

MINUTES

MAY 21, 2020, 9 – 10:30 AM, VIRTUAL ZOOM MEETING

TPC MEMBERS PRESENT (QUORUM)

Wes Crain (Calcasieu Parish)
Mayor Mike Bob Hardey (City of Westlake)
Mayor Mike Danahay (City of Sulphur)
Nic Hunter (City of Lake Charles) (Proxy was Mike Huber)
Carlos McCloud (FHWA La Regional Representative) (Non-Voting Member)

TAC MEMBERS PRESENT (QUORUM)

Stacey Dowden (Chair)
Nick Pestello (Port of Lake Charles) (Vice Chair)
John Cardone (City of Lake Charles)
Heath Allen (Lake Charles Regional Airport)
Kevin Melton (Chennault International Airport)
John S. Allen (City of Westlake)
Tim Conner (Proxy was John Bruce)
Carlos McCloud (FHWA La Regional Representative) (Non-Voting Member)

LCMPO STAFF

Michael Hollier (Interim Executive/MPO Director)
Walter Council (LCMPO Transportation Planner)
Amber Ashworth (Regional Safety Coalition Coordinator)

GUESTS

Cade McLemore (CPPJ)
Marion Greene (City of Lake Charles)
Lee Boyer (Bayou Greenbelt)
Mike Nodier (Polaris Engineering/Bayou Greenbelt)
Jon Manns (Community Foundation/Bayou Greenbelt)
Katie Armentor (Cameron Parish)
Vijay Kunada (Neel Schaffer)

1. OPENING

A. Roll Call

Mr. Wes Crain called the meeting to order. Mr. Walter Council stated there was a quorum.

B. Minutes of TAC Meeting held April 23, 2020

Mr. Nic Pestello motioned to adopt minutes as submitted. The Motion was seconded by Mr. John Bruce. Chair called for a vote on the Motion. The Motion

passed unanimously. TAC Meeting Minutes are Attachment A and made a part of these Minutes.

C. Minutes from TAC Meeting (4/29/20)

Mayor Danahay motioned to adopt minutes as submitted. The Motion was seconded by Mayor Bob Hardey. Chair called for a vote on the Motion. The Motion passed unanimously. TPC Meeting Minutes are Attachment B and made a part of these Minutes

D. Public Comments or Questions

The Chair called for public comments. Hearing none, the Chair moved to agenda item Old Business.

2. OLD BUSINESS

A. Unified Planning Work Program (UPWP) FY 2020-21 (Attachment A)

Chair called on Mr. Walter Council to report on action needed for review and adoption of the MPO Unified Planning Work Program (UPWP) FY 2020 – 21. Mr. Council noted a 14-day Public Review and Hearing period was required which staff initiated on 5/14/20.

- Mr. Mike Huber made a Technical Advisory Committee (TAC) Motion to approve and adopt the UPWP FY 2020-2021 subject to comments that may be received during noted Public Review and Hearing Period. The Motion was seconded by Mr. John Bruce for the TAC. The Chair called for a vote on the Motion. The Motion was passed unanimously.
- Mayor Danahay made a Transportation Policy Committee (TPC) Motion to approve and adopt the UPWP FY 2020-2021 by Resolution No. 2155 subject to comments that may be received during the noted Public Review and Hearing Period. The Motion was seconded by Mayor Hardey for the TPC. The Chair called for a vote on the Motion. The Motion was passed unanimously. The MPO FY 2020-2021 Unified Planning Work Program (UPWP) is Attachment C and made a part of these Minutes.

NOTE: The Public Review and Hearing Period for the UPWP FY 2020-2021 is scheduled to end on May 29, 2020.

B. MPO Transportation Improvement Projects (TIP) FY 2019-22 Update

Chair called on Mr. Walter Council for updates on MPO transportation projects.

Mr. Council called on Mr. John Allen for the City of Westlake. He reported none.

Mr. Council called on Ms. Stacey Dowden for the City of Sulphur. She reported there were project delays resulting from impact of the Covid-19 pandemic:

- Preconstruction for H.011838 Ruth Street/Huntington Overlay, let in FY 19.
- Design phase continues for H.011839 Henning Dr/Weekly Rd: LA 1256 to La 27, let in FY 19.
- Completion of H.011837 Hazel Street from Weil Street to U.S. 90, which was let back in FY 18.

Mr. Council called on Mr. Tim Conner for the Parish of Calcasieu. He reported none.

