



# City of Gonzales Connections Plan

Proposal From the National Park Service

Rivers, Trails and Conservation Assistance Program

April 2018



# PREFACE



**The purpose of the plan is to analyze and implement a connections plan for the City of Gonzales.** The connections will be via existing and proposed bike lanes, sidewalks, and trails. The City and the National Park Service's Rivers Trails and Conservation (RTCA) held three meetings to gather public comments location of new connections (sidewalk, trail and/or bike lanes), improvements to existing connections and determine needs/wants of the community. Once all comments were gathered from the meetings, emails, phone calls and Facebook, the City and the RTCA program to determine what was feasible based upon the location, terrain and accessibility.

- The improved connections will assist moving pedestrians and bikers in a safe manner in key areas identified by community members. In addition, signage should be developed with way finding system to identify trails and connections. Trails, sidewalks and bike lanes can be marked with individual colors for differentiation of lengths and locations on the way finding systems, brochures and website.

Based upon the comments in the community meetings, to increase the distance of walking trails and bike lanes in the City, the following recommendations are proposed. The City should consider these proposed recommendations for implementation based upon budget, feasibility, and degree of difficulty. Once approved by the City, the projects should be prioritized for ease of implementation.

## Preview Signage



• Entrance Trail Sign with Map



• Directional Bike Lane Signs



• Ground Branding with Logo and directional notation

# RECOMMENDATIONS



**Irma Boulevard:** Existing bike lane should be stripped (with markings and color) and lane delineators that protect bicyclist and preserves the right of way. Lane delineators are a smart, safe solution that define traffic spaces and protect the safety of bicyclists. One approach would be CycleLane delineators that are rubber bike lane curbs and are quick and simple to install. They are highly visible with highway tape molded into each unit for optimal visibility even at night or in poor lighting conditions. The innovative sloped profile prevents vehicles from entering the bike lane while safely guiding bicyclists back into the bike lane.

Other options would be using plastic pipes or ballast (pictured below). Irma Boulevard should have 3 legal pedestrian crossing with striping and signs. The pedestrian crossings should be at the intersection of S. Irma Boulevard and E. Cornerview Street, track location (middle of Irma Boulevard and existing currently), and the intersection of Irma Boulevard and West Worthey Road.

## Reference Images



- *Cyclelane delineator (similar to parking stops)*



- *Standing ballasts*



- *Standing Barriers , Most harmful to vehicles*

# RECOMMENDATIONS

## Section 2: Edenborne Rail with Trail



### North Edenborne Avenue (Railroad Trail):

The recommendation is to develop trail along the residential right away of North Edenborne Avenue to the proposed other bike lanes/walking trails and the proposed Train Depot. The proposal for the residential side of North Edenborne Avenue is due to the drainage system in the right of way near the rail line. It is possible to do a boardwalk trail in the drainage system that wouldn't impede water flow. Also option would be to widen road to strip a portion of the road for a bike lane/walking trail. This trail would also be 3-4 feet wide due to the land restrictions. The City should coordinate bricks and material storage along the railroad right-of-way with the business owner (s) to ensure a through connection is created along Edenborne.

**East Cornerview Street & North Edenborne Avenue Crossing:** Consideration was taken regarding moving pedestrians from the Jambalaya Park to the proposed Edenborne Rail Trail and proposed Rail Depot safely. Pedestrian Crossing (stripped and signed) should be at the Intersection of East Cornerview Street and North Edenborne. Introduction of a HAWK/Pedestrian light would assist with pedestrian movement.

**Cornerview Railroad Crossing:** The railroad crossing would be required to access the proposed New River Greenway from the proposed pedestrian crossing at Jambalaya Park and would connect to the proposed Edenborne Rail Trail. The crossing should be marked adequately as well as have some type of preventative measure to stop pedestrian traffic when there is an oncoming train. Below are examples of pedestrian crossings at rail lines.

