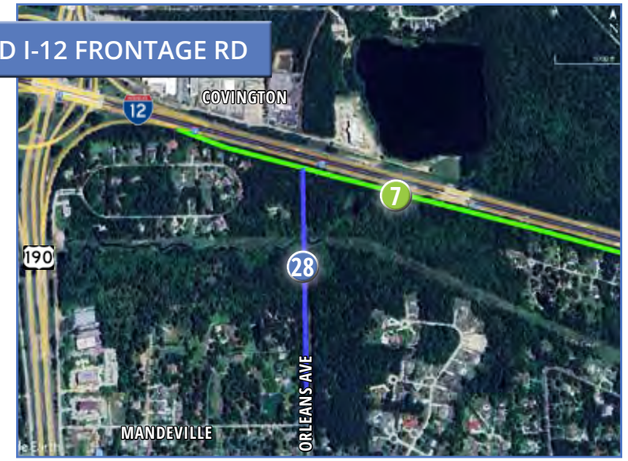
Estimated cost **$1,040,000**
Time frame **5-10 years**
Status **Pre-Planning**

28. ROAD EXTENSION PROJECT

ORLEANS AVE: ORLEANS AVE TO PROPOSED I-12 FRONTAGE RD

PLAN ALIGNMENT/SOURCE:
Public Feedback

PROJECT DESCRIPTION:
This north-south alignment extends Orleans Ave on the existing utility easement to project #7 (I-12 Frontage Road (EB): US 190 to LA 59). This was identified during the public engagement phase of developing the 2024 Multi-Modal Transportation Plan.



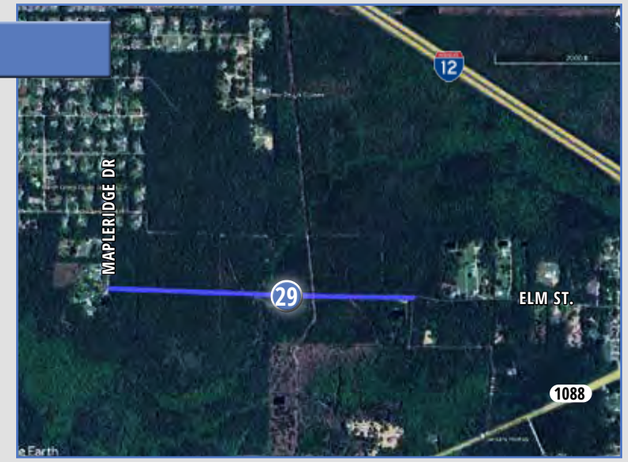
Estimated cost **$6,450,000**
Time frame **5-10 years**
Status **Pre-Planning**

29. ROAD EXTENSION PROJECT

ELM ST.: ELM ST. TO MAPLERIDGE DR.

PLAN ALIGNMENT/SOURCE:
Public Feedback

PROJECT DESCRIPTION:
This east-west alignment extends Elm Street, north of LA 1088, to Mapleridge Drive. This was identified during the public engagement phase of developing the 2024 Multi-Modal Transportation Plan.



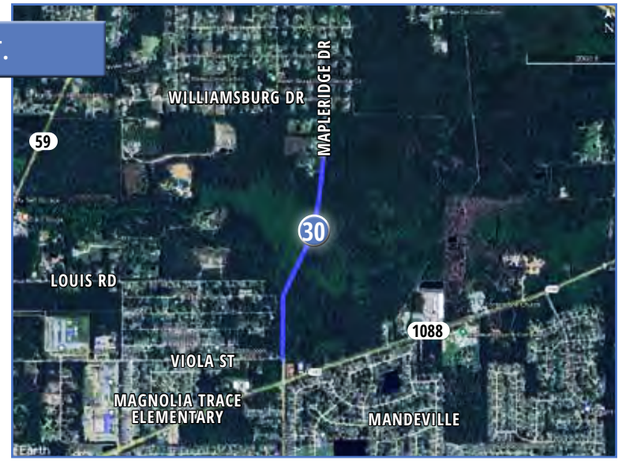
Estimated cost **$6,130,000**
Time frame **5-10 years**
Status **Pre-Planning**

30. ROAD EXTENSION PROJECT

MAPLERIDGE DR.:ELM ST. EXT. TO VIOLA ST.

PLAN ALIGNMENT/SOURCE:
Public Feedback

PROJECT DESCRIPTION:
This north-south alignment extends Mapleridge Drive to Viola Street providing direct access to LA 1088. This was identified during the public engagement phase of developing the 2024 Multi-Modal Transportation Plan.



Estimated cost **$5,440,000** | *Time frame* **5-10 years** | *Status* **Pre-Planning**

31. ROAD EXTENSION PROJECT

E. STADIUM DR.: E. STADIUM DR. TO NEW E-W COLLECTOR: US 190 TO LA 25

PLAN ALIGNMENT/SOURCE:
Public Feedback

PROJECT DESCRIPTION:
This north-south alignment extends Stadium Drive north to project #13 (New E-W Collector: US 190 to LA 25). This was identified during the public engagement phase of developing the 2024 Multi-Modal Transportation Plan.

Estimated cost **$1,600,000** | *Time frame* **5-10 years** | *Status* **Pre-Planning**

32. ROAD EXTENSION PROJECT

RIFLE RANGE ROAD: RIFLE RANGE ROAD TO NEW E-W COLLECTOR: US 190 TO LA 25

PLAN ALIGNMENT/SOURCE:
Public Feedback

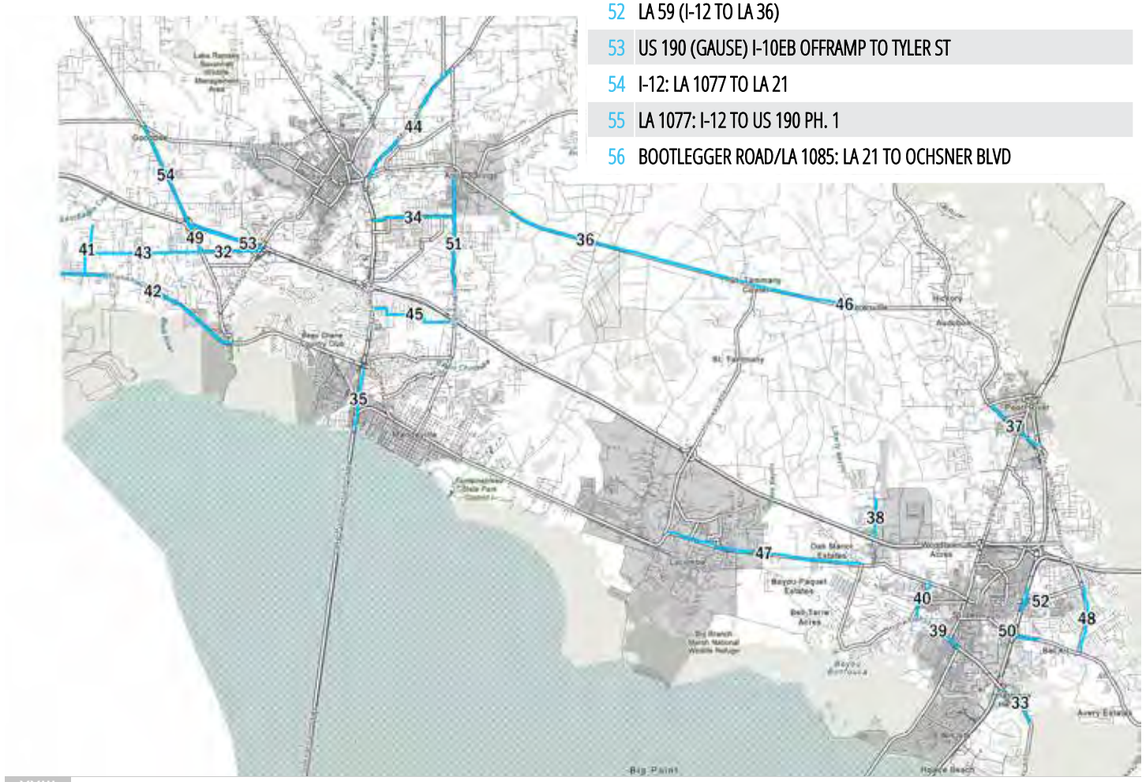
PROJECT DESCRIPTION:
This alignment extends Rifle Range Road south approximately 1.20 miles south before veering east and connecting to project #13 (New E-W Collector: US 190 to LA 25). This was identified during the public engagement phase of developing the 2024 Multi-Modal Transportation Plan.

Estimated cost **$12,000,000** | *Time frame* **10-20 years** | *Status* **Pre-Planning**

33-56

road widening projects

#	PROJECT NAME
33	BREWSTER RD: LA 1077 TO LA 21
34	LA 433: I-10 TO BIG BRANCH MARSH N. WILDLIFE REFUGE
35	HARRISON AVENUE: US 190 TO LA 59
36	CAUSEWAY BOULEVARD: US 190 TO SOUTH PARISH LIMIT
37	LA 36: HARRISON AVE EXT TO LA 3241
38	LA 41/US 11: PINE ST TO I-59
39	AIRPORT ROAD: I-22 TO DR T.J. SMITH SR. EXPY
40	LA 433: CARROLL RD TO US 11
41	CARROLL ROAD: LA 433 TO US 190
42	LA 1085: LA 22 TO BEDICO CREEK BLVD
43	LA 22: WEST PARISH LIMIT TO LA 1077
44	BREWSTER ROAD: LA 1085 TO LA 1077
45	LA 21: US 190 TO LA 59
46	DOVE PARK ROAD: US 190 TO LA 59
47	LA 36: NEW N-S ARTERIAL TO ARCHIE SINGLETARY RD
48	US 190: LA 434 TO LA 433
49	US 190: LA 1090 TO BUS. 190
50	LA 1077: BREWSTER RD - I-12
51	US 190B (FREMAUX) BETH ST. TO HOOVER RD.
52	LA 59 (I-12 TO LA 36)
53	US 190 (GAUSE) I-10EB OFFRAMP TO TYLER ST
54	I-12: LA 1077 TO LA 21
55	LA 1077: I-12 TO US 190 PH. 1
56	BOOTLEGGER ROAD/LA 1085: LA 21 TO OCHSNER BLVD

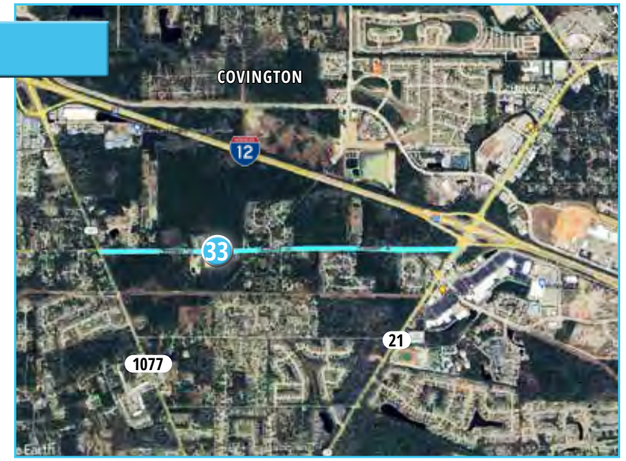


33. ROAD WIDENING PROJECT

BREWSTER RD: LA 1077 TO LA 21

PLAN ALIGNMENT/SOURCE:
2017 Draft Transportation Plan

PROJECT DESCRIPTION:
This segment of Brewster Road is suggested to be widened due to significant traffic experienced along this stretch. Additionally, it is the only east-west roadway connecting LA 1077 to LA 1085 between I-12 and LA 22. This was initially identified as a new roadway in the 2017 Draft Plan.



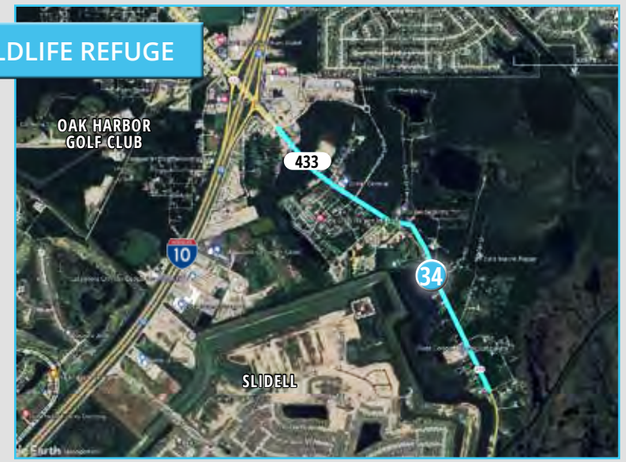
Estimated cost **$5,940,000**
Time frame **5-10 years**
Status **Planning**

34. ROAD WIDENING PROJECT

LA 433: I-10 TO BIG BRANCH MARSH N. WILDLIFE REFUGE

PLAN ALIGNMENT/SOURCE:
2017 Draft Transportation Plan

PROJECT DESCRIPTION:
This segment of LA 433, a two-lane roadway in the Slidell area, was suggested to be widened in the 2017 Draft Plan.



