City of Central, Louisiana

TRANSPORTATION PLAN

Final Report: Volume I

September 2013

Developed For

Developed By

NEEL-SCHAFFER
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Central at a Glance

- According to Census 2010, the City of Central has 10,574 housing units with 26,864 people.
- Median household income in the City of Central is $64,223 which is 39% higher than in East Baton Rouge Parish.
- Approximately 89% of workers from the City of Central commute to work by single-occupancy vehicle (SOV) use. (In comparison to: Alexandria – 84%; Baton Rouge – 77.2%; Lafayette – 82.4%; Lake Charles – 80.5%; New Orleans – 69%; Shreveport – 82.7%)
- Almost 80% of working residents commute out of the city for employment. (In comparison to: Alexandria – 48%; Baton Rouge – 45%; Lafayette – 44%; Lake Charles – 43%; New Orleans – 43%; Shreveport – 36%)
- Average one-way commute time to jobs in the City of Central is 29.3 minutes which is 29.3% higher than East Baton Rouge Parish. (In comparison to: Alexandria – 15.9; Baton Rouge – 20.1; Lafayette – 20.5; Lake Charles – 16.6; New Orleans – 22.9; Shreveport – 18.4)
- City of Central has significant amount of congestion-induced travel-time delays during peak periods of the day due to the traffic coming from Livingston Parish. The city's congested roadway segments during peak periods are found along Hooper Rd, Joor Rd, Wax Rd and Greenwell Springs Rd.
- Most of the major roads lead to or through the city, creating congestion that is bad today and expected to get worse as the trips in and out of the city are expected to grow by 36% over next 25 years.
- Currently there is no fixed-route transit system serving the city.
- City of Central has a very limited number of dedicated bicycle facilities and most of the major city roadways have no sidewalks.

Chapter 2

Existing Transportation System

Existing city roadway network is providing intra-city travel along major corridors by connecting the city to the rest of the parish and other metropolitan areas. The city is within no more than a day's drive of several major population and commerce centers, including Lafayette, LA; New Orleans, LA; Shreveport, LA; Atlanta, GA; Dallas/Fort Worth, TX and Houston, TX. Baton Rouge International Airport, located within the vicinity of the city of Central, offers passenger and cargo air service to a variety of national destinations. This connectivity is an asset for both interregional travel and commercial movement of goods.

The primary means of movement within the city is the single-occupant automobile. The roadway network includes several state highways (LA 37, LA 64, LA 408, LA 410, LA 946 and LA 3034) and local roads that provide access within the city. Major roadways within the city carry a significant amount of through traffic coming from Livingston Parish creating congestion on roadways within the city.

Other than road transportation, the city has very limited transportation options. The city does not have a fixed-route transit system. Additionally, the city has a very limited number of dedicated bicycle facilities and most of the major city roadways have no sidewalks.

Road Network Capacity

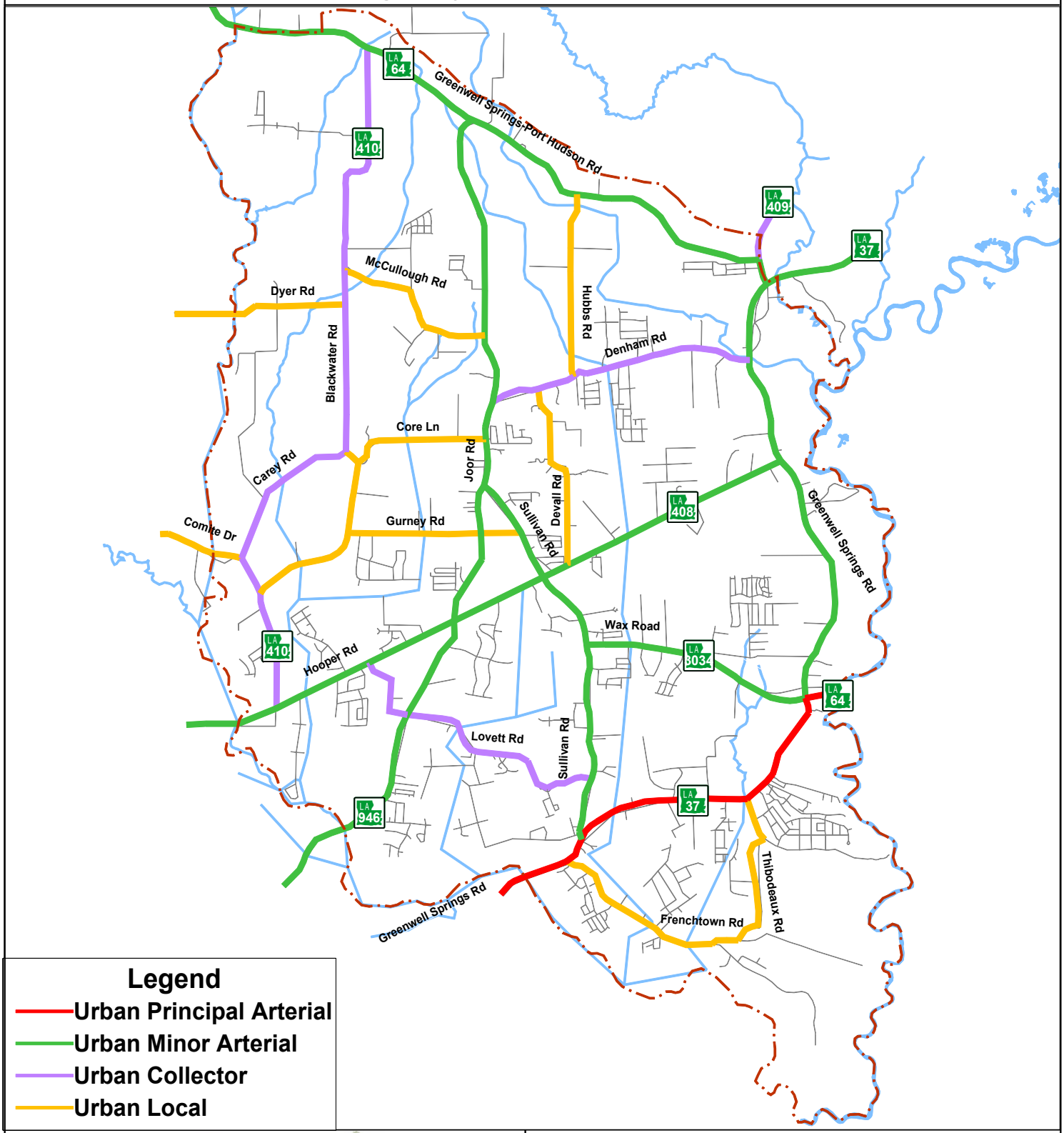
Most of the arterials in the city have unrestricted access to local traffic, creating conflict points, reducing roadway capacity and increasing the number of crashes, as well as travel time. This situation, compounded with a significant amount of through traffic, causes severe congestion during the peak periods of the day.

Major 4-lane arterials are designed to carry traffic volumes of 20,000 to 25,000 vehicles per day. Demand on some of the major city roadway corridors (Hooper Rd, Greenwell Springs Rd, Sullivan Rd, Joor Rd) during peak periods is higher than the capacity which, coupled with unrestricted access, is causing severe congestion and safety issues. Figure 1 shows the existing street and highway system.

CENTRAL, LOUISIANA
Transportation Plan 2037

Figure 1

2010 Highway Functional Classification



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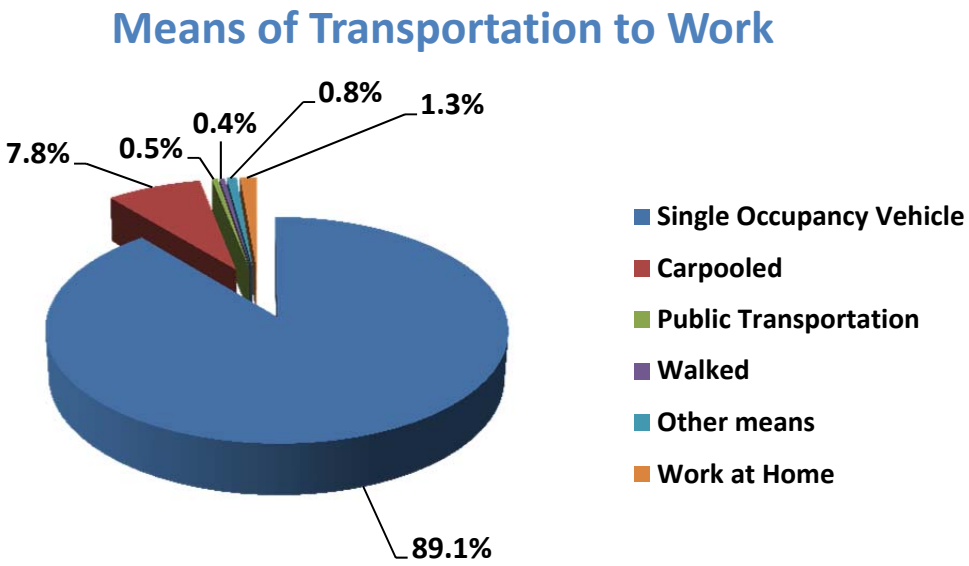
Commuting Patterns

The City of Central has a high rate of single-occupancy vehicle use to commute to work. According to the 2009-2011 American Community Survey (ACS) by the Census Bureau, nearly 89% of the city's commuters drove to work alone. This is significantly higher than the national average of 76% and the state average of 84%. The high rates of single-occupancy vehicle use are, to a large extent, the product of region-wide patterns of low-density development and segregated land uses and the absence of other attractive transportation options.



Source: Census Bureau, 2009 - 2011 American Community Survey

Almost 80% of the region's working residents commute out of the city for employment. In 2010, there were approximately 4,128 jobs in the city of Central of which only 1,178 (28.5%) jobs were filled by local workers. The following tables show the City labor market size, City labor force and employment efficiencies.

City of Central Labor Market Size (Primary Jobs)

	2010	
	Count	Share
Total Employed in the City of Central	4,128	100.0%
Total Workers Living in the City of Central	12,109	293.3%
Net Job Inflow (+) or Outflow (-)	-7,981	-

In-Area Labor Force Efficiency (Primary Jobs)

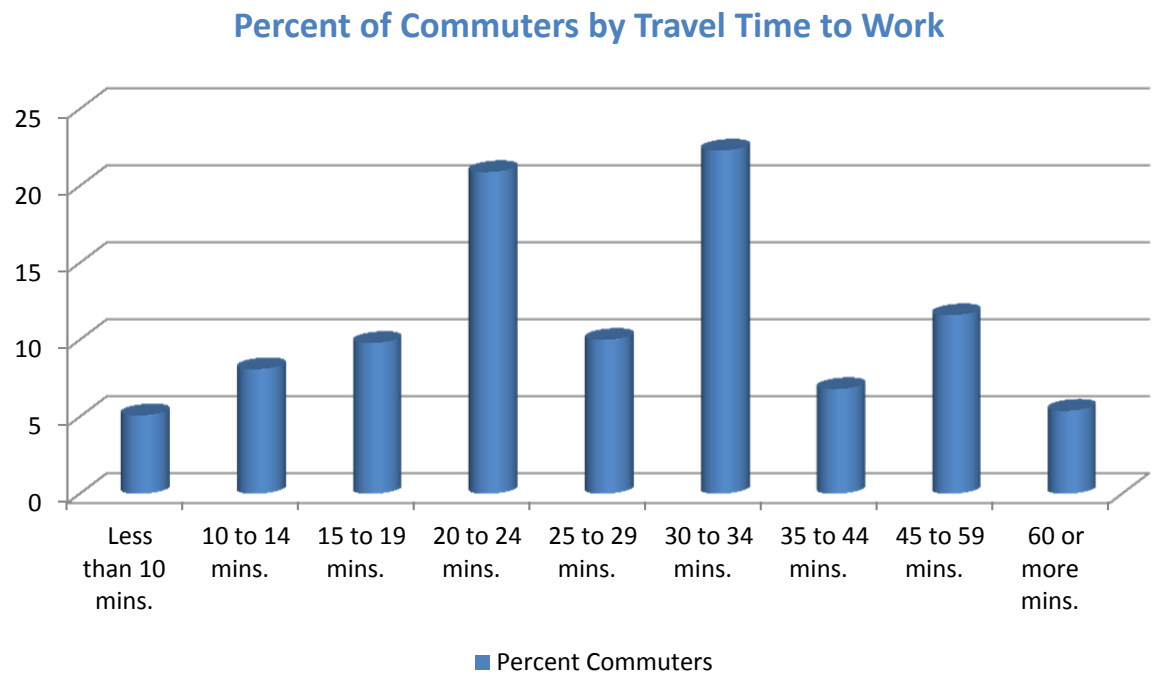
	2010	
	Count	Share
Total Workers Living in the City of Central	12,109	100.0%
Living and Employed in the City of Central	1,178	9.7%
Living in the City of Central but Employed Outside	10,931	90.3%

In-Area Employment Efficiency (Primary Jobs)

	2010	
	Count	Share
Total Employed in the City of Central	4,128	100.0%
Employed and Living in the City of Central	1,178	28.5%
Employed in the City of Central but Living Outside	2,950	71.5%

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2010).

Average one-way commute time to jobs in the City of Central is 29.3 minutes. This equates to about ten full days driving annually. About 53% of work trips have a range of 20 to 34 minutes of commute time. The graph below depicts the percent of commuters by travel time to work.



Data Source: 2009-2011 American Community Survey

Congestion

The City of Central has moderate congestion-induced travel-time delays during peak periods of the day. An analysis of the 2010 Baton Rouge MPO's Travel Demand Model results show that commuters lost over 293,000 hours and $6.4 million annually due to traffic congestion in the City of Central. According to 2010 Annual Urban Mobility Report published by Texas Transportation Institute (TTI), small urban areas in the nation on average lost $122 million annually due to traffic congestion.

The average commuter in the city experienced about 48 total hours per year of delay due to highway congestion. While roadway congestion is not as significant as in small urban areas across the nation, it still has the potential to affect economic development, contribute to air quality problems, and negatively impact the region's livability.

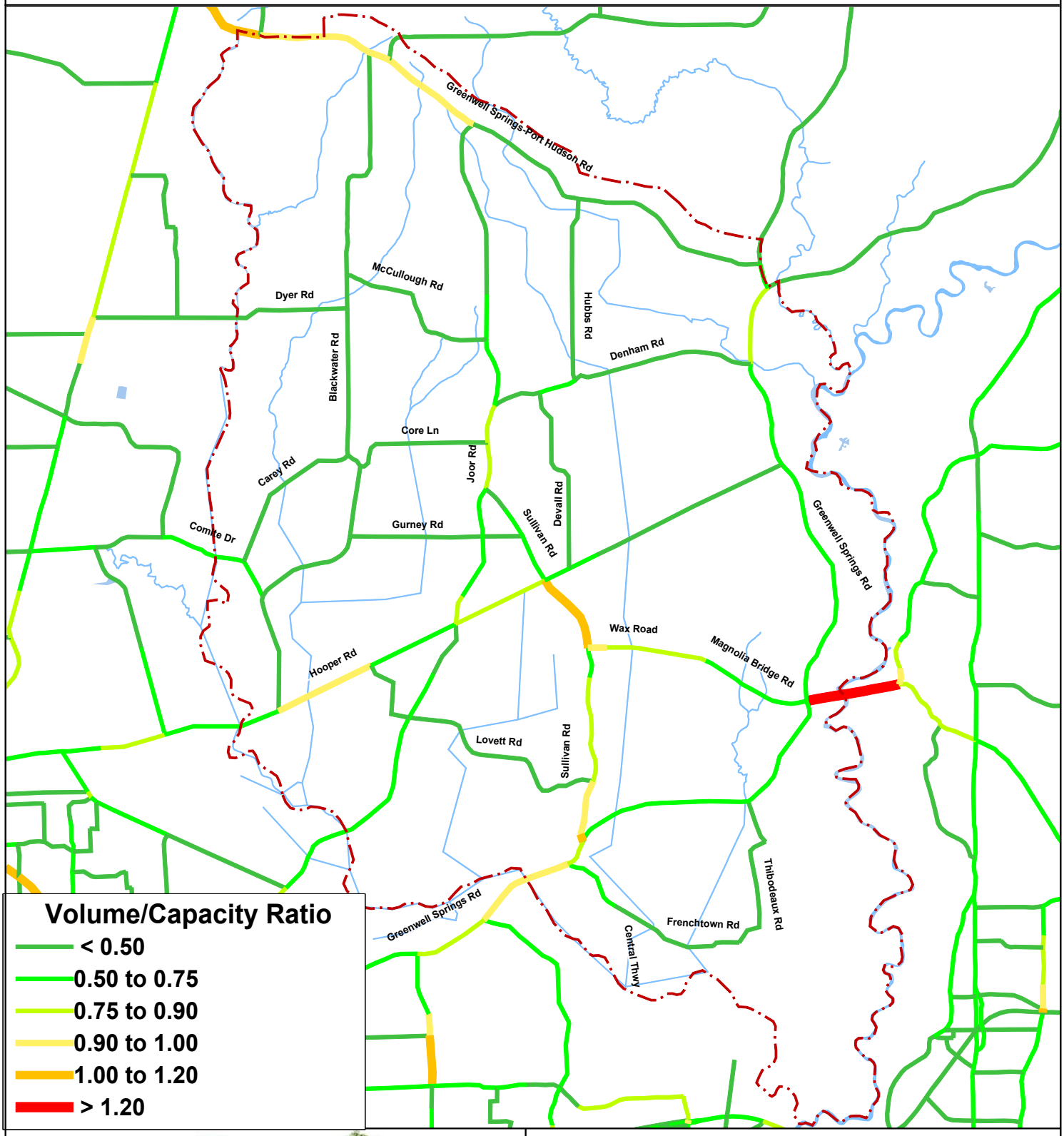
Roadway congestion can be measured by examining roadway level of service (LOS) at peak hours of the day. Though detailed calculation of peak hour LOS of each link is not conducted under this study, link LOS can be estimated using the travel demand model results in terms of volume/capacity (VOC) ratios. The following VOC to LOS conversion values were used.

VOC	LOS
0.00 to 0.49	A
0.50 to 0.74	B
0.75 to 0.89	C
0.90 to 0.99	D
1.00 to 1.20	E
> 1.20	F

A roadway segment with an LOS of E or F generally has more traffic than can be handled, leading to long queues at intersections or slow traffic on freeways/interstates and major arterials. Figure 2 shows these congested areas, which are concentrated in the City of Central.

Figure 2

2010 Model Scenario - V/C Ratio



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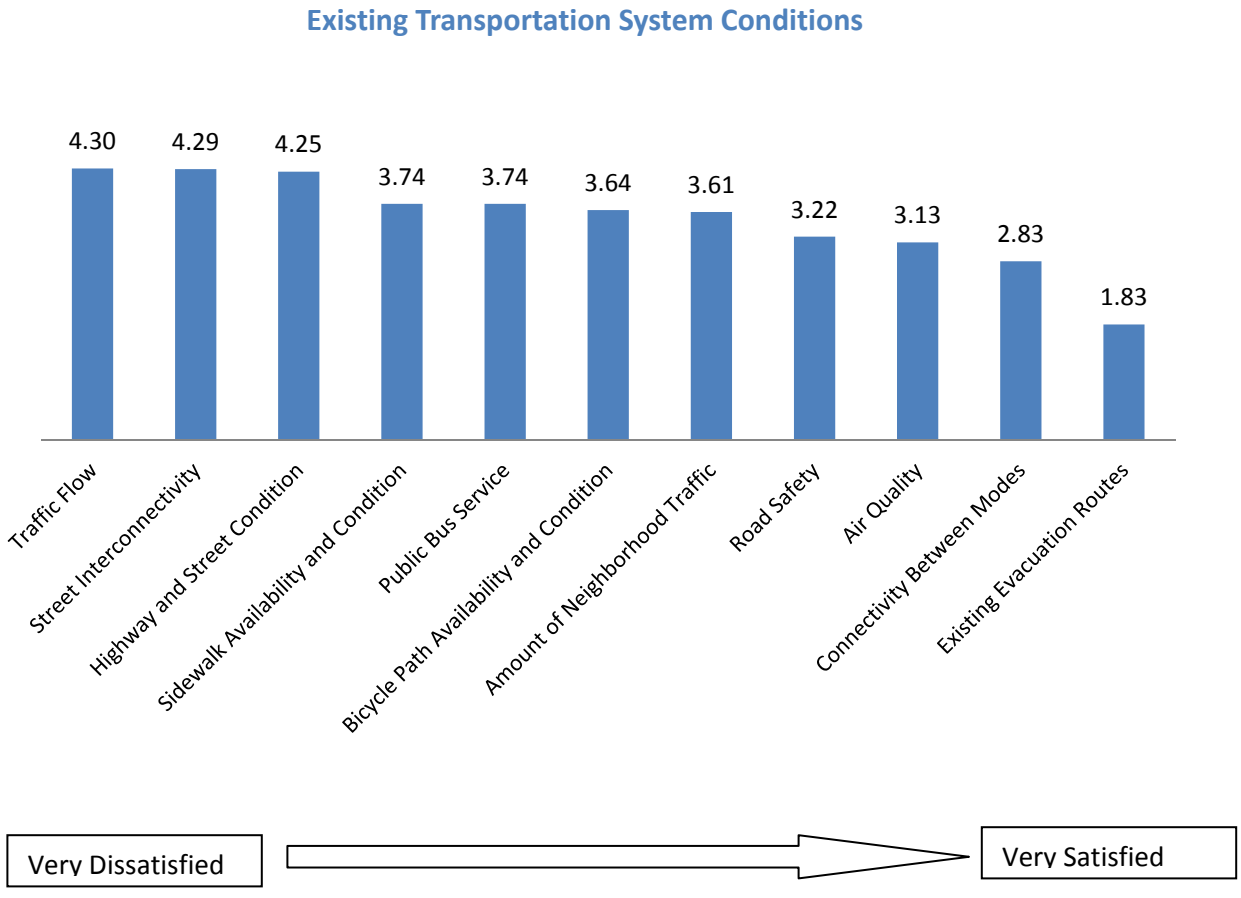
Chapter 3

Visioning + Community Engagement

The plan development process included public outreach to understand the community thoughts on existing transportation network and needs. This outreach included public meetings at which the residents of Central were asked to provide their input on the existing transportation system, need for future improvements and transportation system improvement priorities. The following charts summarize the input received through this process. Public meeting sign-in sheets are included in Appendix A.

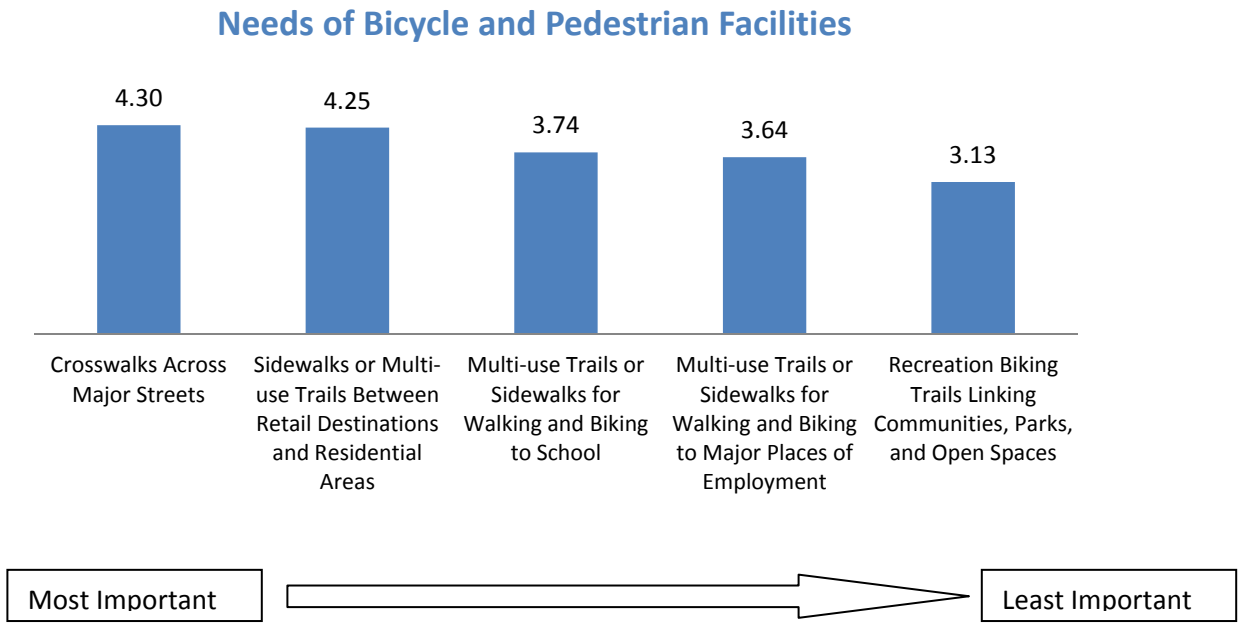
What did we hear from you regarding existing transportation network?

In this exercise, citizens were asked to rank the existing transportation system conditions on a scale of 1 to 5, with 1 being "Very Satisfied" and 5 being "Very Dissatisfied". The following chart shows the results of this exercise.



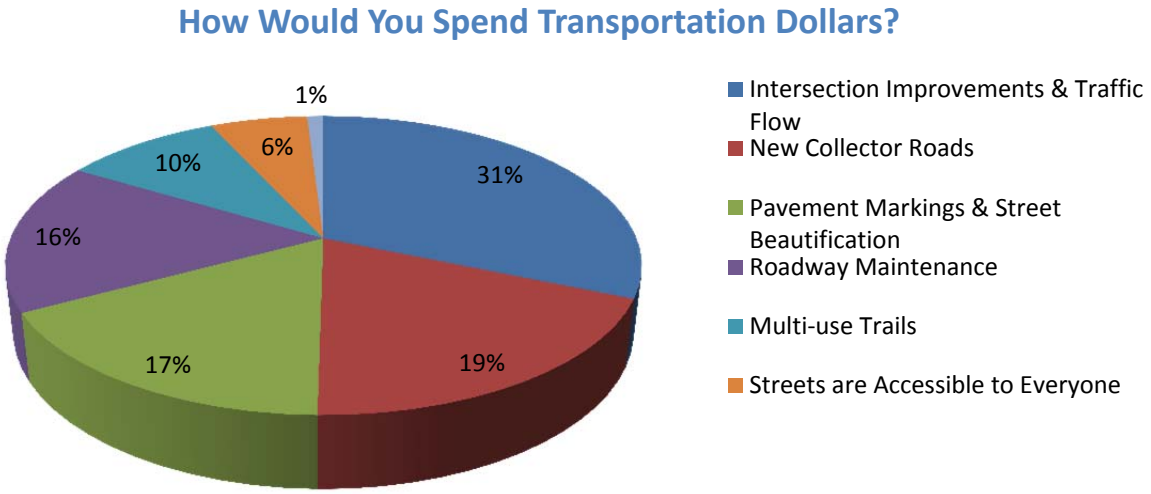
What did we hear from you regarding the improvements to the Bicycle and Pedestrian Facilities?

In this exercise, citizens were asked to rank the desired improvements to the bicycle and pedestrian facilities on a scale of 1 to 5, with 5 being "Most Important" and 1 being "Least Important". The following chart shows the results of this exercise.



How would you like to spend City's transportation dollars?

In this exercise, citizens were asked to budget the transportation funds to various improvements based on their needs and priorities. Each participant was given $100 worth of green sticker dots, 20 dots with each dot representing $5. The following chart shows the results of this exercise.



Chapter 4

Vision, Goals and Strategies

Given the existing conditions, public input, future challenges and opportunities, the transportation plan outlines the following vision and goals to build a resilient transportation network that will lead to a healthy and livable community.

Vision Statement

"The City of Central shall plan, design, fund, construct, operate, and maintain a safe, multi-modal functional transportation system in an aesthetically pleasing manner consistent with the vision of the city."

Recommended Goals

- Ensure that the roads and highways are in a safe and attractive condition for both passenger and goods movement.
- Maximize the operational efficiency of transportation facilities.
- Make Central a model city that is safe, convenient and attractive for walking and biking for people of all ages and abilities.
- Facilitate movements between modes by providing seamless connections for passengers (motorized and non-motorized) and freight.
- Ensure that the transportation system improvements are in compliance with the land use plan and land developments are in compliance with the transportation plan.
- Ensure safety for all users of transportation facilities and services.
- Identify the funding needed for the city's transportation system and potential sources for that funding.
- Review and update the City of Central Transportation Plan once every five years.

Strategies

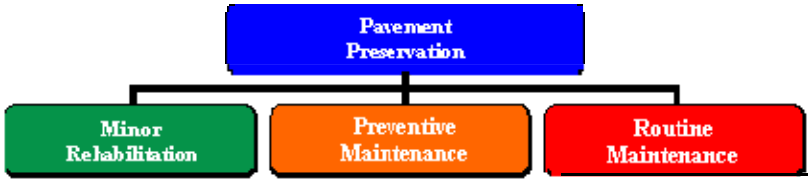
This section outlines various strategies that the city should implement to improve transportation within the City of Central.

Transportation System Preservation

The major roadway network in the City of Central area is more than 76 miles long and provides surface transportation to the people and businesses in the city. All of these roads are expected to continue to provide mobility and accessibility to the users of the transportation system. Throughout the community engagement process, the residents of Central emphasized their belief in the preservation and maintenance of the existing transportation system.

Pavement preservation represents a proactive approach in maintaining a city's existing streets and highways. It enables city and state agencies to reduce costly, time consuming rehabilitation and reconstruction projects and the associated traffic disruptions. With timely preservation, the city can provide the traveling public with improved safety and mobility, reduced congestion, and smoother, longer lasting pavements.

A Pavement Preservation program consists primarily of three components: preventive maintenance, minor rehabilitation (non-structural), and some routine maintenance activities. This three-pronged approach is shown below:



Components of Pavement Preservation

Sufficient resources must be allocated to protect the public investment as well as provide a safe and high quality travel experience. The city should give funding priority to system preservation and allocate a sizeable portion of available revenues to this purpose.

Goals achieved by the implementation of this strategy:

- Ensure that the roads and highways are in a safe and attractive condition for both passenger and goods movement
- Maximize the operational efficiency of transportation facilities
- Ensure safety for all users of transportation facilities and services

Operational Efficiency Strategies

The need to operate the city transportation system as efficiently as possible is a top priority to provide a reliable and safe transportation system that will enhance the livability of the City of Central. There are several strategies such as travel demand management, transportation system management & operations, and intelligent transportation systems can be implemented to improve the efficiency of the transportation system. These are generally low-cost, quick implementation projects and programs.

Even though congestion in the City of Central is not as severe as larger cities, there are intersections that operate at unacceptable level of service during peak hours. This issue can be better addressed by the implementation of transportation system management and operations strategies. Most applicable strategies for the city include the following:

1. Intersection improvements
2. Traffic signal improvements

Intersection Improvements

Intersection improvements such as turning lanes, roundabouts, grade separations, pavement striping, signage and lighting, bus turnouts, and channelization of traffic can greatly improve traffic flow operation on arterials. It is encouraged that Americans with Disabilities Act compliant ramps should be installed by the city as part of intersection improvement projects to provide access to useable walkways.

Traffic Signal Improvements

The signalized intersection is one of the more complex features of a traffic system. Signals are an effective means to control movement of vehicles, bicycles, and pedestrians at intersections. Increases in vehicular, bicycle, and pedestrian traffic can cause older traffic control devices (and traffic signal plans) to become outdated as they cannot accommodate more sophisticated signal timing plans. Installation and operation of state-of-the-art traffic control equipment and implementation of optimized signal timing plans are cost-effective solutions resulting in improved traffic flow in many locations.

Operational Efficiency Toolbox

- Pedestrian countdown timers at intersections can keep pedestrians from crossing in the intersection before the signal turns red, helping traffic to flow more smoothly. It also has the benefit of increasing pedestrian safety.

- The use of roundabouts can be used for traffic calming and increase safety of the roadways. Roundabouts work well for low volume roadways and produce fewer crashes than four-way stops and signalized intersections.

- The use of alternative intersection designs can reduce traffic congestion for a relatively low cost. Designs include Superstreets, Michigan U-Turns, and Continuous Flow Intersections. These alternatives displace the left-turn movement from the main roadway and allow reassignment of green-time to through traffic.

- Narrowed travel lanes can be used to encourage drivers to slow their speeds to acceptable driving speed and increase the safety for them and those around them. These lanes can be created by using small lanes or painting patterns that make the lanes appear smaller than they are.

Goals achieved by the implementation of this strategy:

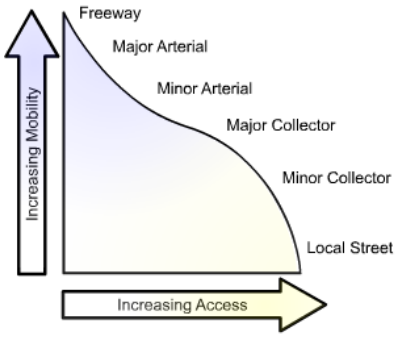
- Maximize the operational efficiency of transportation facilities
- Ensure safety for all users of transportation facilities and services

Access Management

According to FHWA[1], Access Management (AM) is the proactive management of vehicular access points to land parcels adjacent to all manner of roadways. Good AM promotes safe and efficient use of the transportation network. AM encompasses a set of techniques that state and local governments can use to control access to highways, major arterials, and other roadways. These techniques include:

- **Access Spacing**: increasing the distance between traffic signals improves the flow of traffic on major arterials, reduces congestion, and improves air quality for heavily traveled corridors.
- **Driveway Spacing**: Fewer driveways spaced further apart allow for more orderly merging of traffic and presents fewer challenges to drivers.
- **Safe Turning Lanes**: dedicated left- and right-turn, indirect left-turns and U-turns (or J-Turns), and roundabouts keep through-traffic flowing. Roundabouts represent an opportunity to reduce an intersection with many conflict points or a severe crash history (T-bone crashes) to one that operates with fewer conflict points and less severe crashes (sideswipes) if they occur.
- **Median Treatments**: two-way left-turn lanes (TWLTL) and non-traversable raised medians are examples of some of the most effective means to regulate access and reduce crashes.
- **Right-of-Way Management**: as it pertains to R/W reservation for future widening, good sight distance, access location, and other access-related issues.

