Introduced May 23, 2023, by Councilman DiSanti

Item No. 23-05-3480

ORDINANCE NO. 4132

An ordinance amending the Bicycle Master Plan to add the Southwest Loop (Case T22-08).

WHEREAS, the City Council adopted the Bicycle Master Plan on June 24, 2014 (Ord. No. 3735); and

WHEREAS, the City Council amended the Bicycle Master Plan on December 8, 2020 (Ord. No. 4004); and

WHEREAS, the Plan includes nine routes by adding the Southwest Loop to connect, via the Bayou Patassat and Southern Loop routes, the residential neighborhoods around Palm Lake and between the railroad corridor and Pontchartrain Drive south of Old Spanish Trail; and

WHEREAS, since the Plan outlines a vision for bicycle facilities to be built in the future, it should include all route options, including the Southwest Loop; and

WHEREAS, the Slidell Director of Planning duly advertised a public hearing for Case T22-08 and the Planning Commission held a public hearing for Case T22-08.

NOW THEREFORE BE IT ORDAINED by the Slidell City Council that it does hereby amend the Bicycle Master Plan to add the "Southwest Loop" as a new bicycle path as shown in the attached amended Plan.

ADOPTED this 27th day of June, 2023.

Bill Borchert
President of the Council
Councilman at-Large

Greg Cromer
Mayor

Thomas P. Reeves
Council Administrator

DELIVERED 7/3/23
9:50 am to the Mayor
RECEIVED 7/5/23
10:00 am from the Mayor

Bicycle Master Plan

Alternative Transportation for Work, Exercise, and Recreation

Adopted 6/24/2014
Amended 12/08/2020 (Ord. No. 4004)
Amended 6/27/2023 (Ord. No. 4132)

City of Slidell Bicycle Master Plan

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1. Introduction-

The Challenge

The City of Slidell is a great place to live, but a bad place to bicycle. The city's rapid growth from the 1960s through the mid-1980s was car centric and little attention was given to providing for bicycle paths or safe bicycle crossings. Sidewalks are too small, often too close to automobile lanes, and often end abruptly. Except in the oldest parts of the city, the street gird pattern is often disrupted making connectivity between neighborhoods problematic. Many of the main thoroughfares lack a suitable shoulder, if there is one at all, that bicycles can utilize. There is no fixed route public transportation to provide an alternative to automobile travel.

Current literature clearly identifies bicycle paths as beneficial to a city and its residents. Bicycles can reduce traffic congestion by providing an alternative means of travel to work, school, and entertainment. Bicycle riding exercises the body, providing for healthier residents. Families can enjoy quality time by riding together. For these reasons and many others, the City of Slidell would benefit from a comprehensive, interconnected bicycle path network.

Purpose and Goals

The purpose of the City of Slidell's Bicycle Master Plan is to provide a network of interconnected bicycle and pedestrian paths that would provide a safe, reliable means of transportation and recreation for the city's residents and visitors.

The goals of the bicycle master plan are to provide:

1. A safe alternative means of transportation for residents and visitors to get to and from home, school, work, entertainment, and shopping.
2. Opportunities for residents and visitors to exercise.
3. A safe way for families and individuals to recreate.

Some parts of the plan already exist and are in use today. Other parts would not be available for years. Therefore, one the main objectives of this master plan is to layout a comprehensive plan covering as much of the city as practical. The City can then identify, prioritize, design, fund, and construct individual projects. A second objective is to provide a flexible framework vice a detailed plan so that multiple means of funding can be pursued. The key to flexibility will be relying on multiples methods to create a bicycle path and being prepared to change methods if a quicker or less expensive method presents itself.

2. Methods Available for Bicycle Paths

Several methods can be used to provide for bicycle paths:

A. **Dedicated Bicycle Path.** A stand-a-lone bicycle path separate from vehicle travel lanes, street shoulders, and pedestrian sidewalks. This method is the safest method but most

expensive, since it requires land acquisition and construction of paths from the ground up. This method also requires engineering, environmental studies, and dedicated maintenance funds.

B. **Widened Sidewalk.** The sidewalk in the public right-of-way can be widened to include a bicycle path in addition to its normal pedestrian use. Pedestrian and bicycle lanes must be separate to provide for safe use. The benefits of this method are that it separates bicycles from automobile traffic and can be built on existing sidewalk infrastructure. The challenges of this method are that it requires that the public right-of-way be large enough to accommodate both bicycle and pedestrian lanes, and the widening of the sidewalk requires engineering, environmental studies, and dedicated maintenance funds.