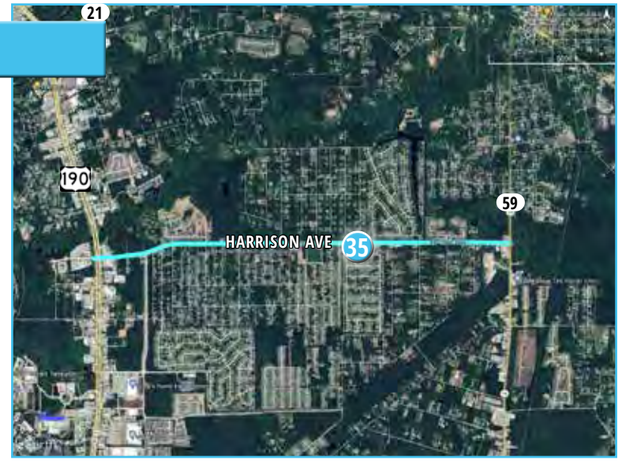
Estimated cost **$4,690,000**
Time frame **1-5 years**
Status **Construction**

35. ROAD WIDENING PROJECT

HARRISON AVENUE: US 190 TO LA 59

PLAN ALIGNMENT/SOURCE:
2017 Draft Major Streets Plan, 2023 Draft Capital Improvement Plan Supplement

PROJECT DESCRIPTION:
This segment of Harrison Avenue was suggested to be widened in the 2017 Draft Plan. Additionally, this project is identified in the 2023 CIP Supplemental document



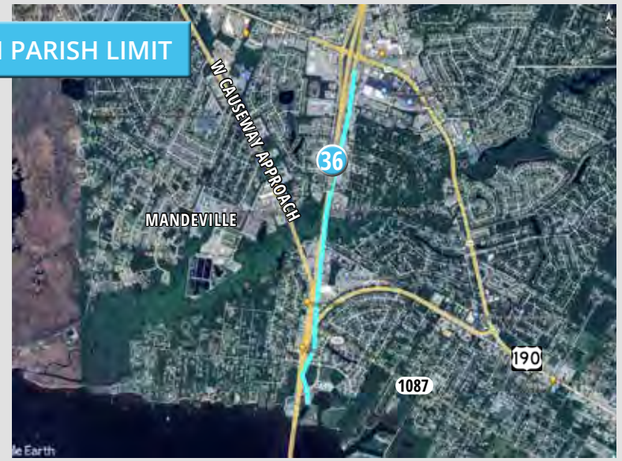
Estimated cost **$13,300,000** | *Time frame* **1-5 years** | *Status* **Planning**

36. ROAD WIDENING PROJECT

CAUSEWAY BOULEVARD: US 190 TO SOUTH PARISH LIMIT

PLAN ALIGNMENT/SOURCE:
2017 Draft Transportation Plan

PROJECT DESCRIPTION:
This two-lane frontage road in Mandeville was suggested to be widened in the 2017 Draft Plan.



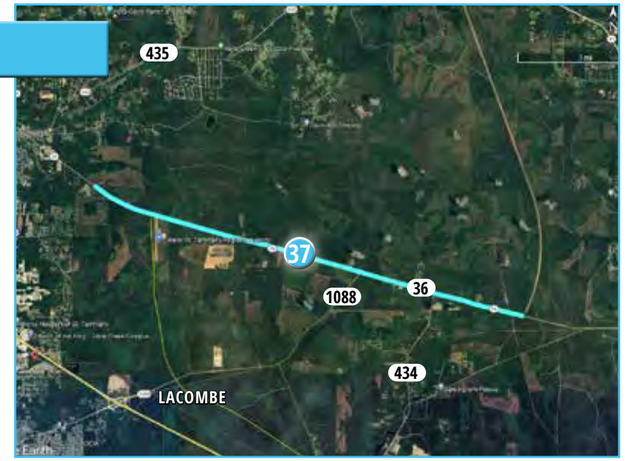
Estimated cost **$18,710,000** | *Time frame* **10-20 years** | *Status* **Planning**

37. ROAD WIDENING PROJECT

LA 36: HARRISON AVE EXT TO LA 3241

PLAN ALIGNMENT/SOURCE:
2017 Draft Transportation Plan

PROJECT DESCRIPTION:
This segment of LA 36, a two-lane roadway was suggested to be widened in the 2017 Draft Plan.



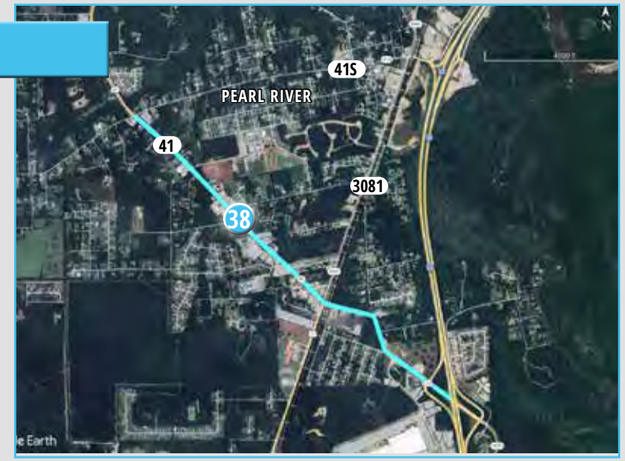
Estimated cost **$35,450,000** | *Time frame* **10-20 years** | *Status* **Planning**

38. ROAD WIDENING PROJECT

LA 41/US 11: PINE ST TO I-59

PLAN ALIGNMENT/SOURCE:
2017 Draft Transportation Plan

PROJECT DESCRIPTION:
This segment of LA 41/US 11, in the Pearl River area was suggested to be widened in the 2017 Draft Plan.



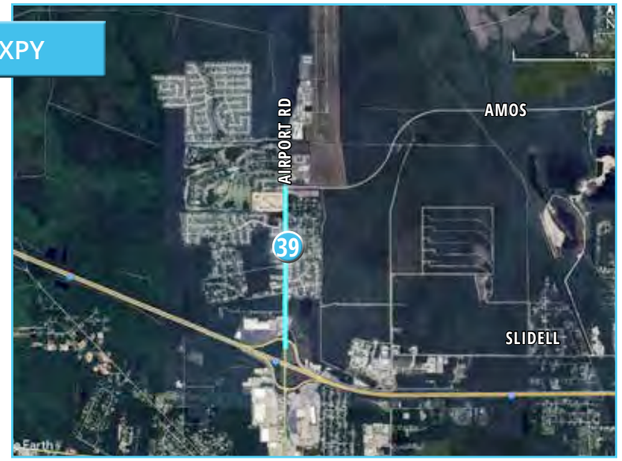
Estimated cost **$6,650,000** | *Time frame* **5-10 years** | *Status* **Planning**

39. ROAD WIDENING PROJECT

AIRPORT ROAD: I-22 TO DR T.J. SMITH SR. EXPY

PLAN ALIGNMENT/SOURCE:
2017 Draft Transportation Plan

PROJECT DESCRIPTION:
This north-south alignment directly off I-12 was suggested to be widened in the 2017 Draft Plan.



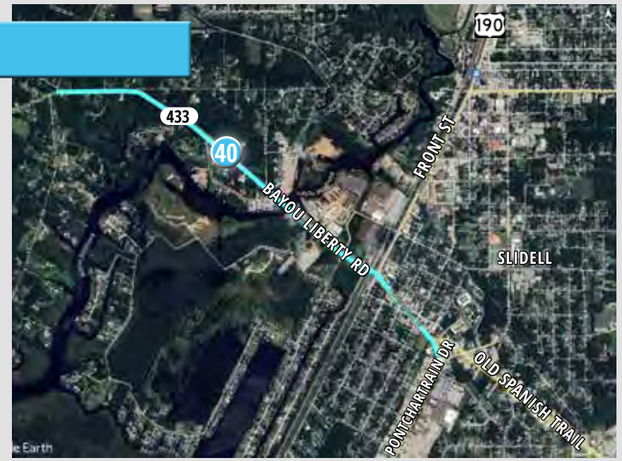
Estimated cost **$5,210,000** | *Time frame* **5-10 years** | *Status* **Planning**

40. ROAD WIDENING PROJECT

LA 433: CARROLL RD TO US 11

PLAN ALIGNMENT/SOURCE:
2017 Draft Transportation Plan

PROJECT DESCRIPTION:
This segment of LA 433, a two-lane roadway in the Slidell area, was suggested to be widened in the 2017 Draft Plan



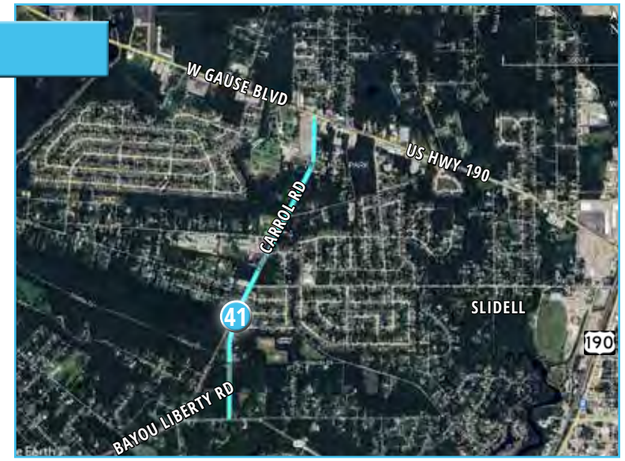
Estimated cost **$11,120,000** | *Time frame* **10-20 years** | *Status* **Planning**

41. ROAD WIDENING PROJECT

CARROLL ROAD: LA 433 TO US 190

PLAN ALIGNMENT/SOURCE:
2017 Draft Transportation Plan

PROJECT DESCRIPTION:
This segment of Carroll Road was suggested to be widened in the 2017 Draft Plan. Additionally, this project is identified in the 2023 CIP Supplemental document.



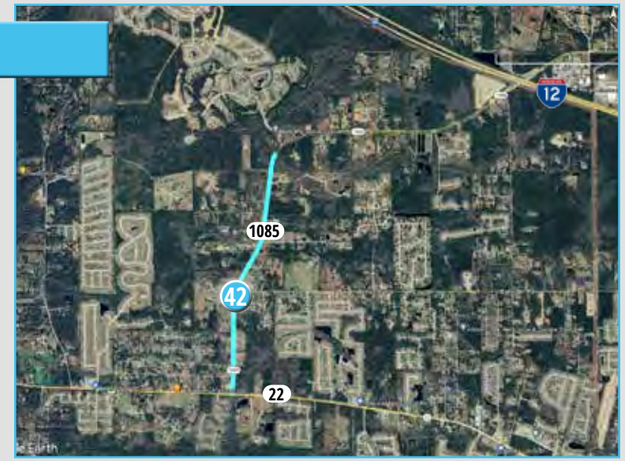
Estimated cost **Fully funded** | *Time frame* **1-5 years** | *Status* **Design**

42. ROAD WIDENING PROJECT

LA 1085: LA 22 TO BEDICO CREEK BLVD

PLAN ALIGNMENT/SOURCE:
2017 Draft Transportation Plan

PROJECT DESCRIPTION:
This segment of LA 1085, a two-lane roadway, was suggested to be widened in the 2017 Draft Plan.



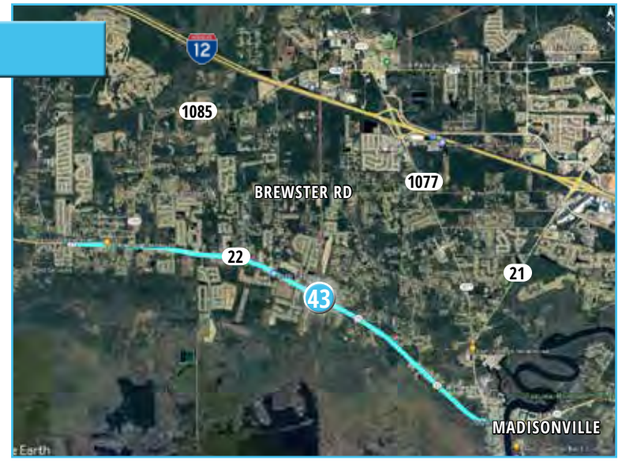
Estimated cost **$5,290,000** | *Time frame* **5-10 years** | *Status* **Planning**

43. ROAD WIDENING PROJECT

LA 22: WEST PARISH LIMIT TO LA 1077

PLAN ALIGNMENT/SOURCE:
2017 Draft Transportation Plan, 2052 MTP

PROJECT DESCRIPTION:
This segment of LA 22, a two-lane roadway, was suggested to be widened in the 2017 Draft Plan. Additionally, this project is identified in the 2052 MTP completed in 2022.



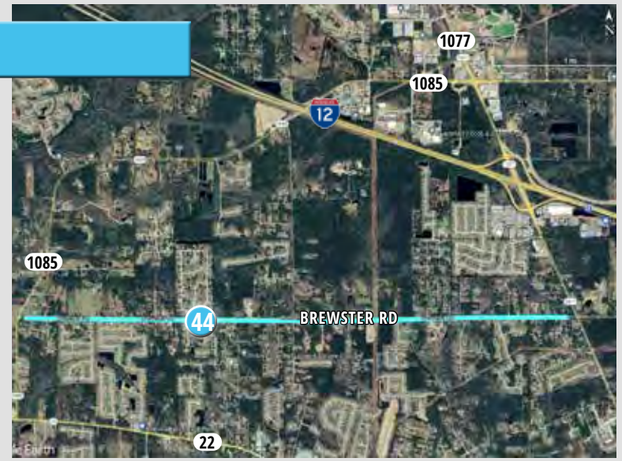
Estimated cost **$16,800,000** | *Time frame* **10-20 years** | *Status* **Planning**

44. ROAD WIDENING PROJECT

BREWSTER ROAD: LA 1085 TO LA 1077

PLAN ALIGNMENT/SOURCE:
2017 Draft Transportation Plan

PROJECT DESCRIPTION:
This segment of Brewster Road is suggested to be widened due to significant traffic experienced along this stretch. Additionally, it is the only east-west roadway connecting LA 1077 to LA 1085 between I-12 and LA 22. This was initially identified as a new roadway in the 2017 Draft Plan and included in the 2052 MTP completed in 2022.



