



Rock Island GREENWAY SOUTH

Feasibility Study

August 2022

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ROCK ISLAND GREENWAY (SOUTH)

Feasibility Study

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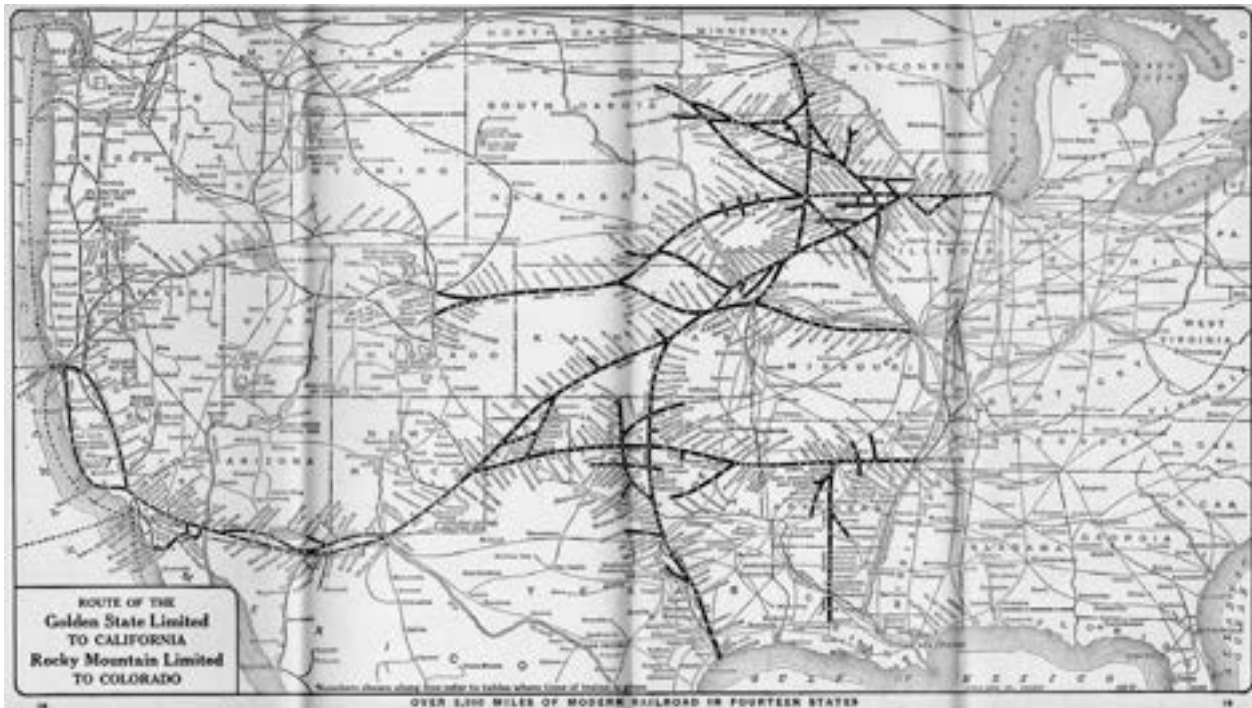
Who We Are

The Rapides Area Planning Commission is a regional organization providing land use planning, development, technical assistance, geographical information, and other planning services for member and partner governments. The Planning Commission also houses the Metropolitan Planning Organization (MPO), which provided transportation planning for the urbanized area of Rapides Parish and Transit Planning for the Kisatchie-Delta Planning and Development District.

Background

RAPC is conducting an initial feasibility study of the Rock Island Greenway’s southern terminus in the Alexandria-Pineville metropolitan planning area (MPA). The Rock Island Greenway is a railway to bike path conversion project that began in Ruston, Louisiana that follows the former Chicago, Rock Island and Pacific Railway Company’s (CRI&P) rail line from El Dorado, Arkansas to Alexandria, Louisiana. While portions of the northern sections are currently constructed and in use by bike and pedestrian users, an initial feasibility study is needed to initiate development of the southern end.

Figure 1 | Chicago, Rock Island and Pacific Railway Company (CRI&P) Line & Engine



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Chicago, Rock Island & Pacific Railway History

Overview

The Chicago, Rock Island and Pacific Railway (CRI&P), was a Class I railroad founded in 1847 as the Rock Island and LaSalle Rail Road Company. The railroad was reorganized as the CRI&P in 1866 after purchasing of a number of Midwestern railroads. The CRI&P remained a Midwestern railroad through the end of the nineteenth century when the CRI&P began a period of intense and often complex growth.

The incorporation of the wholly owned subsidiary—Rock Island, Arkansas and Louisiana in 1905—combined four existing Arkansas railroads. The CRI&P line paralleled the adjacent Louisiana & Arkansas (L&A) Railroad trackage, which also ran through Winnfield and Packton. Located at Packton was the L&A Junction, where the CRI&P connected with the L&A using its trackage rights on the L&A south to Alexandria. By 1913, the construction of 200 miles of new track, completed the CRI&P's line to Eunice, Louisiana.

CRI&P Route (Little Rock, AR to Eunice, LA)

One CRI&P rail line ran south from Little Rock through El Dorado, Junction City, Ruston, Hodge, Jonesboro, Winnfield, Packton, Alexandria, Lecompte, and Eunice. From Little Rock, the CRI&P rail line ran parallel adjacent to the Louisiana and Arkansas (L&A) rail line south to the L&A Junction located in Packton, Louisiana. At the L&A Junction, the CRI&P connected to the L&A and used its trackage rights on the L&A south to Alexandria, Louisiana. KCS had a controlling interest in the L&A until consolidation in 1992. The L&A railroad company merged with Kansas City Southern (KCS) in 1939. Crossing the Red River, the CRI&P route merged into a major rail junction located in Alexandria, Louisiana complete with passenger terminals, rail yards, maintenance facilities, warehouses, etc. south of Alexandria, the CRI&P rail line resumed towards Lecompte ending in Eunice, Louisiana.

End of the Line

Poor management, lack of investment, and competition with other railroads caused a gradual decline. In 1964, Union Pacific applied to merge CRI&P; the Interstate Commerce Commission took a decade to approve it, with a condition that Southern Pacific purchase the southern half. Due to the ensuing lawsuits and legal issues force Rock Island begins to lessen its passengers and its maintenance to conserve cash. The last year the railroad earned a profit was 1965, and passenger service ceased in 1967. The ICC allows merger in 1974, but because of CRI&P's cost saving methods, Union Pacific doesn't see it as profitable to acquire the now decrepit system, and backs out of merger discussions. CRI&P declared bankruptcy in 1975.

Bankruptcy judge Frank J. McGarr of Chicago ordered the railroad liquidated in January 1980, and the last train ran in March of that year. By 1984 all CRI&P assets had been sold, and the line ceased to exist. The vast majority of the CRI&P's 7,000 miles wound up being acquired by other carriers; among the largest chunks were 965 miles to SP's Cotton Belt; 750 to Chicago & North Western; 750 to regional Kyle Railroad; 645 to a subsidiary of the former Katy (now part of UP); and 550 Iowa Railroad, succeeded by today's regional Iowa Interstate. One of the largest liquidations of any American company to that point.



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Figure 2 | Union Pacific Class I Railroad Acquisition



Rock Island Greenway (South) |



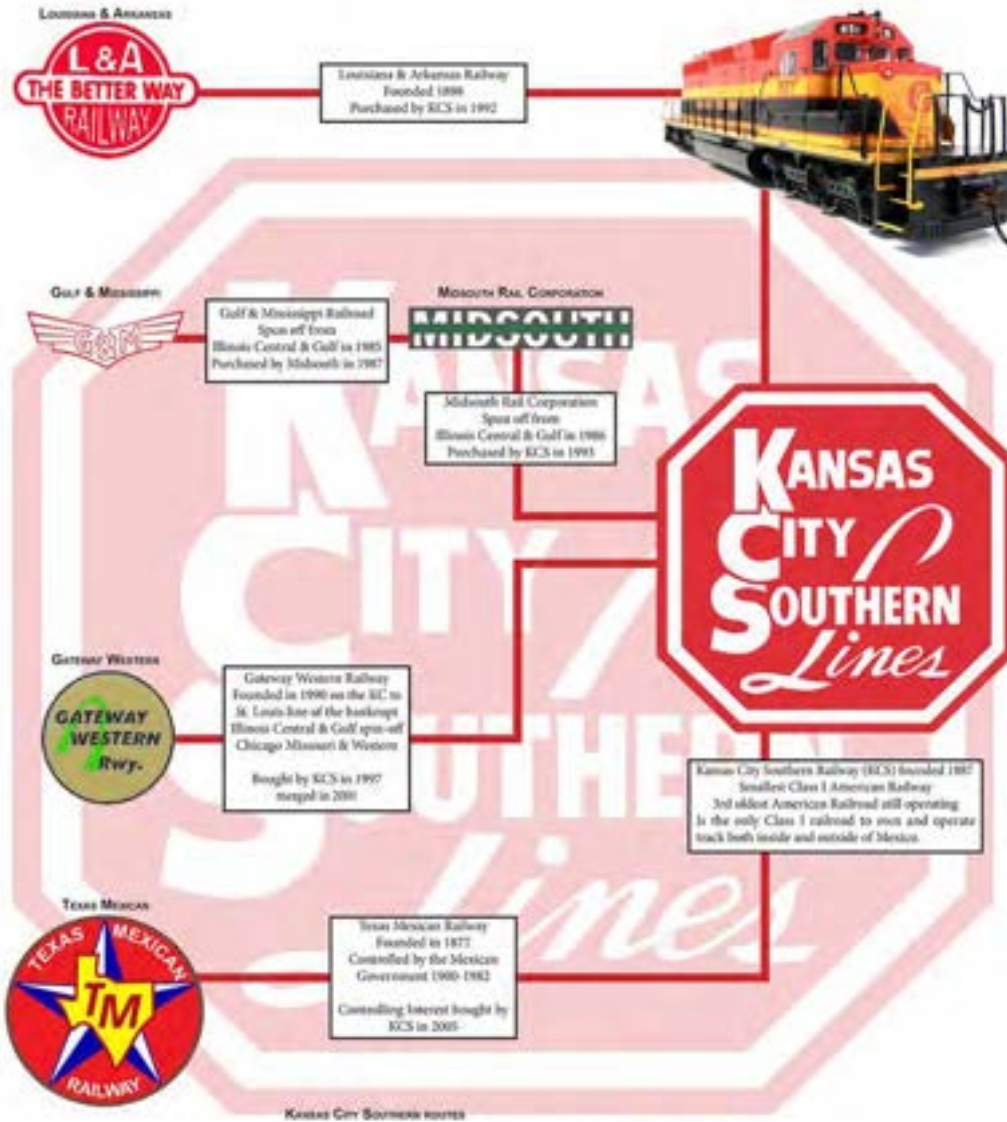
EXISTING CONDITIONS



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Figure 3 | Kansas City Southern Class I Railroad Acquisition



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What's a Greenway?

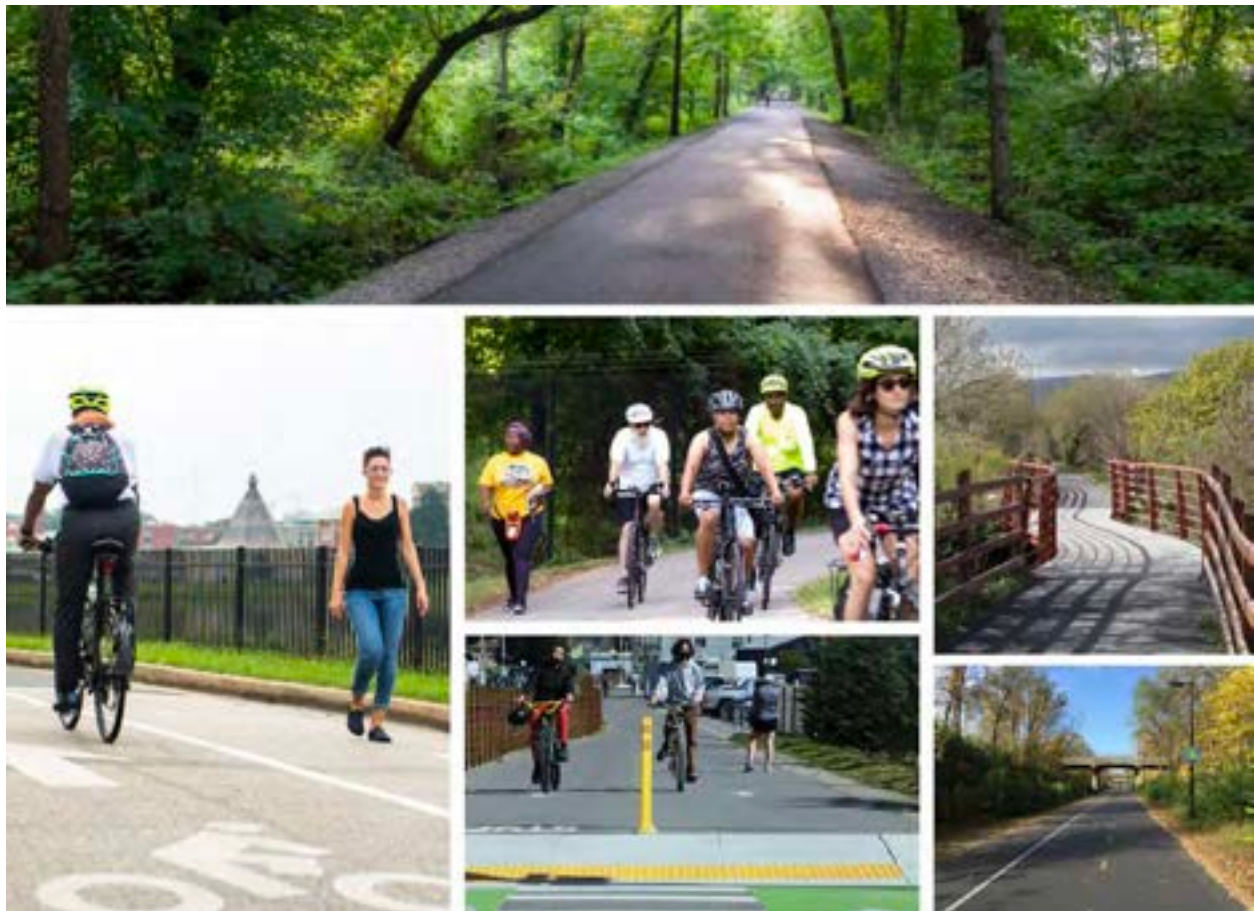
Greenways are corridors of open space located within linear corridors that are either natural, such as rivers and streams, or manmade, such as abandoned railroad beds and utility corridors. Most typically include trails for recreation and alternative transportation, and passive and active park facilities, including open play fields. Greenways have also been shown to increase the value of adjacent private properties as an amenity to residential and commercial developments.

Benefits of Greenways

Trails and greenways provide a variety of benefits that ultimately affect the sustainability of a region's economic, environmental, and social health including:

- Creating Value and Generating Economic Activity
- Improving Bicycle and Pedestrian Transportation
- Improving Health through Active Living
- Enhancing Cultural Awareness and Community Identity

Figure 4 | Greenway Examples (Composite Image)



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Goals

As part of this process, the MPO developed this existing conditions report analyze the former Rock Island rail line within the metropolitan planning area with the following goals in mind:

1. determine the status of the line,
2. determine current Right-of-Way ownership,
3. determine land use restrictions,
4. Inform stakeholder engagement

Study Area (Metropolitan Planning Area)

The US Census Bureau identifies 486 urbanized areas throughout the United States comprising of 71% of the country's population. Urban areas, by definition, contain a population greater than 50,000. Multiple municipalities, parishes, or parts thereof may be included in a single UZA, and by federal law, each UZA much designate an MPO to carry out a metropolitan transportation planning process that considers the needs of the region.

The UZA boundaries established by the Census Bureau frequently exclude portions of roadways, developed areas, or other important features that should be logically included in the transportation planning process. The Alexandria/Pineville urbanized area (UZA) encompasses the City of Alexandria, the City of Pineville, the Town of Ball, portion of the Town of Woodworth and the unincorporated community of Tioga.

The long-term regional transportation planning requires the AP-MPO to consider areas that are not yet urbanized but may become so in the future. These areas, combined with the existing UZA, are collectively known as the Metropolitan Planning Area (MPA).

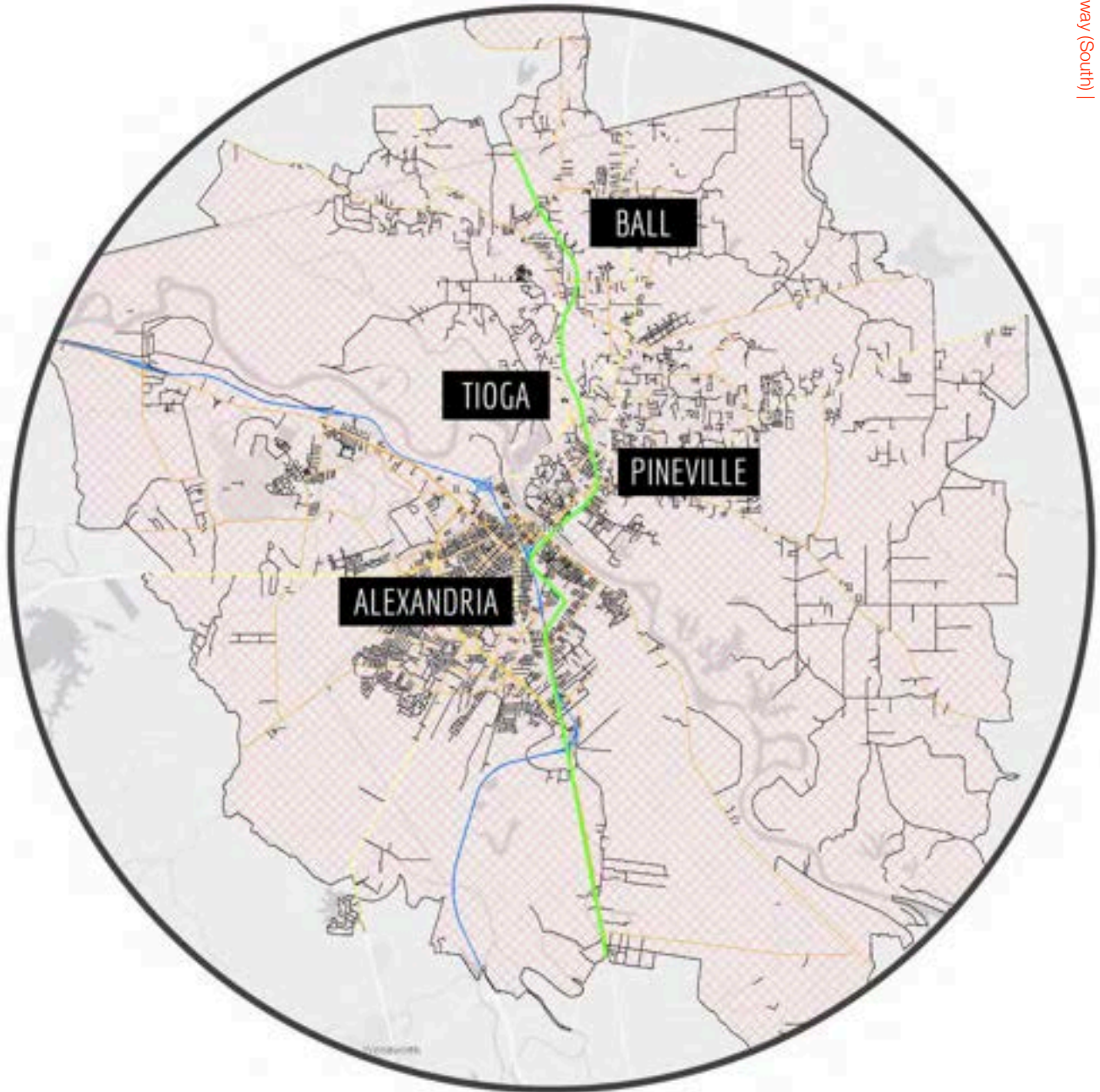
The Alexandria-Pineville MPA encompasses the 2020 census designated Alexandria-Pineville UZA plus contiguous areas likely to become urbanized in the next 25 years. The majority of the MPA is within Rapides Parish along with a small portion of southern Grant Parish. In addition to the entities within the UZA, the MPA constitutes portion of the Town of Boyce. Figure 5 shows the CRI&P route inside the current boundaries of the Alexandria-Pineville MPA.



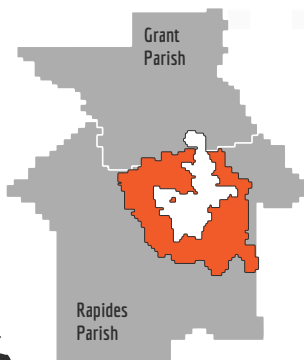
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Figure 5 | Study Area (MPA) with CRI&P Route



- LA
- MPA
- MSA
- UZA



- Chicago, Rock Island & Pacific Rail Route
- Metropolitan Planning Area (MPA)



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Analysis

The AP-MPO analyzed historic data and current land records to determine the Rock Island routing through the Metropolitan Planning Area, the status of the line within the MPA, determine current existing conditions, such as right-of-way ownership and restrictions.

Assessments of the existing rail corridor condition informs the feasibility of the greenway project moving forward. As shown Figure 6, conditions include ownership and restrictions to ownership or development that can impact project cost, such as current infrastructure, design requirements, permitting that can affect accessibility, community placemaking and economic development.

Table 1 | Corridor Conditions Analysis Criteria

Criteria	Reason
Rail Bed	The condition of the existing rail bed is important in determining preliminary cost estimates. In locations where the rail bed and sub-grade are in place and in good condition, trail construction costs can be lowered. Areas where it is necessary to move the trail from the rail bed to another location can increase costs for both the trail and supporting infrastructure.
Road Crossings	Understanding the types and conditions of roads that the greenway will cross directly impacts the types of crossings necessary for safe passage of trail users. Roadway width, posted speed limits, and average daily traffic counts all impact the selection of appropriate trail crossings.
Drainage Crossings	Drainage corridors traverse the rail alignment in many locations. How the rail bed currently traverses these waterways is an important factor in determining the level of regulatory permitting that will be required, as well as the types of infrastructure that will need to be provided or replaced.
Trailheads	Potential placement of trail access points is important to determine in early project phases. Availability of resources such as public water systems and nearby amenities are important factors in locating such access points. Strategic placement of trailheads can also reinforce existing community character and reinforce rural centers of commerce.
Parcels & Ownership	The most important, and most complex, assessment is the ownership and availability of the rail corridor. Understanding the context of ownership adjacent to and across, in some cases, the rail bed gives insight to the likelihood of project success.



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Inventory & Assessments

PARCELS & OWNERSHIP

A parcel and ownership analysis without a title search is limited to publicly available data from the Rapides Parish Tax Assessor's Office. Parcels and ownership are categorized based on corridor ownership and possible acquisition based on the number and type of ownership as well as the rail corridor's location in relation to that parcel.

The following issues were identified for further study and clarification by title companies and real estate attorneys:

1. What type of agreement Alexandria, Junction City & Shreveport Rail Road Company (the originating companies) had regarding the property beneath their rail lines? Was the property owned by the railroad or was it an easement? These ownership issues that may impact implementation of the greenway, especially in the case of adjacent land ownership and reversion.
2. How were the Chicago, Rock Island & Pacific's (CRI&P) assets disposed upon its closure? Have all assets, including real estate holdings, sold or abandoned?
3. Has a Certificate of Abandonment issued by the Interstate Commerce Commission (ICC)?

Right of Way

A 100' right of way is commonly referred to in the family of Rock Island lines and is commonly found in legal descriptions, but this must be proven by deed records. It is important to know if the right of way parcels indicated in some parcel files are independently owned, stand-alone parcels, or if they have reverted to the adjacent property owners.

Parcel Ownership

Sometimes ownership along Rock Island isn't clear and must be verified. Where available, data was used to map ownership according to three criteria:

Category P1

The corridor is present on assessor parcel maps, whether in private or public ownership; or, the parcel's abbreviated legal description within the digital data received recognizes exclusion of the CRI&P right of way; or, the parcel through which the rail corridor passes is in municipal ownership.

Category P2

The corridor bisects two parcels, however, the ownership of the corridor itself is unclear. These need to be verified via title search that the corridor was purchased by the adjacent property owners. Several of the abbreviated legal descriptions found within digital files include "less X acres," but do not indicate to whom the "less" acres belongs.

Category P3

The corridor traverses a contiguous parcel, with no indication of a separate parcel where the rail line once ran. These also need to be verified via title search that the corridor is in the same ownership as the contiguous parcel through which it passes. Several of the abbreviated legal descriptions found within digital files include "less X acres," but do not indicate to whom the "less" acres belongs.



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Conflict

The corridor traverses a contiguous parcel and is accompanied by an abbreviated digital legal description indicating that all or part of the 100' right of way is included as part of the parcel as a whole. Such parcels need to be researched by a title company in more detail.

Ownership: Corridor

General corridor ownership is illustrated using the following ownership types:

- **Active Rail Line**
The corridor is owned and operated by the Kansas City Southern (KCS)
- **Railroad Ownership**
Although the corridor has been abandoned from service, this corridor is still owned by the Kansas City Southern (KCS).
- **Municipal Ownership**
The corridor is owned by a municipality.
- **Private Corridor Ownership**
The corridor is indicated by parcels in digital parcel data but is in private ownership.
- **Unknown**
The corridor is not indicated by parcels in digital parcel data and appears to be in private ownership by surrounding owners, if a parcel encompasses both sides of the old right of way. In other cases, two parcels about the right of way with no clear indication of corridor ownership without further research.

Figure 7 includes both the parcel types as well as the ownership patterns. The two indicate that though ownership is believed to occur along particular segments, parcel data obtained often conflicts. A more detailed title search is necessary to resolve the disparities between the parcels and corridor ownership.

Preliminary Findings:

The former CRI&P 20-mile rail line ran through the current day the Alexandria-Pineville metropolitan planning area. Approximately 18.6 miles are active and owned by Kansas City Southern (KCS). Only a 1.4 mile portion spanning the Red River between downtown Alexandria (0.97 miles) and downtown Pineville (0.42 miles) is inactive. According to records, the land ownership of the inactive segment in Alexandria are mostly unknown, with some private, rail road and municipal ownership. The majority of the inactive segment in Pineville is privately owned with one municipal owned parcel. It's important the note the rail bridge spanning the Red River no longer exists.

