Major Street Plan
City of Hammond, LA




Prepared for
City of Hammond, LA

Prepared by

BKI BURK-KLEINPETER, INC.
ENGINEERS, ARCHITECTS, PLANNERS, ENVIRONMENTAL SCIENTISTS

June 2006

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Cover photography supplied by the City of Hammond, 2005

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Executive Summary

The City of Hammond sits at the crossroads of two interstate corridors in Tangipahoa Parish, Louisiana. Located in the Florida Parishes region of the state, the City has a population of approximately 18,000 persons. It is the largest city in the Parish and home to Southeastern Louisiana University, one of the state's largest four-year public universities.

Project Purpose

The City of Hammond is interested in making sound investments in the development and expansion of the major street network to support ongoing economic development decisions and general mobility. The outcome of this process has been the development of master street plan identifying future roadway classifications and extensions. The project utilized a methodology for classifying roads provided through the Federal Highway Administration (FHWA). Inputs to this analysis included existing traffic volumes, land uses, roadway characteristics and the existing LADOTD roadway classification map for the City.

Community Commentary

Development of the plan also included input from the community, those who work or reside in Hammond as well as within adjacent areas of Tangipahoa Parish.

Concerns about the changes in traffic patterns, the need for additional access as well as sensitivity to neighborhood specific traffic issues, have been identified.

Specific recommendations for a traffic calming program have been provided in response to community concerns about cut-through and higher speed traffic in residential and pedestrian areas.

Adjustments to corridor alignments or classifications were also evaluated and included on the major street map in response to comments and ideas.

Taking what has been expressed through the community, a series of goals have been developed which help support the decisions reflected in the major street plan. These statements should be used as a guide to plan implementation and reinforce the general sentiment that a balanced transportation system should not undermine the City's charm and quality-of-life.

City of Hammond, Louisiana

Located at 30°30'16" North, 90°27'56" West

As per the 2000 Census, the City has
- a population of 17,639 persons
- a total of 6,251 households;
- an average household size of 2.51 persons
- an average family size of 3.19 persons
- a total housing unit inventory of 7,089 units;
- a median household income of $24,067.

Source: Table DP-1, Profile of General Demographic Characteristics: 2000, Hammond city, Louisiana, US Bureau of the Census (2000).

- *Goal#1*: Recognize the interrelationship between land use decisions (planning and development) on transportation system capacity.

- *Goal#2:* Introduce design amenities which results in development of visually pleasing corridors.

- *Goal #3*: Incorporate design elements which offer opportunities for alternatives to vehicle use for short trips.

- *Goal #4*: Serve as a leader in implementing new technology and design to address transportation issues, including new and different ways to address existing problems.

Amendments

As this document remains fluid, the need for amendments may occur. Reasons for these changes may range from the need to accommodate the findings of a design study or line and grade study, or to adjust location at the request of a member of the community. The procedures for amendment would need to include the public, as well as the City's primary planning/legislative entities: the Planning Commission and the City Council.

Recommendations

This plan presents a master build-out of major roadways based upon a variety of assumptions. These include:

- Increased traffic demand within the City has been created through changes in population and development patterns and densities;

- Maintenance of an accepted standard for system development and connectivity provided through the FHWA methodology;

- Incorporation of the current LADOTD design standards and measures as a means to promoting design continuity with state construction plans;

- Identification of critical roadway links (both existing roads and new construction) required to connect existing roads to enhance their efficiency or ability to accommodate traffic.

Within the "*Implementation Strategies and Priorities*" section, follow-up items and activities have been identified for the City, as well as the Parish and LA DOTD. These items have been organized within a projected implementation timeline (immediate, short, mid and long-term) according to the major street plan components:

- Map and Standards;
- Right-of-Way Development and Preservation;
- Improvements to Existing Streets
- Opportunities for Future Thoroughfare Development.

Details of the major street plan as contained in the map (Figure ES-1) and with individual corridor descriptions (Tables ES-1 through ES-4).

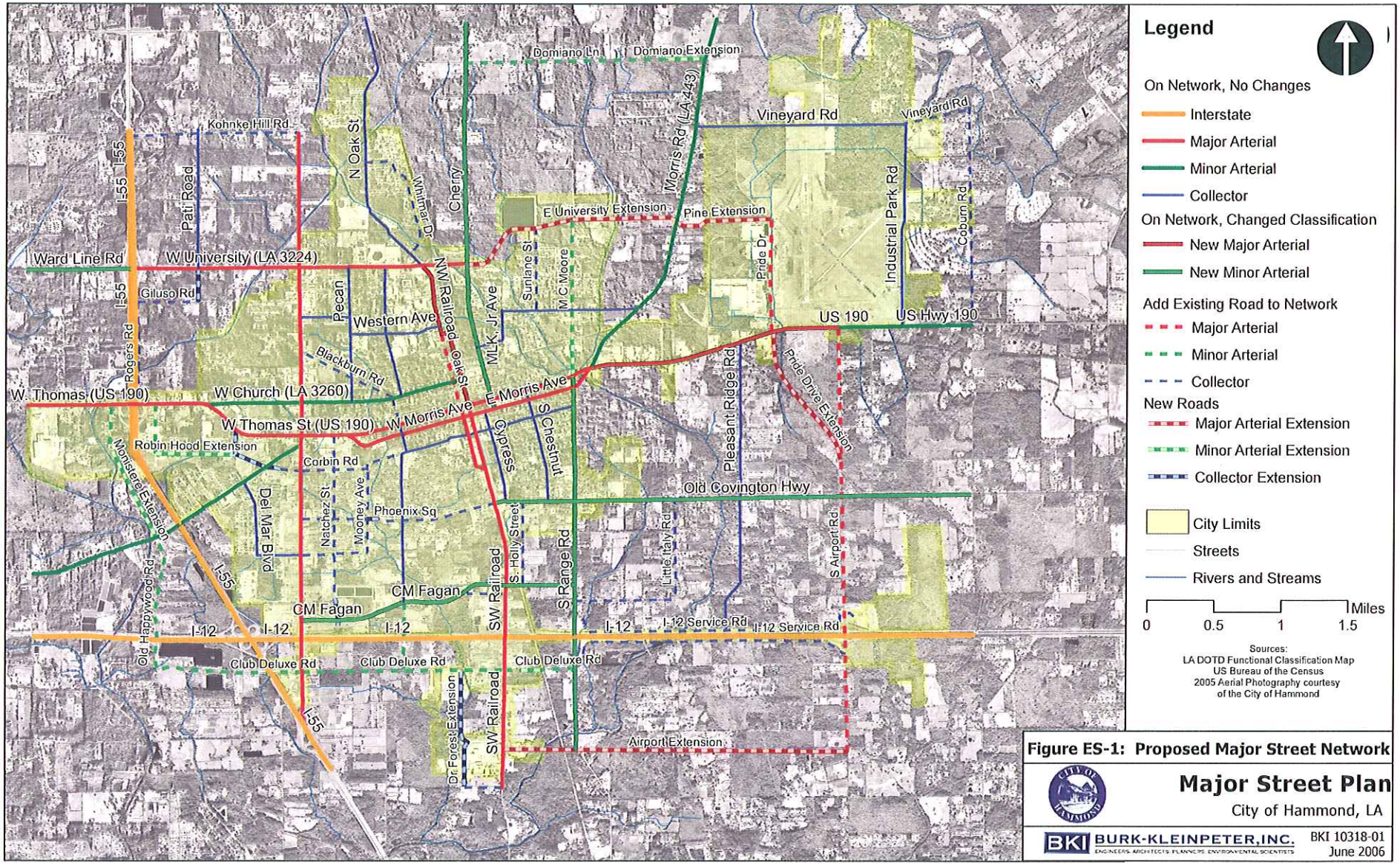

Figure ES-1: Proposed Major Street Network

Major Street Plan

City of Hammond, LA

BURK-KLEINPETER, INC.
ENGINEERS ARCHITECTS PLANNERS ENVIRONMENTAL SCIENTISTS

BKI 10318-01
June 2006

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Table ES-1
Proposed Major Street Standards
City of Hammond, Louisiana

Type	Definition	Adjacent Land Use Pattern (Typical)	Level-of Service Standard: Typical Volume	Level-of Service Standard: Capacity[3]	Level-of Service Standard: Impact Analysis[3]	Level-of Service Standard: Spacing Interval	Level-of Service Standard: Length	Right-of-Way Definition[4]	Right-of-Way	Suggested Amenities: Sidewalk	Suggested Amenities: Bike Lane	Suggested Amenities: Crosswalks	Suggested Amenities: Aesthetic Overlay [5]	Suggested Amenities: Medians	Suggested Amenities: Landscaped Areas	Local Examples
Local	*A city-maintained street constructed by private developers and others to established standards to provide direct property access.*	Residential (single and multi-family) Community Facilities (schools, parks)			NO	<1/2 Mile	< 1/2 mile	≤ 50 ft	2 lanes	☒					☒	E. Park Avenue Rue Monet
Collectors	*A city-maintained street which distributes and moves traffic between neighborhoods or from the core of the neighborhood to its periphery. These streets may carry some through traffic if located adjacent to a community facility (school, park, library, community center, fire station). These corridors generally have no traffic signals, and may have either stop sign or signal control. Signals would be found at an intersection with another major cross street, such as other collectors or arterials.*	Residential (single and multi-family) Community Facilities (parks, schools, churches, fire stations)	5,000 to 10,000 vehicles per day	LOS C or equivalent v/c ratio	YES	1/2 mile	1/2 to 1 mile	50 ft urban 60 ft suburban and rural	2 lanes	☒	☒	☒		at gateway entrances only	☒	Natchez Street Phoenix Square N. General Pershing Street Whitmar Drive
Minor Arterials	*A city, state or parish-maintained street primarily designed to move traffic from neighborhoods through a city. A secondary function is to provide access to abutting properties. These corridors have traffic signals at intersections with other minor arterials, collectors, large driveways or local streets. Streets typically have signals spaced a 2 mile intervals, with stop signs located at intersecting local streets. These streets occassionally form boundaries for neighborhood areas. In some locations, these streets may have on-street parking, loading or unloading areas.*	Residential (multi-family) Commercial Industrial Community Facilities (Government offices, police and fire stations)	10,000 to 25,000 vehicles per day	LOS D or equivalent v/c ratio	YES	1 mile	1 to 10 miles	80 ft urban 100 ft suburban and rural	2-4 lanes	☒	☒	☒	☒	☒	☒	CM Fagan Drive Old Covington Highway Morris Road Old Baton Rouge Highway N. Cherry Street Extension
Major Arterials	*A state or parish-maintained street primarily designed to move traffic from city to city. A secondary function is to provide access to abutting properties. These corridors have traffic signals at intersections with other arterials, collectors, driveways or local streets. These corridors may be higher speed, provide access to the interstate highway network within cities and may run through downtown areas. On-street parking, loading and unloading of vehicles is generally to be discouraged along these corridors. Pedestrian traffic along and crossing these corridors is highly controlled.*	Commercial Industrial Community Facilities (Government offices, police and fire stations)	25,000 to 50,000 vehicles per day	LOS D or equivalent v/c ratio	YES	1 to 2 miles	>10 miles	120 ft urban 150 suburban and rural	4-6 lanes	☒		☒	☒	☒	☒	N/S Morrison Bourlevard W. University Avenue SW. Railroad Avenue W/E Thomas Street S. Airport Road
Interstate	*A federally maintained and designated high speed, limited access corridor. Access to these corridors is highly controlled. No direct property access is provided to these corridors. The primary function of these roadways is to move high volumes of traffic between cities, parishes, states and within regions.*	None			NO	As needed	>10 miles								☒	Interstate 55 Interstate 12

Notes:
(1) - Volume thresholds developed from the Highway Capacity Manual, 3rd Edition, based upon an assumed number of intersections/signals per mile. Used for planning purposes only.
(2) - All amenities would need to conform to the appropriate design standards.
(3) - Impact analysis assumes a suggestion of a traffic impact analysis for new development, given established thresholds for the size and type of development. Capacity thresholds for level-of-service or volume to capacity ratios would be used to determine degree of impact from new development and help in assessment of mitigation measures to address site specific traffic access needs.
(4) - Total right-of-way assumes AASHTO level design on all lane widths, clear zones, sidewalks, medians, curb and gutter sections or open ditches. Open ditches would be applied in suburban and rural areas only. Measure does not include open canals or drainage features in the center or on the side of a roadway.
(5) - City's current site and landscape plan would apply to all commercial and multi-family residential (higher-density apartments, duplexes, townhomes or equivalent) developments along these classified corridors. Aesthetic overlay would address item such as signage quantity and location, landscape, building facades, pedestrian access and site orientation.
(6) - All landscaped areas along roadways would conform to established requirements for clear zone and site lines. Coordination with LADOTD on State Highways and at critical intersections would be required.

Compiled by Burk-Kleinpeter, Inc., 2006

Table ES-2

Proposed Major Street System - Collectors

Existing Streets and New Construction

	Street Name	Limits	Location			Road Status		Existing Street Width (in feet)								Length (in miles)
			Urban	Sub-urban	Rural	In Network	On 2002 Functional Class Map?	Existing ROW		Design Standard		ROW Deficiency	Existing Pavement			
No Additional Right-of-Way Required	**E Colorado Avenue**	N. Cherry to MLK, Jr. Drive	☒			Yes	Yes	50	ft	50	ft	*none apparent*	18	ft		0.19
	N/S Cypress Street	W Thomas Avenue to Old Covington Hwy	☒			Yes	Yes	60	ft	50	ft	*none apparent*	18	ft		0.68
	Mooney Avenue	E Coleman to Palmetto	☒			Yes	No	50	ft	50	ft	*none apparent*	18	ft		0.64
	N General Pershing Dr	W University to W Church	☒			Yes	Yes	60	ft	50	ft	*none apparent*	22	ft		0.96
	N Linden Avenue	W Church to W Thomas	☒			Yes	No	60	ft	60	ft	*none apparent*	18	ft		0.20
	N Oak Street	W University to edge of project study area	☒			Yes	Yes	70	ft	50	ft	*none apparent*	20	ft		2.08
	Phoenix Square	Natchez to S Railroad	☒			Yes	No	50	ft	50	ft	*none apparent*	20	ft		0.90
	S Chestnut Street	E Thomas to Old Covington Hwy	☒			Yes	Yes	60	ft	50	ft	*none apparent*	20	ft		0.84
	S Linden Street	W Thomas to E Coleman	☒			Yes	Yes	60	ft	50	ft	*none apparent*	18	ft		0.21
	W/E Coleman Avenue	Mooney Ave to S Range Rd	☒			Yes	Yes	55-80	ft	50	ft	*none apparent*	18-20	ft		1.76
	Western Avenue	N Morrison to Railroad	☒			Yes	Yes	50	ft	50	ft	*none apparent*	30	ft		1.05
	Del Mar Blvd	Old Baton Rouge Hwy to Rue Simone		☒		Yes	Yes	60	ft	60	ft	*none apparent*	38	ft		0.57
	Magazine Street	MLK Jr. Drive to Morris Road		☒		Yes	Yes	50	ft	50	ft	*none apparent*	18	ft		1.00

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			Urban	Sub-urban	Rural	In Network	On 2002 Functional Class Map?	Existing ROW		Design Standard		ROW Deficiency		Existing Pavement		
No Additional RoW	**Rue Simone**	Del Mar to N Morrison		☒		Yes	Yes	50	ft	60	ft	*none apparent*		26	ft	0.33
	Industrial Park Road	US 190 to Vinyard			☒	Yes	Yes	70	ft	60	ft	*none apparent*		24	ft	1.50
	Pride Drive	US 190 to Pride Extension			☒	Yes	No	60	ft	60	ft	*none apparent*		34	ft	0.83
Corridors with Right-of-Way Need	**Blackburn Road**	N Morrison to W Church	☒			Yes	No	46	ft	50	ft	4	ft	18	ft	0.78
	Whitmar Drive	N Oak to N Oak		☒		Yes	No	40-50	ft	50	ft	0-10	ft	20	ft	0.98
	Corbin Road	N Morrison to Natchez	☒			Yes	No	40	ft	50	ft	10	ft	18	ft	0.26
	Mississippi Street	S. Morrison Blvd to Mooney Ave	☒			Yes	No	40	ft	50	ft	10	ft	18	ft	0.50
	Natchez Street	W Thomas to Natchez Extension	☒			Yes	No	40	ft	50	ft	10	ft	18	ft	1.21
	Pecan Street	W University to W Church	☒			Yes	Yes	40	ft	50	ft	10	ft	18	ft	1.00
	S. Holly Street	Minnesota Park Blvd to Old Covington Hwy		☒		Yes	No		ft	60	ft		ft		ft	0.63
	E. Little Italy Road	S. Range Rd to Little Italy Rd		☒		Yes	No	50	ft	60	ft	10	ft	20	ft	0.76
	JW Davis Drive	CM Fagan to E Coleman	☒	☒		Yes	Yes	40	ft	50-60	ft	10-20	ft	18	ft	1.22
	Vineyard Road	Morris Rd to Study Area Boundary			☒	Yes	Partial	40-50	ft	60	ft	10-20	ft	26	ft	0.51

Table ES-2

Proposed Major Street System - Collectors

Existing Streets and New Construction

	Street Name	Limits	Location			Road Status		Existing Street Width (in feet)								Length (in miles)
			Urban	Sub-urban	Rural	In Network	On 2002 Functional Class Map?	Existing ROW		Design Standard		ROW Deficiency		Existing Pavement		
Corridors with Right-of-Way Need	**MLK, Jr Avenue**	E Colorado to Magazine		☒		Yes	Yes	45	ft	60	ft	15	ft	18	ft	0.22
	Palmetto Road	North Morrison to Mooney	☒			Yes	No	30	ft	50	ft	20	ft	18	ft	0.51
	Bolin Lane	Old Baton Rouge Hwy to N Morrison		☒		Yes	No	40	ft	60	ft	20	ft	18	ft	0.09
	Dr Forrest Lane	S Railroad to Joe Schillace		☒		Yes	No	40	ft	60	ft	20	ft	16	ft	0.28
	Pleasant Ridge Road	US 190 to I 12 Service Road		☒		Yes	Yes	40	ft	60	ft	20	ft	18	ft	2.23
	Sunlane Street	Maganzine to Sunlane Extension E		☒		Yes	No	40	ft	60	ft	20	ft	20	ft	0.61
	Giluso Road	Rogers Rd to Pati Extension			☒	Yes	No	40	ft	60	ft	20	ft	16	ft	0.46
	Rogers Road	W Thomas to Giluso			☒	Yes	No	40	ft	60	ft	20	ft	16	ft	0.75
	Little Italy Road	Old Covington Hwy to E. Little Italy		☒		Yes	No	unknown		60	ft	unknown		unknown		0.74
	Pati Road	W University to edge of project study area			☒	Yes	Yes	unknown		60	ft	unknown		unknown		1.03
	Coburn Road	US 190 to Vineyard			☒	Yes	No	unknown		60	ft	unknown		unknown		1.62
	I-12 Service Rd (North)	S. Range Rd to S. Airport Rd.		☒	☒	Yes	No	unknown		60	ft	unknown		unknown		2.23
	I-12 Service Rd (South)	S. Range Rd to S. Airport Rd.			☒	Yes	No	unknown		60	ft	unknown		unknown		2.15

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Proposed Major Street System - Collectors

Existing Streets and New Construction

	Street Name	Limits	Location			Road Status		Existing Street Width (in feet)					Length (in miles)
			Urban	Sub-urban	Rural	In Network	On 2002 Functional Class Map?	Existing ROW	Design Standard		ROW Deficiency	Existing Pavement	
	Kohnke Hill Road	I 55 to N Morrison			☒	Yes	No	unknown	60	ft	unknown	unknown	1.24
Corridors to be Constructed	**Dr Forrest Lane Ext**	Club Deluxe to Dr Forrest		☒		No	No		60	ft	N/A		0.89
	Natchez Extension	Natchez to CM Fagan		☒		No	No		60	ft	N/A		0.21
	Phoenix Sq Extension	Mississippi St to Phoenix Sq		☒		No	No		60	ft	N/A		0.09
	Bolin Ln Extension N	Old Baton Rouge Hwy to Bolin Ln			☒	No	No		60	ft	N/A		0.15
	Bolin Ln Extension S	Old Baton Rouge Hwy to Bolin Ln			☒	No	No		60	ft	N/A		0.35
	Pati Extension	W University to Rogers Rd			☒	No	No		60	ft	N/A		0.25

Notes:

(1) Existing Major Street information from the 2002 Highway Functional Classification Map, Louisiana Department of Transportation and Development.

(2) Average Right-of-Way (ROW) and paved section information from a map entitled "City of Hammond, Louisiana, City Streets, City Limits and Rights-of-Ways", prepared by the City of Hammond. It was noted on the map that the City only guarantees information on the State Highway Right-of-Ways.

(3) Design standard corresponds to applicable Louisiana DOTD Design Standard, as contained in the Appendix.

Compiled by Burk-Kleinpeter, Inc., 2006

Table ES-3

Proposed Major Street System - Minor Arterials

Existing Streets and New Construction

	Street Name	Limits	Location			Road Status		Existing Street Width (in feet)				Length (in miles)
			Urban	Sub-urban	Rural	In Network	On 2002 Functional Class Map?	Existing ROW	Design Standard	ROW Deficiency	Existing Pavement	
Corridors with Right-of-Way Need	**S Range Road**	W Thomas to edge of project study area	☒	☒		Yes	Yes	65 ft	80-100 ft	15-35 ft	20 ft	2.6
	N. Cherry Street	W. Thomas to Natalbany Road	☒	☒	☒	Yes	Yes	60 ft	80-100 ft	20-40 ft	20 ft	3.0
	W Church (LA 3260)	W Thomas to S Railroad	☒	☒		Yes	Yes	60 ft	80-100 ft	20-40 ft	20 ft	1.9
	CM Fagan Drive	S Morrison to SW Railroad		☒		Yes	Yes	50 ft	100 ft	50 ft	22 ft	1.6
	Domiano Lane	Cherry to Domiano Extension		☒		Yes	Yes	N/A	100 ft	N/A	N/A	1.5
	Monistere Lane	W Thomas to Monistere Extension		☒		Yes	Yes	30 ft	100 ft	70 ft	16 ft	0.3
	Morris Rd (LA 443)	US 190 to edge of study area		☒	☒	Yes	Yes	80 ft	100 ft	20 ft	20 ft	3.1
	Old Baton Rouge Hwy	Edge of project study area to N Morrison		☒	☒	Yes	Yes	60 ft	100 ft	40 ft	20 ft	2.3
	Old Covington Hwy	S Railroad to edge of project study area		☒	☒	Yes	Yes	50 ft	100 ft	50 ft	20 ft	3.6
	Old Happywood Rd	Old Baton Rouge Hwy to Club Deluxe Road			☒	Yes	Yes	50 ft	100 ft	50 ft	18 ft	1.0
	Range Rd Extension	S. Range Rd to MC Moore		☒	☒	No	No	N/A	100 ft	N/A	N/A	0.3
	US Highway 190	S. Airport Rd to Coburn Rd			☒	Yes	Yes	80 ft	100 ft	20 ft	24 ft	1.0
	W/E Minnesota Park Drive	CM Fagan Dr to S Range Road		☒		Yes	Yes	40 ft	100 ft	60 ft	18 ft	0.5

Table ES-3

Proposed Major Street System - Minor Arterials

Existing Streets and New Construction

	Street Name	Limits	Location			Road Status		Existing Street Width (in feet)				Length (in miles)
			Urban	Sub-urban	Rural	In Network	On 2002 Functional Class Map?	Existing ROW	Design Standard	ROW Deficiency	Existing Pavement	
	Ward Line Rd	I 55 to edge of project study area			☒	Yes	Yes	40 ft	100 ft	60 ft	18 ft	0.8
	Westin Oaks Drive	W Thomas to Robin Hood Dr		☒		Yes	Yes	40 ft	100 ft	60 ft	20 ft	0.4
Corridors to be Constructed	**JW Davis Extension**	CM Fagan Drive to Club Deluxe Road		☒		No	No	50-80 ft	100 ft	20-50 ft	18-20 ft	
Corridors to be Constructed	**Robin Hood Extension**	Westin Oaks Dr to Delmar		☒		No	No	N/A	100	N/A	N/A	0.6
Corridors to be Constructed	**Domiano Extension**	Current end of Domiano to Morris Rd			☒	No	No	N/A	100	N/A	N/A	0.3
Corridors to be Constructed	**Monistere Extension**	Monistere to Old Baton Rouge Hwy			☒	No	No	N/A	100	N/A	N/A	0.7

Notes:

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Table ES-4

Proposed Major Street System - Major Arterials

Existing Streets and New Construction

	Street Name	Limits	Location: Urban	Location: Sub-urban	Location: Rural	Road Status: In Network	Road Status: On 2002 Functional Class Map?	Existing Street Width (in feet): Existing ROW	Existing Street Width (in feet): Design Standard	Existing Street Width (in feet): ROW Deficency	Existing Street Width (in feet): Existing Pavement	Length (in miles)
No Additional Right-of-Way Required	**E/W Thomas St (US 190)** / **E/W Morris Ave**	Carter Street to Morris Road	☒			Yes	Yes	60 ft each	120 ft	*none apparent*	24 ft each	7.4
No Additional Right-of-Way Required	**N/S Oak Street** / **NW/SW Railroad**	NW Railroad to SW Railroad / N Oak to South Oak	☒			Yes	Yes	60 ft each	120 ft	*none apparent*	20 ft / 22 ft	1.1
No Additional Right-of-Way Required	**N/S Morrison Blvd (US 51)**	I-55 to Northern Study Area Limits	☒	☒	☒	Yes	Yes	120 ft	120-150 ft	*none in urban area;* 30 ft in suburban/rural areas	60 ft	4.4
Corridors with Right-of-Way Need	**SW Railroad Avenue**	W Thomas to edge of project study area	☒	☒		Yes	Yes	40-70 ft	120-150 ft	50-80 ft	24 ft	2.7
Corridors with Right-of-Way Need	**US Highway 190**	Morris Rd to Airport Rd		☒	☒	Yes	No	80 ft	150 ft	70 ft	24 ft	1.9
Corridors with Right-of-Way Need	**W University (LA 3224)**	I-55 to N. Cherry Street Extension	☒	☒		Yes	Yes	70 ft	120 ft	50 ft	22 ft	2.5
Corridors with Right-of-Way Need	**S. Airport Road**	US Highway 190 to S. I-12 Service Road			☒	Yes	No	70 ft	150 ft	80 ft	24 ft	2.5
Corridors to be Constructed	**E. University Extension**	N. Cherry St. Ext to Morris Road		☒	☒	No	No		150 ft			1.6
Corridors to be Constructed	**Pride Avenue Extension**	US Highway 190 to S. Airport Road			☒	No	No		150 ft			1.1
Corridors to be Constructed	**New Major Arterial South of I-12**	SW Railroad to S. Airport		☒	☒	No	No		150 ft			2.6
Corridors to be Constructed	**New Major Arterial - east of W. University**	W. University to Pride Drive		☒		No	No		150 ft			3.0
Corridors to be Constructed	**New Major Arterial, west of Pride Drive**	Morris Rd to Pride Dr Extension		☒		No	No		150 ft			0.5

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Introduction

The City of Hammond sits at the crossroads of two interstate corridors in Tangipahoa Parish, Louisiana. Located in the Florida Parishes region of the state, the City has a population of approximately 18,000 persons. It is the largest city in the Parish and home to Southeastern Louisiana University, one of the state's largest four-year public universities.