C. **Street Shoulder.** If the street shoulder is wide enough it can be striped as a dedicated bicycle lane. The benefits of this method are that it provides for a dedicated bicycle lane on an already constructed road surface. The challenges of this method are that it requires the shoulder be maintained to higher standard than typical road shoulders to provide a smooth surface suitable for bicycles and the shoulder cannot be used for on street parking. Also, while the bicycle lane and automobile travel lanes are separate, there is an increased risk of bicycle and automobile interaction. The risk to bicycles can be mitigated by placing a visual or physical vertical barrier separating bicycle lanes from automobile travel lanes. Examples include concrete barriers or flexible poles with reflective markings.

D. **Share the lane.** Where no shoulder exists and the public right-of-way is limited, bicycles and automobiles can share the vehicle travel lane. To identify the lane's co-use as a bicycle lane as well as an automobile travel land through the use of striping and bicycle lane symbols. This method relies on bicyclists and automobile drivers knowing and adhering to the state laws protecting bicyclists. The benefits of this method are that it allows bicycle paths in areas where the public right-of-way is limited and it is the least expensive to create and maintain, since a roadway is already provided for automobiles. The challenges of this method are that it places automobiles and bicyclists in same lane, increasing the chance of collisions. As a result, this method should be limited to narrow, little traveled residential streets where the speed limit is already low.

A bicycle path may be composed of one or more of above methods, and, over time, a route or route segment can be improved. Initially, the method could be a share the lane. Then, as more resources become available, routes or route segments could be improved into a widened sidewalk or dedicate bicycle path.

3. Bicycle Path Concept

Overall Concept

The City's master bicycle plan consists of three interconnected circular routes—North, Middle, and South—that connect the majority of the City's neighborhoods and other routes that connect to outlying neighborhoods and regional bicycle paths. The network consists of eight paths with a combined length of about 24 miles of trails (See Map 1)

Bicycle Path	Approximate Distance	Map Numbers
Northern Loop	7 Miles	1, 2
Middle Loop	4.7 Miles	1, 3
Southern Loop	3 Miles	1, 4
Heritage Park-Camp Salmen	3 Miles	1, 2
Bayou Patassat	1 Mile	1, 2
Kensington-John Slidell Park	1.3 Miles	1, 2
Oak Harbor Connector	0.6 Miles	1, 4
Tammany Trace Extension	4.4 Miles	1, 2
Southwest Loop	2.2 Miles	1, 2, 4

Northern Loop

(See Maps 1 & 2)

Length ≈ 7 Miles			
Description: Loop route that includes neighborhoods in northern portion of the city to include north of Gause Blvd, between Gause Blvd and Fremaux Ave, and south of Fremaux to include Olde Towne and Lincoln Park. Passes by Slidell High, Florida Elementary, Brock Elementary, Slidell Jr. High, and St. Tammany Jr. High. Passes through Possum Hollow Park and intersects with bicycle paths that lead to John Slidell Park and Heritage Park.			
Route	Method		Notes
	Initial	Long Term	
Commences at Slidell High			Near intersection (9th St and Tiger Ave
Proceed south down 9th St, to intersection with Gause Blvd	Share the Lane	Widened Sidewalk	
Cross Gause Blvd	Existing Traffic Light	Existing Pedestrian signalization and striping	Complete. Pedestrian signalization and striping updated in 2022.
South down 9th St to intersection with Teddy Avenue	Share the Lane	Widened Sidewalk	
Proceed west on Teddy Avenue to intersection with 3rd St/Sgt Alfred	Share the Lane		
Turn south down 3rd St/Sgt Alfred, pass by Slidell Jr. High	Share the Lane	Widened Sidewalk	
Cross over Fremaux Avenue at 3rd St/Sgt Alfred St traffic light	Existing Traffic Light	Add Bicycle-Pedestrian signalization and striping	
Continue south down 3rd St/Sgt Alfred to intersection with Cousin St	North of Fremaux Share the lane then Use of Shoulder Fremaux – Cousin: Initially Combination of Share the Lane and Street Shoulder.	Widened Sidewalk	
Turn east down Cousin St and proceed to Possum Hollow Park then through Possum Hollow Park to far side exiting onto 6th St	Cousin: Share the lane Possum Hollow Park: Use existing trail/path	Cousin: Widened Sidewalk	
Continue south down 6th St. to intersection with Daney St	Share the Lane	Widened Sidewalk	
Turn east down Daney St. to intersection with Beth Ave	Share the Lane	Widened Sidewalk	Portions of Daney St are in St Tammany Parish
Turn north up Beth to intersection with Shortcut Hwy	Share the Lane	Widened Sidewalk	
Cross Shortcut Hwy to get onto Lakewood	Uncontrolled crossing	Bicycle/Pedestrian Crossing with signalization and striping	
North up Lakewood Dr to Intersection with Gause Blvd	Street Shoulder	Widened Sidewalk	
Cross Gause Blvd	Existing Traffic Light	Add Bicycle-Pedestrian	