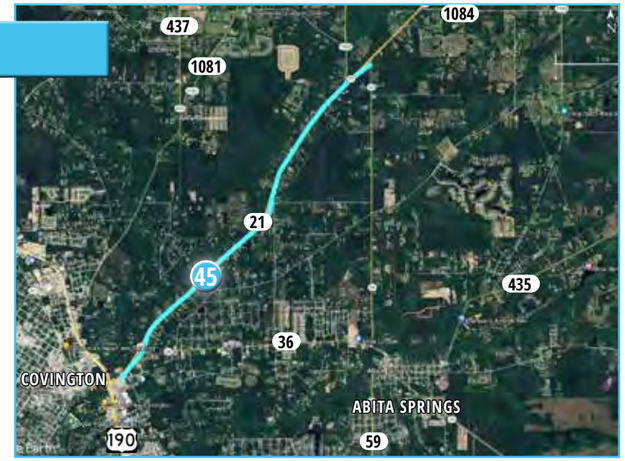
Estimated cost **$11,710,000** | *Time frame* **10-20 years** | *Status* **Planning**

45. ROAD WIDENING PROJECT

LA 21: US 190 TO LA 59

PLAN ALIGNMENT/SOURCE:
2017 Draft Transportation Plan

PROJECT DESCRIPTION:
This segment of LA 21, a two-lane roadway, was suggested to be widened in the 2017 Draft Plan.



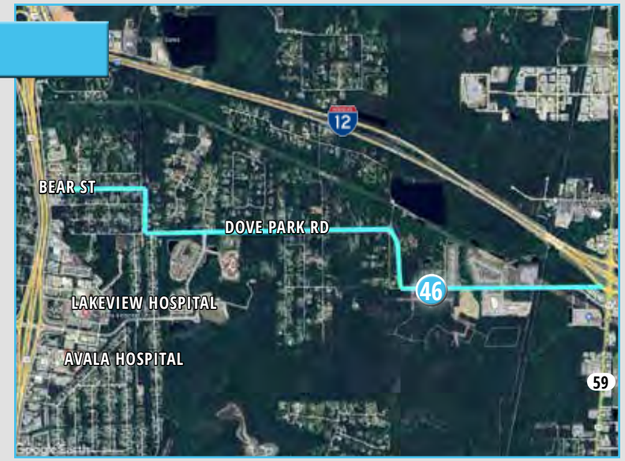
Estimated cost **$14,620,000** | *Time frame* **10-20 years** | *Status* **Planning**

46. ROAD WIDENING PROJECT

DOVE PARK ROAD: US 190 TO LA 59

PLAN ALIGNMENT/SOURCE:
2017 Draft Transportation Plan, 2023 Draft Capital Improvement Plan Supplement

PROJECT DESCRIPTION:
This segment of Dove Park Road, a two-lane roadway, was suggested to be widened in the 2017 Draft Plan to improve connectivity between LA 59 and US 190. Additionally, this project is identified in the 2023 CIP Supplemental document.



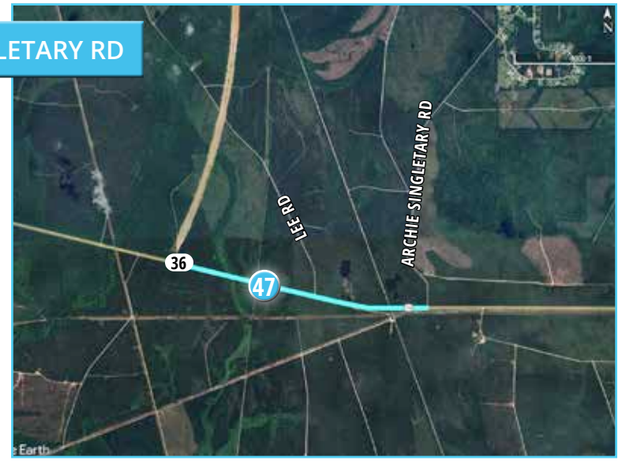
Estimated cost **Fully funded** | *Time frame* **1-5 years** | *Status* **Construction**

47. ROAD WIDENING PROJECT

LA 36: NEW N-S ARTERIAL TO ARCHIE SINGLETARY RD

PLAN ALIGNMENT/SOURCE:
2017 Draft Transportation Plan

PROJECT DESCRIPTION:
This segment of LA 36, a two-lane roadway, was suggested to be widened in the 2017 Draft Plan.



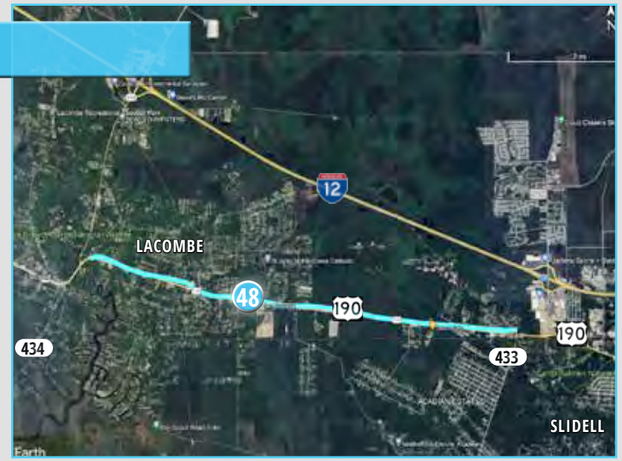
Estimated cost **$6,840,000** | *Time frame* **5-10 years** | *Status* **Planning**

48. ROAD WIDENING PROJECT

US 190: LA 434 TO LA 433

PLAN ALIGNMENT/SOURCE:
2017 Draft Transportation Plan

PROJECT DESCRIPTION:
This segment of US 190, a two-lane roadway in the Lacombe area was suggested to be widened in the 2017 Draft Plan.



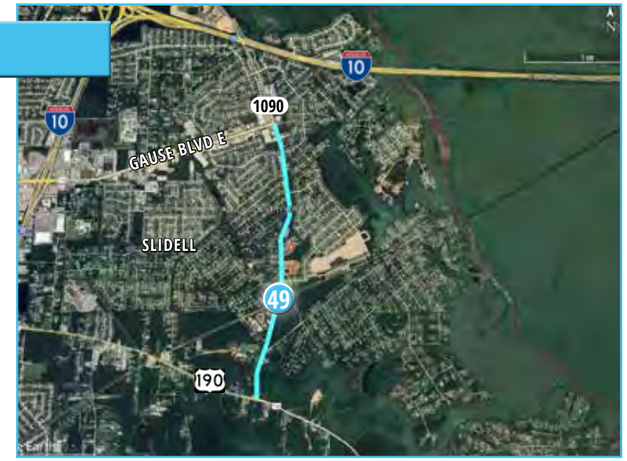
Estimated cost **$29,020,000** | *Time frame* **10-20 years** | *Status* **Planning**

49. ROAD WIDENING PROJECT

US 190: LA 1090 TO BUS. 190

PLAN ALIGNMENT/SOURCE:
2017 Draft Transportation Plan

PROJECT DESCRIPTION:
This segment of US 190, a two-lane roadway in the Slidell area was suggested to be widened in the 2017 Draft Plan.



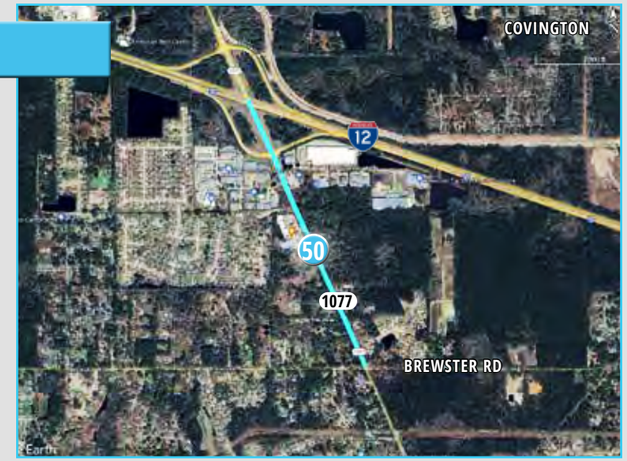
Estimated cost **$11,270,000** | *Time frame* **10-20 years** | *Status* **Planning**

50. ROAD WIDENING PROJECT

LA 1077: BREWSTER RD - I-12

PLAN ALIGNMENT/SOURCE:
2052 MTP

PROJECT DESCRIPTION:
This segment of LA 1077, a two-lane roadway, was suggested to be widened in the 2017 Draft Plan.



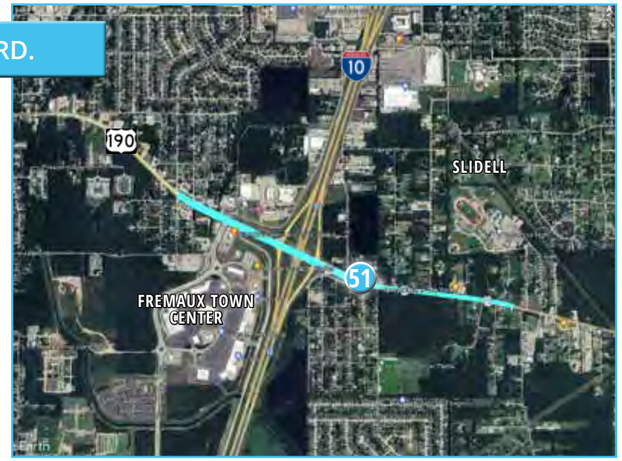
Estimated cost **$2,750,000** | *Time frame* **5-10 years** | *Status* **Planning**

51. ROAD WIDENING PROJECT

US 190B (FREMAUX) BETH ST. TO HOOVER RD.

PLAN ALIGNMENT/SOURCE:
2017 Draft Transportation Plan

PROJECT DESCRIPTION:
This segment of US 190 Bus., a two-lane roadway with a center left-turn lane east of Morrow Drive and a two-lane divided roadway west of Morrow Drive in the Slidell area, was suggested to be widened in the 2017 Draft Plan. Additionally, this project is identified in the 2023 CIP Supplemental document.



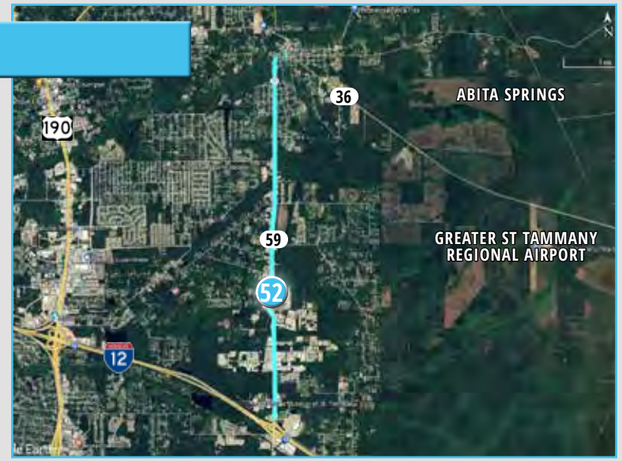
Estimated cost **$3,650,000** | *Time frame* **1-5 years** | *Status* **Design**

52. ROAD WIDENING PROJECT

LA 59 (I-12 TO LA 36)

PLAN ALIGNMENT/SOURCE:
2017 Draft Transportation Plan, 2052 MTP

PROJECT DESCRIPTION:
This segment of LA 59, a two-lane roadway, was suggested to be widened in the 2017 Draft Plan. Additionally, this project is identified in the 2052 MTP completed in 2022.



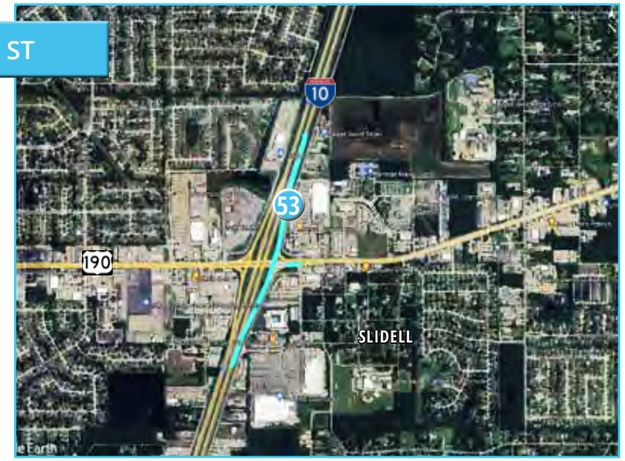
Estimated cost **$70,620,000** | *Time frame* **10-20 years** | *Status* **Planning**

53. ROAD WIDENING PROJECT

US 190 (GAUSE) I-10EB OFFRAMP TO TYLER ST

PLAN ALIGNMENT/SOURCE:
2052 MTP

PROJECT DESCRIPTION:
This I-10 off-ramp in the Slidell area was suggested to be widened in the 2052 MTP completed in 2022.



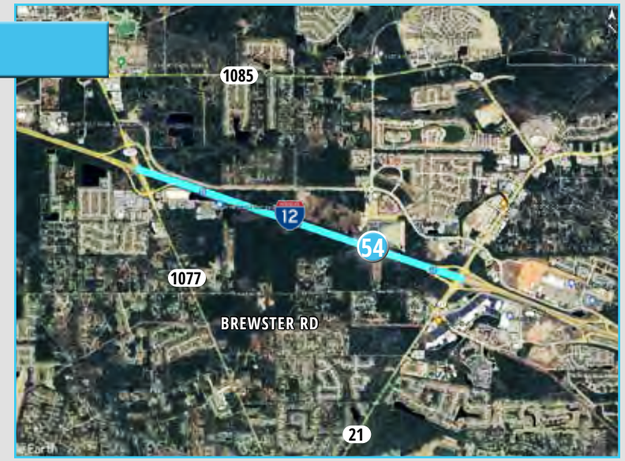
Estimated cost **$2,860,000** | *Time frame* **5-10 years** | *Status* **Planning**

54. ROAD WIDENING PROJECT

I-12: LA 1077 TO LA 21

PLAN ALIGNMENT/SOURCE:
2052 MTP

PROJECT DESCRIPTION:
This segment of I-12 was suggested to be widened in the 2052 MTP completed in 2022.