3. NEW BUSINESS

A. Lake Charles MPO Bylaws

Chair called on Mr. Walter Council to report on needed action of the Transportation Policy Committee (TPC). Mr. Council stated the “Non-Voting Members” name section in the current Bylaws refers to a “DOTD Rural Transit” representative. The Louisiana Department of Transportation and Development (DOTD) has requested reference be changed to a “DOTD Public Transit” representative. The TPC introduced proposed Bylaw amendment at the Joint TAC/TPC Meeting held on February 20, 2020. Mr. Council requested final action by the TPC to approve the Bylaws amendment as stated.

A Motion was made by Mayor Danahay to approve amendment of the Bylaws to reference Non-Voting Member DOTD representative as “DOTD Public Transit”. The Motion was seconded by Mayor Hardey. The Chair called for a vote on the Motion. The Motion was passed unanimously.

B. Project Call Preparation for TIP FY 2023-26 Using STP<200K Funds

Chair called on Mr. Walter Council to report on the Transportation Improvement Program (TIP) Project Call Preparation TIP 2023-26 using MPO funds (STP<200K)

Mr. Council reiterated the process of identifying and selecting projects for FY 2023 – 26 and illustrated a table and map of eligible projects from the 2045 Metropolitan Transportation Plan.

Mr. Mike Hollier expressed concern about project delays and a need to track and facilitate progress on each.

C. Regional Safety Coalition

Chair called on Ms. Amber Ashworth to report on the Regional Safety Coalition.

Ms. Ashworth shared several Excel tables, showing roads and sections with the most overrepresented crashes, and how to drill down using safety software. She illustrated details that help display recommended countermeasures. Mr. John Cardone asked about 2019 crash data for Lake Charles and who would be using the software. Ms. Ashworth responded the crash data software could be used by all interested parties including staff, TAC and TPC members and related colleagues.

Mr. Cardone noted whoever utilizes crash data software must be able to digest and explain information. Ms. Ashworth answered that the goal is to make software easier to use. She added the current program was a phase one beta version. Mr. Hollier noted program purpose was not just to provide a workbook but to be used to coordinate with LaDOTD and other safety coalition members to simplify ranking safety actions for better decisions and investments. Ms. Ashworth agreed. She concluded identifying top 5 roadways was the next step.

D. New LaDOTD Requirements for Design/Waivers Exceptions (Attachment B)

Chair called on Mr. Council to report on new requirements regarding DOTD design waivers/exceptions. Mr. Council explained new requirements and procedures for waiver and design exceptions received by email on May 8, 2020. Said email is Attachment D and made a part of these Minutes.

E. Lake Charles Bayou Greenbelt Plan (Attachment C)

Chair called on Mr. Mike Nodier, along with Lee Boyer and Jon Mans, to present the Lake Charles Bayou Greenbelt Plan.

Mr. Nodier shared the concept, on Powerpoint, to primarily accommodate bike/pedestrian paths adjacent to the eastern and southern bayous in Lake Charles.

- Other features that could be integrated into this project include the following:
 - Adding boats launches that could parallel the paths and nearly be able to circumnavigate the city on water.
 - With regards to Louisiana Watershed Initiative, which Calcasieu Parish Police Jury conducts for our region, ideally integrating the watershed modeling into the plan. It was mentioned that Contraband

Bayou can be part of cross modification through the watershed initiative. Within the watershed aspect, there was opportunity to modify undeveloped drainage Right-of-Way, which would include bike/ped paths.

- There had already been discussion with relevant representatives in Baton Rouge state agencies, and they suggested developing a team.
- Preliminarily, there is no seeking of funding but only local, state, federal guidance from authorities and stakeholders.
- Mr. Boyer reached out to National Park Service's River, Trails and Conservation Assistance Program, informing him that they wanted to send a team to the area to help with planning aspects, pro-bono, as they believe the Bayou Greenbelt Plan concept merits further study. This alone, the pro-bono professional planning aspect, is a huge shot in the arm for the concept.
 - It was reiterated that funding was not the problem, but mainly identifying the correct authority to move forward.
- Mr. Manns, representing the Community Foundation of SWLA, noted that they were interested in this synergistic approach for drainage, to enhance the watershed and mitigate flooding for Lake Charles area. The foundation was already working with Fenstermaker, engineering consultants, to do modeling.
- Other comments:
 - Mr. Council noted that Mr. Nodier was already on the MPO Complete Streets Sub-committee and had introduced and dialogued with members there. He added the proposed plan addresses most elements in the CFR 450.306 about factors the MPO should be working towards, such as drainage, bike/ped infrastructure, travel and tourism, etc.
 - Mr. Cardone noted benefits to drainage and appreciated the efforts. He added there should be further opportunity to engage public and dialogue with city/parish workers on modifying drainage ordinances.
 - Mr. Crain, as a landscape architect, thought the concept was great, with lots of benefits, such as stormwater quality measures and opportunity for grants. He suggested looking at litter as well, with more opportunity to clean up. There are lots of entities that will need to be involved and suggested holding dialogue with Calcasieu Parish Police Jury.