Parcels have been evaluated independently of the corridor itself and classified in categories previously mentioned, based on the digital parcel data received. According to 2021 data for the metropolitan planning area inside Rapides Parish, these include the following:

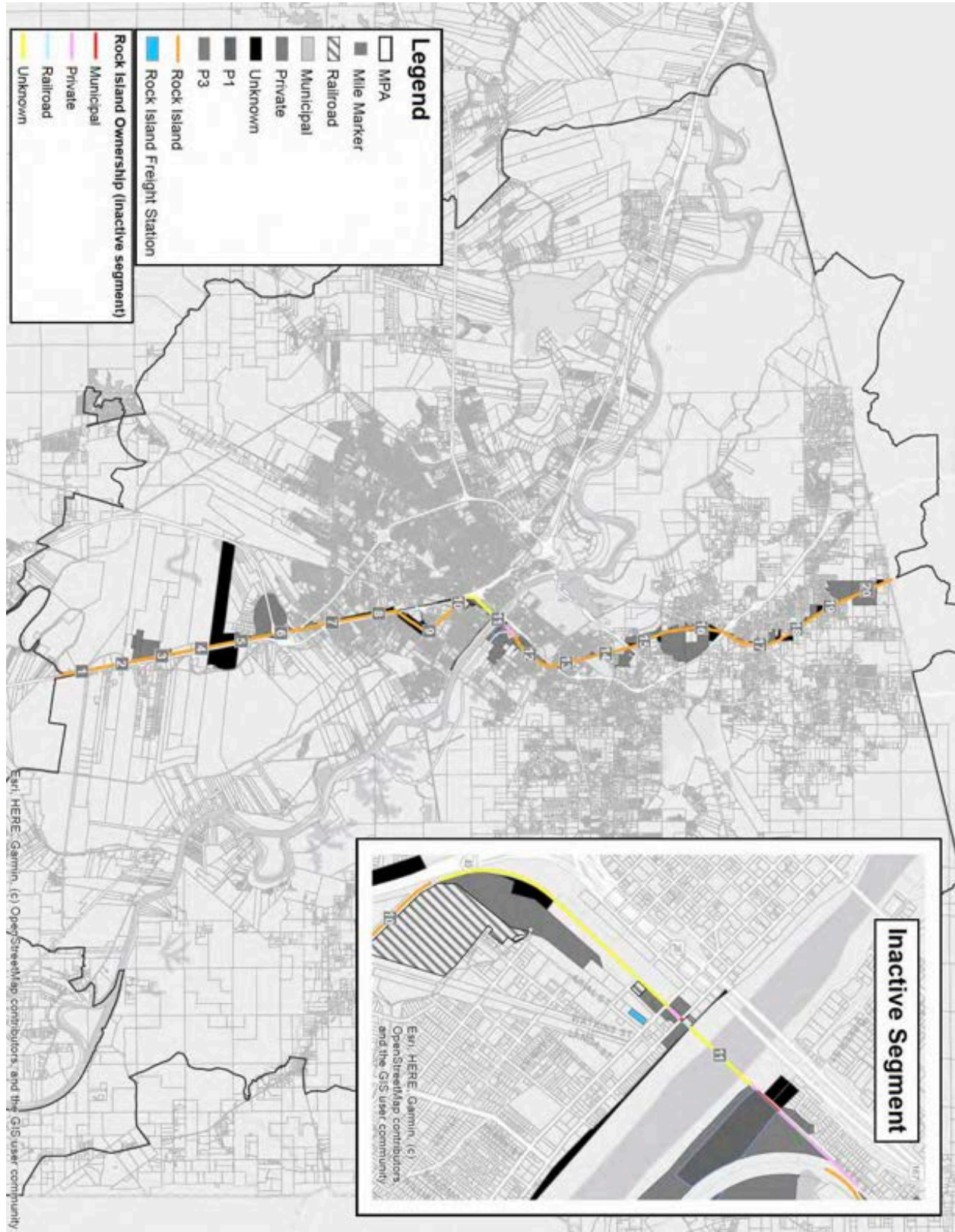
Category P1: 4 separate owners
Category P2: 0 separate owners
Category P3: 1 separate owners
Conflict: None

A notable area of in-tact, inactive, CRI&P corridor occurs between mile 10 and 11 in Alexandria has no ownership data and must be verified.



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Figure 7 | MPA CRI&P Parcels & Ownership





ROAD & DRAINAGE CROSSINGS

Understanding the types and conditions of roads that the greenway will cross directly impacts the types of crossings necessary for safe passage of trail users. Roadway width, posted speed limits, and average daily traffic counts all impact the selection of appropriate trail crossings. DOT’s functional road classification was used to identify the number to type of CRI&P rail line crossings inside the MPA as shown in **Table 2**:

Table 2 | CRI&P Road & Drainage Crossings Inside MPA

ROAD TYPE	# Crossings
Interstate	5
Freeway/Expressway	2
Other Principal Arterial	4
Minor Arterial	9
Major Collector	4
Minor Collector	1
Local	13
DRAINAGE TYPE	# Crossings
Water (minor - bayous, laterals)	9
Water (major - Red River)	1

RAIL BED

The condition of the existing rail bed is important in determining preliminary cost estimates. In locations where the rail bed and sub-grade are in place and in good condition, trail construction costs can be lowered. Areas where it is necessary to move the trail from the rail bed to another location can increase costs for both the trail itself as well as its supporting infrastructure. All but 1.4 miles of the former CRI&P rail line remain in active freight rail service by Kansas City Southern (KCS). This means 18.4 miles of the greenway would need to be moved to another location and cost-prohibitive to construct.

The condition of the rail bed along the inactive line in Alexandria between mile 10 and 11 revealed that much of the rail bed and tracks are intact as shown in Figure 9. In some cases, the rail bed were paved over with asphalt. All four piers supporting the CRI&P rail bridge crossing the Red River are in-tact on the Alexandria side of the river. The Red River Bridge crossing is no longer exists. The Levee Trail on both sides of the Red River could connect to the greenway on both sides of the river using the Gillis-Long Bridge to cross the river.

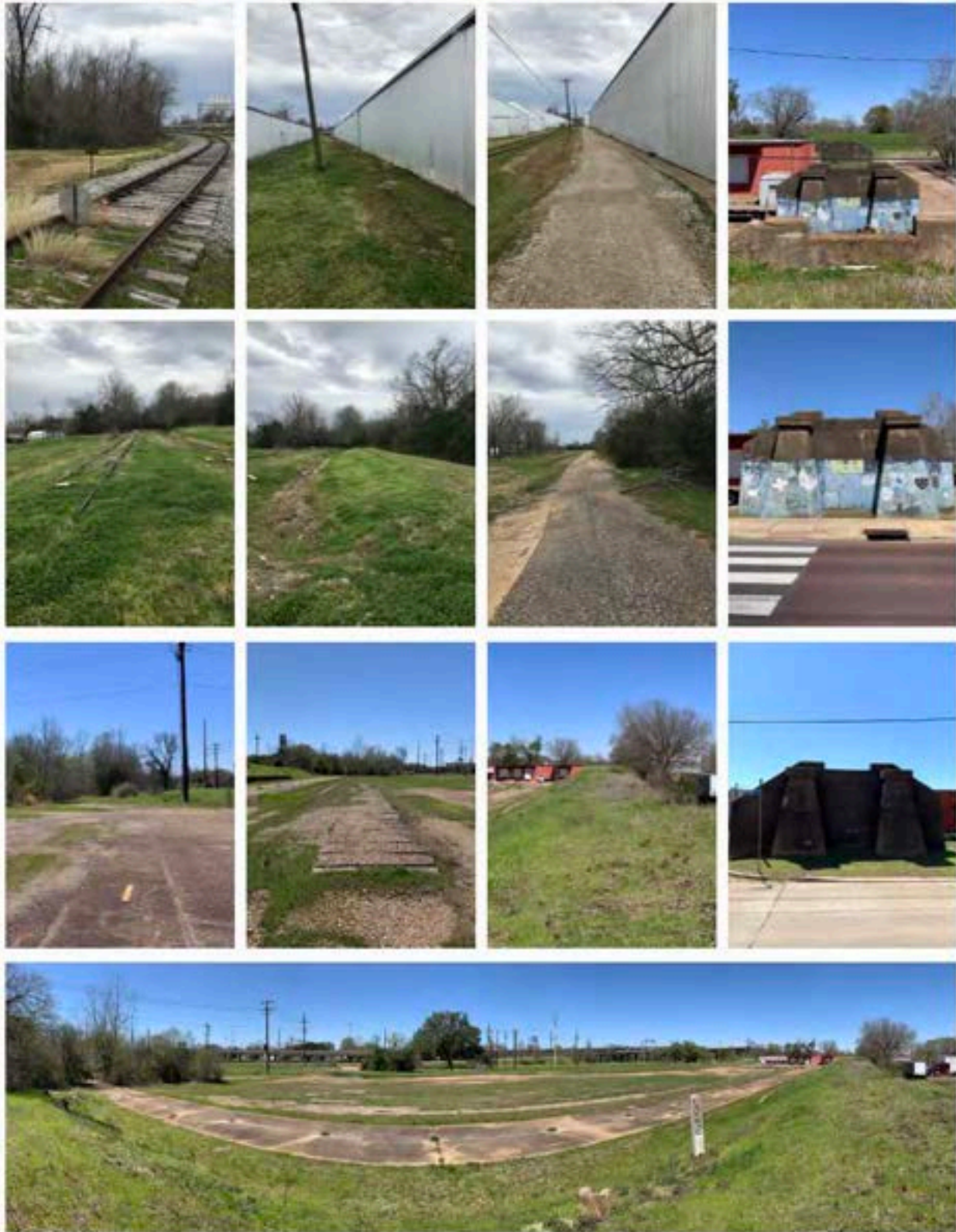


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Figure 9 | Rail Bed Abandoned Segment -
Alexandria, LA



EXISTING CONDITIONS

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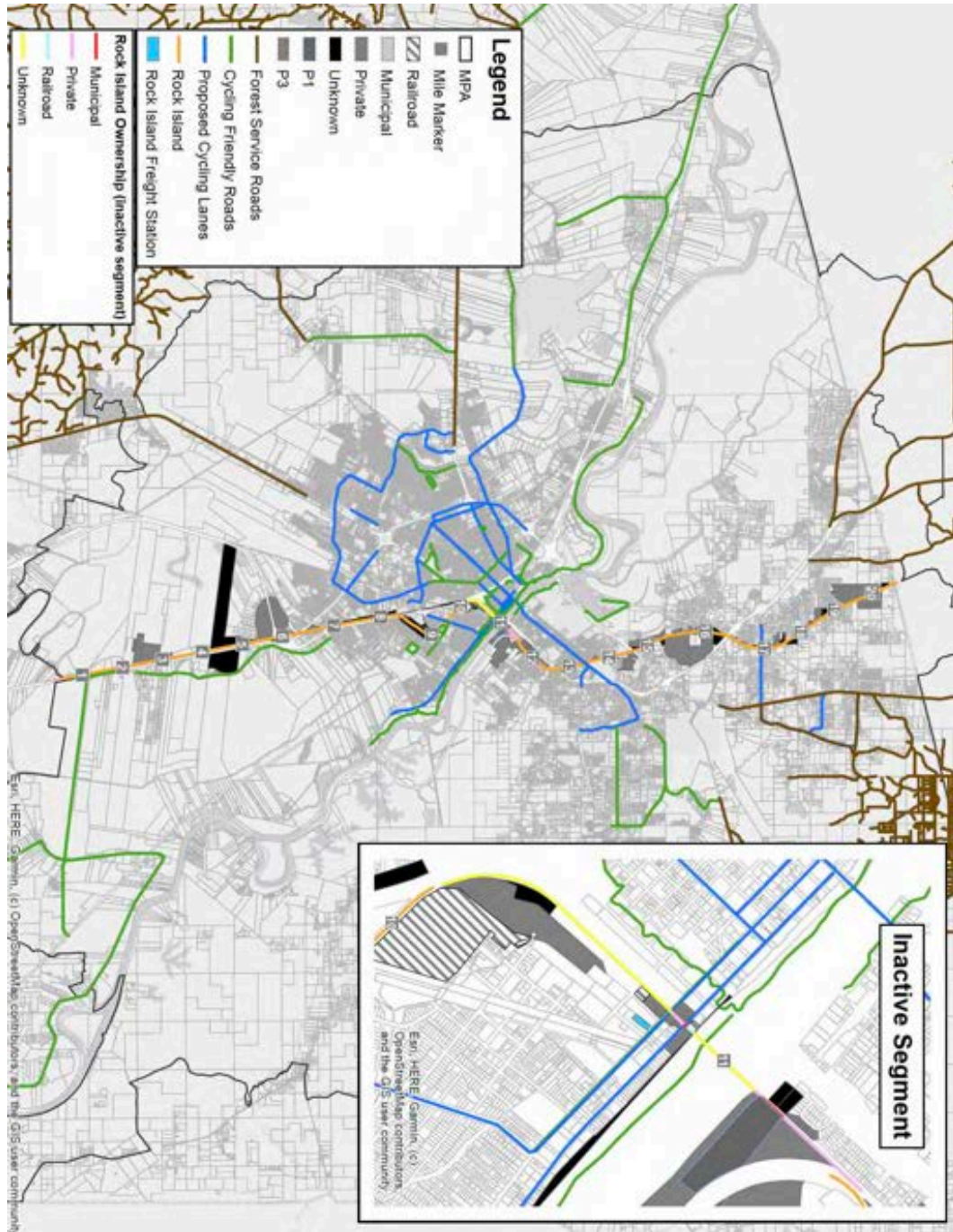
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TRAIL HEADS

Potential placement of trail access points is important to determine in early project phases. Availability of resources such as public water systems and nearby amenities are important factors in locating such access points. Strategic placement of trailheads can also reinforce existing community character and reinforce rural centers of commerce. Figure 10 shows the existing and programmed bike trail network inside the MPA. The greenway has potential connect the urban core to the region's trail network. Trailhead locations will be determined once a preferred route has been established as part of the public engagement phase.

Figure 10 | MPA Existing and Planned BPP Network



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Other Successful Greenways

Throughout America there are many examples of greenways which have created a thriving ecosystem around them, whether they be Rails-to-Trails conversions or just taking a previously destitute patch of green land and cultivating it into a thriving outdoor space, this list will name several national examples of the possibilities that greenways can represent.

Rock Island Greenway - Ruston, LA

An almost 6 mile stretch of greenway that runs through Ruston, it is also a part of the same Rock Island Line that is runs through Alexandria, La. For more information see (<https://www.ruston.org/rock-island-greenway>)

The Lafitte Greenway - New Orleans, LA

A 2.6 mile stretch of multi-use trail which as recreation facilities, fitness and cultural programming, open green space, and innovative stormwater management features. More information about this greenway can be found at (<https://www.lafittegreenway.org/>)

The Cross Triangle Greenway - North Carolina

One of the largest continuous parts of the East Coast Greenway which stretches 3,000 miles from Maine to Florida. An example of how large a scale a greenway can be created on. The North Carolina portion of this trail goes through several cities and stretches nearly 44 miles of continuous greenway. For more information see (<https://www.greenway.org/about/the-east-coast-greenway>)

Grand Forks Greenway - Grand Forks, ND and East Grand Forks, MN

Approximately 2,200 acres of natural open space in the heart of Grand Forks, ND and East Grand Forks, MN. Featuring several parks, campgrounds, 2 golf courses, 3 disc golf courses, over 20 miles of multi purpose trails and shore bank fishing sites. For more information see (<http://www.greenwayggf.com/>)

Chaparral Rail Trail - Dallas, TX

Connecting four counties northeast of Dallas, it has been developing since it was first envisioned in 1995. The 35-mile route is the westernmost leg of the regional Northeast Texas Trail system, which will one day span more than 130 miles and 19 communities. For more information see (<https://www.traillink.com/trail/chaparral-rail-trail/#trail-detail-about>)

Jacksonville Baldwin Rail Trail - Jacksonville, FL

A 100 foot wide Right-of-Way (ROW) currently extending approximately 14.5 miles from Imeson Road in Jacksonville to the Town of Baldwin. A 12 foot wide paved trail currently exists for hikers, bikers and roller-bladers to enjoy. An equestrian trail parallels the paved trail. For more information see (<https://www.coj.net/departments/parks-and-recreation/recreation-and-community-programming/parks/jacksonville-baldwin-rail-trail.aspx>)

Arkansas River Trail - Pulaski County, AR

A 21.2 multipurpose trail, that like its counterpart it Ruston (and potential future counterpart in Alexandria) was historically a part of the path of the Chicago, Rock Island & Pacific (Rock Island or CRI&P) during the early 20th century. For more information about see (<https://www.traillink.com/trail-history/arkansas-river-trail/>)

Rock Island Trail - Wyoming, IL

A part of the same often mentioned Rock Island Railroad Line, the park offers many natural and architectural attractions in a tree-canopied corridor that is 50 to 100 feet wide. It stretches for 26 miles from Alta, in Peoria County, to Toulon, in Stark County.



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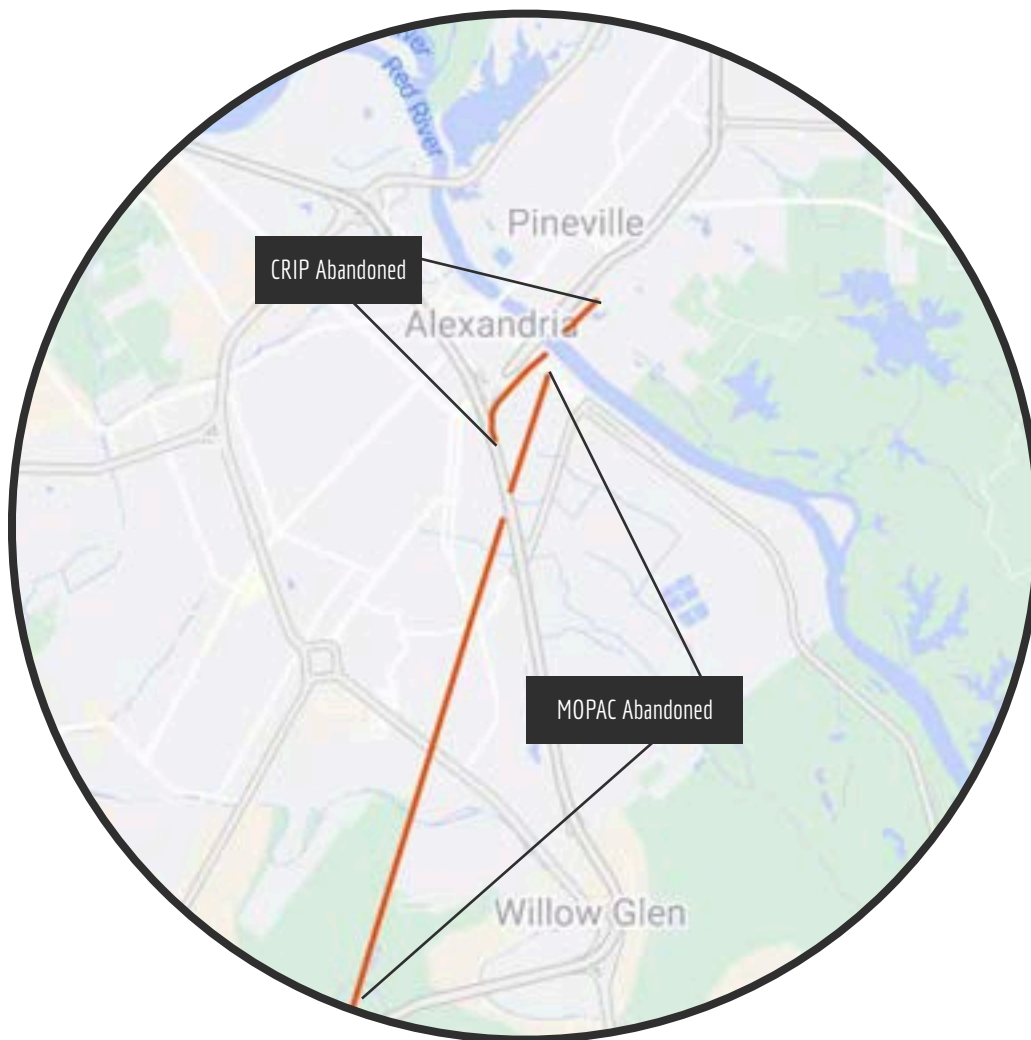


Next Steps

The Existing Conditions report revealed several abandoned rail corridor sections from the former Rock Island (CRIP) and Missouri Pacific (MOPAC) Railroads and a possible third inactive section of the former Rock Island with potential to be converted into a greenway as illustrated in Figure 11. Another inactive rail section continues towards the former International Paper Industrial site. In addition to the 1.4 mile abandoned Rock Island rail corridor, the 5.2 mile Missouri Pacific Railroad (MOPAC) abandoned rail corridor originally ran southwest from Third Street in Alexandria towards Lake Charles, Louisiana. The analysis for this corridor can be found in **Appendix A**.

These spaces could serve multiple purposes including: public recreation space, connecting residential neighborhoods to business corridors, public transit, recreation trails, as well as a safe route to neighborhood schools and parks. Further detailed analysis of the major rail junction in downtown Alexandria between the Red River, Pineville Expressway, I-49, and Broadway is also needed to reveal potential inactive rail corridors with greenway potential.

Figure 11 | MPA Abandoned Rail Corridors



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Figure 12 | MPA Inactive Rail Corridors



At this stage, a preferred route or design for the greenway has not been established and will be determined based on input from the community. The next step was conducting public engagement to determine the level of community support, highlight key areas of concern, find alternative routes, and develop a plan for potential segments identified within our Metropolitan Planning Area boundary.



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Figure 13 | Inactive Rail Segment Tioga





Public Engagement

Robust public engagement is critical to ensuring success of the Rock Island Greenway. This project can and will only be made possible with the support of the neighborhoods surrounding the proposed greenway. Beginning April 2022, APMPO staff engaged the public to provide feedback as part of the feasibility study.

The APMPO developed the first round of public engagement consisting of a public input survey, online mapping tool, and two open house events. The purpose of this first round was to help the APMPO determine the community's level of support for greenways, as well as highlight key areas of concern, need and success in the metro area. Feedback from the first round of public engagement also identified an inactive segment of the former Rock Island rail line for additional public input.

Feedback from the first round of public engagement also identified an inactive segment of the former Rock Island rail line for additional public input. As a result, a second round of public engagement was developed by the APMPO consisting of an additional online survey and open house focusing on the identified inactive segment and potential trailhead located at the historic former Tioga Heritage Park and Museum site. Although closed, the historic site could be reimagined into a community resource and major recreation destination in addition to serving as the primary trailhead for the proposed greenway. This second round of public engagement helped the APMPO determine residents around the inactive segment's level of support and shaped the vision to reimagine shuttered historic site and proposed greenway.

Vision

The Rock Island Greenway (south) will provide a safe, comfortable opportunities for recreation and alternative modes of transportation experience for all ages and abilities in the metro area.

Responses also helped shape the area's vision that will guide greenway development in the region. The results of the responses are summarized in the following report.

Feedback was compiled from:

- A public response survey and interactive mapping tool available online or hard copy to collected data regarding the greenway open for submissions from March 28 to May 6, 2022. A second public response survey available online or hard copy to collect data regarding the feasible greenway segment and trailhead site open for submissions from July 7 to July 22, 2022.
- Three drop-in public open house events with interactive kiosks at the Rapides Area Planning Commission in Alexandria April 22, 2022, the Main Street Community Center in Pineville April 25, 2022, and the former Tioga Heritage Park and Museum July 19, 2022.



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- APMPO staff attendance with project information at the Alexandria Farmer's Market and AlexRiverFête April 28, 2022.

Outreach was made by:

- Project website
- Social media posts through Alex-in-Action Facebook Account
- Posters and flyers around the metro area
- Local Print & News Media
- Phone calls, emails, and meetings with Special Interest Stakeholder Groups (non-profits, community leaders, APMPO committees, etc.)

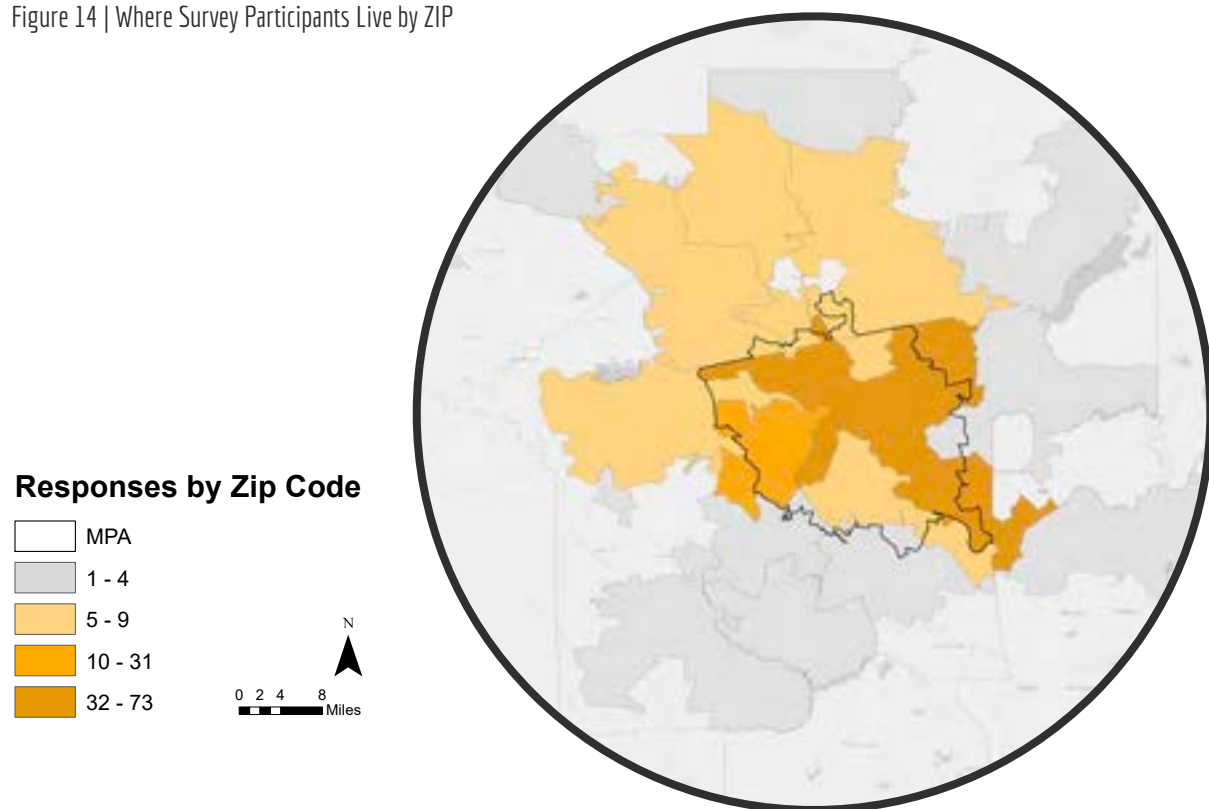
APMPO Greenway Public Input Survey

The APMPO specifically developed a survey to help obtain input from the public as part of this effort. The six-week survey period ran March 28 thru May 6, 2022.