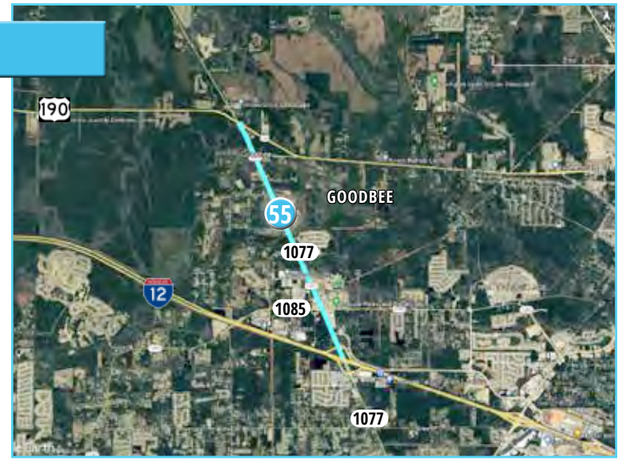
Estimated cost **$15,950** | *Time frame* **5-10 years** | *Status* **Planning**

55. ROAD WIDENING PROJECT

LA 1077: I-12 TO US 190 PH. 1

PLAN ALIGNMENT/SOURCE:
2017 Draft Transportation Plan, 2023 Draft Capital Improvement Plan Supplement, 2052 MTP

PROJECT DESCRIPTION:
This segment of LA 1077, a two-lane roadway, was suggested to be widened in the 2017 Draft Plan. Additionally, this project is identified in the 2052 MTP completed in 2022 and the 2023 CIP Supplemental document.



Estimated cost **$18,300,000** | *Time frame* **1-5 years** | *Status* **Planning**

56. ROAD WIDENING PROJECT

BOOTLEGGER ROAD/LA 1085: LA 21 TO OCHSNER BLVD.

PLAN ALIGNMENT/SOURCE:
Public Feedback

PROJECT DESCRIPTION:
This segment of Bootlegger Road/LA 1085 is suggested to be widened to accommodate current and future development in the area. This was identified during the public engagement phase of developing the 2024 Multi-Modal Transportation Plan.

Estimated cost **$7,783,000** | *Time frame* **5-10 years** | *Status* **Pre-Planning**

57-68

Intersection Improvement projects

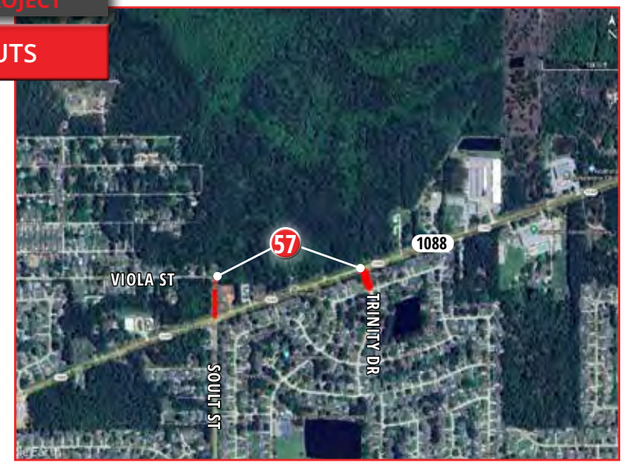
#	PROJECT NAME
57	LA 1088: SOULT AND TRINITY ROUNDABOUTS
58	US 190 @ NORTHSHORE AND CAMP VILLERE
59	LA 1088: FOREST BROOK BLVD. ROUNDABOUT
60	ROBERT BLVD. AT COUNTRY CLUB DR.
61	US 190W ROUNDABOUTS, SLIDELL
62	I-12 @ LA 1085
63	LA 22 @ LA 1085 ROUNDABOUT
64	US 11 AT SPARTAN DR.
65	LA 21@ LA 36
66	I-12 @ LA 1077
67	US 190: LA 25 - BOGUE FALAYA (PH 2B)
68	CEDAR ST EXT. TO LA22 AND ROUNDABOUT

57. INTERSECTION IMPROVEMENT PROJECT

LA 1088: SOULT AND TRINITY ROUNDABOUTS

PLAN ALIGNMENT/SOURCE:
2052 MTP

PROJECT DESCRIPTION:
These stop sign-controlled intersections are proposed to be reconfigured into roundabouts. These projects were identified in the 2052 MTP completed in 2022.



Estimated cost **$1,260,000**

Time frame **5-10 years**

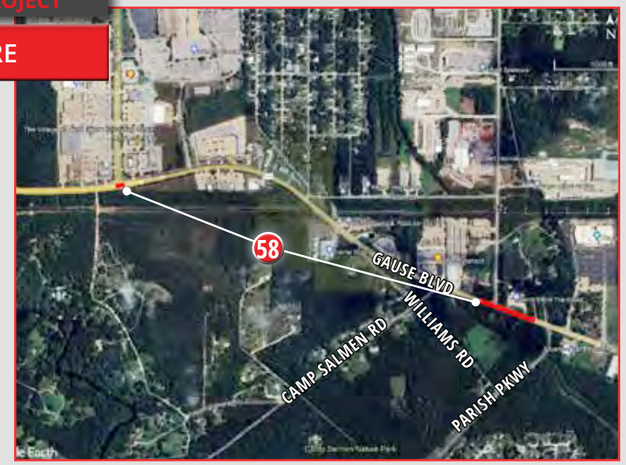
Status **Planning**

58. INTERSECTION IMPROVEMENT PROJECT

US 190 @ NORTHSHORE AND CAMP VILLERE

PLAN ALIGNMENT/SOURCE:
2017 Draft Transportation Plan

PROJECT DESCRIPTION:
This intersection is proposed to have geometric improvements. This project was identified in the 2052 MTP completed in 2022.



Estimated cost **$1,270,000**

Time frame **5-10 years**

Status **Planning**

59. INTERSECTION IMPROVEMENT PROJECT

LA 1088: FOREST BROOK BLVD. ROUNDABOUT

PLAN ALIGNMENT/SOURCE:
2052 MTP

PROJECT DESCRIPTION:
This signalized intersection is proposed to be reconfigured into a roundabout. This project was identified in the 2052 MTP completed in 2022.

Estimated cost **$550,000**
Time frame **5-10 years**
Status **Planning**

60. INTERSECTION IMPROVEMENT PROJECT

ROBERT BLVD. AT COUNTRY CLUB DR

PLAN ALIGNMENT/SOURCE:
2052 MTP

PROJECT DESCRIPTION:
This stop sign-controlled intersection is proposed to have geometric improvements. This project was identified in the 2052 MTP completed in 2022.

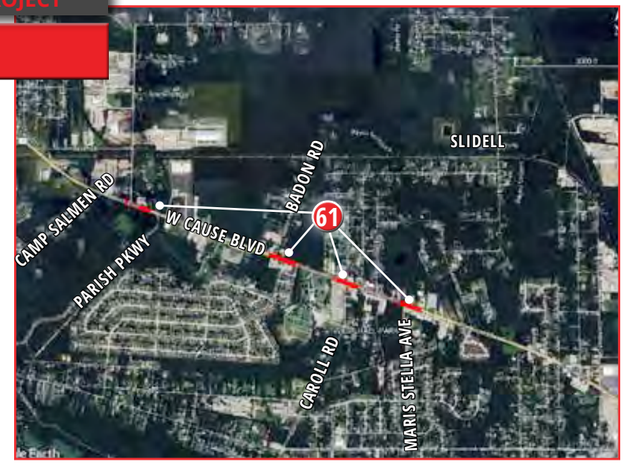
Estimated cost **$2,379,750**
Time frame **5-10 years**
Status **Planning**

61. INTERSECTION IMPROVEMENT PROJECT

US 190W ROUNDABOUTS, SLIDELL

PLAN ALIGNMENT/SOURCE:
2017 Draft Transportation Plan, 2023 Draft Capital Improvement Plan Supplement, 2052 MTP

PROJECT DESCRIPTION:
This project(s) proposes to reconfigure intersection(s) along US 190 W in the Slidell area into roundabouts. These project(s) were identified in the 2017 Draft Plan, 2052 MTP completed in 2022, as well as the 2023 CIP Supplemental document.



Estimated cost **Fully Funded**
Time frame **1-5 years**
Status **Design**

62. INTERSECTION IMPROVEMENT PROJECT

I-12 @ LA 1085

PLAN ALIGNMENT/SOURCE:
2052 MTP

PROJECT DESCRIPTION:
This intersection is proposed to have geometric improvements for increased capacity. This project was identified in the 2052 MTP completed in 2022.

Estimated cost **$33,000,000**
Time frame **10-20 years**
Status **Planning**

63. INTERSECTION IMPROVEMENT PROJECT

LA 22 @ LA 1085 ROUNDABOUT

PLAN ALIGNMENT/SOURCE:
2052 MTP

PROJECT DESCRIPTION:
This stop sign-controlled intersection is proposed to be reconfigured into a roundabout. This project was identified in the 2052 MTP completed in 2022

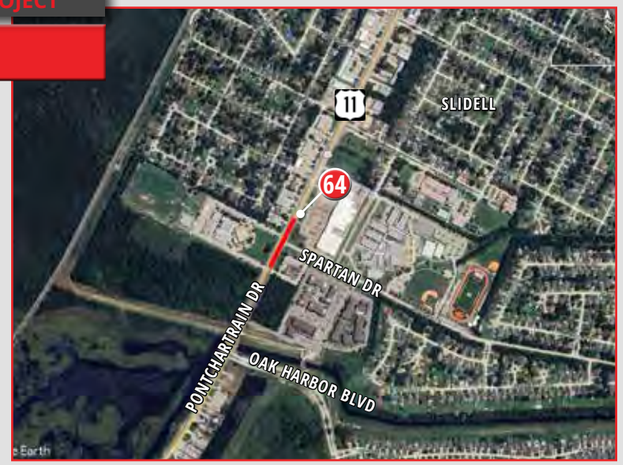
Estimated cost **$300,000**
Time frame **5-10 years**
Status **Planning**

64. INTERSECTION IMPROVEMENT PROJECT

US 11 AT SPARTAN DR.

PLAN ALIGNMENT/SOURCE:
2052 MTP

PROJECT DESCRIPTION:
This signalized intersection is proposed to have geometric improvements. This project was identified in the 2052 MTP completed in 2022.



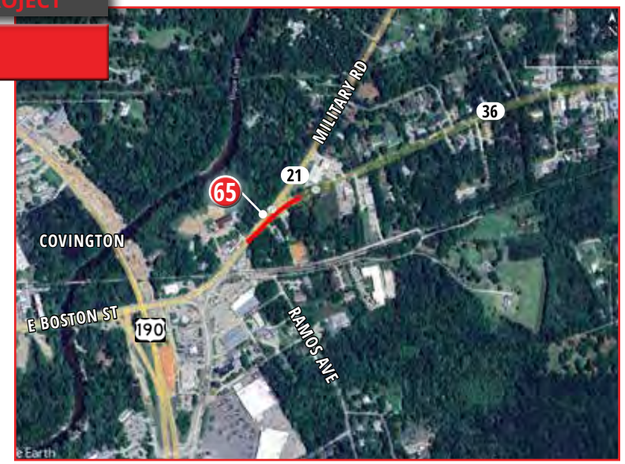
Estimated cost **$566,707**
Time frame **5-10 years**
Status **Planning**

65. INTERSECTION IMPROVEMENT PROJECT

LA 21@ LA 36

PLAN ALIGNMENT/SOURCE:
2052 MTP

PROJECT DESCRIPTION:
This irregularly designed signalized intersection is proposed to have geometric improvements. This project was identified in the 2052 MTP completed in 2022.



Estimated cost **$1,375,000**
Time frame **5-10 years**
Status **Planning**

66. INTERSECTION IMPROVEMENT PROJECT

I-12 @ LA 1077

PLAN ALIGNMENT/SOURCE:
2052 MTP

PROJECT DESCRIPTION:
This intersection is proposed to have geometric improvements for increased capacity. This project was identified in the 2052 MTP completed in 2022.

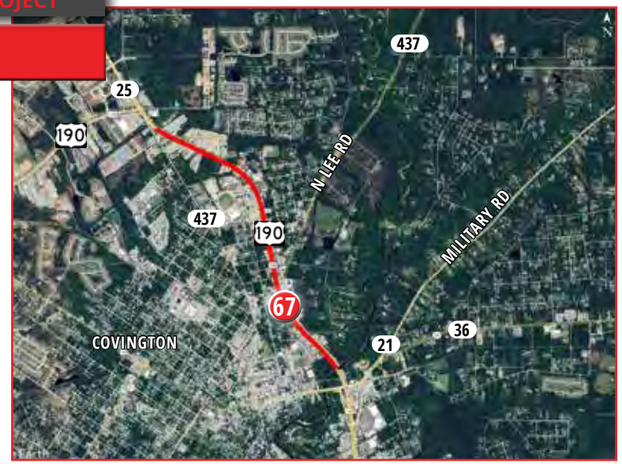
Estimated cost **$27,500,000**
Time frame **10-20 years**
Status **Planning**

67. INTERSECTION IMPROVEMENT PROJECT

US 190: LA 25 - BOGUE FALAYA (PH 2B)

PLAN ALIGNMENT/SOURCE:
2017 Draft Transportation Plan

PROJECT DESCRIPTION:
These project propose to widen this segment to four lanes and implement five roundabouts. This project was identified in the 2052 MTP completed in 2022.



