RESOURCES FOR REPLICATION

As stated previously, this process can be replicated in your community, but it requires the essential ingredients of partnership and collaboration, along with data and outreach. We hope this toolkit provides some ideas and steps that will be helpful in implementing Complete Streets projects.

Following in this Appendix are the materials created during the STAC project that can be replicated or referenced if you are seeking ideas for implementing Complete Streets projects in your community.

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STAC Community Survey Questions.............................................................................................................pages 23-30
STAC Community Survey Results..................................................................................................................page 31
STAC Pilot Project Tour Brochure................................................................................................................pages 43-53
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COMPLETE STREETS PILOT PROGRAM DATA COLLECTION AND ANALYSIS

EAST BATON ROUGE PARISH, LOUISIANA

MARCH 2017

PREPARED BY

ELOS ENVIRONMENTAL, LLC

FOR THE SUSTAINABLE TRANSPORTATION ACTION COMMITTEE
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A. Demographic Tables
1.0 Introduction

The purpose of the Complete Streets Pilot Program is to establish a process for determining areas that are optimal candidates for improvements in the public rights of way in order to move East Baton Rouge Parish forward in implementation of the East Baton Rouge Parish Complete Streets policy.

This report describes the data collection and analysis that was undertaken within a study area selected by the Sustainable Transportation Advisory Committee (STAC) to demonstrate how target areas were selected for further study, assessment and eventually, project funding, design, and construction.

1.1 Study Area

Originally, the study area was focused on the Baton Rouge Community College area in Mid City, generally bounded by Florida Boulevard, South Foster Drive, Government Street, and Cloud Drive. The STAC Committee in cooperation with Councilpersons Collins-Lewis, Cole, and Watson agreed to expand the area to Acadian Thruway, Gus Young Avenue, Greenwell Springs, and Lobdell. This study area is identified by the red-hatched line on Figure 1.

Figure 1 – Complete Streets Pilot Program Study Area with Census Tracts (CT) and Block Groups (BG) Identified.

1.2 Available Data Layers

Review of Census data revealed that the Census Tracts (CT) for the study area extend slightly north of Gus Young and Greenwell Springs Road. For purposes of analyzing demographic and other data, these Census geographies, within the brown-shaded areas shown on Figure 1, were used. This statistical study area extends from Government Street north along Acadian Thruway to Washington Avenue, east to North Foster Drive, then north to Choctaw Drive, east to Lobdell Boulevard, south to Government Street, and west along Government Street back to Acadian. Select data for the statistical study area geographies were compiled from the City Key Baton Rouge (http://www.brcitykey.com/) and the American Community Survey 5-Year Estimates.
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The East Baton Rouge Parish Geographic Information System (EBR-GIS) department provided the following geographically referenced data layers:

- Bus stops within the STAC study area (Figure 2).
- Hospitals, public schools, parks, and other public facilities.
- Street crosswalks.
- Traffic signals.
- Traffic analysis zones.
- Bicycle and pedestrian crashes.
- Parish and Council District boundaries.
- Census Block data for jobs.

The Capital Area Transit System (CATS) provided bus ridership counts, which was then analyzed by the EBR-GIS to display thematically. EBR-GIS also analyzed bus and pedestrian crash data provided for the period 2011-2016 by the Louisiana Department of Transportation and Development (LDOTD).

ELOS Environmental, LLC (ELOS) created additional layers to illustrate the pilot program process. These include buffers of features and digitized images of pertinent improvement projects within the study area.

2.0 Study Process

Compiled geographic information was mapped within the study area to illustrate existing conditions and to start the process of identifying areas in the vicinity deemed appropriate for further study. Considerations centered on the location of existing CATS bus stops, which are illustrated on Figure 2.
2.1 Pedestrian Access

A five-minute walk is considered to be optimal for pedestrians. Without any barriers or conditions that would slow the pace of a walker, this time translates to one-quarter of a mile. The study area bus stops were buffered by this distance to determine how much of the study area is within a reasonable walk to a bus stop.

As shown on Figure 3, the bus stop coverage within the study area is very good. With the exception of the northeastern portion of Melrose Subdivision and a section of Florida Boulevard between South Carrollton Avenue and North/South Donmoor Avenue, bus stops in the study area are accessible in terms of time and distance. The area surrounding North Ardenwood Drive north of Renoir Avenue is a wooded lot that is scheduled for the future Ardendale mixed-use development.

Figure 4 illustrates that parks, community centers, universities, fire stations, schools, and health care and other public facilities are also accessible within a reasonable walk from a bus stop.
Figure 3 – Five-Minute Walk of Bus Stops within Study Area

Figure 4 – Access to Public Facilities from Bus Stops
2.2 Areas with Regional, High-Demand Destinations
Health care facilities and schools are regional, high-demand destinations for both users (patients, students) and employees. For this reason, these two features were analyzed vis-à-vis the bus stop buffer to determine where there is an overlap. Figure 5 reveals two prime areas that contain a concentration of these features.

![Figure 5 – Overlay of Bus Stop Buffer by Schools and Health Care Facilities.](image)

The first area centers on the intersection of North Foster with Gus Young and Greenwell Springs Road. The second area is located generally between Florida and Government from Baton Rouge Community College to Baton Rouge General Hospital.

2.3 High-Use Bus Stops
Another factor that bears consideration is the number of people who actually use the bus stops within the study area. These bus counts are clear measures of the beneficial impact of any proposed improvement project.