Access Management provides an important means of maintaining mobility. It calls for effective ingress and egress to a facility, efficient spacing and design to preserve the functional integrity, and overall operational viability of street and road systems. The following diagram shows that different roadways serve different functions. Freeways serve higher volumes of regional through traffic and need more access control to preserve their traffic function. Frequent and direct property access is more compatible with the function of local and collector roadways.



Conceptual Roadway Functional Hierarchy
(See glossary for description of roadways)

[1] http://www.ops.fhwa.dot.gov/access_mgmt/what_is_accsmgmt.htm

This plan recommends developing access standards in coordination with LADOTD's access management policy that achieve a balance between property access and functional integrity of the road system. Studies show that implementing access management provides three major benefits to transportation systems:

- Increased roadway capacity
- Reduced crashes
- Shortened travel time for motorists

Access Management Toolbox

- The limitation of direct access to higher functionally classified roadways will improve safety as well as reduce congestion on the system.

- Use of curbed medians and strategically placed median openings can reduce conflict points along the roadway. This makes the roadway safer to travel, and helps to reduce congestion from long queues and eliminates the need for two-way left turn lanes.

- Additions of frontage roads along major routes can allow the closure of median openings and reduce conflict points and access to the route. The frontage roads can also increase the capacity of the roadway as well as reduce the congestion.
- The use of land-use and driveway ordinances will assist in access management by limiting the access points to roadways which will improve the safety of the roadway corridor.

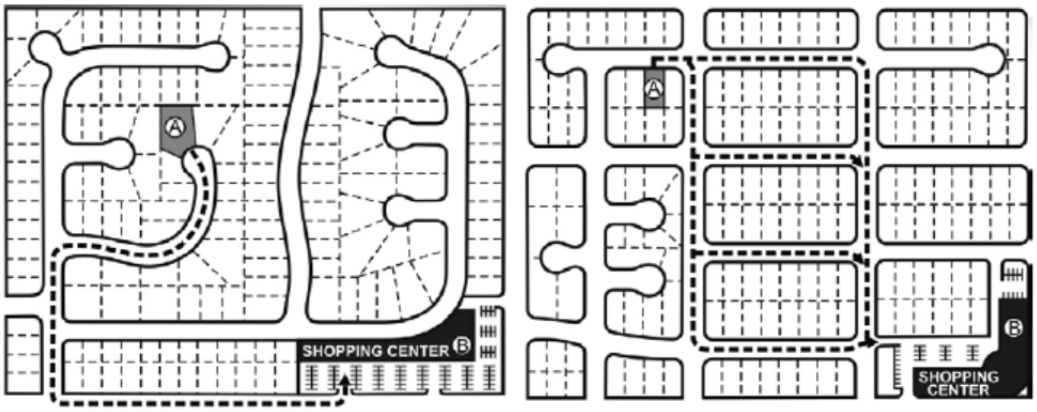
Goals achieved by the implementation of this strategy:

- Ensure that the roads and highways are in a safe and attractive condition for both passenger and goods movement
- Maximize the operational efficiency of transportation facilities
- Ensure safety for all users of transportation facilities and services
- Ensure that the transportation system improvements are in compliance with the land use plan and land developments are in compliance with the transportation plan

Street Connectivity

Connectivity refers to the density of connections in the path or road network and the directness of links. A well-connected road or path network has many short links, numerous intersections, and minimal dead-ends (cul-de-sacs). As connectivity increases, travel distances decrease and route options increase, allowing more direct travel between destinations, creating a more accessible and resilient

system. Connectivity can apply both internally (streets within that area) and externally (connections with arterials and other neighborhoods).



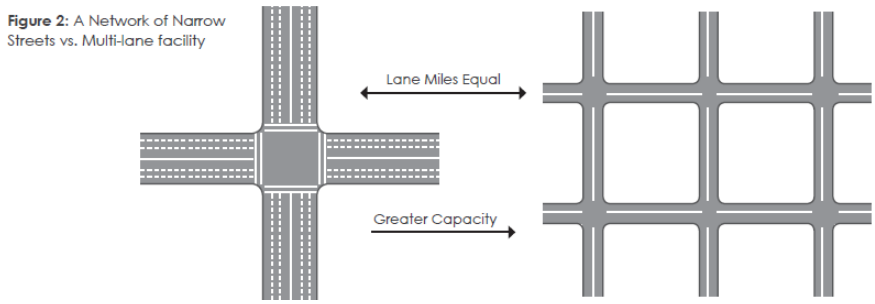
The collector in a typical hierarchical network (A) channels traffic from local streets to the arterial street system. A system of parallel connectors (B) provides multiple and direct routes between origins and destinations. Source: Kimley-Horn and Associates, Inc. and Digital Media Productions.

There are several ways to calculate the connectivity in an area. This plan used the methodology described in *Ewing, 1996*[2] which defines the connectivity index as a ratio of roadway links to nodes. Links are the segments between intersections and nodes are the intersections themselves. Cul-de-sac heads count the same as any other link end point. A higher index means that travelers have increased route choice, allowing more direct connections for access between any two locations. The minimum index defining a walkable community is 1.4 to 1.6.

The existing street connectivity index for the City of Central is 1.07 which is much lower than the minimum index value needed for a walkable community. Local citizens perceive this lack of connectivity and sidewalks, and voiced their strong preference to create a safe walkable community during the public outreach process.

Street networks should be set up where multiple routes are accessible to the users. Increased connectivity of the network will result in greater capacity. The use of a more traditional urban connected network allows for several roadway choices and allows users to choose the best route based on traffic conditions. This can be accomplished by creating a grid system during new development.

[2] Reid **Ewing** (1996), *Best Development Practices; Doing the Right Thing and Making Money at the Same Time*, Planners Press (www.planning.org), 1996.



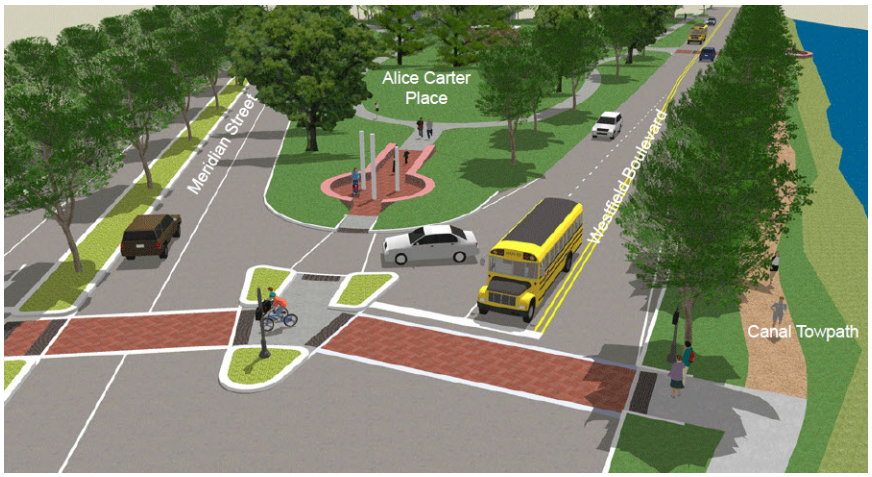
Source: http://www.brgov.com, FUTUREBR

Goals achieved by the implementation of this strategy:

- Maximize the operational efficiency of transportation facilities
- Ensure safety for users of transportation facilities and services
- Ensure that the transportation system improvements are in compliance with the land use plan and land developments are in compliance with the transportation plan
- Make Central a model city that is safe, convenient and attractive for walking and biking for people of all ages and abilities

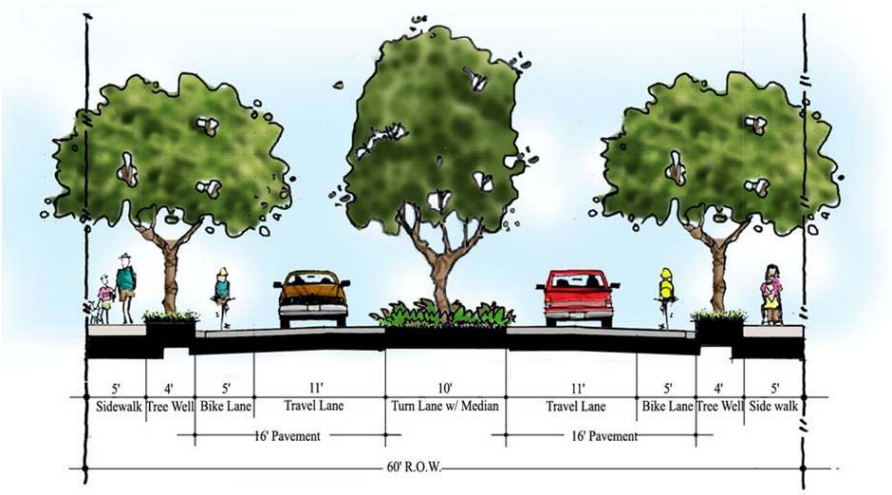
Complete Streets

Louisiana's *Complete Streets* policy was developed by LADOTD in 2010 to ensure a fully-integrated transportation system that safely accommodates vehicles, pedestrians, bicyclists, and transit users. The policy principally effects new and reconstruction roadway projects, and includes *Complete Streets* provisions, such as sidewalks, crosswalks, bicycle/pedestrian or multi-use paths, to be integrated into the project development process.



An Example of a "Complete Street"

Source: http://www.urbanindy.com/wp-content/uploads/2010/09/harmoni_1.jpg



An Example of a "Complete Street in Section"

Source: http://www.kauai.gov

Complete Streets are not "one size fits all" design solutions. A Complete Street might include sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable and accessible transit stops, frequent and well-maintained crossing opportunities, median islands, accessible pedestrian signals, curb extensions, and more. Complete Streets are designed to balance safety and convenience for everyone using the road. The components of a Complete Street will vary based on the rural, suburban, or urban context of the roadway.

A Complete Street in an urban area will look quite different from a Complete Street in a rural area.

Source: LADOTD Complete Street Policy Document

Complete Streets Toolbox

- Crosswalks on all approaches should be designed with highly visible markings. This will help drivers identify where pedestrians are and increase safety.

- Wheelchair-accessible curb ramps and audible indicators should be included at each intersection. This will increase the safety for those with disabilities, as well as make navigating an intersection a more comfortable experience.

- Roundabout designs can be created that accommodate pedestrians, bicycles, transit, and vehicles. The roundabout design can also provide opportunities for landscaping, local landmarks, and other visual effects.

- The use of multi-way boulevards can provide room for traffic, safe access lanes, and provides for pedestrian travel. This type of roadway increases the safety of the roadway user and can reduce congestion to an extent, while also spurring development along the roadway. (Image Source: RRCO Planning)

- The use of landscaping and landmarks along a roadway can create gathering places for pedestrians and add interest to walking along the route.

Goals achieved by the implementation of this strategy:

- Maximize the operational efficiency of transportation facilities
- Ensure safety for all users of transportation facilities and services
- Ensure that the transportation system improvements are in compliance with the land use plan and land developments are in compliance with the transportation plan
- Make Central a model city that is safe, convenient and attractive for walking and biking for people of all ages and abilities

Capacity Improvements

Despite the need to emphasize multi-modal transportation system and operational efficiency strategies to reduce vehicular demand to improve air quality and reduce congestion, roadways remain a primary component in addressing the region's transportation needs. Obviously, going forward the city should implement policies to plan, design, construct and maintain future roadways to meet needs of all users of transportation system using various strategies mentioned in this report.

A list of roadway capacity improvement projects that serve the current and long term needs of the city were developed by compiling demographic data forecasts based on the city's adopted Master Land Use

Plan and by conducting a quantitative analysis of future trips using the Baton Rouge Metropolitan Planning Organization's travel demand model.

Demographic Data Projections

Transportation projects selected to be included in the City of Central's transportation plan are based not only on the public's vision, but also on forecasts of future travel demand. Forecasts of future travel demand indicate where new demand is being created and existing patterns are being modified, based in part on demographic changes and patterns of development. Factors such as land use, population size, the number of housing units and jobs, their location, and school enrollment all have significant impacts on trip generation. Forecasting future travel demand, therefore, requires a forecasting of these factors.

The accuracy necessary for generating trips from planning data requires that the data be aggregated by small geographic areas called Traffic Analysis Zones (TAZs). These TAZs are generally homogeneous areas and were delineated based on factors such as population, land use, census tracts, physical landmarks, and governmental jurisdictions. The City of Central was divided into 52 TAZs and a map of the TAZs is shown in Figure 3.

To adequately forecast future transportation needs, future projections of demographic variables are needed. In order to accomplish this effort, data from the U.S. Census, Baton Rouge MPO demographic forecasts and the city of Central's Master Land Use Plan were analyzed to determine growth trends. The comparisons of the historic forecasts, current public infrastructure availability along with an analysis of recent aerial photography, showing available developable land for future growth, assisted in determining the location and timing of future growth within the study area.

The amount of change from 2010 to 2037 for each data variable was then allocated to individual TAZs based on available land for development using aerial imagery, current infrastructure, existing land use, future land use plan, and professional judgment.

In order to determine the timing of the change in demographic data to the interim years of 2017 and 2027, each TAZ was allocated to one of five time periods. The time periods are:

- Early (2010-2017)
- Early/Middle (2010-2027)
- Middle/Late (2018-2037)
- Late (2028-2037)
- Steady (2010-2037)

Each TAZ demographic change for the interim years 2017 and 2027 was then allocated based on the percentages in Table 1. Growth forecast timing areas are shown in Figure 4.

Table 1 Interim Year TAZ Growth Percentages			
	% of Total Growth (2010 – 2037)		
Timing	**2010-2017**	**2018-2027**	**2028-2037**
Early	70%	20%	10%
Early/Middle	40%	40%	20%
Middle/Late	20%	30%	50%
Late	10%	20%	70%
Steady	25%	35%	40%
Average	29%	35%	36%

Table 2 presents the forecast demographic data and employment for the study area. Figures 5 through 10 show the population and employment data by TAZ for years 2010 and 2037.

Table 2 Central Demographic Data by Year					
Variable	**Description**	**2010**	**2017**	**2027**	**2037**
POP	Household Population in Study Area	28,062	35,827	44,644	53,918
TOTPOP	Total Population in Study Area	28,121	35,886	44,703	53,977
SCHATT	School Enrollment	4,536	5,795	7,321	8,800
TOTDU	Total Dwelling Units	11,096	14,276	17,874	21,601
OCCDU	Occupied Dwelling Units	10,662	13,702	17,142	20,698
TOT_EMP	Total Employment	6,113	7,135	7,925	8,772
RET_EMP	Retail Employment	1,474	2,039	2,313	2,592
OTH_EMP	Non-Retail Employment	4,639	5,096	5,612	6,180

TAZ level demographic data for years 2010, 2017, 2027 and 2037 are included in Appendix B.