The Lake Charles Green Belt Plan meeting power point presentation is Attachment E and made a part of these Minutes.

4. ADJOURNMENT

A Motion was made by Mayor Hardey to adjourn the Joint Meeting of the Lake Charles MPO committees. The Motion was seconded by Mayor Danahay. The Chair called for a vote on the Motion which was passed unanimously.



Wes Crain
Chair



Michael Hollier
Interim Executive/MPO Director

Attachment A

Lake Charles MPO Joint TAC & TPC Meeting May 21, 2020 Minutes

LAKE CHARLES URBANIZED AREA METROPOLITAN PLANNING ORGANIZATION

UNIFIED PLANNING WORK PROGRAM F.Y. 2020-2021

UPWP FY 2020-21

DRAFT IS FULLY ADOPTED: MAY 27, 2020, EFFECTIVE JULY 1, 2020

FHWA: H.972382 LADOTD: H.972382.1 FTA: PL-80-10-21

CATALOGUE OF FEDERAL DOMESTIC ASSISTANCE NUMBERS: 20.205, 20.505, 20.509, 20.513

IMPERIAL CALCASIEU REGIONAL PLANNING AND DEVELOPMENT COMMISSION (IMCAL)

being designated as the

LAKE CHARLES URBANIZED AREA METROPOLITAN PLANNING ORGANIZATION (LCMPO)

has prepared this

UNIFIED PLANNING WORK PROGRAM FOR THE FISCAL YEAR 2020-2021 (UPWP FY 20-21)

In cooperation with, and with funding provided by

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT (LADOTD)

FEDERAL HIGHWAY ADMINISTRATION (FHWA)

FEDERAL TRANSIT ADMINISTRATION (FTA)



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LCMPO UPWP FY 2020-2021

ACRONYMS

Acronym	Full Name
ADA	Americans with Disabilities Act
ARRA	American Recovery and Reinvestment Act
CFR	Code of Federal Regulations
CMS	Congestion Management System
CTST	Community Traffic Safety Team
DOTD	Louisiana Department of Transportation and Development
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
LS	Louisiana Statute
FAST Act	Fixing Americas Surface Transportation Act
FTA	Federal Transit Administration
FY	Fiscal Year
GIS	Geographical Information System
GPC	General Planning Consulting Services
HSTP	Coordination in Human Service Transit Plan
IMCAL	Imperial Calcasieu Regional Planning and Development Commission
ISTEA	Intermodal Surface Transportation Efficiency Act
ITS	Intelligent Transportation System
JARC	Job Access and Reverse Commute
L RTP	Long-Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21 st Century Act
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
PIP	Public Involvement Plan
PPP	Public Participation Plan
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SR	State Road
STIP	Statewide Transportation Improvement Plan
TAC	Technical Advisory Committee
TEA-21	Transportation Equity Act for the 21 st Century
TIP	Transportation Improvement Program
TPC	Transportation Policy Committee
TSM	Transportation System Management
UPWP	Unified Planning Work Program

LCMPO UPWP FY 2020-2021

RESOLUTION TO ADOPT THE UPWP FY 2020-21

LAKE CHARLES URBANIZED AREA
METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION POLICY COMMITTEE
RESOLUTION #2155

(Adopting the FY 2020-21 Unified Planning Work Program for the Lake Charles Urbanized Area MPO)

WHEREAS, the Imperial Calcasieu Regional Planning and Development Commission (IMCAL) is the designated Metropolitan Planning Organization (MPO) for Lake Charles Urbanized area;


WHEREAS, the Metropolitan Planning Organization is charged with overall responsibility of preparing for the Unified Planning Work Program that serves to successfully coordinate and integrate transportation planning efforts with other comprehensive planning activities at both the state and local levels, and

WHEREAS, IMCAL, acting in its capacity as the designated Metropolitan Planning Organization, has given thorough review and consideration to the FY 2020-21 Unified Planning Work Program; and

WHEREAS, the Technical Advisory and Transportation Policy Committees have fulfilled their obligations to review and make recommendations regarding the content of the FY 2020-21 Unified Planning Work Program; and

NOW THEREFORE, BE IT RESOLVED, the Transportation Policy Committee, acting in its capacity as the designated decision-making body for the Metropolitan Planning Organization, does hereby approve and adopt the amended FY 2020-21 Unified Planning Work Program for the Lake Charles Urbanized Area.