Annual ridership was tallied on riders on (Figure 6) and riders off (Figure 7). High and moderate ridership stops are shown in red and orange, respectively; average and low ridership stops are shown in yellow and green. Stops with no ridership in the last year are shown in violet.
Figure 6 – Annual Counts Riders On

Figure 7 – Riders Off
Adding the ridership (annual moderate and high) for both on and off riders into a single layer, and creating a quarter-mile buffer around these stops, five areas emerge as shown on Figure 8:

1. Acadian to Foster along Gus Young (capturing the MLK Community Center);
2. Baton Rouge General Hospital
3. The area on both sides of Foster between Florida and Government including BRCC
4. Harry Drive from North Ardenwood Drive to Lobdell Boulevard (capturing Greater King David Church and Bon Carré); and
5. The area surrounding the Government Street bus stops serving Our Lady of Mercy Catholic Church and School.

When these layers are added to the school and health care facility buffers, the outlines of the target areas become slightly more focused, resulting in five target areas (Figure 9). Target Area 1 contains a number of public facilities including Capital Middle School, Eden Park Library, Star Hill Baptist Church, an OLOL Health Clinic, a police station, a fire station, Gus Young Park, and the Martin Luther King Community Center. Target Area 2 centers on Baton Rouge General Hospital and satellite medical offices.
Attraction to Target Area 3 is driven by BRCC and the commercial destinations along Government Street including two full-service grocery stores as depicted on Figure 10. The other two target areas are small areas with relatively little overlap between high ridership and schools/hospitals.
2.4 Safety
A very important aspect of the Complete Streets Program is safety. Pedestrian and bicycle crashes were compiled from a five-year period and mapped over the two areas of interest. Figures 11 illustrates crash hotspots, which are indicated by red (more than 5 crashes) and orange areas (4 crashes).
The top hotspot for crashes is at North Foster and Gus Young/Greenwell Springs. Target Area 1 also includes a hotspot in the neighborhoods west along Gus Young.

The BR General and the BRCC target areas also experience relatively high crash rates, but these are less concentrated, with Florida Boulevard within the target areas and the corner at Foster and Government experiencing higher crash rates.

2.5 Future Plans Related to Bus Stop Access

Consideration for planned improvements in the study area were also reviewed to determine what effect these projects might have on the baseline analysis. These are illustrated on Figure 12 and described as follows:

1. North Foster Road Diet: Plans to narrow North Foster from North Street to Airline Highway to make safer for all users of the roadway including cyclists, pedestrians, and people using mobility devices. (EBR Department of Transportation and Drainage). This project is an opportunity to address the safety issues in Target Area 1.

2. Median Improvements on Florida Boulevard at BRCC (LDOTD in cooperation with EBR Department of Transportation and Drainage). This project would provide a pedestrian refuge.
and signal for crossing Florida Boulevard in the vicinity of two high-use bus stops (Figure 13) in Target Area 3.

3. Ardendale Mixed-Use Development. This project includes a walkable/bikeable mixed use campus that ties into Target Area 4 at Lobdell (East Baton Rouge Redevelopment Authority and Baton Rouge Area Foundation). Parts of this new development are outside the five-minute walk to bus stops (Figure 14), which should be addressed before the development is completed.

4. Relocation of OLOL Health Clinic from Foster at Gus Young to Florida Boulevard. This project is outside of the five-minute walk from CATS bus stops (Figure 14), which should be addressed before the clinic is completed (Our Lady of the Lake and Mayor’s Healthy City).

5. Government Street Road Diet from Lobdell to Interstate 110. This project will address issues in both Target Area 3 and Target Area 5 by improving safety for all users of the roadway including cyclists, pedestrians, and people using mobility devices (LDOTD).

Figure 12 – Planned Improvement Projects in the Vicinity of the Target Areas
Figure 13 – Location of Proposed Median Improvements on Florida Boulevard.
Figure 14 – Ardendale and OLOL Clinic Proximity to CATS Bus Stops
2.6 Council Districts

Figure 15 identifies how the target areas align with the City-Parish Metro Council Districts. As shown, Target Areas 2 and 3 are mostly in District 7, which is Lamont Cole’s district. Target Area 1 straddles District 7 and District 6, which is Donna Collins-Lewis’ district. Target Area 4 is completely within her district. Target Area 5 is located both in Lamont Cole’s district and District 11, which is Matt Watson’s district.
Pilot study area consists of Census Tracts 10, 11.03, 11.04, 17 (partial), and 18

The following data was collected from [www.brcitykey.com](http://www.brcitykey.com) and are percentages derived from 2014 data unless otherwise noted

**Adults who have had a routine checkup.**

*All Louisiana rates better than US. City and Study Area Census Tracts worse than parish rates.*

<table>
<thead>
<tr>
<th></th>
<th>US</th>
<th>City</th>
<th>Parish</th>
<th>10</th>
<th>11.03</th>
<th>11.04</th>
<th>17</th>
<th>18</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adults</td>
<td>70</td>
<td>76</td>
<td>79.8</td>
<td>80.3</td>
<td>78</td>
<td>75.9</td>
<td>76.2</td>
<td>75.3</td>
</tr>
</tbody>
</table>

**Adults without Health Insurance**

*All Louisiana rates of uninsured are worse than federal rate. CT 10, 11.03, and 11.04 over two times worse than federal rate.*