Figure 3

Traffic Analysis Zones

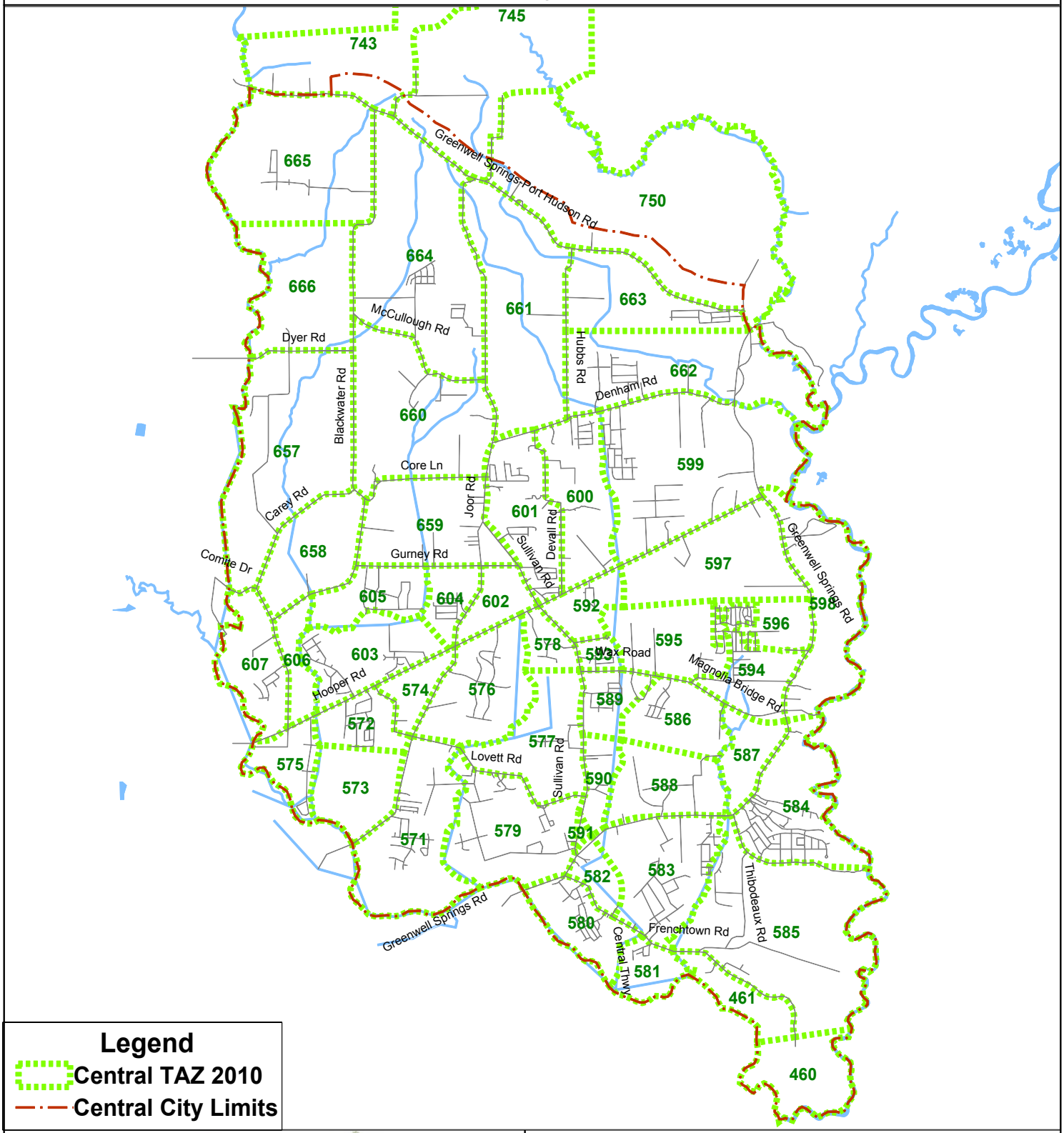


Figure 4

Growth Forecast Timing

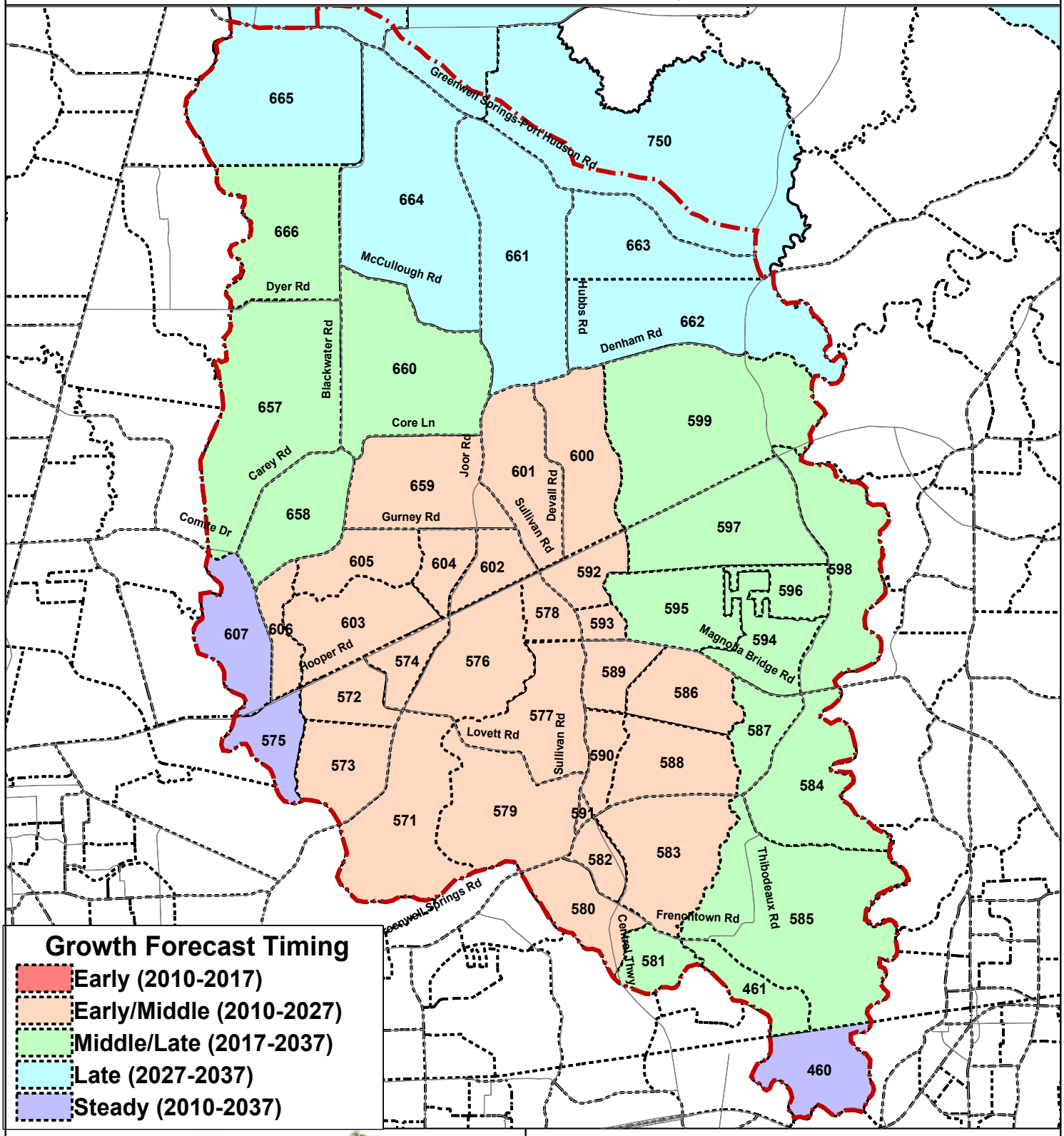


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Figure 5

2010 Population

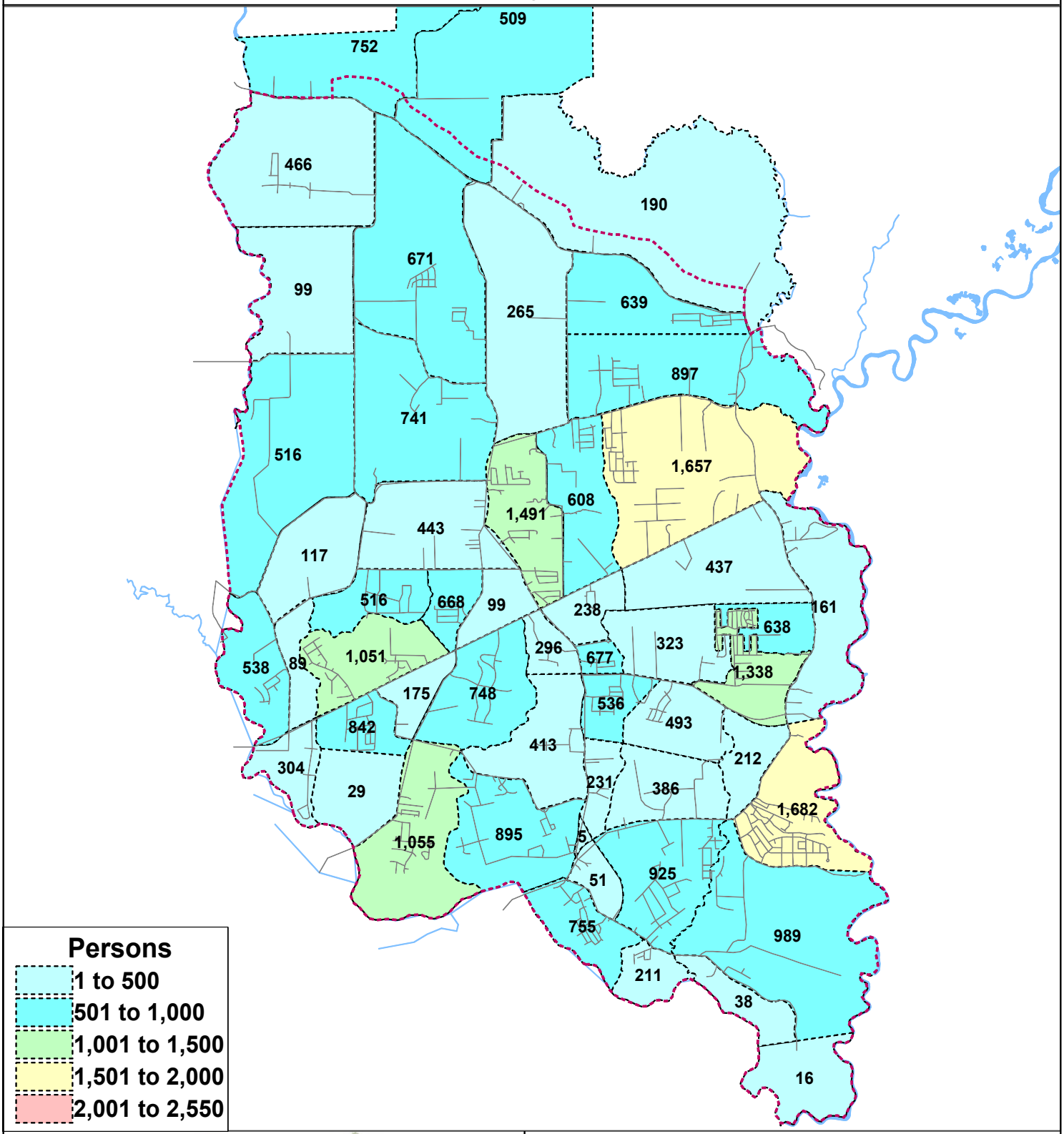

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Figure 6

2010 Total Employment

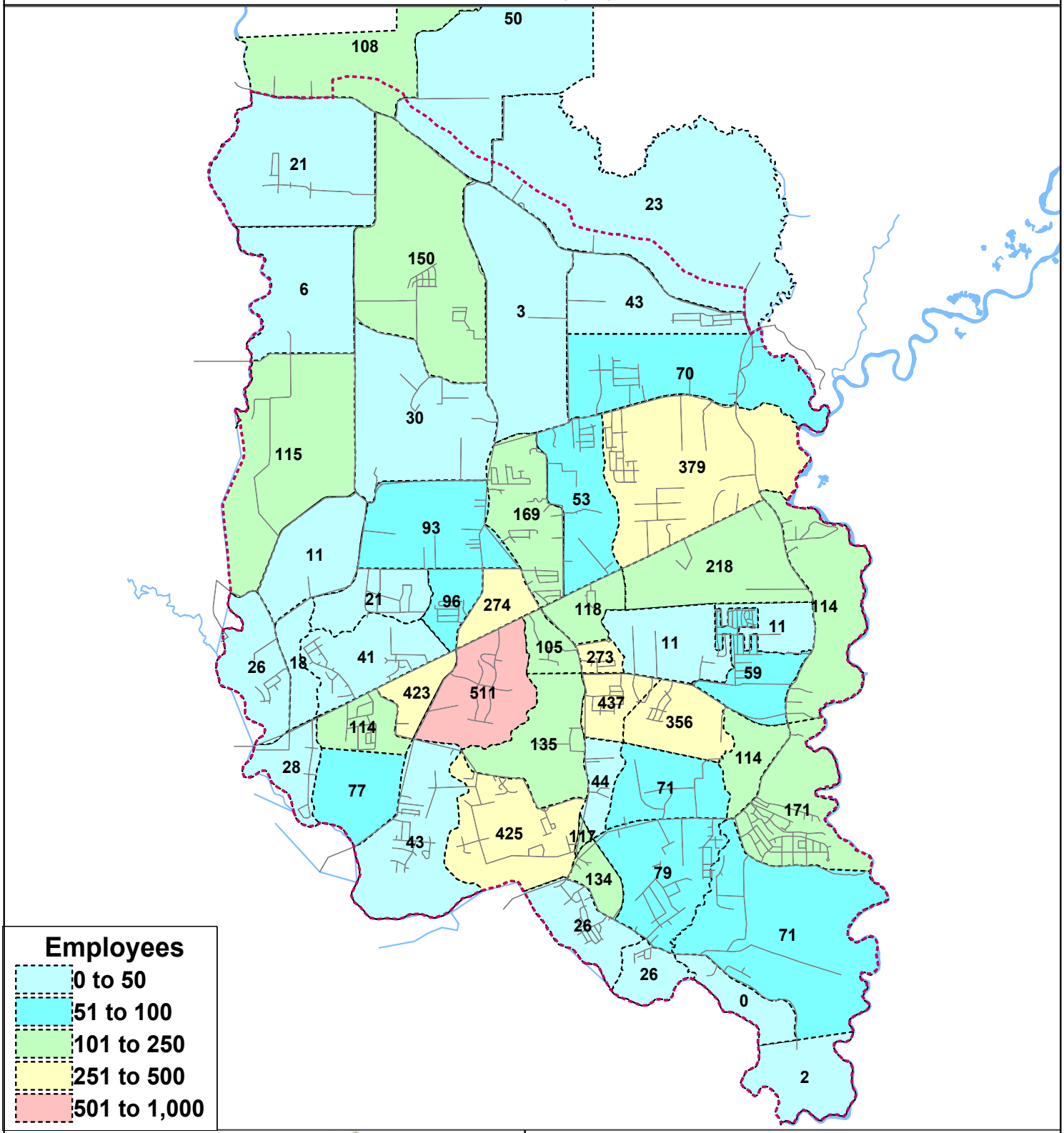


Figure 7

2010 Retail Employment

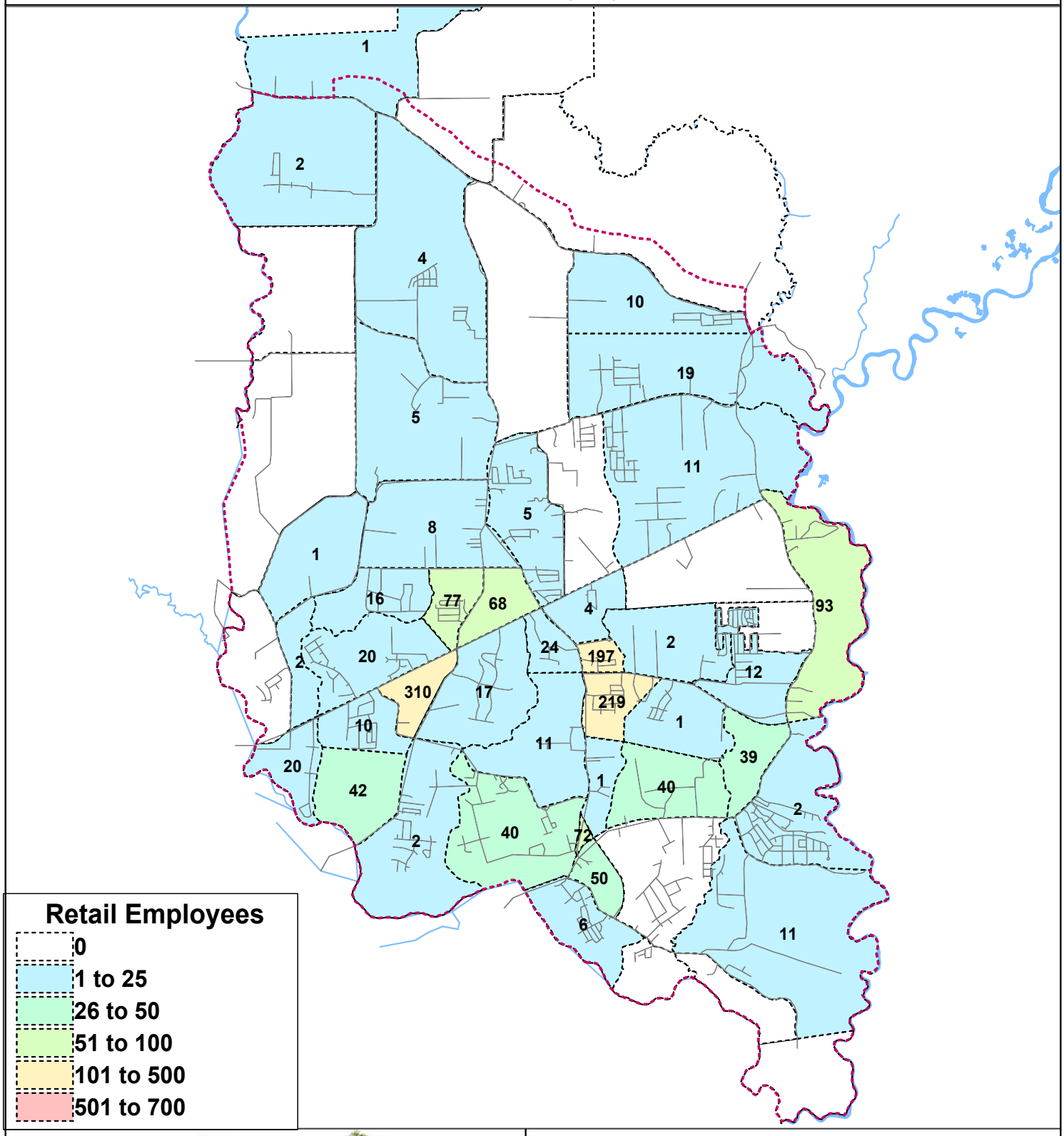


Figure 8

2037 Population

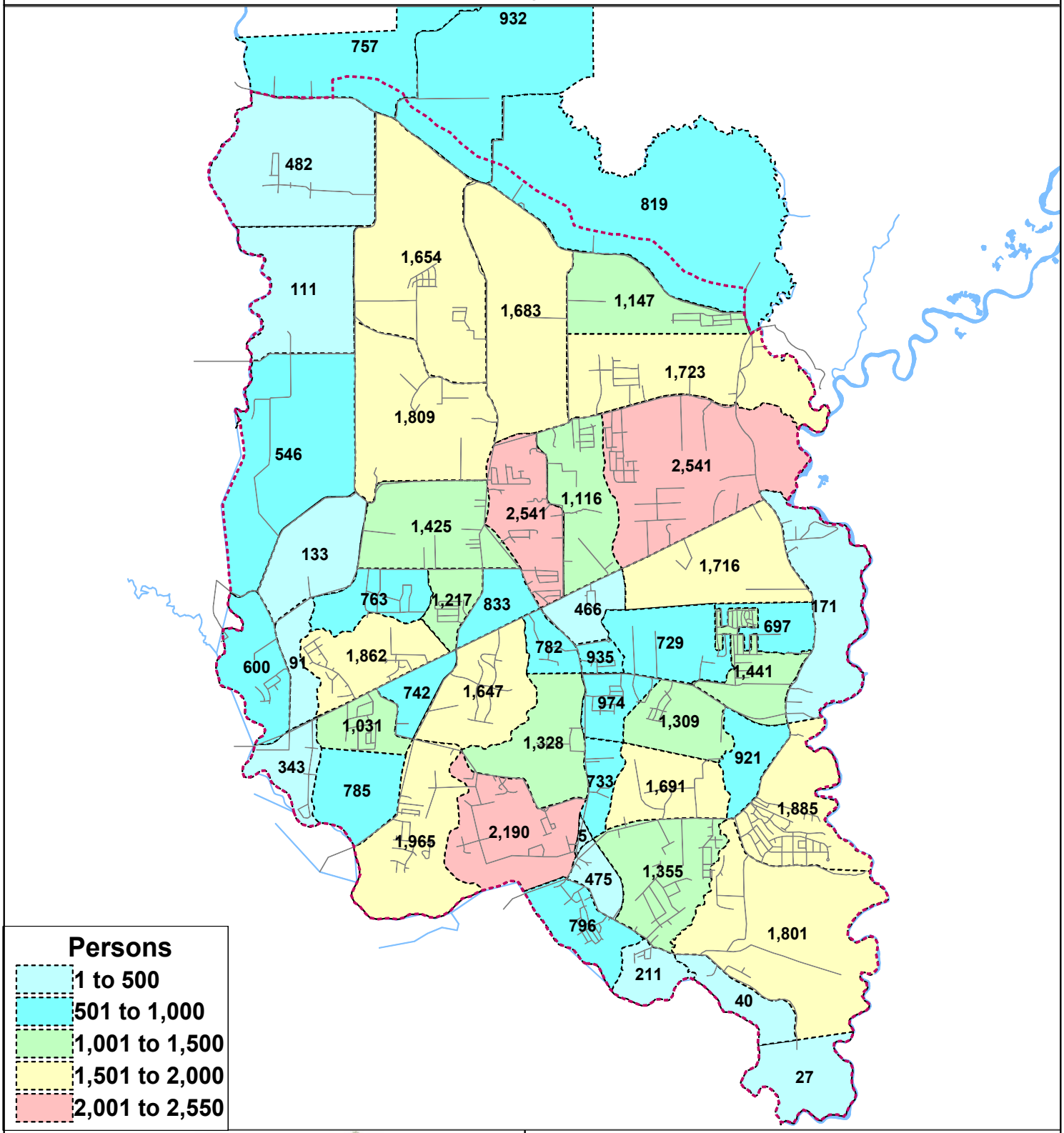


Figure 9

2037 Total Employment

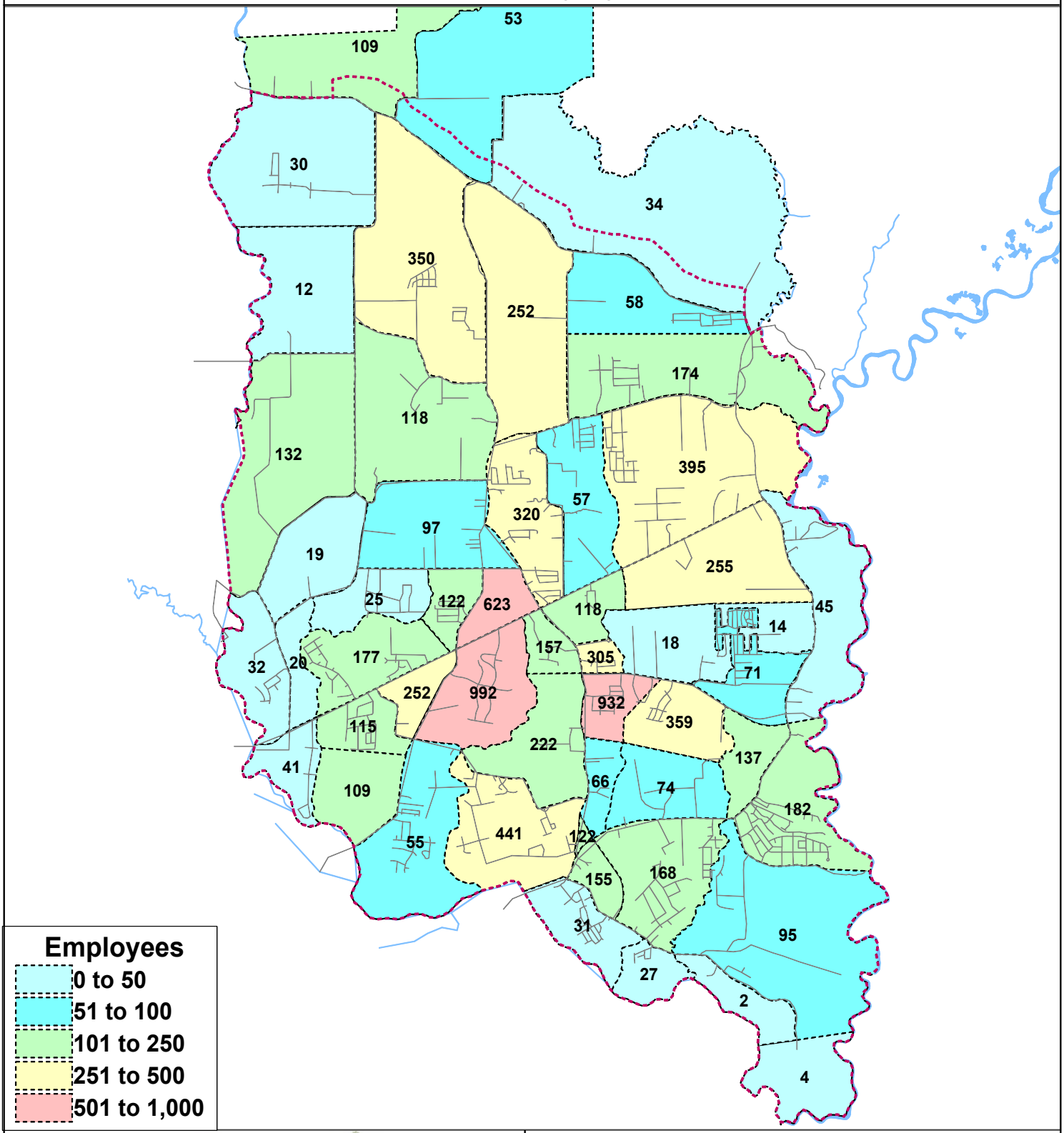
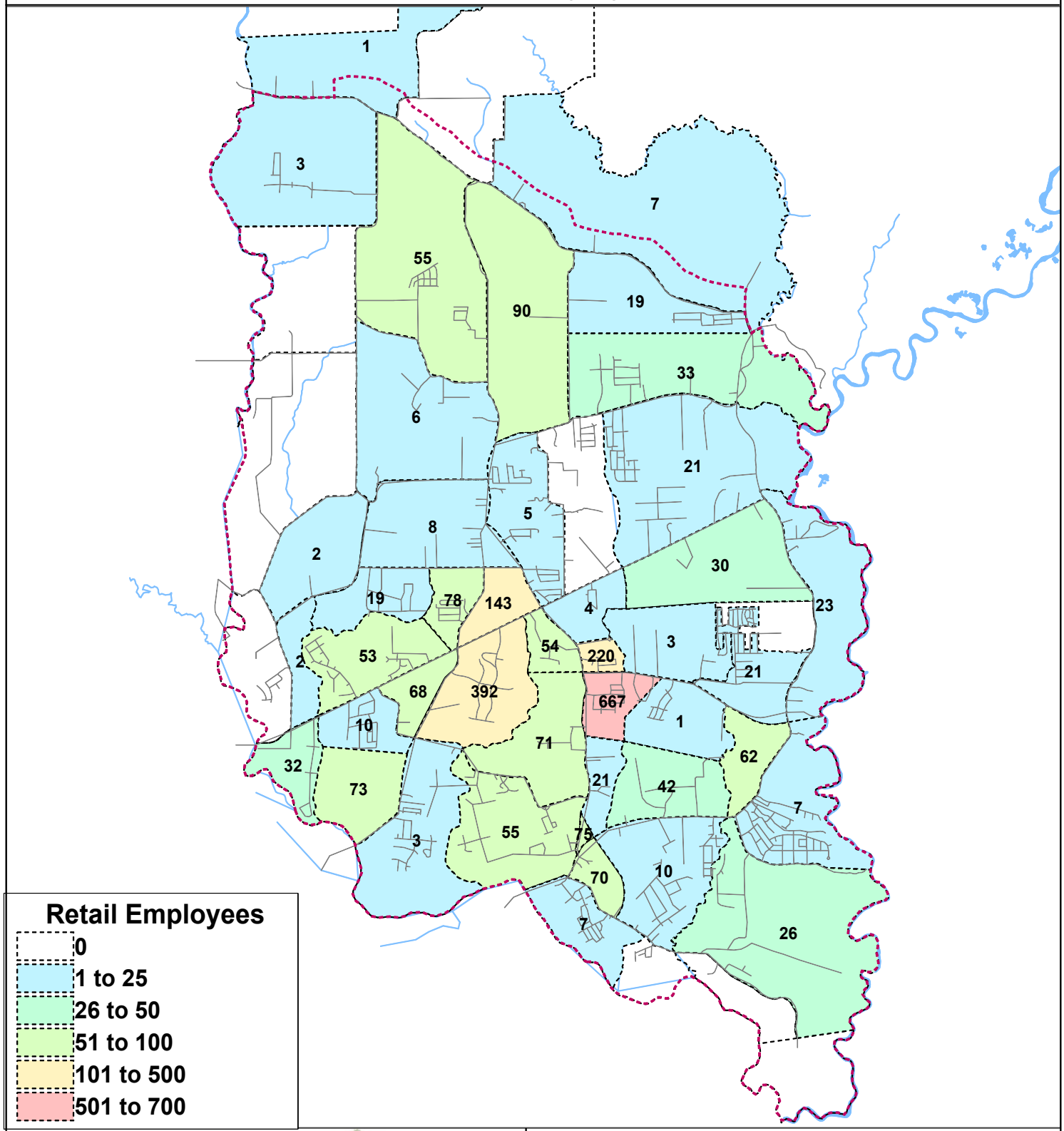


Figure 10

2037 Retail Employment



Alternative Scenario Analyses

The first step in determining the roadway network needs of the study area was the assignment of the target year trips to the No-Build (NB) network, in other words, what if no improvements to the current roadway network within the City of Central are made. This No-Build network includes existing roadway network plus all planned improvements within the adopted Baton Rouge Metropolitan Transportation Plan (MTP) excluding the planned projects within the City of Central. The No-Build network is shown in Figure 11.

By coding in the No-Build network and future demographic data into the Baton Rouge MPO's travel demand model, future roadway deficiencies within the city of central were identified. Figure 12 depicts the future deficiencies within the city.

After analyzing the future deficiencies, a set of roadway improvement projects were compiled and their impact on future congestion were tested using the Baton Rouge MPO's travel demand model. Table 3 lists the various scenarios analyzed and Figure 11 shows these scenarios graphically. The effectiveness of each scenario was graphically shown in Figures 13 through 20 in terms of LOS maps. Detailed model results are included in Appendix C.

Table 3

Alternate Scenarios

Scenarios	Highway	Location	Improvement
Alternate 1	Greenwell Springs Rd	Central Thwy to Magnolia Bridge Rd	Widen to 4 Lanes
Alternate 2	Hooper Rd	Blackwater Rd to LA 16	Widen to 4 Lanes and New 4 Lane and Amite River Bridge
Alternate 3	Wax Rd/Magnolia Bridge Rd	Sullivan Rd to Greenwell Springs Rd	Widen to 4 Lanes
Alternate 4	Joor Rd	Hooper Rd to Denham Rd	Widen to 4 Lanes
Alternate 5	Greenwell Springs Rd	Central Thwy to Magnolia Bridge Rd	Widen to 4 Lanes
	Hooper Rd	Blackwater Rd to LA 16	Widen to 4 Lanes and New 4 Lane and Amite River Bridge
Alternate 6	Greenwell Springs Rd	Central Thwy to Magnolia Bridge Rd	Widen to 4 Lanes
	Hooper Rd	Blackwater Rd to LA 16	Widen to 4 Lanes and New 4 Lane and Amite River Bridge
	Wax Rd/Magnolia Bridge Rd	Sullivan Rd to Greenwell Springs Rd	Widen to 4 Lanes
	Joor Rd	Hooper Rd to Denham Rd	Widen to 4 Lanes

Table 3 Alternate Scenarios			
Scenarios	**Highway**	**Location**	**Improvement**
Alternate 7	North Expressway	I-12 near Walker to Plank Rd	New 4 Lane
Alternate 8	2-Lane Collector Rd system to support the City of Central's Master Land Use Plan		