Settlement in this area and general region has been formed and influenced throughout by transportation decisions. A decision in the mid 1850s by the New Orleans, Jackson and Great Northern Railroad to construct a rail line through the community, brought with it industry, commerce and waves of settlers. A small town, laid out on a grid system using the rail line as a guide, evolved into the current City of Hammond.[i]

Background

The decision to update the current major street plan comes at a time of critical decision making for the City of Hammond. The previous plan, created in 1982 by the Traffic and Planning Division of the Louisiana Department of Transportation and Development, identified a system of improvements required to address system connectivity and congestion issues.

Since this time, the City has experienced an increase in population, increase in the number of permitted development lots within its corporate limits and the adjacent unincorporated areas and the expansion of local business and industry.

The purpose of this plan is to update the current network development assumptions and determine changes required to maintain an orderly network of major streets capable of providing an orderly method for conveying traffic through the City.

Project Purpose

The general purpose of this project is to identify standards for roadway classification and development. The City of Hammond is interested making sound investments in the development and expansion of the major street network to support ongoing economic development decisions and general mobility. The outcome of this process will be a map of locations for future roadway extensions which can help identify potential projects and rectify

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- a median household income of $24,067.

Source: Table DP-1, Profile of General Demographic Characteristics: 2000, Hammond city, Louisiana, US Bureau of the Census (2000).

shortcomings in existing network. This map can also aid the community in establishing their priorities for system development and expansion. The documentation accompanying the map can suggest standards for development and identify actions required to implement suggestions.

Study Area Definition

The focus of the effort is a study area containing the City of Hammond and adjacent areas of unincorporated Tangipahoa Parish. This area is approximately 52.2 square miles, of which 25% or 13.8 square miles is within the 2005 Hammond municipal limits. Divisions within this area are evident based upon review of population density, traffic volumes and roadway characteristics. These divisions include the

- *Urban core*, covering 3.8 square miles of the City. This area contains the highest densities of population and land development, including Downtown Hammond and the Southeastern Louisiana University campus.

- *Suburban area,* covering approximately 13.5 square miles of both the City and unincorporated areas of Tangipahoa Parish. This area contains the more recent development areas around the Hammond Square Mall, North Oaks Hospital, assorted residential subdivisions and retail/commercial free standing and strip centers development areas along W. Thomas Avenue and SW Railroad Avenue.

- *Rural area,* comprising the remaining 34.9 square miles of the study area. This area contains the developing areas adjacent to the City along both Interstate Highway corridors, around the Hammond Municipal Airport and Business Park complex and distribution warehousing sites. This area also shares several boundary segments with the City of Ponchatoula and Town of Natalbany.

Figure 1 illustrates the study area, along with the boundaries for each of these individual areas.

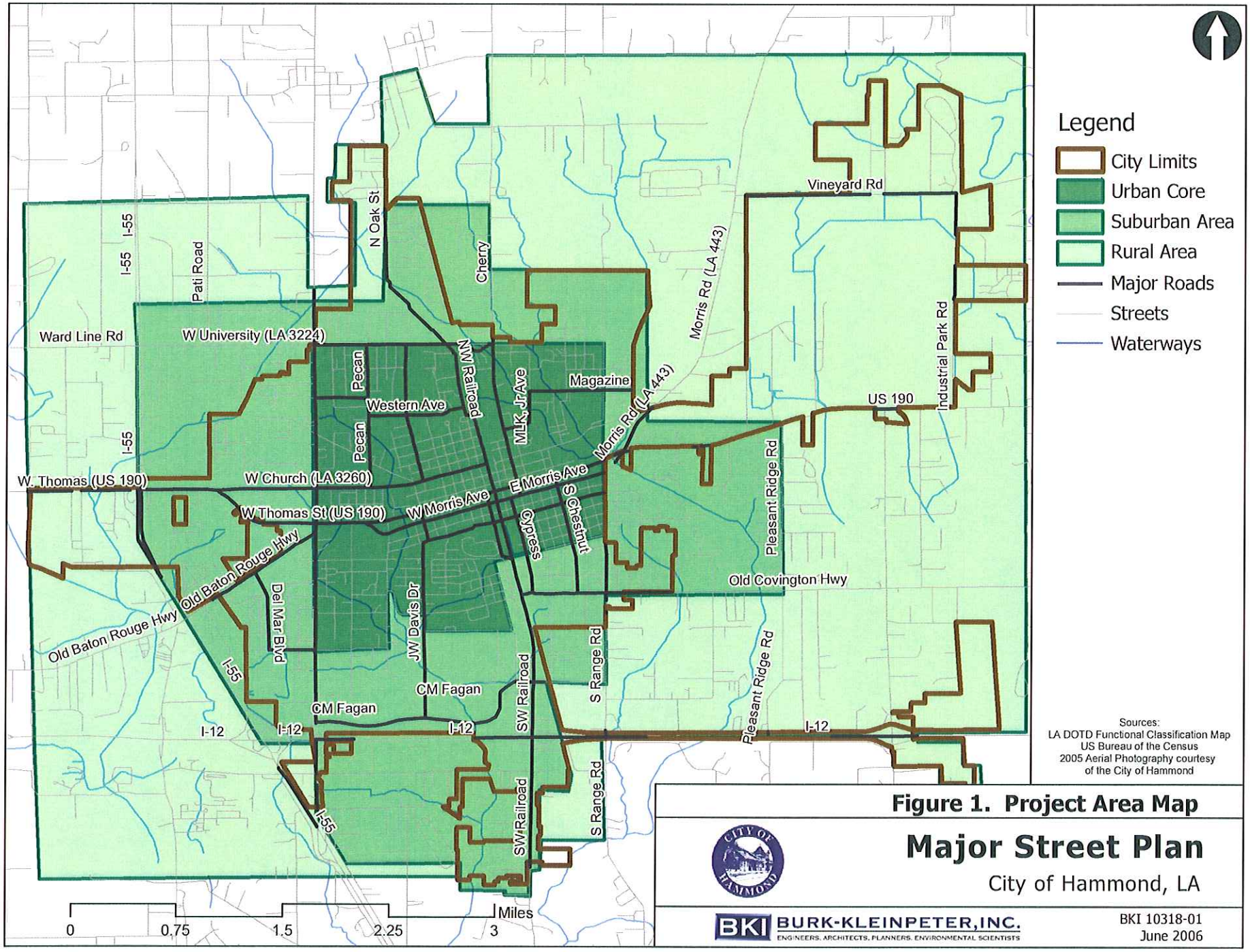

Figure 1. Project Area Map

Major Street Plan

City of Hammond, LA

BKI BURK-KLEINPETER, INC.
ENGINEERS, ARCHITECTS, PLANNERS, ENVIRONMENTAL SCIENTISTS

BKI 10318-01
June 2006

[i] Prepared using information from http://en.wilkipedia.org for Hammond, Louisiana and an overview of historic information for the Tangipahoa Parish from the Tangipahoa Convention and Visitor's Commission, www.tangi-cvb.org.

Community Context

The City of Hammond has always maintained the charm and security of a small town, in the midst of a growing Parish. It maintains its own unique character and identify, though demand for developable land along the northern shore of Lake Pontchartrain has increased development pressures in the area. The location of the City at the intersection of two interstates had made it attractive for warehousing and distribution businesses, while the airport complex attracts both military and private interests.

Driving around Hammond allows one to witness the changes that have been made as a result of recent development decisions. A vibrant downtown with a strong sense of place and commitment to reinvestment is surrounded by charming neighborhoods, parks and schools. Traditional residential subdivision development fans out along the major arterials. These have created a demand for commercial strip centers supporting a host of service-oriented businesses.

Population Characteristics

Tables 1 through 5 provide an overview of specific Census Data for the City and Tangipahoa Parish for population, housing units and journey-to-work characteristics. Demographic data obtained from the US Census Bureau reveal that the City's residential population has grown by 11% between 1990 and 2000. A similar growth trend was observed with the number of housing units in the City. These grew by 11% between 1990 and 2000, with the number of units parish-wide growing a slightly higher rate. Both the City and Parish maintain moderately high rates of housing unit occupancy at approximately 89%. The City has a higher percentage of renter-occupied housing than the Parish. Only 52% of housing units within the City are occupied by owners, while 48% are occupied by renters. This rate is almost double that of the Parish as a whole. This higher number of renters may be indicative of several market factors at-work in the City including demands generated by Southeastern Louisiana University or lack of substantial numbers of rental housing elsewhere in the Parish.

A trend within this population which has a direct impact on transportation demand is place of work. According to the 2000 Census, the number of City residents working in adjacent parishes <u>or</u> out of the state has increased to 26% of the total working population, aged 16

City of Hammond, LA

- 13.86 sq miles or 8,873 acres within municipal limits
- <u>Existing Land Use Pattern (May 2005)</u>
  Single Family Residential: 1,913 acres or 25%
  Multi-Family Residential: 377 acres or 5%
  Commercial: 891 acres or 12%
  Industrial: 1,380 acres or 18%
  Public/Semi Public: 834 acres or 11%
  Unimproved: 2,135 acres or 28%

Source: City of Hammond Geographic Information System Map, 2006.

Table 1
Total Population by Race 1990 and 2000
City of Hammond and Tangipahoa Parish

	City of Hammond			Tangipahoa Parish		
	1990	2000	Change 90-00	1990	2000	Change 90-00
Total Population	15,871	17,639	11%	85,709	100,588	17%
White Alone	9,042	9,248		60,601	69,853	
Black or African American Alone	6,646	7,972		24,527	28,561	
American Indian or Alaska Native Alone	26	28		180	345	
Asian Alone	127	146		242	263	
Native Hawaiian or Other Pacific Islander Alone		3			0	
Some other race alone	30	82		159	438	
Two or more races	*not identified*	160		*not identified*	1,128	

Notes:
(1) - 2000 Census Data from Summary File 3, Sample Data, as downloaded from the Census (www.census.gov).
(2) - 1990 Census Data from Summary File 1, 100% Data, as downloaded from the Census (www.census.gov).
(3) - Data for "Two or More Races" not identified at the time of the 1990 Census.

Compiled by Burk-Kleinpeter, Inc., 2006.

Table 2
Total Housing Units 1990 and 2000
City of Hammond and Tangipahoa Parish, LA

	City of Hammond			Tangipahoa Parish		
	1990	2000	Change 90-00	1990	2000	Change 90-00
Total Housing Units	6,292	7,014	11%	33,640	40,794	21%
Occupied	5,413	6,251		29,663	36,558	
Owner Occupied	*2,814*	*3,264*		*21,564*	*26,805*	
Renter Occupied	*2,599*	*2,987*		*8,099*	*9,753*	
Vacant	879	763		3,977	4,236	

Notes:
(1) - 2000 Census Data from Summary File 3, Sample Data, as downloaded from the Census (www.census.gov).
(2) - 1990 Census Data from Summary File 3, Sample Data, as downloaded from the Census (www.census.gov).

Compiled by Burk-Kleinpeter, Inc., 2006.

years and older. Within this group of City residents, those working outside the Parish grew at almost double the rate of those who worked within the Parish. Similar trends can also be seen in the Parish as a whole.

Average travel time to work for both City and Parish residents remains primarily less than 30 minutes. However, those workers whose trips are 30 or more minutes have increased the fastest between the two Census periods. The greatest growth has occurred in the 45 to 59 minutes trip category, which would be equivalent to driving from Hammond or Tangipahoa Parish to Baton Rouge, New Orleans, St. John the Baptist Parish or Mississippi.

Table 3
Means of Transportation to Work 1990 vs. 2000
City of Hammond and Tangipahoa Parish, LA

	City of Hammond			Tangipahoa Parish		
	1990	2000	Change 90-00	1990	2000	Change 90-00
Workers 16 yrs and Older	5,278	7,097	34%	29,304	40,017	37%
Drove Alone	3,998	5,522		21,567	31,505	
Carpooled	707	912		5,143	5,594	
Bus or Trolley Bus	0	13		45	159	
Other Transit (3)	0	0		0	16	
Taxicab	19	15		28	15	
Motorcycle/Bicycle	55	104		102	180	
Walked	365	311		1,116	1,029	
Other Means	73	44		509	469	
Worked at Home	61	176		794	1,050	

Notes:
(1) - 2000 Census Data from Summary File 3, Sample Data, as downloaded from the Census (www.census.gov).
(2) - 1990 Census Data from Summary File 3, Sample Data, as downloaded from the Census (www.census.gov).
(3) - Other Transit defined as Streetcar, Trolley Car, Subway, Elevated Railroad or Ferryboat.

Compiled by Burk-Kleinpeter, Inc., 2006.

Table 4
Travel Time to Work 1990 vs. 2000
City of Hammond and Tangipahoa Parish, LA

	City of Hammond			Tangipahoa Parish		
	1990	2000	Change 90-00	1990	2000	Change 90-00
Workers 16 yrs and Older	5,278	6,921		29,304	38,967	
Less than 30 minutes	4,156	5,040	21%	19,079	24,374	28%
30 to 44 minutes	384	731	90%	3,282	5,265	60%
45 to 59 minutes	205	575	180%	1,829	3,505	92%
60 or more minutes	533	575	8%	5,114	5,823	14%

Notes:
(1) - 2000 Census Data from Summary File 3, Sample Data, as downloaded from the Census (www.census.gov).
(2) - 1990 Census Data from Summary File 3, Sample Data, as downloaded from the Census (www.census.gov).

Compiled by Burk-Kleinpeter, Inc., 2006.

The majority of workers travel by single-occupant vehicle, with only 12.9% of City residents indicating carpool participation. This rate is slightly lower than the general trend for Tangipahoa Parish. The number of persons working at-home in the City grew by over 100% between 1990 and 2000, while it only grew by 32% for the whole Parish.

The trends observed in the data are indicative of similar observations found in the adjacent Parishes of Livingston and St. Tammany. Both of these areas have developed, over time, as satellites supporting the employment centers in Baton Rouge, New Orleans and Jefferson Parish. While St. Tammany has diversified its base to include more

Table 5
Employment by Industry for Workers 16 Years and Older
City of Hammond and Tangipahoa Parish

	City of Hammond	Tangipahoa Parish	*% of Total Parish-wide Workers 16 years and older within City*
Total Employment	7,233	40,689	18%
Agriculture, forestry, fishing, hunting and mining	99	1,516	7%
Construction	394	3,638	11%
Manufacturing	494	4,436	11%
Wholesale trade	275	1,568	18%
Retail trade	1,171	5,716	20%
Transportation and warehousing and utilities	244	1,842	13%
Information	182	653	28%
Finance, insurance, real estate and rental, leasing	349	1,960	18%
Professional, scientific, management, administrative, and waste management	368	2,176	17%
Educational, health and social services	1,993	9,796	20%
Arts, enterainment, recreation, accommodation, food services	1,029	3,295	31%
Other services	302	2,046	15%
Public administration	333	2,047	16%

Notes:
(1) - 2000 Census Data from Summary File 3, Sample Data, as downloaded from the Census (www.census.gov). Table P49. Sex by Industry for the Employed Civilian Population 16 Years and Over, Employed civilian population 16 years and over.

Compiled by Burk-Kleinpeter, Inc., 2006.

centers of employment, similar activities in Livingston Parish appear to be in the earliest stages.

The growth in residentially-based commuter population centers has lead to an increased demand for regional transportation access. With the increasing demand has come a higher frequency of congestion on the major highways which interconnect these Parishes (Livingston, Tangipahoa, St. Tammany) to the regional centers in Baton Rouge and New Orleans (Interstate 12, Interstate 10 and the Lake Pontchartrain Causeway). At a local level, those roadways interconnecting Hammond to these corridors bearing a higher percentage of daily traffic, increasing the frequency and severity of localized congestion.

Existing Land Use Pattern

The existing pattern of development (Figure 2) in Hammond is a healthy mix of residential, commercial, industrial and institutional uses. Within the city limits, commercial activities tend towards locations along the major arterials, including W. Morrison Blvd (US 51), W. Morris Ave., W. Thomas St. (US 190), SW. Railroad Ave, and at the junctions of these major roads with the two interstate highways which traverse the area, I-59 and I-12.

Commercial uses downtown inhabit many of the City's oldest and most historically significant structures. They have been constructed at a higher density, but are 3 or less stories, scaled much smaller than those located towards the periphery locations at interstate exits, as one would expect from an historic railroad town.

Industrial uses are scattered within the center city, with a small concentration adjacent to the railroad corridor. Like the commercial development, there are a few larger scale industrial sites located at the periphery, including the Hammond Industrial Park (located near the airport) and the Winn-Dixie Distribution Center (located near the junction of W. Thomas St and I-59.

Schools, churches, parks and other public uses are scattered throughout the lower density residential neighborhoods located between these commercial corridors. With the exception of SLU, and the North Oaks Hospital, these uses tend to be at a smaller scale and are distributed evenly throughout the community.

For the most part, single family development is the primary residential style throughout the city. Some multi-family housing units can be found in the vicinity of downtown, near SLU and scattered throughout the residential neighborhoods. Some limited mixed use buildings can be found in the area adjacent to downtown, on the east side of the railroad embankment, but they are few in number.

According to the City's Land Use Map, approximately 28% of the land within its limits remains undeveloped. Field review of the study area indicates that unincorporated areas immediately adjacent to the City have developed densely. These areas also contained several properties on which signs have been posted indicating a pending request for subdivision for new development. The result has been the creation of several population clusters to the east (south of the airport) and to the southwest (adjacent to I-12 and I-55) of the City's core.

Table 10
Existing Land Use
City of Hammond, LA

Land Use Category	Area	% of Total Area
Single-Family Residential Includes all single-family residential structures (houses)	1,913 acres	25%
Multi-Family Residential Includes all attached single-family housing units (apartments, condominiums, townhouses)	377 acres	5%
Commercial Includes all stand-alone or organized retail shopping centers and professional offices	891 acres	12%
Industrial Includes all stand-alone or organized facilities or areas for transporting, manufacturing, storing, or processing of goods	1,380 acres	18%
Public/Semi Public Includes all schools, parks, cemetaries, churches, areas for public use/utilities, government buildings	834 acres	11%
Unimproved/Undeveloped Includes all vacant, natural, undeveloped and underdeveloped lands	2,135 acres	28%
Total	7,530 acres	100%

Source: City of Hammond, 2005.

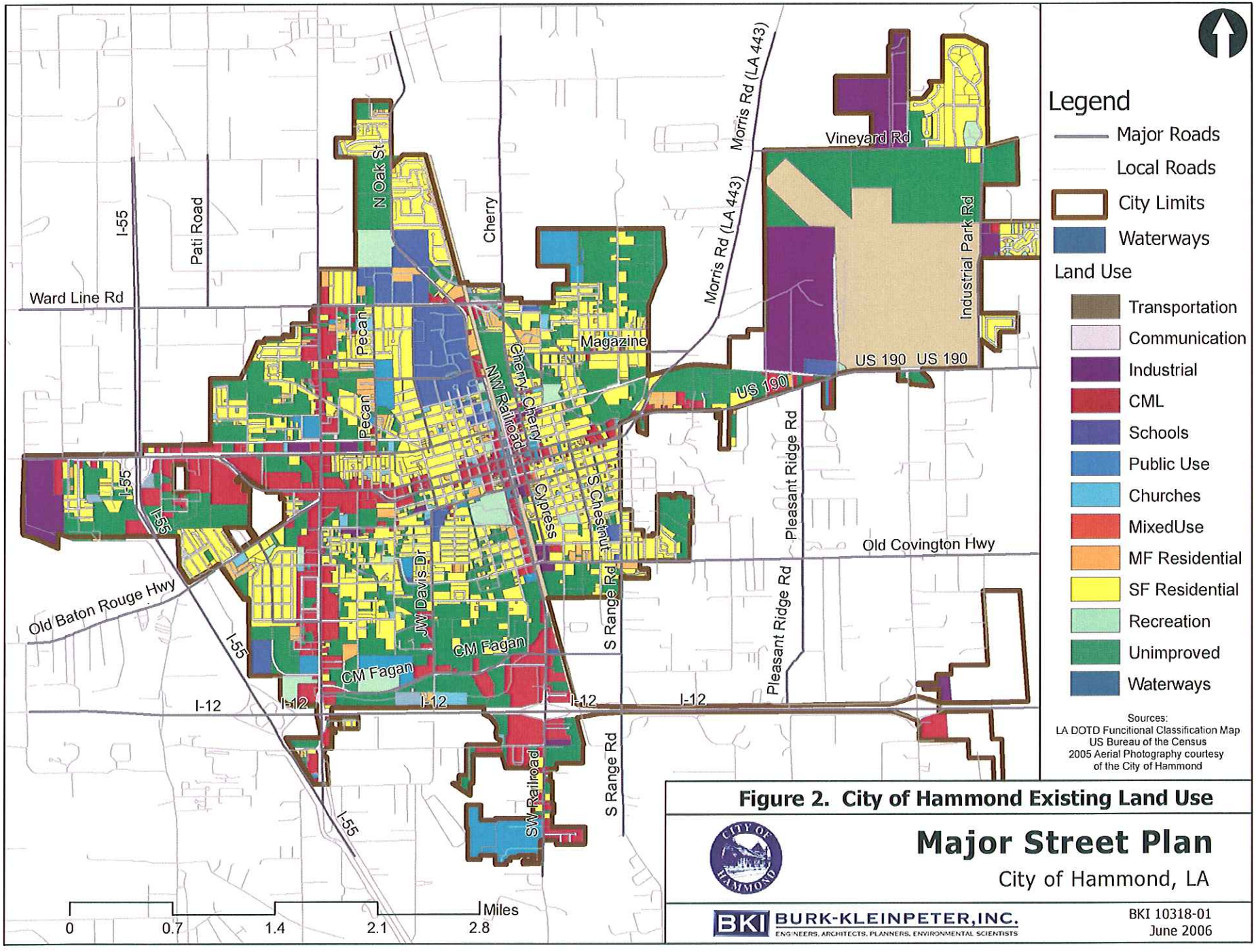

Figure 2. City of Hammond Existing Land Use

Major Street Plan

City of Hammond, LA

BKI BURK-KLEINPETER, INC.
ENGINEERS, ARCHITECTS, PLANNERS, ENVIRONMENTAL SCIENTISTS

BKI 10318-01
June 2006

Southeastern Louisiana University

Any discussions of the City of Hammond would be incomplete without an overview of SLU. Southeastern has been a part of the Hammond since 1925. What began as the Hammond Junior College has evolved into a four-year accredited university which is part of the University of Louisiana system of institutions. The current campus, first organized in 1928, has been expanded to contain ±240 acres in the northwest quadrant of Hammond, as shown on Figure 3. Enrollment at the campus has been growing steadily, as shown in Figure 4, reaching approximately 16,000 students in the Fall of 2005.[i]

Commuter Students

The facility offers both residential and commuter programs, attracting students from all of the area Parishes. This demand by students coming to and leaving classes creates traffic demands on the major approaches to the campus: W. University Avenue, SW. Railroad Avenue and N/S Oak Street.