<table>
<thead>
<tr>
<th></th>
<th>US</th>
<th>City</th>
<th>Parish</th>
<th>10</th>
<th>11.03</th>
<th>11.04</th>
<th>17</th>
<th>18</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adults</td>
<td>14.1</td>
<td>24</td>
<td>NA</td>
<td>35.9</td>
<td>33.1</td>
<td>42.4</td>
<td>15.5</td>
<td>24</td>
</tr>
</tbody>
</table>

**Colon Cancer Screening**

*All Louisiana rates of cancer screening except for CT 17 are worse than the US rate of screening. The other CT Study Area cancer screening rates are lower than the national rates by as much as 20 percentage points.*

<table>
<thead>
<tr>
<th></th>
<th>US</th>
<th>City</th>
<th>Parish</th>
<th>10</th>
<th>11.03</th>
<th>11.04</th>
<th>17</th>
<th>18</th>
</tr>
</thead>
<tbody>
<tr>
<td>screened</td>
<td>63.7</td>
<td>61.1</td>
<td>NA</td>
<td>51.6</td>
<td>53.2</td>
<td>44.4</td>
<td>66.3</td>
<td>60.1</td>
</tr>
</tbody>
</table>

**Pap Test in past three years (ages 21-65)**

*All Louisiana rates of PAP Tests except for CT 17 are worse than the US rate of screening.*

<table>
<thead>
<tr>
<th></th>
<th>US</th>
<th>City</th>
<th>Parish</th>
<th>10</th>
<th>11.03</th>
<th>11.04</th>
<th>17</th>
<th>18</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adults</td>
<td>81.8</td>
<td>80.6</td>
<td>NA</td>
<td>76.4</td>
<td>78.2</td>
<td>72.8</td>
<td>85.4</td>
<td>81.2</td>
</tr>
</tbody>
</table>

**Adults with Diabetes**

*All Louisiana rates of adults with diabetes except for CT 17 are worse than the US rate. The rate of diabetes in CT 10 is almost twice as high as the national, city, and parish rates.*

<table>
<thead>
<tr>
<th></th>
<th>US</th>
<th>City</th>
<th>Parish</th>
<th>10</th>
<th>11.03</th>
<th>11.04</th>
<th>17</th>
<th>18</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adults</td>
<td>10.5</td>
<td>11.4</td>
<td>11.6</td>
<td>20.9</td>
<td>14.7</td>
<td>15.7</td>
<td>9.6</td>
<td>10.6</td>
</tr>
</tbody>
</table>

**Adults who are obese**

*All Louisiana rates of adults who are obese are worse than the US rate. The rates of obesity in CT 10 and 11.04 are 20 percentage points higher the national rate.*

<table>
<thead>
<tr>
<th></th>
<th>US</th>
<th>City</th>
<th>Parish</th>
<th>10</th>
<th>11.03</th>
<th>11.04</th>
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<th>18</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adults</td>
<td>28.9</td>
<td>30.3</td>
<td>32.9</td>
<td>48.4</td>
<td>44.3</td>
<td>48.9</td>
<td>30.6</td>
<td>31.8</td>
</tr>
</tbody>
</table>
## Adults who are sedentary

All Louisiana rates of sedentary adults except for CT 17 are worse than the US rate. The rate of sedentary adults in CT 10 and 11.04 are 20 percentage points higher the national rate.

<table>
<thead>
<tr>
<th>US</th>
<th>City</th>
<th>Parish</th>
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<th>11.03</th>
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</thead>
<tbody>
<tr>
<td>23.7</td>
<td>29.3</td>
<td>25.2</td>
<td>43.5</td>
<td>37.8</td>
<td>43.6</td>
<td>23</td>
<td>30.1</td>
</tr>
</tbody>
</table>

## Adults who experienced a stroke

The rate of stroke in CT 10 is more than twice the national rate.

<table>
<thead>
<tr>
<th>US</th>
<th>City</th>
<th>Parish</th>
<th>10</th>
<th>11.03</th>
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<th>18</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.1</td>
<td>3.7</td>
<td>NA</td>
<td>7.3</td>
<td>4.7</td>
<td>5.2</td>
<td>2.9</td>
<td>3.9</td>
</tr>
</tbody>
</table>

## Adults with Coronary Heart Disease

All Louisiana rates of coronary heart disease are worse than the national rate.

<table>
<thead>
<tr>
<th>US</th>
<th>City</th>
<th>Parish</th>
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<th>11.03</th>
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<th>17</th>
<th>18</th>
</tr>
</thead>
<tbody>
<tr>
<td>6.7</td>
<td>7</td>
<td>NA</td>
<td>10.8</td>
<td>7.5</td>
<td>7.3</td>
<td>6.8</td>
<td>8.8</td>
</tr>
</tbody>
</table>

## Prevalence of High Blood Pressure (2013)

The prevalence of high blood pressure in Louisiana is significantly higher than in the US.

<table>
<thead>
<tr>
<th>US</th>
<th>City</th>
<th>Parish</th>
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<th>11.03</th>
<th>11.04</th>
<th>17</th>
<th>18</th>
</tr>
</thead>
<tbody>
<tr>
<td>32.4</td>
<td>38.4</td>
<td>NA</td>
<td>54.2</td>
<td>45.3</td>
<td>45.7</td>
<td>37.5</td>
<td>37.3</td>
</tr>
</tbody>
</table>

## Prevalence of High Cholesterol (2013)

The prevalence of high cholesterol in Louisiana is consistent, if not better, than the national rate.