Figure 11

Alternate Scenarios

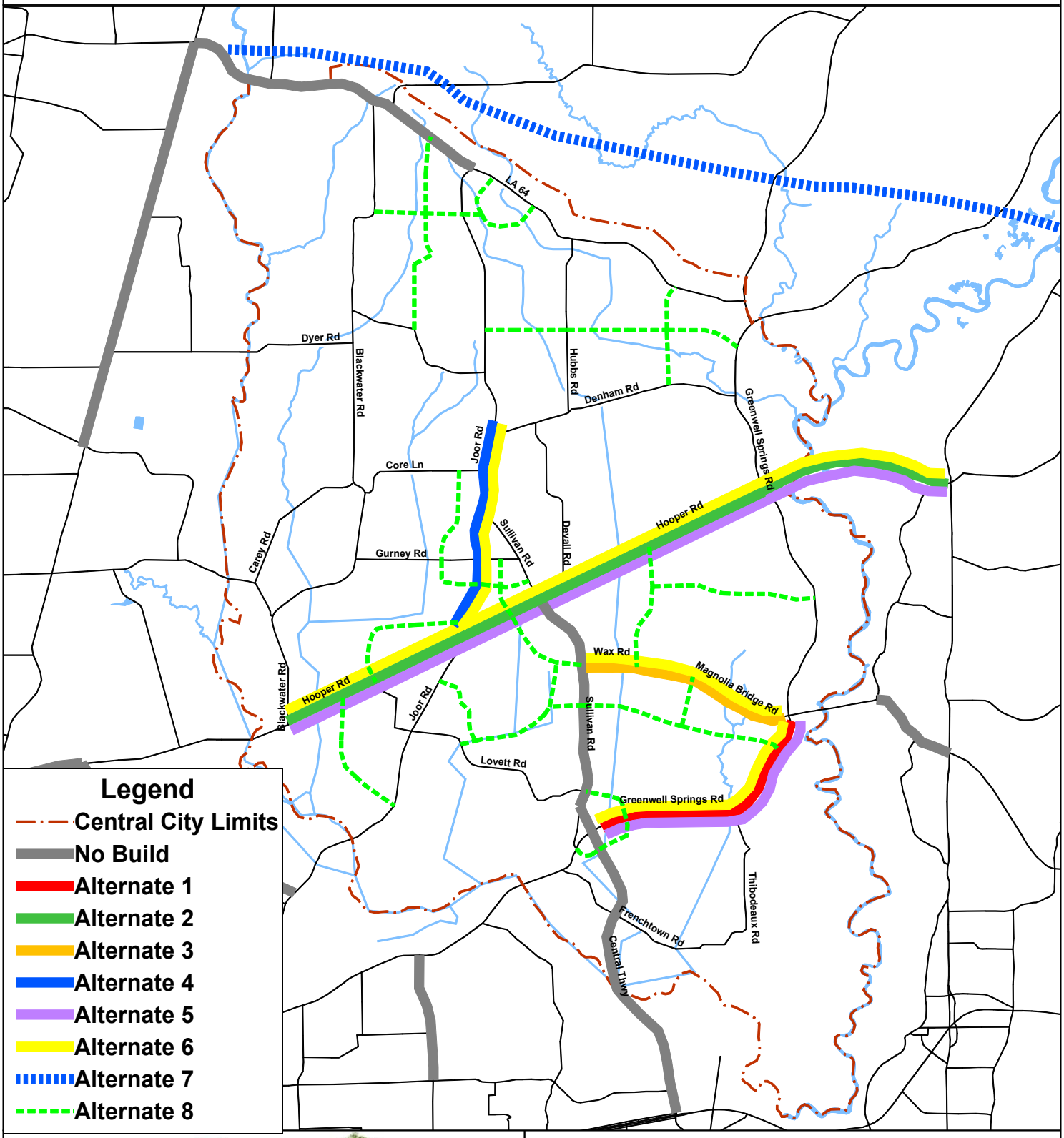


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Figure 12

2037 No Build - V/C Ratio

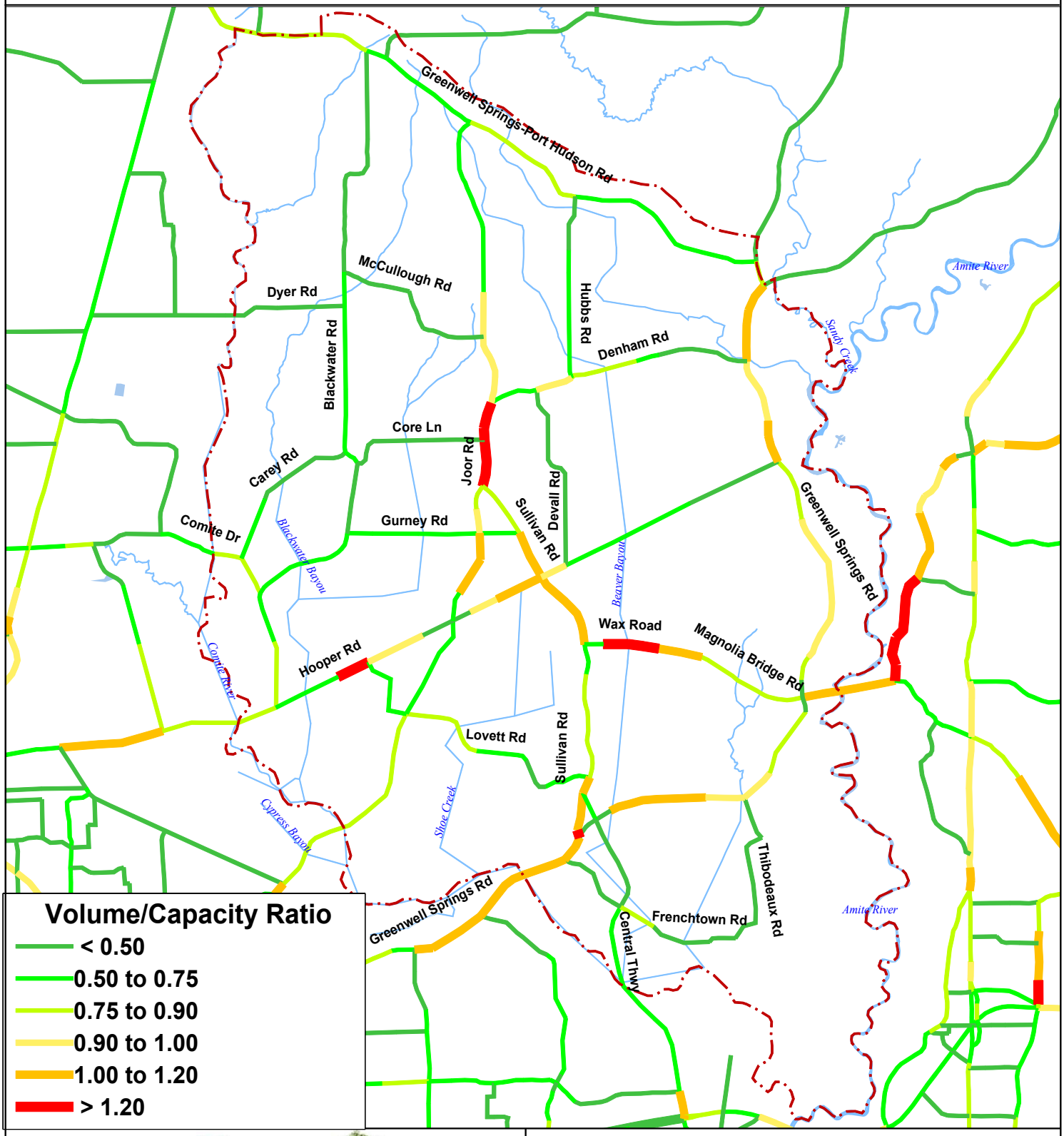

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Figure 13

2037 Alternate 1 - V/C Ratio

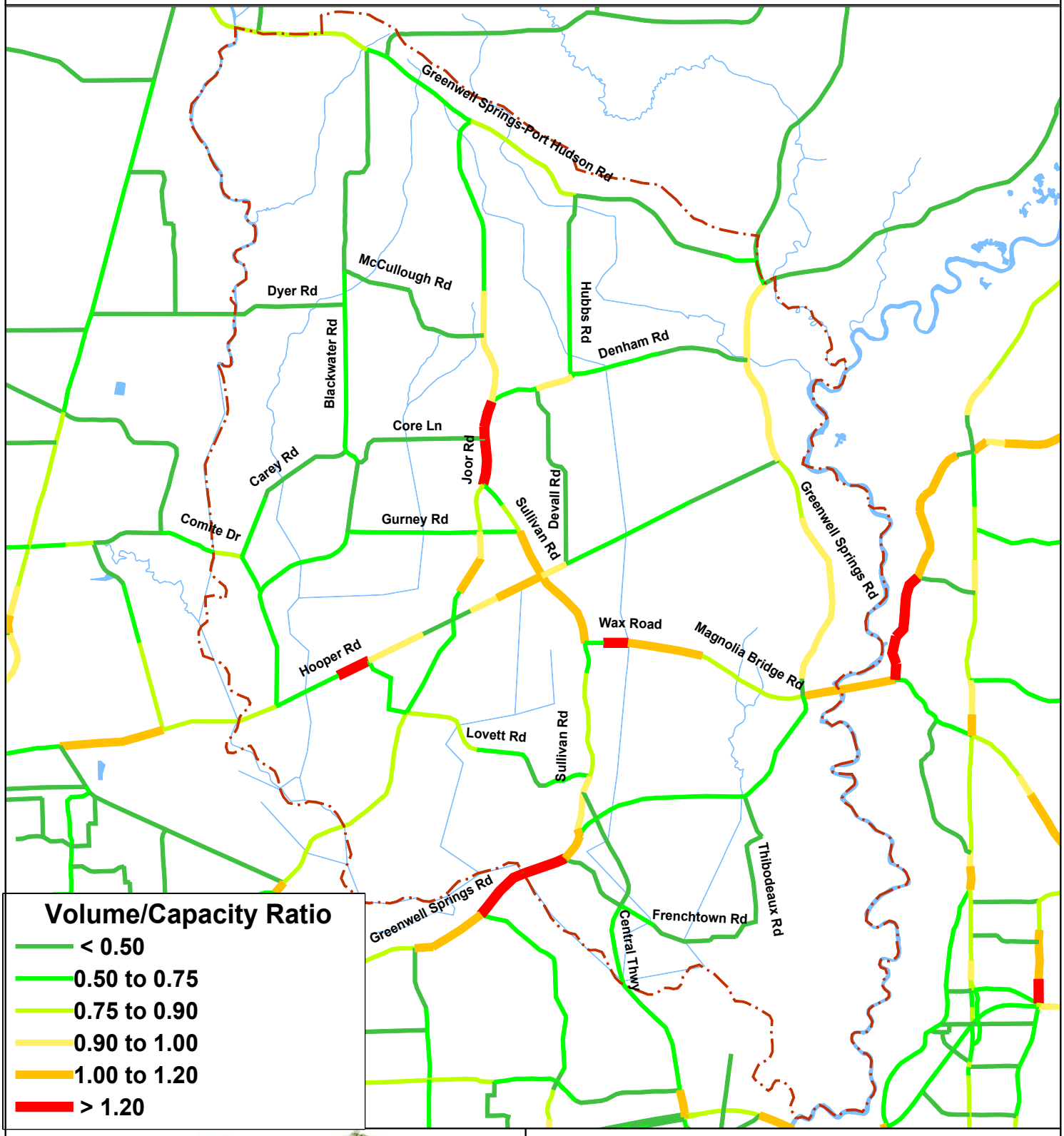

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Figure 14

2037 Alternate 2 - V/C Ratio

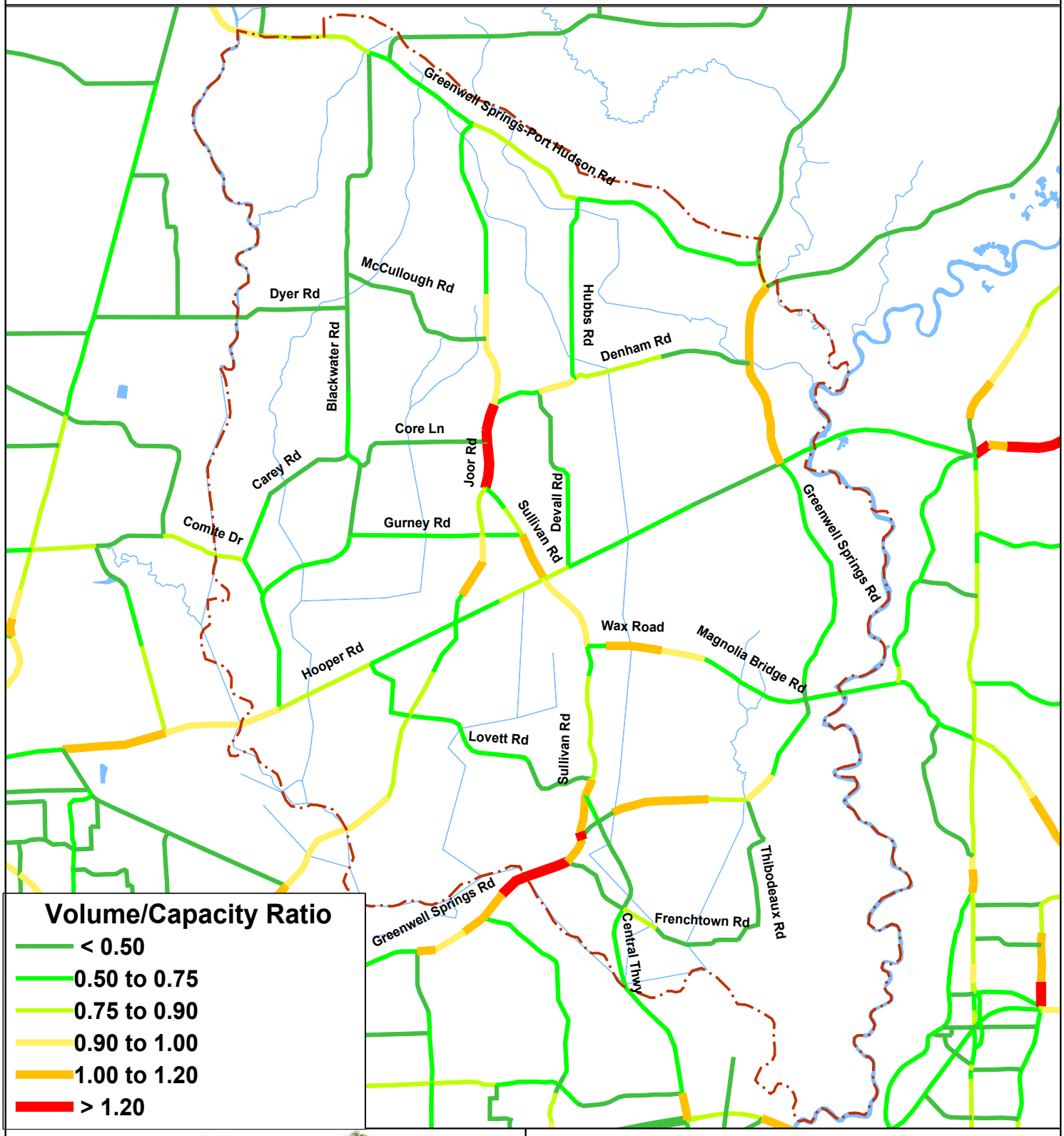

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Figure 15

2037 Alternate 3 - V/C Ratio

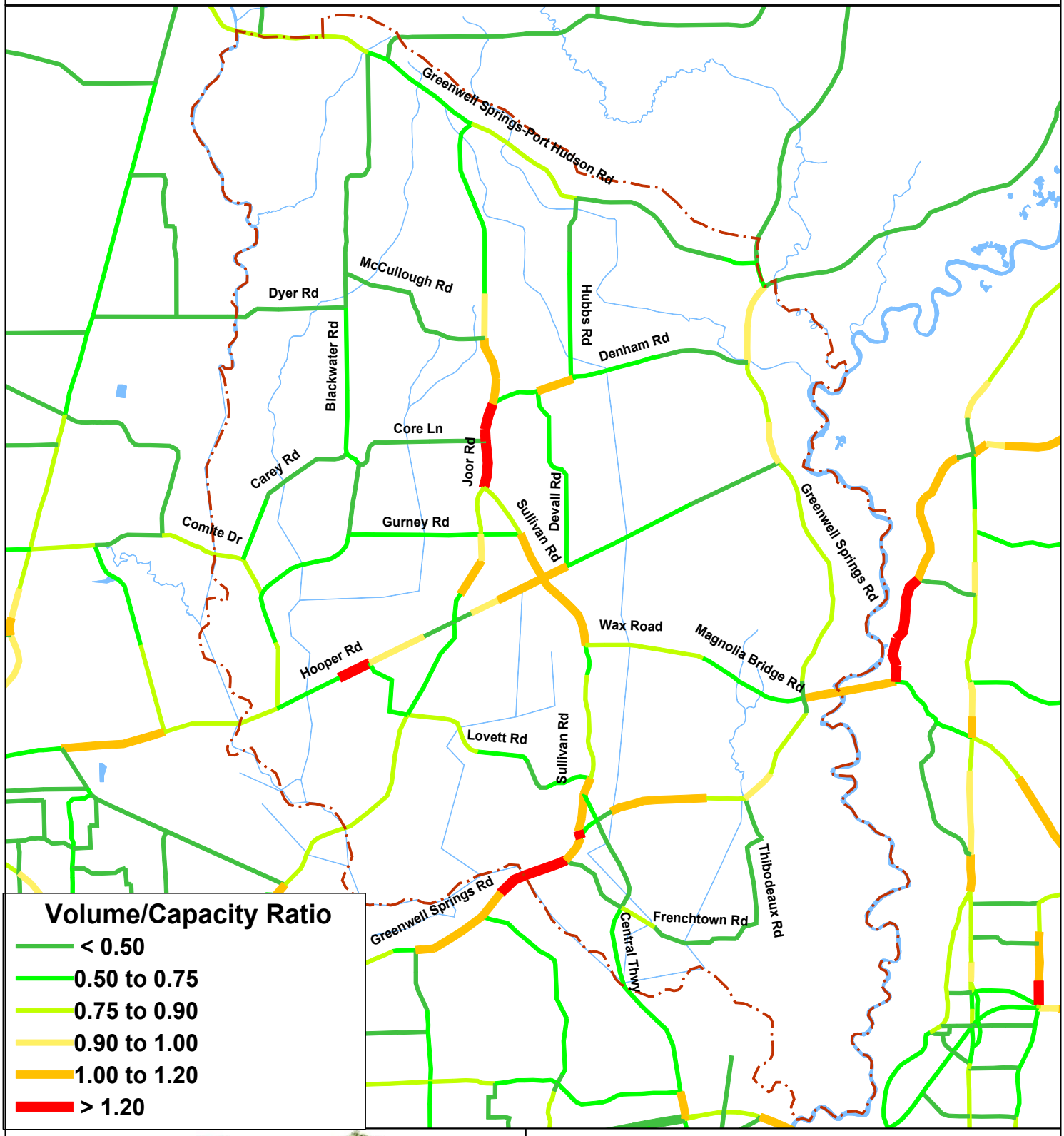

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Figure 16

2037 Alternate 4 - V/C Ratio

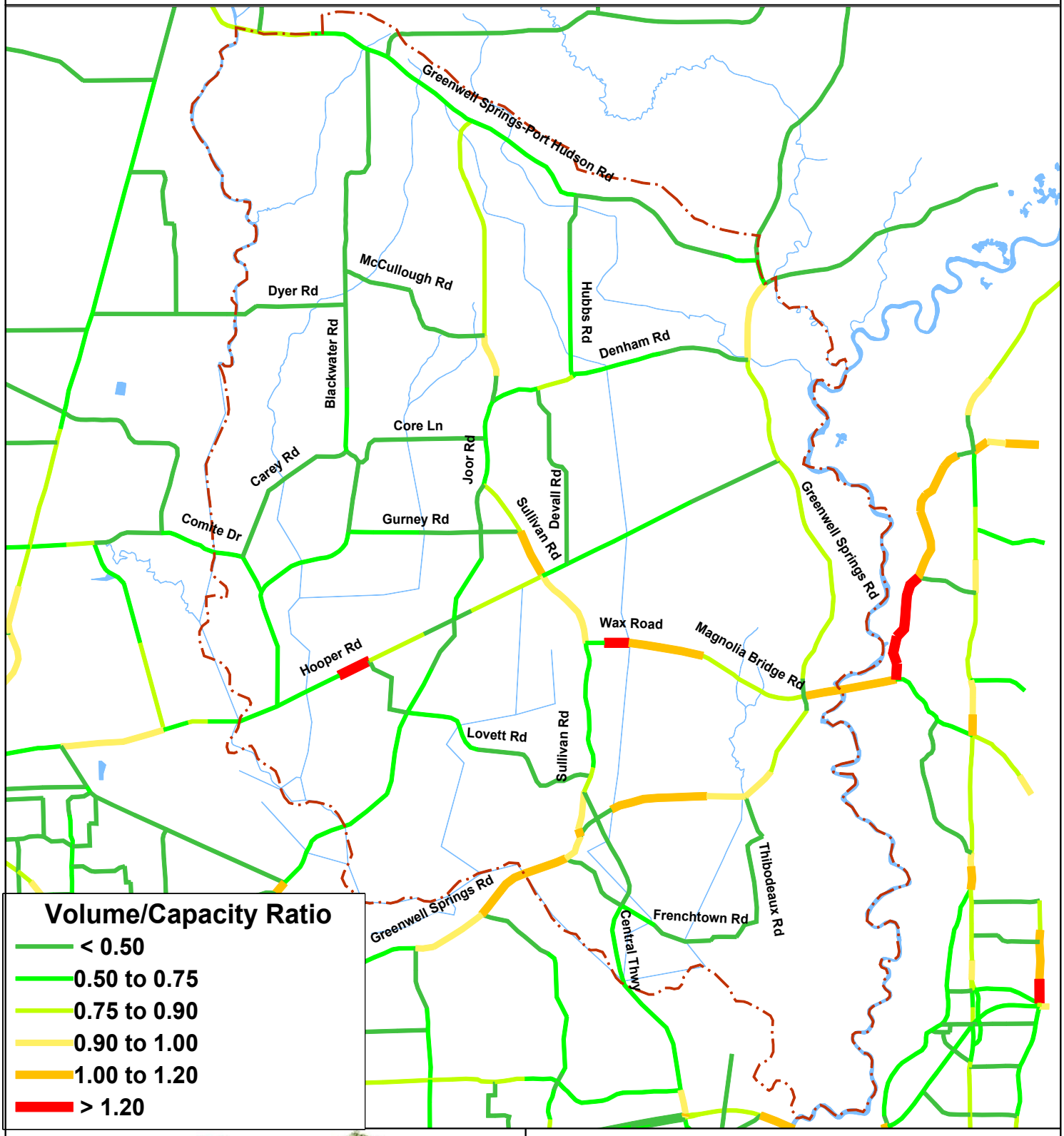

Figure 17

2037 Alternate 5 - V/C Ratio

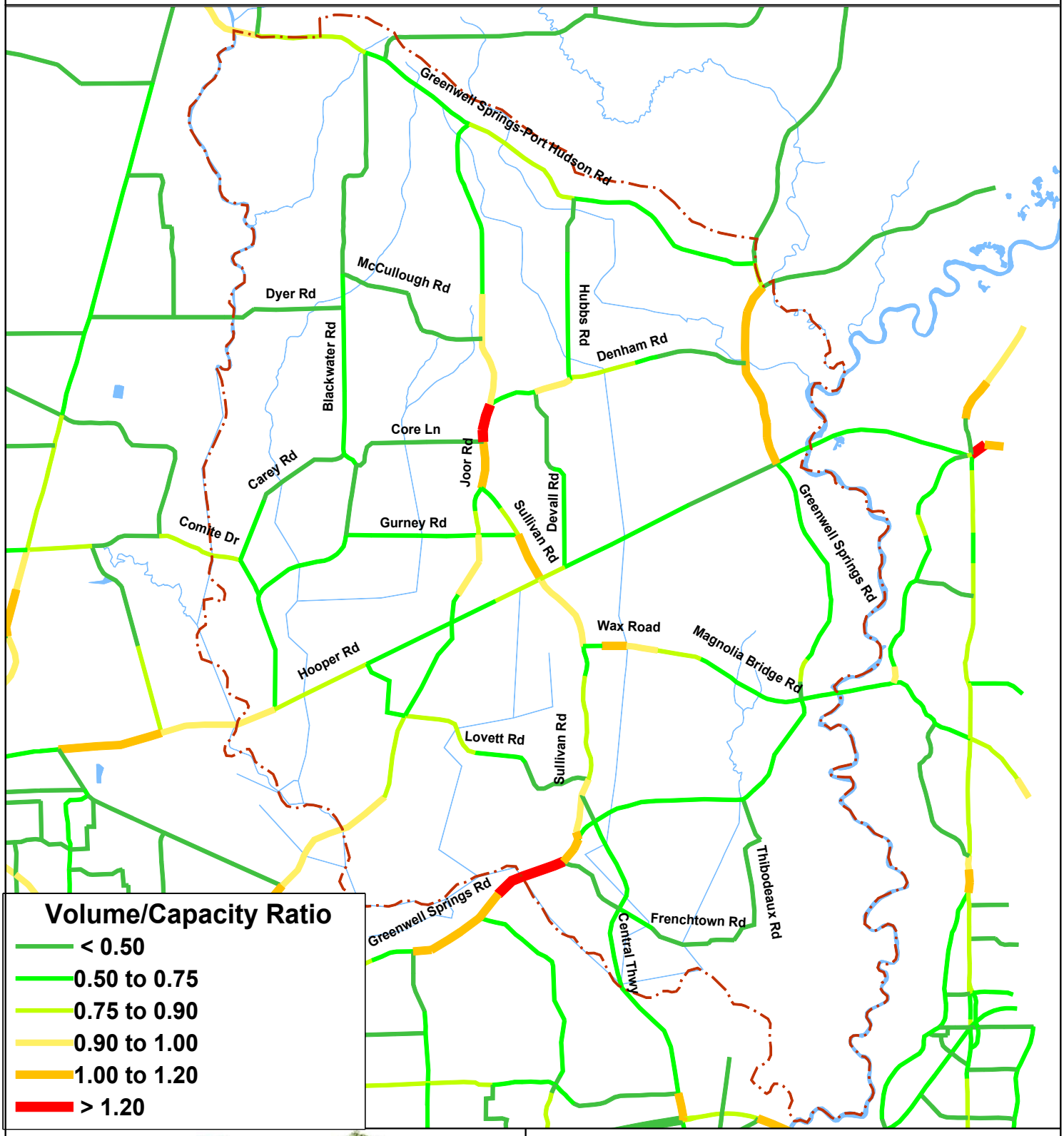

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Figure 18

2037 Alternate 6 - V/C Ratio

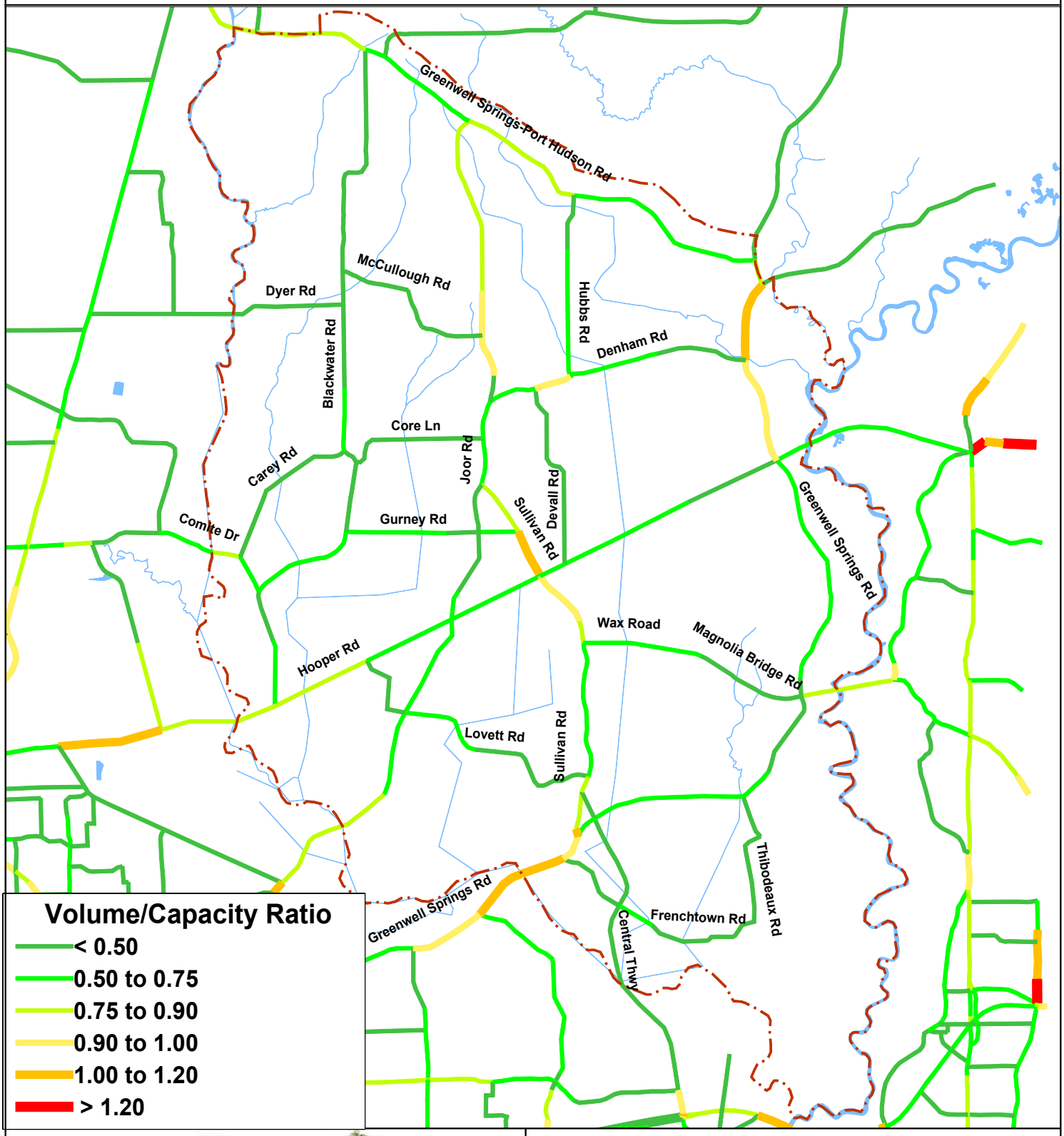

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Figure 19

2037 Alternate 7 - V/C Ratio

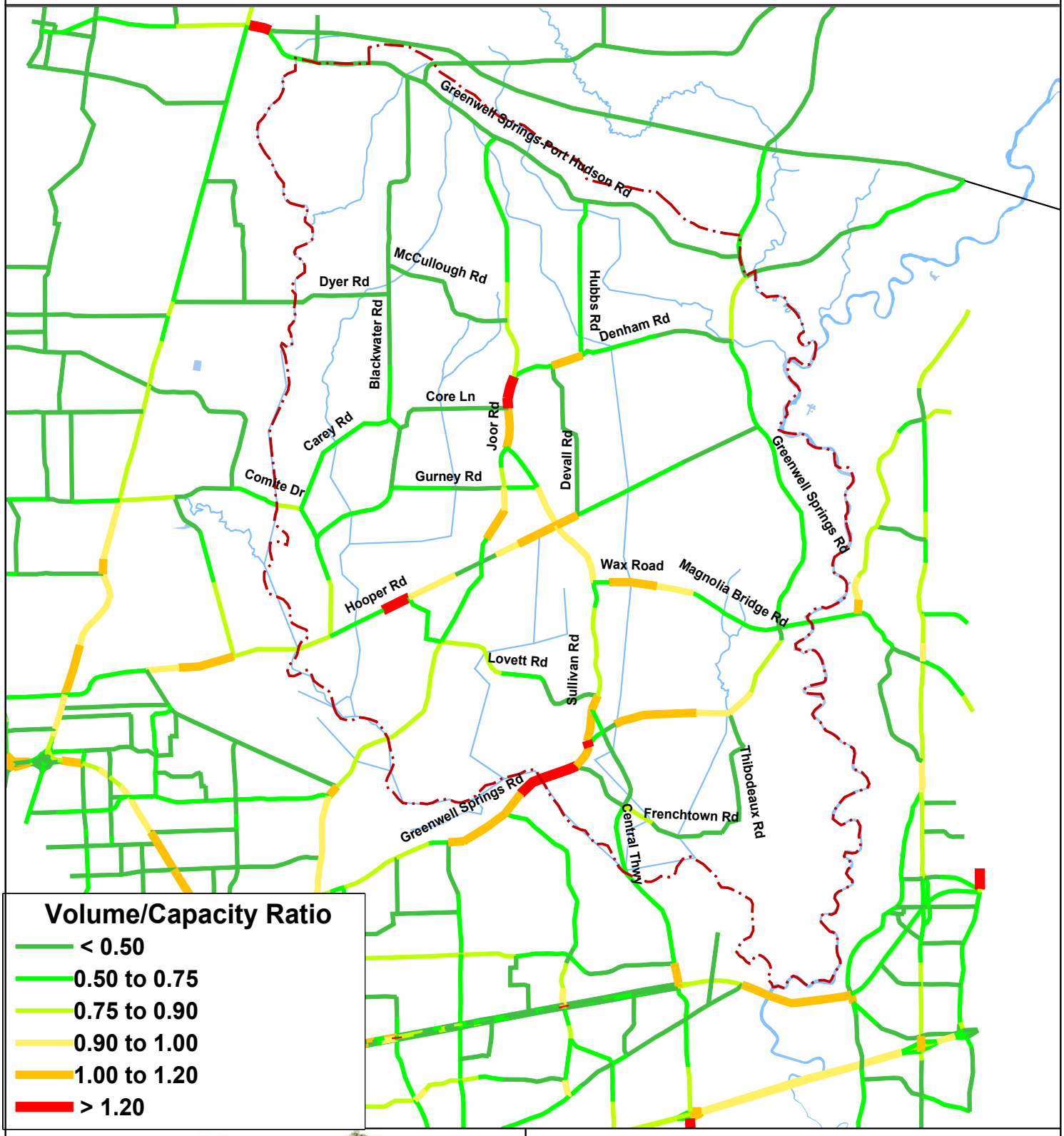
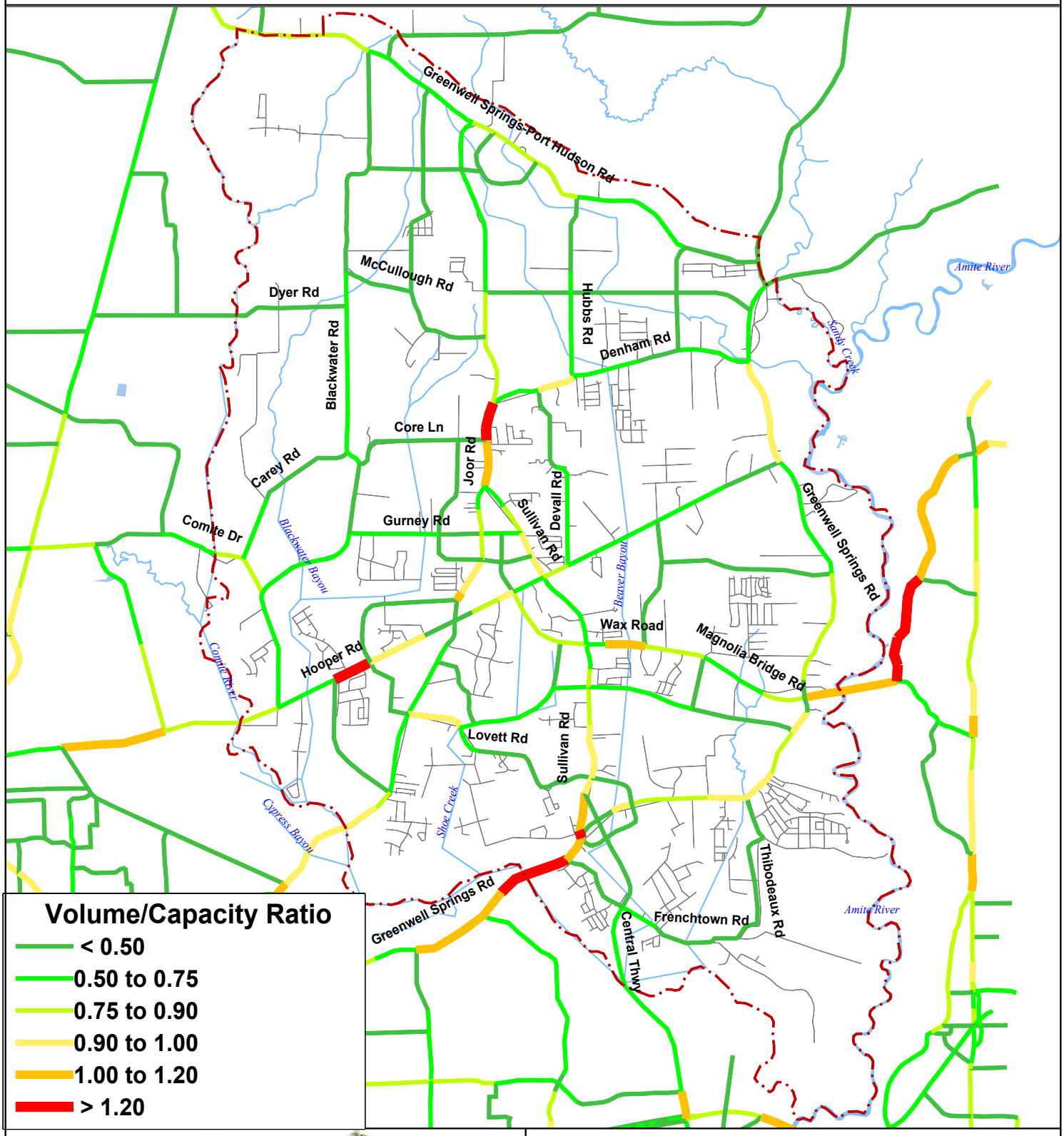


Figure 20

2037 Alternate 8 - V/C Ratio



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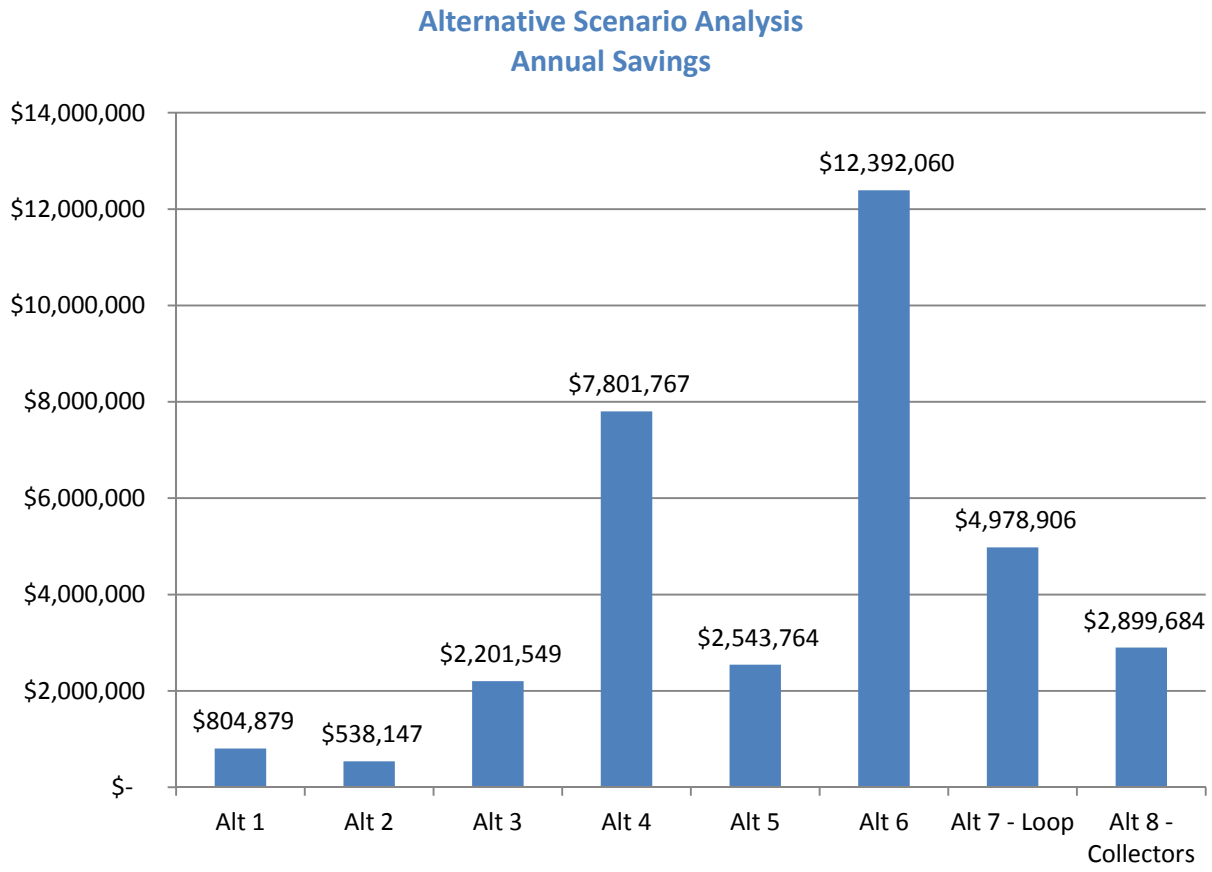
To compare the benefits of each scenario, the model results in terms of Vehicle Miles Travelled (VMT), Vehicle Hours Travelled (VHT), and Vehicle Hours of Delay (VHD) on congested roadways were compiled. A summary of the daily model results for the No-Build network and analyzed scenarios is shown in Table 4.

Table 4

2037 Alternate Scenario Daily Model Results

Scenarios	Congested VMT	Congested VHT	Congested VHD
2037 No-Build	382,025	15,055	6,665
Alternate 1	357,462	14,403	6,381
Alternate 2	372,537	14,798	6,475
Alternate 3	315,412	12,936	5,888
Alternate 4	222,330	8,979	3,913
Alternate 5	332,491	13,195	5,768
Alternate 6	150,947	5,627	2,294
Alternate 7	264,565	10,783	4,909
Alternate 8	307,286	12,690	5,642

Finally, using the model results, scenario specific annual savings to the commuters due to reduced congestion were calculated to determine the best combination of projects that will benefit the city most. Annual savings of each scenario over the No-Build scenario are shown in the chart below.



Goals achieved by the implementation of this strategy:

- Maximize the operational efficiency of transportation facilities
- Ensure safety for all users of transportation facilities and services
- Ensure that the transportation system improvements are in compliance with the land use plan and land developments are in compliance with the transportation plan
- Make Central a model city that is safe, convenient and attractive for walking and biking for people of all ages and abilities
- Facilitate movements between modes by providing seamless connections for passengers (motorized and non-motorized) and freight

Chapter 5

Transportation Plan

The recommended transportation plan consists of a list of transportation projects that collectively represent the city of Central's planned future transportation network. In developing this plan, the approach has been to identify transportation needs, and to consider alternative ways of meeting those needs. In many cases, additional study may be required in order to determine the most effective and feasible improvement alternative. Suggested improvements identified in the plan are meant to convey the type of improvement that would make the most sense based on currently available information.

This approach acknowledges the inability to avoid all future traffic congestion simply by building as much roadway capacity as the anticipated demand for travel would seem to require. It also recognizes the reality of induced demand, that is, additional roadway capacity inevitably generates additional traffic. One principle which has guided the development of this plan has been the idea that alternative travel options should be made available wherever possible. Possibilities include new or improved parallel routes, or modal choices that serve the same origins and destinations. In the case where there is a projected need for additional roadway capacity, the preferred response may not be a wider facility, but enhanced operational efficiency. Improvements can be achieved using Transportation System Management (TSM), Travel Demand Management (TDM), or Intelligent Transportation System (ITS) strategies and access management techniques that serve to optimize the performance of a facility.

The recommended improvement program is a long-range plan for transportation improvements in the city of Central that envisions implementation over the period spanning from 2013 until 2037.

Recommended plan projects and corresponding order of magnitude implementation costs are shown in Table 5. Intersection improvement projects included in the plan require additional studies to determine the type of improvement and associated costs. Figure 19 shows the recommended transportation plan projects.

Though the analyses indicated that the proposed collector roadway system shown in the plan will facilitate much needed street connectivity and alleviate identified deficiencies, this plan did not attempt to prioritize individual collector roadway projects because of the uncertainty of actual timings of developments within the city. The feasibility of these collector roadways highly depends on the implementation of the adopted City's Master Land Use Plan. When a developer proposes a new development within the vicinity of a proposed collector roadway, the city should coordinate with the developer to include the construction of that proposed collector roadway to the extent possible via incentives and/or public/private partnerships.

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Figure 21

Recommended Plan

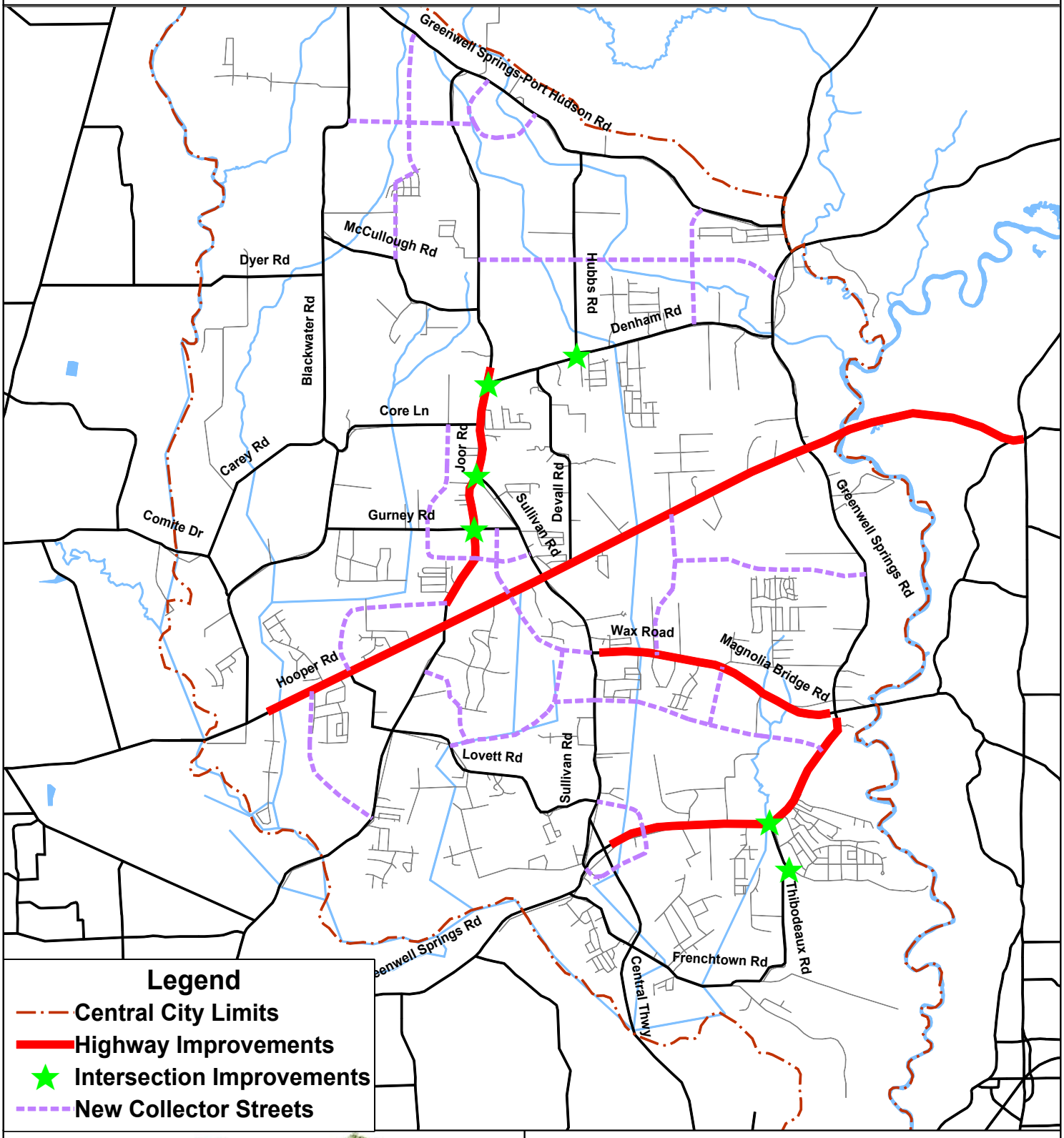


Table 5
Recommended Transportation Plan

Route	Location	Improvement	Potential Funding Source	Project Cost (2013 Dollars)
Hooper Rd (LA 408)	Devall Rd to Greenwell Springs Rd	Widen to 4 Lanes	STPFLEX	$18,128,066
Hooper Rd Ext (LA 408)	Greenwell Springs Rd to LA 16	New 4 Lane and Amite River Bridge	STPFLEX	$49,219,267
Greenwell Springs Rd (LA 37)	Central Thwy to Magnolia Bridge Rd	Widen to 4 Lanes	NHS	$19,585,494
Wax Rd/Magnolia Bridge Rd (LA 3034)	Sullivan Rd to Greenwell Springs Rd	Widen to 4 Lanes	STPFLEX	$17,549,340
Joor Rd	Hooper Rd to Denham Rd	Widen to 4 Lanes	STP>200K	$17,887,500
			Total Construction Cost of Major Projects	**$171,861,067**
Collector Roads	Various	New 2-Lane	Public/Private	$4,000,000 / mile
Intersection Improvements	Various	To be determined		

Chapter 6

Funding Sources

Typically an important factor in prioritizing projects is the availability of funds. This section lists a variety of funding sources that the city can pursue through the MPO and/or LADOTD for both motorized and non-motorized transportation system improvements.

Funding for Motorized Infrastructure Improvements

Potential Funding Sources – Federal

The Moving Ahead for Progress in the 21st Century Act (MAP-21)

MAP-21 authorizes the Federal surface transportation programs for highways, highway safety, and transit for the two-year period 2013-2014. MAP-21 builds on the firm foundation of the three previous landmark bills that brought surface transportation into the 21st century – the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), the Transportation Equity Act for the 21st Century (TEA 21), and the Safe, Accountable, Flexible, Efficient Transportation Equity Act – Legacy for Users (SAFETEA-LU).

MAP-21 provides a total funding of $105 billion nationally for the two-year period, 2013-2014. This legislation includes several categories of funding, under which many of the projects will be eligible for Federal funding assistance. These categories are:

National Highway System (NHS)

This category covers all Interstate routes and a large percentage of urban principal arterials. The Federal/state funding ratio for arterial routes is 80/20. The Interstate system, although a part of NHS, will retain its separate identity and will receive separate funding at a 90/10 ratio. The U.S. Congress passed the NHS bill in 1996.

Surface Transportation Program (STP)

The STP is a block grant funding program with subcategories for states and urban areas.

These funds can be used for any road, including NHS, which is not functionally classified as a local road or rural minor collector. The state portion can be used on roads within an urbanized area and the urban portion can only be used on roads within an urbanized area. The funding ratio is 80/20.

Subcategories of the STP funds are:

- STP greater than 200,000 population (STP>200K)
- STP less than 200,000 population (STP<200K)

- STP less than 5,000 population (STP <5K)
- STP Flexible (STP-FLEX)
- STP Hazard Elimination (STP-HAZ)
- STP Enhancement (STP-ENH)

Bridge Replacement and Rehabilitation Program (FBR)

These funds can be used to replace or repair any bridge on a public road. The Federal/state funding ratio is 80/20.