Responses received will help shape the area's vision, guide future greenway development.

Two hundred and sixty-six responses were received, with 197 (74%) completed and 69 (26%) partially completed. The study area on both sides of the Red River was well represented with 48% participants residing south (RED RIVER SOUTH) and 46% north (RED RIVER NORTH). **Figure 14** indicates where survey participants lived to help understand who was providing input. **Table 3** indicates distribution of participants by gender, race, and age.

Figure 14 | Where Survey Participants Live by ZIP



Rock Island Greenway (South)

Feasibility Study



Table 3 | Round 1 - Participants Gender, Race, Age

Gender		Percent
Female		61.3%
Male		38.9%
Race		Percent
American Indian or Alaska Native		0.4%
Black or African American		3.0%
Asian		0.9%
White		87.0%
Hispanic or Latino (of any race)		1.3%
More than one race		4.3%
Prefer not to say		3.0%
Age		Percent
Under 18		1.3%
18-24		2.6%
25-34		16.9%
35-44		22.5%
45-54		23.4%
55-64		21.6%
65-74		11.3%
75		0.4%

Almost all participants have access to a car (99%) and drive as their preferred method of transportation (87.8), as opposed to bus (0.4%), bicycle (7.4%), or walking (2.2%). Approximately 87% of participants were homeowners with combined average of living 16 years living in the same neighborhood.

Regarding access close their home, participants indicated:

- 53% do not have access to a maintained public/park or green space,
- 73% do not have access to bicycle infrastructure, and
- 63% do not have access to pedestrian infrastructure.





Preferences

The majority of participants (89%) indicated there should be more greenways in the community. When asked to specify factors that would increase their use of greenway trails, 89% indicated having more trails in their area, followed by better information about where they can access trails (52%), and more amenities along trails (50%). Other factors participants feel would be important for this greenway.

Greenway Planning Factors

Participants also ranked the most important factors to consider when planning a greenway or greenway network. Safety regarding interaction with motorized traffic, crime prevention, and route were ranked the highest. Final ranking distribution is illustrated in **Figure 15**.

Figure 15 | Most Important Greenway Planning Considerations



Safety, maintenance, and connectivity were other planning factors not included in the ranking participants felt important for the greenway to consider. Comments regarding safety included law enforcement presence, security cameras, emergency phones, lighting, crime prevention and the homeless. Comments regarding maintenance focused on cleanliness and upkeep of green space, trails, and facilities as well as cost and responsibility. Connectivity comments focused on connecting to existing regional and state trails, diverse neighborhoods and small rural communities.



Rock Island Greenway (South)

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Park Preferences

When asked what's the most important thing for a park to have, participants identified safety as number one, followed by trails/paths, green space, maintenance, and playgrounds. Other specified items included actives, rest/picnic areas, recreational actives for kids and seniors, restrooms, and accessibility. Park preferences indicated by participants are illustrated in **Figure 16**.

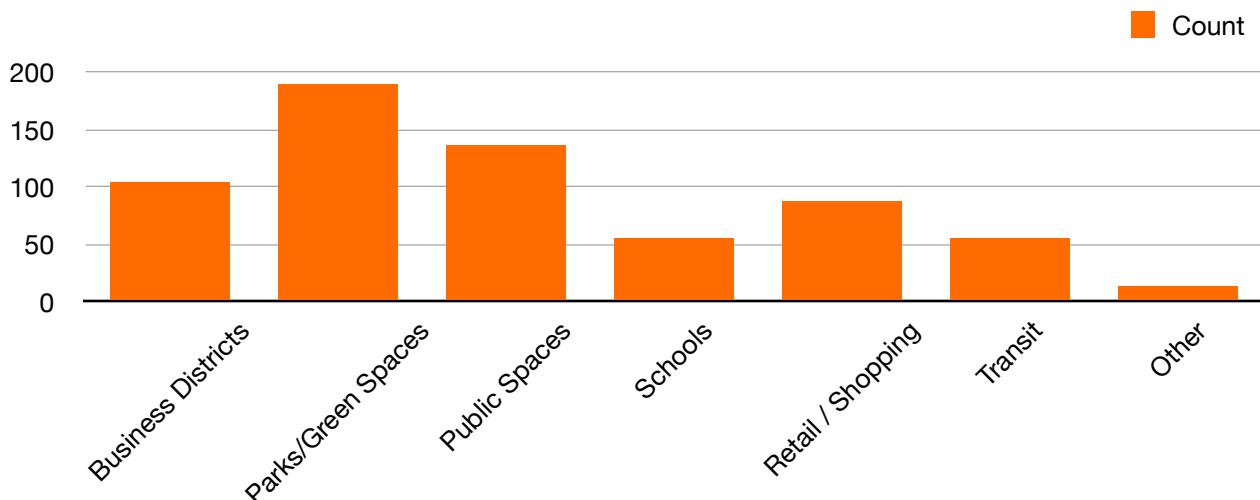
Figure 16 | Park Preferences



Greenway Destinations

Participants indicated parks /green spaces (89%), public spaces (64%), and business districts (49%) as key destinations they would like the greenway connect (**Figure 17**). Other comments suggested other regional and state trails/spurs, historical and cultural sites, scenic views, retail and restaurants.

Figure 17 | Preferred Greenway Destinations

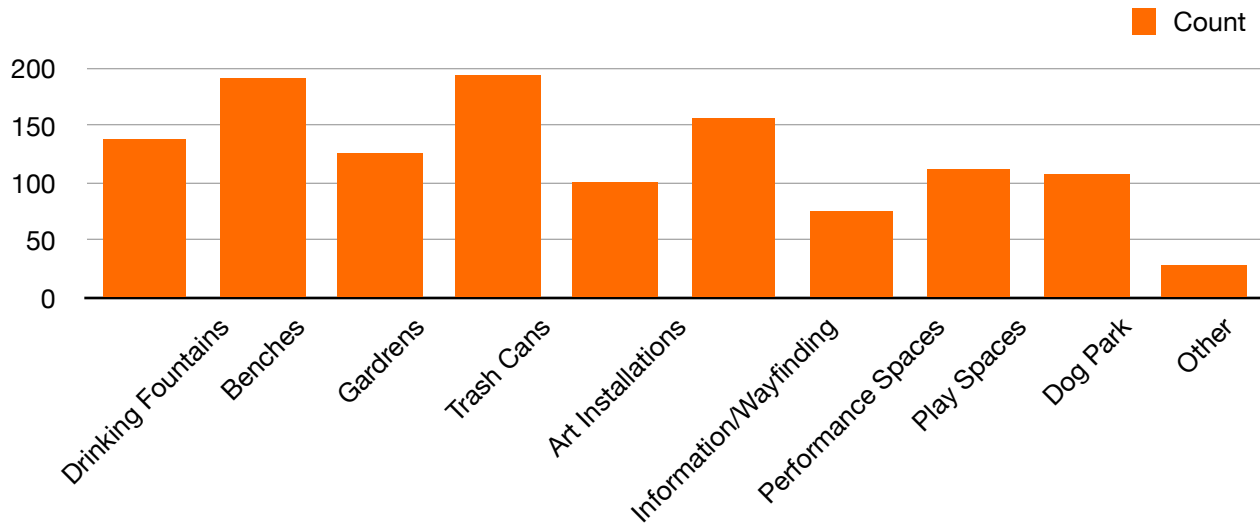




Greenway Amenities

Illustrated in **Figure 18**, top greenway amenities preferred by participants included Trash Receptacles (89%), Benches (88%), and Information/Wayfinding Signage (74%), followed by Drinking Fountains (64%), Public Gardens (59%), and Play Spaces (52%). Other comments suggested fishing, historic and wildlife information, exercise stations, electric charging stations, shade, vending areas, and emergency phone stations.

Figure 18 | Preferred Greenway Amenities



Other Suggested Greenway Facilities

Other greenway facilities suggested by participants included restrooms, food, camping, emergency phones, lighting, and security cameras. Restrooms were one of the top suggestions with facilities located a key areas along the greenway. Suggestions for food ranged from vending areas and food truck parks to cafes and restaurants. Other suggested facilities are illustrated in **Figure 19**.

Routing the greenway to include scenic overlooks, lakes and fishing were also suggested. Information and wayfinding suggestions included historic and wildlife education, as well as directional signage. Pop-up market suggestions also included secure, open-air areas to sell goods and local produce.



Figure 19 | Other Suggested Facilities



Greenway Activities

Activities are an excellent way to promote greenway awareness and utilization. Top activities participants would like to have on the greenway included organized physical activities (75%), such as bike rides, walking groups, group yoga, organized services events (71%), such as flower plantings, tree plantings, cleanups, etc., pop-up marketplaces (61%), and art events (54%). Other activities included fishing, and fitness contests and runs.





Safety

Safety was identified as a major priority by participants. **Figure 20** illustrates the following safety issues participants ranked by importance when using the greenway. Suggested safety facilities include lighting, security cameras, emergency phones, as well as police patrols and substations.

Figure 20 | Greenway Safety Issues Ranking



Rock Island Greenway (South)

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Pedestrian Safety

Top challenges participants face when walking or wheeling in the area include personal safety (77%), intersection safety (61%), condition of sidewalks (58%), and Lack of Lighting (54%). Comments regarding personal safety largely focused on crime, unsafe locations and the homeless. **Table 4** details pedestrian challenges identified by survey participants.

Table 4 | Pedestrian Challenges

Pedestrian Challenges	Percent
Personal safety	77.2%
Intersection Safety	60.9%
Condition of sidewalks	58.4%
Lack of Lighting	53.8%
Speed and noise of motor vehicle traffic	42.1%
No destinations I want to walk to	39.6%
Sidewalks are not wide enough	33.0%
Lack of rest areas	25.9%
Weather	16.8%
Long pedestrian crossing distances	14.7%
Lack of curb ramps (ADA)	10.2%
Other - Write In (Required)	10.2%

Bicycle Safety

Table 5 outlines top biking challenges identified participants included personal safety (60%), lack of dedicated bicycle facilities (49%), and intersection safety (41%). The majority of other comments focused on traffic, including inattentive motorists and drivers not knowing how to share the road.

Table 5 | Bicycling Challenges

Bicycling Challenges	Percent
Personal safety	60.4%
Lack of dedicated bicycle facilities	49.2%
Intersection safety	41.1%
Lack of lighting	35.0%
Speed and noise of motor vehicle traffic	35.0%
Does not connect to where I am going	31.0%
I do not ride a bicycle	27.4%
Lack of bike parking	24.4%
Distances are too far	13.2%
Not enough signage or way finding	11.2%
Other - Write In (Required)	6.1%
Weather	5.1%

Greenway Use



Rock Island Greenway (South)

Feasibility Study



Illustrated in **Table 6**, approximately 69% of participants indicated that they would likely walk, wheel, or cycle along the greenway if it is built.

Table 6 | Greenway Use - Input Survey

Would use greenway if built:	Percent
Very Likely	68.9%
Likely	24.0%
Unsure	3.6%
Not likely	0.5%
Very unlikely	3.1%

Approximately 69% of survey participants indicated that they would likely walk, wheel, or cycle along the greenway if it is built. The end of the survey asked participants to share anything else not mentioned in the survey they feel would be important. Top three themes that emerged were personal safety/crime (35%), community asset (32%), and connectivity (10%). Comments regarding personal safety and crime ranged from criminal activity, and homeless encampments to narrow road shoulders, inattentive drivers, intersection safety, and lack of dedicated pedestrian and bicycle facilities.

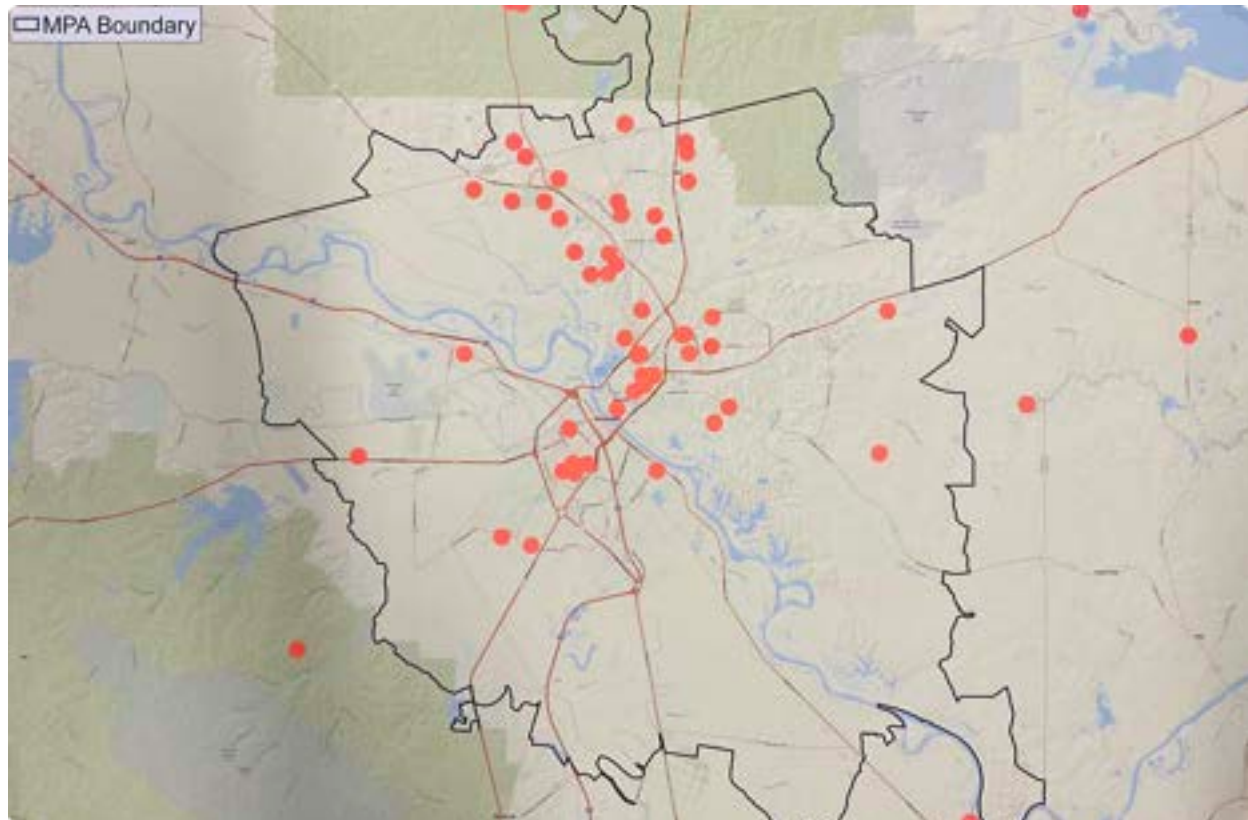
Additional comments also suggested emergency phone boxes, police patrols, security cameras, and driver/bicycle education. Economic and health benefits of the greenway, with some referring to successful examples throughout Louisiana, Arkansas, and Texas were also noted by participants. Comments regarding connectivity address need to connect rural communities, crossing major highways, connections to local parks and other recreation assets. Overall, comments indicated that although the greenway has the potential to be a community asset, issues such as personal safety and crime are major concerns and must be properly addressed in the design and operation of the greenway in order to be successful. Survey results are located in **Appendix B**.

Open House Events

The APMPO also held two open house events as part of the first round of public engagement to provide interested members of the public an opportunity to learn first-hand about the study and share their ideas about the greenway route north and south of the Red River. Both consisted of stations designed to not only provide information about the study, but also solicit public input into the planning process. A key focus of the open houses was also soliciting public input on alternative routes to active segments of the former Chicago, Rock Island and Pacific (CRIP) rail line.

The *Red River South* open house was held April 22, 2022, at the Rapides Area Planning Commission located in downtown Alexandria. The *Red River North* open house was held April 25, 2022, at the Main Street Community Center located in downtown Pineville. The *Rock Island-Tioga Heritage Park and Museum* open house was held July 19, 2022, as part of the second round of public engagement. **Figure 21** indicates where open house participants live to help understand who was providing input.

Figure 21 | Where Open House Participants Live (Orange)



Rock Island Greenway (South)

Feasibility Study



Figure 22 | Red River North Open House



Round 1 - Open House Findings

Results from the Red River North and South open house events were compiled for analysis. Review of the public input from both open house events determined the following preferences to consider when planning the greenway:

Key Alternate Greenway Routes:

- Route connecting Ft. Randolph/Buhlow State Historic Site to Buhlow Recreation Area
- Route through Central State Hospital Complex connecting Ft. Randolph/Buhlow State Historic Site
- Levee Trail connecting Ft. Randolph/Buhlow State Historic Site to Ft. DeRussey in Marksville
- Levee Trail to Natchitoches, LA
- Abandoned Missouri Pacific (MOPAC) Rail Corridor, Alexandria, LA

Key Greenway Activities:

- Music Festivals
- Farmers Markets
- Education Events
- Racing Events
- Frisbee Golf

Key Greenway Connections:

- Cultural & Historic Sites
- Downtown Pineville, LA
- Parks/Recreation Areas
- Shopping Centers
- Riverfront Levee Trails
- Tioga, Dry Prong, Winnfield, LA
- Regional Trail Network

Key Amenities:

- Information/Wayfinding
- Benches
- Restrooms
- Drinking Fountains
- Shade
- Lighting

Greenway Planning Factors Priority Ranking:

1. Design
2. Safety
3. Connectivity
4. Environment
5. Integration with Policy and Plans
6. Economy

Greenway Safety Issues Priority Ranking:

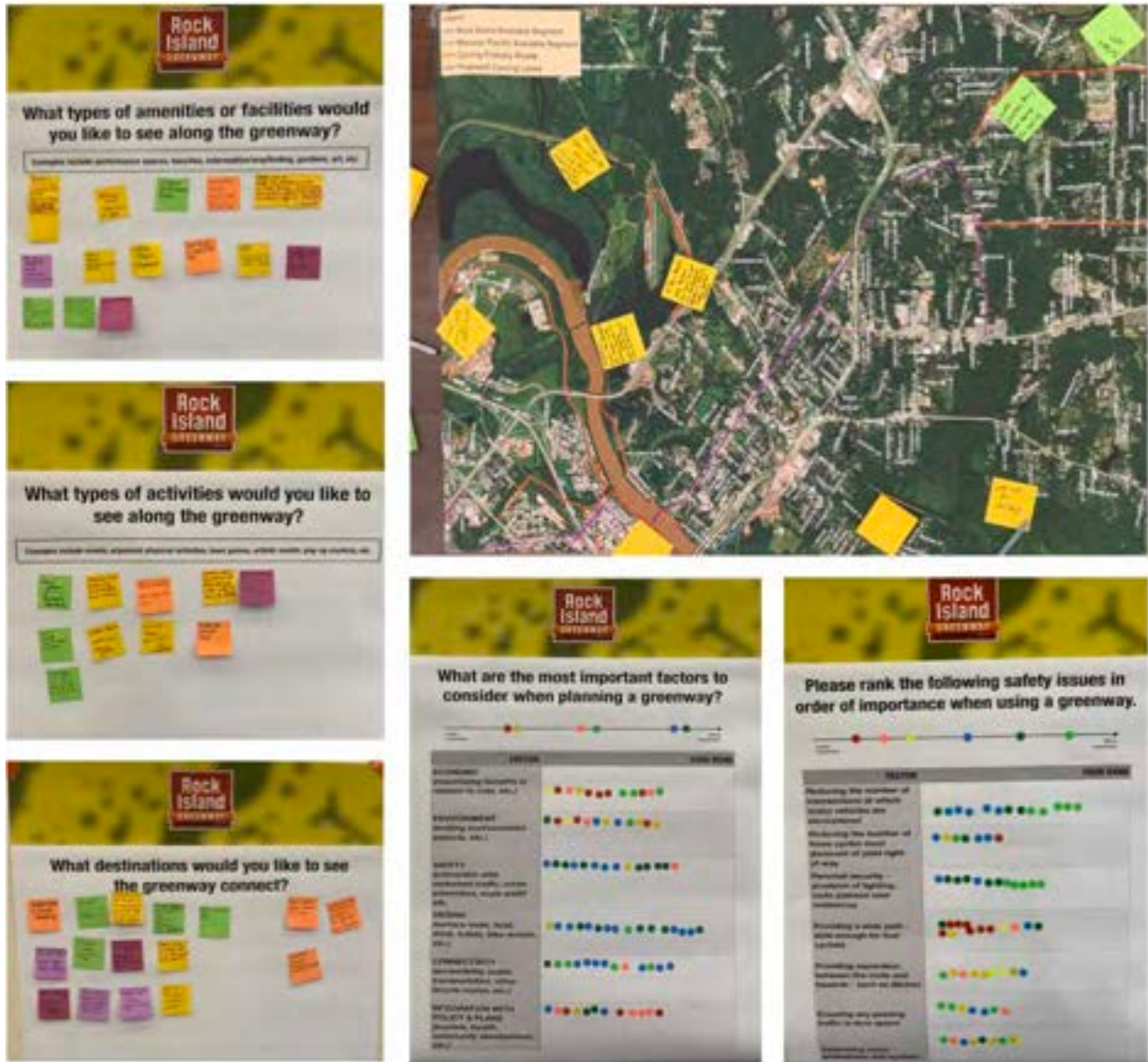
1. Reducing the number of intersections at which motor vehicles are encountered
2. Personal security - provision of lighting, route planned near residences
3. Ensuring any passing traffic is slow speed
4. Providing separation between route and hazards
5. Providing a path wide enough for four cyclists
6. Separating pedestrians and cyclists

Rock Island Greenway (South) Feasibility Study



Rock Island Greenway (South) |

Figure 23 | Red River North Open House Public Input



PUBLIC FEEDBACK



Rock Island Greenway (South)
Feasibility Study



Round 2 - Open House Findings

The Tioga Heritage Park and Museum site would serve as a major destination along the proposed path from Pineville to Ball, Louisiana. Participants were asked how likely they would walk, wheel, or cycle along the proposed Rock Island Greenway if built. **Table 7** shows the majority (72%) indicated that they would ‘very likely’ to use the greenway if built.

Table 7 | Greenway Use - Open Houses

Value	Total Percent
Very likely	72%
Likely	12%
Unsure	5%
Not likely	5%
Very unlikely	5%

Figure 24 | Rock Island - Tioga Open House



Rock Island Greenway (South)

Feasibility Study



Public feedback from the Rock Island Greenway and Tioga Heritage Park & Museum open house was compiled for analysis. Overall, participant feedback from the open house and online survey tool identified the top suggested improvements at the historic Tioga Heritage Park & Museum site: 1) Outdoor Recreation Facilities, 2) Activities & Programming, 3) Exhibits, 4) Food, Beverage, & Retail, and 5) Event Space. Other suggestions include serving as a rest area and trailhead accessing the region's trail network, bed and breakfast, as well as a scenic railway depot. Rock Island - Tioga survey results are located in **Appendix E** and a summary of public feedback from the open house event is located in **Appendix F**.

Facility & Activity Suggestions:

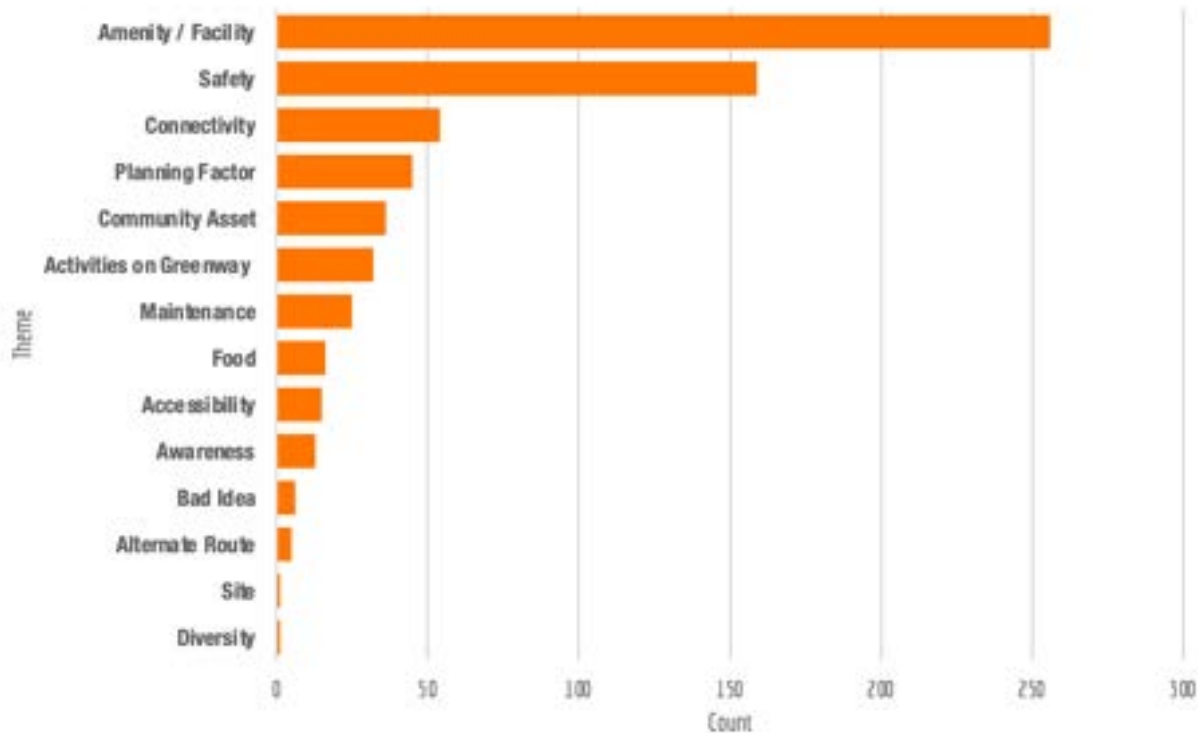
- Top five suggested **outdoor recreation facilities** for the historic site included: 1) Walking and Biking Trails, 2) Bathrooms, 3) Playground, 4) Splash-pad, and 5) Picnic Area. Other suggestions included park or greenspace, large pavilion, and water refill station.
- Addition to recreation that's affordable and accessible for all, key suggestions from suggested **activities and programming** for the historic site included artisanal and farmers markets, cycling and running events (Sawmill 5K, cross-county), senior, youth and family entertainment, special events (Sawmill Days), music performances, club meetings, school field trips, as well as community classes such as canning, quilting, and weaving.
- In addition to **Exhibits** preserving, displaying, and promoting the Tioga's heritage and culture, unique exhibits suggested by participants included local art and history installations and 'tiny museums' such as Sawmill Commissary Life, Old LSU Campus, as well as additional locomotive exhibits and rail yard celebrating the region's rail heritage.
- **Food and beverage** suggestions ranged from specialty sandwich shop, coffee house, tea room, ice cream parlor, cafe, and bistro-style restaurant to concessions, vending, and food truck parking. **Retail** suggestions included specialty shops, such as artisan, farmers, flea, and antique markets as well as army surplus.
- Participant feedback identified the historic site's potential to serve as a large space for community and school events, business and club meetings, family gatherings, as well as a training center. The site could also serve multiple roles as Tioga's community center, youth center, senior center, and recreation destination, as well as a trailhead for the proposed Rock Island Greenway. Renting the facility as an **event space** would also generate additional revenue to help offset operating costs.