<table>
<thead>
<tr>
<th>US</th>
<th>City</th>
<th>Parish</th>
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<th>18</th>
</tr>
</thead>
<tbody>
<tr>
<td>39.1</td>
<td>35.2</td>
<td>NA</td>
<td>39.3</td>
<td>35.1</td>
<td>34</td>
<td>36.6</td>
<td>36.4</td>
</tr>
</tbody>
</table>

## Adults with Arthritis

The percentage of adults with arthritis in Louisiana is consistent, if not better, than the national rate.

<table>
<thead>
<tr>
<th>US</th>
<th>State</th>
<th>Parish</th>
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<th>11.03</th>
<th>11.04</th>
<th>17</th>
<th>18</th>
</tr>
</thead>
<tbody>
<tr>
<td>25.6</td>
<td>23.5</td>
<td>NA</td>
<td>32.9</td>
<td>26</td>
<td>25.8</td>
<td>23.8</td>
<td>27.3</td>
</tr>
</tbody>
</table>

## Workers Commuting by Public Transportation (2011-2015)

With the exception of CT 17, a high percentage of the residents of the study area use public transportation to commute to work.

<table>
<thead>
<tr>
<th>US</th>
<th>State</th>
<th>Parish</th>
<th>10</th>
<th>11.03</th>
<th>11.04</th>
<th>17</th>
<th>18</th>
</tr>
</thead>
<tbody>
<tr>
<td>5.1</td>
<td>1.4</td>
<td>1.7</td>
<td>2.6</td>
<td>3.4</td>
<td>6.8</td>
<td>0</td>
<td>7.8</td>
</tr>
</tbody>
</table>
**Workers who walk to work (2011-2015)**

A high percentage of residents within three of the Study Area Census Tracts walk to work.

<table>
<thead>
<tr>
<th>US</th>
<th>State</th>
<th>Parish</th>
<th>10</th>
<th>11.03</th>
<th>11.04</th>
<th>17</th>
<th>18</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.8</td>
<td>1.9</td>
<td>2.2</td>
<td>5</td>
<td>6</td>
<td>4.5</td>
<td>1.6</td>
<td>0.5</td>
</tr>
</tbody>
</table>

**Households without a vehicle (2011-2015)**

An extremely high percentage of households (including CT 17) within the study area do not have a vehicle, at a rate two to six times higher than the nation and the state.

<table>
<thead>
<tr>
<th>US</th>
<th>State</th>
<th>Parish</th>
<th>10</th>
<th>11.03</th>
<th>11.04</th>
<th>17</th>
<th>18</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.5</td>
<td>3.4</td>
<td>7</td>
<td>14.9</td>
<td>8.8</td>
<td>27.8</td>
<td>9</td>
<td>23.6</td>
</tr>
</tbody>
</table>
DID YOU KNOW?
Residents of the Foster/Florida Corridor are more likely to be obese, have diabetes, suffer high blood pressure and stroke than other Baton Rouge residents and other Americans.

### HEALTH RISK IN YOUR COMMUNITY:

<table>
<thead>
<tr>
<th></th>
<th>Foster/Florida Corridor Average</th>
<th>Foster/Florida Corridor High</th>
<th>Baton Rouge Average</th>
<th>U.S. Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>Obesity</td>
<td>41.4%</td>
<td>48.9%</td>
<td>34.8%</td>
<td>28.7%</td>
</tr>
<tr>
<td>High Blood Pressure</td>
<td>42.8%</td>
<td>54.2%</td>
<td>38.4%</td>
<td>30.2%</td>
</tr>
<tr>
<td>Diabetes</td>
<td>14.3%</td>
<td>20.9%</td>
<td>11.4%</td>
<td>9.4%</td>
</tr>
<tr>
<td>Stroke</td>
<td>4.8%</td>
<td>7.3%</td>
<td>3.7%</td>
<td>2.8%</td>
</tr>
<tr>
<td>No leisure time physical activity</td>
<td>36.3%</td>
<td>43.6%</td>
<td>38.4%</td>
<td>30.2%</td>
</tr>
</tbody>
</table>

### OPPORTUNITY IN YOUR COMMUNITY:
Foster/Florida Corridor is the 2nd most walkable area of Baton Rouge based on the distance to nearby places and pedestrian friendliness.

### YOU CAN TAKE ACTION TO IMPROVE YOUR HEALTH:
Walking and biking to destinations such as work, school, and grocery stores are great ways to get the recommended amount of physical activity for adults – about 30 minutes a day, 5 days a week.³

**LESS THAN 1 MILE/DAY**
Walking as little as 5 ½ miles a week has been shown to reduce the risk of cardiovascular events by 31%⁴ – that’s less than a mile a day!

**EVERY LITTLE BIT COUNTS!**
Physical activity can be performed 10 minutes at a time, throughout the day, to reach your 30-minute goal.⁵

**GO EASY**
Biking is gentle on joints, strengthens core muscles, and improves balance.⁶

**LOWER YOUR NUMBERS**
Walking and biking improve heart function and help lower blood pressure and cholesterol.⁷
FOSTER/FLORIDA CORRIDOR STUDY AREA

Healthy destinations in your area:
- 3 full service grocery stores
- 6 public parks
- YWCA fitness center
- 7 schools

Map courtesy of Mid City Studio, Baton Rouge, LA

HEALTH DISPARITIES in the FOSTER/FLORIDA CORRIDOR

Obesity in adults 18 years and older by census tract

The census tracts labeled 1-5 above are those included in the Foster/Florida Corridor study area. The darker colors indicate higher rates of obesity; lighter colors indicate lower rates.