		signalization and stripping	
Continue north on Rue Rochelle then Audubon to intersection with Robert Blvd	Street Shoulder	Widened Sidewalk	
Cross Robert	Existing Traffic Light	Add Bicycle-Pedestrian signalization and stripping	
Continue north on North Blvd to intersection with Hwy 11	Street Shoulder	Widened Sidewalk	
Turn South down Hwy 11 to intersection with Indiana Ave	Un-useable, not safe	Dedicated bicycle path as part of LA DOTD project to expand Hwy 11 bridge over rail road tracks	Alternative: At intersection of North Blvd and Melody Dr. turn south down Melody Dr. to intersection with Fountain Dr. then turn East on Fountain Dr. to intersection with Robert Blvd then South down Robert Blvd to Tower Dr then west on Tower Dr. to Joe Buccaron Dr then South on Joe Buccaron to Tiger Dr. then East to 9th St to end point
Turn East down Indiana Avenue to intersection with 9th Street	Share the Lane	Widened Sidewalk	
South down 9th Street to Slidell High and the end point	Share the Lane	Widened Sidewalk	

Middle Loop

(See Maps 1 & 3)

Length ≈ 4.7 Miles			
Description: The Middle Loop connects neighborhoods on both sides of Old Spanish Trail and links the Northern and Southern Loops. The Middle Loop would also connects Fremaux Town Center to the rest of the city. The route begins and ends at Abney Elementary and passes by St. Tammany Jr. High.			
Route	Method		Notes
	Initial	Long Term	
Commence at Abney Elementary on Kostmayer			
Proceed west on Kostmayer Ave to intersection with Timothy Dr.	Street Shoulder	Widened Sidewalk	
Turn south down Timothy Dr to intersection with Thomas Dr	Share the Lane	Widened Sidewalk	
Turn onto Thomas Dr. and continue south to intersection with Hickory Dr.-Lopez St	Share the Lane	Widened Sidewalk	
Turn east on Hickory Dr.-Lopez St. to intersection with Faith Dr.	Street Shoulder	Widened Sidewalk	
Turn north on Faith Dr and proceed north to Intersection with Old Spanish Trail	Share the Lane	Widened Sidewalk	
Cross Old Spanish trail to Town Center Parkway	Unprotected	Traffic light with pedestrian/bicycle signalization and striping.	
Continue north on Town Center Parkway to intersection with Daney St.	Street Shoulder	Widened Sidewalk	Currently no connection from Town Center Pkwy to Daney St.
Turn west on Daney St. and proceed to intersection with 6th St	Share the Lane	Widened Sidewalk	
Turn south on 6th St and proceed to intersection with Eleanor St	Share the Lane	Widened Sidewalk	
Turn east on Eleanor St. and proceed east to intersection with Washington Ave	Share the Lane	Widened Sidewalk	
Turn south on Washington Ave and proceed to intersection with Cleveland Ave.	Share the Lane	Widened Sidewalk	
Turn west on Cleveland Ave and proceed to intersection with Lincoln Ave	Share the Lane	Widened Sidewalk	
Turn south on Lincoln Ave and proceed to intersection with Pine Tree St	Share the Lane	Widened Sidewalk	
Turn northeast on Pine Tree St. and proceed to intersection with Slidell Ave.	Share the Lane	Widened Sidewalk	
Turn south on Slidell Ave and proceed to intersection with Old Spanish Trail	Share the Lane	Widened Sidewalk	
Cross Old Spanish Trail	Existing traffic light	Add pedestrian-bicycle signalization to light and stripe crosswalk.	
Continue south on Slidell Ave to Intersection with Kostmayer Ave and the end point at Abney Elementary	Share the Lane		

Southern Loop

(See Maps 1 & 4)