Congestion Mitigation and Air Quality (CMAQ)

Urban areas which do not meet ambient air quality standards are designated as nonattainment areas by the U.S. Environmental Protection Agency (USEPA). These funds are apportioned to those urban areas for use on projects that contribute to the reduction of mobile source air pollution through reducing vehicle miles traveled, fuel consumption, or other identifiable factors. Starting in FY 2013 all CMAQ projects will require a 20% local match, with the exception of carpool & vanpool projects, which will remain 100% Federal. The eligibility of projects under these funding categories is based on the functional classification system mandated by SAFETEA-LU.

Potential Funding Sources – Local

Any costs not covered by Federal and state programs will be the responsibility of the local governmental jurisdictions. Local funding can come from a variety of sources including property taxes, sales taxes, user fees, special assessments, and impact fees.

Each of these potential sources is important and warrants further discussion.

Property Taxes

Property taxation has historically been the primary source of revenue for local governments in the United States. Property taxes account for more than 80 percent of all local tax revenues. Property is not subject to Federal government taxation, and state governments have, in recent years, shown an increasing willingness to leave this important source of funding to local governments.

General Sales Taxes

The general sales tax is also an important revenue source for local governments. The most commonly known form of the general sales tax is the retail sales tax. The retail sales tax is imposed on a wide range of commodities. The rate is usually a uniform percentage of the selling price.

User Fees

User fees are fees collected from those who utilize a service or facility. The fees are collected to pay for the cost of a facility, finance the cost of operations, and/or generate revenue for other uses. User fees are commonly charged for public parks, water and sewer services, transit systems, and solid waste facilities. The theory behind the user fee is that those who directly benefit from these public services pay for the costs.

Special Assessments

Special assessment is a method of generating funds for public improvements, whereby the cost of a public improvement is collected from those who directly benefit from the improvement. In many instances, new streets are financed by special assessment. The owners of property located adjacent to the new streets are assessed a portion of the cost of the new streets, based on the amount of frontage they own along the new streets.

Special assessments have also been used to generate funds for general improvements within special districts, such as central business districts. In some cases, these assessments are paid over a period of time, rather than as a lump sum payment.

Impact Fees

Development impact fees have been generally well received in other states and municipalities in the United States. New developments create increased traffic volumes on the streets around them. Development impact fees are a way of attempting to place a portion of the burden of funding improvements on developers who are creating or adding to the need for improvements.

Bond Issues

Property tax and sales tax funds can be used on a pay-as-you-go basis, or the revenues from them can be used to pay off general obligation or revenue bonds. These bonds are issued by local governments upon approval of the voting public.

State of Louisiana Overlay, Maintenance and Operations Program

A variety of both Federal and state funds are used to implement the statewide overlay, maintenance, and operations program. This includes Surface Transportation Funds, National Highway System Funds, General Louisiana Trust Fund monies, and State of Louisiana general funds.

Funding for Non-Motorized Infrastructure Improvements

Local Funding Resources

Local jurisdictions have various options for funding pedestrian and bicycle improvements. The first option is for a municipality to dedicate a portion of their general funds to support the costs of upgrading and maintaining a non-motorized transportation network. Likewise, local governments can issue general obligation bonds, which require a voter referendum. In addition, developers can be encouraged to integrate bicycle and pedestrian facilities into new developments.

US Department of Transportation Funding Resources

There are various Federal transportation resources available for funding non-motorized infrastructure projects. The US Department of Transportation (USDOT) channels financial assistance for bicycle and pedestrian facilities through the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). Most of these grant programs require an 80 percent Federal share and 20 percent non-Federal match. A general overview of each administration's bicycle and pedestrian related funding programs are provided in the following sections.

National Highway Performance Program

The National Highway Performance Program (NHPP), 23 U.S.C. Section 119, provides financial assistance for bicycle and pedestrian projects on or associated with the NHS. NHPP is one of five core programs along with the Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement Program (CMAQ). Highway Safety Improvement Program (HSIP), and Metropolitan Planning that will now be funded together. States will receive an allocation for all five programs and that allocation will then be divided within the state among the programs according to a formula.

Surface Transportation Program

The Surface Transportation Program (STP), 23 U.S.C. Section 133, provides financial assistance for an array of bicycle projects. Each state receives assistance from the STP program, and is responsible for selecting bicycle projects for funding on eligible roadways. STP funds support the treatment of highways and bridges to accommodate other travel modes. Projects that are eligible for STP funding include the construction of bicycle facilities, multiuse pathways, and the retrofitting of roadways to meet requirements established in the Americans with Disabilities Act of 1990. In general, eligible projects must be located along roadways that have been designated as Federal-aid highways. [3]

[3] http://www.fhwa.dot.gov/map21/stp.cfm - accessed 2/18/13

Highway Safety Improvement Program

The Highway Safety Improvement Program (HSIP), 23 USC Section 148, provides assistance to states to reduce traffic-related fatalities and injuries on all public access roadways. Each state is required to develop a State Highway Safety Plan that defines goals and strategies to improve safety. If fatalities and serious injuries to drivers and pedestrians over 65 years old have increased per capita during the most recent two-year period for which data are available, the SHSP must incorporate strategies to address this issue.

Transportation Alternatives Program (TAP)

Formerly known as Transportation Enhancements, this formula program combines Transportation Enhancements, Safe Routes to School, Recreational Trails, and includes some road uses.[4] Nationally 2% of the amount authorized from the Highway Trust Fund will be set aside for the Transportation Alternative Program. The amount allocated to a state will be determined by the share of Transportation Enhancements funding received in FY 2009. The funding for the state will come proportionally from State's National Highway Performance Program (NHPP), Surface Transportation Program (STP), Highway Safety Improvement Program (HSIP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), and Metropolitan Planning apportionments. Unless the Governor opts out of funding for the Recreational Trails Program, the amount apportioned in FY2009 is available to the state out of the TAP funds.

Eligible projects include:

- Construction, planning, and design of on-road and off-road facilities for non-motorized travel
- Construction, planning, and design of infrastructure projects for non-drivers including children, older adults, and people with disabilities
- Rails-to-trails projects
- Recreational trails program
- Safe routes to school program (including funding for the coordinator)
- Non-infrastructure-related projects to encourage walking and bicycling to school

State and Community Traffic Safety Program

The State and Community Traffic Safety program, Section 402, is available to assist states and communities with improving highway safety by reducing traffic related crashes and accidents. Funding from this resource is provided to each state based on a level of need formula and they are responsible

[4] America Bikes – Analysis of the New Transportation Bill, MAP-21 - http://www.americabikes.org/map_21_analysis - accessed 2/18/13

for administering the program. States shall meet various stipulations before they are allowed to receive financial assistance from Section 402, such as preparation of a Highway Safety Plan with quantifiable goals. Eligible projects include those with the goal of improvements to pedestrian and bicycle safety or reduction in school bus deaths and injuries.

Federal Transit Administration Capital, Urban and Rural

The Federal Transit Administration (FTA) (49 U.S.C. Section 5307) provides capital improvement and transportation planning assistance funding to transit operators in urban communities, as designated by the US Census Bureau, with 50,000 to 200,000 in population size. Funding resources are formula based and distributed by population size and density. Similar to the other funding sources, the FTA capital grant program requires at the maximum, an 80 percent Federal funding match and a minimum of 20 percent non-Federal match.

Eligible recipients for FTA capital formula grants include any publically owned transit operator or governmental agency that has the authority to accept and disperse Federal resources. Most capital improvement projects that qualify for FTA funding include vehicle, computer, and software acquisition, and the construction of maintenance and transit centers. Other capital improvements that enhance multi-modal connections to transit are another qualifying area for FTA grants funding. These related projects include adding bicycle racks to vehicles, providing bicycle storage near transit centers, and accessible pathways near bus stops.

State/Metropolitan Planning Funds

Both State (23 U.S.C. Section 134(f)) and Metropolitan (23 U.S.C. Section 505) planning grants are available for providing financial assistance to statewide and metropolitan bicycle planning processes. States and metropolitan regions are required to use a small portion of their Federal-aid highway funding to support planning efforts. Only activities specific to planning for bicycle improvements at the state and metropolitan level are eligible for these resources.

Appendix

Appendix A

Public Meeting Sign-in Sheets

And

Presentations

Sign-in Sheet

NAME	PHONE	EMAIL	REPRESENTING
Allen Hill	225 261-4713		
Dave Frenecux	413-1616	Dave@CentralSpeaks.com	Northern Izbekistan
Matt Zyjewski	262-5000	matt.zyjewski@central-la.gov	
Steele Pollard	504-400-3021	steelepollard@at.net	The Village of Magnolia Square
Harry Rauls	225-937-7654	hrauls@cox.net	
Woodrow Muhammad	225-262 5000	Woodrow.muhammad@CENTRAL-LA.GOV	CITY OF CENTRAL PLANNING DEPARTMENT
Melvin Wykes	225-202-2183	mdykes1125@gmail.com	MePA's Diner
Tommy Dykes	225-413-4692	tommydykes7653@gmail	" "
David Barrow	225-261-5255	dbarrow225@aol.com	City of Central
Jeanie Barnett	225-261-8552	Jeanie@net-shapers.com	me
ALLEN ROACH	261-2628		ME
PATTI FREEMAN	921-7623	theecentralperkcafe@gmail.com	CENTRAL PERK
WADE GILES	937-9115	WGILES@SOPOWER.COM	
WAYNE MESSINA	261-4771	WAYNE.MESSINA@CENTRAL-LA.GOV	City of Central
Ron Brown	261-3591	ronaldwbrown@cox.net	self
Rodney BONVILLAIN	937-2919	Rodney@capitolDT.com	P+Z
ROGER CARREAWAY	261-0868	Ccarroway5@cox.net	SELF

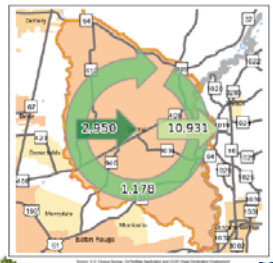
Sign-in Sheet			
NAME	PHONE	EMAIL	REPRESENTING
[illegible]	9543159	9764Tanglewood	
M R Hammond	261 1420	14535 Hampshire	
MIKE MANNINO	200-6809	12271 BLACKWATER	
Jacob Kreisman		News@WBRZ.com	

Transportation Plan
City of Central, Louisiana

May 20, 2013

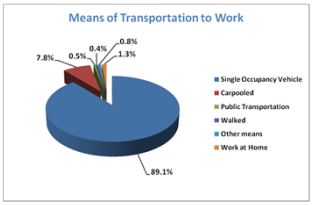
City of Central – At a Glance

- Population : 26,864, Housing Units : 10,574
- Workforce : Approx. 13,688 Employees
- Median Household Income: $64,223 (39% higher than parish)
- Inflow/Outflow Job Counts 2010



City of Central – Travel Trends

- Predominant mode of transportation for people living in city of Central is by single-occupancy vehicle.



- Mean travel time to work is 29.3 minutes which is 29% higher than parish (22.8 minutes)
- Most of major roads lead to or through the city, creating congestion that is bad today and expected to get worse as the trips in and out of city are expected to grow by 36% over next 25 years

Relevant Studies and Best Practices

- A Sustainable Design Assessment (SDAT) Team Report, Central, Louisiana – 2007
- Master Plan 2010, Land Use Plan, Central, Louisiana: Adopted September 23, 2010
- Baton Rouge Metropolitan Transportation Plan
- Baton Rouge Loop Study
- Designing Walkable Urban Thoroughfares: A Context Sensitive Approach: An ITE Recommended Practice

Objectives of the Plan

- A proactive context-sensitive transportation plan that complements the adopted Land Use Plan
- Develop a safe, aesthetically pleasing and multi-modal functional transportation system through
  - Street interconnectivity via subdivision regulations
  - Functional roadway classifications, design standards with suggested cross sections that will accommodate all users of transportation system (Complete Streets)
  - Alternative transportation choices such as trails, walkways, bikeways, mass transit that minimize energy consumption
- Development of a financially feasible staged improvement program that will address current and future congestion issues.

Transportation Plan Development Process

Phase 1

- Existing Conditions Analysis
- Visioning Meeting to Gather Input from Citizens to Develop Priorities
- Engage Citizens Through Plan Development Process
- Conduct Deficiency Analysis using Baton Rouge MPO Model
  - Trend Growth Scenario – MPO Dataset
  - Land Use Plan Scenario
- Analysis of Alternative Roadway Networks
- Financial Assessment / Implementation Costs
- Development of Staged Improvement Plan based on Priorities

Transportation Plan Development Process

Phase 2

- Develop Functional Classifications, Cross Sections and Design Standards
- Develop Alternative Transportation Choices

Visioning Process Exercise 1

- Rank Existing Network from Citizen's Point of View

Rank Scale of 1 to 5 with 1 being "Very Satisfied" and 5 being "Dissatisfied"					
Traffic flow	1	2	3	4	5
Street Interconnectivity	1	2	3	4	5
Highway and street condition	1	2	3	4	5
Sidewalk availability and condition	1	2	3	4	5
Public bus service	1	2	3	4	5
Bicycle path availability and condition	1	2	3	4	5
Amount of neighborhood traffic	1	2	3	4	5
Road safety	1	2	3	4	5
Air quality	1	2	3	4	5
Connectivity between modes (highways, streets, air, water, rail, freight, transit, bicycle and pedestrian) of transportation	1	2	3	4	5
Existing evacuation routes	1	2	3	4	5
Other (please be specific)	1	2	3	4	5

Visioning Process Exercise 1

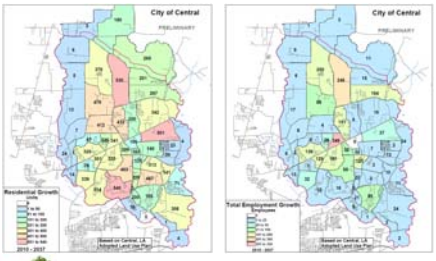
- Rank Existing Pedestrian and Bicycle Facilities

Rank Scale of 1 to 5 with 1 being "Very Satisfied" and 5 being "Dissatisfied"
Crosswalks across major streets
Sidewalks or multi-use trails between retail destinations and residential areas
Multi-use trails or sidewalks for walking and biking to school
Multi-use trails or sidewalks for walking and biking to major places of employment
Recreation biking trails linking communities, parks, and open spaces
Other (please be specific)

Visioning Process Exercise 2

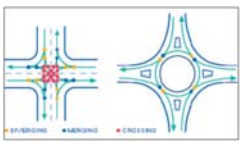
Development of Growth Trend Scenarios

- Please Review the Household Unit and Employment Change Maps and Provide Your Input



Strategies to Address Roadway Needs

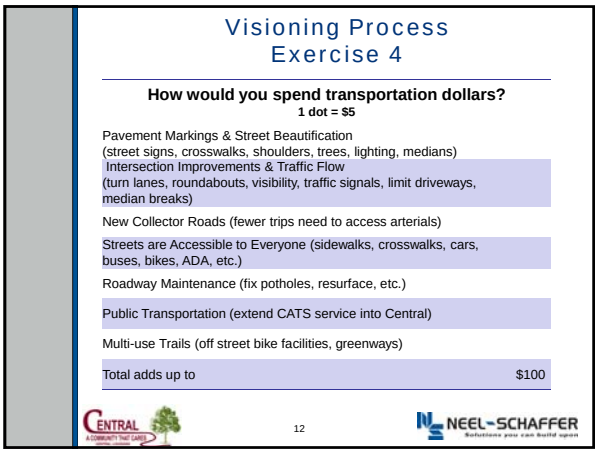
- Roadway Preservation and Rehabilitation
- Transportation Demand Management (TDM)
- Traffic Operational Improvements
- Public Transportation
- Bicycle and Pedestrian Paths
- Intelligent Transportation System (ITS)
- Roadway Capacity Improvements



Visioning Process Exercise 3

Development of Transportation Network Scenarios

- Please Review the Proposed Plan Projects and Provide Your Input


Visioning Process
Exercise 4
How would you spend transportation dollars?
1 dot = $5
Pavement Markings & Street Beautification
(street signs, crosswalks, shoulders, trees, lighting, medians)
Intersection Improvements & Traffic Flow
(turn lanes, roundabouts, visibility, traffic signals, limit driveways,
median breaks)
New Collector Roads (fewer trips need to access arterials)
Streets are Accessible to Everyone (sidewalks, crosswalks, cars,
buses, bikes, ADA, etc.)
Roadway Maintenance (fix potholes, resurface, etc.)
Public Transportation (extend CATS service into Central)
Multi-use Trails (off street bike facilities, greenways)
Total adds up to
$100
CENTRAL
12
NEEL-SCHAFFER

Sign-in Sheet

NAME	PHONE	EMAIL	REPRESENTING
Dave Frecon	413-1616	Dave@TotalAV.com	Me
Harry Rawls	937-7654	hrawls@Cox.net	P+Z
Jeanie Barnett	261-1852	jeanie@art-shapers.com	Self
Marlo Jensen	435-592-1161	marlob1968@hotmail.com	Self
RJ Sauciel	225-262-6415	RJsauciel@Cox.net	"

Sign-in Sheet

NAME	PHONE	EMAIL	REPRESENTING
David Barrow	261-5255	david.barrow@central-la.gov	City of Central
Jason Ellis	933-7219	ellisj@fortead tablada.com	Me
Woodrow Muhammad	262-5000	woodrow.muhammad@centrala.gov	City of Central
JC Shelton	924-3687	jmshelton@yahoo.com	Self
Brian Keiser	924-1092	N/A	SCP

Transportation Plan
City of Central, Louisiana

August 6, 2013

Visioning Process
Exercise 1A

- Rank Existing Network from Citizen's Point of View

Rank Scale of 1 to 5 with 1 being "Very Satisfied" and 5 being "Dissatisfied"					
Traffic flow	1	2	3	4	5
Street Interconnectivity	1	2	3	4	5
Highway and street condition	1	2	3	4	5
Sidewalk availability and condition	1	2	3	4	5
Public bus service	1	2	3	4	5
Bicycle path availability and condition	1	2	3	4	5
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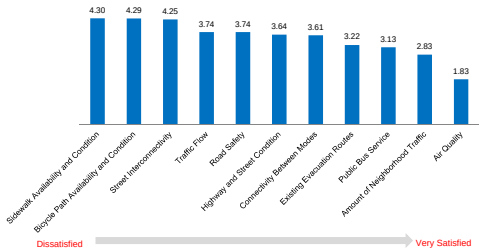
Air quality	1	2	3	4	5
Connectivity between modes (highways, streets, air, water, rail, freight, transit, bicycle and pedestrian) of transportation	1	2	3	4	5
Existing evacuation routes	1	2	3	4	5
Other (please be specific)	1	2	3	4	5

Visioning Process
Exercise 1A Results

Existing Transportation Conditions



Source: Public Meeting - May 20, 2013

Note: The weighted average is based on a scale of 1 to 5, with 1 being "Very Satisfied" and 5 being "Dissatisfied"

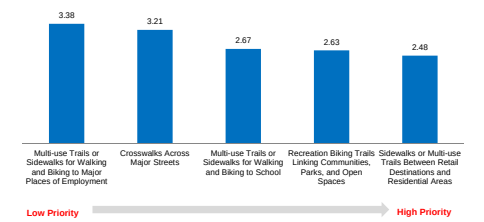
Visioning Process
Exercise 1B

- Rank Existing Pedestrian and Bicycle Facilities

Rank Scale of 1 to 5 with 1 being "Very Satisfied" and 5 being "Dissatisfied"
Crosswalks across major streets
Sidewalks or multi-use trails between retail destinations and residential areas
Multi-use trails or sidewalks for walking and biking to school
Multi-use trails or sidewalks for walking and biking to major places of employment
Recreation biking trails linking communities, parks, and open spaces
Other (please be specific)

Visioning Process
Exercise 1B

Pedestrian and Bicycle Infrastructure Priorities



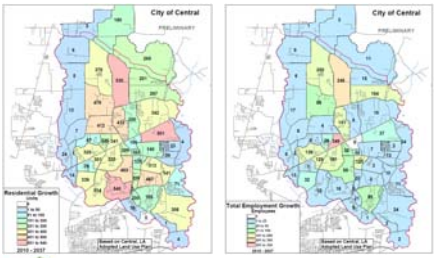
Source: Public Meeting - May 20, 2013

Note: The weighted average is based on a scale of 1 to 5, with 1 being "Most Important" and 5 being "Least Important"

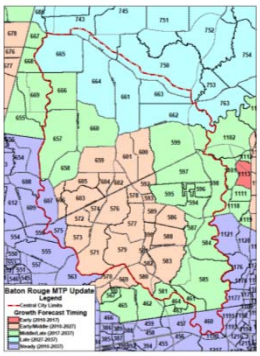
Visioning Process
Exercise 2

Development of Growth Trend Scenarios

- Please Review the Household Unit and Employment Change Maps and Provide Your Input



Demographic Scenario Timing



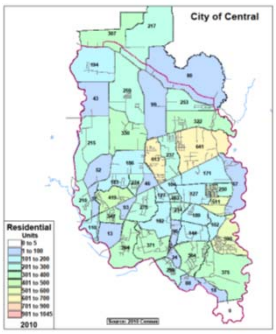
Demographic Scenario Timing

Central Transportation Plan TAZ Growth Forecast Timing				
		% of Total Growth		
Map Color	Timing	2010-2017	2017-2027	2027-2037
	Early	70%	20%	10%
	Early/Middle	40%	40%	20%
	Middle/Late	20%	30%	50%
	Late	10%	20%	70%
	Steady	25%	35%	40%
	Average	29%	35%	36%

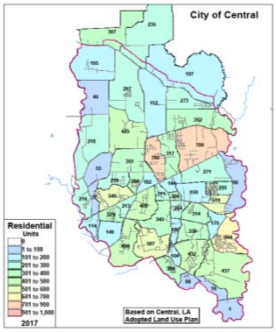
Demographic Scenario Timing

City of Central Demographic Data Forecast 2010 - 2037					
Data Item	2010	2017	2027	2037	2010 - 2037 % Change
Population	26,841	34,533	43,237	53,976	101.1%
Dwelling Units	11,096	14,276	17,874	21,601	95.7%
Total Employment	6,433	7,135	7,925	8,772	43.5%
Retail Employment	1,794	2,039	2,313	2,592	75.8%

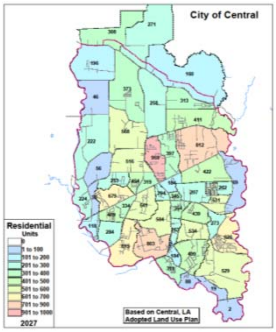
Residential - 2010



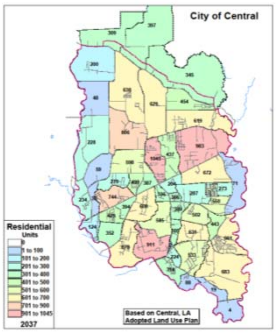
Residential Forecast - 2017



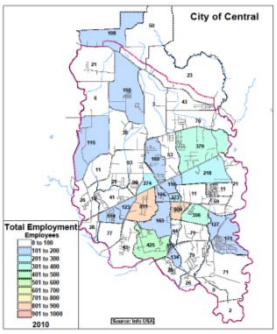
Residential Forecast – 2027



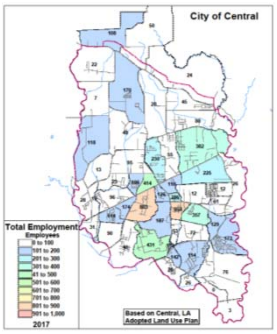
Residential Forecast - 2037



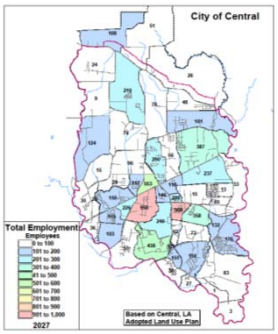
Employment - 2010



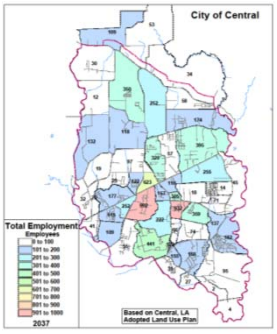
Employment Forecast - 2017



Employment Forecast - 2027



Employment Forecast - 2037

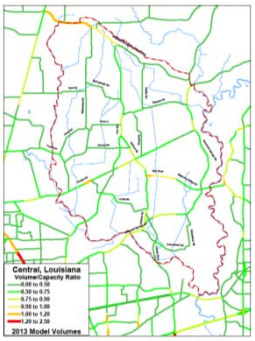


Visioning Process Exercise 3

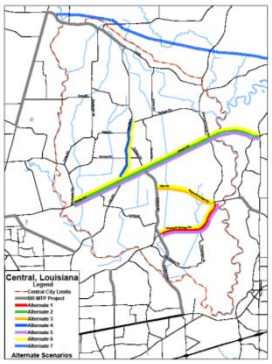
Development of Transportation Network Scenarios

- Please Review the Proposed Plan Projects and Provide Your Input

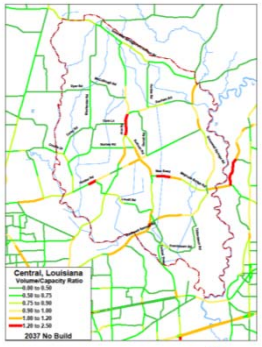
Travel Demand Model Results - 2013



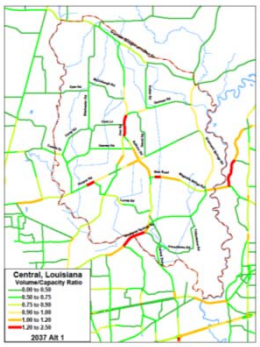
Alternate Capacity Improvements



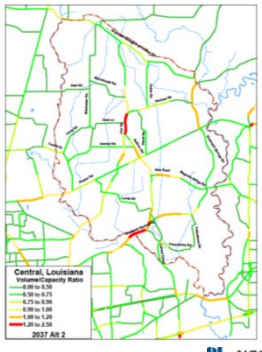
Travel Demand Model Results – 2037 BR MTP



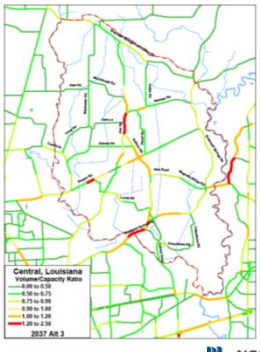
Travel Demand Model Results – 2037 Alt 1



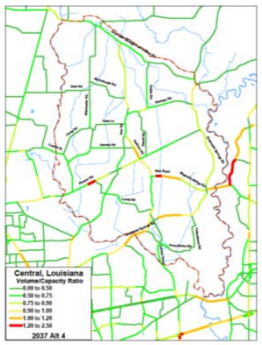
Travel Demand Model Results – 2037 Alt 2



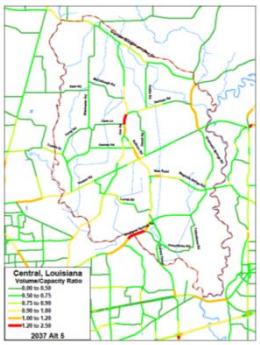
Travel Demand Model Results – 2037 Alt 3



Travel Demand Model Results – 2037 Alt 4

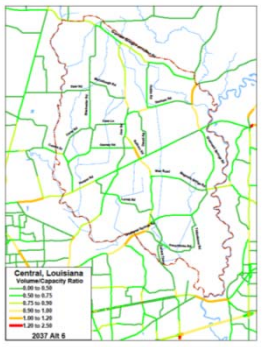


Travel Demand Model Results – 2037 Alt 5

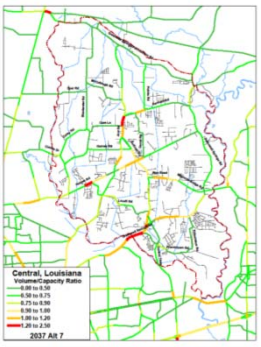


11

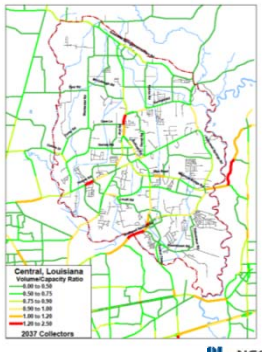
Travel Demand Model Results – 2037 Alt 6



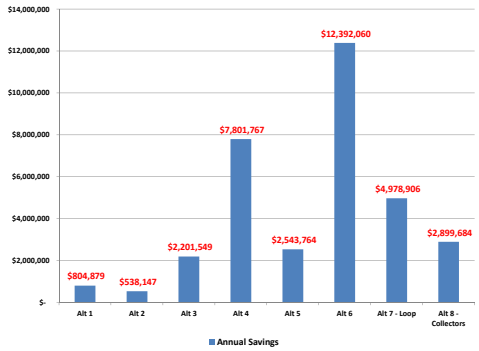
Travel Demand Model Results – 2037 Alt 7



Travel Demand Model Results – 2037 Collectors



Alternate Scenario Analysis



Draft Recommended Plan

Project Cost Estimates

City of Central
Potential Transportation Improvements

Name	Location	Improvement	Project Cost 2013 Dollars	Potential Funding Source
Hooper Rd (LA 408)	Blackwater Bayou to Devall Rd	Widen to 4 Lanes	$49,491,400	STPFLEX
Hooper Rd (LA 408)	Devall Rd to Greenwell Springs Rd	Widen to 4 Lanes	$18,128,066	STPFLEX
Hooper Rd Ext (LA 408)	Greenwell Springs Rd to LA 16	New 4 Lane and Amite River Bridge	$49,219,267	STPFLEX
Greenwell Springs Rd (LA 37)	Central Thwy to Magnolia Bridge Rd	Widen to 4 Lanes	$19,585,494	NHS/STPFLEX
Wax Rd/Magnolia Bridge Rd (LA 3034)	Sullivan Rd to Greenwell Springs Rd	Widen to 4 Lanes	$17,549,340	STPFLEX
Joor Rd	Hooper Rd to Denham Rd	Widen to 4 Lanes	$17,887,500	STP>200K
			$171,861,067	
Collector Streets	Various	New 2 Lane	$4,000,000/Mi	Public/Private

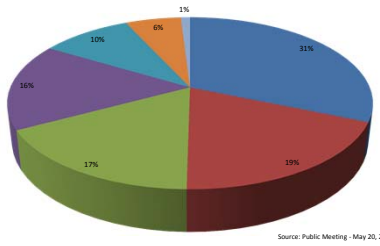
Visioning Process Exercise 4

How would you spend transportation dollars?
1 dot = $5

Pavement Markings & Street Beautification (street signs, crosswalks, shoulders, trees, lighting, medians)	
Intersection Improvements & Traffic Flow (turn lanes, roundabouts, visibility, traffic signals, limit driveways, median breaks)	
New Collector Roads (fewer trips need to access arterials)	
Streets are Accessible to Everyone (sidewalks, crosswalks, cars, buses, bikes, ADA, etc.)	
Roadway Maintenance (fix potholes, resurface, etc.)	
Public Transportation (extend CATS service into Central)	
Multi-use Trails (off street bike facilities, greenways)	
Total adds up to	$100

Visioning Process Exercise 4 Results

How Would You Spend Transportation Dollars?



Questions?