The pattern of disparity pictured left is consistent with the disparities present for other chronic health issues such as diabetes, stroke, and heart disease in the Foster/Florida Corridor study area.

Improving access to safe and convenient walking and biking facilities can help reduce health disparities by making it easier to include physical activity in residents’ daily routines.

MORE TO COME!

The Baton Rouge STAC (Sustainable Transportation Action Committee) is developing recommendations for improvements to bicycle and pedestrian facilities in your area. Considering transit usage, pedestrian injuries and fatalities, traffic patterns, community assets, and public health indicators, STAC is working with city and state agencies to pinpoint areas of need and advance improvements that will enable safe walking and biking and increase access to healthy destinations.

Learn more at www.cpeX.org/demonstration-implementation/.

SOURCES:
2 https://www.walkscore.com/LA/Baton_Rouge/70806
3 http://www.heart.org/HEARTORG/HealthyLiving/PhysicalActivity/FitnessBasics/American-Heart-Association-Recommendations-for-Physical-Activity-in-Adults_UCM_307976_Article.jsp#WIAfCPM4U
5 "How much physical activity do adults need?" Centers for Disease Control and Prevention. https://www.cdc.gov/physicalactivity/basics/adults/
1. How do you get around for things like shopping, visiting the doctor, running errands, or going to other places? (check all that apply)

- [ ] Drive yourself
- [ ] Have others drive you
- [ ] Walk
- [ ] Bike
- [ ] Use public transportation
- [ ] Take a taxi/cab/Uber
- [ ] Use special transportation services
- [ ] Other, please specify
2. How important do you think it is to have the following in your community?

<table>
<thead>
<tr>
<th>Feature</th>
<th>Extremely important</th>
<th>Very important</th>
<th>Somewhat important</th>
<th>Not very important</th>
<th>Not at all important</th>
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<tbody>
<tr>
<td>Accessible and affordable public transportation</td>
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<tr>
<td>Safe, handicap-accessible public transportation stops or areas</td>
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<tr>
<td>Special transportation services for people with disabilities and older adults</td>
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<tr>
<td>Easy to read traffic signs</td>
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<tr>
<td>Enforced speed limits</td>
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<tr>
<td>Public parking lots, spaces and areas to park</td>
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<tr>
<td>Bicycle and multi-use trails</td>
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<td>Well-lit and maintained sidewalks</td>
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<tr>
<td>Pedestrian activated countdown signals at intersections</td>
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<tr>
<td>Well-lit, safe streets and intersections for all users (pedestrians, bicyclists, drivers)</td>
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<tr>
<td>Visual appeal of streets and sidewalks (landscaping, regular cleaning, etc.)</td>
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</tr>
</tbody>
</table>
3. Does the neighborhood where you live have the following?

<table>
<thead>
<tr>
<th>Feature</th>
<th>Yes</th>
<th>No</th>
<th>Not Sure</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accessible public transportation for all people</td>
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<tr>
<td>Reliable public transportation</td>
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<tr>
<td>Safe handicappassessable public transportation stops or areas</td>
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<tr>
<td>Special transportation services for people with disabilities and older adults</td>
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<tr>
<td>Well-maintained streets</td>
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<td>Pedestrian activated countdown signals at intersections</td>
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</tbody>
</table>

4. In the last three months, how often have you missed activities because you did not have transportation?

- [ ] Frequently
- [ ] Sometimes
- [ ] Rarely
- [ ] Never
- [ ] No answer
5. If public transportation service was affordable and easily accessible in your community, how likely would you be to use it?

- Extremely likely
- Very likely
- Somewhat likely
- Not very likely
- Not at all likely
- No answer

6. How important is it to you?

<table>
<thead>
<tr>
<th>For pedestrians to be able to walk safely on busy streets?</th>
<th>Extremely important</th>
<th>Very important</th>
<th>Somewhat important</th>
<th>Not very important</th>
<th>Not at all important</th>
</tr>
</thead>
<tbody>
<tr>
<td>To build sidewalks that improve access to bus stops</td>
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<tr>
<td>To install signals or other improvements to make crossing a busy street safer</td>
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<tr>
<td>To build new trails/multi-use paths separated from traffic such as new bike trails and walking paths</td>
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</tbody>
</table>

7. How satisfied are you with the streets in your community in terms of their safety for pedestrians and bicyclists?

- Extremely satisfied
- Very satisfied
- Somewhat satisfied
- Not very satisfied
- Not at all satisfied
8. Thinking about your neighborhood in the last six months, did you experience or see any of the following? (check all that apply)

- Speeding cars
- Too much traffic
- Suspicious or criminal behavior
- Poorly marked streets
- Unclear signs
- Unsightly or run down areas
- No answer

Other (please specify)

9. Which of the following best describes your current employment status?

- Self-employed, part-time
- Self-employed, full-time
- Employed, part-time
- Employed full-time
- Retired, not working at all
- Not in the labor force for other reasons
- Unemployed, but looking for work
- Student
- Baton Rouge Community College Student
- No answer

10. How would you rate your overall health today?

- Excellent
- Very good
- Good
- Fair
- Poor
- No answer
11. How often do you engage in some form of physical exercise such as walking, running, biking, swimming, sports, strength training, yoga or stretching?