Length ≈ 3 Miles			
Description: The Southern Loop begins and ends at the Fritchie Park Gym and includes a bike/pedestrian path around a pond in Fritchie Park. The Southern Loop includes the neighborhoods between Pontchartrain Drive, Old Spanish Trail, and the Spartan Dr. and connects to the Middle Loop and the Oak Harbor Connector			
Route	Method		Notes
	Initial	Long Term	
Begin Fritchie Park Gym			
Proceed through Fritchie Park to intersection with Rama St	Dedicated Bicycle Path		
Proceed up Rama St to intersection with Hickory Dr-Lopez St.	Dedicated Bicycle Path		This portion Rama St was never developed and current ownership undetermined. Alternative route is • North up West Howze Beach Rd to intersection with Cayo St Method: Share the Lane • Turn West on Cayo St and proceed to intersection with Almonaster St. Method: Share the lane • Turn North on Almonaster St. and proceed to intersection with Hickory Dr-Lopez St Method: Share the Lane
Turn West on Hickory Dr-Lopez St and proceed to intersection with Oxford St	Share the Lane	Widened Sidewalk	
Turn South on Oxford St and proceed to intersection with Westchester	Share the Lane	Widened Sidewalk	
Turn West on Westchester and proceed to intersection with Berkley passing by Our Lady of Lourdes School	Share the Lane	Widened Sidewalk	
Turn South on Berkley and proceed to intersection with Spartan Dr.	Share the Lane	Widened Sidewalk	
Turn East on Spartan Drive and proceed to entrance Fritchie Park and End Point, passing by Salmen High School en route.	Start with Share the Lane then get on existing Dedicated Bicycle Path	Dedicated Bicycle Path	

Heritage Park- Camp Salmen Connector

(See Maps 1 & 2)

Length ≈ 3 Miles			
Description: The Heritage Park-Camp Salmen Connector provides a route for neighborhoods along both sides of West Hall Avenue and connects Heritage Park to the city's center and connects, through Camp Salmen, to The Tammany Trace.			
Route	Method		Notes
	Initial	Long Term	
Commence Heritage Park			
Proceed north on Bayou Lane to intersection with West Hall Ave	Share the Lane	Widened Sidewalk	
Turn West on West Hall Ave and proceed to intersection with Carroll Road	Share the Lane	Widened Sidewalk	Need to add Bicycle Lane to bridge of Bayou Bonfouca
Cross Carroll Road	Existing Improved intersection with Widened Sidewalk.		Complete. St Tammany Parish improved crossing in 2017.
Proceed East on Garden Dr. to intersection with West Ln	Share the Lane		
Turn North on West Ln and proceed to bicycle-pedestrian entrance to Camp Salmen the end point.	Share the Lane	Dedicated Bicycle Path	

Bayou Patassat

(See Maps 1 & 2)

Length ≈ 1 Mile			
Description: Bayou Patassat path connects Heritage Park with Possum Hollow Park using the Bayou Patassat drainage to pass under Front Street.			
Route	Method		Notes
	Initial	Long Term	
Heritage Park			
Proceed West on Bayou Lane to intersection with Bayou Patassat	Share the Lane		
Turn East into Bayou Patassat drainage and cross under Front St. Bridge and proceed to intersection with Guzman St	Dedicated Bicycle Lane		Need to work out where to cross Bayou Patassat
Proceed East on Guzman St. to intersection with 4th St	Share the Lane	Widened Sidewalk	
Turn North on 4th St and proceed to intersection with Dewey Ave	Share the Lane	Widened Sidewalk	
Turn East on Dewey Ave and proceed to and enter Possum Hollow Park and link into Northern Loop	Share the Lane	Widened Sidewalk	

Kensington-John Slidell

(See Maps 1 & 2)

Length ≈ 1.3 Miles			
Description: Kensington-John Slidell is an existing path that connects John Slidell Park with the Kensington Subdivision. Proposed additional segments would connect this path to the Northern Loop using a City of Slidell drainage servitude, and connect to Gause Blvd (Hwy 190).			
Route	Method		Notes
	Initial	Long Term	
Start at John Slidell Park Gym and follow the bicycle path to northeast corner Kensington Subdivision	Existing Dedicated Bicycle Path		Complete.
Extension along existing city drainage	Dedicated Bicycle Path		Could connect existing path to Northern Loop
Extension to include: • Continue south on Nickel Lp • Turn Kensington Ln and continue west to Kensington Blvd • Turn at Kensington Blvd and continue south to Gause Blvd	• Share the Lane • Dedicated Bike Path • Dedicated Bike path		Would connect existing path to Gause Blvd (Hwy 190).

Oak Harbor Connector

(See Maps 1 & 4)

Length ≈ 0.6 Miles			
Description: The Oak Harbor Connector connects Fritchie Park with the Oak Harbor subdivision and its internal bicycle paths.			
Route	Method		Notes
	Initial	Long Term	
Commence at Fritchie Park Gym			
Exit park onto W. Howze Beach Rd	Share the Lane on park streets		
Proceed South down W. Howze Beach Rd across canal into back of Oak Harbor Subdivision then tie into existing trail network.	Share the Lane	Widened Sidewalk	

Tammany Trace Extension

(See Maps 1 & 2)