According to data provided by SLU, approximately 86.2% of the Fall 2005 student body resided off-campus. The remaining 13.8% resided in University housing, offered at 11 residence halls concentrated on the north and north-east side of the campus. These halls house just over 2,200 students. In addition to these units are a number of private market rental properties found scattered in the neighborhoods adjacent to campus, or in organized developments found in the northwest quadrants of the City or adjacent unincorporated areas of the Parish.

At the start of the Fall 2005 semester, over 95% of the student body is from other parishes in the State. St. Tammany and Tangipahoa Parishes topped the list of parishes which students claimed as their home parish.

Table 7 provides a complete breakout of the top six parishes in terms of enrollment between 2000 and 2005. According to the University's Fall 2005 data, St. Tammany Parish is the most represented parish. Compared to Fall 2004, Jefferson Parish had the largest increase in undergraduate enrollment. Livingston had the largest percent increase in graduate students.[ii]

SLU assigns parking to commuter students based upon rank within the academic class. Freshman commuters with parking permits are directed to three parking areas at the perimeter of campus. The largest of these lots are on the North Campus, around the University Center. Access to these lots is more direct from W. University Avenue. A third smaller lot is adjacent to the Region II Service center. Commuting students without parking permits can park on most the surrounding City streets, though on-street parking within primarily residential areas around campus is largely prohibited. Upper classmen with parking permits can park on the South Campus, within lots scattered about the academic and residential heart of the campus. These lots appear to contain the greatest inventory of available parking, along with adjacent residential lots. Access to these lots is available from a combination of existing city

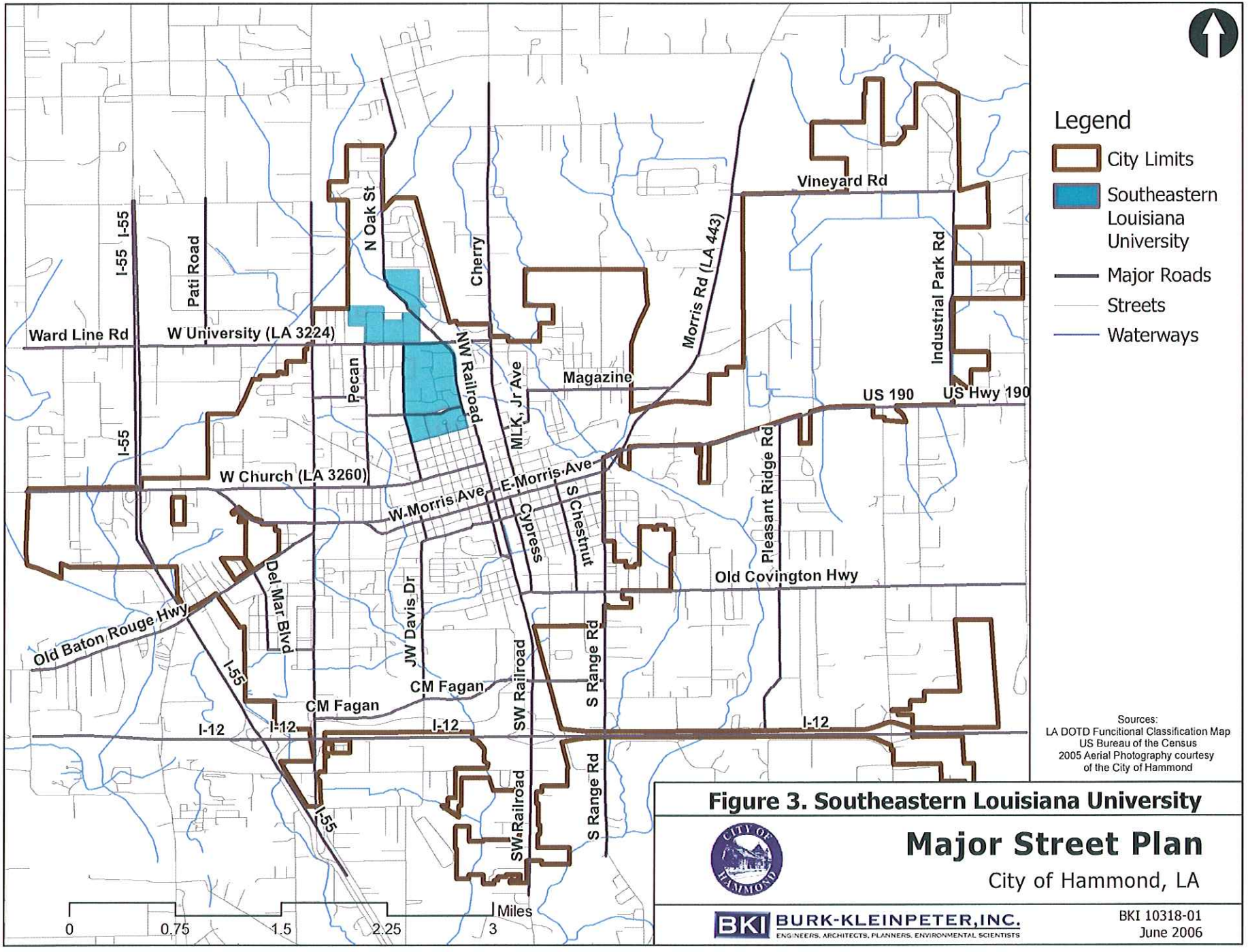
Legend
City Limits
Southeastern Louisiana University
Major Roads
Streets
Waterways
Ward Line Rd
W University (LA 3224)
Pati Road
I-55
N Oak St
Cherry
NW Railroad
Pecan
MLK, Jr Ave
Magazine
Morris Rd (LA 443)
Vineyard Rd
Industrial Park Rd
US 190
US Hwy 190
W Church (LA 3260)
W Morris Ave
E Morris Ave
Cypress
S Chestnut
Pleasant Ridge Rd
Old Covington Hwy
Del Mar Blvd
JW Davis Dr
Old Baton Rouge Hwy
CM Fagan
SW Railroad
S Range Rd
I-12
Miles
0
0.75
1.5
2.25
3
Sources:
LA DOTD Funcitional Classification Map
US Bureau of the Census
2005 Aerial Photography courtesy
of the City of Hammond
Figure 3. Southeastern Louisiana University
Major Street Plan
City of Hammond, LA
BKI BURK-KLEINPETER, INC.
ENGINEERS, ARCHITECTS, PLANNERS, ENVIRONMENTAL SCIENTISTS
BKI 10318-01
June 2006

Table 7
Enrollment Profile by Semester (2000/2001 and 2005)
Top Six Parishes of Residence for SLU Students

	Reporting Period (1)					
	Fall Semester		Spring Semester		Summer Semester	
	2000	2005	2001	2005	2000	2005
Tangipahoa Parish	3,179	3,360	3,700	3,196	1,699	1,446
St. Tammany Parish	2,963	3,361	2,757	3,094	1,026	1,180
East Baton Rouge Parish	2,117	2,162	1,960	2,010	674	732
Livingston Parish	1,712	960	1,654	1,752	603	575
Jefferson Parish	955	960	738	762	290	245
Washington Parish	659		553		216	253
Ascension Parish		701		625		
Total Enrollment	14,535	16,068	14,186	14,463	6,339	5,599
% of Total Enrollment in Parishes	79.7%	71.6%	80.1%	74.8%	71.1%	79.1%

Notes:
(1) - In 2000, Southeastern Louisiana University implemented screened admissions standards. This required applicants to meet thresholds for ACT and grade point average (GPA) and be in the upper 50% of the high school graduating class.
(2) - Data from the Southeastern Louisiana University Office of Institutional Research and Assessment, downloaded 01/16/06.
(3) - Total for Undergraduate and Graduate Students in all schools and programs, as reported by Southeastern Louisiana University.

Compiled by Burk-Kleinpeter, Inc., 2006.

streets including NW. Railroad and N. Oak and N. General Pershing Avenue.

As shown on Figure 5, the impact of the location of on campus parking lots is to concentrate localized traffic flow and circulation demands around the heart of the campus south of W. University Avenue.

Vehicles leaving and entering these lots have two options. The first is to pass through Hammond's downtown. Access via North Oak and NW Railroad and W. Thomas

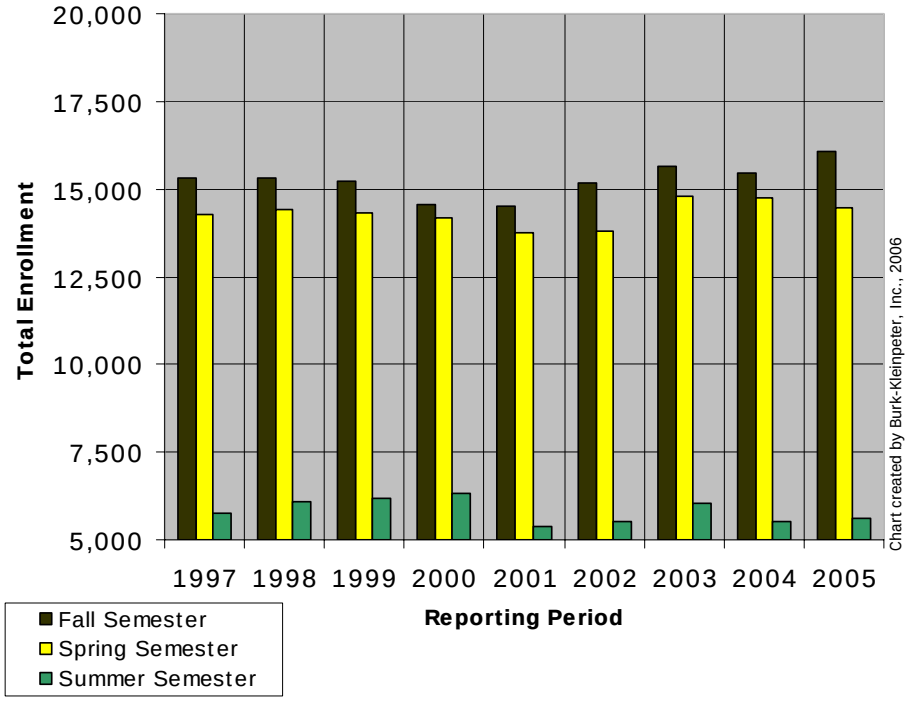

Figure 4 – SLU Enrollment by Semester 1997 to 2005
Southeastern Louisiana University, Hammond, LA

Legend

- Freshman Commuter Parking Lot
- Upper Classmen Commuter Parking Lot
- Street Direction Two-Way
- Street Direction One-Way

Parking Lot Data Source: Southeastern Louisiana University, University Police, February 2005.

Not to any scale
For Planning Purposes Only

Note: Does not include parking areas dedicated to serve University housing areas on-campus

Figure 5. SLU Parking Lot Locations and Circulation Patterns

Major Street Plan

City of Hammond, LA

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provide connectivity between the Southeastern campus and the interstate highway system.

The second option is to use W. University Avenue, which provides better access to I-55 and off-campus housing clustered off of North Morrrison, northwest of Hammond.

Review of traffic volume information collected during the Spring 2005 semester tend to indicate that the higher number of vehicles can be found on W. University Avenue. This was evident during the peak-period traffic count at W. University Avenue and North Morrison Boulevard. Long queues of stopped traffic heading west from Southeastern were the norm. Traffic volumes on North Oak and NW Railroad, by comparison, were steady, but did not appear as congested as on W. University.

[i] From "A Brief History of Southeastern Louisiana University", www.selu.edu, 2006.
[ii] From "Semester Registration Report", Southeastern Louisiana University, Fall 2005.

Existing Roadway Network

Approximately 150 miles of streets can be found within the City of Hammond. This network has been grown gradually over time as a result of the decisions of many. The early developers of Hammond made decisions to develop a grid system of circulating streets around the major north-south railroad corridor which now bisects the City.

This grid has been attached to other parish and regional roadways through the decisions of others. The state has made decisions to develop a series of rural to urban roadways which form the network of State Highways connecting farms and small communities to the City. The federal government's emphasis to connect cities in the name of mobility and defense has brought about the system of US Highways and Interstates which cross through and connect Hammond with other points in the state, region and country.

Not every roadway in the City and study area will be considered major. The majority are considered local, meeting the needs of local property access. Only those corridors contributing through their design, location or hierarchy to meeting the mobility needs of the study area will be considered as potential candidates for major street status.

Major streets, under standard transportation planning practices, are identifiable as those corridors providing access between neighborhoods, concentrated development areas, community centers, centers of employment or commerce. Under this definition, major streets, though only a small percentage of the total roadway network, would be responsible for carrying the greatest percentage of daily traffic demands. Maintaining an adequately developed system helps minimize incursion of through traffic onto inadequate local streets, reduce overall congestion and improve system safety and efficiency.

City of Hammond, LA

Of the total 150 miles of streets within its municipal limits:

- 68% are minor streets
- 32% are major streets, of which
    - 18% are interstate highways
    - 37% are major arterials
    - 14% are minor arterials
    - 31% are collectors

Congestion and inadequate peak-hour roadway capacity appear to be issues at the following locations on the roadway network:

- Interstate 12 at SW Railroad Avenue (US 51 Business);
- N. Morrison Boulevard at W. University Avenue;
- N/S Morrison Boulevard at W. Thomas Street

Analysis completed by Burk-Kleinpeter, Inc., 2006.

Functional Classification Definition

Major streets within the study area have been defined as roadways which have one or more of the following characteristics:

Interstate – provide access between cities, parishes and states. Trips on these corridors typically involve longer distances and travel times. Through control of access, these corridors operate at higher speed than other streets in the network. Examples of these roadways within Hammond include Interstate 12 and Interstate 59. These corridors may contain 4 or more travel lanes, pull-off shoulders and grade-separated intersections.

Principal Arterial – provide access to other arterial roadways and interstate highways. Trips on these corridors typically involve shorter distances, within a city or parish. Their primary purpose is to move larger volumes of traffic through highly developed areas. These corridors typically run through the center of cities, connecting it to areas of concentrated employment or activity. Examples of these roadways within Hammond include N. Morrison Boulevard and SW Railroad Street. These corridors may contain 4 to 6 travel lanes, sidewalks, and signalized intersections at other major streets.

Minor Arterial – provide access to principal arterials or to other minor arterials. These corridors typically provide a secondary means of access to concentrated retail, residential or industrial development. Examples of these corridors within Hammond include Morris Road and W. Church Street. These corridors may contain 2, 3 or 4 travel lanes, sidewalks and signalized intersections at other major streets.

Collector – provide circulatory access within neighborhoods. These corridors typically intersect with other collectors, local streets and arterials. Examples of these roadways within Hammond include Vineyard Road, W. Western Avenue and JW Davis Jr. Drive. These corridors may contain no more than 2 travel lanes, medians, sidewalks, signalized intersections at other major streets or stop signs at local streets or other major streets.

As part of its role as the steward of transportation network planning and development within its municipalities, the State of Louisiana has identified a series of major streets within these categories within the City of Hammond and adjacent unincorporated area. Figure 6 illustrates this map, as developed in 2002.

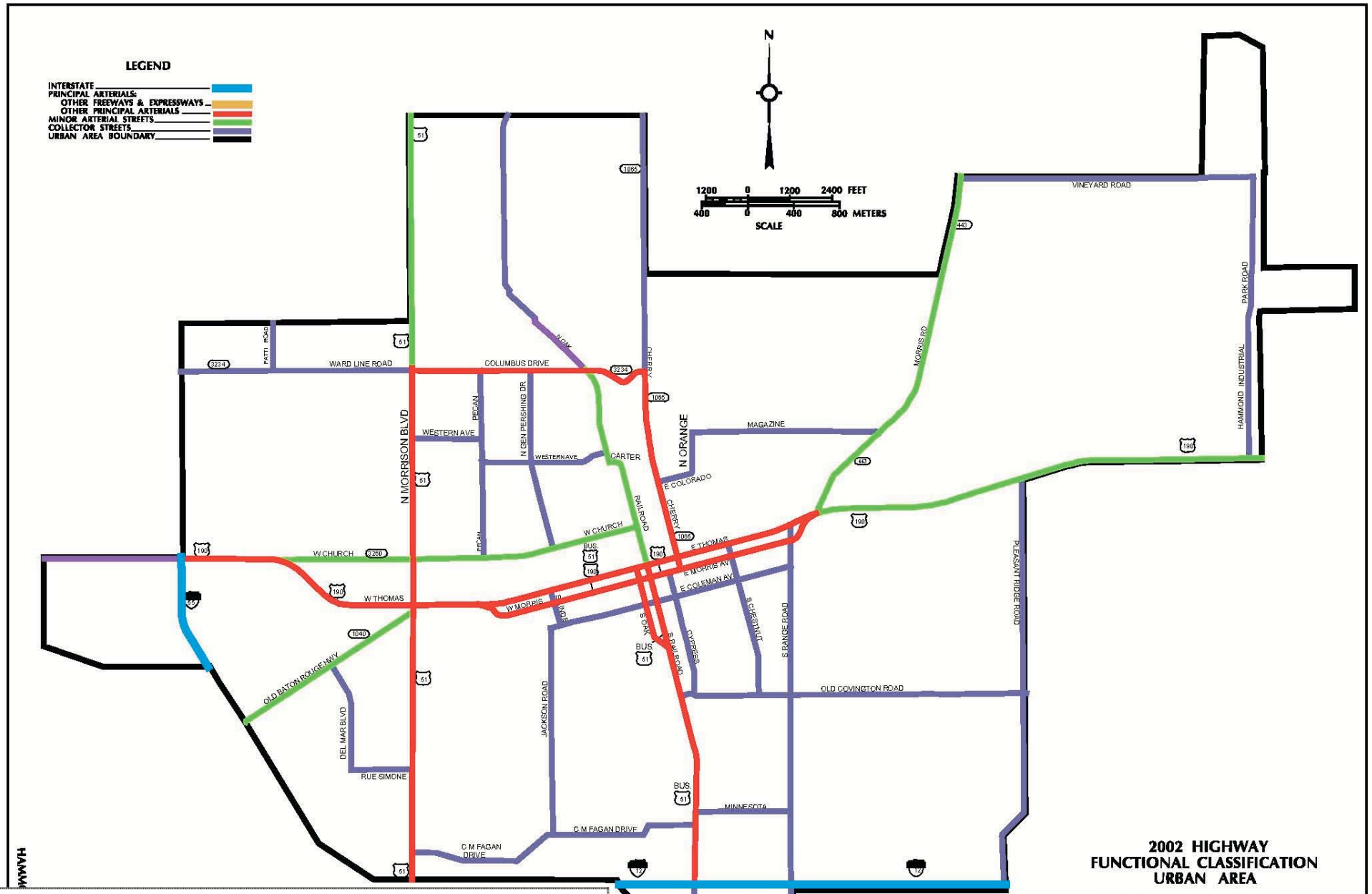

Figure 6. Highway Functional Classification Map for Hammond

Major Street Plan

City of Hammond, LA

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June 2006

Traffic Volumes and Operations Assessment

Existing daily traffic volumes (ADT) for the study area were collected from the Louisiana Department of Transportation and Development (LADOTD) for the period of 1997 to 2004. Supplements to this data included traffic counts collected by Burk-Kleinpeter, and LADOTD District 62 collected in 2005 and 2006. A summary of latest available traffic count information has been provided in Tables 8 and 9.

A combination of traffic count data and roadway characteristics information can be used to determine a value for corridor operations. This value follows the applications of a standard planning review outlined in the Highway Capacity Manual (HCM). The review identifies problem areas and assigns a level-of-service (LOS) for the segment examined. The LOS scale ranges from A to F, where LOS A represents the optimum operating conditions, while LOS F represents a roadway over capacity and highly congested. The planning objective for most urban areas is a LOS C to D, which represent stable traffic flow, with most vehicles operating near or just below the posted speed. This analysis was completed for both the average daily and peak-hour traffic periods. Figure 7 illustrates the results of this analysis.

Table 8
Average Daily Traffic Volumes (2004)
Selected Federal and State Highway Segments in Project

ID #	Corridor	General Location	2004
214340	Interstate 55	SE of US 51 Interchange	23,474
214350	Interstate 55	S of Interstate 12	23,825
214360	Interstate 12	btw. US 51 and US 51 Business	40,704
214370	Veterans Memorial Blvd (US 51B)	btw. Club Deluxe Rd and Interstate 12	10,572
214380	SW. Railroad Ave. (US 51 B)	near CM Fagan/Minnesota Park Rd	23,399
214390	S. Airport Road (LA 3158)	N of Old Covington Highway	6,051
214430	Interstate 12	E of US 51 Business	36,807
214460	US Highway 190	E of Interstate 55	24,589
214470	Old Baton Rouge Hwy (LA 1040)	btw S. Baptist Rd and Pumpkin Center Rd	5,552
214480	Interstate 12	near Truck Scales	42,717
214490	Interstate 55	S of US 190	36,555
214500	S. Morrison Blvd (US 51)	N of Interstate 12	12,953
214510	US Highway 190	W of Interstate 55	19,634
214520	N. Morrison Blvd (US 51)	N of W. University Avenue	16,931
214531	E. Thomas Street (US 190)	in vicinity of N. Cherry Street	8,089
214541	N. Morrison Blvd (US 51)	in vicinity of W. Church Street	18,769
214551	W. Thomas Street (US 190)	in vicinity of Market Street	19,770
214561	W. Thomas Street (US 190)	in vicinity of Natchez Street	20,368
214571	S. Morrison Blvd (US 51)	in vicinity of Old Baton Rouge Hwy	21,690
214581	Old Baton Rouge Hwy (LA 1040)	in vicinity of Del Mar Boulevard	8,592
215020	US Highway 190	E of Morris Road	10,716
215080	LA 1064	US 51 to LA 1065	7,846
215101	Morris Road (LA 443)	NE of US 190	6,899
215121	N. Cherry Street (LA 1065)	in vicinity of E. Robert Street	9,705
215131	SW. Railroad Ave (US 51 B)	in vicinity of W. Hanson Ave.	9,079
215141	S. Oak Street (US 51B)	in vicinity of W. Hanson Ave.	8,870
215151	W. Thomas Street (US 190)	in vicinity of N. Hazel St.	19,470
215600	Interstate 12	W of LA 445	40,379
215620	N. Cherry Street (LA 1065)	in vicinity of E. Colorado Street	7,134

Data source: Louisiana Department of Transportation and Development, 2006.

As expected, most of the roadways identified operate well within their capacities on a daily basis. However, higher demands during peak periods including the morning/evening commute, or arrivals/departures from major employers or SLU, place the greatest stress on roadway capacity. It is during these periods that motorists most notice problems and voice their dissatisfaction with system operations. As shown on Figure 8, ten of the segments identified have either a LOS E or F rating during peak. These segments can be grouped into the following general areas of the City:

Interstate 12 at US Highway 51 Business – roadways leading to Interstate 12 appear to be over their capacity during peak periods. This condition, evident during field review, results in long lines of stopped or slow moving traffic heading south on SW. Railroad Avenue. Land uses and activities in contributing to congestion in the area include high intensity commercial uses around the Hammond Square Mall and Petro Truck Stop.

N. Morrison Boulevard at W. University Avenue – roadways leading through this intersection appear to be over their capacity during peak periods. This intersection stands between the Southeastern Louisiana University and Interstate 55. W. University Avenue is also a primary access point to on-campus parking areas. As expected, large numbers of commuter students use this corridor as part of their daily route to and from school.