- Every day
- Several times a week
- About once a week
- About once every other week
- About once a month
- Less than once a month
- Never

12. If you had safe places to walk in your neighborhood, how likely would you be to walk for exercise?

- Extremely likely
- Very likely
- Somewhat likely
- Not likely at all

13. Which of the following neighborhoods do you live in?

- Ardenwood
- Bernard Terrace
- Eden Park
- Fairfields
- Melrose
- Seven Oaks

Other (please specify)
14. What zip code do you live in?

- 70802
- 70805
- 70806
- 70807
- 70808
- 70809
- 70810
- 70811
- 70812
- 70815
- 70817
- 70820

Other (please specify)

15. What is your age?

- 18 – 24
- 25 – 34
- 35 – 44
- 45 – 54
- 55 – 64
- 65+
16. What was your annual household income before taxes in 2016?

- $15,000 or less
- $15,001 to $25,000
- $25,001 to $30,000
- $30,001 to $35,000
- $35,001 to $50,000
- $50,001 to $75,000
- $75,001 to $100,000
- $100,001 to $120,000
- $121,000 or more
Background:

In June 2017, AARP Louisiana and the Center for Planning Excellence conducted a community survey as part of the STAC Pilot Project to further understand the community’s desire for improved conditions for biking, walking and transit within the target area. Surveys were collected online, and volunteers conducted a survey of transit riders, along with door to door surveys of residents in the following neighborhoods: Ardenwood, Bernard Terrace, Eden Park, Fairfield, Melrose, and Seven Oaks.

Findings:

Respondents are concerned about safety for both walkers and bikers. As such, it is important to them that their community has features that would make people safer. They also report a lack of access to such things as walking/bike trails and well-lit and maintained sidewalks.

Below are detailed findings from the survey:

- Over three-quarters (76%) of Baton Rouge respondents drive when they need to get around for things like shopping, visiting the doctor, running errands or other activities.
- One fourth either walks (23%) or rides a bike (20%) when they need to get around. About one in six have someone else drive them (17%) or use public transportation (16%). Only two percent of Louisiana respondents use handicap services to get around the community.
- Nearly three in ten (28%) report they have frequently or sometimes missed activities because they did not have transportation. Additionally, six in ten (59%) would be likely to use public transportation if it was affordable and easy to get to.
- Safety is a concern for Louisiana respondents; as such more than one-half (53%) say they are not satisfied with the safety of bikers and walkers. Many report having speeding cars (84%), too much traffic (49%), unsightly or runs down areas (54%), and suspicious or criminal behavior (52%) in their neighborhood.
- More than eight in ten respondents (81%) say they would be more likely to exercise if they had safe places to walk in their neighborhood.
- Moreover, safe streets and sidewalks are the top ranked most important transportation/mobility features in the community. Specifically, respondents say having safe streets and intersections for everyone (96%), having well-lit and maintained sidewalks (95%), and easy to read traffic signs (94%) are most important to them.
- More than nine in ten also report that having safe handicap-accessible public transportation stops (93%), special transportation services for disabled and elderly persons (91%), easy and affordable transportation (91%), and enforced speed limits (91%) are important.
- When asked about the presence of certain transportation and mobility features in their community, more than one-half of respondents said the well-lit and maintained sidewalks (69%), bicycle and walking trails (64%), buttons for signal to cross the street on foot (58%), well-maintained streets (53%), and enforced speed limits (51%) are missing from their communities.
- Nearly all respondents (97%) report that it is important to them for people to be able to walk safety on busy streets.
- About nine in ten say it is important that bike trails and walking paths that are separated from traffic be built (91%), things that make crossing a busy street be installed, and sidewalks that help people access bus stops be built (89%).
In many parts of Baton Rouge, people are unable to safely walk, cross the street, bicycle or use transit due to a lack of appropriate infrastructure. Without “complete streets” -- that include safe sidewalks connecting destinations; intersections that allow for safe and convenient crossing; ADA compliance; and transit stops supported by sidewalks, crosswalks and shelters -- people who must walk, bike, or ride transit to their destinations are at risk.

In efforts to accelerate the process of implementation and ensure that Complete Streets investments impact areas of greatest need, in January 2017, STAC embarked on a Pilot Project in East Baton Rouge City Parish encompassing three Metropolitan Council Districts – 6, 7, and 11. The Pilot Project was designed to demonstrate what can be accomplished by using data and citizen input to identify priority investment areas and fostering multi-sector collaboration among the city, CATS, Planning Commission, DOTD, Healthy BR, and community stakeholders. The result is a comprehensive approach to implementing infrastructure improvements that provide the safety, convenience, and connectivity needed for people to safely walk, bike and ride transit to grocery stores, recreation areas, educational facilities and other daily destinations. Equally important, the Pilot Project has created a template for replicating the needs- and data- driven collaborative process in other areas of the city and state.