Estimated cost **$2,264,000**

Time frame **5-10 years**

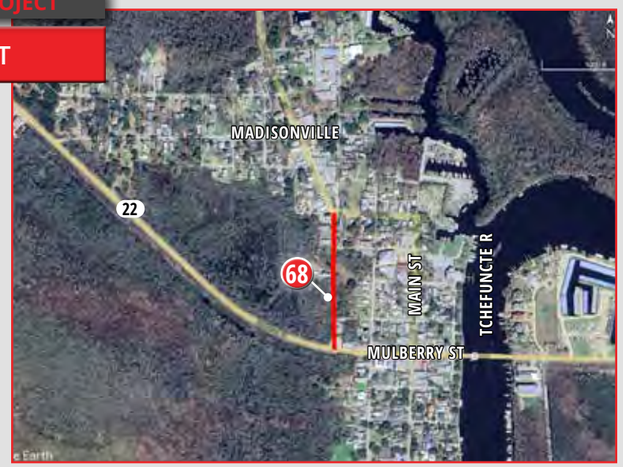
Status **Planning**

68. INTERSECTION IMPROVEMENT PROJECT

CEDAR ST EXT. TO LA22 AND ROUNDABOUT

PLAN ALIGNMENT/SOURCE:
2017 Draft Transportation Plan

PROJECT DESCRIPTION:
These projects propose to extend Cedar St south to LA 22 and implement a roundabout at this proposed intersection. This project was identified in the 2052 MTP completed in 2022.



Estimated cost **$3,220,000**

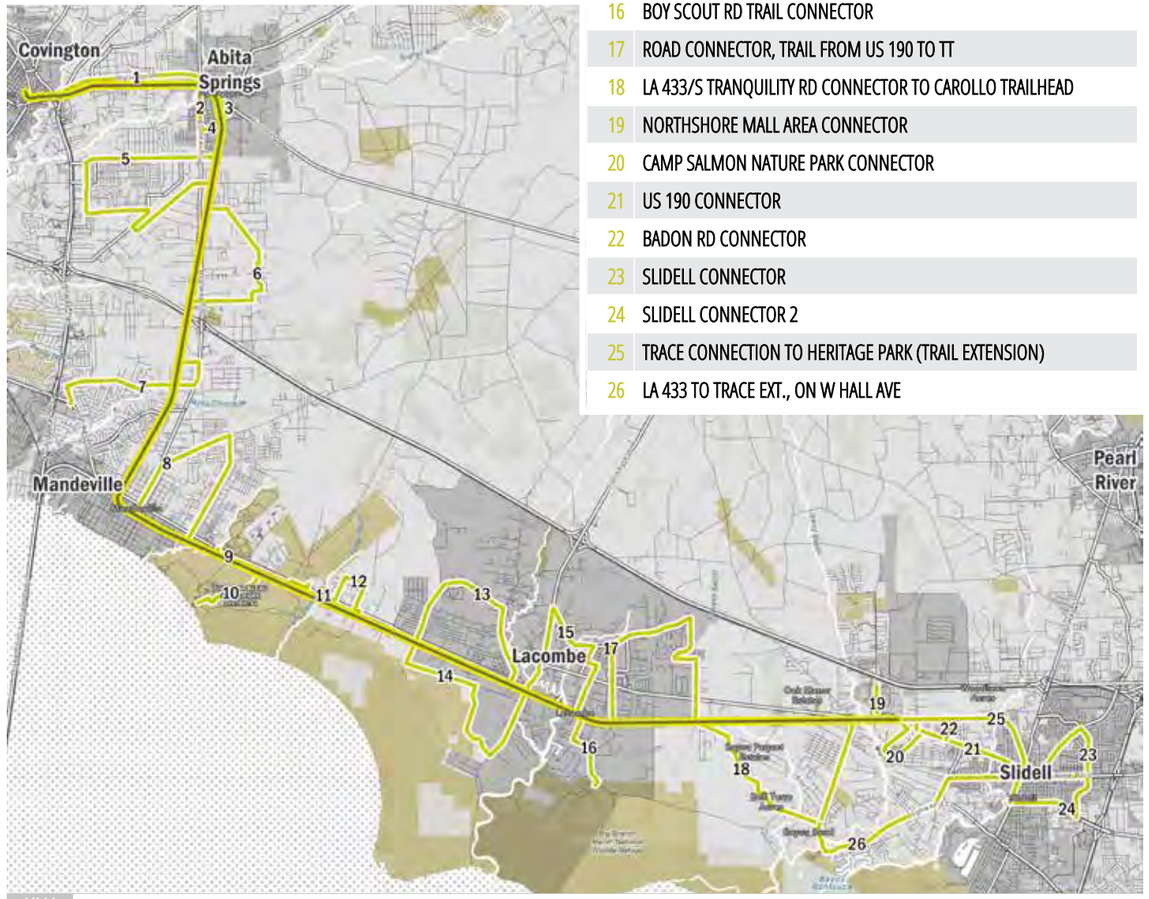
Time frame **5-10 years**

Status **Planning**

ALTERNATIVE TRANSPORTATION PROJECTS

1-26

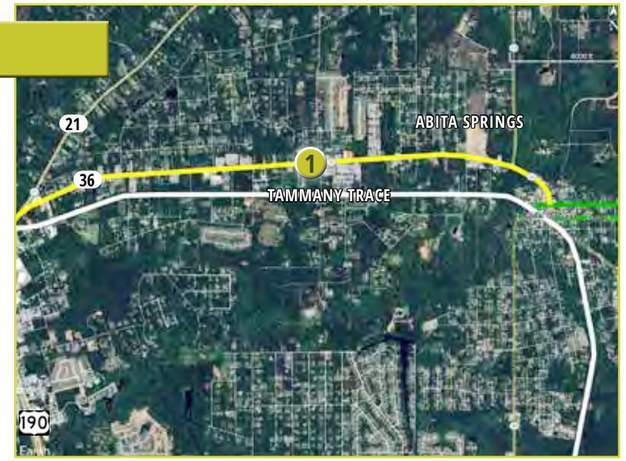
Shared Use Path projects



#	PROJECT NAME
1	LA 36 CONNECTOR
2	LA 59 CONNECTOR
3	RECREATION DISTRICT PARK 11 CONNECTOR
4	ABITA SPRINGS SOUTH CONNECTOR
5	HARRISON AVE CONNECTOR
6	MAPLEWOOD DR CONNECTOR, TRAIL FROM RUE COQUILLETO LA 59
7	SHARP RD/LA 59 CONNECTOR
8	LA 1088/SOULT ST CONNECTOR
9	NORTHLAKE NATURE CENTER CONNECTOR TRAIL
10	FONTAINEBLEAU STATE PARK CONNECTOR
11	MONTELEONE JUNIOR HIGH CONNECTOR
12	NEIGHBORHOOD CONNECTOR
13	LACOMBE CONNECTOR NORTH
14	LACOMBE CONNECTOR SOUTH
15	LA 434 CONNECTOR
16	BOY SCOUT RD TRAIL CONNECTOR
17	ROAD CONNECTOR, TRAIL FROM US 190 TO TT
18	LA 433/S TRANQUILITY RD CONNECTOR TO CAROLLO TRAILHEAD
19	NORTHSHORE MALL AREA CONNECTOR
20	CAMP SALMON NATURE PARK CONNECTOR
21	US 190 CONNECTOR
22	BADON RD CONNECTOR
23	SLIDELL CONNECTOR
24	SLIDELL CONNECTOR 2
25	TRACE CONNECTION TO HERITAGE PARK (TRAIL EXTENSION)
26	LA 433 TO TRACE EXT., ON W HALL AVE

1. SHARED USE PATH PROJECT

LA 36 CONNECTOR



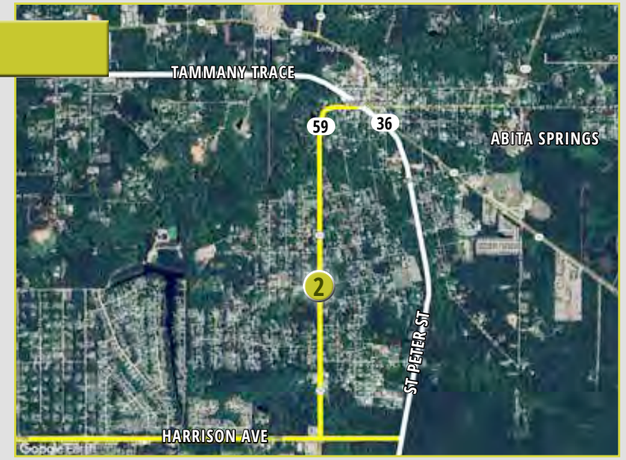
PLAN ALIGNMENT/SOURCE:
Consultant Suggested

PROJECT DESCRIPTION:
This shared use path is proposed to run on LA 36 connecting Abita Springs to Covington providing access to the Tammany Trace at the intersection of LA 21. This was identified during the public engagement phase of developing the 2024 Multi-Modal Transportation Plan.

Estimated cost **$5,000,000**
Time frame **10-20 years**
Status **Pre-Planning**

2. SHARED USE PATH PROJECT

LA 59 CONNECTOR



PLAN ALIGNMENT/SOURCE:
Consultant Suggested

PROJECT DESCRIPTION:
This shared use path is proposed to run on LA 59 connecting the proposed Harrison Avenue shared use path (Harrison Ave Connector) to the Tammany Trace access point off Level Street in Abita Springs. This was identified during the public engagement phase of developing the 2024 Multi-Modal Transportation Plan.

Estimated cost **$3,800,000**
Time frame **5-10 years**
Status **Pre-Planning**

3. SHARED USE PATH PROJECT

RECREATION DISTRICT PARK 11 CONNECTOR

PLAN ALIGNMENT/SOURCE:
Consultant Suggested

PROJECT DESCRIPTION:
This shared use path is proposed to loop around the neighborhood immediately south of LA 36 at the Tammany Trace, providing connectivity between the Recreation District Park 11 on LA 36 and the Tammany Trace. This was identified during the public engagement phase of developing the 2024 Multi-Modal Transportation Plan.

Estimated cost **$900,000** | *Time frame* **5-10 years** | *Status* **Pre-Planning**

4. SHARED USE PATH PROJECT

ABITA SPRINGS SOUTH CONNECTOR

PLAN ALIGNMENT/SOURCE:
Consultant Suggested

PROJECT DESCRIPTION:
This shared use path is proposed to run on 12th Street and 13th Street from the LA 59 shared use path (LA 59 Connector) to the Tammany Trace access point off 13th Street. This was identified during the public engagement phase of developing the 2024 Multi-Modal Transportation Plan.

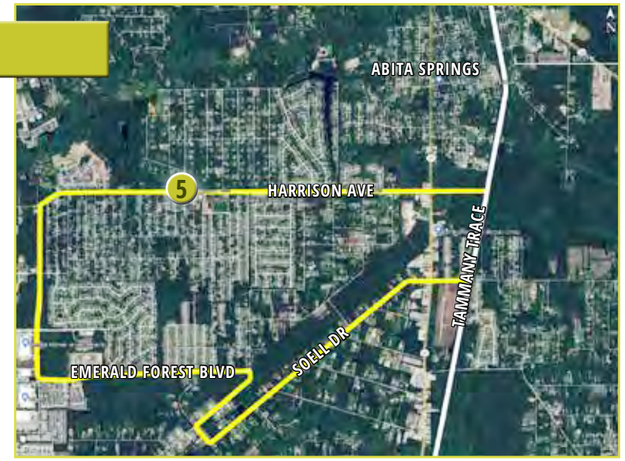
Estimated cost **$600,000** | *Time frame* **5-10 years** | *Status* **Pre-Planning**

5. SHARED USE PATH PROJECT

HARRISON AVE CONNECTOR

PLAN ALIGNMENT/SOURCE:
Consultant Suggested

PROJECT DESCRIPTION:
This shared use path is proposed to loop around the subdivisions immediately south of Harrison Avenue connecting to the Tammany Trace just each of LA 59 in two locations – one off Soell Drive and one off the proposed Harrison Avenue extension. This was identified during the public engagement phase of developing the 2024 Multi-Modal Transportation Plan.



Estimated cost **$9,300,000** | *Time frame* **10-20 years** | *Status* **Pre-Planning**

6. SHARED USE PATH PROJECT

MAPLEWOOD DR CONNECTOR, TRAIL FROM RUE COQUILLETO LA 59

PLAN ALIGNMENT/SOURCE:
Consultant Suggested

PROJECT DESCRIPTION:
This shared use path is proposed to loop around Mapleridge Drive and several connecting streets, providing these subdivisions with direct access to the Tammany Trace. This was identified during the public engagement phase of developing the 2024 Multi-Modal Transportation Plan.

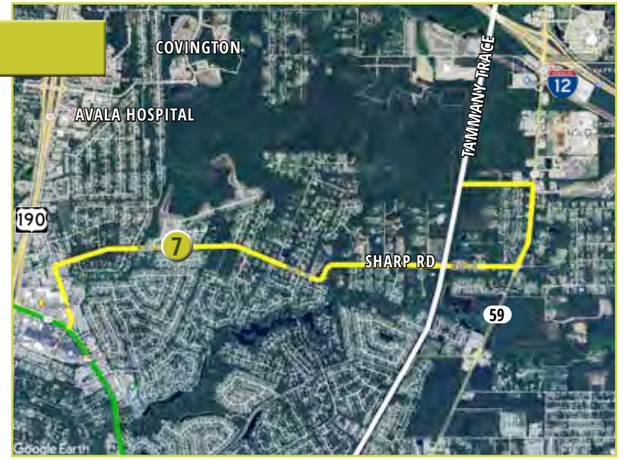
Estimated cost **$5,000,000** | *Time frame* **10-20 years** | *Status* **Pre-Planning**

7. SHARED USE PATH PROJECT

SHARP RD/LA 59 CONNECTOR

PLAN ALIGNMENT/SOURCE:
Consultant Suggested

PROJECT DESCRIPTION:
This shared use path is proposed to connect to the proposed Madisonville connector at US 190 proceeds north through the retail developments on Asbury Drive, continuing east on Sharp Road to the Tammany Trace. This was identified during the public engagement phase of developing the 2024 Multi-Modal Transportation Plan.