Table 9

Average Daily Traffic Count Data (2005 and 2006)
From Selected Roadways in Project Area

ID #	Corridor	General Location	2005
DOTD 62	E. Morris Street (US 190)	east of N. Cherry Street (LA 1065)	11,390
DOTD 62	W. Morris Street (US 190)	between S. Pine St and S Oak Street	12,530
DOTD 62	E. Thomas Street (US 190)	east of N. Cherry Street (LA 1065)	10,660
DOTD 62	Happywoods Road	in vicinity of Old Baton Rouge Hwy (LA 1040)	2,890
DOTD 62	N. Morrison Boulevard	in vicinity of W. University (LA 3234)	22,660
DOTD 62	Old Baton Rouge Highway (LA 1040)	in vicinity of Happywoods Road	8,800
DOTD 62	Old Covington Highway	in vicinity of S. Airport Road (LA 3158)	3,720
DOTD 62	S. Airport Road (LA 3158)	in vicinity of Old Covington Highway	10,610
DOTD 62	S. Morrison Boulevard (US 51)	near CM Fagan Drive	28,650
DOTD 62	S. Oak Street (US 190)	between W. Thomas and W. Morris (SB Only)	7,800
DOTD 62	SW. Railroad (US 51 B)	between W. Coleman and W. Morris St	10,870
DOTD 62	US Highway 190	in vicinity of Pleasant Ridge Road	15,230
DOTD 62	US Highway 190	west of US 51	32,620
DOTD 62	US Highway 190	east of US 51	25,160
DOTD 62	US Highway 190	in vicinity of Morris Road (LA 443)	16,540
DOTD 62	US Highway 190	in vicinity of Crapinzanna Road	14,930
DOTD 62	US Highway 190	in vicinity of S. Airport Road (LA 3158)	11,580
DOTD 62	US Highway 51 Business	north of Interstate 12	31,720
DOTD 62	US Highway 51 Business	south of Interstate 12	36,010
DOTD 62	W. Thomas Street (US 190)	west of Pine Street	11,430
DOTD 62	W. University (LA 3234)	in vicinity of US 51	25,290
ID #	**Corridor**	**General Location**	**2006**
BKI	W. University (LA 3234)	Patti Road to N. Morrison Blvd	21,510
BKI	W. University (LA 3234)	N. Morrison Blvd to N. General Pershing	25,050
BKI	W. University (LA 3234)	N. General Pershing to N. Oak	20,900
BKI	W. University (LA 3234)	Railroad Tracks to N. Cherry Extension	9,640
BKI	CM Fagan Drive	JW Davis to Palace Theatre	10,210
BKI	N. Oak Street	W. Dakota Street to W. Church Street	5,670
BKI	N.W. Railroad Street	W. Dakota Street to W. Church Street	6,260
BKI	S. Range Road	E. Coleman to E. Thomas	7,400
BKI	S. Range Road	Old Covington Highway to Minnesota Park	7,780
BKI	Club Deluxe Road	at Tangipahoa Parish Complex	8,210
BKI	Old Covington Highway	S. Range Road to W. Pleasant Ridge Road	6,500

Locations approximate, as defined on the ADT data pages. For "in vicinity" locations, an assumption has been made as to the location.

Data sources: Louisiana Department of Transportation and Development, District 62 and Burk-Kleinpeter, Inc., 2006.

S. Morrison at W. Thomas Street – roadways leading through this intersection appear to be over their capacity during the peak-period. This condition, evident during the field review, results in long lines of stopped traffic. A combination of the adjacent land uses (high intensity commercial) as well as the nearby Interstate highway corridor appear to be contributing to the high traffic demand in the area.

W. University between General Pershing and North Oak – this corridor segment experiences periodic congestion as a result of the movement of the vehicles to and from the Southeastern Louisiana University campus.

Historic Traffic Growth (1997-2004)

Historical traffic counts obtained for each of the LADOTD count stations between 1990 and 2004 helped identify trends in traffic growth and demand. The historical counts are contained in Table 10. As shown in this table, the changes in traffic volume range from -7.5% to +10.0%. Growth has been steadiest on the Interstate 12 and Interstate 55 corridors, followed by N. Cherry Avenue and US Highway 190. Overall, traffic has grown at an annual rate of 1.3% across all stations surveyed since 1997.

Traffic Growth (2004-2006)

As noted previously, the population of Tangipahoa Parish and City of Hammond experienced a period of rapid growth following Hurricane Katrina. While the permanence of this growth will remain unknown until the next Census, it has resulted in a perceived change in the number of motorists on area roadways. To determine the amount of change, a comparison made for data collected prior to the hurricane in 2001 and 2004. Data from the period following the hurricane in 2005 was likewise examined. Figure 7 documents an overall increase in traffic at these stations of just over 10%. In some areas, such as South Morrison Boulevard, the observed increase was

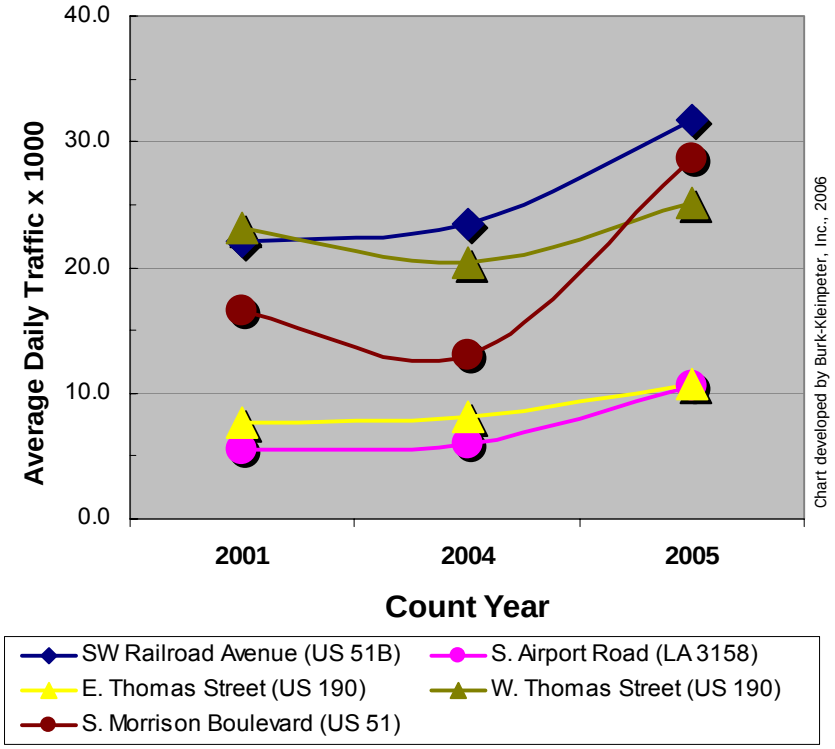
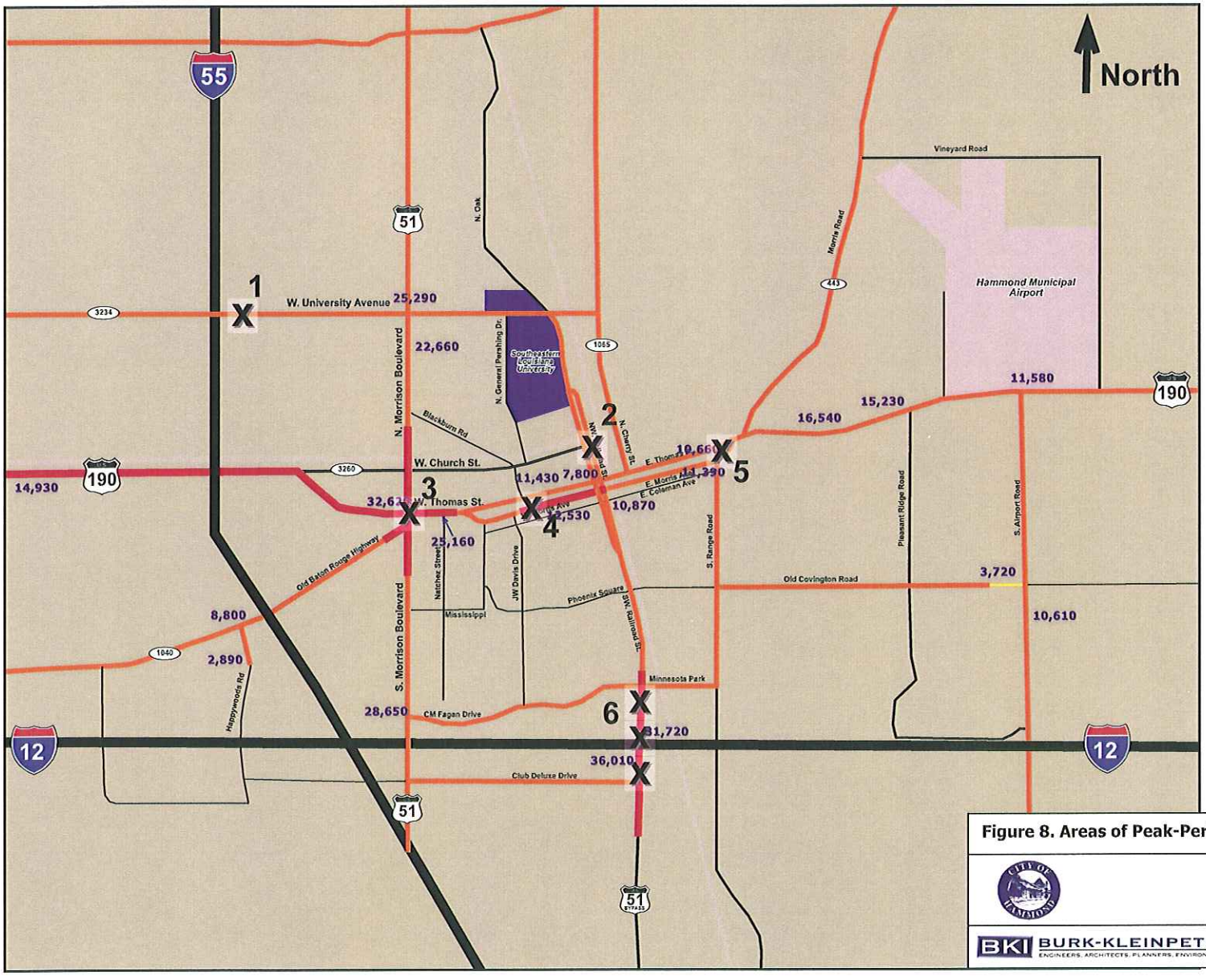


Figure 7
Growth Rate in Traffic at Selected Stations
Pre and Post Hurricane Katrina – City of Hammond



Legend

Level-of-Service A-B
Description: Peak and daily traffic flow smooth, no congestion

Level-of-Service C-D
Description: Peak and daily traffic flow smooth, no congestion, delay found around accident sites or speed zones. This is the most typical driving condition.

Level-of-Service E-F
Description: Peak and daily traffic flow congested, delays found throughout the corridor. Congestion extends through peak driving period. Motorists experience longer than normal waiting times at intersections. If conditions deterioriate sufficiently, motorists may opt to find an alternate route.

Not Evaluated

X High Accident Incident Locations
(City of Hammond)
1 W. University Avenue at I-55 Westin Oaks
2 N. Oak at W. Thoms/W. Charles
3 W. Thomas at US 190 and N/S Morrison Blvd
4 W. Morris at S. Cate
5 E. Thomas/E. Morris at S. Range Rd
6 SW Railroad Avenue (US 51 B) MN Park to Club Deluxe Rd

and

10,610 Average Daily Traffic Volume (2005)
LADOTD Data

Not to any scale
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Figure 8. Areas of Peak-Period Traffic Congestion (2005/2006)

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City of Hammond, LA

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Table 10
Review of Historic Traffic Count Data (1997-2004)
Selected Federal and State Highway Segments within Project Area

ID #	Corridor	1997	2001	2004	Annual Growth Rate
214340	Interstate 55	18,490	20,831	23,474	
	SE of US 51 Interchange		3.2%	4.2%	3.9%
214350	Interstate 55	18,070	29,855	23,825	
	S of Interstate 12		16.3%	-6.7%	4.5%
214360	Interstate 12	31,390	45,277	40,704	
	btw. US 51 and US 51 Business		11.1%	-3.4%	4.2%
214370	Veterans Memorial Blvd (US 51B)	14,690	23,282	10,572	
	btw. Club Deluxe Rd and Interstate 12		14.6%	-18.2%	-4.0%
214380	SW. Railroad Ave. (US 51 B)	*19,300*	22,092	23,399	
	near CM Fagan/Minnesota Park Rd		3.6%	2.0%	3.0%
214390	S. Airport Road (LA 3158)	4,720	5,501	6,051	
	N of Old Covington Highway		4.1%	3.3%	4.0%
214430	Interstate 12	31,220	44,964	36,807	
	E of US 51 Business		11.0%	-6.0%	2.6%
214460	US Highway 190	23,590	28,024	24,589	
	E of Interstate 55		4.7%	-4.1%	0.6%
214470	Old Baton Rouge Hwy (LA 1040)	5,160	5,610	5,552	
	btw S. Baptist Rd and Pumpkin Center Rd		2.2%	-0.3%	1.1%
214480	Interstate 12	33,800	45,852	42,717	
	near Truck Scales		8.9%	-2.3%	3.8%
214490	Interstate 55	28,200	30,287	36,555	
	S of US Highway 190		1.9%	6.9%	4.2%
214500	S. Morrison Blvd (US 51)	20,170	16,499	12,953	
	N of Interstate 12		-4.6%	-7.2%	-5.1%
214510	US Highway 190	11,480	18,637	19,634	
	W of Interstate 55		15.6%	1.8%	10.1%
214520	N. Morrison Blvd (US 51)	13,380	12,170	16,931	
	N of W. University Avenue		-2.3%	13.0%	3.8%
214531	E. Thomas Street (US 190)	8,390	7,678	8,089	
	in vicinity of N. Cherry Street		-2.1%	1.8%	-0.5%
214541	N. Morrison Blvd (US 51)	*21,843*	22,288	18,769	
	in vicinity of W. Church Street		0.5%	-5.3%	-2.0%
214551	W. Thomas Street (US 190)	24,160	23,224	19,770	
	in vicinity of Market Street		-1.0%	-5.0%	-2.6%
214561	W. Thomas Street (US 190)	*23,624*	23,087	20,368	
	in vicinity of Natchez Street		-0.6%	-3.9%	-2.0%
214571	S. Morrison Blvd (US 51)	22,100	20,807	21,690	
	in vicinity of Old Baton Rouge Hwy		-1.5%	1.4%	-0.3%
214581	Old Baton Rouge Hwy (LA 1040)	8,540	8,688	8,592	
	in vicinity of Del Mar Boulevard		0.4%	-0.4%	0.1%
215020	US Highway 190	10,480	11,390	10,716	
	E of Morris Road		2.2%	-2.0%	0.3%
215080	LA 1064	4,900	5,536	7,846	
	US 51 to LA 1065		3.2%	13.9%	8.6%
215101	Morris Road (LA 443)	*5,849*	6,342	6,899	
	NE of US Highway 190		2.1%	2.9%	2.6%
215121	N. Cherry Street (LA 1065)	6,110	5,611	9,705	
	in vicinity of E. Robert Street		-2.0%	24.3%	8.4%
215131	SW. Railroad Ave (US 51 B)	19,180	19,173	9,079	
	in vicinity of W. Hanson Ave.		0.0%	-17.5%	-7.5%
215141	S. Oak Street (US 51B)	*11,606*	14,257	8,870	
	in vicinity of W. Hanson Ave.		5.7%	-12.6%	-3.4%
215151	W. Thomas Street (US 190)	20,410	19,960	19,470	
	in vicinity of N. Hazel St.		-0.6%	-0.8%	-0.7%
215600	Interstate 12	30,960	41,533	40,379	
	W of LA 445		8.5%	-0.9%	4.3%
215620	N. Cherry Street (LA 1065)	5,590	6,203	7,134	
	in vicinity of E. Colorado Street		2.7%	5.0%	3.9%
	TOTAL	497,402	584,658	541,139	43,737
			4.4%	-2.5%	1.3%

Data source: Louisiana Department of Transportation and Development.
Compiled by: Burk-Kleinpeter, Inc, 2006.

more dramatic at over 25%, while others such as SW Railroad had an increase of around 1.4%.

Accident Research

The City of Hammond undertook a review of traffic accidents and incidents for a multi-year period (January 2004 to August 2005). This analysis catalogued traffic accidents by location and type of incident. Generally, the analysis revealed that those locations which have the highest number of reported accidents, have the highest volume of daily traffic. As reported by the City, the locations with the highest number of reported accidents, in no particular order, included:

- W. University Avenue at Interstate 55 and Westin Oaks Drive;
- W. Thomas Avenue at US Highway 190 and North/South Morrison Boulevard;
- E. Thomas/E. Morris at S. Range Road
- SW Railroad Avenue (US 51B) in the vicinity of the I-10 interchange between Minnesota Park Blvd and Club Deluxe Road;
- N. Oak at W. Thomas and W. Charles Street;
- W. Morris at S. Cate Street.

Existing Rail Traffic

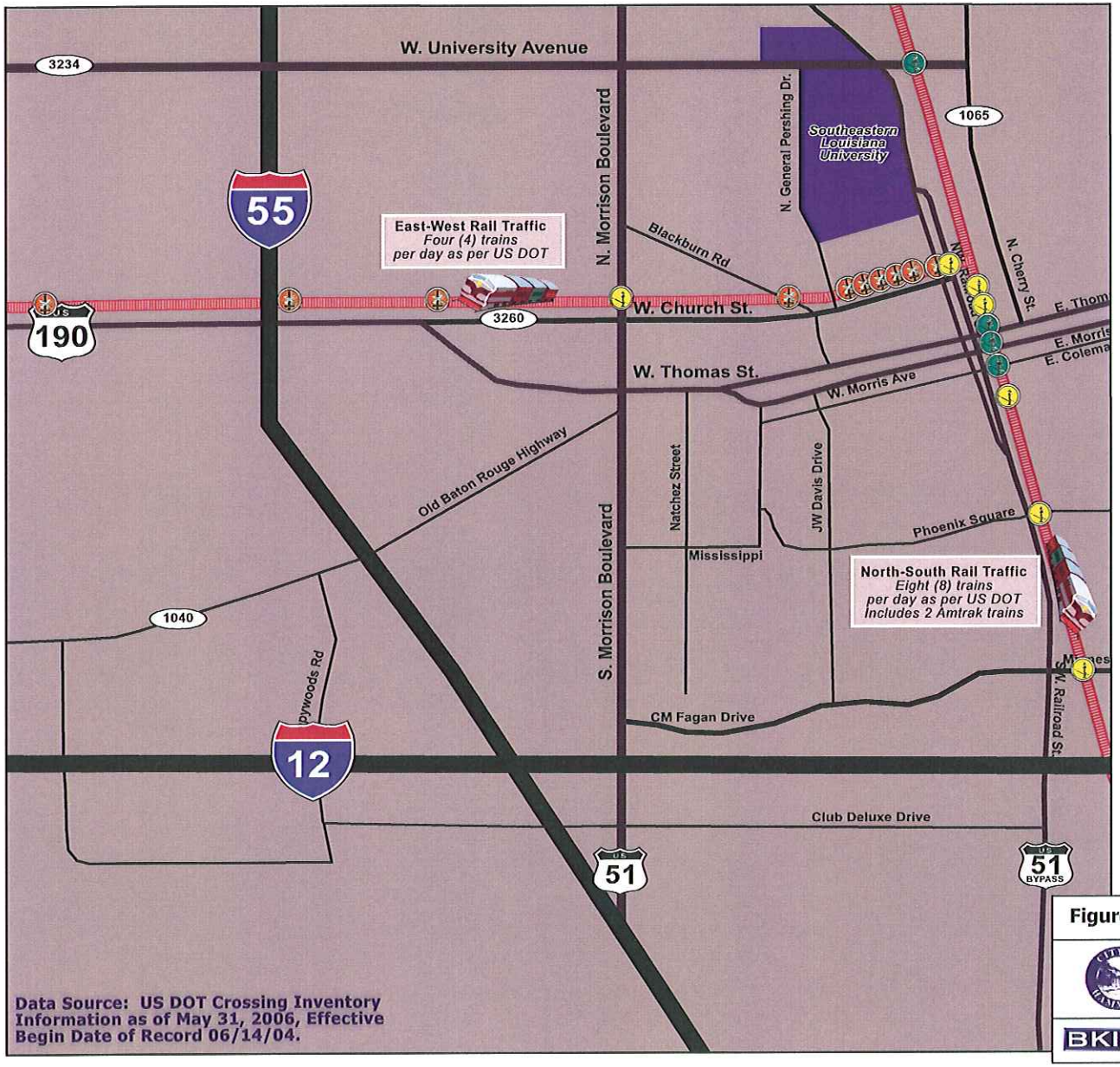
Hammond sits at the crossing of two rail lines which divide the City into three pieces. Currently, there is only one elevated crossing of each rail line, provided south and west of the City by the Interstate Highway system. Figure 9 illustrates the location of the major crossings within Hammond.

None of the major roadways in the City provide an elevated crossing of the corridor. As a result, trains traveling through the City can have the result of closing major east-west and north-south roads to through traffic.

Information on the location of at-grade crossings and the volume of train traffic through the City of Hammond and Tangipahoa Parish has been obtained from the US Department of Transportation. According to the inventory, a total of 83 crossings of existing railroad lines can be found in Tangipahoa Parish. Of this total, 33 are either in or near Hammond. None of these crossings are unmarked. Each has varying degrees of warning signs, lights, signals and gates.[i]

Both rail corridors operate single tracks and are owned by the Canadian National (CN) Railroad. The apparent limits of the individual rail corridors are 185 feet for the north-south rail line and 100 feet for the east-west rail line.[ii]

According to the Federal Railroad Administration data, there are eight trains per daily running north-south through the City of Hammond. This total includes two Amtrak trains, which make stops at the Hammond Depot. A total of four trains run east-west along US Highway 190. This data is current as of May 31, 2006.[iii]



Data Source: US DOT Crossing Inventory Information as of May 31, 2006, Effective Begin Date of Record 06/14/04.

Legend

Crossing with gates, lights and signals

Description: US DOT Inventory indicates location has signs, gates, signals, mast arm with flashing lights

Crossing with gates only

Description: US DOT Inventory indicates location has signs and gates only

Crossing with sign only

Description: US DOT Inventory indicates location has signs only

Not to any scale
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Map does not include information for crossings of driveways or private roads along US 190.

Train volume information does not include switching traffic, which accounts for three (3) additional trains in the Downtown area each day (according to US DOT).

Figure 9. Daily Train Movements and Major Rail Crossings

Major Street Plan

City of Hammond, LA

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Deficiency Analysis

To determine if deficiencies exist in this existing major street network, an analysis of effective service areas for each major street has been completed.

This analysis utilizes a likely service area buffers for each major street based accepted rules of thumb for suburban areas from the Federal Highway Administration (FHWA), American Association of State Highway and Transportation Officials (AASHTO) and others, unless terrain, other existing barriers (structures) or geographic features (navigable waterways, parks, known wetland areas) prevent this from occurring. The results of these analyses are depicted on Figures 10 through 12. The existing major street classifications, as provided through the LADOTD Functional Classification Map for Hammond and Tangipahoa Parish.[iv]

The service area intervals established for the analysis are:[v]

- 1 to 2 mile intervals for established Principal Arterials;
- ½ to 1 mile intervals for established Minor Arterials;
- ½ mile intervals for established Collectors.

This analysis helps find apparent gaps and lack of connectivity in the roadway system. Each corridor may be offering a potential duplication or overlap of services to the adjacent community. Additionally, the lack of defined local streets in growth areas of the City may have resulted in some local streets being pressed into major street use. Typically, instances of this occurring can be documented by local officials through complaints about high speed traffic or increases in traffic volume within neighborhoods or identifiable neighborhood streets. Some may be related to adjacent land use decisions, while others may be indicative of problems with traffic access and circulation on the main network.

Generally, settled areas formed around a common street grid would offer a system of roadways defined based upon function and neighborhood composition. This type of decision making appears evident in the pattern and definition of the roadway grid within the older portions of Hammond including the downtown and surrounding areas between S. Range Road, W. University Avenue, S. Morrison Boulevard and Phoenix Square/Old Covington Highway.

Freeways and other limited access highways are not considered within this analysis since these have broader service areas than an individual community or parish. Typically, these corridors were placed at the edge of communities, at accepted distances from dense development, unless existing patterns or decisions dictated otherwise.

However, over time, most communities have grown out from the defined core. Hammond is no exception. Development decisions to cease or interrupt the existing grid network have been made in some areas. This has lead to a “disconnect” between developed and newly developing areas. For example, new residential developments along Pleasant Ridge

Road and South Ridge Road have been built around single streets. This requires all traffic to and from these developments to use the adjacent main street. Interconnectivity has not been provided, thus increasing the load of traffic and burden on the main street.

Roadways designed for encouraging through traffic may also be used to meet local circulation demands. It is this additional demand that consumes available roadway capacity, putting strain on the total system. As capacities are exceeded, motorists may opt to leave the major street network, using relatively low-volume neighborhood streets to cut through areas or avoid traffic hot spots. This increases concerns from neighborhoods about general roadway safety and calls for increased enforcement and monitoring activities by local police.

Findings

The service area review identified several deficiencies within the existing major street network. These include:

- a lack of designated major arterial (north/south and east-west) corridors within the eastern portions of the project area;
- a lack of designated east-west major arterial capacity within the southern portion of the project area.
- a lack of designated minor arterial capacity in the south and southeast portions of the project area;
- a potential surplus of collector capacity in the southern portion of the study area;
- a potential lack of designated collector capacity in isolated pockets of the west, northeast and southeastern portions of the project area.