KEY THEMES

Analysis of the combined public input revealed the following considerations when developing the greenway. Fourteen unique themes emerged from an analysis of 641 unique public comments compiled from the survey, interactive mapping tool, and both public open house events. Top five themes included amenities and facilities (38%), safety (24%), connectivity (8%), planning factors (7%), and community asset (5%). Other themes included greenway activities, maintenance, food, accessibility, and awareness. **Figure 25** illustrates themes identified by participant feedback.

Figure 25 | Public Feedback Themes



Comments supporting the greenway referenced other successful greenways, such as the St. Tammany Trace, as well as quality of life and economic benefits. Comments opposing the greenway (bad idea) ranged from waste of resources, need to address crime and other infrastructure maintenance first, or proximity to their neighborhood.



Rock Island Greenway (South)

Feasibility Study



In general, participants support the implementation of the Rock Island Greenway inside the metropolitan planning area with the following considerations:

- Key **planning factors** included safety, maintenance, accessibility, connectivity, and awareness. Maintenance comments included well maintained facilities, sanitation, and responsibility. Environment comments focused on large open and natural, green spaces for recreation. Comments regarding accessibility mostly focused on ADA or wheelchair access and design, ease of use, trailheads, and access in rural areas. Other comments suggested reuse of neglected spaces, infill development, and green spaces for recreation. Awareness comments suggested publicity, partnerships, patrons, civic support, and stakeholder engagement.
- Key greenway **safety** concerns generally fell into two categories: road safety or personal security. Road safety comments included safe paths (materials and separation from vehicle traffic), lack of existing pedestrian bicycle infrastructure, and intersection safety. Personal security comments focused on crime prevention (environmental design and operation), police presence, and the homeless.
- Key greenway **connections** included recreational, cultural/historic, and business districts (including shopping) areas. Comments focused on connecting parks and recreation areas, cultural and historic sites, business districts (including shopping), and rural communities. Other comments focused on connecting the region to other regional and state trails, neighborhoods, public transportation, and downtown Pineville.
- Key greenway **amenities** included information/wayfinding (directional signage, cultural and historic markers, wildlife and safety education, etc.), food, drinking water, benches, and charging stations. Food comments largely focused on vending areas, food truck park, as well as restaurants or cafes.
- Key greenway **facilities** included large walking and bicycle trails/paths, restrooms, playgrounds, and parking. Comments regarding trails and paths suggested paved, shaded wide paths accommodating bicycles and pedestrians. Other comments included bike repair stations, skate park, community performance spaces, as well as exercise, picnic and camping areas. Key safety facilities recommended included lighting, security cameras, and emergency call boxes.
- Key greenway **activities** included pop-up markets, sports, music festivals and education events. Daily activities for kids, teens, and seniors were also suggested. Comments for pop-up markets recommend farmers market and open-air, secure areas for local vendors. Sport comments recommended racing (walk, run, bike, paddle) and fishing events, disk golf, rock climbing, volleyball, and lawn games. Education comments suggested events such as kids cycle and running clinics.





Route Development

The APMPO conducted a series of field visits to further evaluate physical constraints that would impact the constructibility of the trail in the metro area. This evaluated the corridor from which smaller sections were identified.

Based on property owner outreach, physical constraints, field views and a preliminary constructibility assessment, the APMPO identified a 6.28-mile inactive rail corridor section from Melrose Street (LA 107) in Pineville to Ball Cutoff Road (LA 1204) in between Tioga and Ball. Although yet to be officially abandoned by KCS, this inactive rail corridor section has potential to connect the Tioga and Ball communities to downtown Pineville, Louisiana. The corridor extends beyond Ball Cutoff Road (LA 1204) to Dry Prong and Winnfield, Louisiana, however that segment falls outside the scope (MPA) of this feasibility study.

During the study wrap up in May 2022, several property owners in the Tioga area of the MPA contacted the APMPO to indicate their desire for a trail along Tioga Road in order to connect the Tioga Heritage Park and Museum to the greenway project. As such, this route has been included as tentative for further investigation. The inactive section of the former Rock Island rail corridor would also require privacy measures when in proximity to or traveling through private property.

Should the APMPO proceed with the greenway, additional survey, preliminary engineering, and property owner coordination would be required to further refine the route sections in preparation for final design.

Trailheads

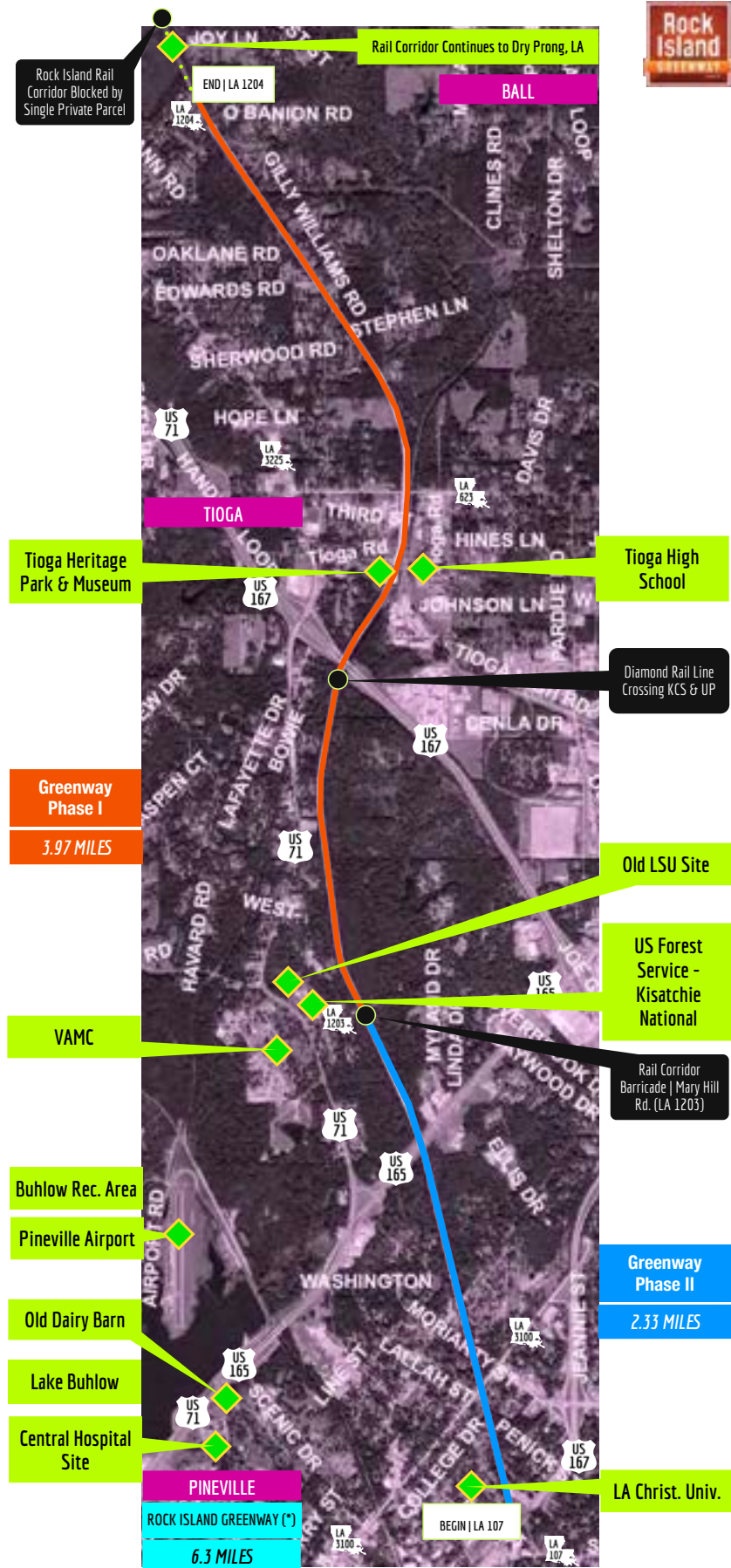
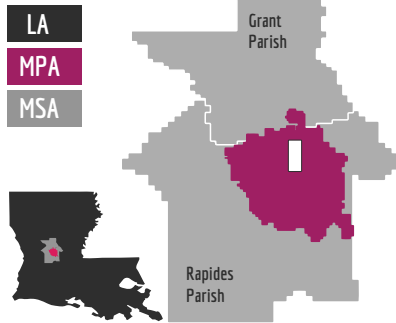
Several trailhead locations were considered along the proposed greenway along the inactive KCS section of the former Rock Island rail line. Potential trailheads include:

- Tioga Heritage Park & Museum Site
- Old Louisiana State University Site
- Louisiana Christian University Campus / College Street
- Ball Cutoff Road (LA 1204)



Rock Island Greenway (South)
Feasibility Study

Figure 26 | Study Area (MPA) & Proposed Route



Rock Island Greenway (South) |

ROUTE DEVELOPMENT





Additional Greenway Opportunities

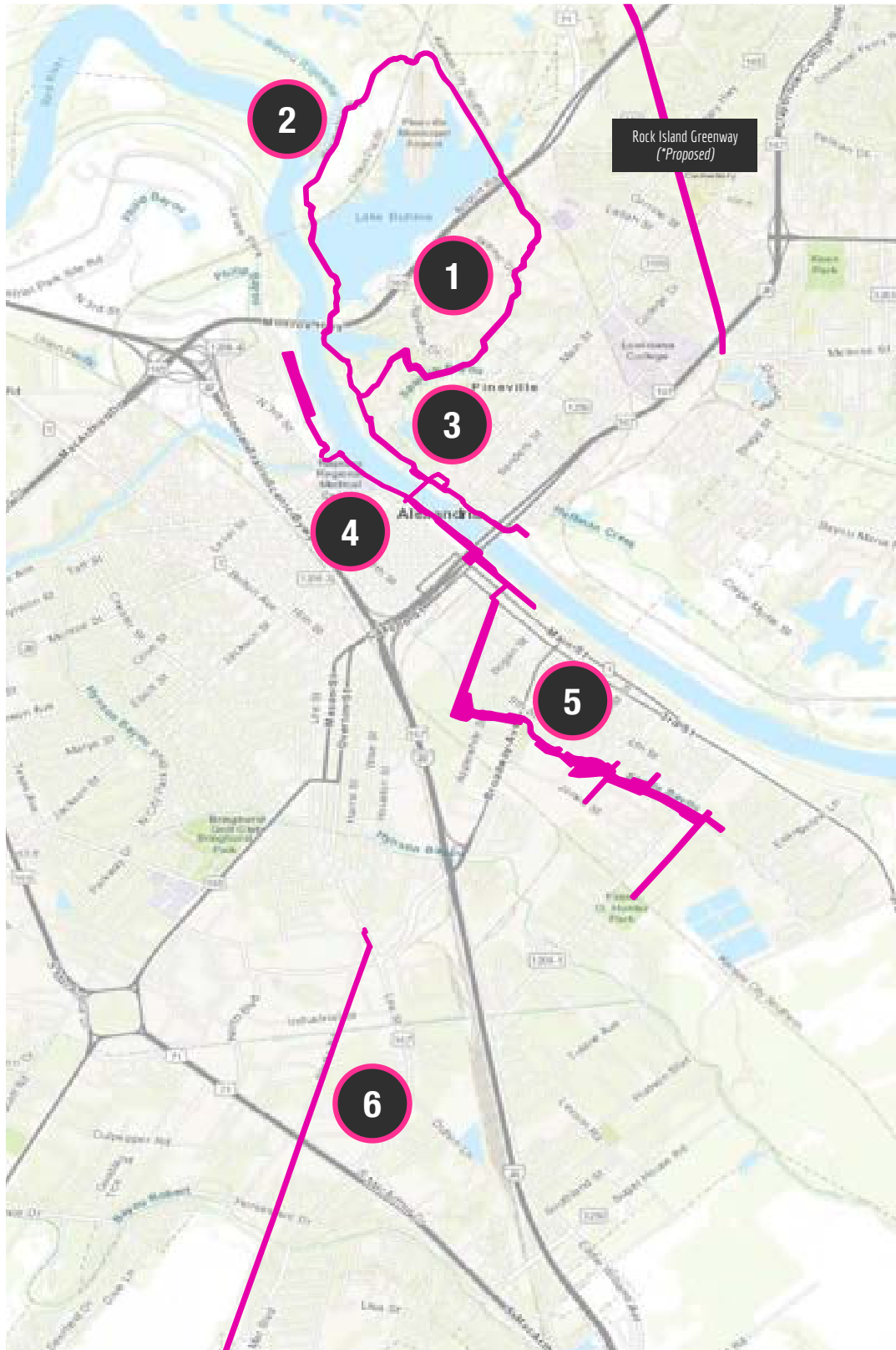
Notably, the study revealed six additional greenway corridors in the metro area for potential future planning and development. As illustrated in Figure X, these additional greenway opportunities include upgrading and expanding the existing riverfront trail network, utilization of abandoned rail corridors and new connections along available greenspace. Two separate statewide trails, the Levee State Trail and Bayou State Trail, were also identified during the stakeholder engagement process. Illustrated in **Figure 27**, these greenway opportunities could be developed together as part of a consolidated regional active transportation network.

1. **Central State Hospital Site** - This route connects the Ft. Randolph & Buhlow State Historic Site greenway corridor, running through the Central State Hospital Site under the US 71/ US 165 Overpass towards Buhlow Lake Road. The route would connect to the Ft. Randolph & Buhlow State Historic Site trail running from Pierson Lake, under US 71 / US 165, between Buhlow Lake and the Red River. This greenway corridor would end at the Red River Boat Ramp inside the Ft. Buhlow Recreation Area. The exact route running through the site will need to be determined.
2. **Lake Buhlow Recreation Area** - This route runs through the Fort Buhlow Recreation Area connecting the Ft. Randolph & Buhlow State Historic Site greenway corridor to Lake Buhlow Road. The corridor also connects to Levee Trail West and programmed bike lanes along Lake Buhlow road towards the Central State Hospital site. The exact route running through the recreation area will need to be determined.
3. **Ft. Randolph / Pineville Riverfront** - This route considers upgrading the existing levee trail on the North side of the Red River to the Ft. Randolph and Buhlow State Historic Site. The site's existing trail network site would be upgraded and extended to support the greenway corridor from Pierson Lake under the US 71/US 165 overpass connecting to the Ft. Randolph / Buhlow greenway corridor segment.
4. **Alexandria Riverfront** - upgrade the existing levee trail along the Red River between the Gillis Long Bridge and the Alexandria Levee Park Recreation Area.
5. **Sandy Bayou** - This alternate route utilizes greenspace and city owned parcels along Sandy Bayou from Third Street through the Ruston Foundry Site to Frank O. Hunter Park. This segment would serve multiple neighborhoods connecting schools and parks.
6. **Missouri Pacific** - The MOPAC corridor featured multiple rail lines and originally ran south from Alexandria towards Lake Charles. Today, I-49 divides this corridor in two. This segment runs parallel to Sterkx Road and would connect Lee Street (US 167) to MacArthur Drive (US 71 / US 165). It would connect neighborhoods to retail, government services, and more!





Figure 27 | MPA Potential Greenway Opportunities



Trail Design Criteria

Based on the status of landowner outreach for the inactive section, additional landowner coordination will be required in order to identify a preferred alignment to move into design. Once the APMPO determines a preferred alignment the project will need to proceed through a design process to develop trail construction plans.

The first step of design is often referred to as **preliminary engineering, or design**, and includes a survey of site-specific conditions (topographic survey) and detailed environmental and traffic studies. This information is required to layout preliminary horizontal and vertical grades and to evaluate preliminary drainage considerations, right-of-way needs, utility and site impacts, and additional design constraints. Once preliminary engineering is complete, a revised cost estimate is often developed to confirm construction costs and determine if additional funding is needed or if project goals and limits need to be revised. **This is also the stage that many projects are taken to the public for plan review and comment.**

After design, the project moves into final design stages which culminates in **Construction Documents**, right-of-way clearances and acquisition, and utility relocation design.

Figure 28 | Selected Trail Design Guides



Trail Design Guidance

Trail specific local, State and Federal guidance and standards must be considered throughout the design process. These standards are used to determine items such as:

- Trail Width Based on Context and User Demand
- Surface Materials and Designs
- Clearances (Horizontal and Vertical Distance to Obstructions)
- Running Grades and Cross Slopes
- Horizontal and Vertical Curve Geometry
- Drainage Requirements
- Traffic Control
- Trail Crossing Design (i.e. Sight Distance, Markings and Signage)

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Federal Highway Administration (FHWA)

- Guide for Improving Pedestrian Safety at Uncontrolled Crossing Intersections (2018)
- Manual on Uniform Traffic Control Devices (MUTCD)
- 2009 MUTCD Guidance and Supplemental Information
- Bikeway Selection Guide (2019)
- Small Town and Rural Multimodal Networks Design Guide (2017)

National Association of City Transportation Officials (NACTO)

- Urban Bikeway Design Guide (2012)

Accessibility Standards (Varies Depending on Funding Source and Ownership)

- Proposed Rights of Way Guidelines (ADA in the Public Right of Way) and Supplemental Notice of Proposed Rulemaking (SNPRM) for Shared Use Paths (2011)
- Architectural Barriers Act Accessibility Guidelines ABA – Outdoor Developed Areas
- Designing Sidewalks and Trails for Access (2001)

Trail Sections and Crossing Treatments

Although this Feasibility Study does not include preliminary design criteria recommendations, two types of basic criteria related to trail surface and width, clearance were identified through research and stakeholder engagement.

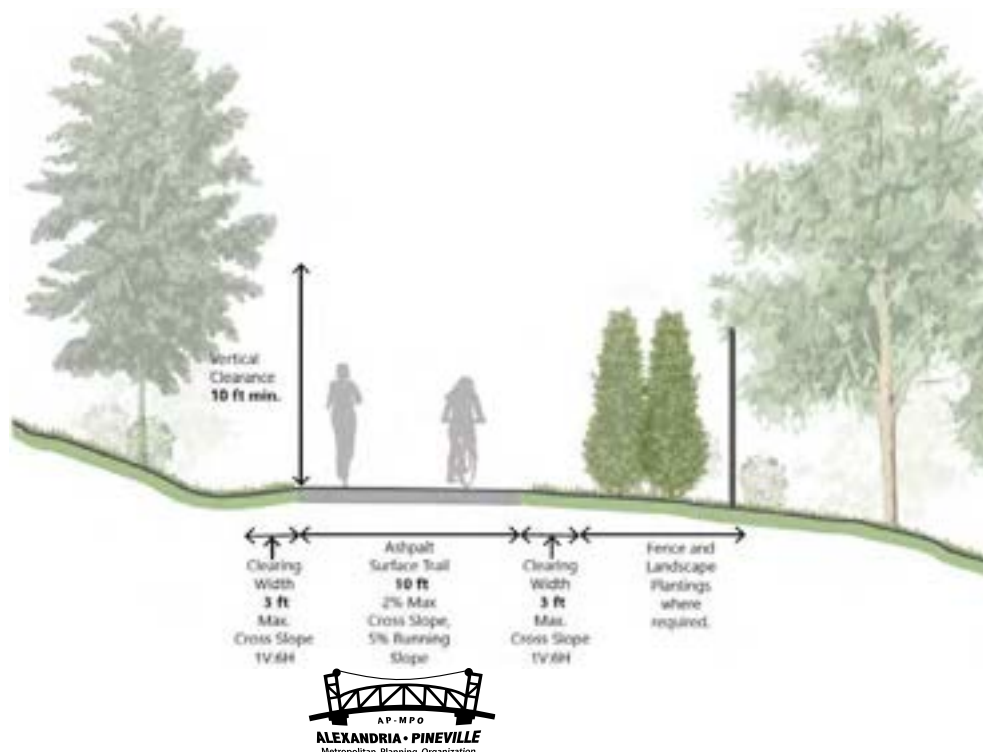
Type 1

These sections are envisioned to be developed as a standard full width natural surface trail consisting of a low impact 10-foot wide natural surface trail, allowing for ADA accessibility requirements to be met while maximizing tree preservation and minimal grading.

Type 2

These sections are where the greenway corridor passes through developed property with frequent visitors of all ages and abilities. These are envisioned to be developed as a standard full width asphalt greenway with a full 10 foot paved trail. Fencing and vegetation plantings for privacy would be required along the private property frontage.

Figure 29 | Type 2
Example Cross-section





Cross-sections compiling with engineering standards and guidance balanced with local cultural and community context as well as the environment and site constraints will need to be developed. Cross-sections for each section will need to be refined as the trail planning process progresses. Factors that may bring about changes include funding source requirements (private or public), public engagement, property owner outreach, and other constraints identified during preliminary engineering.

In addition to typical sections, the APMPO will need to evaluate likely roadway crossing treatments based on existing travel speeds and traffic volumes at each crossing. Each crossing will be evaluated with the DOTD guidance and the FHWA Every Day Counts (EDC) Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations (July 2018). As shown in Figure X, the FHWA Countermeasure selection table shows how roadway width, traffic volumes and speeds impact potential treatments.

Figure 30 | Application of Pedestrian Crash Countermeasures by Roadway Feature (FHWA)

Roadway Configuration	Posted Speed Limit and AADT								
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
2 lanes (1 lane in each direction)	① 2 4 5 6	① 5 6 7 9	① 5 6 7 9	① 4 5 6 7 9	① 5 6 7 9	① 5 6 7 9	① 4 5 6 7 9	① 5 6 7 9	① 5 6 9
3 lanes with raised median (1 lane in each direction)	① 2 3 4 5	① 3 5 7 9	① 3 5 7 9	① 3 4 5 7 9	① 3 5 7 9	① 3 5 7 9	① 3 4 5 7 9	① 3 5 7 9	① 3 5 9
3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane)	① 2 3 4 5 6 7 9	① 3 5 6 7 9	① 3 5 6 7 9	① 3 4 5 6 7 9	① 3 5 6 7 9	① 3 5 6 7 9	① 3 4 5 6 7 9	① 3 5 6 7 9	① 3 5 6 9
4+ lanes with raised median (2 or more lanes in each direction)	① 3 5 7 8 9	① 3 5 7 8 9	① 3 5 8 9	① 3 5 7 8 9	① 3 5 7 8 9	① 3 5 8 9	① 3 5 7 8 9	① 3 5 8 9	① 3 5 8 9
4+ lanes w/o raised median (2 or more lanes in each direction)	① 3 5 6 7 8 9	① 3 5 6 7 8 9	① 3 5 6 8 9	① 3 5 6 7 8 9	① 3 5 6 7 8 9	① 3 5 6 8 9	① 3 5 6 7 8 9	① 3 5 6 8 9	① 3 5 6 8 9

Given the set of conditions in a cell,

- Signifies that the countermeasure is a candidate treatment of a marked uncontrolled crossing location.
- Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment of a marked uncontrolled crossing location.
- Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.*

The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.

- 1 High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs
- 2 Raised crosswalk
- 3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line
- 4 In-Street Pedestrian Crossing sign
- 5 Curb extension
- 6 Pedestrian refuge island
- 7 Rectangular Rapid-Flashing Beacon (RRFB)**
- 8 Road Diet
- 9 Pedestrian Hybrid Beacon (PHB)**

*Refer to Chapter 4, "Using Table 1 and Table 2 to Select Countermeasures," for more information about using multiple countermeasures.
 **It should be noted that the PHB and RRFB are not both installed at the same crossing location.
 This table was developed using information from: Zogger, C.Y., J.R. Stewart, H.H. Huang, P.A. Lagerway, J. Feaganes, and B.J. Campbell. (2005). Safety effects of marked versus unmarked crosswalks at uncontrolled locations: Final report and recommended guidelines. FHWA, No. FHWA-HRT-04-100, Washington, D.C.; FHWA, Manual on Uniform Traffic Control Devices, 2009 Edition, (revised 2012); Chapter 4F, Pedestrian Hybrid Beacons. FHWA, Washington, D.C.; FHWA, Crash Modification Factors (CMF) Clearinghouse. <http://www.cmfclearinghouse.org/>; FHWA, Pedestrian Safety Guide and Countermeasure Selection System (PESSAFE). <http://www.pedbikestate.org/PESSAFE/>; Zogger, C., K. Simonsen, R. Lee, D. Carter, S. Smith, C. Sundstrom, N.J. Thrusk, J. Zogger, C. Lyon, E. Ferguson, and R. Van Houten. (2017). NCHRP Report 841: Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments. Transportation Research Board, Washington, D.C.; Thomas, Thrusk, and Zogger. (2016). NCHRP Synthesis 498: Application of Pedestrian Crossing Treatments for Streets and Highways. Transportation Research Board, Washington, D.C.; and personal interviews with selected pedestrian safety practitioners.





Implementation & Next Steps

The purpose of this study was to identify the feasibility of covering the former Rock Island rail line into a greenway to connect communities and amenities inside the metro area. As a part of this study, the inactive segment between Melrose Street (LA 107) in Pineville to Ball Cutoff Road (LA1204) in between Tioga was identified as suitable for greenway development. This was developed through an iterative process involving community input, property owner outreach, historical research, field visits, and collaboration with partners at the throughout the metro area including DOTD.