THIS RESOLUTION BEING VOTED ON AND ADOPTED THIS 21st day of May 2020, WITH FINAL ADOPTION PENDING END OF PUBLIC COMMENT PERIOD on 27th day of May 2020.


Wes Crain, Chair
Transportation Policy Committee

ATTEST:


Michael Hollier
Interim Executive/MPO Director

Attachment B

Lake Charles MPO Joint TAC & TPC Meeting May 21, 2020 Minutes

Below are new DOTD requirements regarding design waivers/exceptions. Please pay particular attention to the highlighted portions. For any LPA project needing a design waiver/exception, it will require the approval of the entity's chief executive authority (not a designee). It will be up to each entity's governing body to decide if a resolution will be required granting the chief executive authority the power to approve design waivers/exceptions. Proof of a resolution will not be required when submitting the design waivers/exceptions to DOTD. As long as the design waiver/exception has all the required signatures when submitted, it will be accepted.

Exceptions to this requirement will be evaluated and granted on a case by case basis. If there are no design waivers/exceptions, the engineer of record only needs to sign and date and no other signatures will be required.

Attached is a new PRR Report Form that we use for the majority of our LPA projects.

Please let me know if you have any questions.

Design waivers and exceptions should be requested early in the environmental and preconstruction process when the need is identified. All Design Waivers and Exceptions require documentation as to why a design waiver/exception is warranted. Refer to the Design Exception Request and the Design Waiver Request forms in the link below. The level of documentation will differ depending on the project and policy. Personnel should be familiar with the policy(s) a design waiver/exception is being requested for, including why the policy exists. The Design Waiver Request and the Design Exception Request are engineering reports. **They shall be signed and stamped by the engineer of record.**
http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Road_Design/Pages/Standard-Forms.aspx

For Exceptions or Waivers to the DOTD Design Guidelines, refer to the link below for staff level approval:
http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Road_Design/Memoranda/Design%20Exception%20Flow%20Chart.pdf

For exceptions to PODI and POCI projects, if the values are below Green Book recommendations for the controlling design criteria (Controlling criteria for NHS Routes (<https://www.fhwa.dot.gov/design/standards/160505.cfm>), then the Chief Engineer has to recommend approval and FHWA has to approve.

Non-compliance of EDSMs require waivers. The waiver will be addressed to the Chief Engineer unless the particular EDSM designates other levels of approval. Each EDSM should state who has the authority to grant a waiver and the documentation needed.

Non-compliance of the MUTCD requires approval of the Chief Engineer or FHWA. If a shall condition in the MUTCD is not met, documentation shall be provided to the Chief Engineer with proper justification. The request shall be routed to the Traffic Engineering Division Administrator for recommendation and then to the Chief Engineer for approval.

If a shall condition in the MUTCD is not met, documentation shall be provided to FHWA with proper justification. The request shall be routed to the Traffic Engineering Division Administrator and to the Chief Engineer for recommendation and then to FHWA for approval.