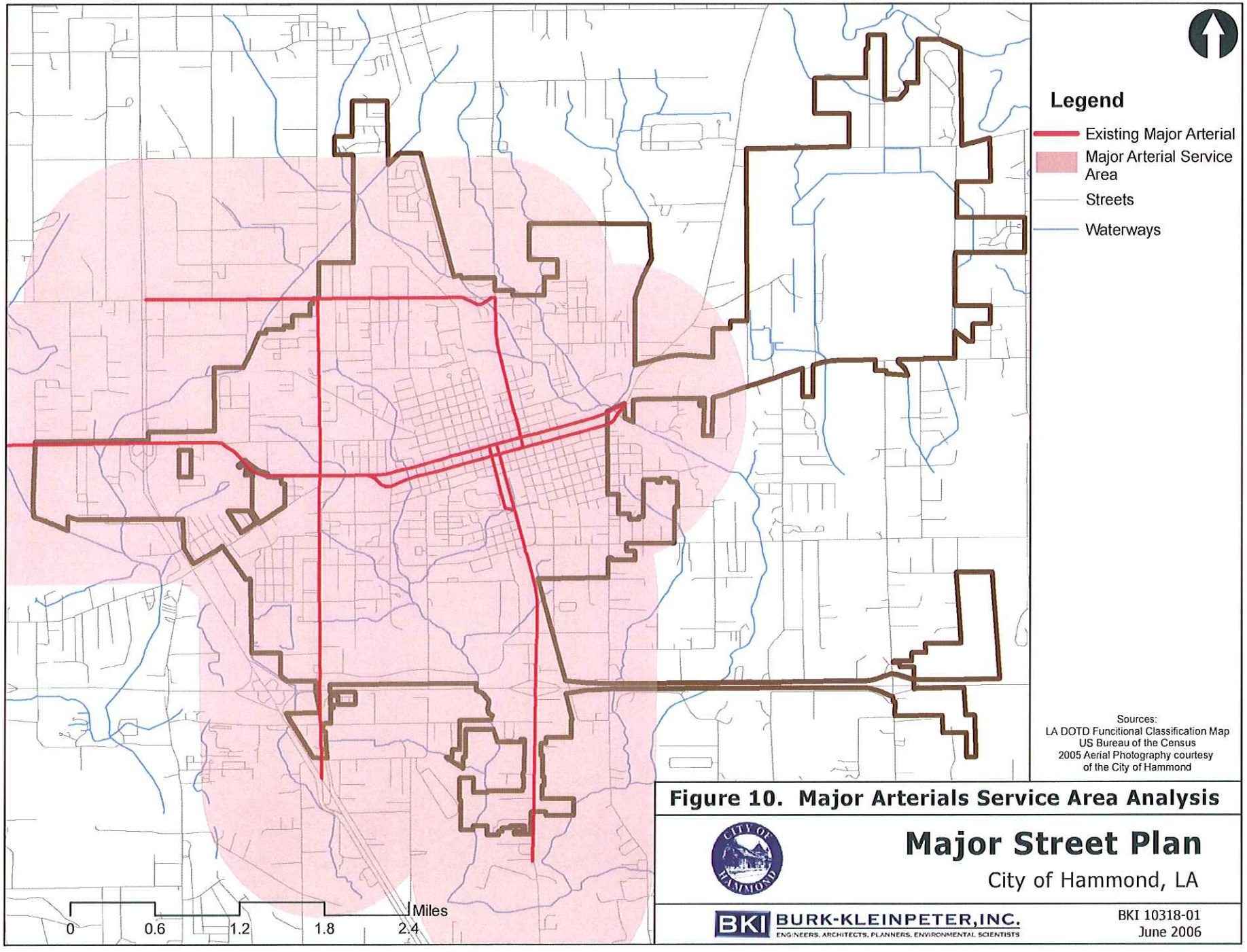

Figure 10. Major Arterials Service Area Analysis

Major Street Plan

City of Hammond, LA

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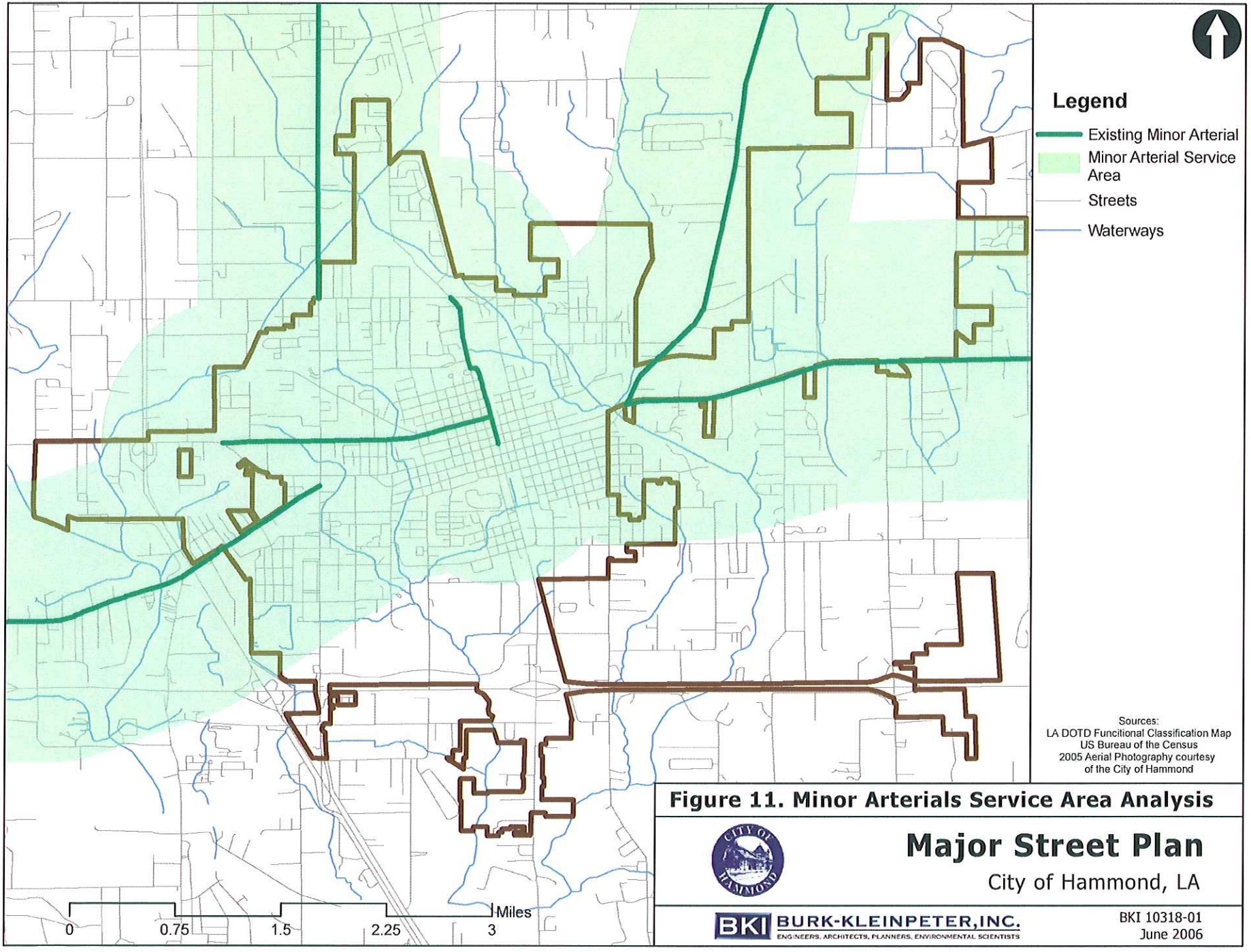

Figure 11. Minor Arterials Service Area Analysis

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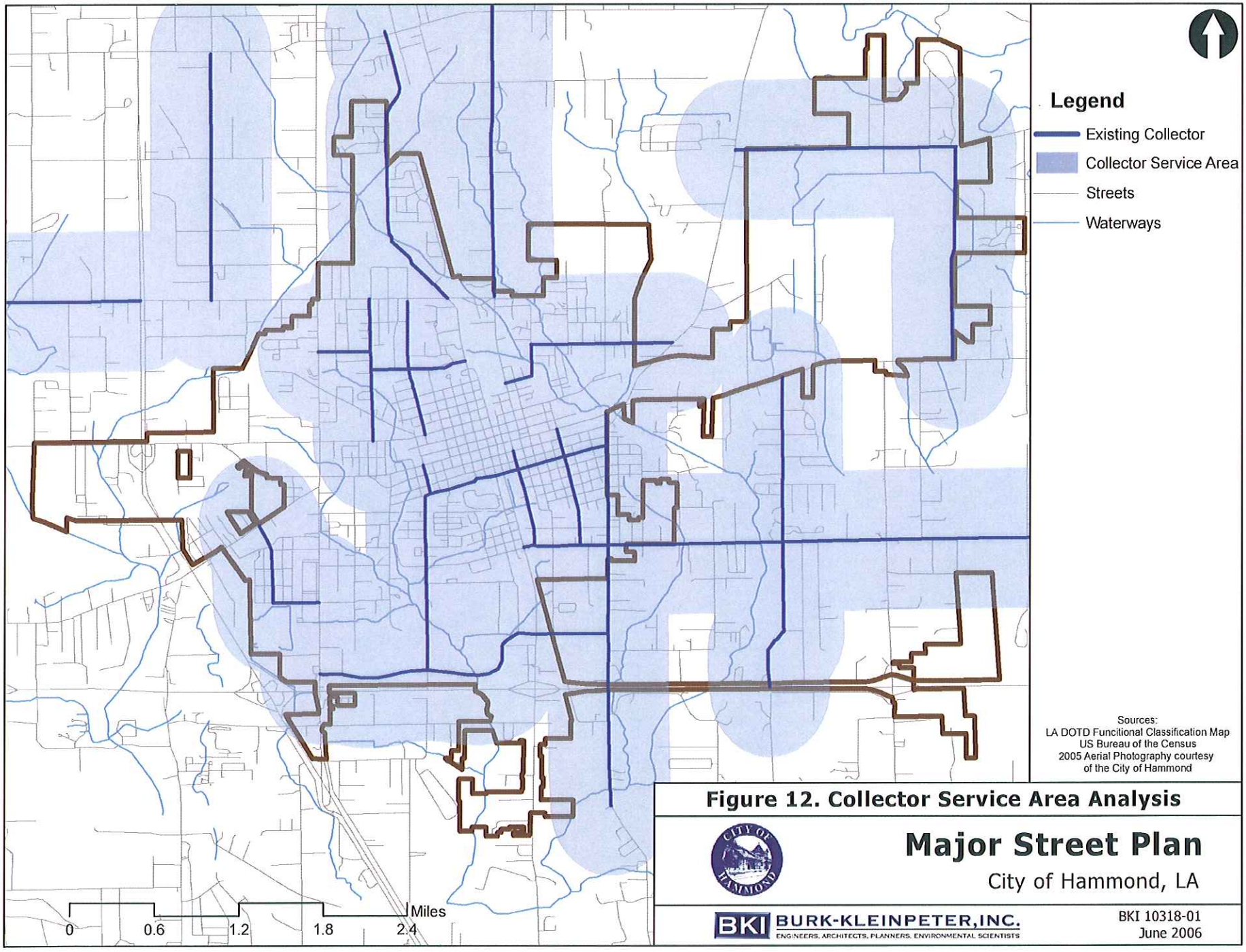

Figure 12. Collector Service Area Analysis

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City of Hammond, LA

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[i] US DOT Federal Railroad Administration Crossing Inventory information, obtained from safetydata.dr.dot.gov, downloaded May, 2006.
[ii] Both measures are estimates based upon aerial photography survey from Google Earth.
[iii] US DOT Federal Railroad Administration Crossing Inventory information, obtained from safetydata.dr.dot.gov, downloaded May, 2006.
[iv] 2002 LADOTD Functional Classification Map, Hammond, LA, LADOTD.
[v] Federal Highway Administration Functional Classification Guidelines, Concepts, Criteria and Procedures, www.fhwa.dot.gov. and Urban Planning and Design Criteria, Joseph De Chiara, et.al, 3rd Edition.

Planned and Programmed Improvements

Ongoing investment in new construction as well as maintenance of existing roadways is a function shared by the City, Parish and State of Louisiana. Each has varying degrees of responsibilities based upon existing jurisdictional arrangements and agreements. These responsibilities generally include:

Cities are generally responsible all non-state, non-federal streets within the municipal limits. Activities covered in this responsibility include planning, managing traffic signals, filling pot holes, resurfacing, new street construction or acceptance of new streets built by others for the purposes of long-term maintenance.

Parishes remain generally responsible for all non-state, non-federal, non-municipal streets within the parish boundaries. Activities covered in this responsibility include planning, installing and maintaining traffic signals, filling pot holes, resurfacing, new street construction or acceptance of new streets built by others for the purposes of long-term maintenance. Typically, the number of streets held by a Parish would be decreasing over time in response to the annexation activity of incorporated areas.

States include in their responsibilities all state and non-interstate federal roadways (including interstates) and local roads eligible for federal aid within city and parish boundaries. Activities covered in this responsibility include planning, filling pot holes, installing and maintaining traffic signals, resurfacing and new street construction. Local governments (city and parish) can assist the state in their work through cost-sharing agreements or providing other means of mutual assistance.

Requirements for reporting of planned and programmed improvements for each differs according to rules for funding and coordination. A review of the various capital improvement programs for each has been reviewed to determine the location and type of projects each has identified for implementation within the study area. Details for each project are in Table 11.

Table 11
Summary of Planned and Programmed Improvements
LADOTD Let List for Tangipahoa Parish, LA

Source	Project	Description	Projected Cost	Implementation Details
City of Hammond	W. University Avenue Connector	a new roadway, approximately 2.5 miles between N. Cherry St. Extension and Pride Drive at Hammond Municipal Airport	unknown	concept identified
	Airport Road at I-12	intersection improvements at new business park and existing I-12 interchange	unknown	concept identified
	N. Hoover Road	widen existing roadway from I-12 to LA Highway 22, east of Pontchatoula	unknown	concept identified
	Veterans Memorial Boulevard	intersection improvements on US 51B south of I-12 to Club Deluxe Road	unknown	concept identified
	Old Baton Rouge Highway and S. Morrison Boulevard	a new roadway connector, approximately .25 miles long, connecting E. Coleman Ave to Old Baton Rouge Highway	unknown	concept identified
LADOTD	LA 22 (261-03-0017)	cold plane, patch and overlay corridor from Livingston Parish to w. junction US 51 Business (5.62 miles)	Letting date January 2006	Project outside study area (Pontchatoula)
	LA 445 (278-01-0010)	cold plane, patch and overlay corridor from LA 22 to US 190 (5.04 miles)	Letting date January 2006	Project outside study area (Robert)
	LA 1050 (853-05-0006)	Ctb and overlay corridor from LA 1051 to LA 38 (4.07 miles)	Letting date January 2006	Project outside study area (Kentwood)
	Quick Boulevard	Bridge rehabilitation	Letting date January 2006	Project inside study area
	Miscellaneous Projects	Interstate 55 Tree Removal LA 40 Drainage Improvements	Letting date January 2006	Projects outside study area

Data sources: Louisiana Department of Transportation and Development, and City of Hammond, LA, 2006.

Future Land Use and Development Trends

Fluctuations in local population and development patterns will lead to a corresponding change in traffic patterns and travel demand. Currently, the City of Hammond and surrounding project area have experienced increased population levels and development pressure following Hurricane Katrina.

Future Population[i]

The Louisiana State University Department of Sociology has developed population data estimates for each of the Parishes, and populated areas in excess of 1,000 persons.[ii] This study assumes a 1% annual growth rate in the population. It would follow that the City of Hammond, given this rate of growth, could contain 19,850 residents by the year 2010.

Table 12 shows a current projection of population levels within the Parish, City of Hammond and individual towns and cities over 1,000 in population within the Parish at the time of the 2000 Census. The values for 2000, 2005, 2010 and 2020 represent a combination of actual data and 2005 estimates from the Census Bureau and projections for 2010 and 2020 from Louisiana State University.

However, a general shift in population levels throughout Southern Louisiana in the wake of Hurricane Katrina, have resulted in a higher number of persons living temporarily in the Parish and City of Hammond. Based on estimates by a third party demographer, the initial wave of temporary re-settlement has lead to an increase in the population of the Parish of 23,823 persons or 23.7%. In the eight months since the Hurricane, some of the temporary population has returned to their parishes of origin, while others have chosen to take up permanent residence in the Parish. The actual number of displaced persons who took up new permanent residences in the Parish and City of Hammond will be determined by responses to the 2010 Census.

The source of the data shown in the table for 2006 is Claritas.[iii] According to Claritas, this data has been produced based upon survey of data collected following review of FEMA flood and damage assessment map, with population in the flooded and most heavily damaged areas designated as displaced. The displaced population was then distributed to counties of destination based upon FEMA data indicating the origins of the claims for assistance. Converted from zip codes to counties, the claims data identified counties with concentrations of hurricane evacuees and were the basis for distributing the displaced population.[iv]

As shown in the table, the City of Hammond is the larges incorporated population center in the Parish. However, the majority of the population (64-68%, depending on analysis year), remains within the unincorporated Parish.

Table 12
Population Distribution and Forecast (2000-2020)
Tangipahoa Parish, LA

Location	2000 Population Total	2000 Population % of Parish	2005 Population (est) Total	2005 Population (est) % of Parish	2006 Population (est) Total	2006 Population (est) % of Parish
Tangipahoa Parish	100,588		105,095		124,411	
City of Hammond	17,693	17.6%	18,486	17.6%	21,883	17.6%
Town of Amite City	4,110	4.1%	4,294	4.1%	5,083	4.1%
Town of Independence	1,724	1.7%	1,801	1.7%	2,132	1.7%
Town of Kentwood	2,205	2.2%	2,304	2.2%	2,727	2.2%
City of Ponchatoula	5,180	5.1%	5,412	5.1%	6,407	5.1%
Town of Roseland	1,162	1.2%	1,214	1.2%	1,437	1.2%
Balance of Parish	68,514	68.1%	71,584	68.1%	84,741	68.1%

Location	2010 Population (est) Total	2010 Population (est) % of Parish	2020 Population (est) Total	2020 Population (est) % of Parish
Tangipahoa Parish	106,020		114,960	
City of Hammond	19,850	18.7%	21,524	18.7%
Town of Amite City	5,040	4.8%	5,465	4.8%
Town of Independence	1,950	1.8%	2,114	1.8%
Town of Kentwood	2,890	2.7%	3,134	2.7%
City of Ponchatoula	6,730	6.3%	7,297	6.3%
Town of Roseland	1,400	1.3%	1,518	1.3%
Balance of Parish	68,160	64.3%	73,908	64.3%

Notes:
(1) - STF 1 Population Data, 2000 Census, US Bureau of the Census, 2000.
(2) - 2005 population parish-wide estimate prepared by Claritas, Inc.. Population levels reflect impact of migration caused by Hurricane Katrina. Distribution between cities, town and parish developed by Burk-Kleinpeter, Inc. based upon reported distribution in 2000.
(3) - 2006 population parish-wide estimate prepared by Claritas, Inc.. Population levels reflect impact of migration caused by Hurricane Katrina. Distribution between cities, town and parish developed by Burk-Kleinpeter, Inc. based upon reported distribution in 2000.
(4) - 2010 population from LSU Department of Sociology, Post-Censal Population Projections to 2010 of Louisiana Parishes, 1994. LSU Department of Sociology and the LA Population Data Center for LA Division of Administration. Estimates developed in 1997.
(5) - 2020 population from LSU Department of Sociology, Post-Censal Population Projections of Louisiana Parishes, last updated November 24, 2004, downloaded from www.lapop.lsu.edu, May 4, 2006. Distribution between cities, towns and parish developed by Burk-Kleinpeter, Inc., based upon distribution estimate identified for the 2010 estimate.

Compiled by Burk-Kleinpeter, Inc., 2006.

To determine the potential for change through 2020, Figures 13 and 14 present a review of population levels based on two scenarios, which begin at year 2005:

Scenario 1 – Maintaining the Louisiana State University projections as a baseline;

Scenario 2 – Adjusting the Louisiana State University projections based upon the following inputs:

- Census updates – mid-year projections pre-Katrina have been adjusted based upon data obtained from the US Census Bureau;
- Displaced population – population levels from Claritas have been added

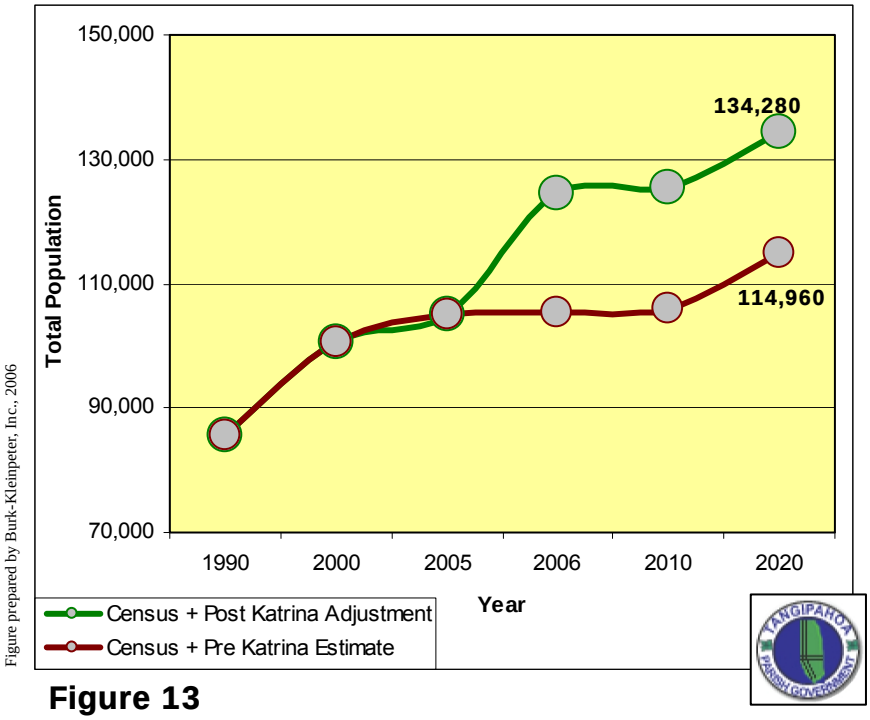


Figure 13
Forecast Population Estimates for Tangipahoa Parish
1990 Census to 2020 Projections, Adjusted for Hurricane Katrina

to a 2005 baseline to account for the potential number of new permanent residents added to the local population as a result of displacement;

- <u>Distribution between municipalities</u> – the forecast of population distribution between municipalities (shown in Table 11 from Louisiana State University and US Bureau of the Census have been held constant;

- <u>Annual growth in population</u> – the forecast of 1.0% annual growth per year has been assumed to apply to the amended 2005 population level.

The resulting charts represent a population levels in the Parish and City, given the assumptions for existing population growth and conversion of displaced population levels to permanent residents. For the purposes of planning, it has been assumed that the population and development density of the identified study area will follow these general trends, with the numbers shown being a potential upset/downset limit, with actual levels falling somewhere in between.

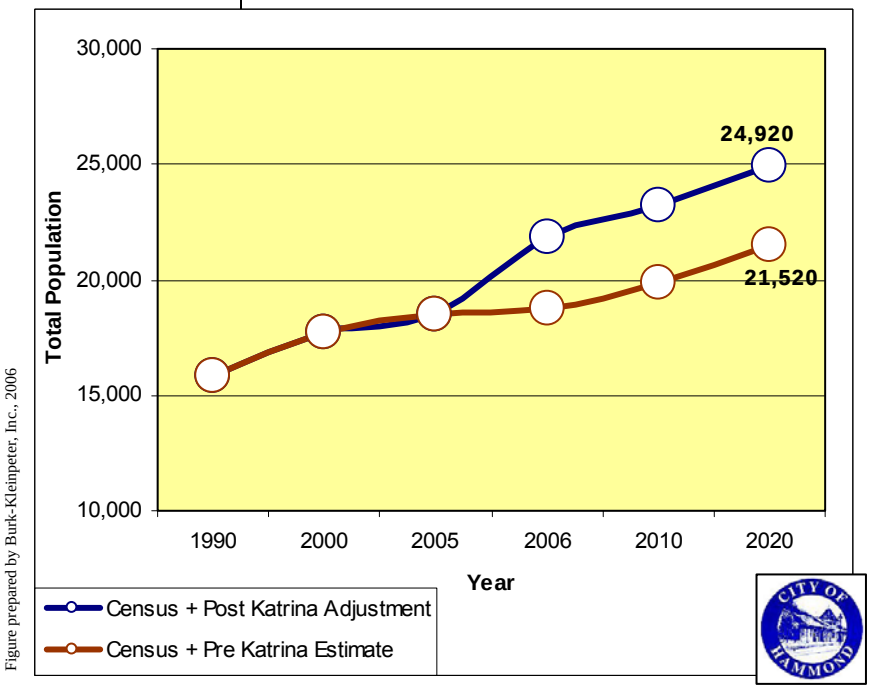


Figure 14
Forecast Population Estimates for City of Hammond
1990 Census to 2020 Projections, Adjusted for Hurricane Katrina

Future Land Use and Development Patterns

A field review of the project area, undertaken in the period January – May, 2006 identified several areas where individual property owners appear to be creating sites for new residential and commercial development through the subdivision of land. The City and Parish approve subdivision of land through a locally administered process involving plat hearings and approvals. Properties submitted for subdivision are posted with information signs describing the type and scope of development at the time of application.