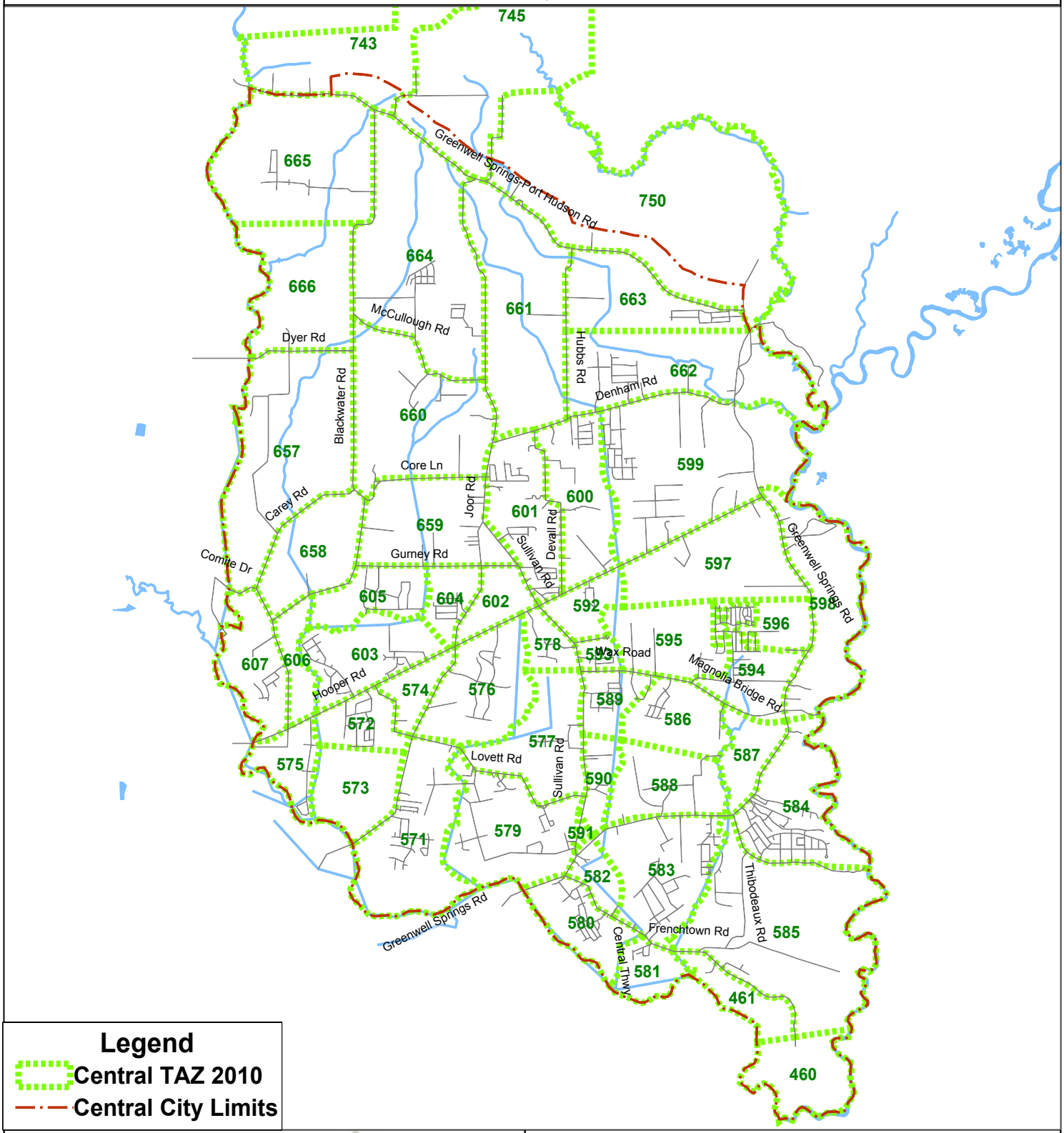
Appendix B

Central TAZ Demographic Data

2010, 2017, 2027 and 2037

CENTRAL, LOUISIANA
Transportation Plan 2037

Traffic Analysis Zones



Legend

- Central TAZ 2010
- Central City Limits

CENTRAL
A COMMUNITY THAT CARES
CENTRAL, LOUISIANA

NEEL-SCHAFFER
Solutions you can build upon

Central, Louisiana

Demographic Data by Traffic Analysis Zone

2010

TAZ	TOTAL DWELLING UNITS	OCCUPIED DWELLING UNITS	HOUSEHOLD POPULATION	TOTAL POPULATION	TOTAL EMPLOYMENT	RETAIL EMPLOYMENT	NON-RETAIL EMPLOYMENT	SCHOOL ATTENDANCE
460	0	0	0	16	2	0	2	0
461	18	16	38	38	0	0	0	0
571	364	350	1,055	1,055	43	2	41	0
572	347	325	842	842	114	10	104	521
573	13	12	29	29	77	42	35	0
574	93	79	175	175	423	310	113	0
575	110	102	304	304	28	20	8	0
576	275	272	743	748	511	17	494	552
577	182	176	413	413	135	11	124	0
578	127	123	296	296	105	24	81	0
579	371	357	889	895	425	40	385	0
580	298	293	755	755	26	6	20	0
581	88	85	211	211	26	0	26	0
582	24	22	51	51	134	50	84	430
583	364	355	925	925	79	0	79	0
584	590	581	1,682	1,682	171	2	169	676
585	375	357	989	989	71	11	60	0
586	189	183	493	493	356	1	355	0
587	102	90	212	212	114	39	75	0
588	144	139	386	386	71	40	31	0
589	214	207	536	536	437	219	218	1,226
590	96	97	231	231	44	1	43	0
591	2	2	5	5	117	72	45	0
592	104	96	238	238	118	4	114	820
593	263	236	661	677	273	197	76	0
594	511	493	1,338	1,338	59	12	47	0
595	127	121	323	323	11	2	9	0
596	250	239	638	638	11	0	11	0
597	171	164	437	437	218	0	218	0
598	67	64	161	161	114	93	21	0
599	641	622	1,657	1,657	379	11	368	0
600	237	228	603	608	53	0	53	0
601	613	602	1,491	1,491	169	5	164	0
602	46	44	99	99	274	68	206	0
603	419	410	1,045	1,051	41	20	21	0
604	274	269	668	668	96	77	19	0
605	183	180	516	516	21	16	5	0
606	37	37	89	89	18	2	16	0
607	210	207	538	538	26	0	26	0
657	215	205	516	516	115	0	115	0
658	52	50	117	117	11	1	10	0
659	186	176	443	443	93	8	85	311
660	330	315	741	741	30	5	25	0
661	99	94	265	265	3	0	3	0
662	322	316	897	897	70	19	51	0
663	253	248	639	639	43	10	33	0
664	259	254	671	671	150	4	146	0
665	194	178	461	466	21	2	19	0
666	43	41	99	99	6	0	6	0
743	307	280	752	752	108	1	107	0
745	217	196	509	509	50	0	50	0
750	80	74	190	190	23	0	23	0
Total	**11,096**	**10,662**	**28,062**	**28,121**	**6,113**	**1,474**	**4,639**	**4,536**

Central, Louisiana

Demographic Data by Traffic Analysis Zone

2017

TAZ	TOTAL DWELLING UNITS	OCCUPIED DWELLING UNITS	HOUSEHOLD POPULATION	TOTAL POPULATION	TOTAL EMPLOYMENT	RETAIL EMPLOYMENT	NON-RETAIL EMPLOYMENT	SCHOOL ATTENDANCE
460	1	1	3	19	3	0	3	0
461	18	16	38	38	0	0	0	0
571	490	471	1,419	1,419	48	2	46	0
572	378	354	918	918	114	10	104	700
573	149	137	331	331	90	54	35	0
574	213	181	402	402	174	33	141	0
575	114	105	314	314	31	23	8	0
576	408	404	1,103	1,108	883	347	536	0
577	343	332	779	779	187	53	134	0
578	211	204	491	491	126	36	90	0
579	587	565	1,407	1,413	431	46	385	0
580	304	299	771	771	28	6	22	0
581	88	85	211	211	26	0	26	0
582	104	95	221	221	142	58	84	458
583	432	421	1,097	1,097	114	4	110	0
584	604	595	1,722	1,722	173	3	170	500
585	437	416	1,151	1,151	76	14	62	0
586	314	304	820	820	357	1	356	0
587	170	150	354	354	129	54	75	0
588	339	327	908	908	72	41	32	0
589	284	275	711	711	858	620	238	1,276
590	180	181	432	432	53	9	44	0
591	2	2	5	5	119	73	46	0
592	144	133	330	330	118	4	114	0
593	304	273	765	781	286	206	80	0
594	519	501	1,358	1,358	61	14	48	0
595	159	151	404	404	12	2	10	0
596	255	243	650	650	12	0	12	0
597	271	260	693	693	225	6	219	0
598	68	65	163	163	26	5	21	0
599	709	688	1,834	1,834	382	13	369	0
600	317	305	807	812	55	0	55	0
601	786	772	1,911	1,911	230	5	224	2,100
602	182	174	393	393	414	98	316	0
603	549	537	1,369	1,375	96	33	62	0
604	364	357	887	887	106	77	29	0
605	218	214	614	614	23	17	5	0
606	37	37	90	90	19	2	17	0
607	216	213	553	553	28	0	28	0
657	218	207	522	522	118	0	118	0
658	53	51	120	120	13	1	11	0
659	351	332	836	836	95	8	86	361
660	425	406	955	955	48	5	42	400
661	152	144	407	407	28	9	19	0
662	352	345	980	980	80	20	60	0
663	273	268	690	690	45	11	34	0
664	297	291	769	769	170	9	161	0
665	195	179	462	467	22	2	20	0
666	44	42	101	101	7	0	7	0
743	307	280	752	752	108	1	107	0
745	235	212	551	551	50	0	50	0
750	107	99	253	253	24	1	23	0
Total	**14,276**	**13,702**	**35,827**	**35,886**	**7,135**	**2,039**	**5,096**	**5,795**

Central, Louisiana

Demographic Data by Traffic Analysis Zone

2027

TAZ	TOTAL DWELLING UNITS	OCCUPIED DWELLING UNITS	HOUSEHOLD POPULATION	TOTAL POPULATION	TOTAL EMPLOYMENT	RETAIL EMPLOYMENT	NON-RETAIL EMPLOYMENT	SCHOOL ATTENDANCE
460	2	2	7	23	3	0	3	0
461	19	16	39	39	1	0	1	0
571	615	592	1,783	1,783	53	2	50	0
572	409	383	993	993	115	10	105	700
573	284	262	634	634	103	67	36	0
574	334	284	628	628	226	56	169	0
575	118	110	327	327	36	27	9	0
576	541	535	1,463	1,468	956	377	579	0
577	504	488	1,145	1,145	210	65	145	0
578	294	285	686	686	146	48	98	0
579	803	773	1,924	1,930	438	52	386	0
580	311	306	787	787	30	7	23	0
581	88	85	211	211	27	0	27	0
582	184	169	391	391	151	66	85	480
583	499	487	1,269	1,269	150	8	142	0
584	626	616	1,783	1,783	176	5	172	500
585	529	504	1,395	1,395	83	19	65	0
586	439	425	1,146	1,146	358	1	357	0
587	273	240	566	566	132	57	75	0
588	534	515	1,430	1,430	73	41	32	0
589	354	342	887	887	908	651	256	1,300
590	263	266	633	633	62	17	45	0
591	2	2	5	5	121	74	47	0
592	184	170	421	421	118	4	114	0
593	345	310	868	884	299	215	83	0
594	531	512	1,389	1,389	65	17	49	0
595	207	197	526	526	15	3	12	0
596	262	250	667	667	13	0	13	0
597	422	404	1,077	1,077	237	15	222	0
598	69	66	166	166	33	12	21	0
599	812	788	2,099	2,099	387	16	371	0
600	397	382	1,010	1,015	56	0	56	0
601	959	941	2,332	2,332	290	5	285	2,400
602	319	305	686	686	553	128	425	0
603	679	664	1,693	1,699	150	46	104	0
604	454	446	1,107	1,107	117	78	39	0
605	253	248	712	712	24	18	6	0
606	38	38	91	91	20	2	17	0
607	224	221	575	575	30	0	30	0
657	222	211	532	532	124	0	124	0
658	56	53	125	125	15	1	14	0
659	516	488	1,228	1,228	96	8	88	391
660	568	542	1,275	1,275	74	6	68	500
661	258	245	691	691	78	27	51	0
662	411	403	1,145	1,145	101	23	78	400
663	313	307	791	791	48	13	35	0
664	373	366	966	966	210	19	191	650
665	196	180	465	470	24	2	21	0
666	46	43	105	105	9	0	9	0
743	308	281	753	753	108	1	107	0
745	271	245	636	636	51	0	51	0
750	160	148	379	379	26	2	24	0
Total	**17,874**	**17,142**	**44,644**	**44,703**	**7,925**	**2,313**	**5,612**	**7,321**

Central, Louisiana

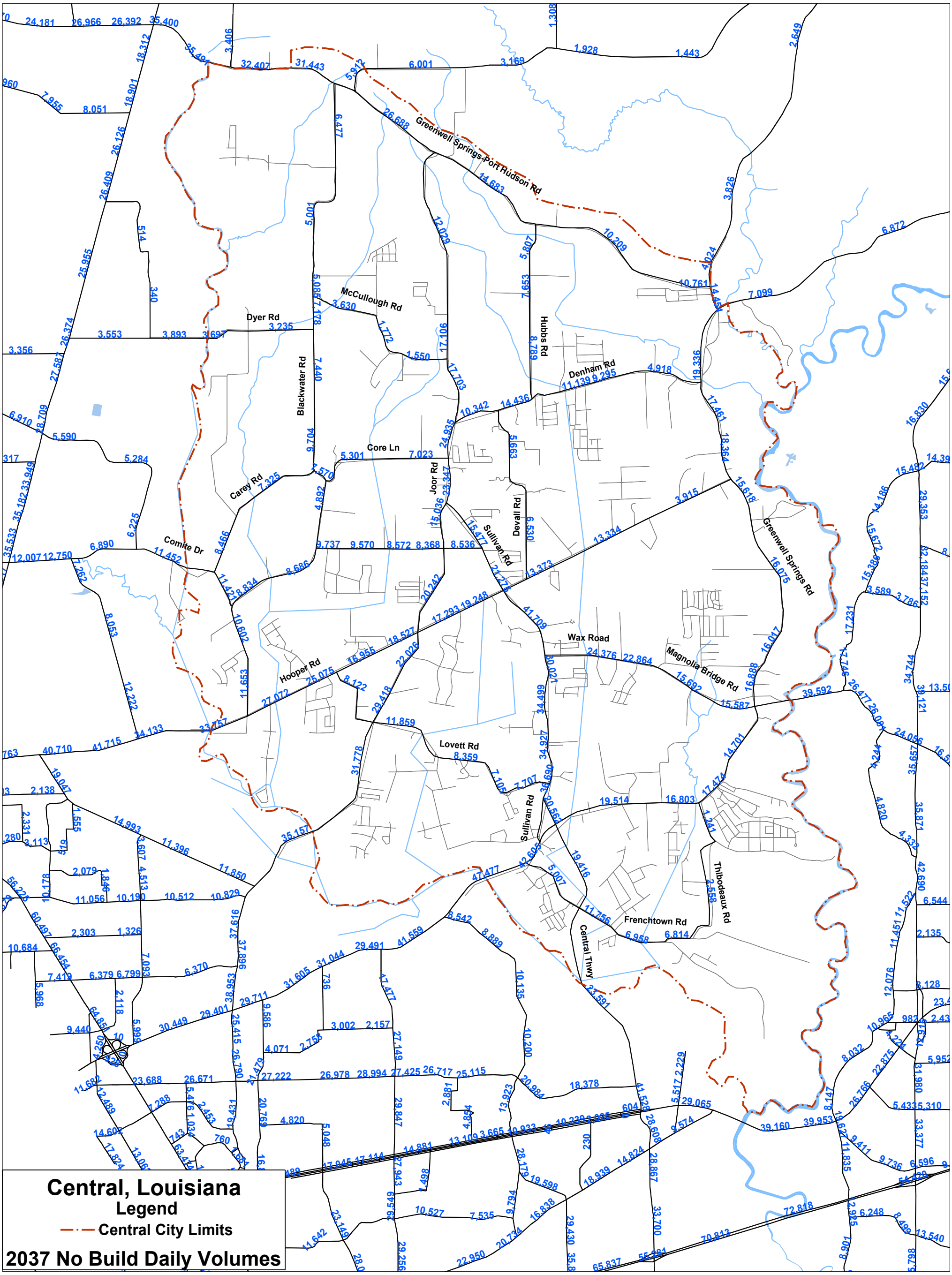
Demographic Data by Traffic Analysis Zone

2037

TAZ	TOTAL DWELLING UNITS	OCCUPIED DWELLING UNITS	HOUSEHOLD POPULATION	TOTAL POPULATION	TOTAL EMPLOYMENT	RETAIL EMPLOYMENT	NON-RETAIL EMPLOYMENT	SCHOOL ATTENDANCE
460	4	4	10	26	4	0	4	0
461	19	17	40	40	2	0	2	0
571	678	652	1,965	1,965	55	3	52	0
572	425	398	1,031	1,031	115	10	105	700
573	352	325	785	785	109	73	36	0
574	394	335	741	741	252	68	184	0
575	124	115	343	343	41	32	9	0
576	608	601	1,643	1,648	992	392	600	0
577	585	566	1,328	1,328	222	71	151	0
578	336	325	783	783	157	54	103	0
579	911	877	2,183	2,189	441	55	386	0
580	314	309	796	796	31	7	24	0
581	88	85	211	211	27	0	27	0
582	224	205	476	476	155	70	85	500
583	533	520	1,354	1,354	168	10	158	0
584	661	651	1,884	1,884	182	7	175	500
585	683	650	1,801	1,801	95	26	69	0
586	502	486	1,309	1,309	359	1	358	0
587	443	391	921	921	137	62	75	0
588	631	609	1,691	1,691	74	42	32	0
589	389	376	974	974	932	667	265	1,300
590	305	308	734	734	66	21	45	0
591	2	2	5	5	122	75	47	0
592	204	188	467	467	118	4	114	0
593	366	328	920	936	305	220	85	0
594	550	531	1,440	1,440	71	21	50	0
595	287	273	730	730	18	3	15	0
596	273	261	697	697	14	0	14	0
597	672	644	1,717	1,717	255	30	225	0
598	71	68	171	171	45	23	22	0
599	983	954	2,541	2,541	395	21	374	0
600	437	420	1,112	1,117	57	0	57	0
601	1,045	1026	2,542	2,542	320	5	315	2,500
602	387	370	833	833	623	143	480	0
603	744	728	1,856	1,862	177	53	124	0
604	499	490	1,217	1,217	122	78	44	0
605	270	266	761	761	25	19	6	0
606	38	38	91	91	20	2	18	0
607	234	231	599	599	32	0	32	0
657	228	217	547	547	132	0	132	0
658	59	57	133	133	19	2	17	0
659	598	566	1,424	1,424	97	8	89	400
660	806	769	1,810	1,810	118	6	112	800
661	629	597	1,684	1,684	252	90	162	0
662	619	607	1,724	1,724	174	33	141	800
663	454	445	1,147	1,147	58	19	39	0
664	638	626	1,653	1,653	350	55	295	1,300
665	200	184	475	480	30	3	27	0
666	48	46	111	111	12	0	12	0
743	309	282	757	757	109	1	108	0
745	397	359	931	931	53	0	53	0
750	345	319	819	819	34	7	27	0
Total	**21,601**	**20,698**	**53,918**	**53,977**	**8,772**	**2,592**	**6,180**	**8,800**