Length ≈ 4.4 Miles			
Description: Tammany Trace Extension continues the existing Tammany Trace eastward across Highway 190 in the former railroad corridor toward the center of Slidell and Heritage Park. The crossings of Highway 190 may be by tunnel. Once the trail turns southward around N Carnation St, the route may continue in the railroad corridor or it may continue along local streets or other easements.			
Route	Method		Notes
	Initial	Long Term	
Begin on Pennsylvania Ave, east of Front St (Hwy 11)			
Cross Front St (Hwy 11)	Improved crossing		
Proceed west on Pennsylvania Ave to Bayou Ln	Share the Lane	Dedicated Bicycle Path	
Proceed north on Bayou Lane to northern end of Public Works parking lot	Existing Widened Sidewalk		Complete. This portion overlaps the Heritage Park-Camp Salmen Connector
Proceed north to Gause Blvd W, either on local streets or adjacent to railroad	Widened Sidewalk along Bayou Ln, W Hall Ave, and S Carnation St	Dedicated Bicycle Path adjacent to railroad	This portion partially overlaps the Heritage Park-Camp Salmen Connector
Cross Gause Blvd W, either on local streets or adjacent to railroad	Share the Lane or Add striping and pedestrian-bicycle signalization	Tunnel	
Proceed north to Strawberry St, either on local streets or adjacent to railroad	Widened Sidewalk along N Carnation St and Strawberry St	Dedicated Bicycle Path adjacent to railroad	Alternative: Other local streets, such as N Carnation St to the former railroad corridor
Proceed north and west to Highway 190	Dedicated Bicycle Path		
Cross Highway 190 to existing Tammany Trace, the end point	Improved crossing	Tunnel	

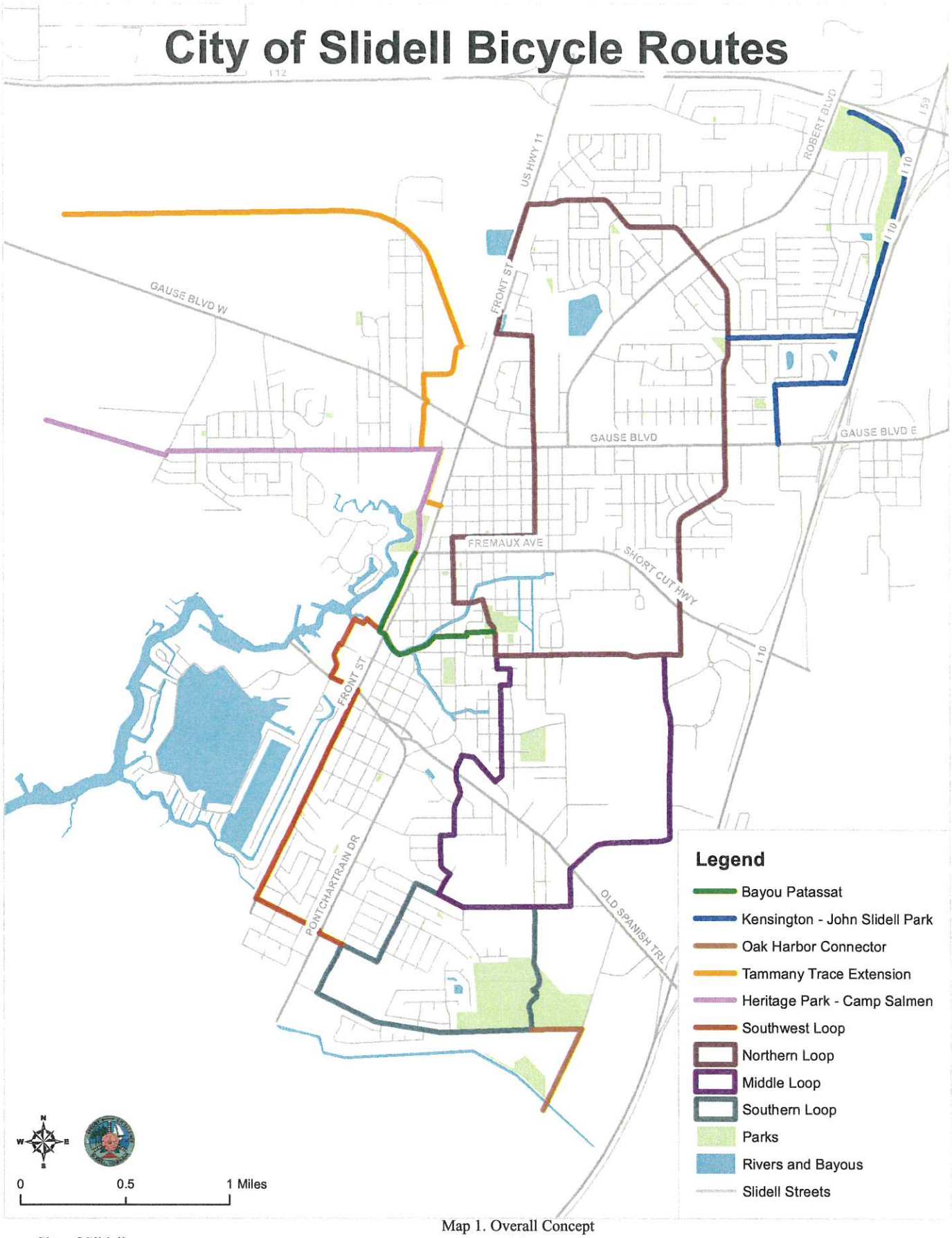
Southwest Loop

(See Maps 1, 2, & 4)