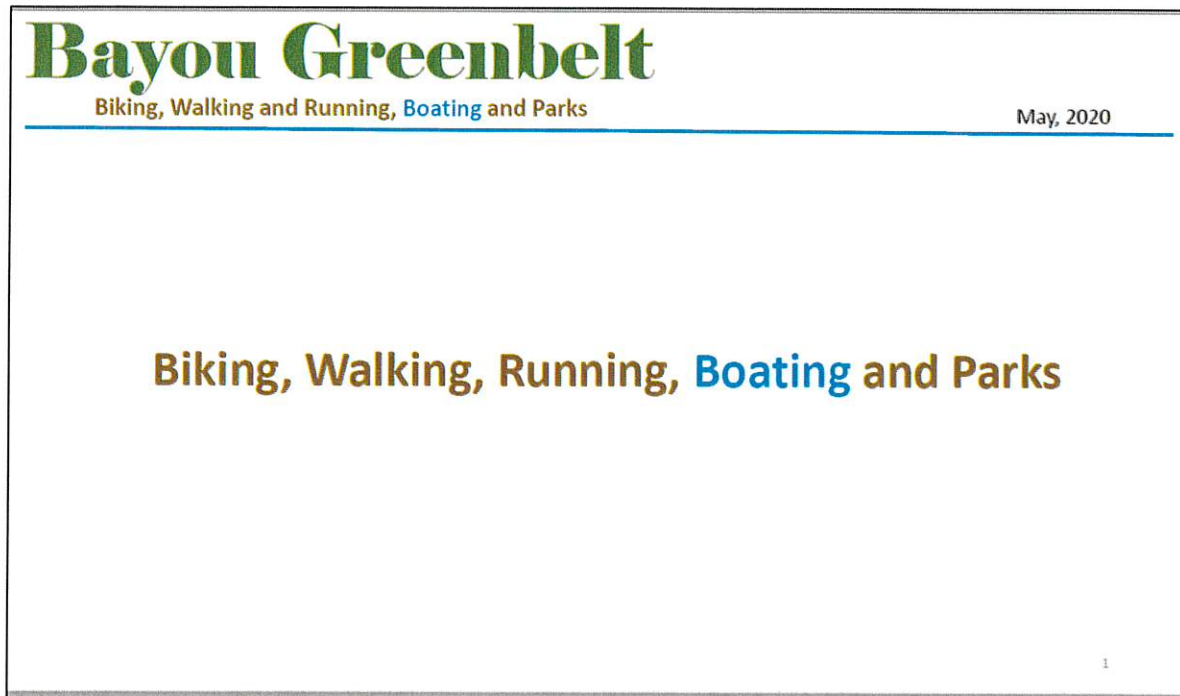
In addition to the above, for Waivers and Exceptions on Entity projects, the waiver/exception request shall:

- Be signed and stamped by the engineer of record.
- Be recommended by the LPA Responsible Charge and the Entity's engineer (if the Entity's engineer is not the LPA Responsible Charge).
- Be approved by the chief executive authority (Mayor, Parish President, etc.) of the Entity, pursuant to a resolution from the governing body of the Entity (Parish or Town Council, Police Jury, etc.) granting that person authority to approve design waivers and/or exceptions on the Entity's transportation and public works projects.

Ryan M. Richard, P.E.
Urban System Program Manager (<200k)
Road Design Section
Louisiana Department of Transportation and Development
(225) 379-1389
ryan.richard@la.gov

Attachment C

Lake Charles MPO Joint TAC & TPC Meeting May 21, 2020 Minutes



Bayou Greenbelt

Biking, Walking and Running, Boating and Parks

May, 2020

Bayou Greenbelt Mission

Enhance Quality of Life in Lake Charles through Improvements to Local Waterways

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Bayou Greenbelt

Biking, Walking and Running, Boating and Parks

May, 2020

Bayou Greenbelt Concept

1. Modify undeveloped drainage right of ways to include 23 continuous miles of out-of-traffic running and bicycle paths
2. Modify parts of Contraband Bayou and Kayouche Coulee to accommodate small boats

All Proposed Modifications Applied to **Undeveloped** Drainage Right of Ways Only

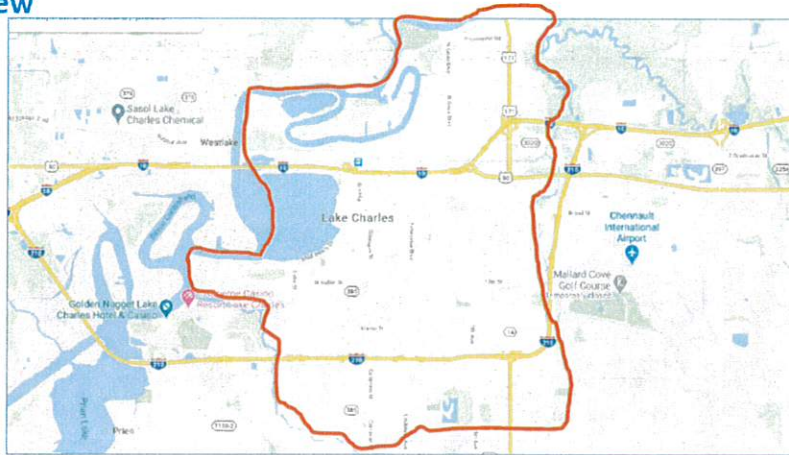
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Bayou Greenbelt