## Reference Images



- *Edenborne Trail begins at the intersection near Jamabalya*



- *Pedestrian Train Crossing Example*



- *Pedestrian Train Crossing example*

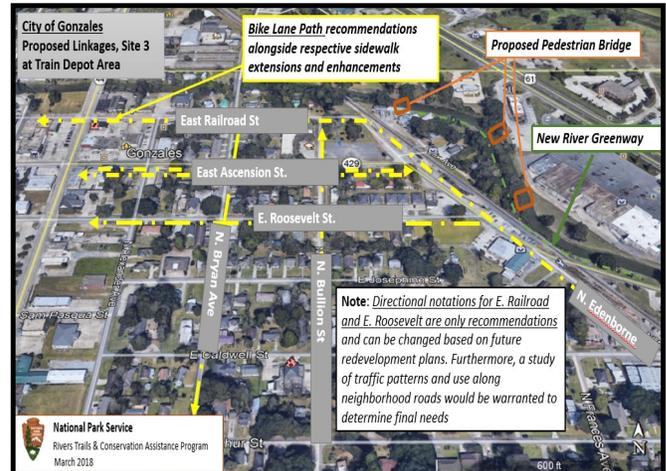
# RECOMMENDATIONS

## Section 3: Train Depot Area



- **East Railroad Street:** Change from a two way street to a one way street. Consider consulting with a traffic engineer to determine the optimal direction for the one way travel. Reduction of the roadway to one lane will allow the excess pavement to be striped as a walking/bike lane as described above.
- **East Roosevelt Street:** Change from a two way street to a one way street. Consider consulting with a traffic engineer to determine the optimal direction for the one way travel. Reduction of the roadway to one lane will allow the excess pavement to be striped as a walking/bike lane as described above.
- **East Ascension Street:** Should remain a two way street for traffic purposes and access to the future train station.
- **North Bullion Avenue:** Change from a two way street to a one way street traveling north towards East Roosevelt Street. Addition of walking/bike lane striped as described above.
- **North Bryan Avenue:** Change from a two way street to a one way street traveling south towards East Cornerview Street. Addition of walking/bike lane striped as described above as part of the one way street.

## Images



- *Train Depot Area pathway recommendations*



- *Example Sidewalk and Running Infrastructure*

# RECOMMENDATIONS

## Section 3: Train Depot Area Cont.



- **New River Greenway:** The existing space to the right of East Cornerview Street allows access for a potential greenway and trail along the waterway. This greenway could potentially connect to a pedestrian bridge near North Felix Avenue or New River Road to provide an additional trail and access to proposed train depot. It also can be a consideration if the Edenborne Rail Trail to the depot isn't possible. Coordination of the New River bridge crossing and proposed Train Station site are important.

### Images



- *New River Greenway Visual*

# RECOMMENDATIONS

## Section 4: Pocket Park, along Riverfront Area



### East Railroad Street Bike/Walking Lane Addition Connection to New River/ Fife Path:

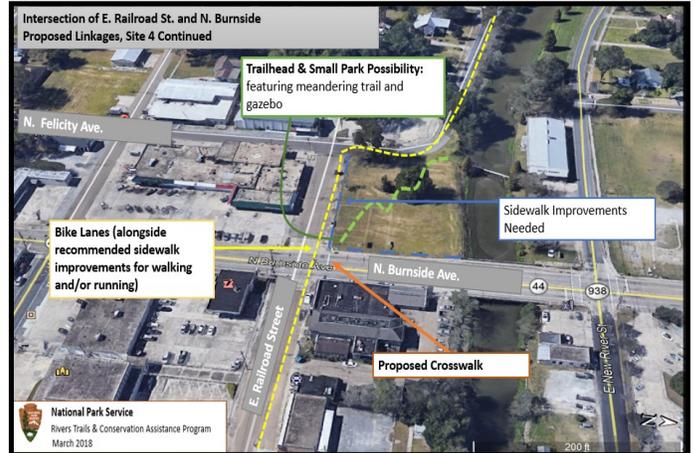
A stripped pedestrian crossing at North Burnside Avenue to connect the New River/Fife Path at East Railroad and North Felicity Avenue. Currently, there is an overgrown sidewalk that once expanded and cleaned will accommodate a path to connect to North Felicity Avenue and the New River/Fife Path. There also is an existing lot that can accommodate a trailhead (gazebo, benches, and facilities) at the corner of East Railroad and North Burnside Avenue. The City should work with the landowner to discuss the possibility of using that lot for trailhead purposes.

### New River/Fife Path Bridge:

A new pedestrian footbridge crossing New River would extend the existing New River/Fife Path. The bridge should be built to where it does not impede the flow of water and is favorable to the weather conditions (examples of bridge types below). There is greater right-away on the New River Road that can accommodate a walking trail.