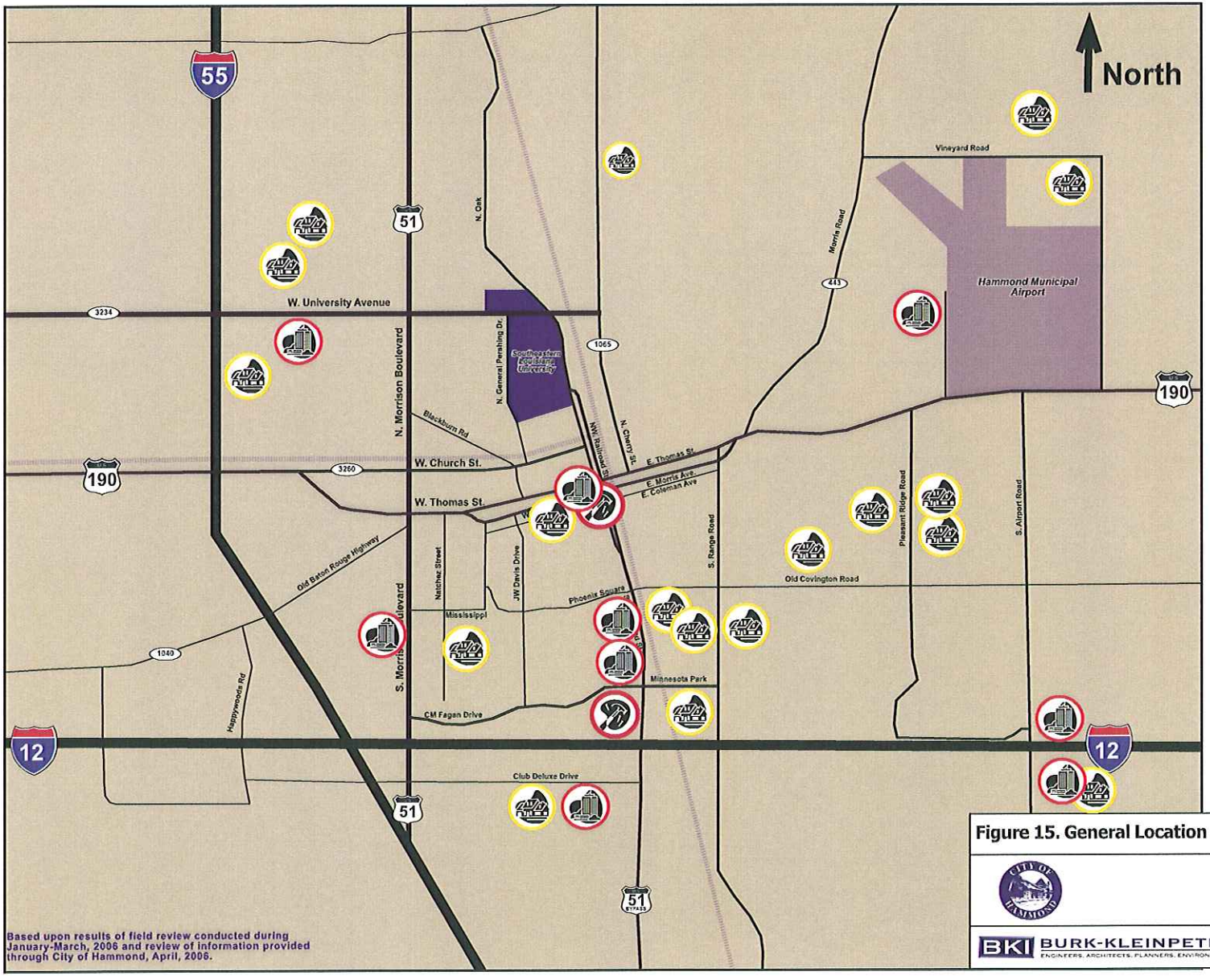
The higher frequency of signs and requests for subdivision of land appear to be found in the portions of the study area, identified on Figure 15.

Most of these new developments consist of residential units, either single family at a higher density, or multiple family. Most of the higher density housing appears to be suggested for construction near the existing Hammond Square Mall, off Minnesota Park Boulevard/S. Holly Street, in the northwestern quadrant of the study area, in closer proximity to the Southeastern Louisiana University campus. Some infill housing within Downtown Hammond is being built, with most of these consisting of patio, garden, or attached town homes.

Several existing subdivisions east of Hammond have announced next phases of construction, increasing the number of individual lots connected to main streets through an existing roadway network. Some of these subdivisions appear to be located near one another, generally in the vicinity of the Old Covington Highway/S. Range Road corridors.

Announced commercial development generally consists of individual sites along main streets (such as banks, retail establishments, etc.), new stand-alone facilities or organized office parks. An existing office and industrial park near S. Airport Road and Interstate 12 is expected to continue attracting new developments in the future.

Major redevelopment has been generally confined to individual structures, located in downtown or the commercial core developed along Morrison Boulevard between Palmetto Street and W. University Avenue. Some of this activity consisted of architectural updates to existing structures. Some has included removal of older structures and replacing them with updated facilities. The largest potential redevelopment site is the existing Hammond Square Mall area which has several existing vacancies and open, developable land along two highly traveled roadways.



Legend

New Development Residential
Description: Approval by City and/or Parish to subdivide land to accomodate new residential consrtuction

New Development Commercial
Description: Approval by City and/or Parish to subdivide land to accomodate new residential construction.

Redevelopment Site Commercial
Description: Announcement by property owner suggesting redevelopment of existing commercial site.

Not to any scale
For Planning Purposes Only

Figure 15. General Location of New Developments (2005/2006)

Major Street Plan

City of Hammond, LA

BKI BURK-KLEINPETER, INC.
ENGINEERS, ARCHITECTS, PLANNERS, ENVIRONMENTAL SCIENTISTS

BKI 10318-01
June 2006

[i] Population data from Louisiana State University include the following: *Post-Censal Population Projections to 2010 of Louisiana Parishes*, LSU Department of Sociology and the Louisiana Population Data Center for the Louisiana Division of Administration, 1994, uploaded May 23, 1996, downloaded May 1, 2006 and *Louisiana Population Projections to 2020, Tangipahoa Parish*, Louisiana Population Data Center, LSU, last update, Wednesday, November 24, 2004, downloaded May 1, 2006.

[ii] Hurricane Katrina Adjusted Population Estimates, www.claritas.com, 2006.

[iii] Description of methodology from "Claritas_Katrina _Data_r1.txt" file included with Hurricane Katrina Adjusted Population Estimates, 2006.

Future Major Street Plan

The purpose of the major street plan is to identify those corridors critical to general circulation and access within the City of Hammond. This plan reflects the collective input of planners, public and city officials, and helps layout a blueprint for future corridor development.

Community Commentary

An open house and information meeting held at Hammond City Hall on April 25, 2006 resulted in the identification of several concerns and priorities for thoroughfare development and planning in the City of Hammond. This included recommendations for and against future corridor extensions, identification of areas where new development may be undermining corridor capacity and locations where new major streets should be considered.

Following the meeting, the planning team classified all comments recorded on flipcharts, maps and comment cards into three categories:

- Specific issues/concerns;
- Potential transportation project concepts;
- Perceived impediments to implementation

These comments were further broken into groups based upon whether these applied to specific areas within Hammond or within the study area as a whole. As some who attended the meeting may have come from outside of the immediate study area, comments reflective of these areas were divided from the group as well.

Community Attitude Survey

During the open house meeting, the planning team administered a short survey to identify community sentiment on issues specific to community services, transportation and recreation. These forms included several sections for individual comments and opinions, which have also been reviewed and summarized by category.

The Planning Department supplemented the initial community meeting survey through administration of forms in the weeks following the meeting to general public, city employees and city officials.

Questions on the form covered scale response, demographic, geographic and other quantitative factors. Responses to scaled responses have been tabulated to find an average response score for each question. These scores formed the basis for further computations which arrived at an overall ranking for the response (based on an established agreement scale), or distribution or responses into an established category such as business vs. residential, level of auto-ownership, or place of residence in the study area or Parish.

Table 13 and Figure 16 summarize comments and survey responses received during the meeting.

Table 13
Summary of Community Comments
April 25, 2006 Community Open House/Public Information Meeting

Topic Area	Summary of Comment
Specific Issues/Concerns	In general, opinion is that major roadways are under utilized, as motorists travel through neighborhood areas (cut through traffic) Cut-through traffic in neighborhood areas - noticeable east of Downtown and adjacent to Southeastern Louisiana University Several growth areas identified east and south of Downtown (S. Holly St corridor) Can the City help promote bicycle traffic in Downtown (possibly on S. Cherry St)? What is the status of the City's current bicycle path/route master plan? Corridor aesthetics need improvement. Entrances to City not attractive. Landscaping on state highways must conform to LADOTD standards. Landscaping should also include pavers or other materials to aid absorption of water by established trees with extensive root systems. Conversion of overhead utilities to underground placement in Downtown would enhance corridor appearance. Perceived lack of enforcement of local speed limits - especially on local streets. Neighborhood traffic calming may help address some of the issues relative to cut through traffic - Iowa District and Cate neighborhoods in particular
Potential Transportation Project Concepts	Need for a designated collector in area east of SW Railroad and west of S. Range Road (S. Holly Street and S. Cypress Street areas) Could there be opportunities to provide additional investment in streetscape items which encourage more pedestrian traffic in the downtown area? Could removal of one-way on some downtown streets help with traffic operations and encourage pedestrian traffic?

Table 13
Summary of Community Comments
April 25, 2006 Community Open House/Public Information Meeting

Topic Area	Summary of Comment
Potential Transportation Project Concepts (cont'd)	Improvements at the following locations may help address problem areas : • E. Coleman and S. Oak - increased pedestrian traffic in area related to skate park • CM Fagan and S. Morrison - left turn queue on CM Fagan is very long. • S. Morrison and I-12 - a new interchange would increase access to this corridor • S.W. Railroad and I-12 - this interchange is frequented by a high number of trucks • N. Oak and E. Charles / N. Oak and E. Robert - intersections have blind spots Overpass of railroad line at W. University identified as good idea, but perceived interference of railroad on traffic seen as minimal Relocation of W. University Extension north to LA 1064 through Natalbany. Create couplet of one-way streets using General Pershing/JW Davis Southbound and S. Mooney Avenue northbound, from N. University Avenue to CM Fagan Drive
Perceived Impediments to Implementation	Where is the funding going to come from to finance future improvements? Trucks passing through downtown viewed as a problem. As US 190 is a truck route, there is not much that can be done to address this issue. Trucks making deliveries to downtown businesses also viewed as a potential problem - lack of off-street delivery areas noted as the main reason. Removing downtown on-street parking to accommodate delivery zones or address sight-lines at some intersections may be met with merchant resistence Construction of railroad overpass at W. University Avenue may impact some adjacent businesses at N. Oak. Extension of W. University east of N. Cherry Street Extension may be hindered by existing development/structures.

Compiled by Burk-Kleinpeter, Inc., 2006

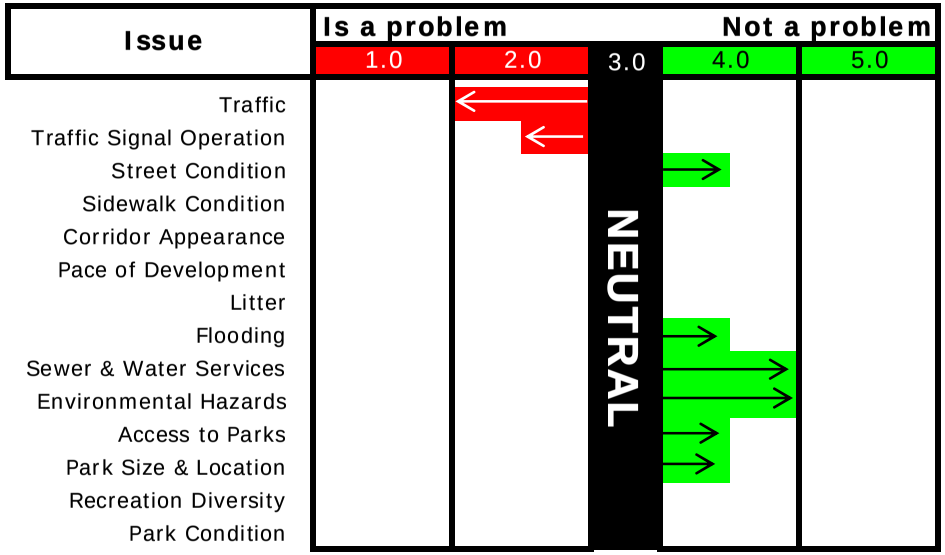
City of Hammond Community Attitude Survey

Composite Report

During the Community Open House / Project Information Meeting held in April 2006, participants were asked to complete a short opinion survey. This survey included questions asking for scaled response, as well as open ended responses to several general questions about the study area, the survey respondent or items covered in the project meeting.

Following this meeting, copies of the survey were provided to a random group of community leaders and residents. These responses have been incorporated into this summary report as well.

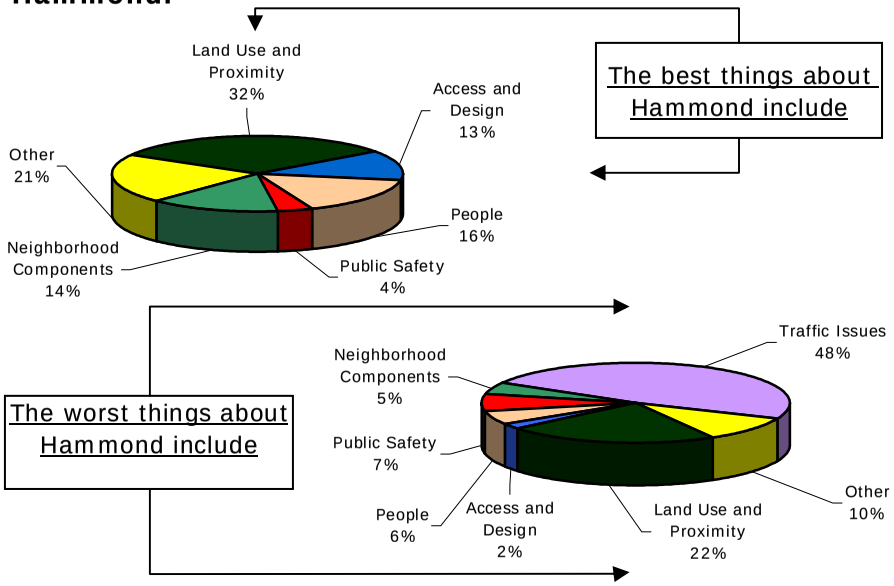
When asked about selected issues within the study area, survey respondents demonstrated the following attitudes:



When asked specific questions, the following items were identified as issues or areas of concern:

- The number of persons and businesses in Hammond is growing
- It is difficult to walk or ride a bike to nearby places from home or a business
- There are problems with motorists disobeying speed limits in neighborhoods
- It is expected that traffic will get worse in Hammond in the next 5 years
- Most feel safer when traveling by car, as opposed to bicycle or walking

When asked about the best and worst things about Hammond:



When asked specific questions, the following items were identified as items non-issues:

- Most are neutral on the connectivity of sidewalks in the City
- Most find the general appearance of major streets neither attractive of unattractive
- It is perceived as neither difficult or easy to travel around Hammond
- Most have no concerns about travel time to work

Of those responding to questions about specific characteristics within the sampled group:

- 49% indicated they were residents of the study area
- 57% indicated they resided in Hammond
- 100% indicated that Hammond was good place to live/work
- 85% owned their own homes
- 89% worked in Tangipahoa Parish
- 85% came from households with 2 or more vehicles

Findings based upon survey forms received during the April 25th Community Open House/Project Information Meeting and general survey period following meeting, ending on May 2nd.

FIGURE 16

Goals and Objectives

Taking what has been expressed through the community, a series of goals and objectives have been developed which help support the decisions reflected in the major street plan. These statements recognize that the vision of the street plan is to provide for a balanced transportation system capable of meeting the needs of the local population without undermining the City's charm and quality-of-life.

Goal#1: Recognize the interrelationship between land use decisions (planning and development) on transportation system capacity.

- Objective: Identify a major roadway hierarchy that identifies potential land uses and defines required right-of-way and roadway access/function.
- Objective: Maintain the integrity of all major thoroughfares by preventing development within the areas defined for existing and future right-of-way.
- Objective: Incorporate the impact of new development on the transportation system within the City's development review process.

Goal#2: Introduce design amenities which results in development of visually pleasing corridors.

- Objective: Identify acceptable methods for incorporating landscape and planting materials as part of major street development in medians, shoulders and islands.
- Objective: Support maintenance of publicly financed landscaping on major thoroughfares through annual appropriation.
- Objective: Establish overlay guidelines to improve the quality of landscape and signage for multi-family and commercial developments on major thoroughfares.

Goal #3: Incorporate design elements which offer opportunities for alternatives to vehicle use for short trips.

- Objective: Identify and enact a hierarchy for pedestrian system design which includes sidewalks, paths and crossings in areas of higher density development.
- Objective: Identify and enact a hierarchy for bicycle system design which includes on-street routes, off-street paths and crossings.
- Objective: Identify actions and incentives to encourage incorporation of pedestrian and bicycle linkages by the private sector at new and existing development sites.

Goal #4: Serve as a leader in implementing new technology and design to address transportation issues, including new and different ways to address existing problems.

- Objective: Establish a system of traffic calming features into the City's traffic management program including roundabouts, 4-way stops, alleys, shorter blocks, interconnected streets to help disperse traffic and provide motorist alternatives.
- Objective: Review and evaluate potential measures at the time of development review, making sure to incorporate input from the community on potential improvements.
- Objective: Coordinate as required with appropriate design standards provided by the Louisiana Department of Transportation and Development.

Evaluation Criteria

The purpose of the major street map is to identify those streets within the community which provide the primary means of access. Not every street within the City or surrounding study area has been identified as major. However, every street in the area has been evaluated to determine if it should be considered as a major street.

Initially, a map documenting the limits of the potential major streets was developed using several sources. Streets on this map have been evaluated based upon several existing data sources.

Existing federal and state highway corridors within the City of Hammond and surrounding urban area have been considered major and included as identified on the existing functional classification network map maintained by the LADOTD, Office of Planning and Programming.[i]

To this initial group, other streets have been added based upon the following general criteria, based upon the *Functional Classification Guidelines* of the Federal Highway Administration[ii]:

1. **Establish a boundary for future growth/urban development** – the outer limit of the study area has been defined as the future growth boundary and focus of the major street network. Areas currently classified as "suburban" are more likely to have more urban characteristics within the next 20 years, while areas classified as "rural" may have more components of suburban development during the same period. The core of the urban area remains focused on the Downtown and Southeastern Louisiana University core.

2. **Identify and map land use characteristics** – the patterns of existing and future land development have been examined and help point to those portions of the study area most likely to require additional roadway capacity. These pockets have been identified and examined closely to determine overall network needs and connectivity issues.

3. **Classify the highway and street network** – a defined series of general characteristics has been used to determine the general function of each major street. These include the review of land use and circulation demands within the City, traffic patterns and level-of-service, professional judgment and input from the City of Hammond. In addition, physical constraints and barriers identified by the project team and City have been incorporated into the planning process.

   Initially, potential major arterials were identified first, followed by minor arterials and collectors.

   Major arterials provide access to centers of higher density development and activity. These would include central business districts, important transportation terminals (airports, freight terminals, and rail stations), shopping centers

(malls, open-air shopping centers), large colleges, hospitals, industrial parks and regional recreation facilities. Within the study area, this would include Downtown Hammond, the Hammond Square Mall, commercial corridors, the campus of Southeastern Louisiana University, North Oaks Hospital and major industrial sites.

Minor arterials provide similar access characteristics to major arterials, but are generally shorter in length and smaller in width or traffic volume. Many of these corridors can be found within areas of dense development (Downtown, businesses parks, and residential areas) or serve as transitional roadways between urban/suburban and rural areas.

Collector streets provide an important circulatory function inside of neighborhood or community areas. Generally, these streets funnel traffic between arterials or arterial systems. In some areas, collectors provide access to larger community facilities, including parks, schools and churches.

4. **Establish a Continuous System** – the major street system should be interconnected with stub outs and endings found at the edge of the study area. In some instances, adjustments may be required to address a constraint presented by a natural feature or topographic element.

5. **Land-Use Considerations** – the major street system should support and encourage effective land use decision making within the study area. In areas where densities of development are higher, there would be a need for more major streets. Areas with a lower density of development may not require as many major streets, but these corridors may carry more types of traffic and provide more direct property access.

6. **Corridor Spacing** – the configuration of roadways must be related to the activities to be served and volume of traffic generated. Generally, major streets in urban areas are more frequent, have a closer spacing and more lanes than those found in suburban or rural areas.

   With the study area, changes in land use and development density have been occurring rapidly on the edges of the urban center of Hammond. As such, the guidelines for spacing are used as rules of thumb, with modifications made as required based on actual field conditions.

7. **Traffic Volumes** – roadways which carry the highest numbers of vehicles per day may be potential major streets. However, comparison of volume information with adjacent land uses system connectivity and traffic operations can help determine if these numbers are indicative of a major street or documentation of a short-cut or pass through activity to avoid congestion and delay.

Proposed Major Street System

The system of major streets assumes a general hierarchy which assigns levels of accepted traffic volume, width and spacing based upon current demands, adjacent land uses and future needs.

Incorporating Community Comments

The concerns of the community, as summarized in Table 12 and Figure 16, focus primarily on neighborhood based traffic issues. Combinations of cut-through and speeding traffic appear to be common in some areas of the City. Others appear ripe for the same as a result of new development adding residential and commercial structures to the City. As a result, the technical appendix contains an example of a neighborhood-based traffic calming program which may guide the City toward a similar program. General comments on proposed new roads and improvements to others were received and incorporated into the maps for the various new roadways, as warranted to make changes or refinements.

Summary Design Standards

Table 14 provides a general overview of the various roadways contained in the system, along with their general definition and characteristics. Definitions of the various items which form the characteristics of the roadway include:

Adjacent Land Use Pattern (Typical) – the most likely combination of land uses along a corridor which would draw direct access from the major street.

Level-of-Service Standard – an objective for corridor performance measured through five individual criteria:

- Typical Volume – a typical range of vehicles which could be counted as using the corridor on a daily basis;
- Capacity – a defined *Highway Capacity Manual* defined threshold for traffic operations within a corridor, based upon traffic flow, operations, congestion and travel time. A value of C/D is considered standard for urban roadways. In general, the road would be operating within its capacity, with minimal congestion or delay.
- Impact Analysis – a suggestion that all future development would be required to identify their role on adding traffic volumes to the adjacent major street and to determine if adding traffic results in a loss of capacity or increase in measurable delay or congestion;
- Spacing Interval – a suggested distance between major streets given accepted urban and suburban design standards for service area and access. Modifications may be made to these intervals to account for natural features, sensitive environmental areas or lower density (rural) development patterns.
- Length – the average driving or trip distance made on the class of Major Street by motorists.

Right-of-Way Definition – a measure developed corridor width from edge to edge.

Suggested Amenities – a series of supporting elements contained within the defined right-of-way measure developed corridor width from edge to edge. These include:

- Sidewalk – a paved area used to travel along a street by foot or wheelchair;
- Bike Lane – a lane between a travel lane and curb/edge of a roadway which signed and marked used by use by bicyclists.
- Crosswalks – designed locations for pedestrians or wheelchair users to cross streets.
- Aesthetic Overlay – regulation of the placement of signage, landscape materials, driveways, building facades, in accordance with established and published guidelines.
- Medians – areas within the center of roadways which can be used to hold stopped vehicles waiting to turn. These areas can also incorporate greenspace and landscaping.
- Landscaped areas – the greenspaces along the sides of corridors which could contain grass, trees and shrubs.