It is important to note that continuing the conversation does not mean the property owner made a commitment to support a route on their property. Most of the rail corridor is still owned by Kansas City Southern aside from one segment running through a private parcel of land. Further discussions with private land owners will also need to address concerns regarding security and access along the greenway through their land. Ultimately, it will be up to the private landowner to allow the greenway to run through their parcel towards Dry Prong and beyond.

STEP 1. Area Consensus

As the APMPO considers next steps, it is important to first gain consensus on the decision to proceed. Once the APMPO agrees that pursuing the greenway is the community's vision, the project can move into the next steps of design. Gaining this consensus is critical to the project, as future efforts are built on this foundation.

STEP 2. Guiding Group

The project needs an appointed group to act as a steward and champion of the trail. Some members of APMPO staff and committees naturally serve on this group, including but not limited to: area residents and leadership, staff from DOTD and representatives from organizations such as the Kisatchie National Forest and others key stakeholders.
Property Owner & Funding Strategies

Project team members of this appointed group will lead the charge in the next stages of property owner outreach and stakeholder engagement to further refine the alignment options. Partners would serve as a resource in the property owner outreach as they have done with other trail and greenway projects in the metro area. The project will likely need funding before moving to the next phases of design, so team members will need to seek out funding opportunities; a later section of this Plan describes possible funding sources.

STEP 3. Design & Construction

Once funding is secured, project team members will need to hire a consultant or several consultants to assist with trail design, right-of-way or easement acquisition, construction drawings and bidding, and ultimately implementation. As described in the following section, maintenance of a trail facility in the metro area will be a very important consideration, as there are very limited staff resources to assist with such efforts. Project team members will need to begin planning for these issues early; maintenance should be a critical factor in the ultimate alignment determination.



STEP 4. Building a Trail

On the outset, it may seem that building a trail is a simple exercise in determining a location and constructing the facility. In practice, building a trail is a multi-phased exercise that involves ongoing funding, many tasks and partners, continuous community engagement, and varying levels of regional, neighborhood, and direct impact. The following graphic illustrates the four primary stages of trail construction: master planning, design, construction and maintenance/programming. The most involved stage is next, design, which includes everything from conceptual design to construction bidding.

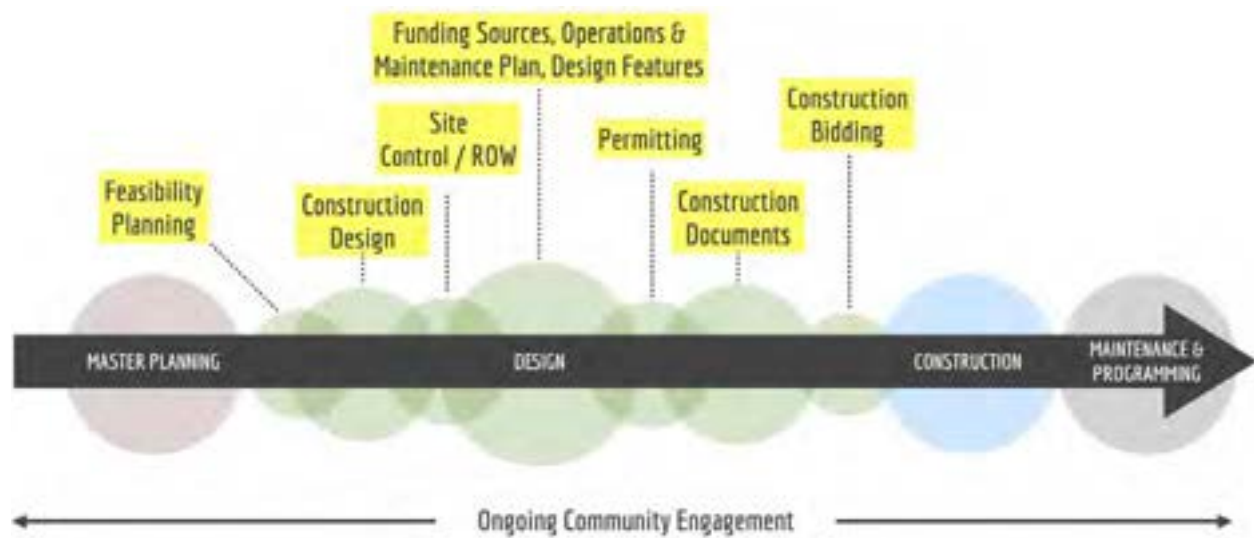
Design & Construction - Key Actions

As the project moves into this design phase, the following activities will need to be considered:

- NEPA documentation if Federal or State funding is used
- 401/404 Permits
- Right of Way Acquisition
- Construction Administration
- Construction Inspection

The third stage of construction is often thought of as final phase, but ongoing maintenance and programming is critical to follow construction, ensuring that the trail’s legacy continues into the future.

Figure 31 | Active Transportation Project Life Cycle



Trail Lifecycle Planning

The outcome of this project will enable the region to advance the possible trail options to the subsequent phases of a trail construction lifecycle, including:

- selecting an alignment,
- design,
- construction, and
- maintenance/programming.



Ongoing Community Engagement

Community engagement is critical throughout the four stages of trail planning, although level of involvement varies based on the task. This concept is illustrated by the following graphic, borrowed from the Great Rivers Greenway. Community advisors, those that live in the community of the proposed trail or those that will be most directly impacted, will have their greatest level of involvement at the early stages of the project in master planning. Technical advisors, those designing, funding or maintaining the facility, will have the greatest involvement during the design phase. At the neighborhood and direct level, engagement is greatest throughout although it peaks during construction.

Funding Opportunities

Funding is critical to these ensuing stages to ensure a well designed, built and maintained facility. This resource can be used to advance projects through planning, design, construction and maintenance. Each funding source has unique eligibility requirements related to applicants, projects, and costs that are not detailed in this document. Note that many of these funding requirements, eligibility, amounts or programs may change, so the information provided is accurate at the time of publication of this Study.

Local Funding Sources

Local jurisdictions have various options for funding pedestrian and bicycle improvements. The first option is for a municipality to dedicate a portion of their general funds to support the costs of upgrading and maintaining the non-motorized transportation network. These funds can be used as matching sources or to fully fund standalone projects. Likewise, local governments can issue general obligation bonds, which require a voter referendum. Special assessment districts, Tax Increment Financing, impact fees, dedicated sales and property taxes can also be local sources of funding for bicycle and pedestrian facilities. In addition, developers can be encouraged to integrate bicycle and pedestrian facilities into new developments. An advantage to local sources of funding is that they involve fewer restrictions that dictate how or when the funds must be used. However, it should be noted that many of these funding sources are subject to change based on legislative changes to local government law.

State Funding Resources

There are no dedicated bicycle and pedestrian funding programs funded by the State of Louisiana. Federally funded programs are administered by LADOTD, which may provide local match funding for incidental bicycle and pedestrian projects as part of its Complete Streets Policy. The State's capital outlay budget has also historically provided funding for certain bicycle and pedestrian projects.

Federal Funding Resources

Appendix H lists various Federal sources of funding for non-motorized projects and programs. The U.S. Department of Transportation (USDOT) is the largest source of this funding, channeling financial assistance for bicycle and pedestrian facilities through the FHWA and FTA. Most of these grant programs require an 80 percent Federal share and 20 percent non-Federal match. However, other federal agencies also provide funding sources for bicycle and pedestrian projects. Pedestrian & Bicycle Funding Opportunities (USDOT) listing is located in **Appendix H**.





Appendix A

Missouri & Pacific Railroad





Missouri & Pacific Railroad Company.

The AP-MPO discovered another 5.2-mile inactive rail corridor located inside Alexandria city limits while analyzing historic data and current land records for the Chicago, Rock Island & Pacific (CRI&P) corridor inside the Metropolitan Planning Area.

This inactive segment once belonged to the Missouri Pacific Railroad (MoPAC) at one time providing passenger rail service from Alexandria to Lake Charles. Collectively known as the Eagles, the system's passenger operations were turned over to the National Railroad Passenger Corporation (Amtrak) in 1971. The system later acquired the Texas and Pacific (T&P) system in 1976.

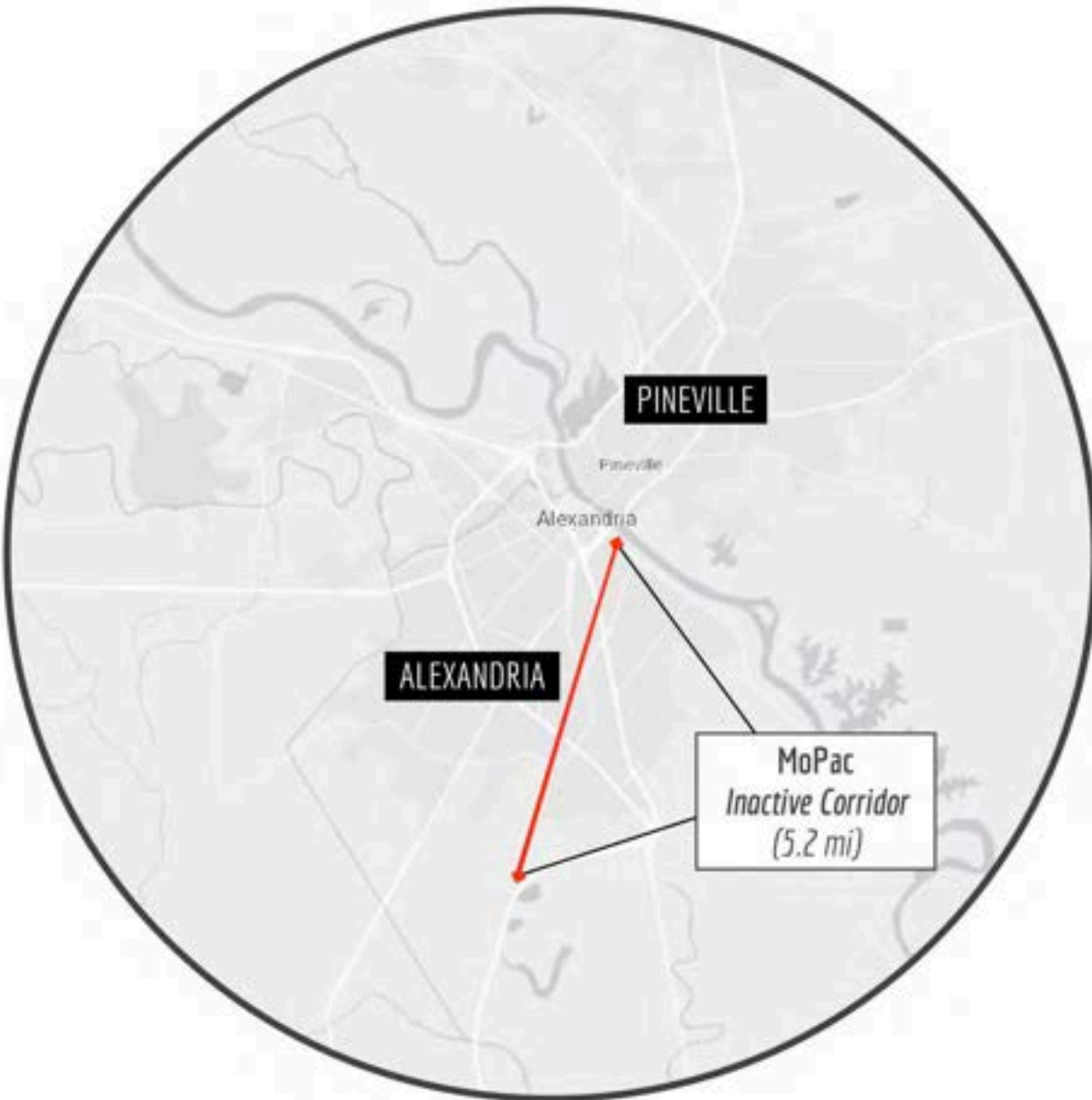
The MoPAC would eventually own 11,469 rail line miles across 11 states by the 1980s. The Missouri Pacific was purchased by the Union Pacific Corporation (UP) and its operations were consolidated with the Western Pacific Railroad and Union Pacific Railroad to form Pacific Rail Systems in 1982. The Missouri Pacific officially merged into the Union Pacific Railroad by the Union Pacific Corporation in 1997. Figure 2A shows the inactive MoPAC rail corridor inside the MPA.

The same criteria used in the Existing Conditions report to analyze the CRI&P railroad corridor was used by the AP-MPO to determine the status of the MoPAC line within the MPA, determine current existing conditions, such as right-of-way ownership and restrictions and included it as part of the Existing Conditions report as Appendix A.

Figure 1A | Missouri Pacific Railway Company (MoPAC) Routes, Line & Engine



Figure 2A | Study Area (MPA) with MoPAC Inactive Corridor



Analysis

The AP-MPO analyzed historic data and current land records to determine the Missouri Pacific (MoPAC) routing through the Metropolitan Planning Area, the status of the line within the MPA, determine current existing conditions, such as right-of-way ownership and restrictions.

Assessments of the existing rail corridor condition informs the feasibility of the greenway project moving forward. As shown Figure 4 of the Existing Conditions report, conditions include ownership and restrictions to ownership or development that can impact project cost, such as current infrastructure, design requirements, permitting that can affect accessibility, community placemaking and economic development.



Ownership: Corridor

General corridor ownership is illustrated using the following ownership types:

- **Active Rail Line**
None of the 5.2 mile MoPAC corridor identified in Alexandria is active.
- **Railroad Ownership**
Although no longer in active rail service, parts of this corridor are still owned by the Union Pacific or Texas & Pacific, which was consolidated into Missouri and Pacific (MoPAC) system in 1976.
- **Municipal Ownership**
The corridor is owned by a municipality.
- **Private Corridor Ownership**
The corridor is indicated by parcels in digital parcel data but is in private ownership.
- **Unknown**
The corridor is not indicated by parcels in digital parcel data and appears to be in private ownership by surrounding owners, if a parcel encompasses both sides of the old right of way. In other cases, two parcels abut the right of way with no clear indication of corridor ownership without further research.

Figure 3A includes both the parcel types as well as the ownership patterns. The two indicate that though ownership is believed to occur along particular segments, parcel data obtained often conflicts. A more detailed title search is necessary to resolve the disparities between the parcels and corridor ownership.

Preliminary Findings:

There are approximately 6 miles of inactive MoPAC rail line inside Alexandria city limits. According to records, land ownership of the inactive corridor are mostly blank or owned by the City of Alexandria, with some private and railroad ownership. Construction of the I-49 corridor through downtown Alexandria divides the inactive former MoPAC rail corridor into two segments to the north and south of the interstate route. Many parcels adjacent to this corridor are owned by railroad companies including the Louisiana & Arkansas Railway Co. which was consolidated into the Louisiana Railway & Navigation Co. (LR&N) in 1928, later consolidated into the Kansas City Southern Railway Co. (KCS) in 1939, the Central Louisiana and Gulf Railroad Co (CLA&G), or the Union Pacific which merged with Missouri Pacific (MoPAC) in 1997.

Parcels have been evaluated independently of the corridor itself and classified in categories previously mentioned in the Existing Conditions report, based on the digital parcel data received. According to 2021 data for the metropolitan planning area inside Rapides Parish, these include the following:

- Category P1: 4 separate owners
- Category P2: none
- Category P3: 15 separate owners
- Conflict: none

Two notable areas of in-tact, inactive, MoPAC rail corridor occur on the north and south side of the downtown Alexandria I-49 corridor: north side between mile 1 and 2 (Third Street to I-49) and south side between mile 3 and 5 (Lee Street past Horseshoe Drive). Some have no ownership data and must be verified.

Rock Island Greenway (South)
 Missouri Pacific (MoPAC) - Appendix A



Figure 3A | Inactive MoPAC Parcels & Ownership





ROAD & DRAINAGE CROSSINGS

Understanding the types and conditions of roads that the greenway will cross directly impacts the types of crossings necessary for safe passage of trail users. Roadway width, posted speed limits, and average daily traffic counts all impact the selection of appropriate trail crossings. DOT’s functional road classification was used to identify the number to type of MoPAC rail line crossings along the entire 5.2 mile inactive corridor as shown in Figure 4A:

Figure 4A | Inactive MoPAC Road & Drainage Crossings (entire 6-mile inactive corridor)

ROAD TYPE	# Crossings
Interstate	2
Freeway/Expressway	0
Other Principal Arterial	3
Minor Arterial	2
Major Collector	3
Minor Collector	1
Local	5
DRAINAGE TYPE	# Crossings
Water (minor - bayous, laterals)	4
Water (major - Red River)	0

RAIL BED

The condition of the existing rail bed is important in determining preliminary cost estimates. In locations where the rail bed and sub-grade are in place and in good condition, trail construction costs can be lowered. Areas where it is necessary to move the trail from the rail bed to another location can increase costs for both the trail itself as well as its supporting infrastructure.

The condition of the rail bed along the inactive MoPAC corridor between Third Street to I-49 (between mile 1 & 2) revealed that parts of the rail bed and tracks are intact as shown in Figure 5A. Parcel and historical analysis also revealed at least four rail lines ran parallel through this segment along two separate rail beds. Most of this segment features open space with no obstructions. The remains of the old KCS passenger station off Third Street was visible including rail lines into the passenger terminal.

The condition of the rail bed along the inactive MoPAC corridor between Lee Street and south of Horseshoe Drive (between mile 3 & 5) revealed most of the rail bed was in-tact. No remnants of the tracks are present as shown in Figure 6A. Most of this segment features open green space. In some cases, the rail bed were paved over with asphalt.

Rock Island Greenway (South)
Missouri Pacific (MoPAC) - Appendix A



Figure 5A | MoPAC Rail Bed Inactive Segment (North of I-49)



Rock Island Greenway (South)
Missouri Pacific (MoPAC) - Appendix A



Figure 6A | MoPAC Rail Bed Inactive Segment (South of I-49)



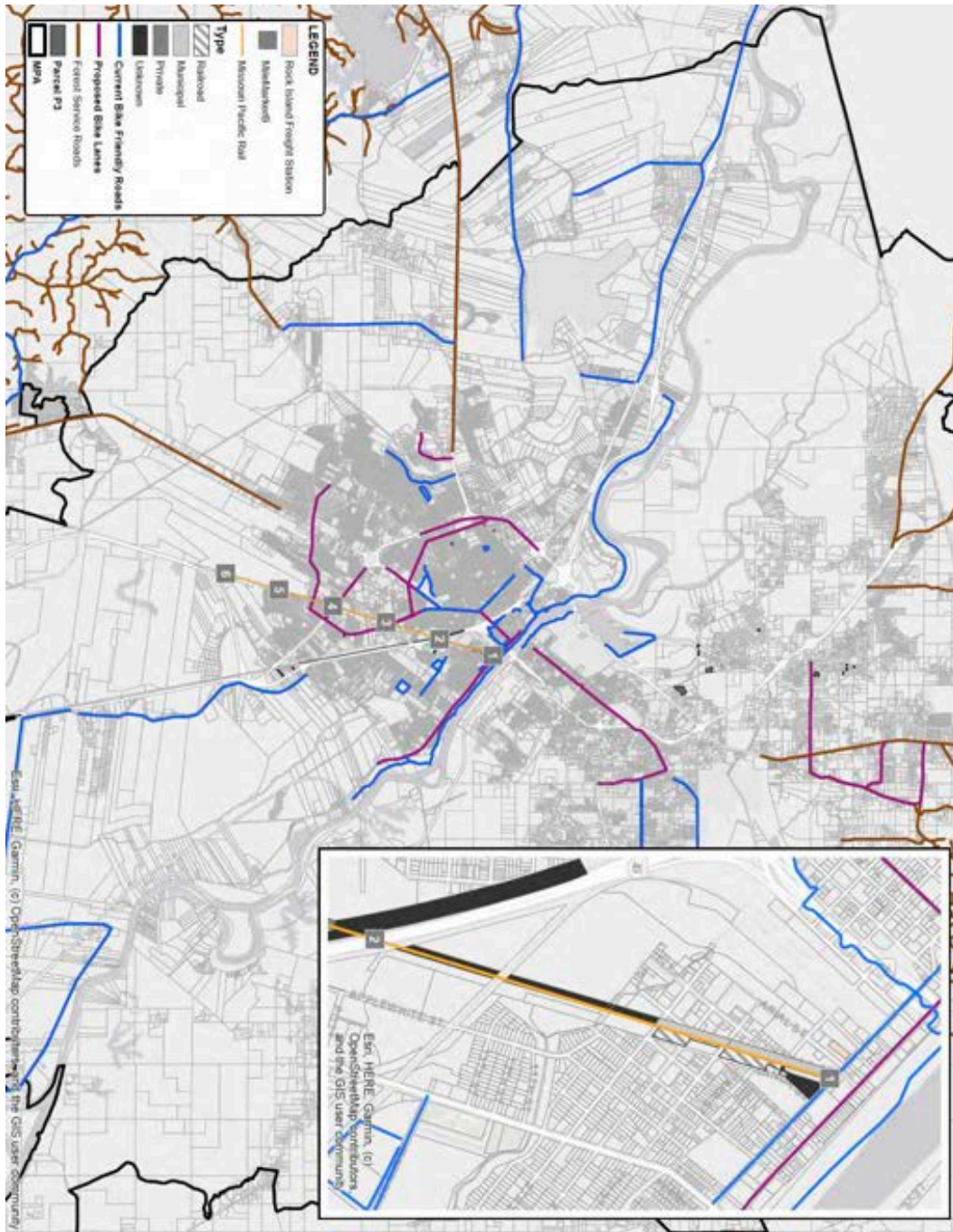
Rock Island Greenway (South)

Missouri Pacific (MoPAC) - Appendix A

TRAIL HEADS

Potential placement of trail access points is important to determine in early project phases. Availability of resources such as public water systems and nearby amenities are important factors in locating such access points. Strategic placement of trailheads can also reinforce existing community character and reinforce rural centers of commerce. Figure 7A shows the existing and programmed bike trail network inside the MPA. Both MoPAC inactive corridor segments have potential connect downtown Alexandria to the region’s trail network.

Figure 7A | MPA Existing and Planned BPP Network MoPAC





Appendix B

Public Input Survey Results



Report for Rock Island Greenway (South) Community Survey

Response Counts



Totals: 266

1. Zip Code



ResponseID	Response
2	71301
3	71360
4	71346
5	71301
6	71467
7	71485
8	71359
9	71301
10	71360
12	71301
13	71303
14	71301
15	71303
16	71303

ResponseID	Response
17	71360
18	71328
19	71360
20	71360
21	71301
22	71303
23	71360
24	71301
25	71301
26	71301
27	71360
28	71301
29	71303
30	71360
31	71360
34	71301
35	71303
36	71301
37	71360
38	71360
39	71301
40	71360
41	71301
42	71301

ResponseID	Response
43	71360
44	71409
45	71360
46	71301
47	71360
48	71301
49	71346
50	71360
51	71301
52	71360
53	71301
54	71301
55	71301
56	71301
57	71302
58	71360
59	71301
61	71360
62	71301
63	71301
64	71360
65	71303
66	71301
67	71301

ResponselD	Response
68	71301
69	71303
70	71303
71	71360
72	71301
73	71301
74	71303
75	71360
76	71301
77	71301
78	71466
79	71303
80	71485
81	71301
82	71303
83	71360
84	71467
85	71303
86	71423
87	71457
89	71360
90	71360
91	71301
92	71360

ResponselD	Response
93	71303
94	71301
95	71360
96	71360
97	71360
100	71360
101	71423
102	71303
103	71328
104	71409
105	71360
106	71303
107	71303
108	71303
109	71360
110	71360
111	71432
112	71342
113	71360
114	71405
115	71360
116	71467
117	71360
118	71301

ResponseID	Response
121	71303
122	71301
125	71360
127	71409-9620
129	71301
131	71301
132	71360
134	71360
135	71360
136	71360
137	71360
138	71430
139	71302
140	71328
141	71360
142	71301
143	71303
144	71301
145	71457
146	71409
147	71301
148	71303
150	71303
151	71360

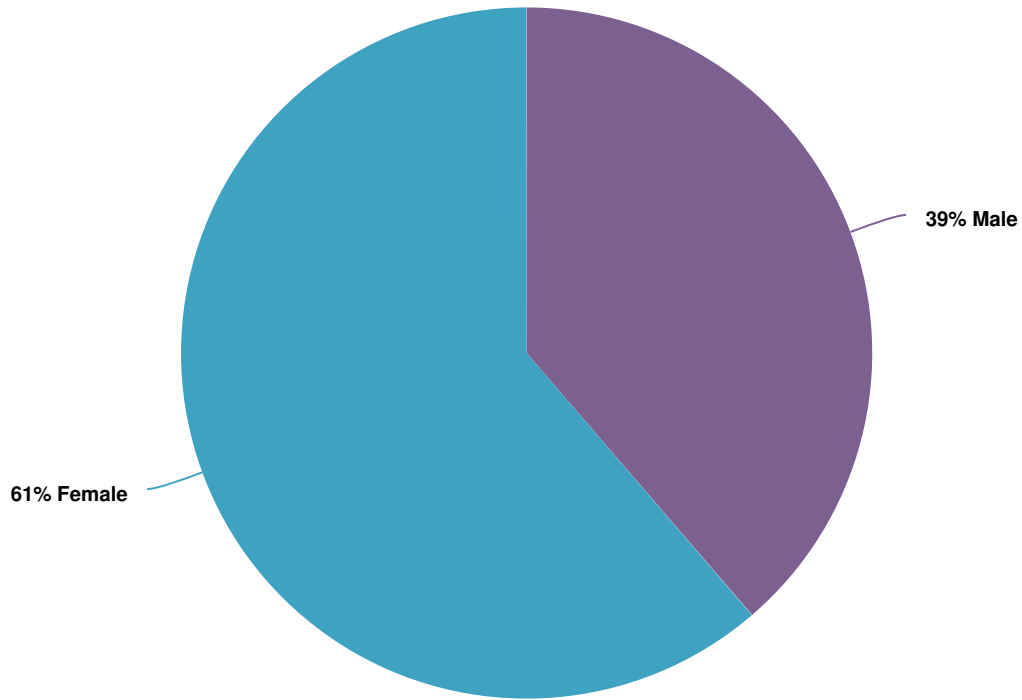
ResponselD	Response
153	71360
154	71360
155	71360
156	71467
157	71201
158	71409
159	71405
163	71303
164	70653
166	71360
167	71351
168	71409
169	70809
170	71302
171	71303
172	71302
173	71360
174	71303
175	71328
176	71303
177	70121
178	71423
179	71301
180	71301