Furthermore, the *existing bridge* could also utilize better delineation between pedestrian and biking lane.

## Reference Images



- Site 4: At Burnside and E. Railroad



- Overgrown grass on wide sidewalk



- Vision image for lot of land at Burnside and E. Railroad

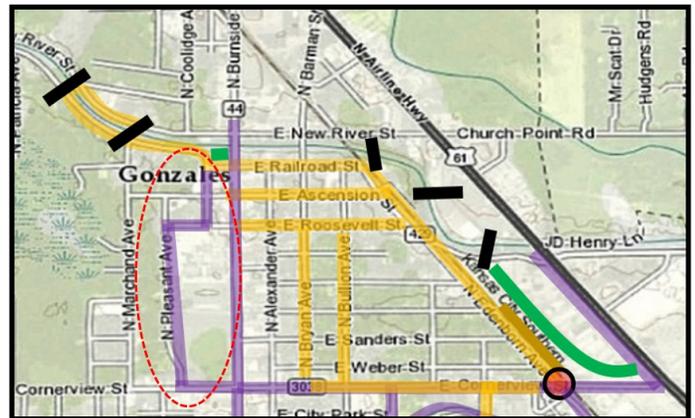
# RECOMMENDATIONS

## Section 4: Loop Opportunity & Extension



**Along North Pleasant:** An opportunity exists to expand the biking lanes, walking paths, and sidewalk infrastructure of E. Cornerview to W. Cornerview, and then proceed the biker/walker north on N. Pleasant, east on Roosevelt, and then north on Felicity connecting to the suggested pocket park and thus making a **complete loop** opportunity of the proposed connections.

### Reference Images



- Area highlighted in dashed circle



- Site 4: At Burnside and W. Cornerview

- Vision image for lot of land at Burnside and E. Railroad

# RECOMMENDATIONS

## Other Recommendations



### **Orice Roth and Darla Connections:**

Several neighborhoods along Orice Road Road and S. Darla Avenue have pedestrian facilities. A few sections of the roadway do not have sidewalks. Connecting these paths along Orice Roth Road and S Darla Avenue should be made.

### **Filing the Bike and Pedestrian Plan w/ LDOT**

Keep in mind that once the city has adopted a bicycle pedestrian plan be sure to file the plan with the state. This ensures that whenever future state road and hwy improvements occur LDOT would have to take into consideration the cities adopted improvements (ie bike lanes, sidewalks enhancements and extensions, etc) as part of their projects.

Louisiana biking and pedestrian coordinator is:

Jessica DeVille; email: [jessica.deville@la.gov](mailto:jessica.deville@la.gov)

**Care should be given to the existing and new landscape along the trail.** Trees and shrubs should be chosen that will not impede upon the line of sight for safety precautions and foliage from the landscape should not endanger or hinder users when in use (decaying foliage). Also the types of landscaping planted should be compatible to the areas planted (high or low water, heat, etc).

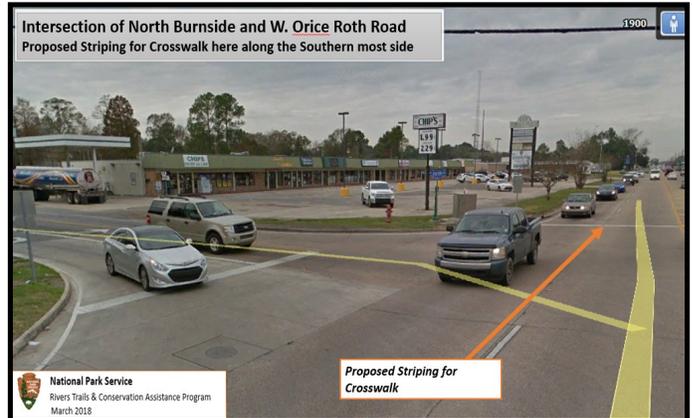
**Also, if the city does not maintain a tree nursery for beautification it is recommended** for general practice to maintain these by the city for low cost, inexpensive planting and replacement of trees and plants. In addition, a memorial tree planting program is a common service associated with city beautification. This allows for encouraging greenery while funding it as well at the community level.

*National Park Service; Rivers, Trails and*

*Conservation Assistance Program Contact:*

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## Reference Images



- *North Burnside and W. Orice Roth Road*



- *Reach out to LDOT Bike/Ped Coordinator*