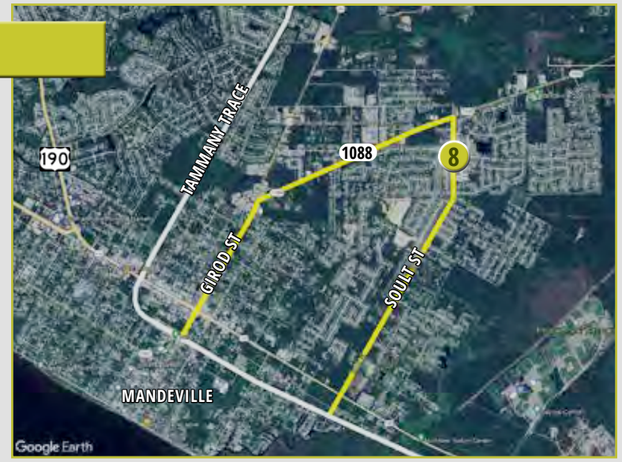
Estimated cost **$5,000,000** | *Time frame* **10-20 years** | *Status* **Pre-Planning**

8. SHARED USE PATH PROJECT

LA 1088/SOULT ST CONNECTOR

PLAN ALIGNMENT/SOURCE:
Consultant Suggested

PROJECT DESCRIPTION:
This shared use path, in the Mandeville area, is proposed to connect to the Tammany Trace at Soult Street, proceeds north to LA 1088, continues west on LA 1088, and proceeds south on Girod Street connecting to the Tammany Trace at the Mandeville Trailhead. This was identified during the public engagement phase of developing the 2024 Multimodal Transportation Plan.



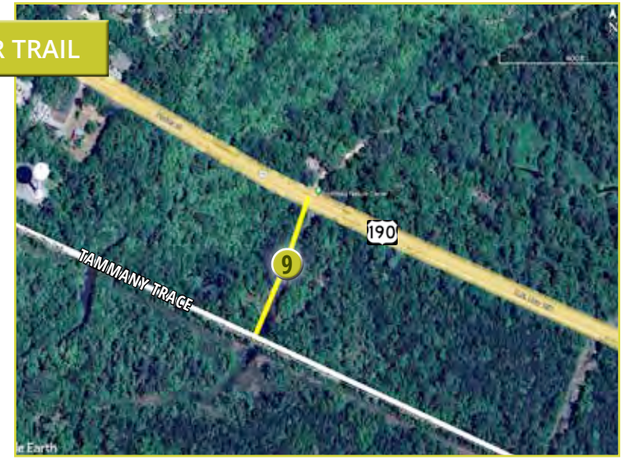
Estimated cost **$6,300,000** | *Time frame* **10-20 years** | *Status* **Pre-Planning**

9. SHARED USE PATH PROJECT

NORTHLAKE NATURE CENTER CONNECTOR TRAIL

PLAN ALIGNMENT/SOURCE:
Consultant Suggested

PROJECT DESCRIPTION:
This shared use path is proposed to connect the Northlake Nature Center to the Tammany Trace along as existing utility easement. This was identified during the public engagement phase of developing the 2024 Multi-Modal Transportation Plan.



Estimated cost **$100,000** | *Time frame* **5-10 years** | *Status* **Pre-Planning**

10. SHARED USE PATH PROJECT

FONTAINEBLEAU STATE PARK CONNECTOR

PLAN ALIGNMENT/SOURCE:
Consultant Suggested

PROJECT DESCRIPTION:
This shared use path is proposed to connect Fontainebleau State Park to the Tammany Trace along LA 1089. This was identified during the public engagement phase of developing the 2024 Multi-Modal Transportation Plan.

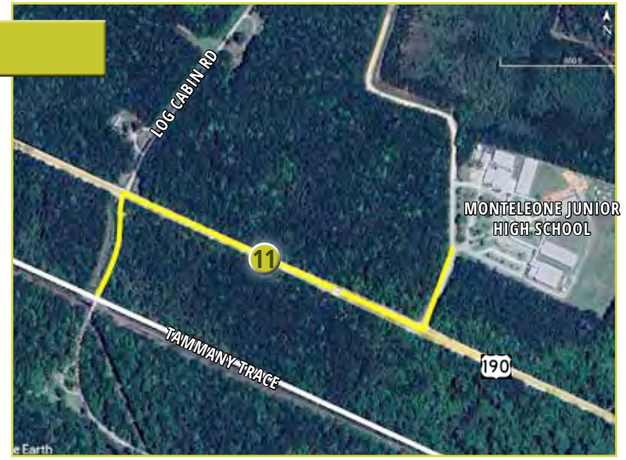
Estimated cost **$1,900,000** | *Time frame* **5-10 years** | *Status* **Pre-Planning**

11. SHARED USE PATH PROJECT

MONTELEONE JUNIOR HIGH CONNECTOR

PLAN ALIGNMENT/SOURCE:
Consultant Suggested

PROJECT DESCRIPTION:
This shared use path is proposed to connect Monteleone Junior High School to the Tammany Trace. This was identified during the public engagement phase of developing the 2024 Multimodal Transportation Plan.



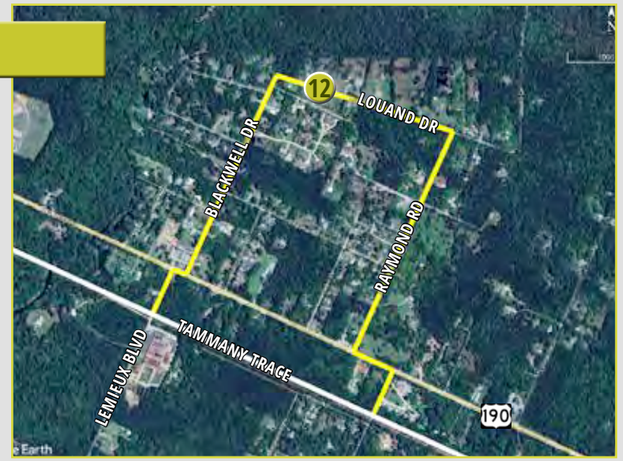
Estimated cost **$700,000**
Time frame **5-10 years**
Status **Pre-Planning**

12. SHARED USE PATH PROJECT

NEIGHBORHOOD CONNECTOR

PLAN ALIGNMENT/SOURCE:
Consultant Suggested

PROJECT DESCRIPTION:
This shared use path is proposed to loop around the subdivision east of Monteleone Junior High School providing two access points to the Tammany Trace. This was identified during the public engagement phase of developing the 2024 Multi-Modal Transportation Plan.



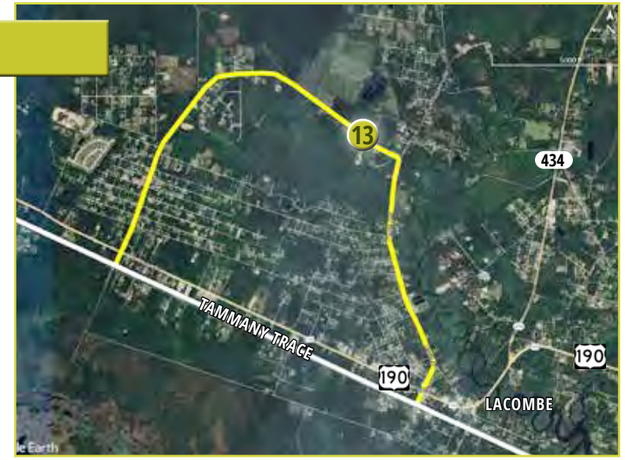
Estimated cost **$2,400,000**
Time frame **5-10 years**
Status **Pre-Planning**

13. SHARED USE PATH PROJECT

LACOMBE CONNECTOR NORTH

PLAN ALIGNMENT/SOURCE:
Consultant Suggested

PROJECT DESCRIPTION:
– This shared use path is proposed to loop around the subdivisions on the west side of Lacombe, north of US 190 providing two access points to the Tammany Trace. This was identified during the public engagement phase of developing the 2024 Multi-Modal Transportation Plan.



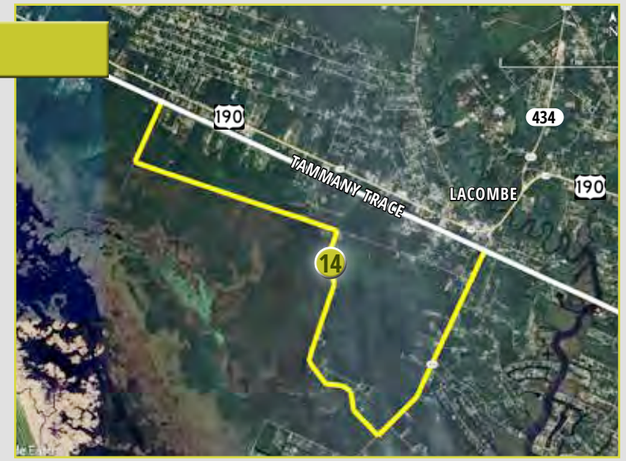
Estimated cost **$6,400,000**
Time frame **10-20 years**
Status **Pre-Planning**

14. SHARED USE PATH PROJECT

LACOMBE CONNECTOR SOUTH

PLAN ALIGNMENT/SOURCE:
Consultant Suggested

PROJECT DESCRIPTION:
This shared use path is proposed to loop around the subdivisions on the west side of Lacombe, south of US 190 providing two access points to the Tammany Trace. This was identified during the public engagement phase of developing the 2024 Multi-Modal Transportation Plan.



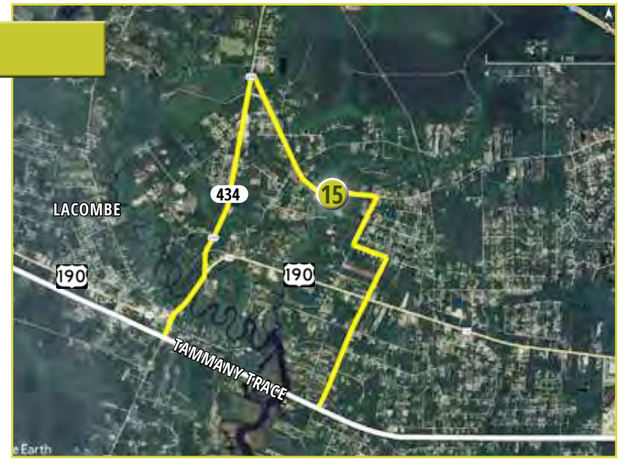
Estimated cost **$6,400,000**
Time frame **10-20 years**
Status **Pre-Planning**

15. SHARED USE PATH PROJECT

LA 434 CONNECTOR

PLAN ALIGNMENT/SOURCE:
Consultant Suggested

PROJECT DESCRIPTION:
This shared use path is proposed to loop around the subdivisions in central Lacombe providing two access points to the Tammany Trace. This was identified during the public engagement phase of developing the 2024 Multi-Modal Transportation Plan.



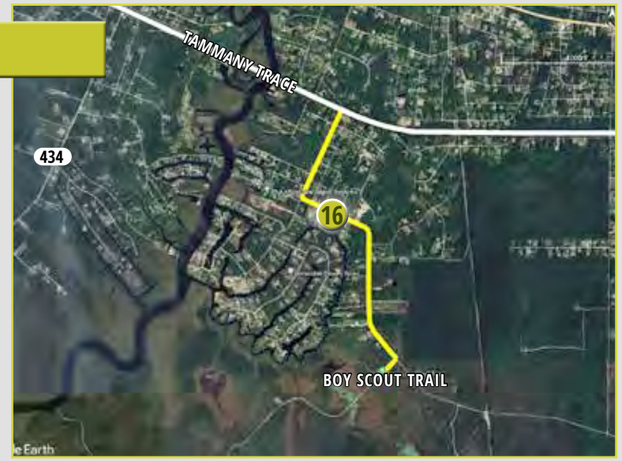
Estimated cost **$7,900,000**
Time frame **10-20 years**
Status **Pre-Planning**

16. SHARED USE PATH PROJECT

BOY SCOUT RD TRAIL CONNECTOR

PLAN ALIGNMENT/SOURCE:
Consultant Suggested

PROJECT DESCRIPTION:
This shared use path is proposed to connect Boy Scout Road Trail in the Big Branch Marsh National Wildlife Refuge area and the adjacent subdivisions to the Tammany Trace. This was identified during the public engagement phase of developing the 2024 Multi-Modal Transportation Plan.