Table 14
Proposed Major Street Standards
City of Hammond, Louisiana

Type	Definition	Adjacent Land Use Pattern (Typical)	Level-of Service Standard: Typical Volume	Level-of Service Standard: Capacity[3]	Level-of Service Standard: Impact Analysis[3]	Level-of Service Standard: Spacing Interval	Level-of Service Standard: Length	Right-of-Way Definition[4]		Suggested Amenities: Sidewalk	Suggested Amenities: Bike Lane	Suggested Amenities: Crosswalks	Suggested Amenities: Aesthetic Overlay [5]	Suggested Amenities: Medians	Suggested Amenities: Landscaped Areas	Local Examples
Local	*A city-maintained street constructed by private developers and others to established standards to provide direct property access.*	Residential (single and multi-family) Community Facilities (schools, parks)			NO	<1/2 Mile	< 1/2 mile	≤ 50 ft	2 lanes	☒					☒	E. Park Avenue Rue Monet
Collectors	*A city-maintained street which distributes and moves traffic between neighborhoods or from the core of the neighborhood to its periphery. These streets may carry some through traffic if located adjacent to a community facility (school, park, library, community center, fire station). These corridors generally have no traffic signals, and may have either stop sign or signal control. Signals would be found at an intersection with another major cross street, such as other collectors or arterials.*	Residential (single and multi-family) Community Facilities (parks, schools, churches, fire stations)	5,000 to 10,000 vehicles per day	LOS C or equivalent v/c ratio	YES	1/2 mile	1/2 to 1 mile	50 ft urban 60 ft suburban and rural	2 lanes	☒	☒	☒		at gateway entrances only	☒	Natchez Street Phoenix Square N. General Pershing Street Whitmar Drive
Minor Arterials	*A city, state or parish-maintained street primarily designed to move traffic from neighborhoods through a city. A secondary function is to provide access to abutting properties. These corridors have traffic signals at intersections with other minor arterials, collectors, large driveways or local streets. Streets typically have signals spaced a 2 mile intervals, with stop signs located at intersecting local streets. These streets occassionally form boundaries for neighborhood areas. In some locations, these streets may have on-street parking, loading or unloading areas.*	Residential (multi-family) Commercial Industrial Community Facilities (Government offices, police and fire stations)	10,000 to 25,000 vehicles per day	LOS D or equivalent v/c ratio	YES	1 mile	1 to 10 miles	80 ft urban 100 ft suburban and rural	2-4 lanes	☒	☒	☒	☒	☒	☒	CM Fagan Drive Old Covington Highway Morris Road Old Baton Rouge Highway N. Cherry Street Extension
Major Arterials	*A state or parish-maintained street primarily designed to move traffic from city to city. A secondary function is to provide access to abutting properties. These corridors have traffic signals at intersections with other arterials, collectors, driveways or local streets. These corridors may be higher speed, provide access to the interstate highway network within cities and may run through downtown areas. On-street parking, loading and unloading of vehicles is generally to be discouraged along these corridors. Pedestrian traffic along and crossing these corridors is highly controlled.*	Commercial Industrial Community Facilities (Government offices, police and fire stations)	25,000 to 50,000 vehicles per day	LOS D or equivalent v/c ratio	YES	1 to 2 miles	>10 miles	120 ft urban 150 suburban and rural	4-6 lanes	☒		☒	☒	☒	☒	N/S Morrison Bourlevard W. University Avenue SW. Railroad Avenue W/E Thomas Street S. Airport Road
Interstate	*A federally maintained and designated high speed, limited access corridor. Access to these corridors is highly controlled. No direct property access is provided to these corridors. The primary function of these roadways is to move high volumes of traffic between cities, parishes, states and within regions.*	None			NO	As needed	>10 miles								☒	Interstate 55 Interstate 12

Notes:
(1) - Volume thresholds developed from the Highway Capacity Manual, 3rd Edition, based upon an assumed number of intersections/signals per mile. Used for planning purposes only.
(2) - All amenities would need to conform to the appropriate design standards.
(3) - Impact analysis assumes a suggestion of a traffic impact analysis for new development, given established thresholds for the size and type of development. Capacity thresholds for level-of-service or volume to capacity ratios would be used to determine degree of impact from new development and help in assessment of mitigation measures to address site specific traffic access needs.
(4) - Total right-of-way assumes AASHTO level design on all lane widths, clear zones, sidewalks, medians, curb and gutter sections or open ditches. Open ditches would be applied in suburban and rural areas only. Measure does not include open canals or drainage features in the center or on the side of a roadway.
(5) - City's current site and landscape plan would apply to all commercial and multi-family residential (higher-density apartments, duplexes, townhomes or equivalent) developments along these classified corridors. Aesthetic overlay would address item such as signage quantity and location, landscape, building facades, pedestrian access and site orientation.
(6) - All landscaped areas along roadways would conform to established requirements for clear zone and site lines. Coordination with LADOTD on State Highways and at critical intersections would be required.

Compiled by Burk-Kleinpeter, Inc., 2006

Major Street Locations

Initial base maps prepared by the project team were the subject of review and discussion with the public and other interested stakeholders. This iterative process lead to several map changes, which resulted in the maps depicted in Figures 17 through 19.

Through field review, a review of the identified criteria for functional classifications and standards, and Geographic Information Systems (GIS), the base map of Major Streets contains a series of classified roadways which can be broken into the following categories.

1. **Existing Road, On Network, Same Functional Class –** These roadways are carried into the Hammond Major Street Plan as shown on the 2002 LADOTD major street map for Hammond, LA, with no changes or additions.

2. **Existing Road, On Network, Change Functional Class –** These roadways are carried into the Hammond Major Street Plan as shown on the 2002 LADOTD major street map for Hammond, LA, with a changes in classification.

3. **Existing Road, Add to Network, Recommend Functional Classification –** These roadways are existing local streets which bear the characteristics of a major street. These have been added to the Hammond Major Street plan with an appropriate functional class.

4. **Recommended Extension or Connection –** These proposed roadways extend existing major streets, or address system connectivity or continuity issues. The location of these corridors has been identified using a combination of input current aerial photography, land use and development information, with refinements offered through the review and discussion with the public and others.

Collector Street System

37.6 miles total

To address traffic flow and circulation needs, the Major Street plan proposes adding approximately 23.6 miles of roads to the collector roadway system. The total system, as shown on Figure 17 and in Table 15, includes existing collector roads, existing local roads which should be considered upgraded to collectors, and new road segments which should be constructed to the collector standard.

This recommendation for this system is based on the following:

- Based on the service area analysis, it appears the urban core is well served by collector streets, with the exception of a small area adjacent to N. Morrison Blvd. and south of W. Thomas St.

- At the community meeting, those in attendance identified an immediate need for better collector connectivity and capacity in the vicinity of the S. Holly Street corridor. This observation has been made as a

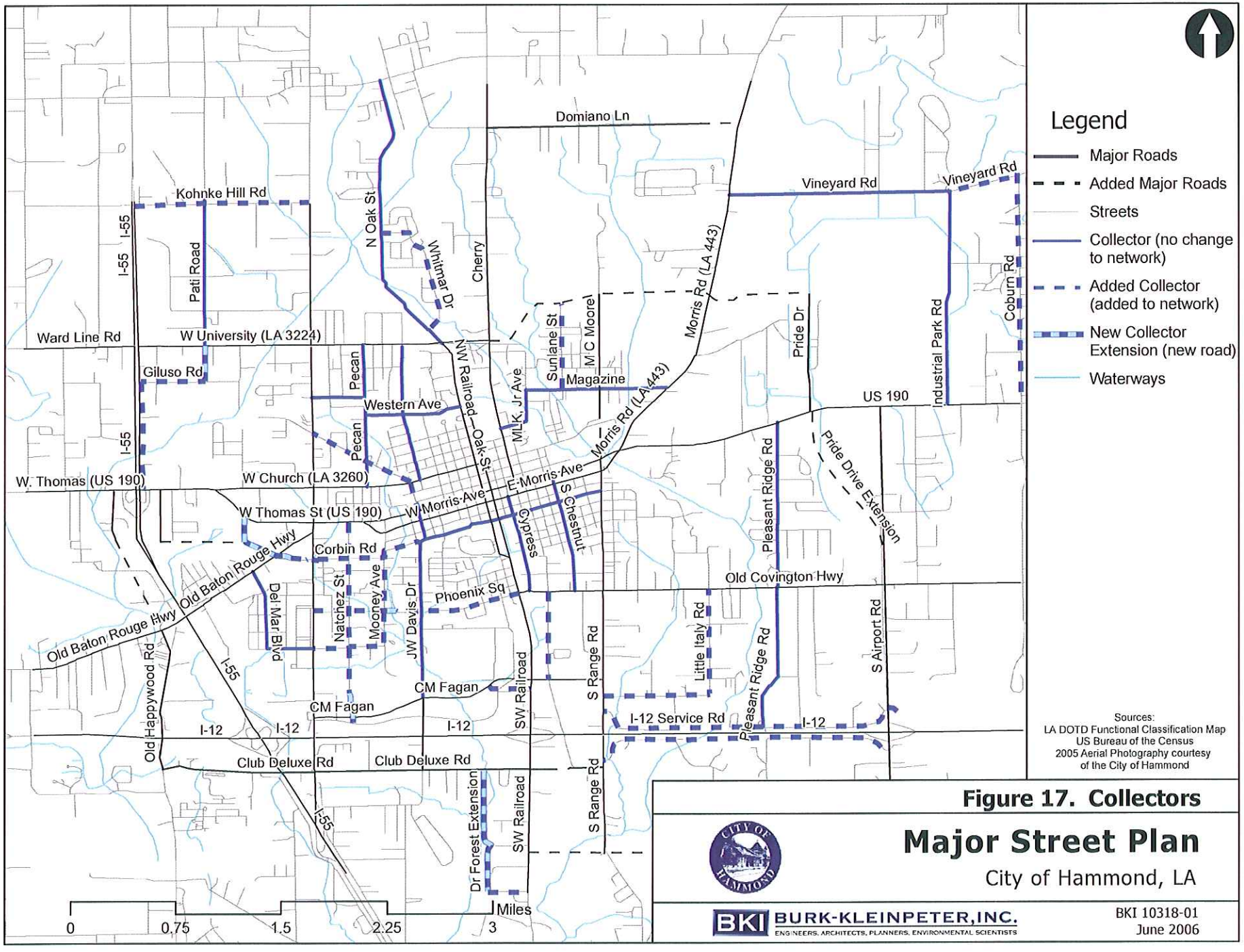


Figure 17. Collectors

Major Street Plan

City of Hammond, LA

BURK-KLEINPETER, INC.
ENGINEERS, ARCHITECTS, PLANNERS, ENVIRONMENTAL SCIENTISTS

BKI 10318-01
June 2006

Table 15

Proposed Major Street System - Collectors

Existing Streets and New Construction

	Street Name	Limits	Location			Road Status		Existing Street Width (in feet)								Length (in miles)
			Urban	Sub-urban	Rural	In Network	On 2002 Functional Class Map?	Existing ROW		Design Standard		ROW Deficiency	Existing Pavement			
No Additional Right-of-Way Required	**E Colorado Avenue**	N. Cherry to MLK, Jr. Drive	☒			Yes	Yes	50	ft	50	ft	*none apparent*	18	ft		0.19
	N/S Cypress Street	W Thomas Avenue to Old Covington Hwy	☒			Yes	Yes	60	ft	50	ft	*none apparent*	18	ft		0.68
	Mooney Avenue	E Coleman to Palmetto	☒			Yes	No	50	ft	50	ft	*none apparent*	18	ft		0.64
	N General Pershing Dr	W University to W Church	☒			Yes	Yes	60	ft	50	ft	*none apparent*	22	ft		0.96
	N Linden Avenue	W Church to W Thomas	☒			Yes	No	60	ft	60	ft	*none apparent*	18	ft		0.20
	N Oak Street	W University to edge of project study area	☒			Yes	Yes	70	ft	50	ft	*none apparent*	20	ft		2.08
	Phoenix Square	Natchez to S Railroad	☒			Yes	No	50	ft	50	ft	*none apparent*	20	ft		0.90
	S Chestnut Street	E Thomas to Old Covington Hwy	☒			Yes	Yes	60	ft	50	ft	*none apparent*	20	ft		0.84
	S Linden Street	W Thomas to E Coleman	☒			Yes	Yes	60	ft	50	ft	*none apparent*	18	ft		0.21
	W/E Coleman Avenue	Mooney Ave to S Range Rd	☒			Yes	Yes	55-80	ft	50	ft	*none apparent*	18-20	ft		1.76
	Western Avenue	N Morrison to Railroad	☒			Yes	Yes	50	ft	50	ft	*none apparent*	30	ft		1.05
	Del Mar Blvd	Old Baton Rouge Hwy to Rue Simone		☒		Yes	Yes	60	ft	60	ft	*none apparent*	38	ft		0.57
	Magazine Street	MLK Jr. Drive to Morris Road		☒		Yes	Yes	50	ft	50	ft	*none apparent*	18	ft		1.00

Table 15

Proposed Major Street System - Collectors

Existing Streets and New Construction

	Street Name	Limits	Location			Road Status		Existing Street Width (in feet)								Length (in miles)
			Urban	Sub-urban	Rural	In Network	On 2002 Functional Class Map?	Existing ROW		Design Standard		ROW Deficiency		Existing Pavement		
No Additional RoW	**Rue Simone**	Del Mar to N Morrison		☒		Yes	Yes	50	ft	60	ft	*none apparent*		26	ft	0.33
	Industrial Park Road	US 190 to Vinyard			☒	Yes	Yes	70	ft	60	ft	*none apparent*		24	ft	1.50
	Pride Drive	US 190 to Pride Extension			☒	Yes	No	60	ft	60	ft	*none apparent*		34	ft	0.83
Corridors with Right-of-Way Need	**Blackburn Road**	N Morrison to W Church	☒			Yes	No	46	ft	50	ft	4	ft	18	ft	0.78
	Whitmar Drive	N Oak to N Oak		☒		Yes	No	40-50	ft	50	ft	0-10	ft	20	ft	0.98
	Corbin Road	N Morrison to Natchez	☒			Yes	No	40	ft	50	ft	10	ft	18	ft	0.26
	Mississippi Street	S. Morrison Blvd to Mooney Ave	☒			Yes	No	40	ft	50	ft	10	ft	18	ft	0.50
	Natchez Street	W Thomas to Natchez Extension	☒			Yes	No	40	ft	50	ft	10	ft	18	ft	1.21
	Pecan Street	W University to W Church	☒			Yes	Yes	40	ft	50	ft	10	ft	18	ft	1.00
	S. Holly Street	Minnesota Park Blvd to Old Covington Hwy		☒		Yes	No		ft	60	ft		ft		ft	0.63
	E. Little Italy Road	S. Range Rd to Little Italy Rd		☒		Yes	No	50	ft	60	ft	10	ft	20	ft	0.76
	JW Davis Drive	CM Fagan to E Coleman	☒	☒		Yes	Yes	40	ft	50-60	ft	10-20	ft	18	ft	1.22
	Vineyard Road	Morris Rd to Study Area Boundary			☒	Yes	Partial	40-50	ft	60	ft	10-20	ft	26	ft	0.51

Table 15

Proposed Major Street System - Collectors

Existing Streets and New Construction

	Street Name	Limits	Location			Road Status		Existing Street Width (in feet)				Length (in miles)
			Urban	Sub-urban	Rural	In Network	On 2002 Functional Class Map?	Existing ROW	Design Standard	ROW Deficiency	Existing Pavement	
Corridors with Right-of-Way Need	**MLK, Jr Avenue**	E Colorado to Magazine		☒		Yes	Yes	45 ft	60 ft	15 ft	18 ft	0.22
	Palmetto Road	North Morrison to Mooney	☒			Yes	No	30 ft	50 ft	20 ft	18 ft	0.51
	Bolin Lane	Old Baton Rouge Hwy to N Morrison		☒		Yes	No	40 ft	60 ft	20 ft	18 ft	0.09
	Dr Forrest Lane	S Railroad to Joe Schillace		☒		Yes	No	40 ft	60 ft	20 ft	16 ft	0.28
	Pleasant Ridge Road	US 190 to I 12 Service Road		☒		Yes	Yes	40 ft	60 ft	20 ft	18 ft	2.23
	Sunlane Street	Maganzine to Sunlane Extension E		☒		Yes	No	40 ft	60 ft	20 ft	20 ft	0.61
	Giluso Road	Rogers Rd to Pati Extension			☒	Yes	No	40 ft	60 ft	20 ft	16 ft	0.46
	Rogers Road	W Thomas to Giluso			☒	Yes	No	40 ft	60 ft	20 ft	16 ft	0.75
	Little Italy Road	Old Covington Hwy to E. Little Italy		☒		Yes	No	unknown	60 ft	unknown	unknown	0.74
	Pati Road	W University to edge of project study area			☒	Yes	Yes	unknown	60 ft	unknown	unknown	1.03
	Coburn Road	US 190 to Vineyard			☒	Yes	No	unknown	60 ft	unknown	unknown	1.62
	I-12 Service Rd (North)	S. Range Rd to S. Airport Rd.		☒	☒	Yes	No	unknown	60 ft	unknown	unknown	2.23
	I-12 Service Rd (South)	S. Range Rd to S. Airport Rd.			☒	Yes	No	unknown	60 ft	unknown	unknown	2.15

Table 15

Proposed Major Street System - Collectors

Existing Streets and New Construction

	Street Name	Limits	Location			Road Status		Existing Street Width (in feet)					Length (in miles)
			Urban	Sub-urban	Rural	In Network	On 2002 Functional Class Map?	Existing ROW	Design Standard		ROW Deficiency	Existing Pavement	
	Kohnke Hill Road	I 55 to N Morrison			☒	Yes	No	unknown	60	ft	unknown	unknown	1.24
Corridors to be Constructed	**Dr Forrest Lane Ext**	Club Deluxe to Dr Forrest		☒		No	No		60	ft	N/A		0.89
	Natchez Extension	Natchez to CM Fagan		☒		No	No		60	ft	N/A		0.21
	Phoenix Sq Extension	Mississippi St to Phoenix Sq		☒		No	No		60	ft	N/A		0.09
	Bolin Ln Extension N	Old Baton Rouge Hwy to Bolin Ln			☒	No	No		60	ft	N/A		0.15
	Bolin Ln Extension S	Old Baton Rouge Hwy to Bolin Ln			☒	No	No		60	ft	N/A		0.35
	Pati Extension	W University to Rogers Rd			☒	No	No		60	ft	N/A		0.25

Notes:

(1) Existing Major Street information from the 2002 Highway Functional Classification Map, Louisiana Department of Transportation and Development.

(2) Average Right-of-Way (ROW) and paved section information from a map entitled "City of Hammond, Louisiana, City Streets, City Limits and Rights-of-Ways", prepared by the City of Hammond. It was noted on the map that the City only guarantees information on the State Highway Right-of-Ways.

(3) Design standard corresponds to applicable Louisiana DOTD Design Standard, as contained in the Appendix.

Compiled by Burk-Kleinpeter, Inc., 2006

result of current traffic patterns and the pending development of additional housing units in the area. Without a clearly defined collector network, some in the area feel that the existing local street network will be further congested by increasing traffic volumes. Review of the area has identified several options which will help upgrade existing streets, and improve general circulation as these areas begin to develop.

- Physical barriers in some portions of the study area created by existing residential development, waterways and sensitive areas (potential wetlands, community facilities, etc.) has reduced opportunities for extensive collector development. However, a suggestion has been made to interconnect more of the existing street network in the area west of N. Morrison Blvd between W. University Ave. and Old Baton Rouge Highway, as a means of offering relief to existing congestion points and interconnect an area which has the potential to generate additional traffic demand.

- Through the course of data discovery, it was identified by the City that a potential collector-type roadway was going to be constructed between the North Oaks Hospital campus and Club Deluxe Road. This proposal appears to address the criteria for major street development and as such has been identified as a point of information.

- Investments by others to sustain the existing Hammond Airport Business parks, develop a medical center and new corporate business park in the vicinity of I-12 and South Airport Road will increase long-term population and development growth in this area. To accommodate changes anticipated for the future, a series of collector roads have been identified. This system includes extending several existing roadways to their logical termini as well as new corridors which connect to existing or proposed arterial roadways. These are shown in advance of anticipated development and as such should provide a framework to support longer-term transportation needs.

Minor Arterial Street System

29.8 miles total

To address traffic flow and circulation needs, the Major Street plan proposes adding approximately 15.5 miles of roads to the minor arterials roadway system. The total system, as shown on Figure 18 and in Table 16, includes existing minor arterials, existing roads which should be considered upgraded to minor arterials, and new road segments which should be constructed to the minor arterial standard.

This recommendation is based upon the following:

- Based on the service area analysis and review of general circulation, it has been determined that the urban core of Hammond is adequately served by minor arterials.

  Gaps appear in the service area coverage for east-west and north-south minor arterials outside of the immediate downtown area. Some of these gaps should be filled as these minor arterials can help address mid- and long-term needs created by new development and support efficient use of collector roadways.

- Similarly, an interconnected minor arterial network can provide relief to an overburdened major arterial system. Currently, congestion on North Morrison and Southwest Railroad may be improved with some additions to the minor arterial network. This could include an overpass of the Interstate 12 network to provide an additional crossing for JW Davis between CM Fagan and Club Deluxe Road. Such could help address local traffic demands and provide an alternative route to major generators such as the North Oaks Hospital complex.

- Long-term plans to convert developed and developing areas with frontage along Interstate 12 and Interstate 55 into viable commercial and retail business require a roadway network capable of handling demands. Suggestions to upgrade several existing roadways to minor arterial status reflect the anticipated changes in current land use. Also, creating logical termini for several dead-end roadways will encourage their use in circulating traffic around and through the City.

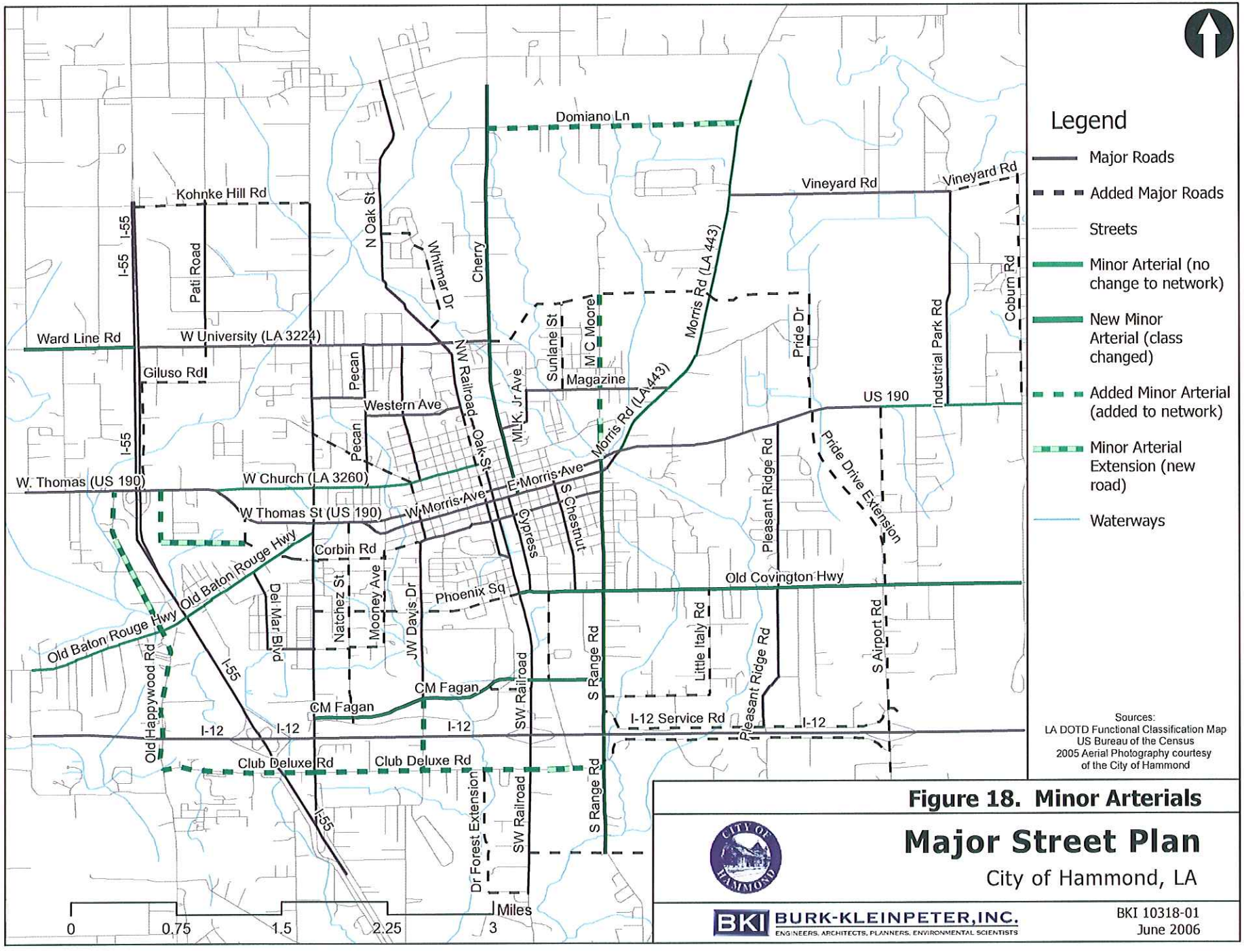


Figure 18. Minor Arterials

Major Street Plan

City of Hammond, LA

BKI BURK-KLEINPETER, INC.
ENGINEERS, ARCHITECTS, PLANNERS, ENVIRONMENTAL SCIENTISTS

BKI 10318-01
June 2006

Table 16

Proposed Major Street System - Minor Arterials

Existing Streets and New Construction

	Street Name	Limits	Location			Road Status		Existing Street Width (in feet)				Length (in miles)
			Urban	Sub-urban	Rural	In Network	On 2002 Functional Class Map?	Existing ROW	Design Standard	ROW Deficiency	Existing Pavement	
Corridors with Right-of-Way Need	**S Range Road**	W Thomas to edge of project study area	☒	☒		Yes	Yes	65 ft	80-100 ft	15-35 ft	20 ft	2.6
	N. Cherry Street	W. Thomas to Natalbany Road	☒	☒	☒	Yes	Yes	60 ft	80-100 ft	20-40 ft	20 ft	3.0
	W Church (LA 3260)	W Thomas to S Railroad	☒	☒		Yes	Yes	60 ft	80-100 ft	20-40 ft	20 ft	1.9
	CM Fagan Drive	S Morrison to SW Railroad		☒		Yes	Yes	50 ft	100 ft	50 ft	22 ft	1.6
	Domiano Lane	Cherry to Domiano Extension		☒		Yes	Yes	N/A	100 ft	N/A	N/A	1.5
	Monistere Lane	W Thomas to Monistere Extension		☒		Yes	Yes	30 ft	100 ft	70 ft	16 ft	0.3
	Morris Rd (LA 443)	US 190 to edge of study area		☒	☒	Yes	Yes	80 ft	100 ft	20 ft	20 ft	3.1
	Old Baton Rouge Hwy	Edge of project study area to N Morrison		☒	☒	Yes	Yes	60 ft	100 ft	40 ft	20 ft	2.3
	Old Covington Hwy	S Railroad to edge of project study area		☒	☒	Yes	Yes	50 ft	100 ft	50 ft	20 ft	3.6
	Old Happywood Rd	Old Baton Rouge Hwy to Club Deluxe Road			☒	Yes	Yes	50 ft	100 ft	50 ft	18 ft	1.0
	Range Rd Extension	S. Range Rd to MC Moore		☒	☒	No	No	N/A	100 ft	N/A	N/A	0.3
	US Highway 190	S. Airport Rd to Coburn Rd			☒	Yes	Yes	80 ft	100 ft	20 ft	24 ft	1.0
	W/E Minnesota Park Drive	CM Fagan Dr to S Range Road		☒		Yes	Yes	40 ft	100 ft	60 ft	18 ft	0.5