ResponselD	Response
183	71360
184	71351
185	71301
186	71303
187	71423
189	71417
190	71360
191	71417
192	71360
193	71433
194	71417
195	71417
196	71301
197	71405
198	71301
199	71360
200	71417
201	71303
203	71423
204	71360
205	71423
206	71360
207	71467
209	71360

ResponseID	Response
210	71433
211	71454
212	71360
213	71360
214	71360
215	71360
216	71360
217	71467
219	71405
220	70455
221	71301
222	71301
225	71405
226	71302
227	71467
228	71405
229	71301
230	71301
231	71360
233	71301
234	71360
238	71303
239	71409
240	71303

ResponseID	Response
241	71360
242	71301
243	71360
245	71409
246	71405
247	71423
248	71301
249	71630
250	71423
251	71303
252	71360
253	71360
254	71301
255	70420
256	71360
257	71301
258	71409
260	71423
261	71360
262	71360
263	71360
265	71360
266	71360
267	71302

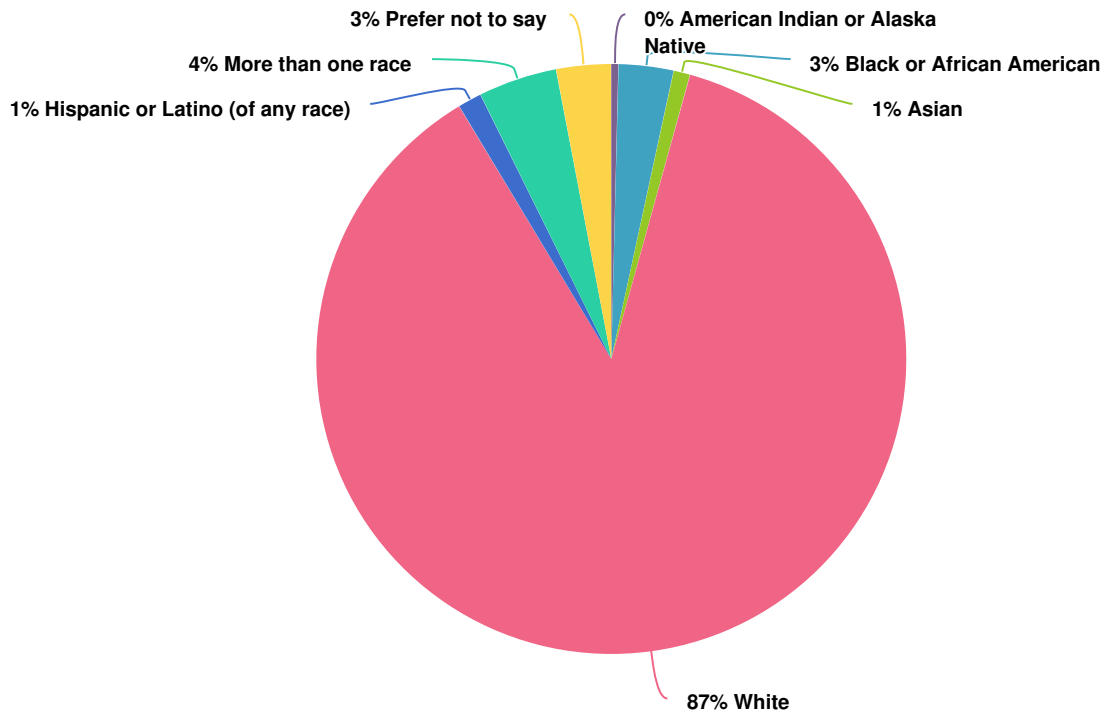
2. Gender



Value	Percent	Responses
Male	38.7%	89
Female	61.3%	141
		Totals: 230

Other - Write In (Required)	Count
Totals	0

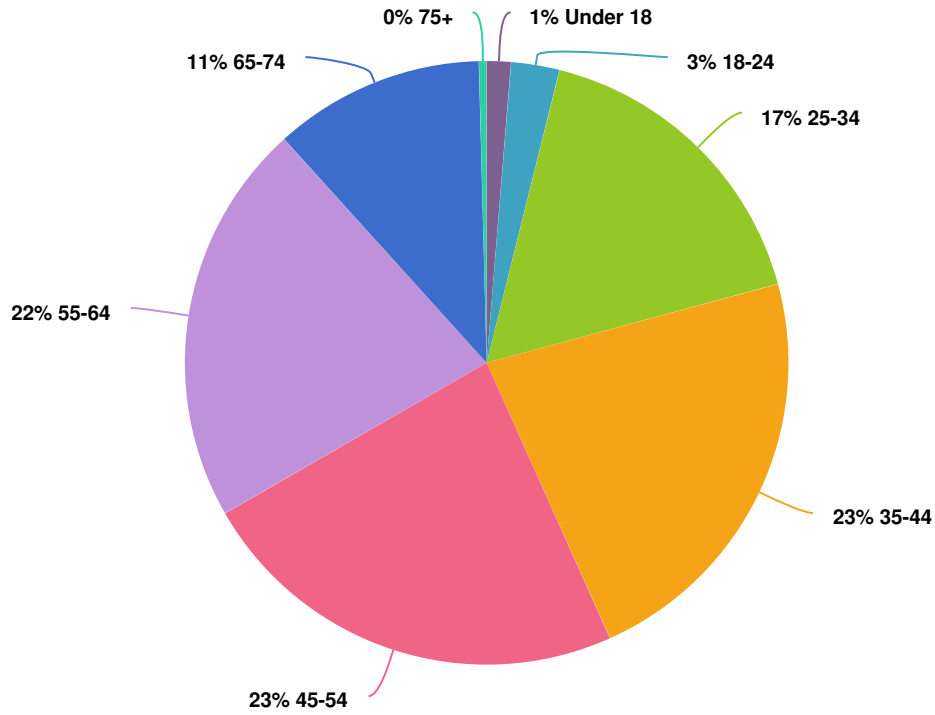
3. With which racial group do you identify?



Value	Percent	Responses
American Indian or Alaska Native	0.4%	1
Black or African American	3.0%	7
Asian	0.9%	2
White	87.0%	200
Hispanic or Latino (of any race)	1.3%	3
More than one race	4.3%	10
Prefer not to say	3.0%	7

Totals: 230

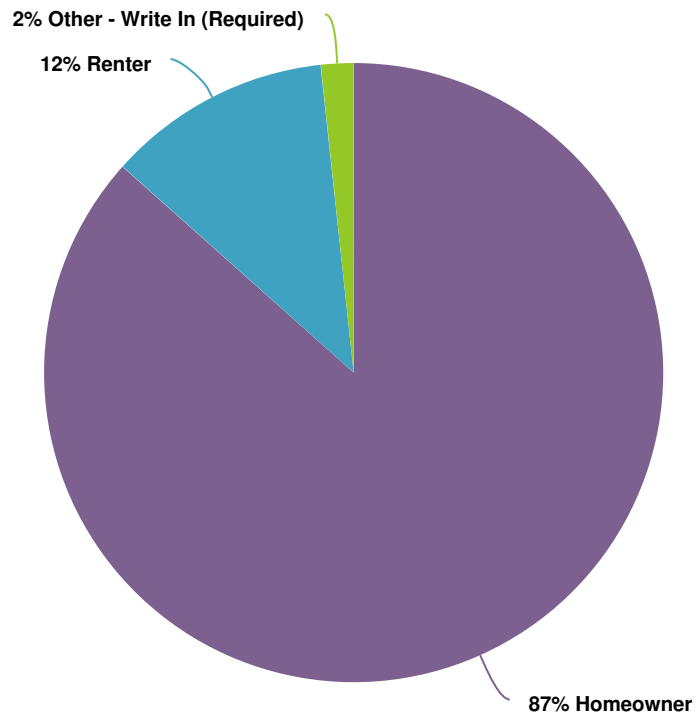
4. Age



Value	Percent	Responses
Under 18	1.3%	3
18-24	2.6%	6
25-34	16.9%	39
35-44	22.5%	52
45-54	23.4%	54
55-64	21.6%	50
65-74	11.3%	26
75+	0.4%	1

Totals: 231

5. Do you own or rent your home?



Value	Percent	Responses
Homeowner	86.6%	200
Renter	11.7%	27
Other - Write In (Required)	1.7%	4

Totals: 231

Other - Write In (Required)	Count
Live with parents	1
Live with parents	1
Living with family	1
Own, but couldn't have purchased without assistance from my family.	1
Totals	4

6. Years in Neighborhood



ResponseID	Response
2	2
3	10
4	4
5	3
6	23
7	14
8	1.8
9	18
10	20
12	13
13	1
14	8
15	3
16	17

ResponseID	Response
17	15
18	10
19	2
20	17
21	13
22	15
23	20
24	5
25	15
26	6
27	1
28	71
29	5
30	20
31	17
34	4
35	3
36	6
37	2
38	8
39	3
40	3
41	28
42	4

ResponseID	Response
43	2
44	21
45	1
46	10
47	24
48	18
49	25
50	16
51	35
52	4
53	7
54	6
55	3
56	14
57	10
58	15
59	9
61	11
62	2
63	5
64	18
65	11
66	15
67	5

ResponseID	Response
68	6
69	Less than one, just moved from Kolin.
70	5
71	10
72	3
73	32
74	12
75	27
76	28
77	16
78	7
79	3
80	5
81	50
82	12
83	Less than a year
84	17
85	5
86	20
87	12
90	4
91	27
92	35
93	17

ResponseID	Response
94	4
95	5
96	4
97	24
100	28
101	7
102	1
103	23
104	20
105	5
106	43
107	11
108	43
109	10
110	20
111	65
112	2
113	40
114	3
115	23
116	30
117	49
118	23
121	10

ResponseID	Response
122	25
125	40
127	26
129	20
131	15
132	3
134	20
135	16
136	20
137	15
138	18
139	30
140	12
141	50
142	3
143	6
144	25
145	30
146	2
147	10
148	3
150	4
151	45
153	28

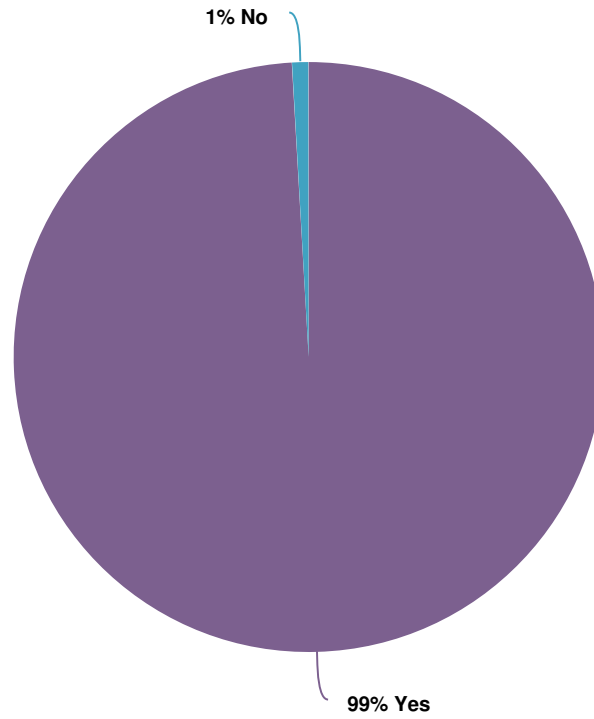
ResponseID	Response
154	12
155	4
156	A few
157	23
158	17
159	20
163	1
166	4
167	51
168	28
169	10
170	45
171	40
172	45
173	18
174	4
175	40
176	17
177	6
178	17
179	40
180	21
183	43 years
184	8

ResponseID	Response
186	2
187	52
189	56
190	21
191	1
192	1
193	69
194	26
195	74 years
196	2
197	3
198	36
199	6
200	5
201	5
203	40
204	3
205	25
206	4
207	20
209	5
210	15
211	26
212	20

ResponseID	Response
213	30
214	22
215	25
216	8
217	12
219	4
220	25
221	6
222	4
225	4
226	20
227	27
228	3
229	10
230	2
231	18
233	7
234	14
238	11
239	10
240	16
241	5 years not counting family
242	40
243	1

ResponseID	Response
245	15
246	4 years
247	49
248	4
249	17
250	16
251	15
252	35
253	12
254	3
255	3
256	2
257	5
258	18
260	19
261	37
262	5
263	6
265	31
266	19
267	12

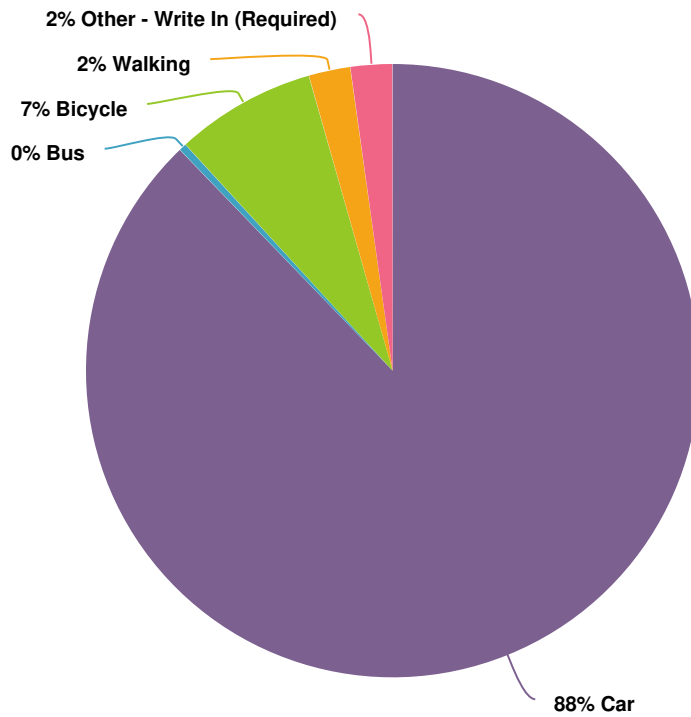
7. Do you have access to a car?



Value		Percent	Responses
Yes	<div style="width: 99.1%; height: 15px; background-color: #6a3d9a;"></div>	99.1%	228
No	<div style="width: 0.9%; height: 15px; background-color: #c0c0c0;"></div>	0.9%	2

Totals: 230

8. What is your preferred method of transportation?

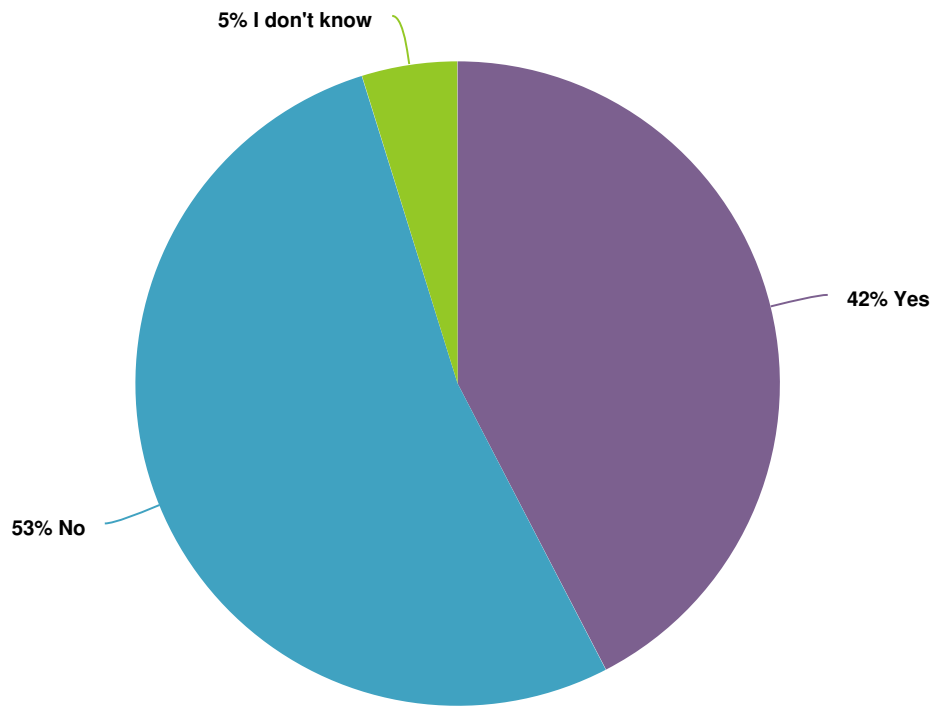


Value	Percent	Responses
Car	87.8%	202
Bus	0.4%	1
Bicycle	7.4%	17
Walking	2.2%	5
Other - Write In (Required)	2.2%	5

Totals: 230

Other - Write In (Required)	Count
Combination of all of these is preferred	1
Currently driving, but just purchased an e-bike that will serve as my daily mode.	1
Depends on the situation	1
Motorcycle	1
Teleportation	1
Totals	5

9. Do you have access to a maintained public park/greenspace close to your home?



Value	Percent	Responses
Yes	42.4%	97
No	52.8%	121
I don't know	4.8%	11

Totals: 229

10. What is the most important thing for a park to have?



ResponseID	Response
2	Adequate Lighting
3	Cleanliness
4	Grass....you know what I mean.
5	Safety
7	room
8	security and safety
9	Well maintained
10	Lighting
12	Vehicle-free bike paths
13	Shade from trees
14	Bike Paths
15	safety
16	Green Space for recreation
17	Clear, frequent communication that it exists, where and what it offers.

ResponseID Response

18 Trail

19 unprogrammed green space

20 ADA accessible

21 Drinking water, benches, clear wayfinding

22 Walking trails

23 Aecessibilty

24 Safety

25 safety

26 safety

27 Safety

28 Walking path

29 Safety lighting

30 Playground for children

31 walking trail

34 Safety

35 safety

36 Pet friendly

37 Nature

38 I don't think this is a good idea

39 Restroom, covered rest areas, well lit walkways, recreation areas, nice green spaces

40 A place for community events (even if it's simply a gazebo) like parties, music, etc.

41 Trails for hiking and biking

42 Kids Area

ResponseID Response

43 Playground

44 MAINTENANCE

45 Well kept equipment

46 Pathways

47 Security

48 Walking path

49 Trails

50 Safety

51 Walking track

52 Sanitation

53 Safe Bike/walking paths

54 Safety

55 Access

56 Cleanliness and safety

57 Safety

58 Walking trails

59 Paved paths for walking and riding.

62 trails

63 Safe trails and rest areas

64 Green area

65 Ample opportunity for many types of daily activities

66 Security and safety measures

67 Accessibility

68 open space and activities

ResponseID Response

69	Lighting, picnic tables, shade, some basic restroom infrastructure if possible.
70	Playground equipment
71	Safety features
72	Good infrastructure/facilities including bathrooms
73	Walking trails
74	Safety
75	Security
76	Green space
77	Safe green space and lights
78	trees
79	Walking paths, picnic areas, splash pads and play equipment for children.
80	Patrons
81	Open spaces
82	Safety
83	Walking trail
84	Safety, upkeep, play equipment, biking, clean restrooms
85	Maintained/clean
86	Dog park, walking trail, splash pad, picnic tables, play area, bike trail, 4wheeler riding trail
87	Water fountain, shade, and a clean restroom.
89	Paved, maintained pathways
90	Crime prevention/safety
91	Good surface for riding
92	Vandalism deterrent

ResponseID Response

93 Safe environment

94 grass

95 benches & trash receptacle

96 Safe, Paved walk way

97 Walking trail

100 Lighted walking trail

101 Safety

102 safety

103 Bike and running trails

104 Safety

105 Playground, walking paths, safety

106 Safe walking trail

107 Trees

108 Safe walking trail

109 Safety

110 Safe place for family

111 Na

112 Bike trail

113 Seating, bird baths, animal feeders, flower gardens. Night lighting

114 Entertainment for kids

115 Places to rest, dog walking

116 Safe places for children to play, learn and get exercise

117 Walking area and some picnic and seating areas with some lights

118 Safety

ResponseID Response

121 Safe surfaces, rest stops, water, and bathrooms.

125 Lakes

127 Security

129 walking/biking

131 no drugs or homeless people

132 Safety

134 Feel safe while there for me and my kids

135 Safe

136 safe place to run or bike away from vehicle traffic

137 wide walking path for multiple people to pass

138 Safety

139 security

140 Safety

141 Safe access

142 Safety, walking space, well lit after dark

143 Green space, walking trails

144 Safety

145 Charging stations for e bikes(they're the future of cycling)

146 Security

147 security cameras

148 green space; trails; facilities

150 20 plus miles for bicyclez

151 Space and scenery

153 walking trails

ResponseID Response

154 Trails for hiking and biking

155 Safety and security

156 Mtb areas

157 Safety

158 Trees and a trail

159 Bike trails

163 Open green spaces. Non paved

164 Well maintained trails

166 Safety to walk/ bike/ run / hike

167 Bike paths

168 Safety

169 Trails

170 Activities for kids and Teens

171 Green space

172 Teens and kids to do

173 Safety

174 Restrooms

175 Long paths for bicycles. We do not have enough mountain biking/nature trails!

176 Trees, walking and bike path

177 Green space, multi-use areas

178 Walking, place to have picnics

179 Seating , gardens

180 Running/Biking path

ResponseID Response

183 A good place to walk and a good place to ride bicycles.

184 walking track/bicycle lane

185 recreation for children/elderly

186 Proximity

187 Activity space with benches and lighting for children, walkers, running, and cycling.

189 Safety

190 Free and safe public access

191 Safety

192 Safe area to run or bike

193 Safety.

194 Safety

195 Hiking

196 Security, lights, trash cans and fences to keep out the riff raff

197 Peace

199 Safety!

200 Natural surroundings

201 No vehicle traffic for safety

203 Safety

204 Level ground for easily accessible activities

205 Nothing parks ar dumb

206 Safety

207 Walking trail

209 Walking trails for my dog and I to exercise.

ResponseID Response

210	Lights
211	Trails
212	Maintenance crews to keep it clean
213	Safety
214	Walking/running path
215	unobstructed flat surface
216	Boundaries
217	Walking Trails
219	Variety
221	Safety and good upkeep
222	Walking path
225	Safety
226	security
227	Safe bike riding space
228	Bike access/trails
229	safe from criminal activity
230	Hiking
231	Safety
233	Be safe... drug free, no homeless
234	Playground
238	Safe measures for exercise
239	Play area for kids
240	Safety
241	Security

ResponseID Response

242 safety

243 Safety and Security

245 Cycling, run, walk path

246 Clean water

247 Safe bicycle paths

249 nature

250 walking areas

251 Clean and feel safe

252 Paved paths

253 walking paths

254 Walking trails

256 Safe and clean play places, bathrooms, and covered areas

257 Safety

258 cleanliness/security

260 Proper maintenance and safety

261 Safety

262 Green space, picnic area and low cost recreation areas

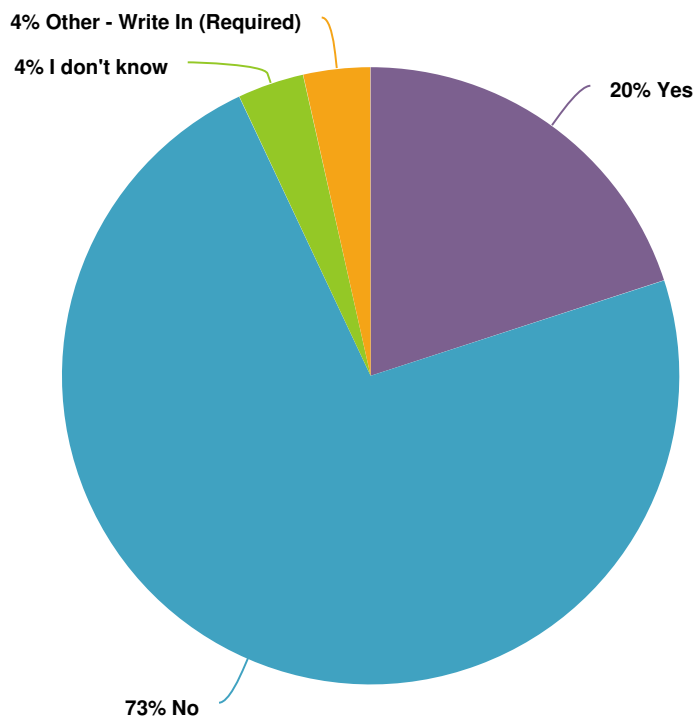
264 Safety

265 walking trails, dog park, biking trails

266 Walking & bike paths with areas to walk my dogs

267 Clear paths

11. Do you have access to bicycle infrastructure (ex. Bike lanes) close to your home?

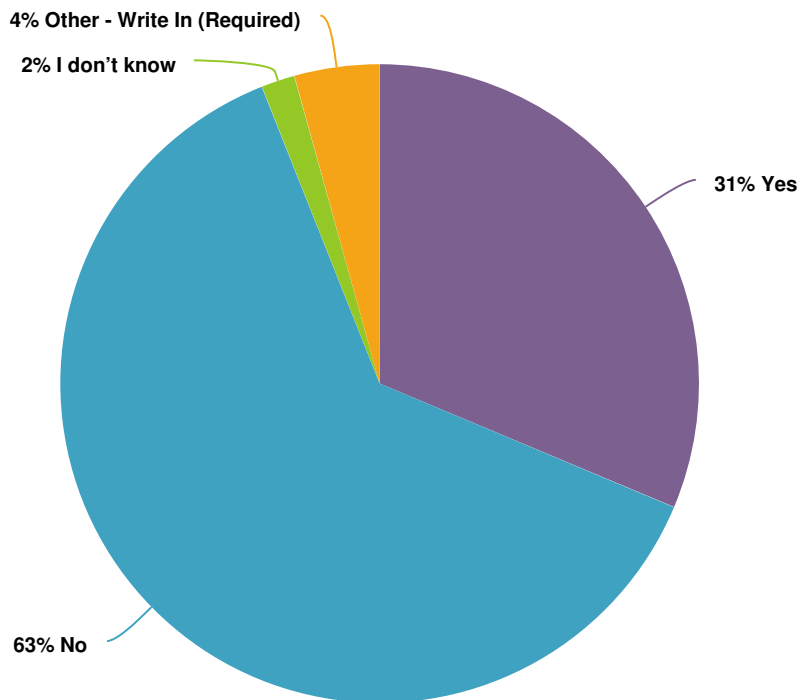


Value	Percent	Responses
Yes	20.0%	46
No	73.0%	168
I don't know	3.5%	8
Other - Write In (Required)	3.5%	8