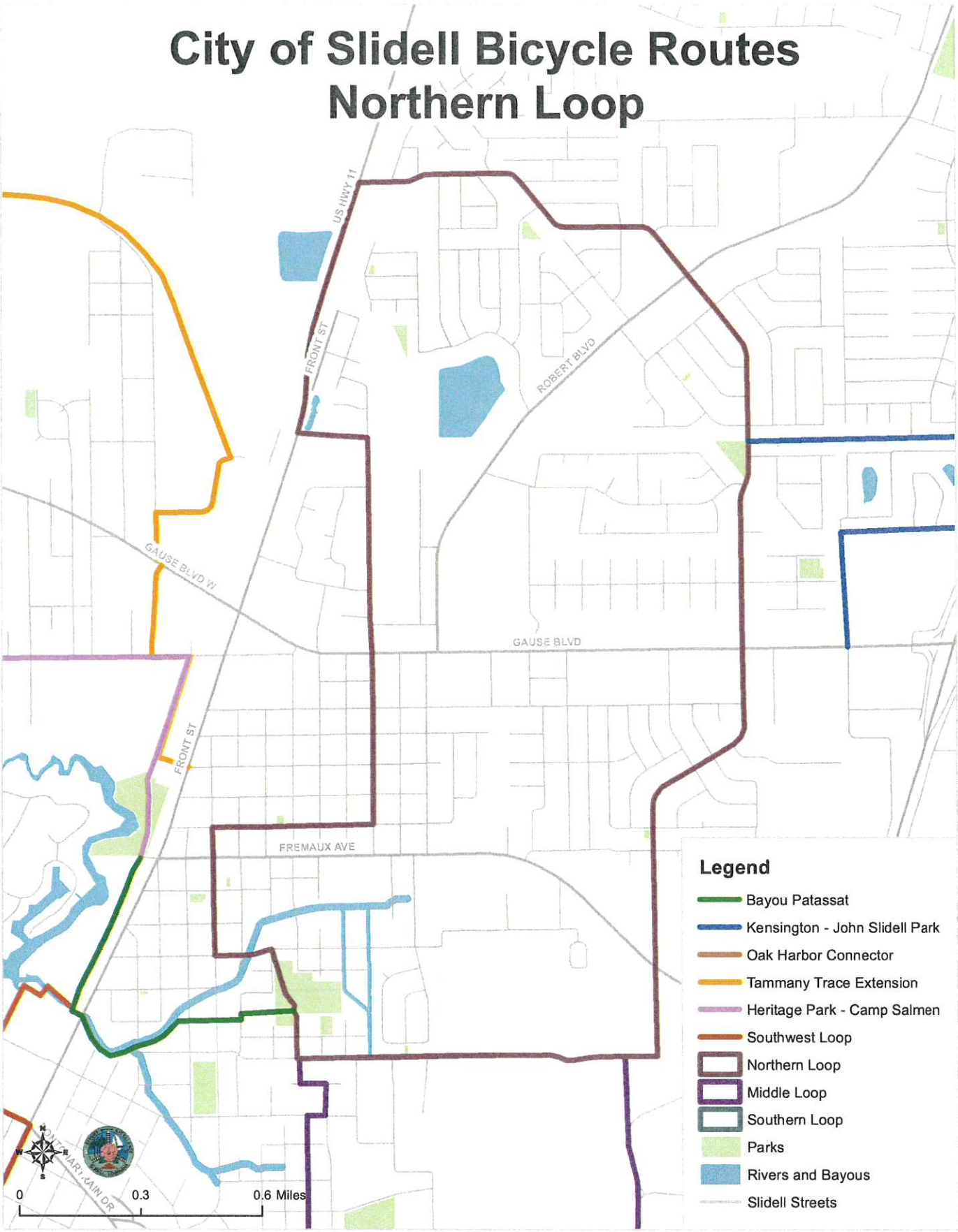
Length ≈ 2.2 Miles			
Description: The Southwest Loop connects the Bayou Patassat Loop with the Southern Loop, providing connections for the Palm Lake, Lee Street, and Dellwood neighborhoods.			
Route	Method		Notes
	Initial	Long Term	
Begin at Bayou Patassat crossing	Pedestrian Bridge		
Proceed south to Cleveland Ave	Dedicated Bicycle Path		This portion requires an easement
Proceed southwest on Cleveland Ave	Share the Lane	Dedicated Bicycle Path adjacent to roadway	
Cross Bayou Liberty (Hwy 433)	Improved crossing	Tunnel or Pedestrian Overpass	
Proceed east on Bayou Liberty (Hwy 433)	Dedicated Bicycle Path adjacent to roadway		
Turn at Front St, continue south to Sun Valley Dr	Dedicated Bicycle Path		
Continue east on Sun Valley Dr	Widened Sidewalk		
Cross Pontchartrain Dr (Hwy 11)	Improved crossing		
Continue east on Westchester Pl to Berkley St, the end point	Widened Sidewalk		