Biking, Walking and Running, Boating and Parks

May, 2020

Overview



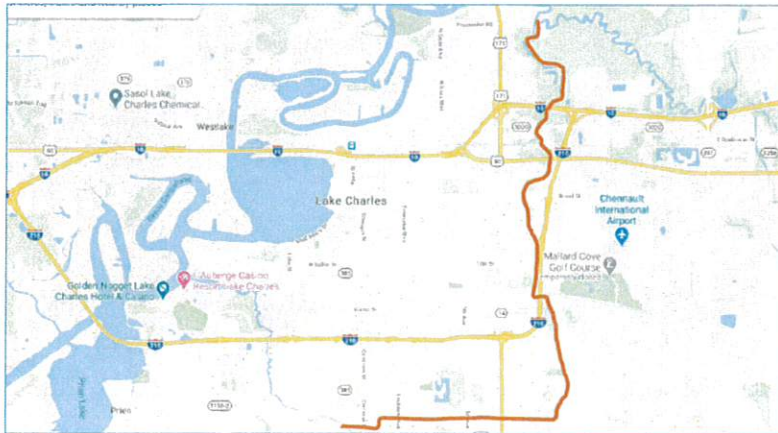
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Bayou Greenbelt

Biking, Walking and Running, Boating and Parks

May, 2020

Limited Scope



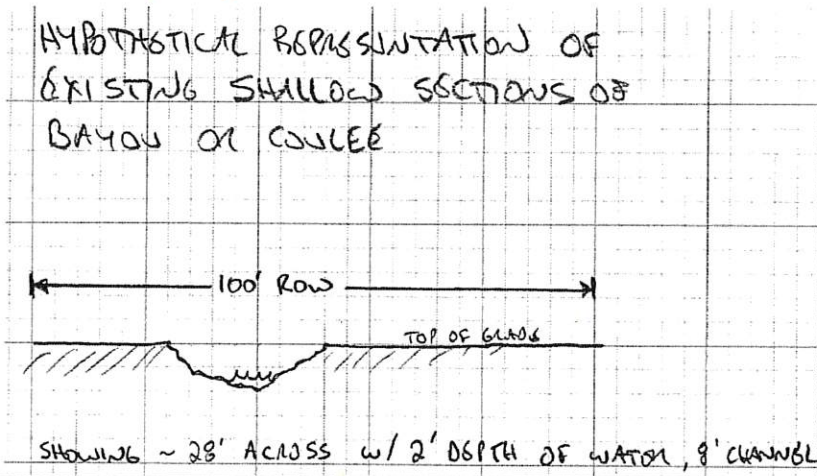
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Bayou Greenbelt

Biking, Walking and Running, Boating and Parks

May, 2020

Typical of Sections Requiring Work

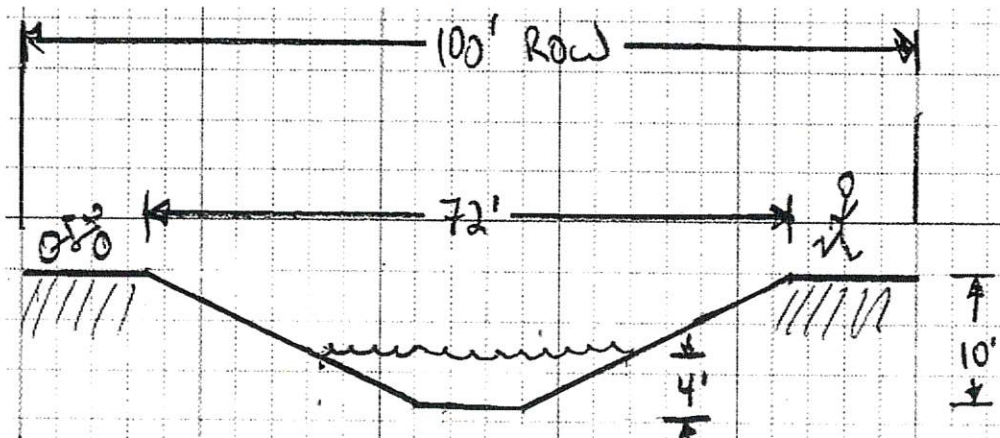


Bayou Greenbelt

Biking, Walking and Running, Boating and Parks

May, 2020

Modifications to Accommodate Boats, Bikes and Walkers



Bayou Greenbelt

Biking, Walking and Running, Boating and Parks

May, 2020

Preliminary (and Incomplete) High Level Project Specification

1. Walking, Running, Bicycling Paths
 - a) 6 feet, minimum width
 - b) Both sides of waterway
 - c) Surface for walking, bicycling, running
2. Waterways
 - a) 4 feet, minimum low water depth
 - b) 25 feet, minimum width
 - c) 10 feet, minimum high water clearance under bridges
3. Install "Pocket Parks" and Parking/Staging Areas
4. Install Benches, Lighting and Beautification
5. Install Pedestrian/Bicycle Bridges
6. Install small boat pass at junction of Kayouche Coulee and English Bayou
7. Allow developers to join laterals to waterways following specifications