Totals: 230

Other - Write In (Required)	Count
28 east has shoulders but I don't like dodging traffic on my bike	1
Access to some but not nearly enough.	1
Sidewalks, but I'm not sure that it is legal to ride bikes on them	1
Some areas but not all areas	1
Some, but it could be a lot better. Sharing the road is challenging because people aren't used to it.	1
Very Limited	1
Yes, but they don't take me anywhere decent	1
only one part of town has bike lanes. If I want to ride I will head out of town to country roads	1
Totals	8

12. Do you have access to pedestrian infrastructure (well maintained sidewalks) close to your home?

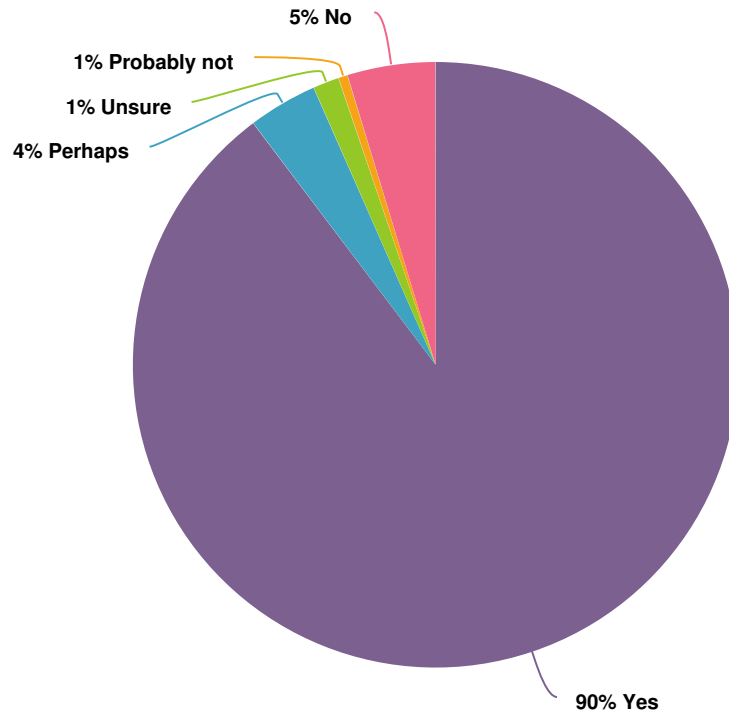


Value	Percent	Responses
Yes	31.3%	72
No	62.6%	144
I don't know	1.7%	4
Other - Write In (Required)	4.3%	10

Totals: 230

Other - Write In (Required)	Count
Inside my neighborhood yes but none outside of my neighborhood	1
None that I can walk out to from my apartment complex. There are some not that far away but I would have to walk along a very bust ride with no shoulder at all to get there	1
Pineville has good sidewalks but not enough sidewalks. More extensive walkable infrastructure would improve mobility for blind and disabled people	1
Sidewalks yes, but some in broken condition	1
Some areas but not all areas	1
Some sidewalks in my neighborhood are uneven and unsafe for seniors.	1
Some; not enough	1
We have some sidewalks in our neighborhood but many are uneven, not kept up and not safe for seniors.	1
Yes, sort of... but I couldn't easily go to my grocery store	1
not enough and many need repair or improvement	1
Totals	10

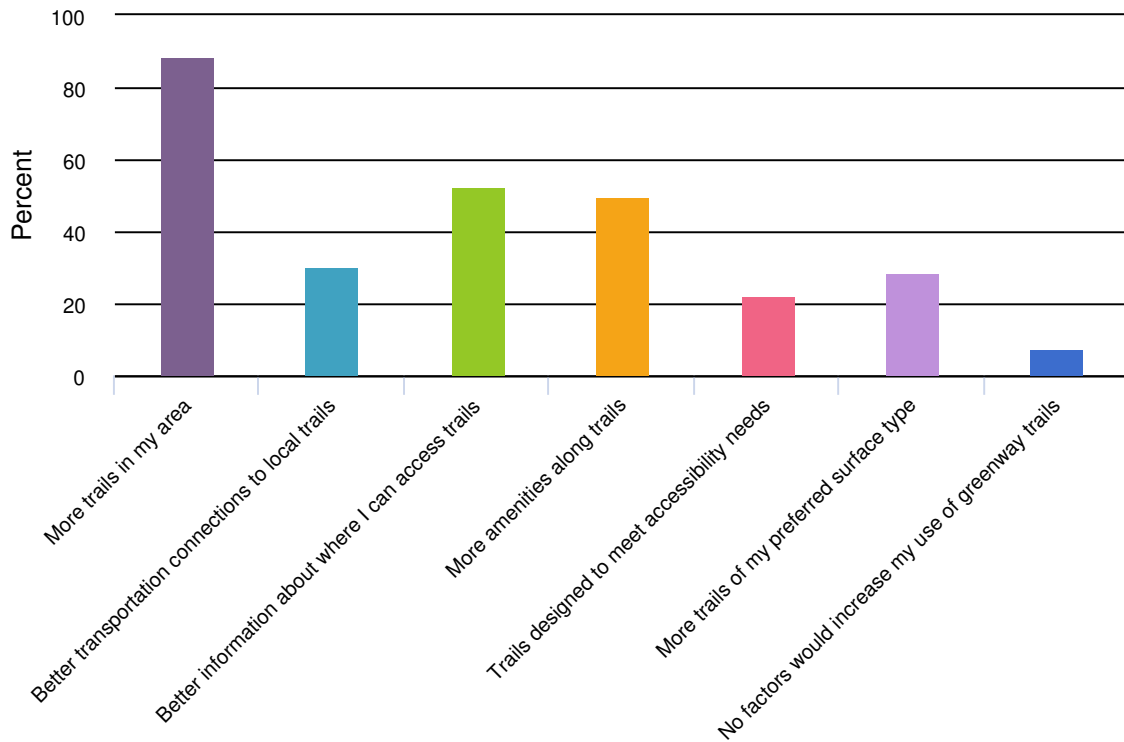
13. Do you think there should be more greenways in the community?



Value	Percent	Responses
Yes	89.8%	193
Perhaps	3.7%	8
Unsure	1.4%	3
Probably not	0.5%	1
No	4.7%	10

Totals: 215

14. What factors would increase your use of greenway trails? (check all that apply)



Value	Percent	Responses
More trails in my area	88.8%	190
Better transportation connections to local trails	30.4%	65
Better information about where I can access trails	52.3%	112
More amenities along trails	49.5%	106
Trails designed to meet accessibility needs	22.4%	48
More trails of my preferred surface type	28.5%	61
No factors would increase my use of greenway trails	7.5%	16

15. What do you think are the most important factors to consider when planning a greenway or greenway network? Rank from 1 (most important) to 6 (least important)

Item	Overall Rank	Rank Distribution	Score	No. of Rankings
Safety (Interaction with motorized traffic, crime prevention, route width, etc.)	1		1,099	204
Design (surface, route, food drink, toilets, bike rentals, etc.)	2		770	198
Connectivity (accessibility, public transport, other cycling routes, etc.)	3		652	193
Environment (limiting environmental impacts, etc.)	4		614	193
Economy (maximizing benefits in relation to cost, etc.)	5		562	188
Integration with policy and plans (tourism, health, community development, etc.)	6		478	187

Lowest Rank Highest Rank

16. Please list any other factors that you feel would be important for this greenway.



ResponseID	Response
7	width of the greenway
14	Ability to use road bike
15	It needs to be in a location that is central
16	Safety Patrol
17	Signs for how to use... ride on right, pass on left, etc.
18	Safety
23	Ease and safety of use
24	Some type of police presence
27	Safety
29	Safe area
34	Proximity to existing infill locations
35	clear trail markers; good lighting; wide paths; paved short loops for wheelchair access
37	Access points

ResponseID Response

38	I don't agree with them going through or by neighborhoods
40	-
41	N/A
46	Safety
47	Can't think of anything.
48	Being able to have safe, easy access to shopping, dining from the greenway
49	Safe Campsites for bikepacking
51	Security
52	Water along route
57	Lighting and call boxes
59	Lighting for safety at night
66	Safety safety safety.
69	Selecting a location that has a diverse mix of connecting neighborhoods so that everyone can enjoy it together.
74	Well lit at night
76	Connecting to optional unpaved trails (MTB Trails)
79	Most of the green space is in areas that are unsafe. The general public are afraid to go and enjoy because of the danger of crime. Nice parks and greenspace need to be developed in areas that people feel safe. If not you are spending money that will be wasted. Crime has to be addressed in Alexandria for something like you are proposing to be successful. I would love to see bike and walking trails all over Alexandria.
80	Statewide community interconnection.
82	NA
83	When visiting my sister in law in Virginia they have it to where they have trails for all of peoples needs walking; bike riding and being able to access the stores from the means of the transportation they have most everything is within a 5-10 mile walking or riding area.

ResponseID Response

85 Marketing it/educating folks about it

86 Riding trails

87 Security lighting

91 For it to actually happen

92 Maintenance cost and responsibility

93 Easy to use

94 Dedicated use

97 None

101 Making sure greenways are safe from crime

102 police bike patrol

103 Security cameras

104 Hope it goes better than walkwaythrough alex.

105 Learn from other communities that have built successful greenways

107 Security/crime - private property rights

109 Make it rails to trails in South Louisiana

111 We dont need bike trails we need utv trails to ride our kids on.

115 Abundance of lights

116 Safety, possibly have law enforcement patrol it

117 Connectivity to different areas of the city and aesthetics

118 Well maintained, scenic

125 None

129 safe

131 safety

135 Gravel or pavement

ResponseID Response

136	good signage listing mile markers and parking area at trailheads
137	NONE
138	N/A
140	Lots of cameras and security. Alexandria has a dangerous homeless population that this will attract.
141	Maintenance
142	SAFETY. Well lit & well patrolled
144	Distance signs, history signs
145	Lighting...Surface structure, access to towns.
146	Show trail names
147	maintenance
150	Water clean bathrooms
151	None
153	good signage and access
154	Cleanliness and upkeep
156	Side trails for hiking & MTB
158	Crime prevention
163	Biodiversity
164	Good parking at trail heads
166	It would give people a place to safely be outdoors.
167	Security.
168	More publicity about this proposed project.
169	Lodging/camping nearby if longer than 20 miles
172	Motorized vehicles area and paint ball area

ResponseID Response

173 Connecting to useful parts of town

174 Bike lanes

175 Make it about nature! Scenic routes with beautiful views, benches, overlooks, historical markers, etc. Maybe even an App to know important marks along the way.

176 Leaving an Natural as possible. Clean up the area but don't remove old trees.

177 None

179 Safety

180 Safety from crime

183 Covered benches along the way for shelter from rain. The St Tammany Trace would be an excellent example to check out. We love riding on it! Please get it finished quickly. It would be greatly enjoyed by all!!

187 Reuse of unused, unmaintained, neglected, and abandoned properties.

190 If this works let's explore an east west route to connect even more neighborhoods to reliable public transit.

191 Should be family-friendly (if there are restrooms on/near the greenway, they should have changing tables)

192 NA

195 Possibly overbite camp ares for

196 Make sure it's patrolled by police so it doesn't become a hunting ground for criminals.

199 My family and I would use this for recreation so safety is my biggest concern especially on alexandria

200 A place of serenity to enjoy nature

201 Location

203 Consideration to adjoining private properties

204 Safety surveillance

ResponseID Response

209	Workout stations along the way. Pull-up bars, benches, such. I've seen parks in Ruston that have this type of equipment.
212	Trash cans along the trail are a must
214	Lack of traffic
219	N/a
225	Properly marketed to community to ensure acceptance
226	maintenance and security
227	Surface for all ages of bike riding
228	The green space will need to be maintained better than what Alexandria is currently doing with other parks
229	N/A
230	Safety in high crime areas and maintaining green space around it
231	Use it for public transportation instead
238	Scenery
241	I wouldn't have a good answer because, part of the unused railroad tracks are close to my residence. Therefore I wouldn't want it, I don't want to have to lose the peace and quiet we have on our road. Also the simple peace of mind to walk out of your own house however you want without people around! I believe it's extremely important to get all close residing residence opinion, being that those are the people who will be affected the most by such a project.
243	Keeping everyone safe at all times
246	Open scenery, Freshwater, and maintenance areas
247	Access in rural areas
249	a rovwr
250	trees, plants, grassy areas
251	Keep it clean. The homeless camps along the bayou keep people away from the current trails. It is not safe with drug use and human waste all along the trail

ResponseID Response

252

7

253

walking paths

256

Maintenance

258

L.E. Patrols

261

Other

262

Integration into park/recreation hubs like what could be developed within the former central hospital grounds and buhlow

266

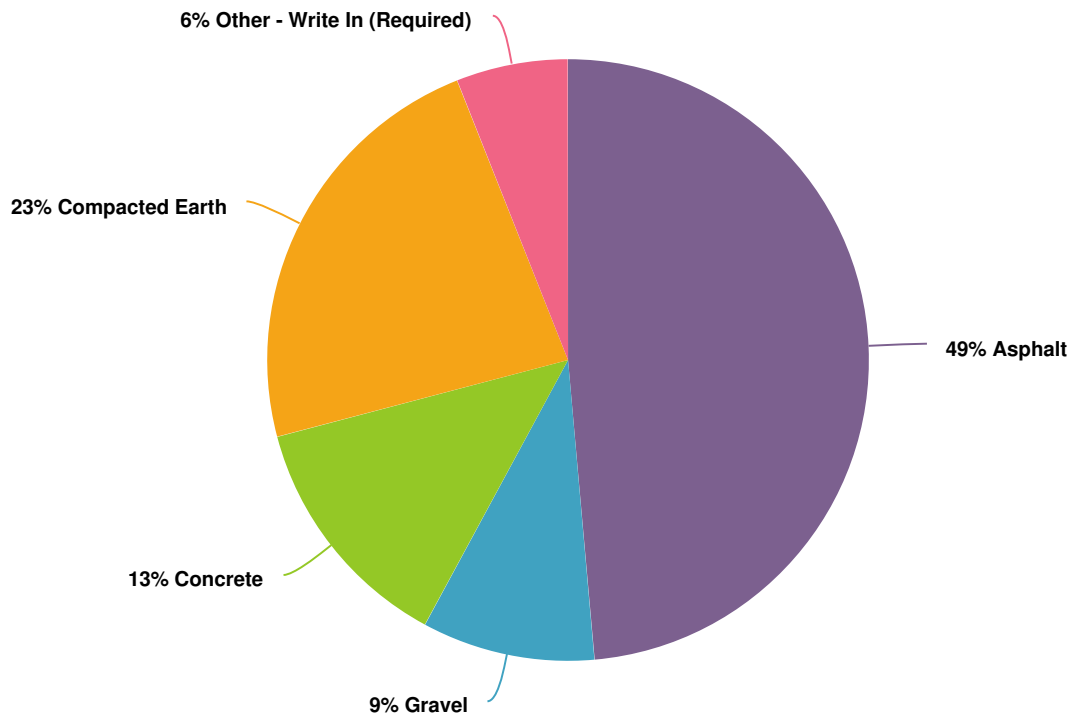
Safe from excessive crime in our area - needs to be policed






17. Please rank the following evaluation criteria to consider when designing and implementing the Rock Island Greenway trail corridor from 1 (most important) to 6 (least important).

Item	Overall Rank	Rank Distribution	Score	No. of Rankings
CPTED - Crime Prevention Through Environmental Design (feeling of safety by trail users)	1		1,294	212
Pedestrian / Cyclist Ease of Use	2		1,099	211
Separation from Vehicle Traffic	3		1,075	212
Limiting Environment Impacts (such as vegetation removal)	4		779	211
Limiting Impacts to Neighboring Properties	5		733	212
Cost	6		712	213
Other (please specify)	7		243	196

Lowest Rank Highest Rank

18. What is your preferred surface material for a greenway?

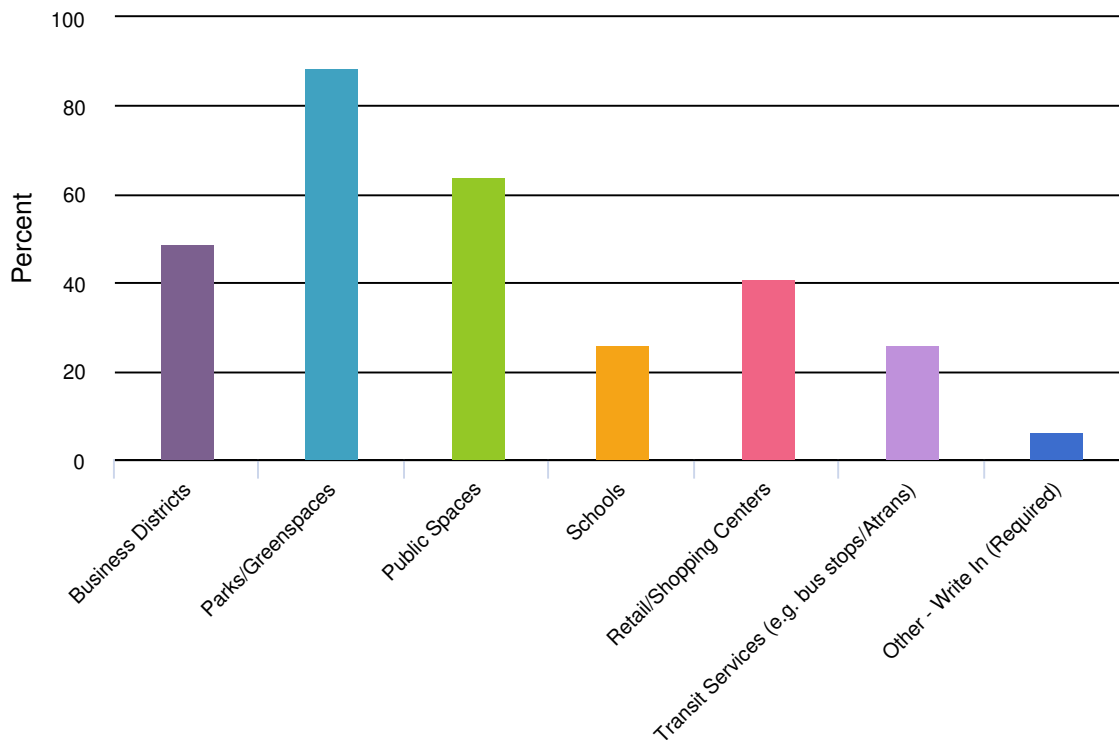


Value		Percent	Responses
Asphalt		48.6%	105
Gravel		9.3%	20
Concrete		13.0%	28
Compacted Earth		23.1%	50
Other - Write In (Required)		6.0%	13

Totals: 216

Other - Write In (Required)	Count
All the above	1
Any	1
Asphalt for commons area and compact earth for outlying areas.	1
I would not want one near my home	1
Nothing	1
Recycled rubber compound (shredded old tires)	1
Whatever permeable surface is recommended for this type of use in our climate for ease of use and durability	1
Whichever will be most resilient to cracks so that it doesn't constantly have to be repaved. Hempcrete would be a game changer because it would still be smooth for bike tires.	1
asphalt with rubber top	1
combo of concrete and compacted earth. in some places concrete would make more sense and in others along trail compacted earth would	1
crushed limestone	1
dust free surfacing	1
open	1
Totals	13

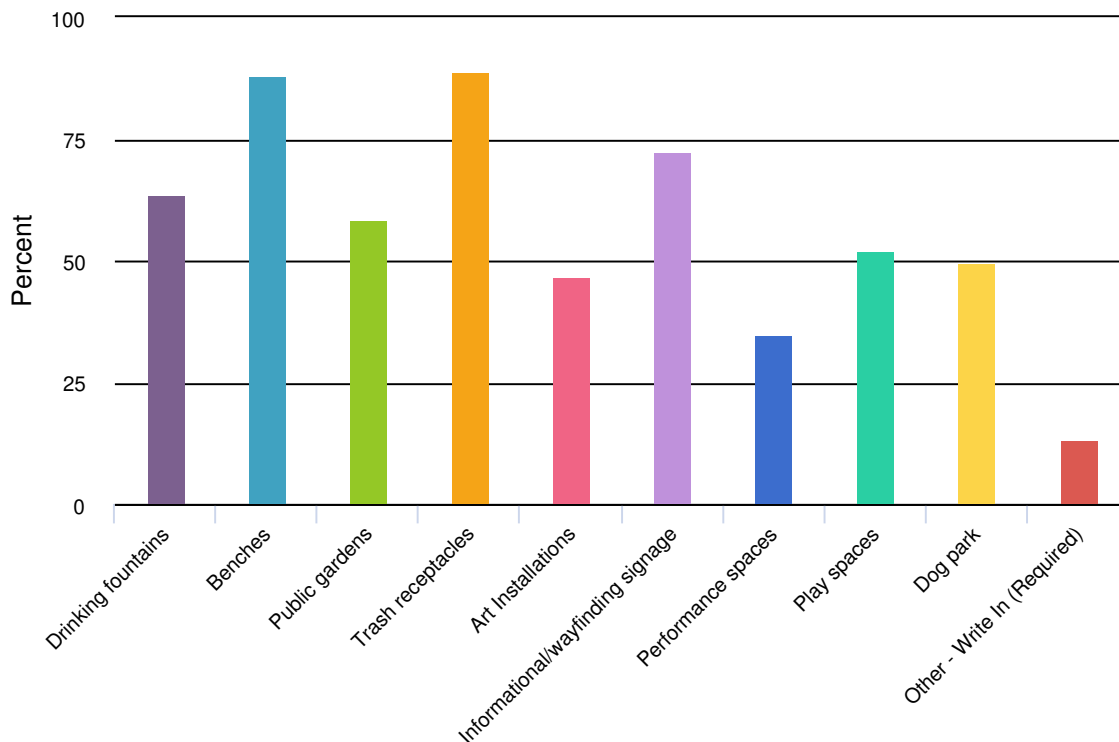
19. What destinations would you like to see the greenway connect?
(check all that apply)



Value	Percent	Responses
Business Districts	48.8%	104
Parks/Greenspaces	88.7%	189
Public Spaces	63.8%	136
Schools	25.8%	55
Retail/Shopping Centers	40.8%	87
Transit Services (e.g. bus stops/Atrans)	25.8%	55
Other - Write In (Required)	6.1%	13

Other - Write In (Required)	Count
Historical markers, scenic views & overlooks, Nature only	1
MTB trails	1
Multi state travel and connectivity	1
Neighborhoods	1
None	1
Packton to georgetown	1
Paintball and motorized vehicles areas	1
Parks/Greenspaces	1
Restaurants	1
Shops supporting hiking/cycling and tourism.	1
Spurs to other trails.	1
Tourist Areas	1
bodies of water	1
Totals	13

20. What types of amenities would you like to see along the greenway?
(check all that apply)



Value	Percent	Responses
Drinking fountains	63.6%	138
Benches	88.0%	191
Public gardens	58.5%	127
Trash receptacles	88.9%	193
Art Installations	47.0%	102
Informational/wayfinding signage	72.4%	157
Performance spaces	35.0%	76
Play spaces	52.1%	113
Dog park	49.8%	108
Other - Write In (Required)	13.4%	29

Other - Write In (Required)	Count
Restrooms	3
Bathrooms	2
Bathrooms	1
Even having one or two well maintained portable restrooms would be amazing.	1
Fishing	1
Historical markers, educational signs about wildlife & plants	1
Lighting	1
MTB trails	1
None	1
Nothing	1
Nothing to many homeless people gonna take over	1
Overlooks or scenic areas. Photo ops.	1
Police kiosks and emergency phones, AED devices	1
Public gardens	1
Restaurants	1
Restroom	1
Security officers, unfortunately the amount of bicycling traffic now in my area is 95% person on hard drugs of some sort, so I think it'd be extremely important to have security officers for the safety of children	1
Solar charging stations for electric bikes(those are the future of cycling)	1
Splash pads	1
Vending / Concessions	1
Well shaded areas	1
Work out equipment	1
Totals	29

Other - Write In (Required)	Count
a small parking lot to access the greenway	1
fishing	1
lighting	1
security office for RPSD and Alex PD to be stationed for safety	1
Totals	29

21. Have you any suggestions for other facilities that could be provided on a greenway?



ResponseID	Response
3	Good lighting
5	Bike racks
7	small restaurants, cafe type.
12	Campground
13	No
14	I have none.
15	concession or food truck areas
16	No
17	None if connected to existing parks.
23	Lighting in needed areas
27	No
35	first aid station; pet waste bag station
37	Restroom

ResponseID Response

38 No

40 -

46 Skateboarding areas

49 Interactive art

51 No

52 Food vendors/Healthy Snacks

57 Playground

66 No

68 recycling receptacles

74 Clean restrooms

76 Bike tool stations, emergency phone, lighting

79 Bike rentals at several parks. Gardens, Fountains,

82 No

85 Restrooms

91 Cafés

92 Cameras? Deter vandals?

94 none

95 a use of exisiting bodies of water &/or water features

97 No

100 Historic information signage

101 Skate park or industrial park

103 Bike rack

105 Parking lots

107 Small, secure open-air markets for local produce, etc.

ResponseID Response

109 Whatever Rails to Trails has

116 If it could be done safely, places for through hikers and bike packers to tent camp

117 Food truck park

118 Bike rental shops

121 Food

122 Emergency phones

127 Occasional covered portions of greenway(with appropriate vegetation covering the cover) to provide shade and cover from rain.