The Baton Rouge Sustainable Transportation Action Committee (STAC) was formed to address these issues in 2012 as a joint initiative of the Center for Planning Excellence (CPEX) and AARP Louisiana. This objective is consistent with CPEX’s mission to make every community extraordinary through planning, and AARP’s mission to create livable communities for people of all ages. STAC’s diverse and volunteer membership includes 40 members total, with 26 local organizations and 14 individual members committed to improving multi-modal transportation options STAC worked closely with other community stakeholders, City/Parish officials, and Metro Council members to develop a Complete Streets policy that balances the access, mobility, and safety needs of pedestrians, bicyclists, transit users and motorists. The policy was unanimously adopted by the Metro Council in 2014, marking an important step forward for the City/Parish.
1. Renaissance Gateway Apartments
2. Ardendale
3. Blueberry St. Park
4. Ardendale Oaks
5. Copper Ridge Apartments
6. McKay Automotive Center
7. Drive through “Mall City”
8. OLOL St. Clare Manor Nursing Facility
9. Bon Carre Technology Center
10. Saia Park
11. EBR Council on Aging Office
12. Cloud Dr.
13. Baton Rouge Community College (BRCC)
14. Foster and Florida Intersection
15. Louisiana Virtual Charter Academy
16. Laurel Oaks Charter School
17. Melrose Place Neighborhood
18. Gus Young
19. Eden Park Elementary
20. Rhythm Museum
21. Roselawn Cemetery
22. Baton Rouge General Medical Center
23. Bernard Terrace Elementary
24. Square 46
25. Milton J. Womack Park
1. RENAISSANCE GATEWAY APARTMENTS
(650 Ardenwood Drive)
• 2015
• Cost $28 million, with a $500,000 Affordable Housing Program grant from Iberia Bank and FHLB Dallas.

2. ARDENDALE
proposed development
• 200-acre site was acquired by the EBR Redevelopment Authority in 2012
• The Metro Council partnered with the EBR Redevelopment Authority to purchase the land, along with an EBR Mortgage Finance Authority grant
• Site includes the BRCC McKay Automotive Center, and will soon be home to the Ardendale Technical Education Center, as well as a health and digital arts building for BRCC
• Site will include mixed-use apartments and retail development

3. BLUEBERRY ST. PARK
(1870 N. Ardenwood)
• Park includes basketball court, playground, and recreation center for residents of Ardenwood.

The closer you live to a park, the more likely you are to walk or bike to those places, and use the park for exercise. Only a small number of people in the U.S. live within half a mile of a park.

(CDC 2014)
4. ARDENDALE OAKS
• Purchased in March of 2016 for $2.9 million
• Extensive renovations underway, including replacing window A/C units with central A/C, adding new windows, and replacing plumbing and lighting fixtures
• Each building is in the process of getting a new roof, and the parking lot is being completely renovated
• Future plans for the site include a dog park, a playground and a laundry café

5. COPPER RIDGE APARTMENTS
   (2080 Lobdell Blvd)
• Sold in May for $9.5 million
• Offers studio, flat and townhome floor plans for low-income rates

6. MCKAY AUTOMOTIVE CENTER AT BRCC
   (2115 North Lobdell)
• $25 million to construct
• Features two fully equipped diesel labs, three diagnostic/technical labs, six high tech classrooms and a 100-seat auditorium
• The facility is a successful collaboration amongst BRCC, BRAF, the EBR Redevelopment Authority and the BRCC Foundation
• Directly to the right, Ardendale Technical Education Center, a new career-themed public high school, is being constructed
7. DRIVE THROUGH “MALL CITY”
- Make a note of the numerous apartments and transit stops along Renoir
- One of the most heavily used CATS areas

8. OLOL ST. CLARE MANOR NURSING FACILITY
(7435 Bishop Ott Dr)
- Established in 1998 as an affiliate of the OLOL Regional Medical Center
- Offers Medicaid-certified nursing care and a secured area for people in the early to mid-stages of Alzheimer’s Disease or a related dementia
- Has doubled in size since establishment

9. BON CARRE TECHNOLOGY CENTER
(7389 Florida Blvd)
- 850,000 sq ft facility for technology, research and business
- Over 80 percent of that space is occupied
- Originally opened in 1960 as the Bon Marche Mall, but was repurposed in 2003
- In 2005, the center won the Baton Rouge Growth Coalition’s Good Growth Award for office/institutional renovation
- Perhaps make note of the extensive parking lot/space; lack of any alternative modes of travel around the tech hub
- Due to the Great Flood in 2016, the center is currently hosting Cristo Rey High School while the school’s campus is being reconstructed
10. SAIA PARK  
(855 N Donmoor Ave)  
- 3.7 acre park with a lighted ball field, basketball court, tennis court, recreation center and playground  
- Features mural of Van Gogh’s “Starry Night”  
- Possibly drive in parking lot to get good view of mural, then turn onto Donmoor  
- Before turn onto Florida, note the highlighted area on Florida, which is the proposed future site of the LSU Mid City Health Clinic

11. EBR COUNCIL ON AGING OFFICE  
(5790 Florida Blvd)  
- Opened in 1973, the council provides nutritional and social services to the elderly in EBR  
- Services include Meals on Wheels, Congregate Meals, Information and Assistance, Personal Care, Family Caregiver Support, and Health Screenings

12. CLOUD DR.  
- Residential community situated between Florida and Government  
- Opportunity for pedestrian cross over between the two streets  
- Live Oaks provide shade for sidewalks
13. BATON ROUGE COMMUNITY COLLEGE (BRCC)
(201 Community College Dr.)
- Opened in 1998 with over 1,800 enrollees, but has since grown to an enrollment of over 8,000
- Site of ongoing road improvements
- Could use more walkable