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Bayou Greenbelt

Biking, Walking and Running, Boating and Parks

May, 2020

Drone Photo – Contraband Bayou at MSU Campus



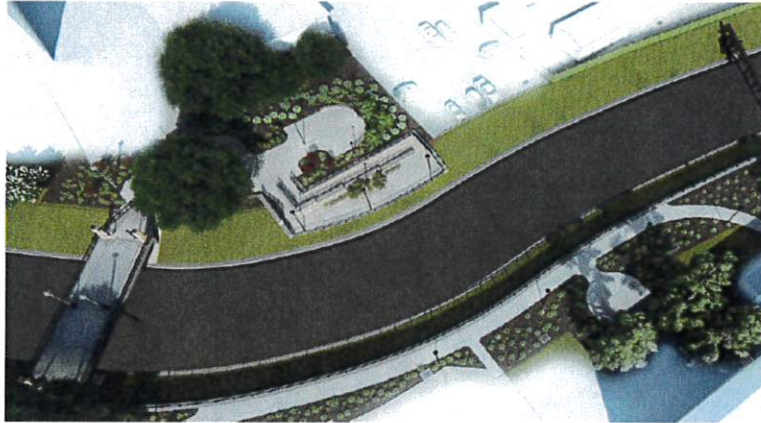
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Bayou Greenbelt

Biking, Walking and Running, Boating and Parks

May, 2020

Randy Goodloe Rendering of a Potential Upgrade



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Bayou Greenbelt

Biking, Walking and Running, Boating and Parks

May, 2020

Break for Google Earth View

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Bayou Greenbelt

Biking, Walking and Running, Boating and Parks

May, 2020

	Boating Miles	Walking/Biking Miles
Calcasieu River Section	7.91	0
Contraband Bayou	4.10	0
English Bayou	2.55	0
Kayouche Coulee	5.64	5.64
Old Farm Trail	2.36	2.36
Gumbo Cut	0.63	0.63
Cowboy Run	2.5	2.5
Lariat Trail	0.52	0.52
Total	26.2	11.7 x's 2 = 23.3!

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Bayou Greenbelt

Biking, Walking and Running, Boating and Parks

May, 2020

Major Connected Features (by Path and Boat)

- McNeese State University
- SOWELA
- Seven Parks, Including Ward 3 Recreation and Sports Complex
- Kayouche Pines Golf Course
- City of Lake Charles Bicycle and Pedestrian Master Plan
- North Lake Charles – Downtown – South Lake Charles
- Boats only: Contraband Bayou – Kayouche Coulee-English Bayou-Calcasieu River-Lake Charles
 - The Rivers, Bayous and Coulees connected provide access to 100's of miles of beautiful boating
- Five Marinas, the Yacht Club and the Civic Center Lake Front and Beaches
- Kayak Rentals
- Casino's

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Bayou Greenbelt

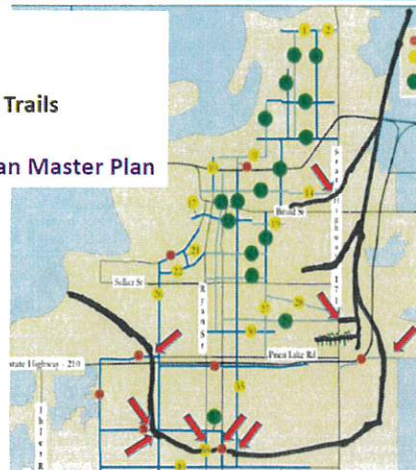
Biking, Walking and Running, Boating and Parks