4. Conclusion

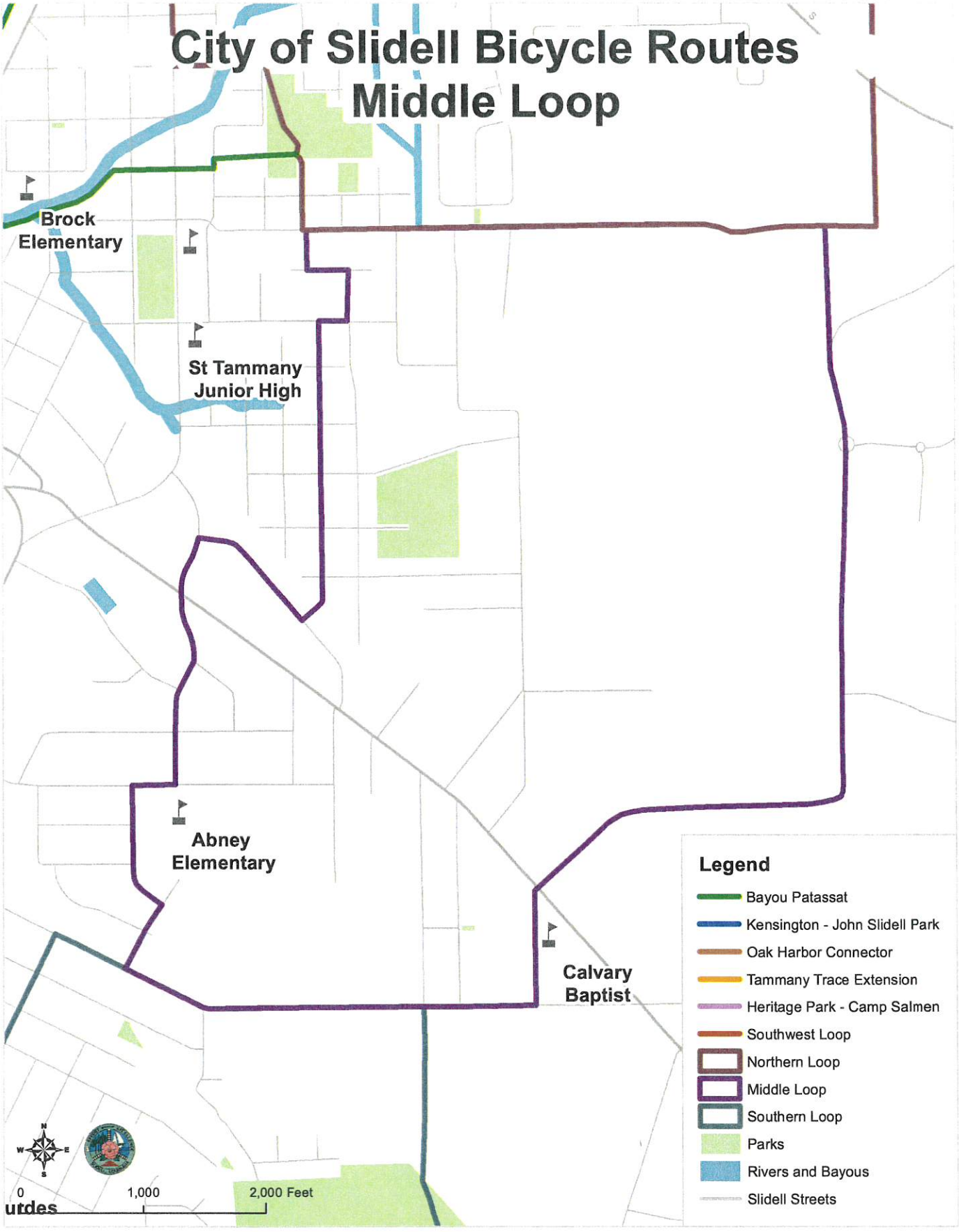
The City of Slidell will benefit from a comprehensive interconnected bicycle network. It will reduce traffic congestion, improve health, and enhance quality of life. Providing a comprehensive, interconnected bicycle network is a long and expensive undertaking. Implementation requires long-range vision, prioritization, perseverance, and detailed planning. This Bicycle Master Plan is intended to provide the long-range vision and a framework from which to identify, prioritize, design, fund, and build bicycle paths to meet Slidell's future needs.