Appendix C

Alternative Scenario Daily Model Results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Carey Rd
Joor Rd
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Comite Dr
Hooper Rd
Wax Road
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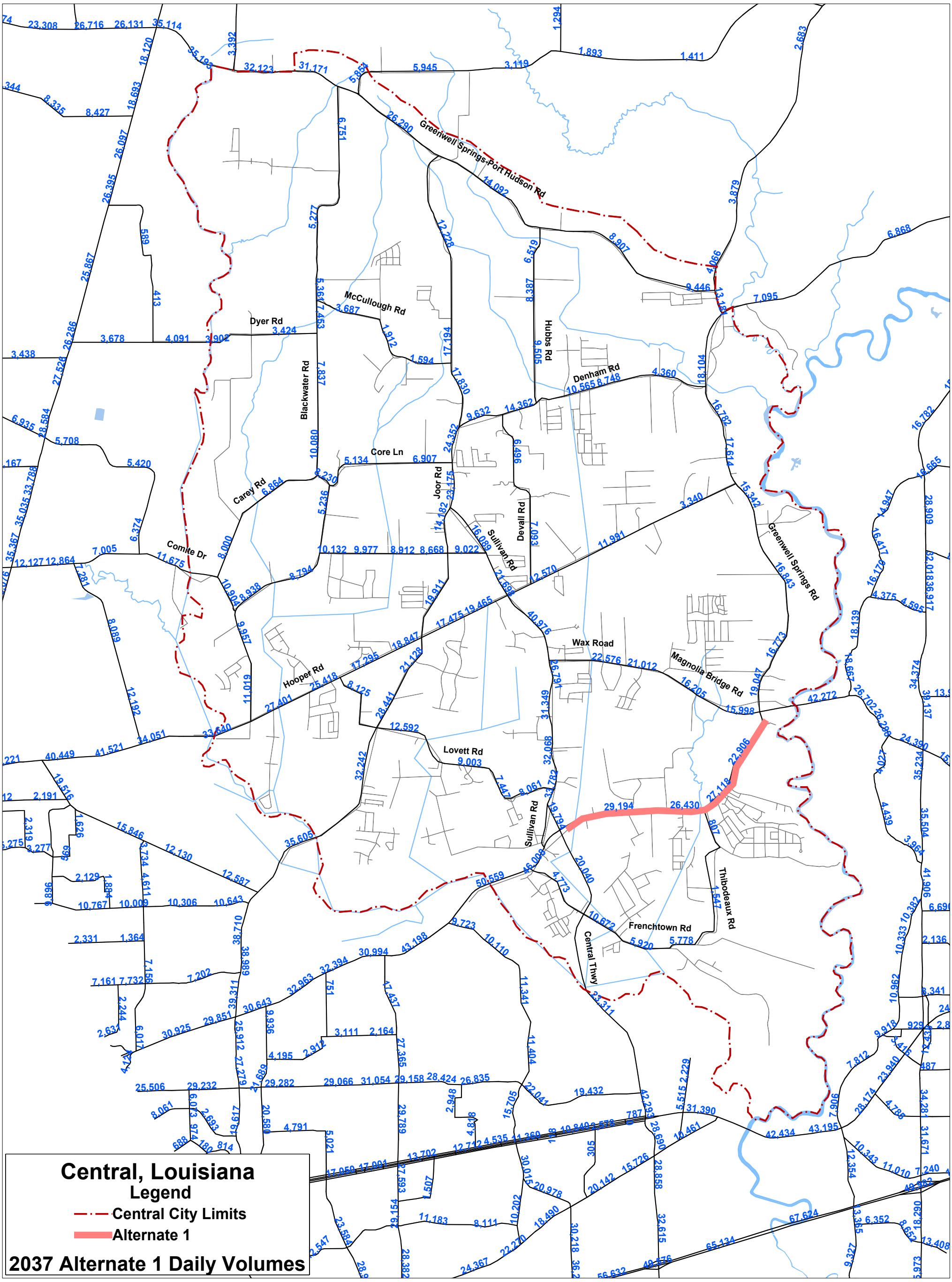
Lovett Rd
Sullivan Rd
Central Thwy
Frenchtown Rd
Thibodeaux Rd
Central, Louisiana
Legend
Central City Limits
2037 No Build Daily Volumes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Blackwater Rd
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Comite Dr
Hooper Rd
Wax Road
Magnolia Bridge Rd
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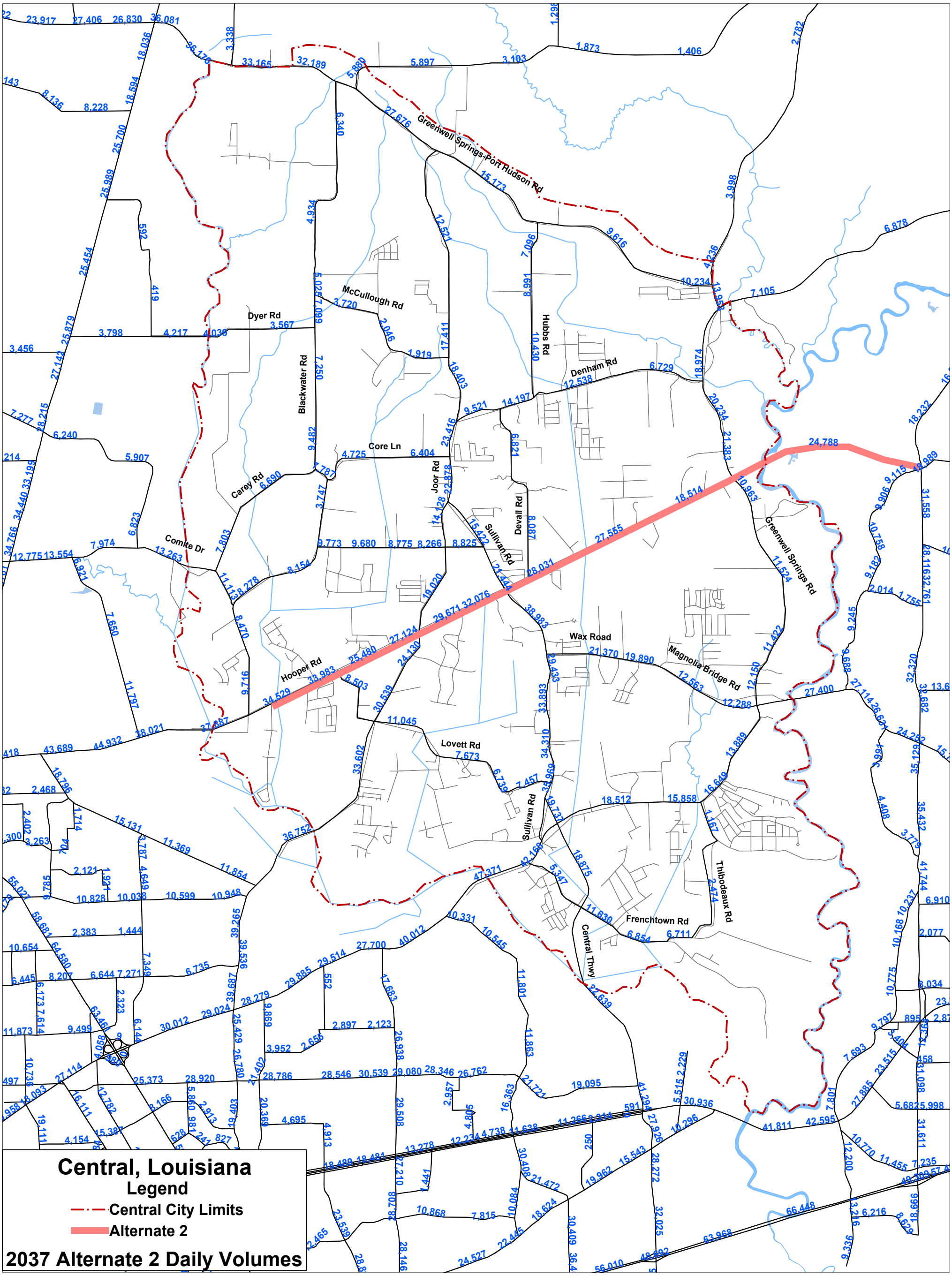
Thibodeaux Rd
Frenchtown Rd
Central Thwy
Central, Louisiana
Legend
Central City Limits
Alternate 1
2037 Alternate 1 Daily Volumes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Blackwater Rd
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Carey Rd
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Joor Rd
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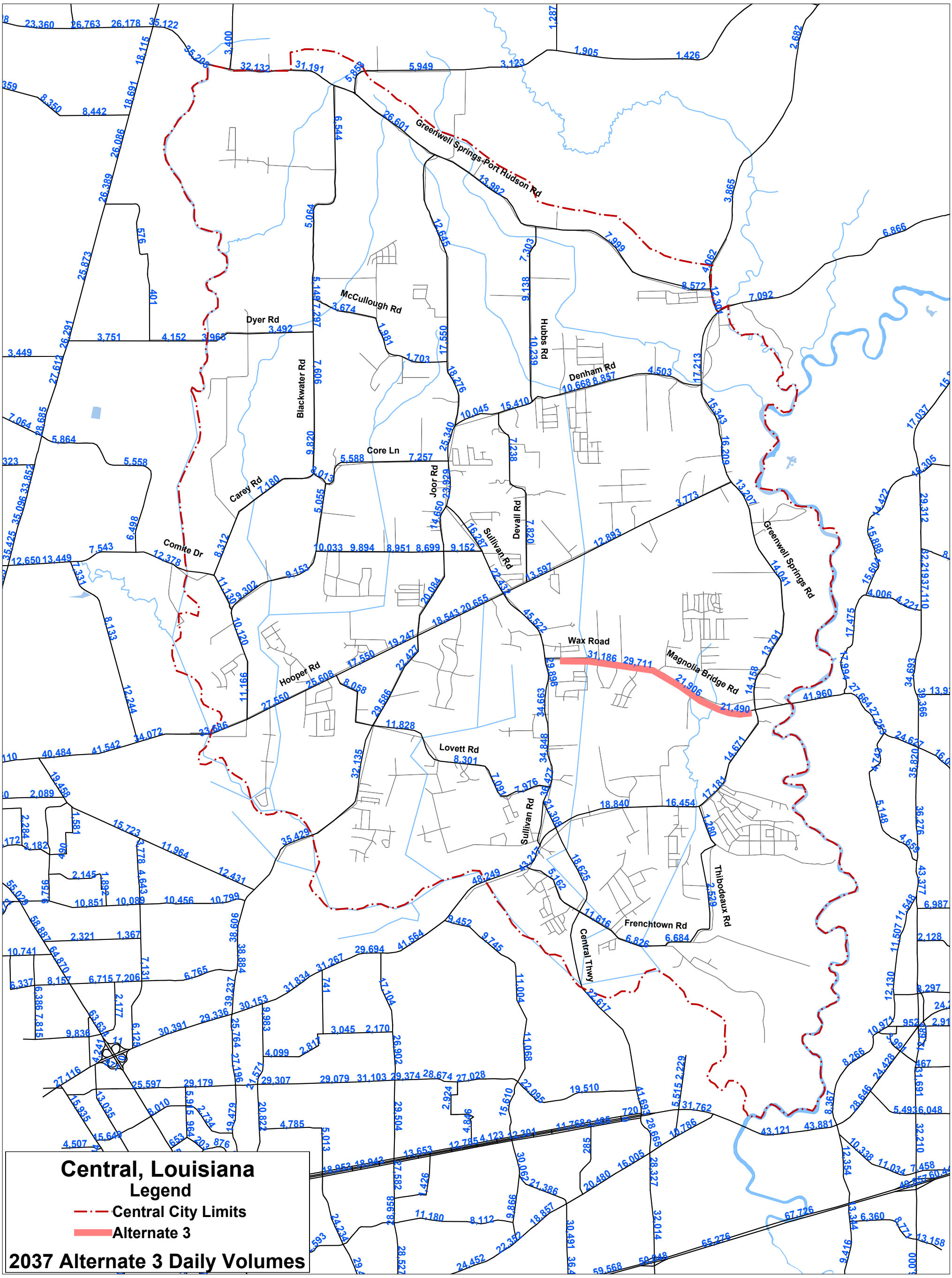
Greenwell Springs Rd
Wax Road
Magnolia Bridge Rd
Hooper Rd
Lovett Rd
Sullivan Rd
Frenchtown Rd
Central Thwy
Thibodeaux Rd
Central, Louisiana
Legend
Central City Limits
Alternate 2
2037 Alternate 2 Daily Volumes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Wax Road
Magnolia Bridge Rd
Lovett Rd
Sullivan Rd
Hubbs Rd
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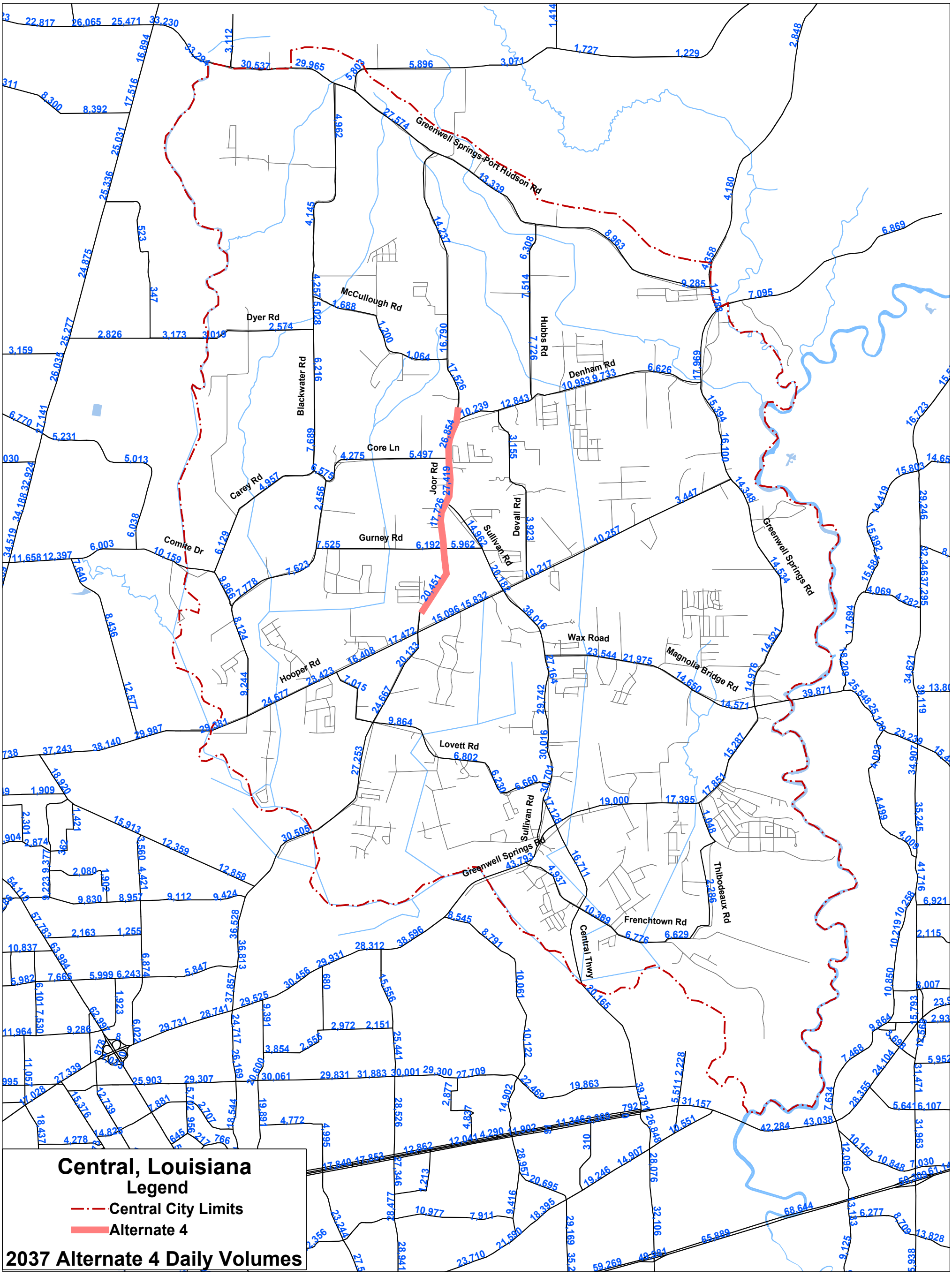
Frenchtown Rd
Central Thwy
Thibodeaux Rd
Central, Louisiana
Legend
Central City Limits
Alternate 3
2037 Alternate 3 Daily Volumes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Hooper Rd
Wax Road
Magnolia Bridge Rd
Lovett Rd
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Central Thwy
Thibodeaux Rd
Central, Louisiana
Legend
Central City Limits
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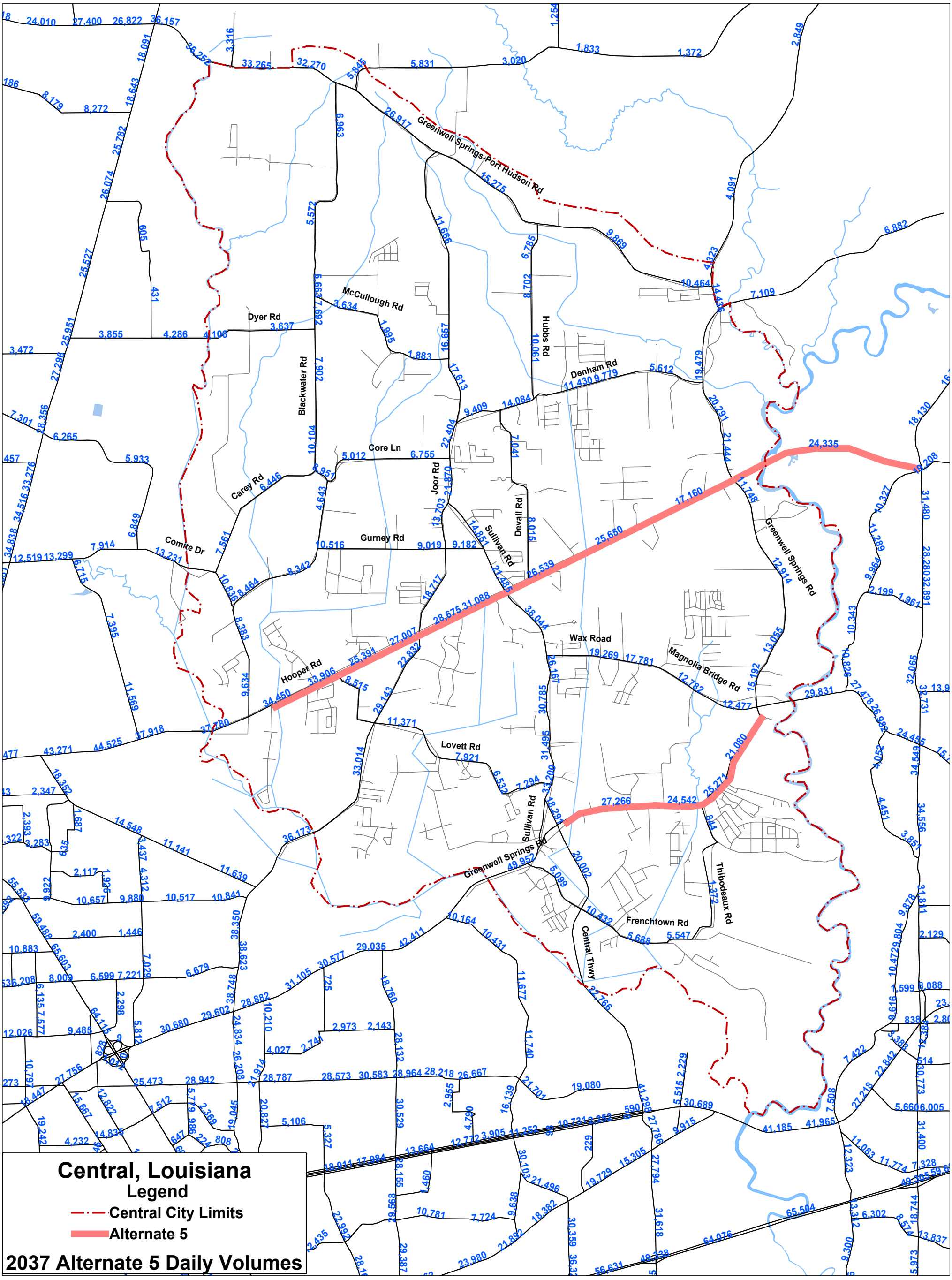
2037 Alternate 4 Daily Volumes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Wax Road
Magnolia Bridge Rd
Lovett Rd
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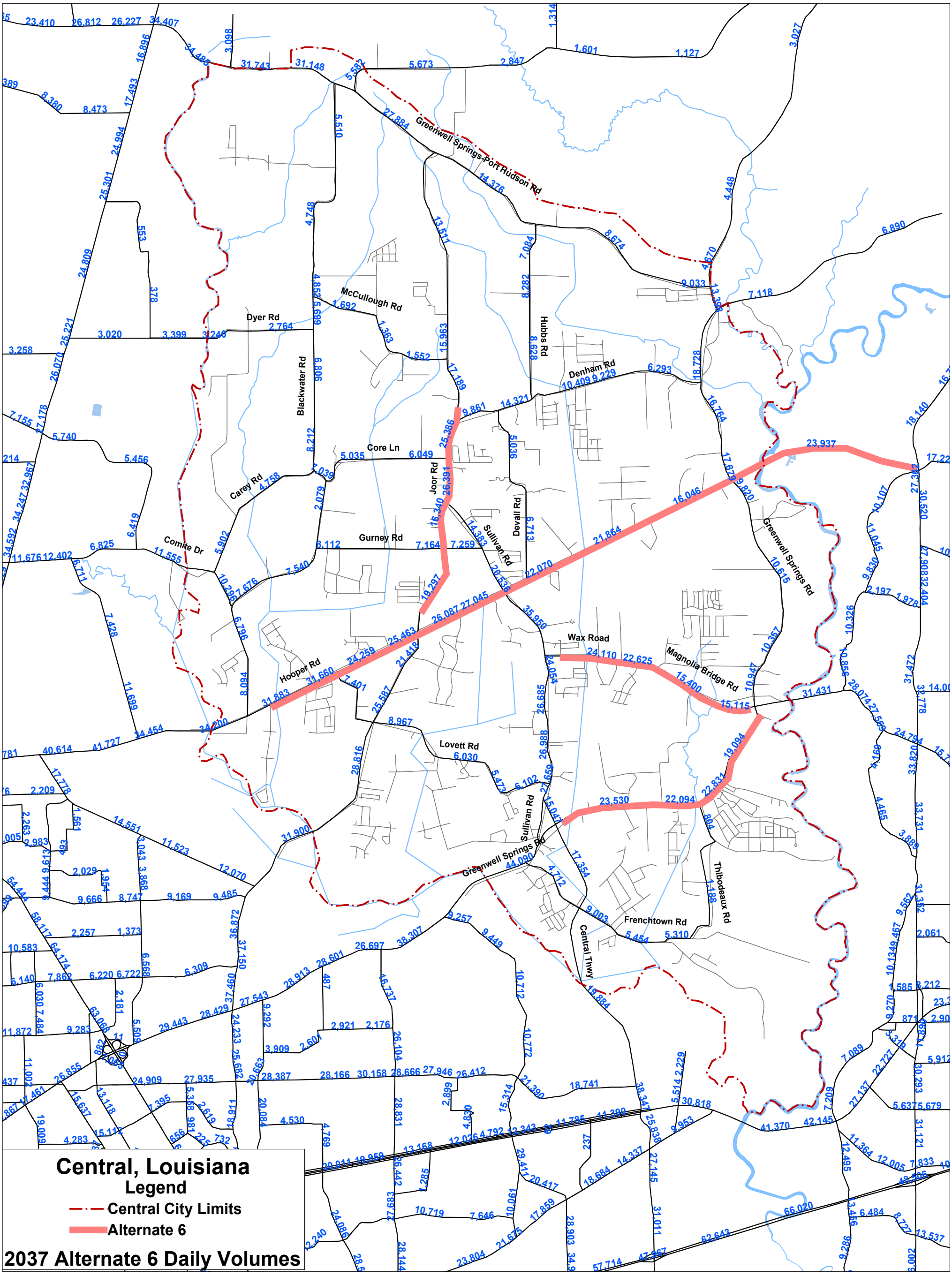
Central Thwy
Thibodeaux Rd
Central, Louisiana
Legend
Central City Limits
Alternate 5
2037 Alternate 5 Daily Volumes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Core Ln
Carey Rd
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Devall Rd
Gurney Rd
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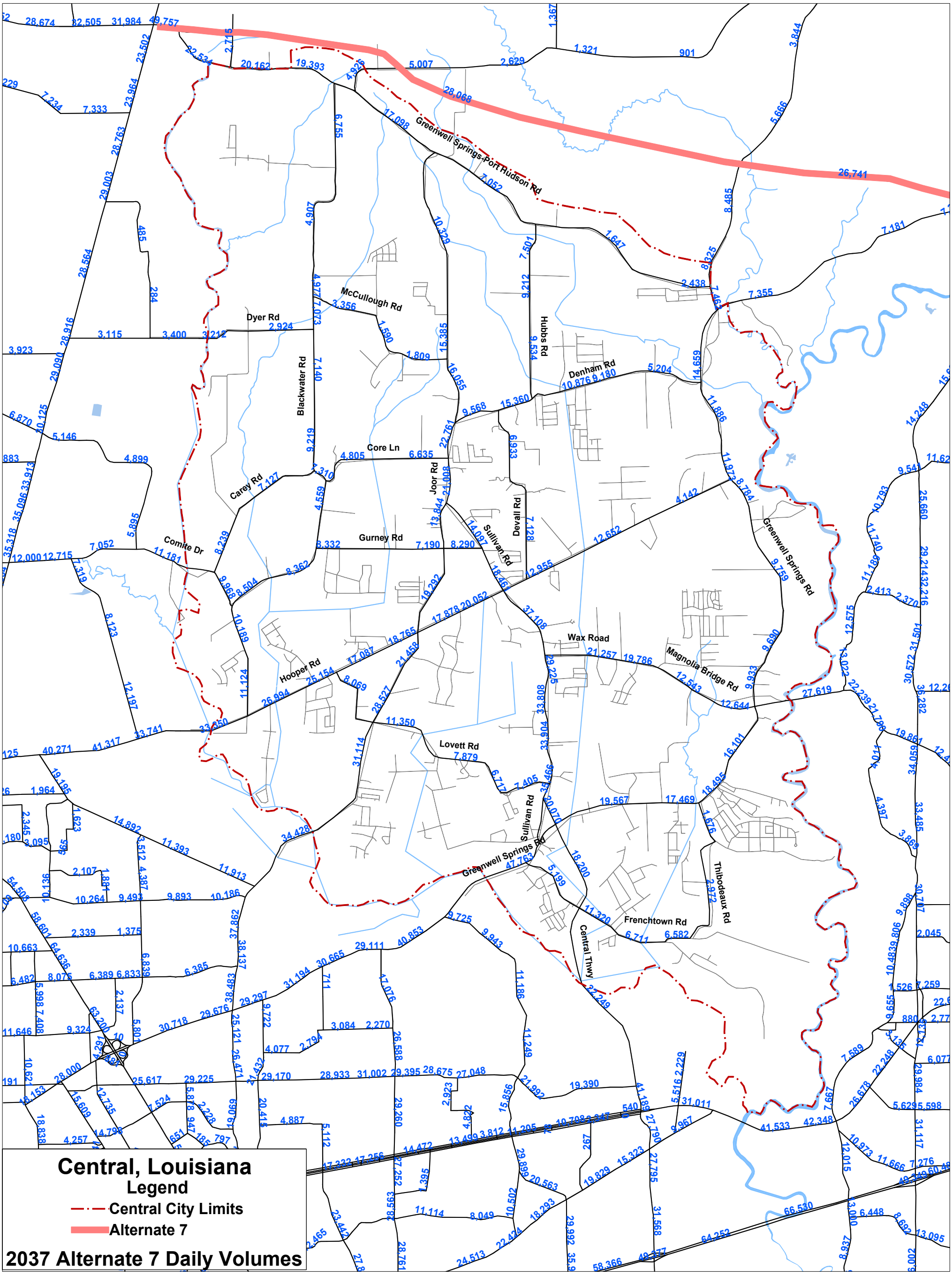
Sullivan Rd
Greenwell Springs Rd
Hooper Rd
Wax Road
Magnolia Bridge Rd
Lovett Rd
Sullivan Rd
Greenwell Springs Rd
Thibodeaux Rd
Frenchtown Rd
Central Thwy
Central, Louisiana
Legend
Central City Limits
Alternate 6
2037 Alternate 6 Daily Volumes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Magnolia Bridge Rd
Lovett Rd
Hubbs Rd
Denham Rd
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Sullivan Rd
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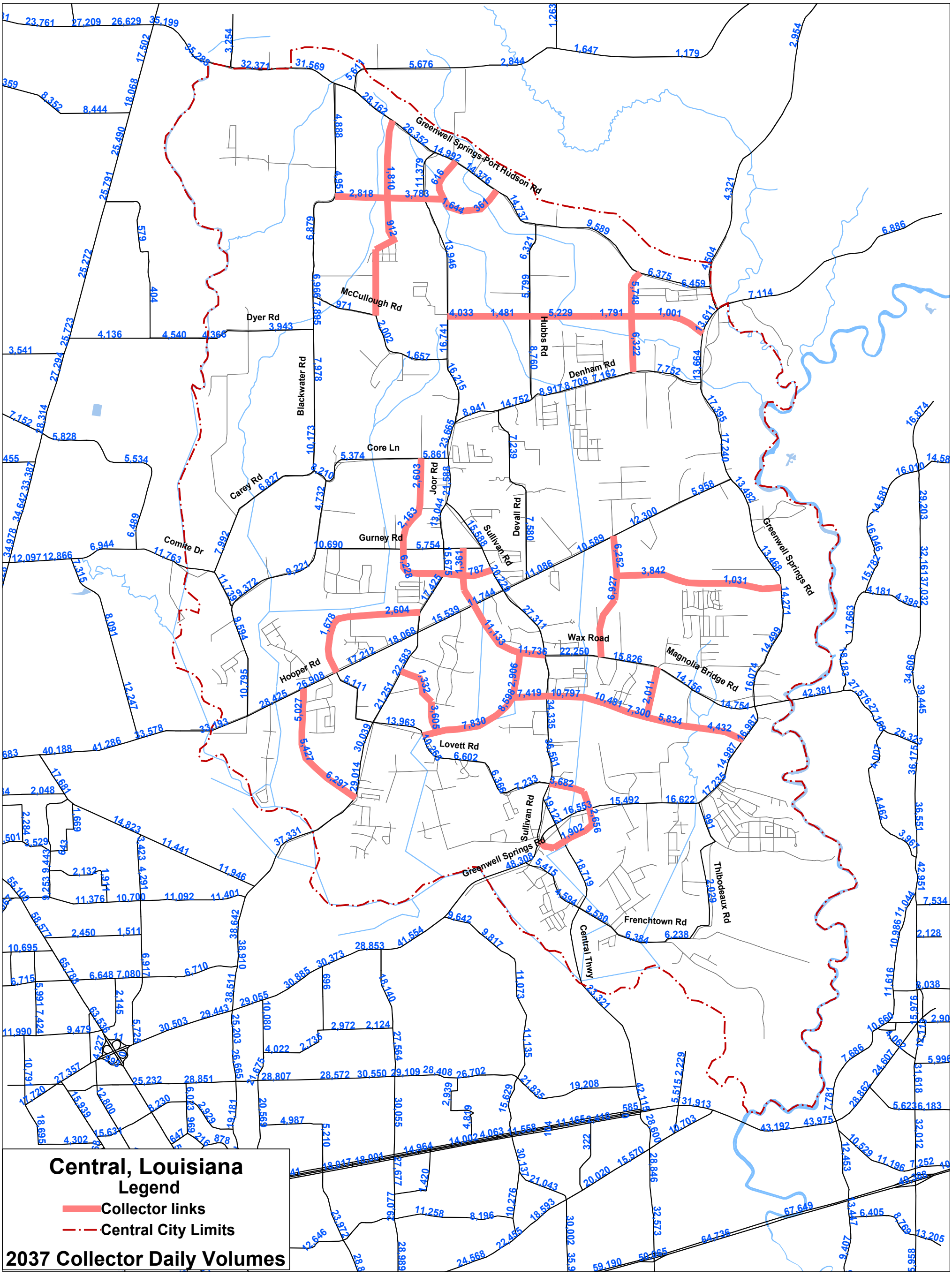
Central Thwy
Thibodeaux Rd
Central, Louisiana
Legend
Central City Limits
Alternate 7
2037 Alternate 7 Daily Volumes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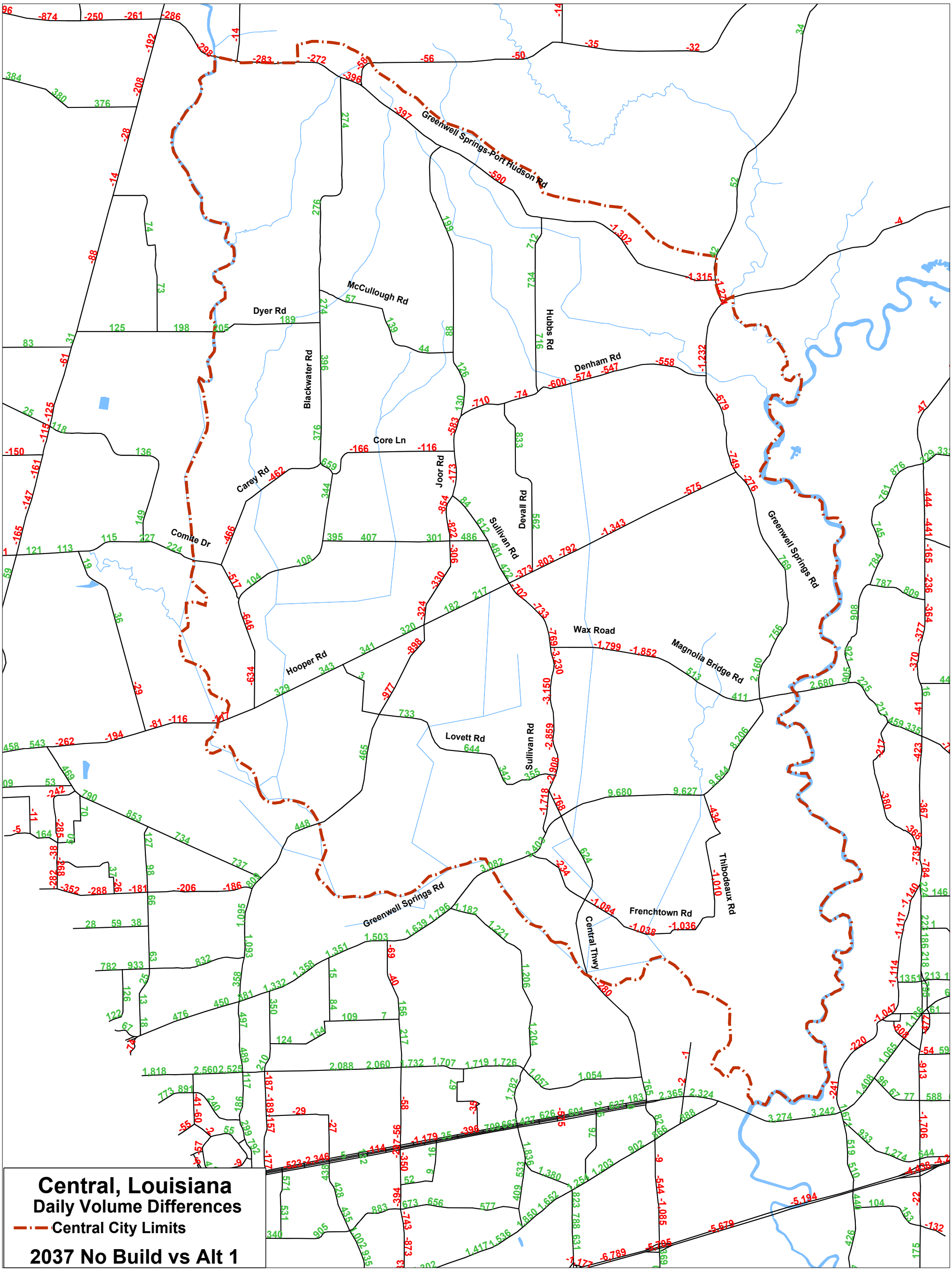
Hooper Rd
Wax Road
Magnolia Bridge Rd
Hubbs Rd
Denham Rd
Greenwell Springs Rd
Lovett Rd
Sullivan Rd
Frenchtown Rd
Central Thwy
Thibodeaux Rd
Central, Louisiana
Legend
Collector links
Central City Limits
2037 Collector Daily Volumes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Greenwell Springs Rd
Wax Road
Magnolia Bridge Rd
Hooper Rd
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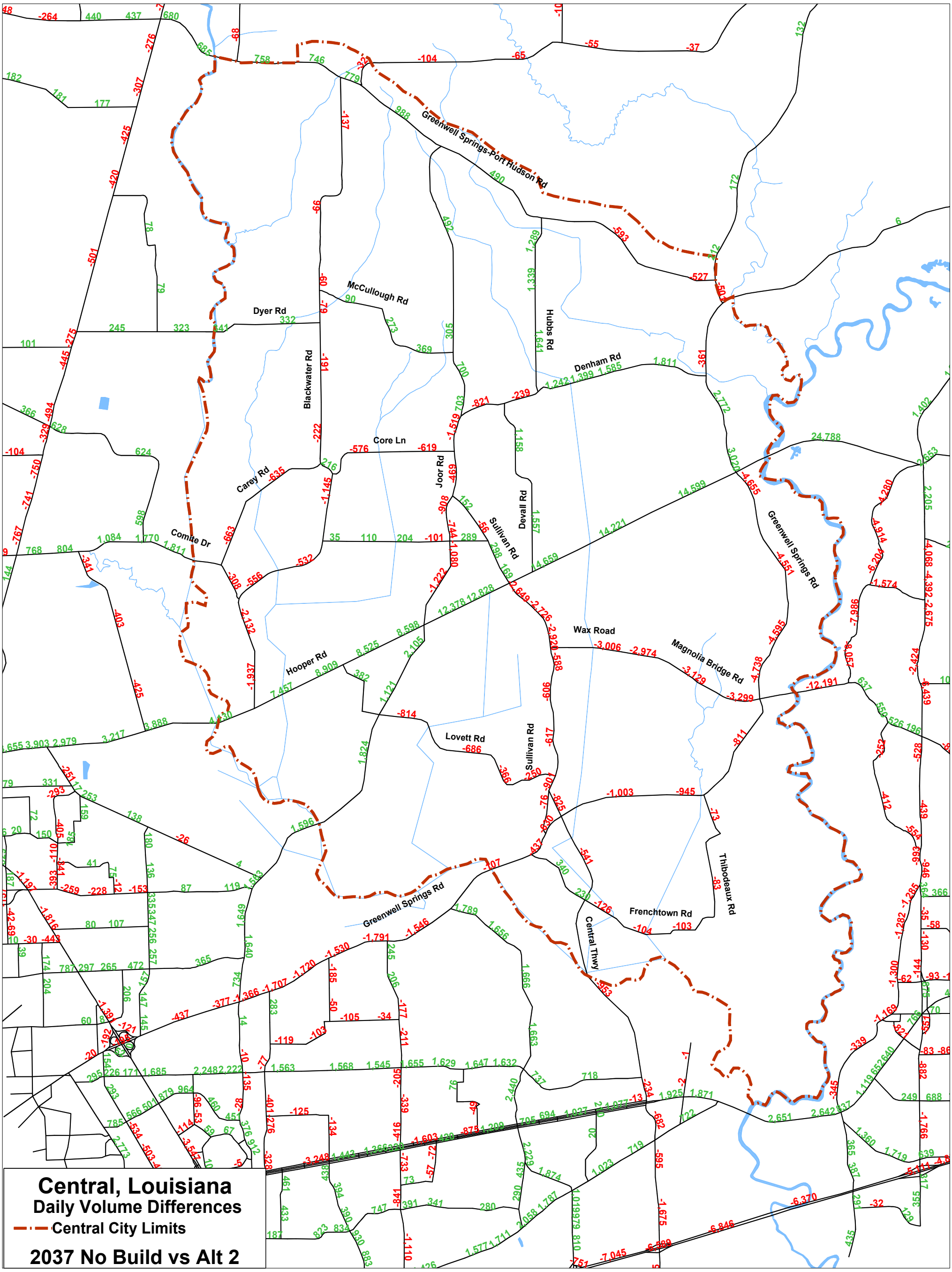
Central Thwy
Thibodeaux Rd
Central, Louisiana
Daily Volume Differences
Central City Limits
2037 No Build vs Alt 1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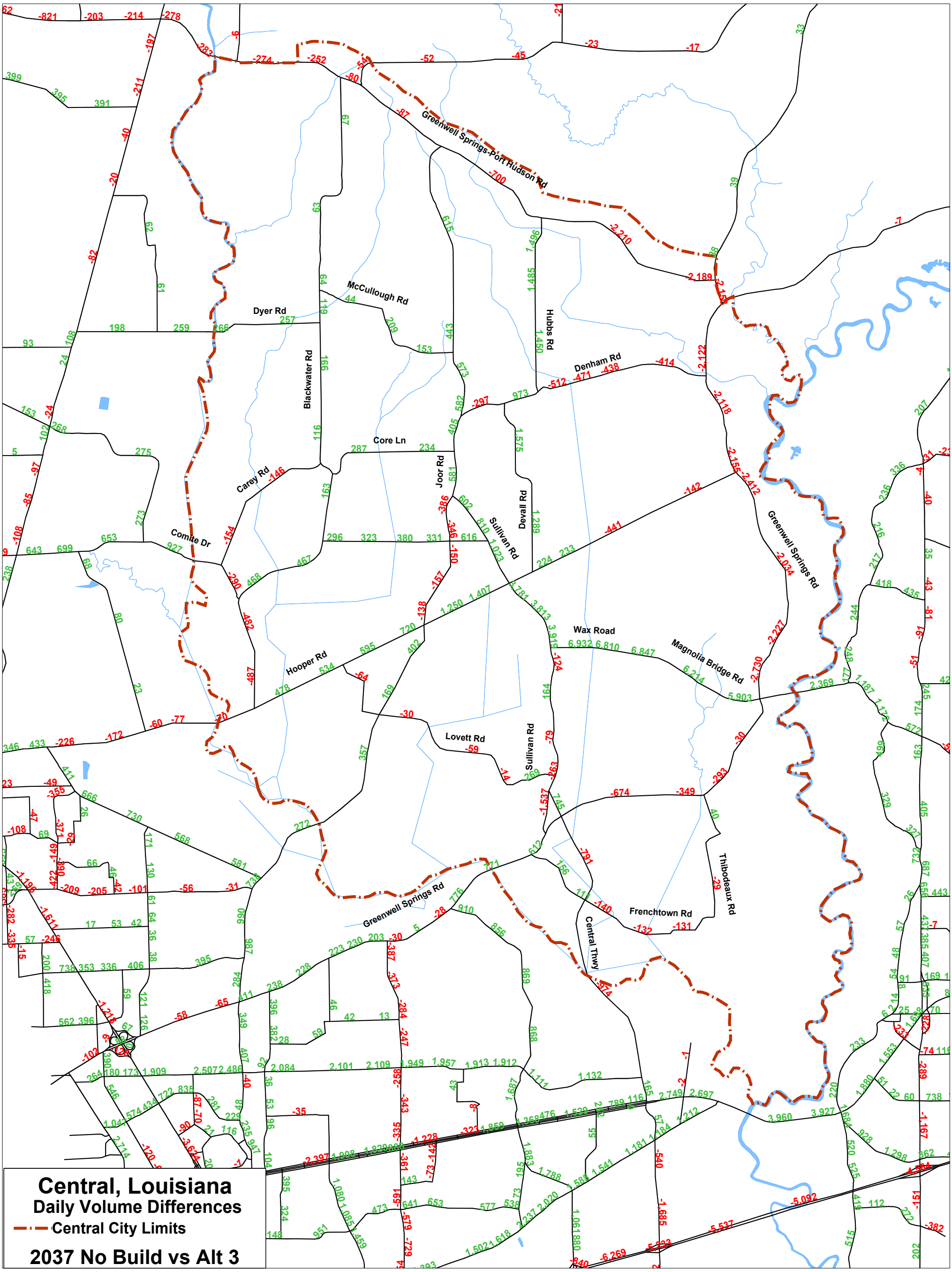
Central, Louisiana
Daily Volume Differences
Central City Limits
2037 No Build vs Alt 2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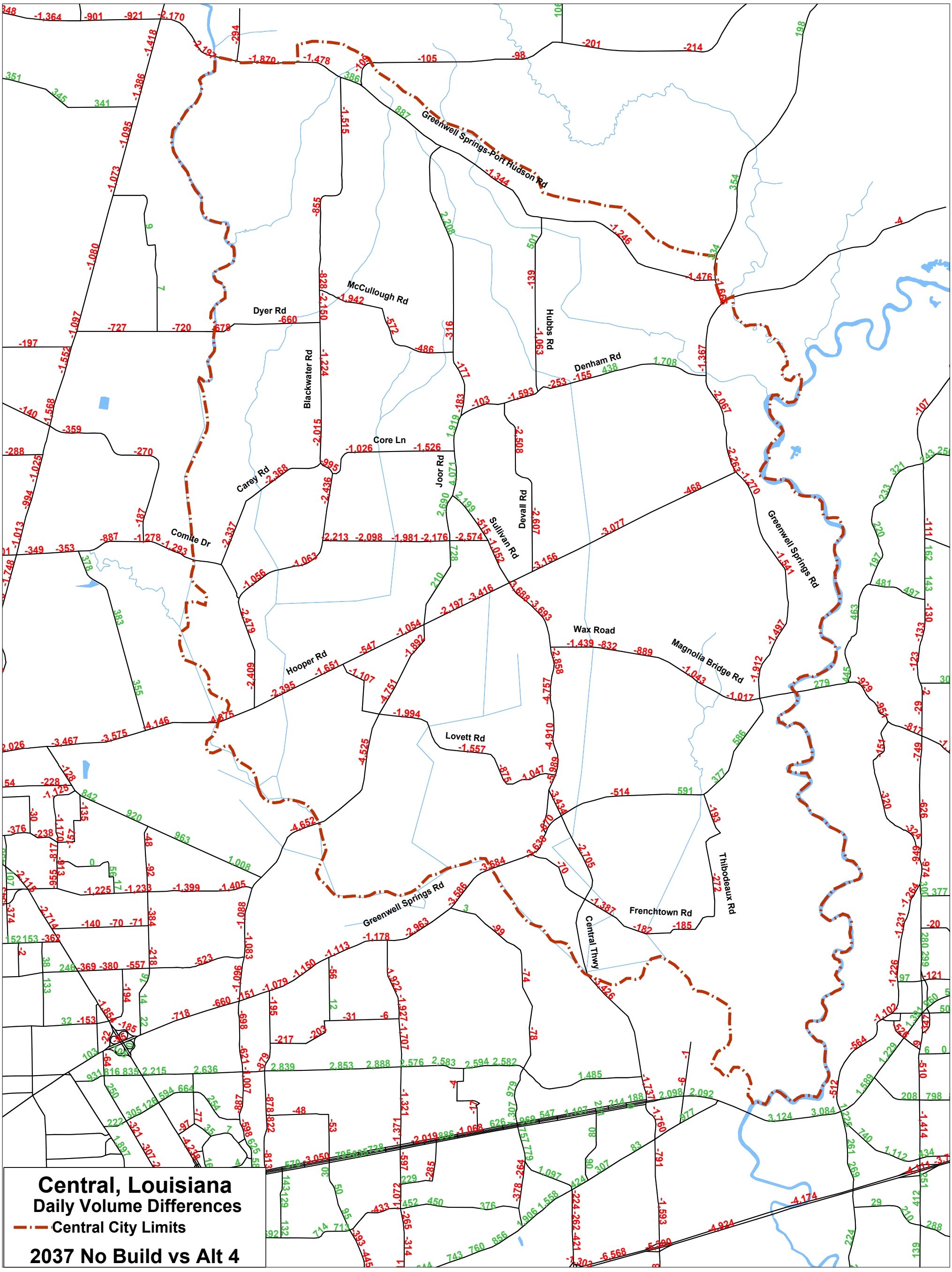
Frenchtown Rd
Thibodeaux Rd
Central, Louisiana
Daily Volume Differences
Central City Limits
2037 No Build vs Alt 3