May, 2020

Points of Intersection

Bayou Greenbelt Trails
and
COLC Bicycle and Pedestrian Master Plan

 = Point of Intersection



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Bayou Greenbelt

Biking, Walking and Running, Boating and Parks

May, 2020

Connectivity with COLC Bicycle and Pedestrian Master Plan

1. Nine "As Planned" Connections (Refer to Annotated Master Plan, p. xix – **NEXT SLIDE**)
 - i. (33) East Prien Lake Road at Kayouchee Coulee – (SWLC close to Walmart)
 - ii. (35) Kirkman Street at Contraband Bayou – (SLC close to MSU)
 - iii. (38) Ryan Street at Contraband Bayou – (SLC close to MSU)
 - iv. (39) Common Street at Contraband Bayou – (SLC close to MSU)
 - v. (31) West Prien Lake Road at Contraband Bayou – (ELC close to Holly Hill)
 - vi. (36) West Sale Road at Contraband Bayou – (SELC)
 - vii. (26) Lake Street at Contraband Bayou – (SELC)
 - viii. (14) East Mill Street (1/2 block separation-Mid)
 - ix. (29) 18th Street - Mid
2. More Relatively Easy Potential Connections in North Lake Charles
 - a. North Simmons Street – North Lake Charles
 - b. Moeling Street – North Lake Charles
 - c. 2nd Street – Mid
 - d. 14th Street – Mid

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Bayou Greenbelt

Biking, Walking and Running, Boating and Parks

May, 2020

Scope of Work for the Concept:

1. Connect Waterways
 - a. 800 yards, Gumbo Cut
 - i. Property of MSU (?)
 - ii. Excavation (not dredging)
 - b. Small Boat Pass Reconnecting English Bayou and the Coulee (25'x250')
2. Modifications for **23 continuous miles of Bicycle and Pedestrian Paths**
 - a. Undeveloped, **Parish-owned Rights of Way Only**
 - b. **Nine Intersections** with COLC **Bicycle and Pedestrian Master Plan and several Parks**
 - c. Accommodates and Improves Drainage: broadens/connects basins, raising capacity
 - d. Expandable: deep into undeveloped land east and south

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Bayou Greenbelt

Biking, Walking and Running, Boating and Parks

May, 2020

Scope of Work for the Concept, continued:

3. Modify undeveloped right of ways to include **Pocket Parks and Staging Areas**
 - a. Consistent with parish plans to buy adjacent land which floods
 - b. Pocket parks in these areas would flood during heavy rain
4. Modify drainage basins to accommodate **Small Boats**
 - a. Excavate (not dredge) to minimum depth and width – only undeveloped areas
 - b. "Circumnavigation" of Lake Charles, access to neighborhoods
 - c. Commercial opportunities, Property Value, Safe Recreational Boating

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Bayou Greenbelt

Biking, Walking and Running, Boating and Parks

May, 2020

Potentials for Expansion of Continuous Paths

1. Eastward from Kayouche Coulee between English Bayou and the I-10
 - a. Undeveloped Area
 - b. Easy Connection to COLC planned routes at N Simmons Street and Moeling Street
2. Westward from Kayouche Coulee between English Bayou and I-10
3. Westward from Kayouche Coulee south of Chennault
 - a. Neighborhoods currently being developed.
 - b. Connection to SOWELA
4. Southward from the Gumbo Cut

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Bayou Greenbelt

Biking, Walking and Running, Boating and Parks

May, 2020

Funding

1. Capital Project
 - a. Private funding to leverage and drive public funding
 - b. Expect to successfully raise private funds
 - c. "Phased" approach
2. On-going Maintenance
 - a. Public funding augmented by private funding/resources
 - i. Private (including industrial) sponsors
 - ii. "Adopt a Highway" concept
3. Costs?
 - a. Asphalt path installed = \$90k per mile
 - b. Excavation, Crossovers, Lighting, Benches, Parking, etc.
 - c. Total Cost \$15MM to \$20MM? <= Depends on Final Scope of Work

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Bayou Greenbelt

Biking, Walking and Running, Boating and Parks

May, 2020

Work to Date:

- General Support from City of Lake Charles and the Parish, including members of LC City Council and the Mayor of Lake Charles
- Positive Discussions with Parish Gravity Drainage (Jon Manns)
- Positive Discussions with Fenstermaker (Louisiana Watershed Modeling)
- Wide-spread public support
- Contact with and Application for National Park Service Support (Site Visit Pending – Lee Boyer)

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Bayou Greenbelt

Biking, Walking and Running, Boating and Parks

May, 2020

What is Needed Now

- Approval from appropriate authorities to develop concept
 - Who are the appropriate authorities?
- Establish Community Foundation Fund for project development
- Complete the Louisiana Watershed Modeling
- Creation of private/public Team to Provide
 - Political/Governmental Expertise
 - Project Expertise
 - Drainage Expertise
 - Other
 - Begin to Develop a Master Plan for Moving Forward
 - Improved Cost Estimate
- Pursue National Park Service Support (and Funding)

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Bayou Greenbelt

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May, 2020

What is Not Needed Now

- Major Funding for the Project

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May, 2020

Thank you

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