Table 16

Proposed Major Street System - Minor Arterials

Existing Streets and New Construction

	Street Name	Limits	Location			Road Status		Existing Street Width (in feet)				Length (in miles)
			Urban	Sub-urban	Rural	In Network	On 2002 Functional Class Map?	Existing ROW	Design Standard	ROW Deficiency	Existing Pavement	
	Ward Line Rd	I 55 to edge of project study area			☒	Yes	Yes	40 ft	100 ft	60 ft	18 ft	0.8
	Westin Oaks Drive	W Thomas to Robin Hood Dr		☒		Yes	Yes	40 ft	100 ft	60 ft	20 ft	0.4
Corridors to be Constructed	**JW Davis Extension**	CM Fagan Drive to Club Deluxe Road		☒		No	No	50-80 ft	100 ft	20-50 ft	18-20 ft	
	Robin Hood Extension	Westin Oaks Dr to Delmar		☒		No	No	N/A	100	N/A	N/A	0.6
	Domiano Extension	Current end of Domiano to Morris Rd			☒	No	No	N/A	100	N/A	N/A	0.3
	Monistere Extension	Monistere to Old Baton Rouge Hwy			☒	No	No	N/A	100	N/A	N/A	0.7

Notes:

(1) Existing Major Street information from the 2002 Highway Functional Classification Map, Louisiana Department of Transportation and Development.

(2) Average Right-of-Way (ROW) and paved section information from a map entitled "City of Hammond, Louisiana, City Streets, City Limits and Rights-of-Ways", prepared by the City of Hammond. It was noted on the map that the City only guarantees information on the State Highway Right-of-Ways.

(3) Design standard corresponds to applicable Louisiana DOTD Design Standard, as contained in the Appendix.

Compiled by Burk-Kleinpeter, Inc., 2006

Major Arterial Street System

32.3 miles total

To address traffic flow and circulation needs, the Major Street plan proposes just under 33 miles within the major arterial system. This system, as shown on Figure 19 and in Table 17, includes some existing major arterials, existing roads which should be considered upgraded to major arterials, and new road segments which should be constructed to the major arterial standard.

This recommendation is based upon the following:

- Based upon the service area analysis and review of traffic demands, it appears the urban core of Hammond is adequately served by major arterials. However, it should be noted that the community identified several operational needs along the existing major arterial network, including identification of loading and unloading areas for adjacent commercial businesses thriving throughout Downtown.

- Gaps in the major arterial network can be found immediately outside of the center of Hammond, as the land areas transition into rural countryside. However, these same areas which were once farms and low-density residential developments are the center of growth. Again, as land develops, the need for an effective circulation system is acute.

- Development of the new specialty hospital and Business Park at the I-12 interchange with South Airport Road has added a second major generator for traffic in this area. The other, found at the northern end of the corridor, is the distribution/warehousing and business park east of Hammond Municipal Airport.

- Creation of a new arterial loop roadway connecting these areas to Interstate 55 would help address concerns about growing truck traffic in the Downtown area. Such could also help address demands of commuter students using the couplet of NW/SW Railroad and N/S Oak streets to pass through Downtown to get to campus.

The overall reduction in major arterial miles comes as some roadways identified previously have been found, through analysis to maintain more characteristics of the minor arterial or collector network. Where these inconsistencies have been identified in the table, these roads have been suggested for assignment to one of these other categories.

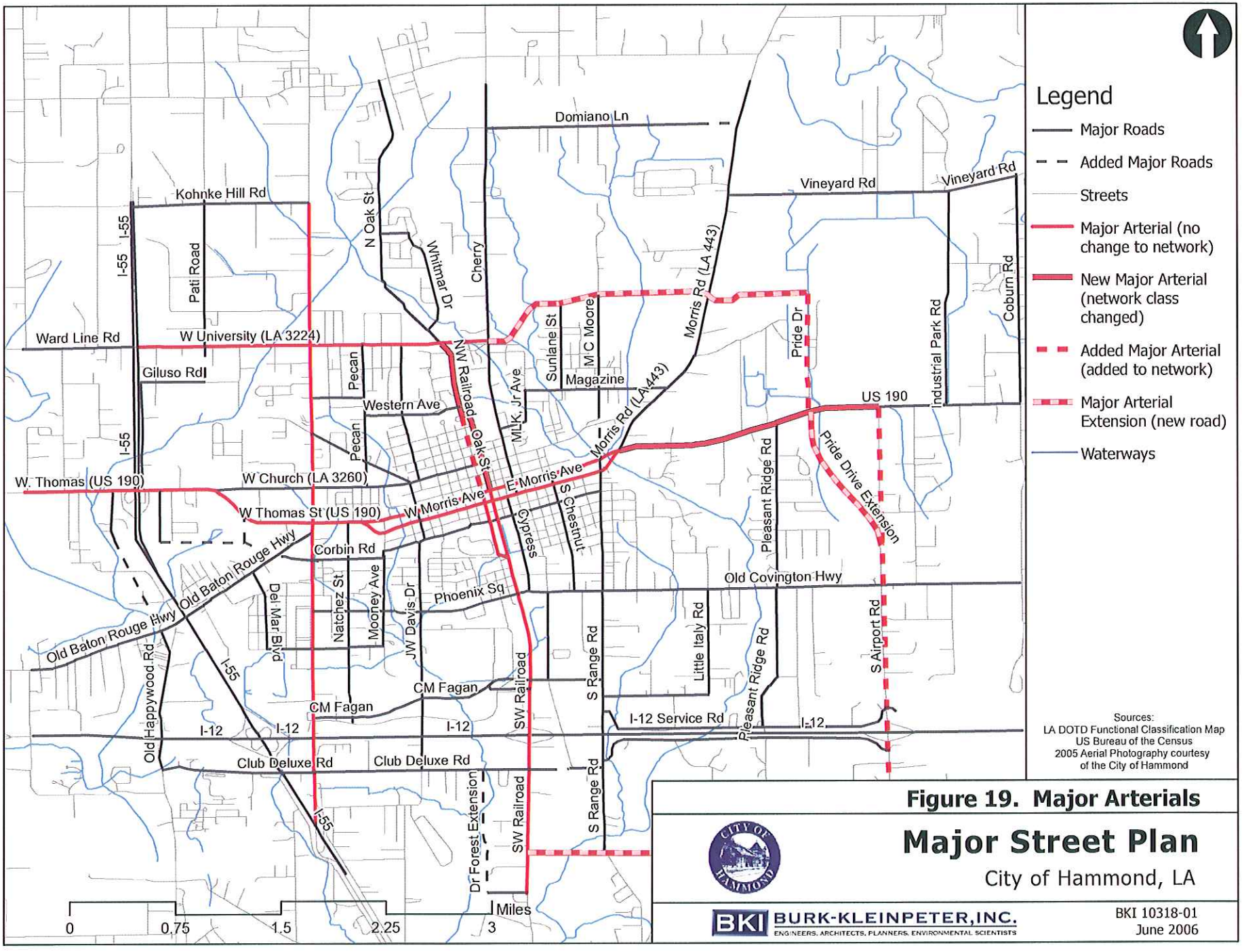


Figure 19. Major Arterials

Major Street Plan

City of Hammond, LA

BKI BURK-KLEINPETER, INC.
ENGINEERS, ARCHITECTS, PLANNERS, ENVIRONMENTAL SCIENTISTS

BKI 10318-01
June 2006

Table 17

Proposed Major Street System - Major Arterials

Existing Streets and New Construction

	Street Name	Limits	Location: Urban	Location: Sub-urban	Location: Rural	Road Status: In Network	Road Status: On 2002 Functional Class Map?	Existing Street Width (in feet): Existing ROW	Existing Street Width (in feet): Design Standard	Existing Street Width (in feet): ROW Deficency	Existing Street Width (in feet): Existing Pavement	Length (in miles)
No Additional Right-of-Way Required	**E/W Thomas St (US 190)** / **E/W Morris Ave**	Carter Street to Morris Road	☒			Yes	Yes	60 ft each	120 ft	*none apparent*	24 ft each	7.4
No Additional Right-of-Way Required	**N/S Oak Street** / **NW/SW Railroad**	NW Railroad to SW Railroad / N Oak to South Oak	☒			Yes	Yes	60 ft each	120 ft	*none apparent*	20 ft / 22 ft	1.1
No Additional Right-of-Way Required	**N/S Morrison Blvd (US 51)**	I-55 to Northern Study Area Limits	☒	☒	☒	Yes	Yes	120 ft	120-150 ft	*none in urban area;* 30 ft in suburban/rural areas	60 ft	4.4
Corridors with Right-of-Way Need	**SW Railroad Avenue**	W Thomas to edge of project study area	☒	☒		Yes	Yes	40-70 ft	120-150 ft	50-80 ft	24 ft	2.7
Corridors with Right-of-Way Need	**US Highway 190**	Morris Rd to Airport Rd		☒	☒	Yes	No	80 ft	150 ft	70 ft	24 ft	1.9
Corridors with Right-of-Way Need	**W University (LA 3224)**	I-55 to N. Cherry Street Extension	☒	☒		Yes	Yes	70 ft	120 ft	50 ft	22 ft	2.5
Corridors with Right-of-Way Need	**S. Airport Road**	US Highway 190 to S. I-12 Service Road			☒	Yes	No	70 ft	150 ft	80 ft	24 ft	2.5
Corridors to be Constructed	**E. University Extension**	N. Cherry St. Ext to Morris Road		☒	☒	No	No		150 ft			1.6
Corridors to be Constructed	**Pride Avenue Extension**	US Highway 190 to S. Airport Road			☒	No	No		150 ft			1.1
Corridors to be Constructed	**New Major Arterial South of I-12**	SW Railroad to S. Airport		☒	☒	No	No		150 ft			2.6
Corridors to be Constructed	**New Major Arterial - east of W. University**	W. University to Pride Drive		☒		No	No		150 ft			3.0
Corridors to be Constructed	**New Major Arterial, west of Pride Drive**	Morris Rd to Pride Dr Extension		☒		No	No		150 ft			0.5

Notes:

(1) Existing Major Street information from the 2002 Highway Functional Classification Map, Louisiana Department of Transportation and Development.

(2) Average Right-of-Way (ROW) and paved section information from a map entitled "City of Hammond, Louisiana, City Streets, City Limits and Rights-of-Ways", prepared by the City of Hammond. It was noted on the map that the City only guarantees information on the State Highway Right-of-Ways.

(3) Design standard corresponds to applicable Louisiana DOTD Design Standard, as contained in the Appendix.

Compiled by Burk-Kleinpeter, Inc., 2006

[i] 2002 Highway Functional Classification Urban Area, Hammond, LA, Louisiana Department of Transportation and Development, 2002.
[ii] Functional Classification Guidelines, Federal Highway Administration, www.fhwa.dot.gov.

Implementation Strategies and Priorities

This plan assumes a master build-out of major roadways based upon a variety of assumptions. These include:

- Increased traffic demand within the City has been created through changes in population and development patterns and densities;
- Maintenance of an accepted standard for system development and connectivity;
- Incorporation of the current LADOTD design standards and measures as a means to promoting design continuity with state construction plans;

Implementation of the plan is a long-term commitment. Specific activities for plan implementation have been identified in Table 18, as organized into the following categories:

- **Major Street Map & Standards** – identify specific steps related to the consolidated map for major streets, as shown in Figure 20;

- **Right-of-Way Development and Preservation** – identify specific steps related to development of right-of-way along existing major street corridors, or for proposed major street corridor extensions;

- **Improvements to Existing Major Streets** – identifies general steps which should be applied along existing major streets to address specific issues raised by the community or the consultant during their review of the major street system;

- **Opportunities for Future Thoroughfare Development** – identifies general steps which the City can take to begin implementing specific improvements to address system continuity and safety issues.

Amendment Procedure

As this document should be considered fluid, the need for amendments may occur. Typical reasons for amending the plan include a number of reasons, such as, but not limited, to the following:

- Adjustments required to accommodate the findings of a traffic impact analysis completed at the time of a request for subdivision or major development;

- Adjustments required as the result of a zoning or land use study, or annexation request;

- Adjustments required as a result of the City's acceptance of a major street (segment or corridor) constructed under its standards by private interests;

- Addition of new roads not included in the existing thoroughfare map required as a result of changes in land use or intensity of development;

- Construction of large subdivision or land uses that would significantly change the existing road system or change the classification of existing roads;

- Improvement to existing roads (or intersections) that may result in a change in their functional classification;

- Adjustments to maintain connectivity and continuity with the existing/built major street network;

- Changes that reflect the execution of property negotiation or purchase agreements for rights-of-way;

- Refinement new corridor alignments proposed by or as the result of an environmental study, line and grade study, survey or comparable analysis completed by the City or on behalf of the City through LADOTD.

Types of Amendments

Amendments to the plan may entail:

- Text descriptions, including updates to all standards and suggested policy items;
- Map amendments may be made to show changes in alignments or classifications resulting from the amendment procedure;

Amendment Initiation

Amendments or changes to the plan may be initiated by the following entities:

- City Staff (Planning, Streets)
- Planning Commission
- City Council
- Property owners

Amendment Procedures

Typically, the amendment procedure should follow procedures for amending any of the City's current development-based regulations (subdivision regulations, zoning ordinance). Making amendments to these documents typically entails:

- An outline of the changes to be made.
- Public hearing and notice.
- Identification of projected impacts or benefits of proposed action.
- Adoption of changes.

Street Plan Monitoring

The plan includes improvements within the current City limits, as well as adjacent unincorporated areas. Improving existing roads and constructing new ones identified in these areas will involve the cooperation of the City, as well as the Parish, LADOTD and adjacent municipalities.

Table 18
Implementation Measures - Major Street Plan
City of Hammond, Louisiana

Activity	Specific Work Task	Actors / Agents and Coordination Steps	Activity Period: Immediately	1-5 Years	5-10 Years	10+ Years
Major Street Map & Standards	*Adopt major street maps and recommended classifications as applied to areas within City Limits*	City of Hammond	☒			
	Adopt LADOTD roadway design standards as applied to major streets	City of Hammond	☒			
	Publish map and incorporate provisions into development review process	City of Hammond	☒			
	Commence discussions with Parish concerning major street designations outside municipal boundaries	City of Hammond, Tangipahoa Parish, LADOTD District 62		☒	☒	☒
	Commence right-of-way acquisition/development program for select major streets within identified growth areas	City of Hammond, Tangipahoa Parish, LADOTD District 62		☒	☒	☒
	Monitor major street system development and improvement program	City of Hammond		☒	☒	☒
Right-of-Way Development and Preservation	*Amend City regulations to account for major street plan's input during development review process*					
	● Zoning Ordinance - link major streets to existing overlay or land use districts	City of Hammond	***done***			
	● Zoning Ordinance - amend to increase setbacks for structures along major streets to allow for future widening	City of Hammond	☒			
	● Subdivision Regulations - Amend Section 4.10 Roads/Streets to establish procedure for major street right-of-way development at time of development review	City of Hammond	☒			
	● Subdivision Regulations - Amend Section 4.10 Roads/Streets to identify procedures for linking local streets with state highways (as per LADOTD District 62)	City of Hammond, LADOTD District 62	☒			

Table 18
Implementation Measures - Major Street Plan
City of Hammond, Louisiana

Activity	Specific Work Task	Actors / Agents and Coordination Steps	Activity Period: Immediately	1-5 Years	5-10 Years	10+ Years
Right-of-Way Development (continued)	*Amend City regulations to account for major street plan's input during development review process (continued)*					
	● Subdivision Regulations - Amend Section 4.10 Roads/Streets to follow design standards identified within plan	City of Hammond	☒			
	● Traffic Impact Analysis (TIA) requirements for new developments (commercial, industrial, multi-family) on Major Streets	City of Hammond, LADOTD District 62	☒			
	● Implement traffic calming procedures for neighborhood areas, following initial test and review	City of Hammond, LADOTD District 62		☒		
	● Identify options for Traditional Neighborhood Development (TND) within the City. Amend major and local street standards as required to address these type of developments.	City of Hammond		☒		
	● Conduct a review of truck routing and truck service area procedures and rules within the City.	City of Hammond		☒	☒	☒
	Identify priority areas for right-of-way development based upon established criteria (traffic volume changes, pace of development, opportunities for development)	City of Hammond	☒	☒	☒	☒
	Establish capital resources to help supplement regulatory efforts to identify and designate right-of-way for future thoroughfare development	City of Hammond, LADOTD, LADOTD District 62	☒	☒	☒	☒
Improvements to Existing Major Streets	*Implement traffic calming procedure to address neighborhood traffic issues*		☒			
	● Conduct traffic calming review of area bounded by S. Cypress, Old Covington Highway, E. Morris and S. Chestnut	City of Hammond	☒			
	● Identify other neighborhood or sub areas for study - conduct as funds become available.	City of Hammond		☒	☒	☒
	Update pavement markings at designated pedestrian crossings and school zones	City of Hammond	☒			

Table 18
Implementation Measures - Major Street Plan
City of Hammond, Louisiana

Activity	Specific Work Task	Actors / Agents and Coordination Steps	Activity Period: Immediately	1-5 Years	5-10 Years	10+ Years
Improvements to Existing Major Streets (continued)	*Identify status of existing City Bike Plan - including updates required to routes and paths to incorporate major street plan recommendations*	City of Hammond		☒		
	Establish periodic traffic count/data collection effort to obtain Average Daily Traffic information for City Streets	City of Hammond, LADOTD District 62 - State Routes (ongoing)		☒		☒
	Incorporate LADOTD Landscape Guidelines into site plan/landscape review conducted on City streets - modify planting options as appropriate to address local condition	City of Hammond		☒		
Opportunities for Future Thoroughfare Development	*Identify and evaluate options for creation of separated rail/street crossings on major street network*					
	● Evaluate options for the W. University crossing east of Southeastern Louisiana University	City of Hammond, LADOTD District 62	☒			
	● Evaluate options for crossing at Minnesota Park Road, east of US Highway 51B	City of Hammond, LADOTD District 62	☒			
	● Incorporate options for other crossings south of I-12 (Club Deluxe Road extension, new Major Arterial extension in vicinity of Hospital)	City of Hammond, Tangipahoa Parish, City of Pontchatoula		☒	☒	
	Establish opportunities for preserving right-of-way for expansion or extension of critical major streets					
	● Establish final alignment and right-of-way requirement for proposed major arterials.	City of Hammond, Tangipahoa Parish	☒			
	● Establish final alignment and right-of-way requirement for proposed minor arterials	City of Hammond, Tangipahoa Parish		☒		
	● Establish final alignment and right-of-way requirement for proposed collectors.	City of Hammond, Tangipahoa Parish			☒	

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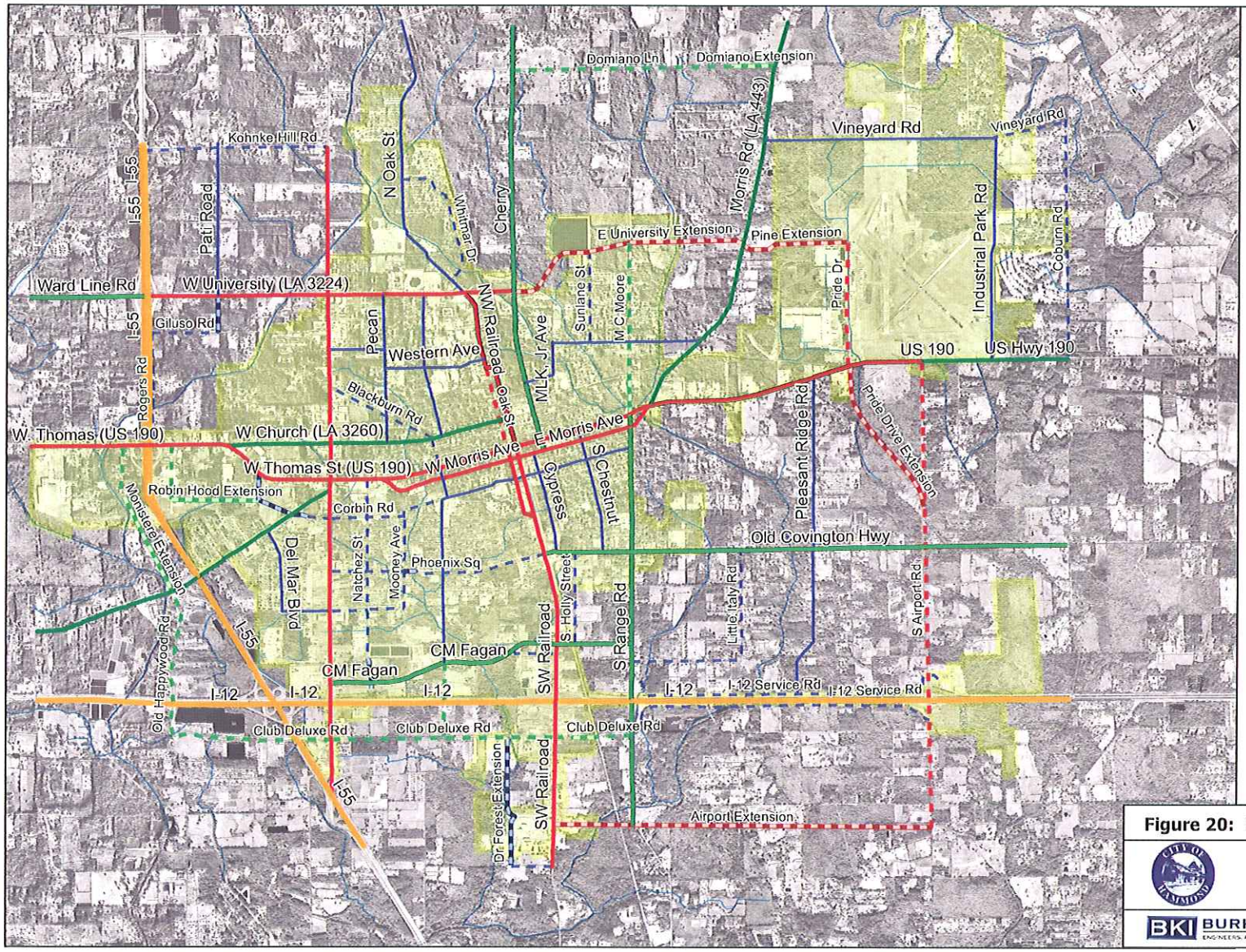

Figure 20: Proposed Major Street Network

Major Street Plan

City of Hammond, LA

BURK-KLEINPETER, INC.
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