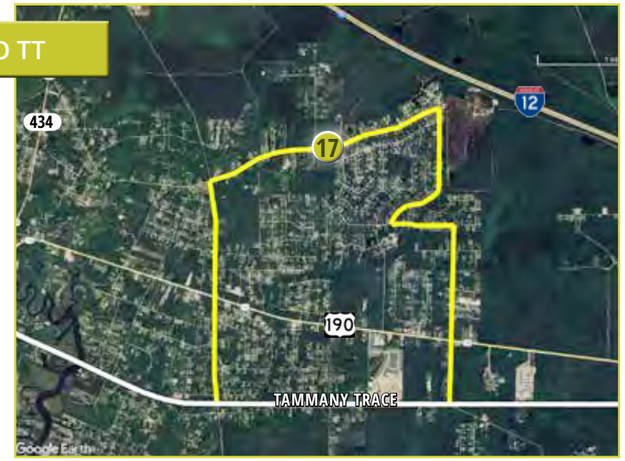
Estimated cost **$2,200,000**
Time frame **5-10 years**
Status **Pre-Planning**

17. SHARED USE PATH PROJECT

ROAD CONNECTOR, TRAIL FROM US 190 TO TT

PLAN ALIGNMENT/SOURCE:
Public Feedback

PROJECT DESCRIPTION:
This shared use path is proposed to loop around the subdivisions on the east side of Lacombe providing two access points to the Tammany Trace. This was identified during the public engagement phase of developing the 2024 Multi-Modal Transportation Plan.



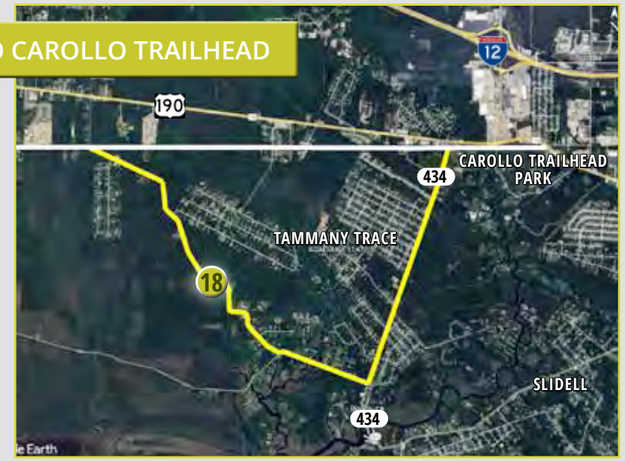
Estimated cost **$7,600,000**
Time frame **10-20 years**
Status **Pre-Planning**

18. SHARED USE PATH PROJECT

LA 433/S TRANQUILITY RD CONNECTOR TO CAROLLO TRAILHEAD

PLAN ALIGNMENT/SOURCE:
Public Feedback

PROJECT DESCRIPTION:
This shared use path is proposed to loop around the subdivisions immediately east of Lacombe, south of the Tammany Trace, providing two access points to the Tammany Trace, the eastern access point being the Carollo Trailhead Park and Ride. This was identified during the public engagement phase of developing the 2024 Multi-Modal Transportation Plan.



Estimated cost **$8,300,000**
Time frame **10-20 years**
Status **Pre-Planning**

19. SHARED USE PATH PROJECT

NORTHSHORE MALL AREA CONNECTOR

PLAN ALIGNMENT/SOURCE:
Public Feedback

PROJECT DESCRIPTION:
This shared use path is proposed to connect the Northshore Mall to the Tammany Trace at the trailhead on Neslo Road. This was identified during the public engagement phase of developing the 2024 Multi-Modal Transportation Plan.

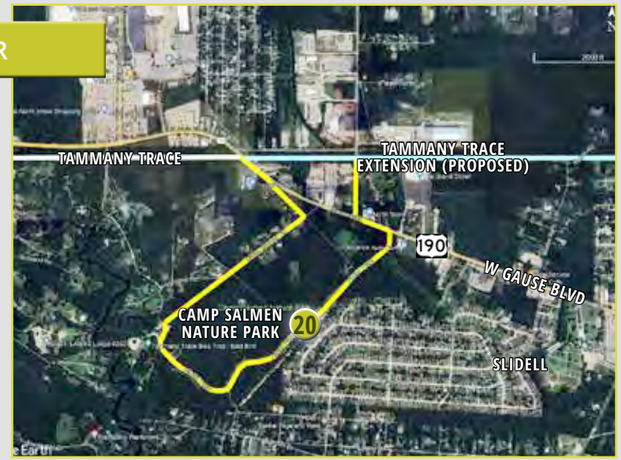
Estimated cost **$900,000**
Time frame **5-10 years**
Status **Pre-Planning**

20. SHARED USE PATH PROJECT

CAMP SALMON NATURE PARK CONNECTOR

PLAN ALIGNMENT/SOURCE:
Consultant Suggested

PROJECT DESCRIPTION:
This shared use path is proposed to loop around Camp Salmen Nature Park providing two access points to the future Tammany Trace extension. This was identified during the public engagement phase of developing the 2024 Multi-Modal Transportation Plan.



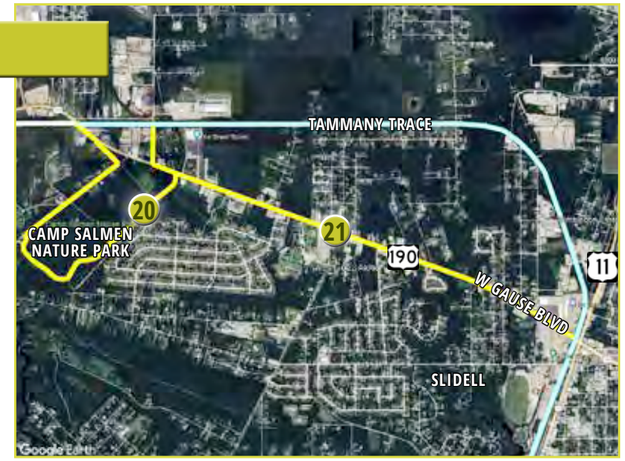
Estimated cost **$2,800,000**
Time frame **5-10 years**
Status **Pre-Planning**

21. SHARED USE PATH PROJECT

US 190 CONNECTOR

PLAN ALIGNMENT/SOURCE:
Public Feedback

PROJECT DESCRIPTION:
This shared use path is proposed to connect to #20 (Camp Salmon Nature Park Connector) at Parish Pkwy and US 190, proceed east on US 190 and connect where the future trail extension intersects with US 190 in Slidell. This was identified during the public engagement phase of developing the 2024 Multi-Modal Transportation Plan.



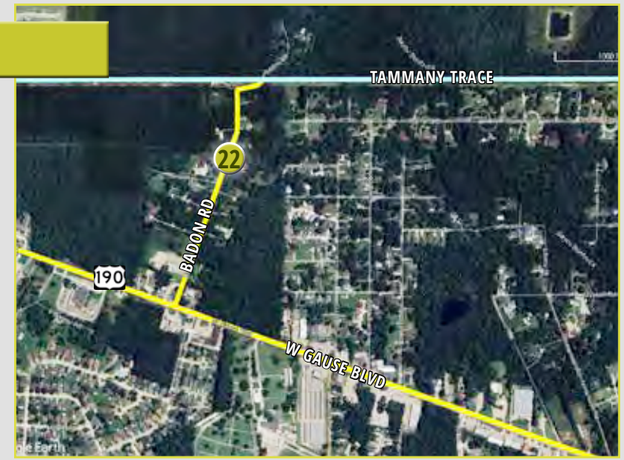
Estimated cost **$3,700,000**
Time frame **5-10 years**
Status **Pre-Planning**

22. SHARED USE PATH PROJECT

BADON RD CONNECTOR

PLAN ALIGNMENT/SOURCE:
Consultant Suggested

PROJECT DESCRIPTION:
This shared use path is proposed to run along Badon Road from US 190, connecting to #21 (US 190 Connector) proceeding north to where the future trail extension intersects with Badon Road. This was identified during the public engagement phase of developing the 2024 Multi-Modal Transportation Plan.



Estimated cost **$600,000**
Time frame **5-10 years**
Status **Pre-Planning**

23. SHARED USE PATH PROJECT

SLIDELL CONNECTOR

PLAN ALIGNMENT/SOURCE:
Public Feedback

PROJECT DESCRIPTION:
This shared use path is proposed to connect to the future Tammany Trace extension to Heritage Park (#25). It connects to the future extension at Hall Avenue. From there it continues east on US 190 and loops around Slidell High School on LA 1091 and traverses several subdivisions along Audubon Drive and Rue Rochelle. This was identified during the public engagement phase of developing the 2024 Multi-Modal Transportation Plan.

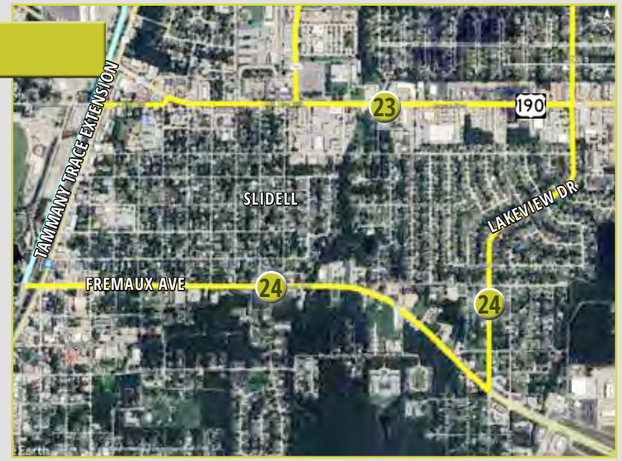
Estimated cost **$4,600,000** | *Time frame* **10-20 years** | *Status* **Pre-Planning**

24. SHARED USE PATH PROJECT

SLIDELL CONNECTOR 2

PLAN ALIGNMENT/SOURCE:
Public Feedback

PROJECT DESCRIPTION:
This shared use path is proposed to connect to #23 (Slidell Connector | Shared Use Path) at Lakewood Drive and continue south on Lakewood Drive/Beth Drive traversing several subdivisions until reaching US 190 Bus. where it then continues west to Heritage Park, the terminus of the future Tammany Trace extension (#25). This was identified during the public engagement phase of developing the 2024 Multi-Modal Transportation Plan.



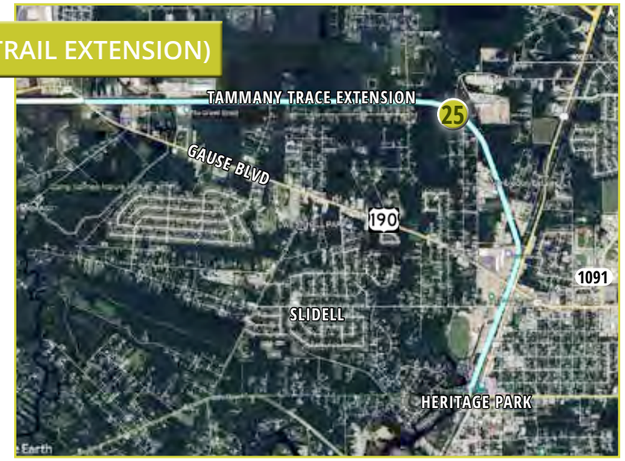
Estimated cost **$4,000,000** | *Time frame* **5-10 years** | *Status* **Pre-Planning**

25. SHARED USE PATH PROJECT

TRACE CONNECTION TO HERITAGE PARK (TRAIL EXTENSION)

PLAN ALIGNMENT/SOURCE:
2023 Draft Capital Improvement Plan Supplement

PROJECT DESCRIPTION:
This project proposed to extend the Tammany Trace approximately 3.8 miles to Heritage Park in Slidell. This project is identified in the 2023 Supplemental CIP document.



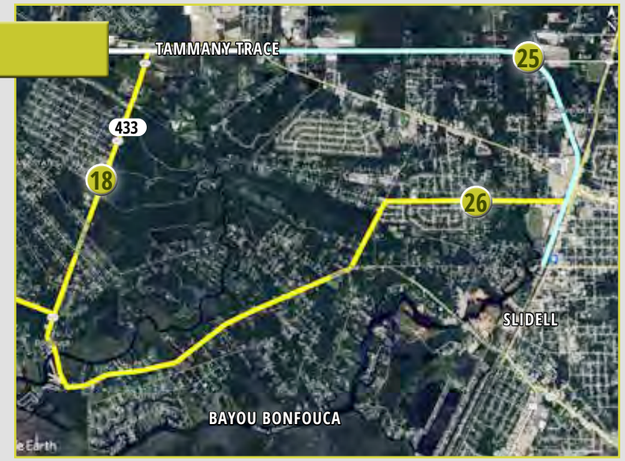
Estimated cost **$8,000,000** | *Time frame* **1-5 years** | *Status* **Design**

26. SHARED USE PATH PROJECT

LA 433 TO TRACE EXT., ON W HALL AVE

PLAN ALIGNMENT/SOURCE:
Public Feedback

PROJECT DESCRIPTION:
This shared use path is proposed to connect to #18 (LA 433/S Tranquility Rd Connector to Carollo Trailhead | Shared Use Path) at the intersection of LA 433 and Bayou Paquet Road and continues south on LA 433 before looping back north on LA 433 and then continues on Carroll Road before reaching #21 (US 190 Connector). This was identified during the public engagement phase of developing the 2024 Multi-Modal Transportation Plan.