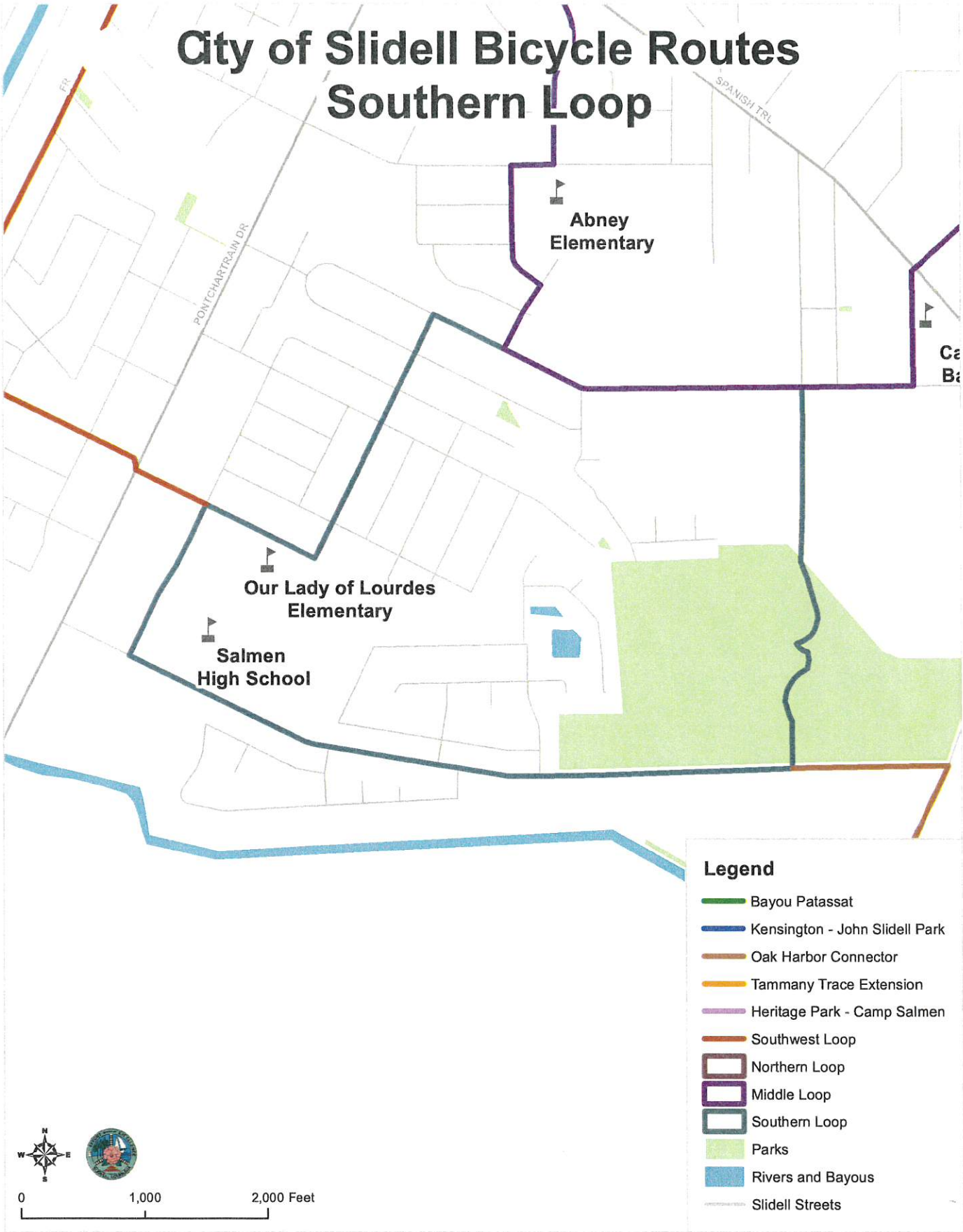
Map 1. Overall Concept



Map 2. Northern Loop



Map 3. Middle Loop



Map 4. Southern Loop

City of Slidell Proposed Bicycle Routes
Southwest Loop