14. FOSTER AND FLORIDA INTERSECTION
- Dangerous intersection with high amount of vehicle traffic
- No crosswalks/sidewalks

15. LOUISIANA VIRTUAL CHARTER ACADEMY
(4962 Florida Blvd)
- Opened in 2011, this online k-12 charter school caters to nearly 2,000 students throughout Louisiana
- The school is tuition-free, and will mail materials directly to students’ doorstep
- The school recently opened a blended learning center on the ground floor of its main building
- Students may come in at any time to receive face-to-face instruction from certified teachers
- The building also houses the administrative offices for CSAL Inc., which runs CSAL, Louisiana Virtual Charter Academy and Madison Prep.
16. LAUREL OAKS CHARTER SCHOOL
(1401 North Foster Dr)
• Charter was approved in 2015, and it introduced its first Kindergarten class in August of 2016
• School has been praised for its data-driven approach to adjusting its curriculum
• Teaches computer coding, and provides Chromebook laptops for its students
• In direct proximity to the dangerous Foster-Florida intersection
• When route proceeds along Foster, mention that the Foster corridor has been awarded a Safe Routes to Public Places grant for a future road diet

17. STOP AROUND INTERSECTION OF FOSTER AND GREENWELL SPRINGS/GUS YOUNG
• Discuss major shopping/business activity around the intersection
• Multiple high-traffic spots around intersection, including Star Hill Baptist Church, Capitol Middle School, Eden Park Library, and old LSU Health Clinic
• Discuss major need for road improvements at intersection to increase pedestrian/bike activity
• Further north on Foster is the Triple S Food Mart, the site of the Alton Sterling shooting

18. CAPITOL ELEMENTARY, STAR HILL BAPTIST CHURCH, GUS YOUNG PARK AND MLK COMMUNITY CENTER
(4000 Gus Young Avenue)
• Potential for bike/sidewalk improvements
• Strong community connection to these spots in the area
19. EDEN PARK ELEMENTARY
1650 North Acadian Thruway East
- More visible from Acadian, almost invisible from Gus Young
- No strong indication of there being an elementary school along the road
- At a major intersection (Acadian and Gus Young), but insufficient cross walks/sidewalks

20. RHYTHM MUSEUM
Across from elementary school on Acadian
- Originally Buddy Stewart’s Rock Shop, it was one of the largest minority family-owned music stores in South Louisiana
- Now an antique record shop with one of the largest vinyl collections in South Louisiana
- After this point, discuss the high density of churches in this neighborhood (over 20 from Gus Young to Zion St. along route)
  - Strong sense of community identification in Northwest part of Mid City

21. ROSELAWN CEMETERY
(4045 North St.)
- Opened in 1921, this historic park includes a sprawling cemetery, a mausoleum and multiple columbariums
- The cemetery, lined with majestic oaks, is completely non-denominational
- Famous residents include General John McGrath, Governor Henry Fuqua, Claude B. Pennington, U.S. Senator Russell Long, and Olympian William D. “Willie” Davenport
21. BATON ROUGE GENERAL MEDICAL CENTER
(3600 Florida Blvd.)
• Acute, non-profit hospital in Mid City
• Opened in 1900, and was the first hospital in BR
• First hospital in BR to perform an open heart surgery, first in southern LA to establish a burn center, and first in LA to open a chemical dependency unit

22. BERNARD TERRACE
(241 Edison St.)
• Public school founded in 1927
• Recently underwent extensive renovation
• Located in residential community on Edison St.

23. SQUARE 46
(4646 Government St.)
• Mixed use development on site of former Giamanco's restaurant
• Ground floor will be site of White Star Market, the first food hall in Baton Rouge
• Will have seven vendors of various types of cuisine
• Along the site of the Government St. road diet

24. MILTON J. WOMACK PARK
(6201 Florida Blvd.)
• Includes over 20 acres of green space and a two-story building
• Building includes recreation room, ballroom and fitness center, as well as administrative offices for BREC
STAC MEMBERS

DAVID AGUILLARD
Catholic Charities of Diocese of BR

ANDY ALLEN

LOGAN ANDERSON
Baton Rouge Area Chamber

COLETTA BARRETT
OLOL Regional Medical Center

PETER BREAUX
Ph.D., Southern University of BR

ASHLEY BRIDGES
American Heart Association

TROY BROUSSARD
AARP Louisiana

REX CABANISS
WHLC Architecture

JEFFREY CAMPBELL
Louisiana State University

DONNA COLLINS-LEWIS
BR Metro Council, District 6

EMMETT CROCKETT
CATS

JUAN CRUZ
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LAURENCE LAMBERT
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MORGAN LANDRY
Reliant Transportation

BEVERLY LEBEAU

LYNN MALONEY-MUJICA
ELOS Environmental, LLC

MARK MARTIN

REV. PATRICK MASCARELLA

JOSHUA PAUL MELDER

DEBI O’NEILL

ANDY PINER

DAVIS RHORER
Downtown Development District

REED RICHARD
BREC

SAMUEL SANDERS
Mid City Redevelopment Alliance

WHITNEY HOFFMAN SAYAL
Downtown Development District

KATHLEEN W. STITES
PLA, BREC

JT SUKITS
Capital Region Planning Commission

MIKA TORKKOLA
Bike Baton Rouge

ANN TRAPPEY
Forte and Tablada