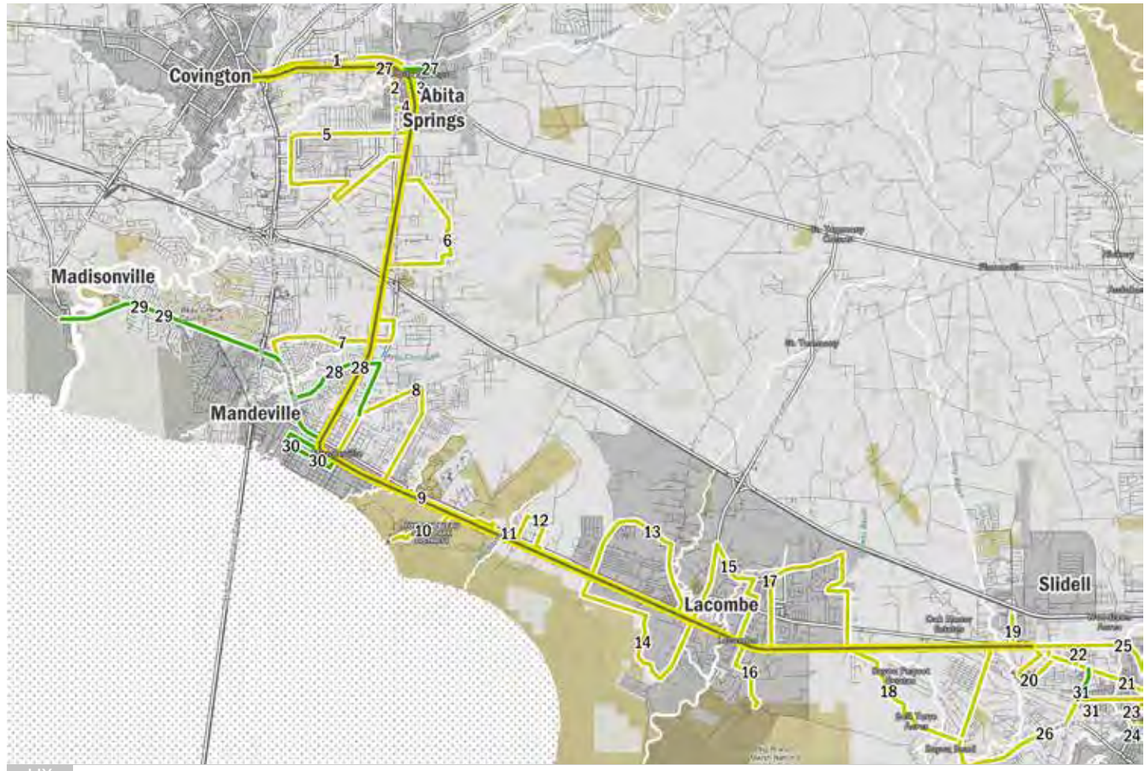
Estimated cost **$8,000,000** | *Time frame* **10-20 years** | *Status* **Pre-Planning**

ALTERNATIVE TRANSPORTATION PROJECTS

27-31

Bike Lane projects

#	PROJECT NAME
27	ABITA SPRINGS NORTH CONNECTOR
28	LONESOME RD/LA 59 CONNECTOR
29	MADISONVILLE CONNECTOR
30	MANDEVILLE ELEMENTARY CONNECTOR
31	CARROLL RD CONNECTOR

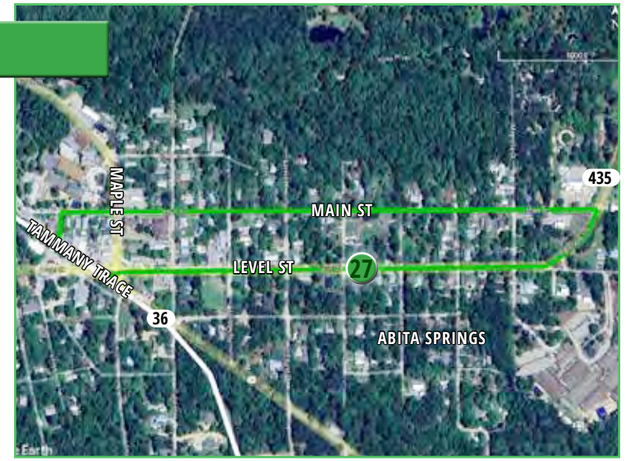


27. BIKE LANE PROJECT

ABITA SPRINGS NORTH CONNECTOR

PLAN ALIGNMENT/SOURCE:
Consultant Suggested

PROJECT DESCRIPTION:
This on-street bicycle facility is proposed to loop around downtown Abita Springs and connect to the Tammany Trace in two locations. One at the Abita Spring Trailhead and one at the Abita Springs roundabout. This was identified during the public engagement phase of developing the 2024 Multi-Modal Transportation Plan.



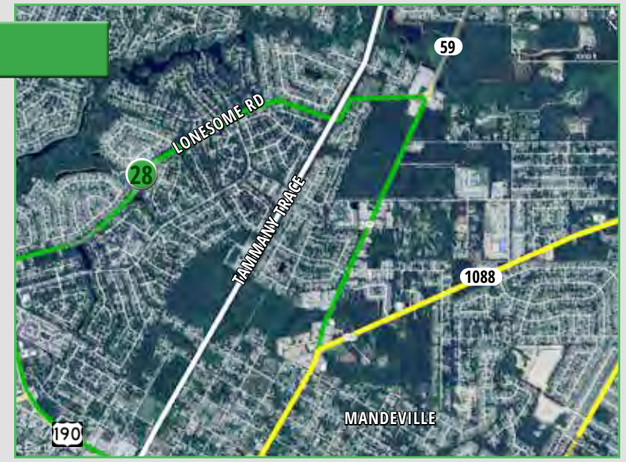
Estimated cost **$2,100,000** | *Time frame* **5-10 years** | *Status* **Pre-Planning**

28. BIKE LANE PROJECT

LONESOME RD/LA 59 CONNECTOR

PLAN ALIGNMENT/SOURCE:
Consultant Suggested

PROJECT DESCRIPTION:
This on-street bicycle facility is proposed to be on Lonesome Road between US 190 and LA 59 adjacent to several subdivisions. This was identified during the public engagement phase of developing the 2024 Multi-Modal Transportation Plan.



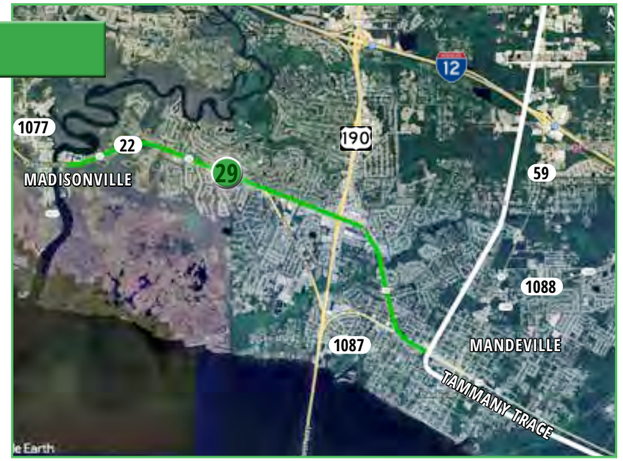
Estimated cost **$5,200,000** | *Time frame* **10-20 years** | *Status* **Pre-Planning**

29. BIKE LANE PROJECT

MADISONVILLE CONNECTOR

PLAN ALIGNMENT/SOURCE:
Public Feedback

PROJECT DESCRIPTION:
This on-street bicycle facility is proposed to be on LA 22 connecting downtown Madisonville to the Tammany Trace. This was identified during the public engagement phase of developing the 2024 Multi-Modal Transportation Plan.



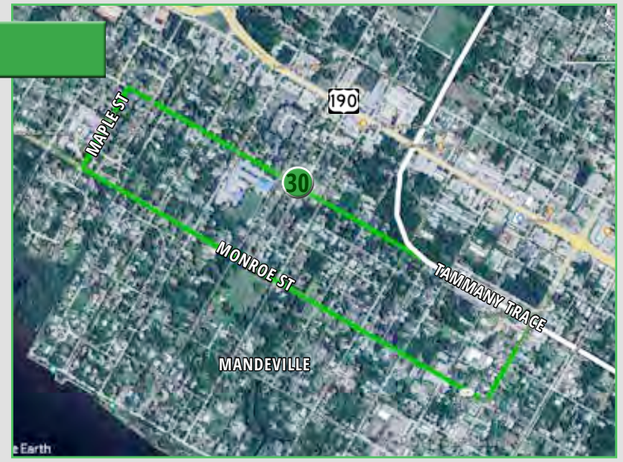
Estimated cost **$14,900,000**
Time frame **10-20 years**
Status **Pre-Planning**

30. BIKE LANE PROJECT

MANDEVILLE ELEMENTARY CONNECTOR

PLAN ALIGNMENT/SOURCE:
Consultant Suggested

PROJECT DESCRIPTION:
This on-street bicycle facility is proposed to connect Mandeville Elementary and the neighborhood immediately east to the Tammany Trace. The route connects to the Tammany Trace in two locations. One at Villere Street and the other at Mandeville Trailhead on LA 1087. This was identified during the public engagement phase of developing the 2024 Multi-Modal Transportation Plan.



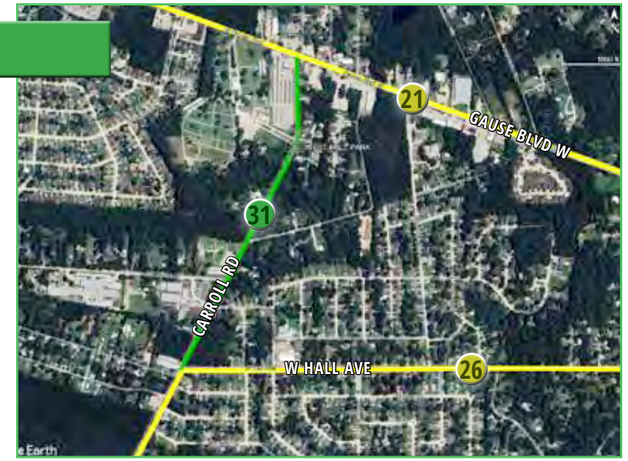
Estimated cost **$3,600,000**
Time frame **5-10 years**
Status **Pre-Planning**

31. BIKE LANE PROJECT

CARROLL RD CONNECTOR

PLAN ALIGNMENT/SOURCE:
Consultant Suggested

PROJECT DESCRIPTION:
This on-street bicycle facility is proposed to connect to #26 (LA 433 to Trace Ext., on W Hall Ave | Shared Use Path & Bike Lanes) continue north on Carroll Road until reaching #21 (US 190 Connector). This was identified during the public engagement phase of developing the 2024 Multi-Modal Transportation Plan.



Estimated cost **$1,100,000**
Time frame **5-10 years**
Status **Pre-Planning**

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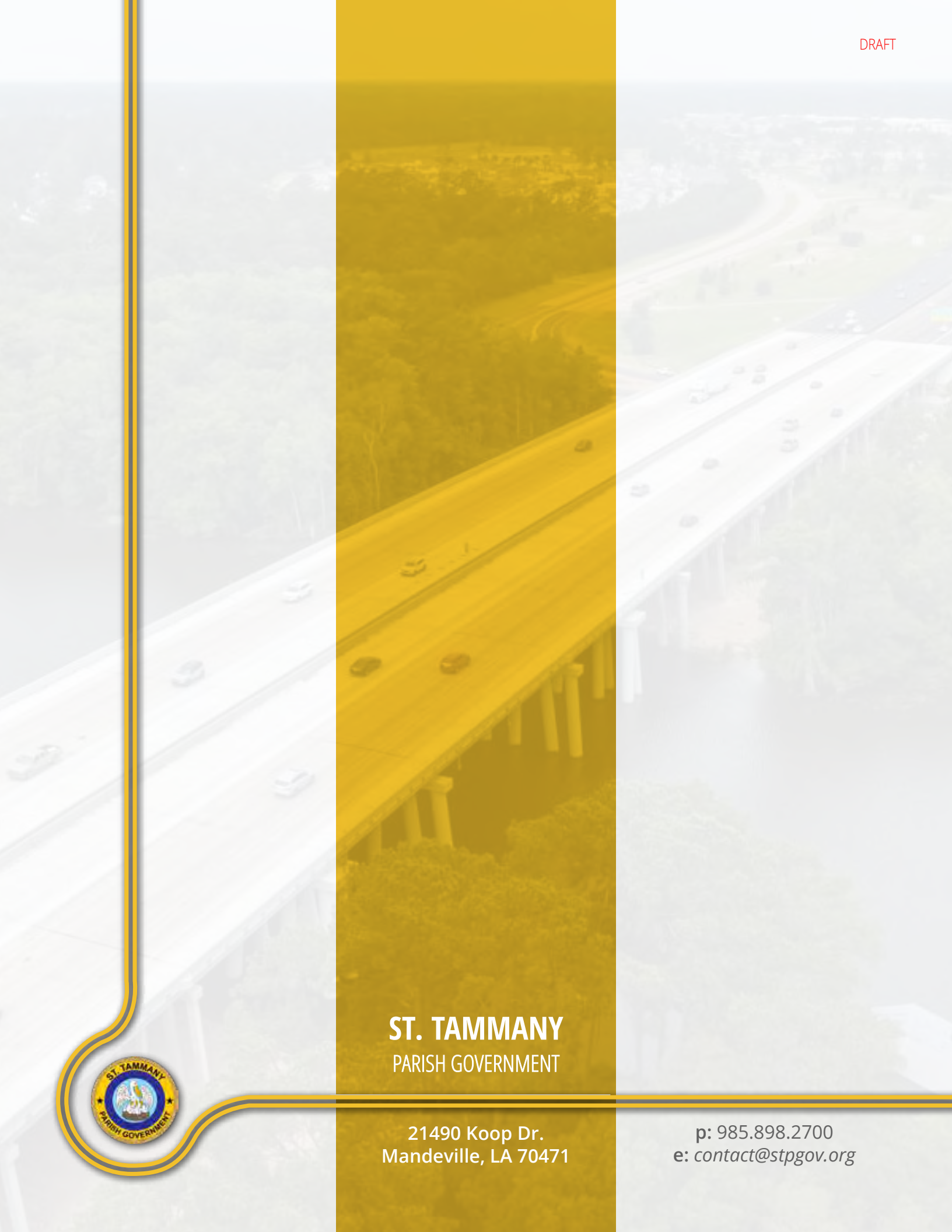

ST. TAMMANY
PARISH GOVERNMENT

21490 Koop Dr.
Mandeville, LA 70471

p: 985.898.2700
e: *contact@stpgov.org*