Central, Louisiana
Daily Volume Differences
Central City Limits
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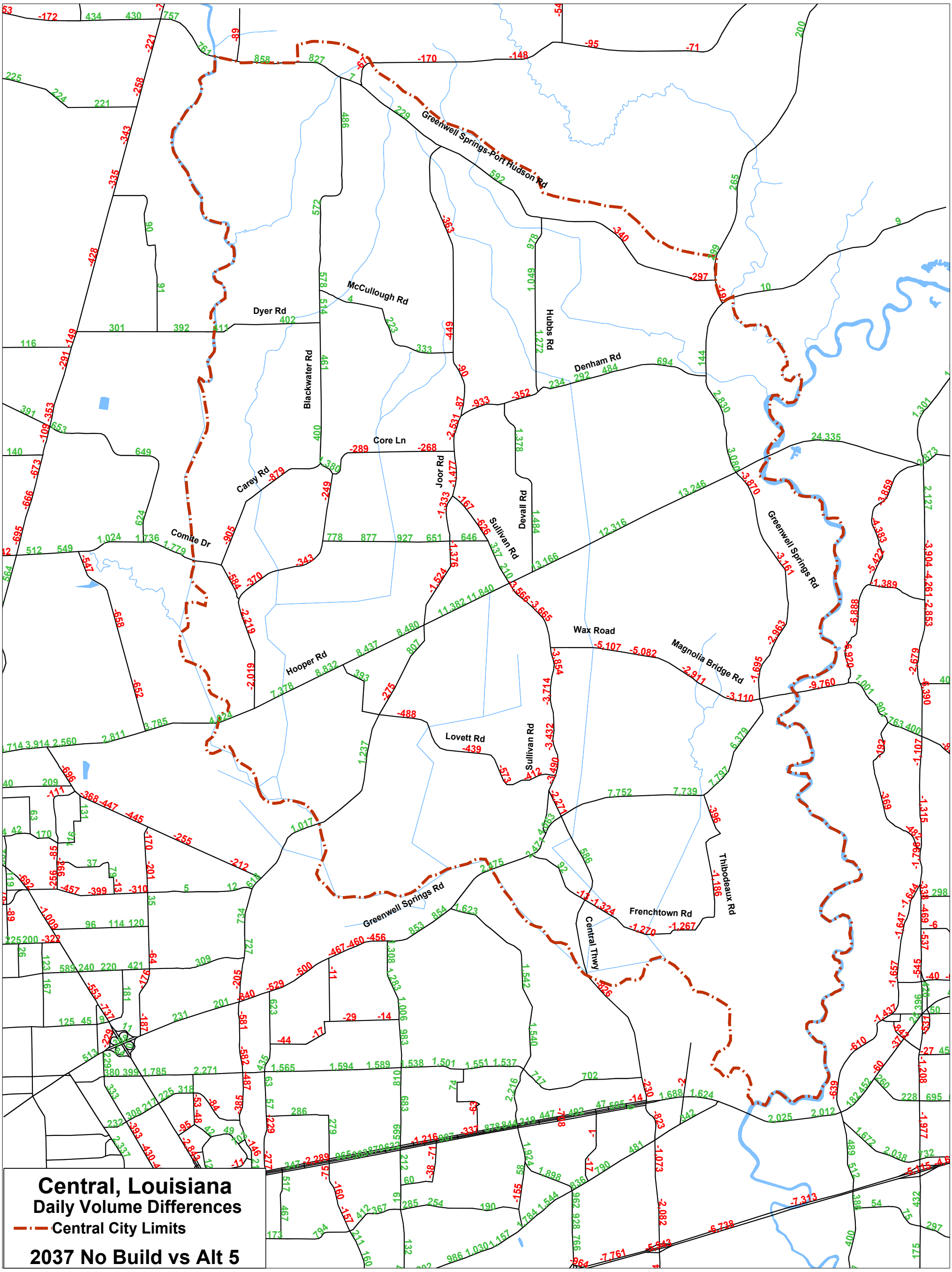
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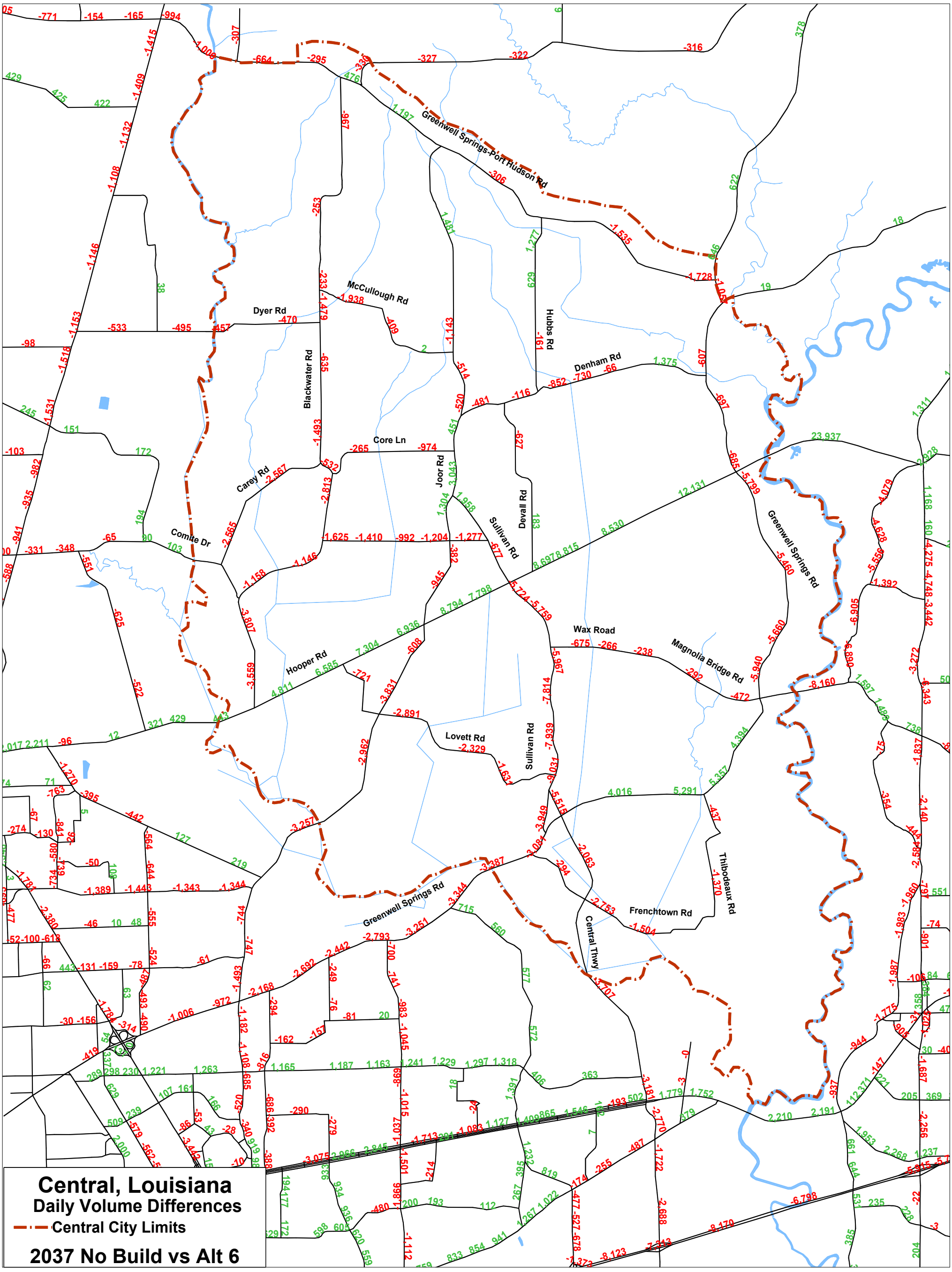
Carey Rd
Comite Dr
Sullivan Rd
Greenwell Springs Rd
Hooper Rd
Wax Road
Magnolia Bridge Rd
Lovett Rd
Sullivan Rd
Greenwell Springs Rd
Central Thwy
Frenchtown Rd
Thibodeaux Rd
Central, Louisiana
Daily Volume Differences
Central City Limits
2037 No Build vs Alt 5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McCullough Rd
Dyer Rd
Blackwater Rd
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Carey Rd
Joor Rd
Devall Rd
Sullivan Rd
Hubbs Rd
Denham Rd
Comite Dr
Hooper Rd
Lovett Rd
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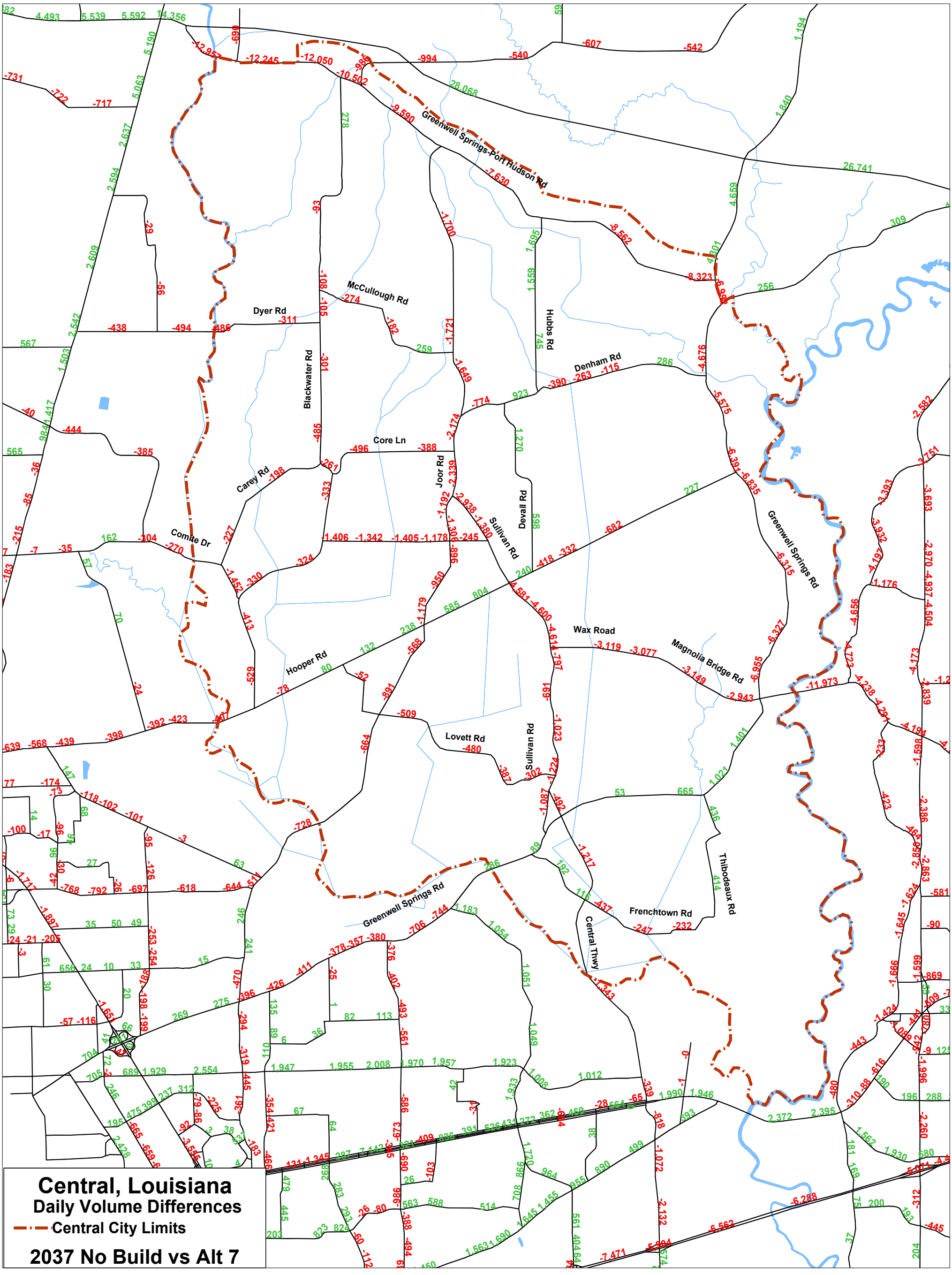
Magnolia Bridge Rd
Greenwell Springs Rd
Frenchtown Rd
Thibodeaux Rd
Central, Louisiana
Daily Volume Differences
Central City Limits
2037 No Build vs Alt 6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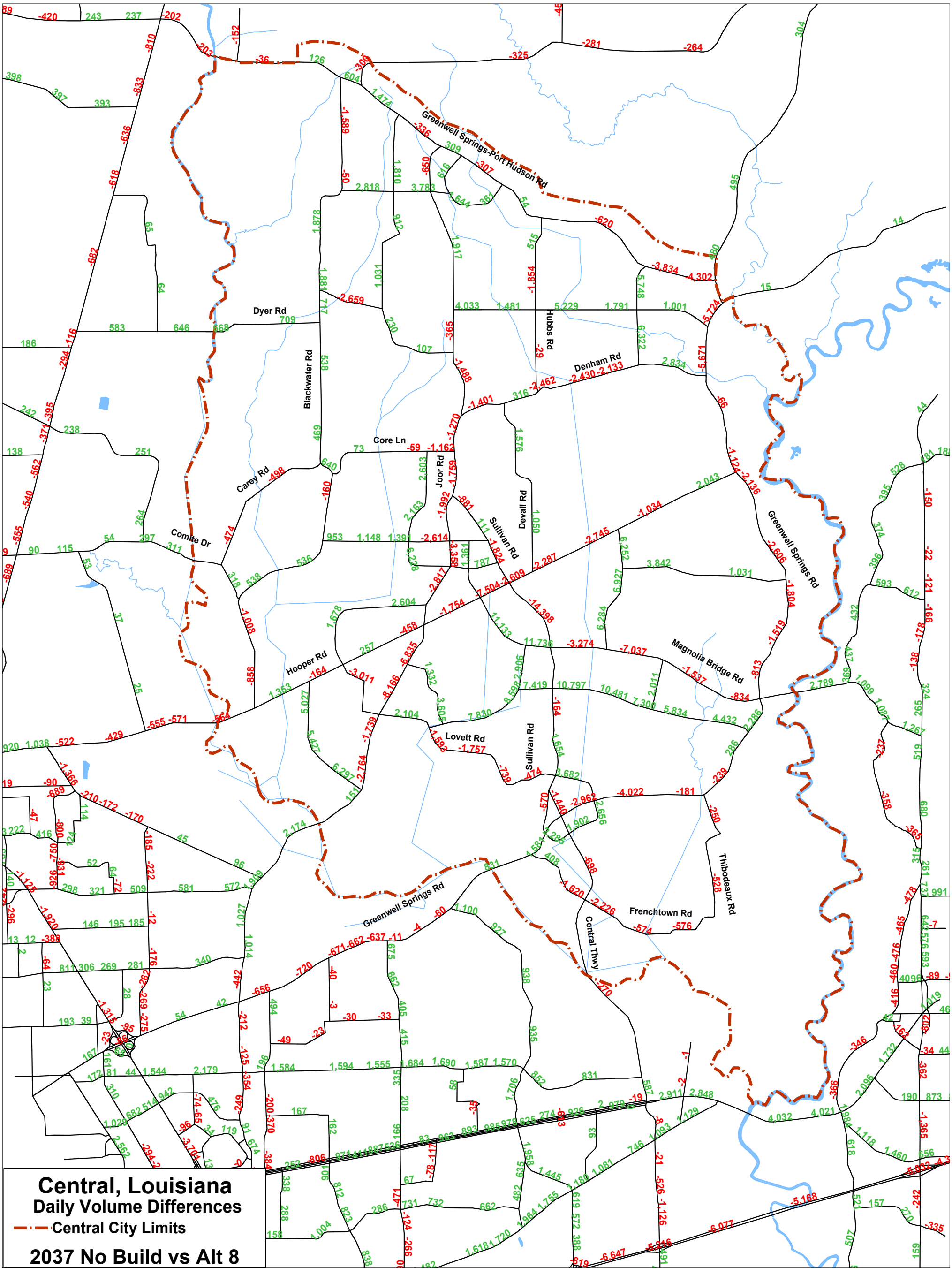
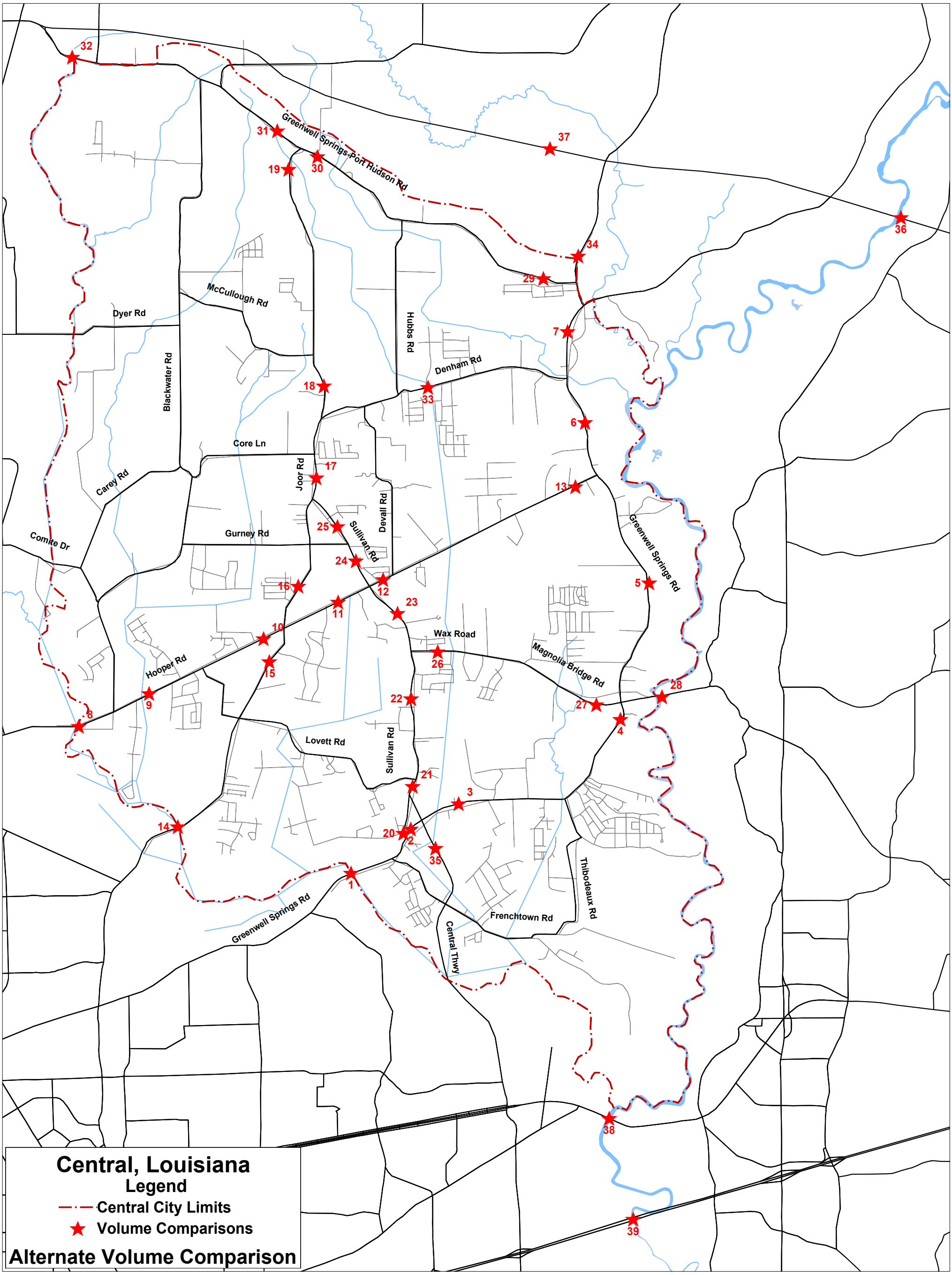
Greenwell Springs Rd
Hooper Rd
Wax Road
Magnolia Bridge Rd
Lovett Rd
Sullivan Rd
Greenwell Springs Rd
Central Thwy
Frenchtown Rd
Thibodeaux Rd
Central, Louisiana
Daily Volume Differences
Central City Limits
2037 No Build vs Alt 7


Central, Louisiana
Daily Volume Differences
Central City Limits
2037 No Build vs Alt 8
Greenwell Springs-Port Hudson Rd
Dyer Rd
Blackwater Rd
Hubbs Rd
Denham Rd
Core Ln
Joor Rd
Devall Rd
Sullivan Rd
Greenwell Springs Rd
Comite Dr
Carey Rd
Hooper Rd
Lovett Rd
Magnolia Bridge Rd
Frenchtown Rd
Thibodeaux Rd
Central Thwy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Greenwell Springs-Port Hudson Rd
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McCullough Rd
Dyer Rd
Hubbs Rd
7
Denham Rd
18
33
6
Blackwater Rd
Core Ln
Joor Rd
17
Carey Rd
Devall Rd
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Comite Dr
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Sullivan Rd
Gurney Rd
Greenwell Springs Rd
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Wax Road
Hooper Rd
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Magnolia Bridge Rd
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8
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Lovett Rd
Sullivan Rd
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20
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35
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Thibodeaux Rd
Frenchtown Rd
Greenwell Springs Rd
Central Thwy
38
39
Central, Louisiana
Legend
Central City Limits
Volume Comparisons
Alternate Volume Comparison

City of Central
Transportation Plan
Scenario Model Volume Comparison

Map No	NAME	LOCATION	2010	2013	2037NB	2037ALT1	2037ALT2	2037ALT3	2037ALT4	2037ALT5	2037ALT6	2037ALT7	2037Coll
1	Greenwell Springs Rd	Comite River	39,214	35,115	47,477	50,558	47,370	48,248	43,792	49,951	44,089	47,762	48,308
2	Greenwell Springs Rd	East of Sullivan Rd	13,855	13,974	18,972	24,342	18,341	20,842	18,302	23,034	20,280	20,108	18,778
3	Greenwell Springs Rd	East of Central Thwy	13,471	14,303	19,514	29,194	18,511	18,840	18,999	27,266	23,530	19,567	15,492
4	Greenwell Springs Rd	South of Magnolia Bridge Rd	10,875	11,519	14,700	22,906	13,889	14,670	15,286	21,079	19,094	16,101	16,986
5	Greenwell Springs Rd	Between Magnolia Br Rd and Hooper Rd	10,886	10,095	16,074	16,843	11,523	14,040	14,533	12,913	10,614	9,759	14,271
6	Greenwell Springs Rd	North of Hooper Rd	12,813	13,271	17,461	16,782	20,233	15,343	15,393	20,290	16,764	11,886	17,395
7	Greenwell Springs Rd	North of Denham Rd	14,464	15,019	19,335	18,104	18,974	17,213	17,968	19,479	18,728	14,659	13,664
8	Hooper Rd	Comite River	22,734	24,155	33,756	33,639	37,886	33,686	29,381	37,780	34,199	33,349	33,192
9	Hooper Rd	Blackwater Bayou	18,231	21,512	27,071	27,400	34,529	27,550	24,677	34,449	31,883	26,993	28,425
10	Hooper Rd	West of Joor Rd	12,976	14,572	18,526	18,846	27,124	19,246	17,472	27,007	25,462	18,764	18,068
11	Hooper Rd	Between Joor Rd and Sullivan Rd	9,252	16,198	19,247	19,464	32,075	20,654	15,832	31,087	27,045	20,052	18,451
12	Hooper Rd	East of Sullivan Rd	11,599	13,911	18,935	18,562	34,147	20,363	13,260	32,638	27,693	19,175	16,326
13	Hooper Rd	West of Greenwell Springs Rd	4,121	5,086	3,914	3,339	18,514	3,772	3,446	17,160	16,045	4,141	5,957
14	Joor Rd	Comite River	26,205	23,931	35,156	35,605	36,752	35,428	30,504	36,173	31,899	34,428	37,330
15	Joor Rd	South of Hooper Rd	17,706	14,962	22,025	21,128	24,130	22,427	20,133	22,832	21,418	21,457	22,583
16	Joor Rd	North of Hooper Rd	12,983	12,474	20,241	19,911	19,019	20,084	20,451	18,717	19,296	19,292	17,425
17	Joor Rd	North of Sullivan Rd	15,496	16,848	23,347	23,174	22,878	23,928	27,418	21,870	26,390	21,007	21,587
18	Joor Rd	North of Denham Rd	10,862	11,625	17,703	17,829	18,403	18,276	17,526	17,613	17,189	16,054	16,215
19	Joor Rd	South of LA 64	8,825	9,473	12,029	12,228	12,520	12,644	14,236	11,666	13,510	10,328	11,379
20	Sullivan Rd	North of Greenwell Springs Rd	21,349	18,501	25,698	23,874	25,642	23,843	22,430	23,988	20,771	24,555	24,711
21	Sullivan Rd	Between Central Thwy and Lovett Rd	19,358	30,832	42,048	39,561	41,146	41,255	36,238	38,160	32,558	40,469	40,038
22	Sullivan Rd	Between Lovett Rd and Wax Rd	16,077	25,121	34,499	31,348	33,892	34,662	29,742	30,785	26,685	33,808	34,334
23	Sullivan Rd	Between Wax Rd and Hooper Rd	21,758	30,726	41,708	40,976	38,982	45,521	38,016	38,043	35,950	37,108	27,310
24	Sullivan Rd	North of Hooper Rd	12,628	15,566	21,266	21,747	21,564	22,289	20,214	21,603	20,589	18,083	19,442
25	Sullivan Rd	Between Gurney Rd and Joor Rd	8,562	11,200	15,477	16,089	15,421	16,286	14,961	14,850	14,383	14,096	15,588
26	Wax Rd	East of Sullivan Rd	17,561	19,186	25,524	24,005	22,827	32,456	24,085	21,220	24,849	22,579	22,249
27	Magnolia Bridge Rd	West of Greenwell Springs Rd	10,649	11,269	15,587	15,998	12,288	21,490	14,570	12,477	15,114	12,644	14,753
28	Magnolia Bridge Rd	Amite River	25,063	28,665	39,591	42,271	27,400	41,960	39,870	29,831	31,431	27,618	42,380
29	Greenwell Springs-Port Hudson Rd	West of Liberty Rd	6,219	6,420	10,209	8,907	9,615	7,998	8,963	9,869	8,674	1,646	6,374
30	Greenwell Springs-Port Hudson Rd	East of Joor Rd	8,193	8,993	14,682	14,092	15,172	13,982	13,338	15,274	14,376	7,052	14,992
31	Greenwell Springs-Port Hudson Rd	West of Joor Rd	17,016	18,461	26,687	26,290	27,675	26,601	27,574	26,917	27,884	17,097	26,351
32	Greenwell Springs-Port Hudson Rd	Comite River	20,362	21,893	35,491	35,193	36,176	35,207	33,294	36,252	34,484	22,534	35,288
33	Denham Rd	East of Hubbs Rd	5,933	6,132	11,138	10,565	12,537	10,667	10,983	11,430	10,408	10,875	8,708
34	Liberty Rd	North of LA 64	4,272	4,403	4,024	4,066	4,235	4,062	4,357	4,322	4,669	8,325	4,504
35	Central Thwy	South of Greenwell Springs Rd	--	14,678	19,416	20,040	18,875	18,625	16,711	20,002	17,353	18,199	18,718
36	North Expressway	Amite River	--	--	--	--	--	--	--	--	--	26,741	--
37	North Expressway	West of Liberty Rd	--	--	--	--	--	--	--	--	--	28,067	--
38	US 190 (Florida Ave)	Amite River	32,941	30,172	39,160	42,433	41,810	43,120	42,283	41,184	41,369	41,532	43,192
39	I-12	Amite River	90,816	103,658	143,631	132,757	130,415	133,002	134,533	129,579	128,663	130,781	132,385
			625,325	**703,919**	**971,319**	**980,066**	**1,002,490**	**980,280**	**910,771**	**1,008,790**	**955,338**	**873,883**	**923,149**

City of Central
Transportation Plan
Scenario Model Volume Comparison

Map No	NAME	LOCATION	2037NB	2037ALT1	2037ALT2	2037ALT3	2037ALT4	2037ALT5	2037ALT6	2037ALT7	2037Coll
1	Greenwell Springs Rd	Comite River	47,477	6.5%	-6.7%	1.8%	-9.4%	13.0%	-12.3%	7.7%	1.2%
2	Greenwell Springs Rd	East of Sullivan Rd	18,972	28.3%	-31.6%	13.2%	-13.4%	24.9%	-14.5%	-0.9%	-7.0%
3	Greenwell Springs Rd	East of Central Thwy	19,514	49.6%	-54.7%	1.7%	0.8%	42.4%	-19.1%	-20.3%	-20.9%
4	Greenwell Springs Rd	South of Magnolia Bridge Rd	14,700	55.8%	-61.3%	5.3%	4.2%	39.4%	-13.5%	-20.4%	6.0%
5	Greenwell Springs Rd	Between Magnolia Br Rd and Hooper Rd	16,074	4.8%	-33.1%	15.7%	3.1%	-10.1%	-14.3%	-5.3%	28.1%
6	Greenwell Springs Rd	North of Hooper Rd	17,461	-3.9%	19.8%	-28.0%	0.3%	28.0%	-20.2%	-27.9%	31.6%
7	Greenwell Springs Rd	North of Denham Rd	19,335	-6.4%	4.5%	-9.1%	3.9%	7.8%	-3.9%	-21.0%	-5.1%
8	Hooper Rd	Comite River	33,756	-0.3%	12.6%	-12.4%	-12.8%	24.9%	-10.6%	-2.5%	-0.5%
9	Hooper Rd	Blackwater Bayou	27,071	1.2%	26.3%	-25.8%	-10.6%	36.1%	-9.5%	-18.1%	5.3%
10	Hooper Rd	West of Joor Rd	18,526	1.7%	44.7%	-42.5%	-9.6%	51.5%	-8.3%	-36.2%	-3.8%
11	Hooper Rd	Between Joor Rd and Sullivan Rd	19,247	1.1%	65.5%	-59.3%	-25.1%	79.3%	-21.0%	-36.3%	-8.3%
12	Hooper Rd	East of Sullivan Rd	18,935	-2.0%	82.3%	-72.8%	-37.5%	102.3%	-26.1%	-45.0%	-15.0%
13	Hooper Rd	West of Greenwell Springs Rd	3,914	-14.7%	387.7%	-376.6%	-8.3%	350.4%	-28.5%	-304.1%	46.4%
14	Joor Rd	Comite River	35,156	1.3%	3.3%	-3.8%	-14.0%	16.1%	-12.2%	7.2%	8.3%
15	Joor Rd	South of Hooper Rd	22,025	-4.1%	13.6%	-7.7%	-10.4%	12.3%	-6.4%	0.2%	5.1%
16	Joor Rd	North of Hooper Rd	20,241	-1.6%	-4.4%	5.3%	1.8%	-8.6%	2.9%	0.0%	-9.2%
17	Joor Rd	North of Sullivan Rd	23,347	-0.7%	-1.3%	4.5%	14.9%	-23.8%	19.4%	-23.1%	2.5%
18	Joor Rd	North of Denham Rd	17,703	0.7%	3.2%	-0.7%	-4.2%	0.5%	-2.4%	-6.4%	0.9%
19	Joor Rd	South of LA 64	12,029	1.7%	2.4%	1.0%	13.2%	-21.4%	15.3%	-26.5%	8.7%
20	Sullivan Rd	North of Greenwell Springs Rd	25,698	-7.1%	6.9%	-7.0%	-5.5%	6.1%	-12.5%	14.7%	0.6%
21	Sullivan Rd	Between Central Thwy and Lovett Rd	42,048	-5.9%	3.8%	0.3%	-11.9%	4.6%	-13.3%	18.8%	-1.0%
22	Sullivan Rd	Between Lovett Rd and Wax Rd	34,499	-9.1%	7.4%	2.2%	-14.3%	3.0%	-11.9%	20.6%	1.5%
23	Sullivan Rd	Between Wax Rd and Hooper Rd	41,708	-1.8%	-4.8%	15.7%	-18.0%	0.1%	-5.0%	2.8%	-23.5%
24	Sullivan Rd	North of Hooper Rd	21,266	2.3%	-0.9%	3.4%	-9.8%	6.5%	-4.8%	-11.8%	6.4%
25	Sullivan Rd	Between Gurney Rd and Joor Rd	15,477	4.0%	-4.3%	5.6%	-8.6%	-0.7%	-3.0%	-1.9%	9.6%
26	Wax Rd	East of Sullivan Rd	25,524	-6.0%	-4.6%	37.7%	-32.8%	-11.2%	14.2%	-8.9%	-1.3%
27	Magnolia Bridge Rd	West of Greenwell Springs Rd	15,587	2.6%	-23.8%	59.0%	-44.4%	-13.4%	16.9%	-15.8%	13.5%
28	Magnolia Bridge Rd	Amite River	39,591	6.8%	-37.6%	36.8%	-5.3%	-25.4%	4.0%	-9.6%	37.3%
29	Greenwell Springs-Port Hudson Rd	West of Liberty Rd	10,209	-12.8%	6.9%	-15.8%	9.5%	8.9%	-11.7%	-68.8%	46.3%
30	Greenwell Springs-Port Hudson Rd	East of Joor Rd	14,682	-4.0%	7.4%	-8.1%	-4.4%	13.2%	-6.1%	-49.9%	54.1%
31	Greenwell Springs-Port Hudson Rd	West of Joor Rd	26,687	-1.5%	5.2%	-4.0%	3.6%	-2.5%	3.6%	-40.4%	34.7%
32	Greenwell Springs-Port Hudson Rd	Comite River	35,491	-0.8%	2.8%	-2.7%	-5.4%	8.3%	-5.0%	-33.7%	35.9%
33	Denham Rd	East of Hubbs Rd	11,138	-5.1%	17.7%	-16.8%	2.8%	4.0%	-9.2%	4.2%	-19.5%
34	Liberty Rd	North of LA 64	4,024	1.0%	4.2%	-4.3%	7.3%	-0.9%	8.6%	90.9%	-95.0%
35	Central Thwy	South of Greenwell Springs Rd	19,416	3.2%	-6.0%	-1.3%	-9.9%	16.9%	-13.6%	4.4%	2.7%
36	North Expressway	Amite River	--	--	--	--	--	--	--	--	--
37	North Expressway	West of Liberty Rd	--	--	--	--	--	--	--	--	--
38	US 190 (Florida Ave)	Amite River	39,160	8.4%	-1.6%	3.3%	-2.1%	-2.8%	0.5%	0.4%	4.2%
39	I-12	Amite River	143,631	-7.6%	-1.6%	1.8%	1.1%	-3.4%	-0.6%	1.5%	1.1%

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