129 love the idea

135 No idea

136 restroom would be nice

137 NO

138 N/A

141 Camping

142 Bathrooms

144 Restroom

145 Camping availability, small stopping areas to rest.

146 Sunflowers

147 vending machines

150 Maps

151 No

156 Restrooms

164 Areas for local vendors to sell goods at designated times

166 Picnic areas

ResponseID Response

167 Emergency call boxes. Security cameras.

168 No

169 Campgrounds

172 Road for motorized and paint ball area

173 No

175 Signage that leads off the greenway to infrastructure. Don't ugly it up with a ton of facilities.

176 Railway near Maryhill. It's not been used for many years.

177 No

180 Picnic tables

183 Occasional rest room

187 Internet wifi access. Outdoor and indoor national forest and park services for education, information, maintenance, and help

190 Bathrooms

191 If there is a significant stretch of greenway (say, two miles or so) a restroom would be nice.

192 NA

195 Just do it we need hiking trails bad

196 Shaded over hangs

199 Having the lanes marked so people would know the correct side to be on.

201 Vending machine with water and healthy snacks

204 Snacks

209 Can't think of any

212 Bathroom

213 Food truck parking close by

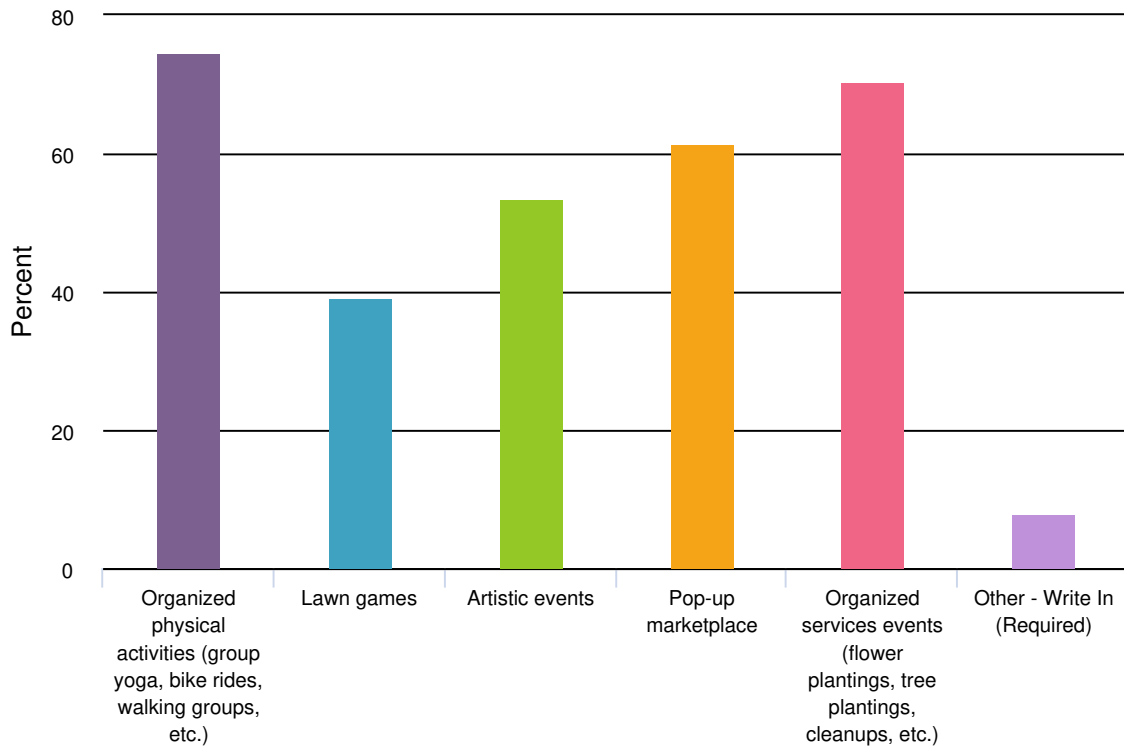
ResponseID Response

214	No
215	Access to fishing river and lakes
219	Meditation
222	Trailheads
225	Bike repair stations
227	Access for food trucks
228	Areas designed for dogs
229	911 hardline phones along route
230	Educational signage
231	Use current rails as designed public transportation
233	No
238	Dog friendly
241	None
243	24/7 Security and cameras
246	Forest path
249	mcdonald's
253	ice stations
255	Outdoor aesthetic
256	No
257	Solar power
258	Nope
262	Disc golf, rock climbing, playground (see Burns park in North Little Rock) and river bridges of Little Rock - my at the economic impact
265	vending areas-farmers markets, snowcone, ice cream and soda fountains

ResponseID Response

266 Restroom

22. What types or actives would you like to see along the greenway? (check all that apply)



Value	Percent	Responses
Organized physical activities (group yoga, bike rides, walking groups, etc.)	74.7%	162
Lawn games	39.2%	85
Artistic events	53.5%	116
Pop-up marketplace	61.3%	133
Organized services events (flower plantings, tree plantings, cleanups, etc.)	70.5%	153
Other - Write In (Required)	7.8%	17

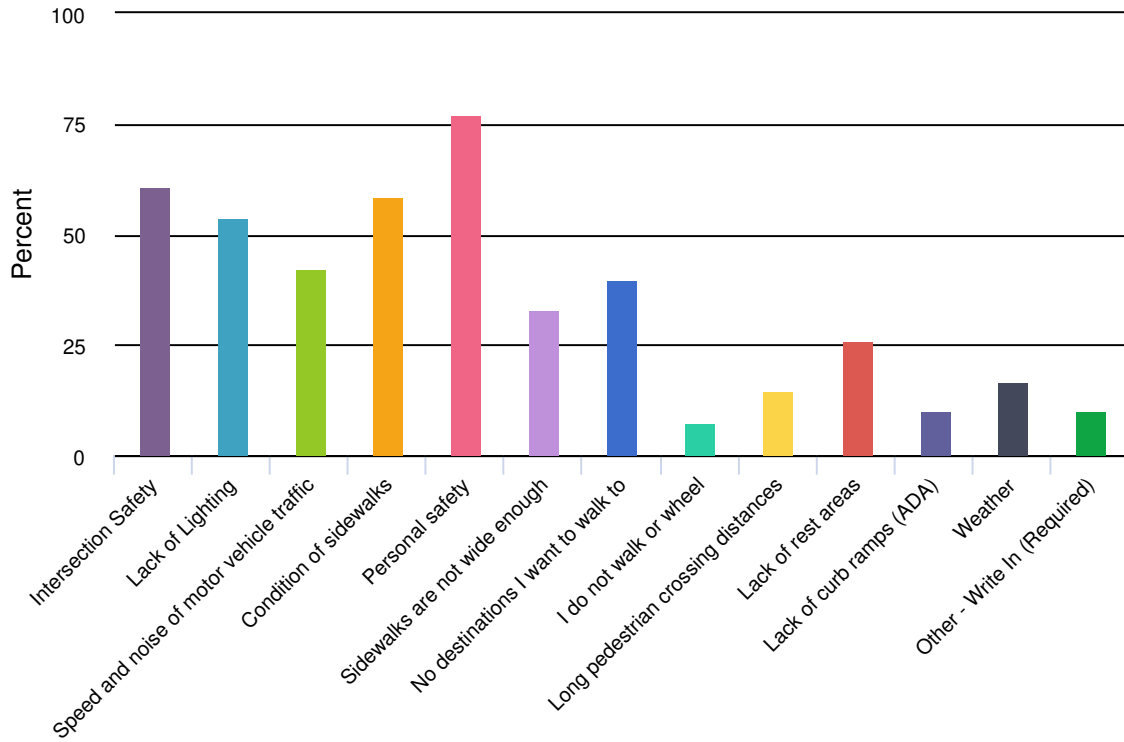
Other - Write In (Required)	Count
None	3
Area for motorized vehicles and paint ball area	1
Artistic events	1
Connecting to mtb trails	1
Fishing lakes in area	1
Fitness contests; skit performances; free library options	1
Non profits teaching others especially kids, bike skills. (Especially mountain bike skills)	1
None. This area is not well known for taking care of public area.	1
Nothing	1
Nothing is needed, Nature!	1
Organized 5k (runs) to improve awareness and use of trails.	1
Public transportation by rail	1
V	1
Your kidding.....	1
coffee	1
Totals	17

23. Please rank the following safety issues in order of importance when using a greenway. Rank from 1 (most important) to 6 (least important)

Item	Overall Rank	Rank Distribution	Score	No. of Rankings
Personal security (provision of lighting, route planned near residences)	1		1,166	193
Reducing the number of intersections at which motor vehicles are encountered	2		986	189
Providing a wide path (wide enough for four cyclists)	3		709	190
Reducing the number of times as cyclist must dismount or yield right-of-way	4		684	188
Providing separation between the route and hazards (such as ditches)	5		644	190
Ensuring any passing traffic is slow speed	6		626	188
Separating users (pedestrians and cyclists)	7		531	186

Lowest Rank Highest Rank

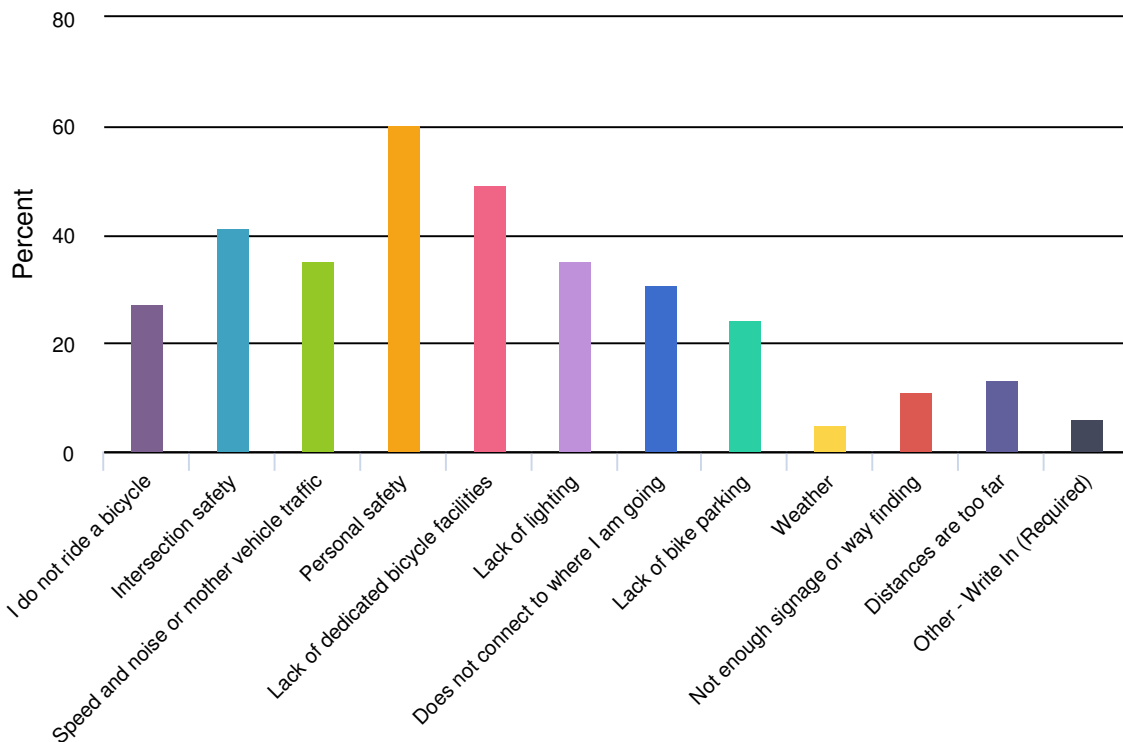
24. What are your main challenges when walking or wheeling in the Alexandria Pineville area? (check all that apply)



Value		Percent	Responses
Intersection Safety		60.9%	120
Lack of Lighting		53.8%	106
Speed and noise of motor vehicle traffic		42.1%	83
Condition of sidewalks		58.4%	115
Personal safety		77.2%	152
Sidewalks are not wide enough		33.0%	65
No destinations I want to walk to		39.6%	78
I do not walk or wheel		7.6%	15
Long pedestrian crossing distances		14.7%	29
Lack of rest areas		25.9%	51
Lack of curb ramps (ADA)		10.2%	20
Weather		16.8%	33
Other - Write In (Required)		10.2%	20

Other - Write In (Required)	Count
Bike lane are only placed in areas people don't want to cycle in. We are not bike friendly!	1
Crime, Ugly surroundings, zero mountain biking trails, etc.	1
Fix the side walks and crime problem, then people might want to go outside. Nothing is maintained in the city and there is garbage everywhere. This is going to be another expensive project that draws criminals and deteriorates.	1
I do not live in the area	1
Is there anywhere in Alexandria to do these activities?	1
It is not safe to walk anywhere in this area anymore. Clean up our streets from the thieves, bums, and druggies.	1
It's nothing to walk to or do	1
Lack of	1
Lack of safe interconnection between areas of town. For example, crossing Macarthur Drive.	1
No sidewalks	1
No way to cross MacArthur, Masonic, Jackson Extension	1
Not enough safe crosswalks and poor access to atrans	1
Run on road due to lack of sidewalk	1
SAFETY	1
Safety	1
There are no outlets to walk or bike leaving my neighborhood.	1
This area is in the hood with homeless it will not be safe	1
Unknown	1
nothing to do	1
the surface isn't typically smooth enough for skateboarding (or other wheeling)	1
Totals	20

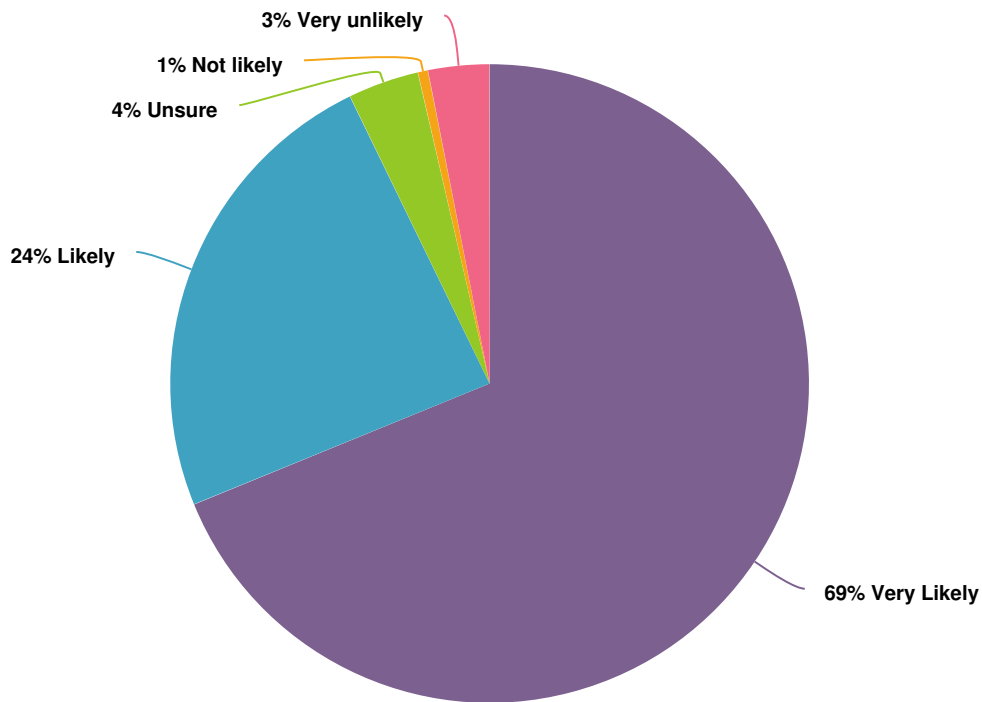
25. What are your main challenges when biking in the Alexandria Pineville area? (check all that apply)



Value	Percent	Responses
I do not ride a bicycle	27.4%	54
Intersection safety	41.1%	81
Speed and noise or mother vehicle traffic	35.0%	69
Personal safety	60.4%	119
Lack of dedicated bicycle facilities	49.2%	97
Lack of lighting	35.0%	69
Does not connect to where I am going	31.0%	61
Lack of bike parking	24.4%	48
Weather	5.1%	10
Not enough signage or way finding	11.2%	22
Distances are too far	13.2%	26
Other - Write In (Required)	6.1%	12

Other - Write In (Required)	Count
Cars don't know how to coexist with cyclists on the roads	1
Dangerous traffic	1
Existing bikeways are a waste, rarely used but always limiting others	1
I do not live in the area	1
I don't ride in alexandria	1
Inattentive motorists	1
It's hard to dodge traffic once I run out of shoulder to ride on	1
Lack of safe interconnection between areas of town. For example, crossing Macarthur Drive.	1
No where to safety get any where	1
SAFETY	1
dont live near town	1
no unpaved trails in the city (MTB trails)	1
Totals	12

26. If the greenway is built, how likely are you to walk, wheel, or cycle along the greenway?



Value	Percent	Responses
Very Likely	68.9%	135
Likely	24.0%	47
Unsure	3.6%	7
Not likely	0.5%	1
Very unlikely	3.1%	6

Totals: 196

27. Anything else we missed that you'd like to share?



ResponseID Response

5 Nope

7 I have cycled on the Katy Trail in Missouri and the GAP and C & O Canal Path out east. These types of trails are a win, win for the community. They promote healthy activity and also add to the economic viability of the area.

12 The benefit of the greenway of creating a destination that enhances the local economy can not be understated!

16 No

20 wheel chair accessible is a must

21 Alexandria is an extremely bikeable city. Unfortunately, due to the lack of connectivity across major highways, ie MacArthur, combined with narrow road shoulders and too many people texting while driving, I usually ride my bicycle for fun in the evenings when there is less traffic and poor visibility.

24 Personal Safety and a police presence of some sort would have to be had. I wouldn't go if not.

ResponseID Response

34 The associated map only shows a short span of the Rock available for use as greenspace; if this is the case, I do not see how the lower third/I-49/cotton warehouse area could ever be viable, including consideration of its proximity to the Ruston Foundry Superfund site. The MoPac route looks more promising. The run near Sterkx road would be a natural fit with businesses already there like the brewery. The section past MacArthur behind Martin Park has some potential but is remote. I don't see sections far from the epicenter of the city could be efficiently and effectively maintained or patrolled for safety. The entirely unrecognized problem of Alexandria is sprawl - to accomplish numerous objectives and make economic sense, the route would need to repurpose infill area and not just turn in to a far-flung liability.

35 If public meetings are planned, please be sure to get the word out in a timely manner! Social media is best; not everyone listens to the news.

38 I don't agree with it because it goes through neighborhood just what I read. It needs lighting all the way down and all around.

40 This would be an excellent way to provide more space for residents in and around the central Louisiana area to enjoy nature, while simultaneously making otherwise unused pieces of land useable for events, activities, or leisure.

56 Thank you for getting this going. Hope to see it work and not fall thru the cracks

67 I can not emphasize enough the need for bicycle safety education for vehicles and bikes.

69 Y'all are the best. Thank you. :)

76 It would be great to see this greenway connect to local parks that provide other recreational opportunities for citizens of Alexandria/Pineville. Things like a pump track for bikes, scooters, and skateboards. Also, a skate park would be a great thing for people of all ages to have access to in this area.

79 Safety and accessibility are an absolute.

80 Alexandria's inner city is an island. Connect it to a corridor leading to adjacent communities and throughout the state. Healthy byways breed happy taxpayers.

82 No

91 Connections to residential areas

94 no

ResponseID	Response
97	No
100	Please remember the rural communities. It's seems focus is always on in city limits projects. We pay property, sales and gas taxes that benefit mostly those in town but not outside city limits.
102	check out http://www.tammanytrace.org/
105	Excited that a greenway is being considered for our area and I hope it happens!
109	Cameras that are monitored would be a necessity. Crime is horrible right now.
111	We need motorized access trails not bike or walking trails. There is no place to take the kids on utvs
112	Connecting to small towns
113	N/A
116	Alexandria and Pineville need a pump track and bike skills track close by the greenway and a park (perhaps two new parks)
121	Thank you for working on this plan. Something to promote Alexandria in a positive light!
129	love the idea.
131	I think it is a waste of funds, within 1 year crime will take over and no one will be able to use facilites b/c of it. Just look at all other projects that have been done within alexandria area.
134	Lighting is important to me. Maybe some type of little mile/area markers in case of emergency so person can better tell 911 where they are.
135	No idea
136	This is a wonderful idea and is much needed.
137	NO...
138	N/A
144	Build it. Make it nice and long. It will bring revenue.

ResponseID Response

145	I believe you've covered all/ most of my concerns. I do ask you send a rep to visit with dallas/fort worth cycle club, they are very well educated in bike paths and procedures. Dallas now has nearly 700 miles in pedestrian/biking paths. Thank you for the opportunity to voice my concerns and please let me add, electric bikes are the future of biking, I know, I've watched the industry grow since 2009 and own 3 e bike currently. Thank you again. Robert Noah Natchitoches, Louisiana (318)228-3949 robert71457@yahoo.com
146	The Rock Island line is dear to my heart
150	No
156	If y'all are here for opinions I feel this would be a great idea. Stay north of the river and out of Alex. The crime is to high south of the river and nothing is properly maintained. Does Alex even have a mayor? ☐
158	This would be a wonderful community asset. Let's get it done.
164	Build it. It WILL BE USED!
172	There will be a lot of homeless people with tents set up on trails just like the other trails in Alexandria and More Crime alone trails we have to many shooting and body dumping in this neighborhood already and drug heads breaking in houses
179	Be able to keep up the space
180	Drivers are not used to cyclists in this area. There are not nearly enough dedicated bicycle routes in the Pineville/Alexandria area. These have contributed to a large number of injured cyclists limiting the number of the latter.
183	Please look at St Tammany Trace. A bike path around Buhlow Lake would be beautiful! Please develop the path quickly. We sorely need a good riding place in Pineville.
186	I love this project. We need more and more. Dude not, I urge our city planners to consider a book that changed my view of city's. Strong Towns by Chuck Marohn

ResponseID Response

187 Grant Parish has a long railroad that is basically abandoned that is prime for development and would easily connect Winn parish to Rapides parish and Winnfield to Alexandria and Pineville and locations in between including images and communities and schools and kisatchie national forest offices and centers. This is extremely good area for development and meets all your criteria. You should invest heavily in this area to connect these communities. Alexandria and Pineville already have the economic base to support their own development while Grant and Winn Parishes do not and go under served or unserved. Focus on connecting these communities and areas like them.

190 We've needed this for a very long time. As a disabled person having access to viable infrastructure is critical. Making Alexandria and pineville more walkable would greatly expand mobility for people like me who don't drive. Let's explore east- west routes to connect even more communities in this way. It's scary dodging traffic knowing they might not see you.

196 If this thing isn't heavy with cops once it's built, I give it 3 months before the first rape and a murder within 6. Fix the stuff that is falling apart before building new things to fall apart.

201 No

204 Safety is the #1 factor our city faces. As a female, I do not want to feel unsafe when using public spaces. Currently, there's no real way to make citizens feel more safe while out and about. From unknown vehicles in the area to unsafe and unmentioned public area.

209 Just want to say thank you for doing this! This is exciting.

212 I love the idea of turning the old railroad into a Greenway! Please keep it clean and post signage and trashcan along the route. Security cameras wouldn't be a bad idea either.

214 N/a

215 This is a great project. I look forward to using this public service, and quality of life amenity.

219 A community vegetable garden

220 What's the point if we have nothing to do here it's going to go to waste like downtown or the rest of the area

222 I lived in Mandeville within walking distance of the St Tammany Trace and used it frequently. They did a phenomenal job and it is very popular. I would suggest looking there as a model

ResponseID Response

225	Please market this correctly. Use social media besides FB. There will be support for this if you can get the information to the people who would support it.
226	model other cities such as Little Rock, AR, Bend, OR or Jackson Hole, WY
227	I think this is a great idea and extremely needed for our area to grow and be attractive for new families who may be considering moving to this area.
228	If the greenway is planning on intersecting with any down town Alexandria areas, I would suggest that someone start cleaning up downtown Alexandria better than what they currently are doing. There are broken bottles and glass throughout most of downtown Alexandria. And what purpose are the police cameras/lights actually serving
230	No
231	Why but use current established rail system for public rail transportation
241	None
246	Nothing at the moment
249	nope
255	I live in Abita Springs, but have in-laws in the Pineville Area. Having the St. Tammany Trace here is a huge asset to our community and our economy and I would love to see that for the greater Alexandria area. I will definitely be riding the Greenway if it gets built!
257	Thanks!
258	You should research both the Pinellas Trail and Withlacoochee State Trail in Florida for problems with crime. Not only crime perpetrated against trail users but also criminal access using the trail on private property along the trail...
262	Excited to know that this conversation is underway... just hope the opportunity can be seized in a cohesive manner that increases outdoor opportunities, quality of life and economic growth... southern cities that are thriving have prioritized outdoor recreation even over traditional economic growth models. It's paying off. Oh, what about connecting to the amphitheater?

ResponseID Response

265 In Alexandria crime rate is surely your offices or plans to do a greenway, the biggest problem. If there are no law enforcement and crimes are committed without harsh circumstances for doing so, your throwing away alot of money and only exacerbating the problem. You are only giving criminals another place to commit crime.

266 Fantastic project - adds amenities usually found in larger metropolitan areas and will help improve quality of life.



Appendix C

Round 1 - Verbatim Public Comments



Public Feedback

Interactive Map Tool

Type here.Terrific idea to have a network of trails for biking and hiking.

Bike lanes connecting to the Zoo would be amazing. This would connect the community west of US 167 with the community to the east. Personally, I would be able to bike from home (Garden District) to work (South MacArthur Dr). this could open up more bike traffic in town without going on service roads or the traffic circle. It may also benefit the Lee St corridor, create business opportunities, and help revive that area.

Build a pedestrian/bike bridge utilizing the old rail bridge piers (still in-tact) to connect the levee trail across Third Street to the future greenway.

Bad unsafe locations...we need utv trails not bike trails no one is going to use this nonsense

I'm concerned about the crime rate in Alexandria and this seems like the perfect way to get robbed and beaten by thugs and homeless and the police not be able to respond

Great idea. However, the location is terrible. This will turn into a death alley. There will be trash & crackheads all over this. Save the money and use it somewhere that could actually benefit the whole community.

Survey Question 10: What is the most thing for a park to have?

ADA accessible

Accessibilty

Access

Accessibility

Level ground for easily accessible activities

Safe access

Free and safe public access

Ample opportunity for many types of daily activities

Entertainment for kids

Activities for kids and Teens

Teens and kids to do

recreation for children/elderly

benches & trash receptacle

Activity space with benches and lighting for children, walkers, running, and cycling.

Charging stations for e bikes(they're the future of cycling)

Dog park, walking trail, splash pad, picnic tables, play area, bike trail, 4wheeler riding trail

A place for community events (even if it's simply a gazebo) like parties, music, etc.

Paved, maintained pathways
Good surface for riding
Restroom, covered rest areas, well lit walkways, recreation areas, nice green spaces
Adequate Lighting
Lighting
Safety lighting
Lighting, picnic tables, shade, some basic restroom infrastructure if possible.
Lighted walking trail
Lights
Pet friendly
Playground for children
Kids Area
Playground
Playground equipment
Playground, walking paths, safety
Playground
Play area for kids
Seating, bird baths, animal feeders, flower gardens. Night lighting
Places to rest, dog walking
Seating , gardens
Good infrastructure/facilities including bathrooms
Restrooms
Safety
security cameras
Security, lights, trash cans and fences to keep out the riff raff
walking trails, dog park, biking trails
Shade from trees
Vehicle-free bike paths
Bike Paths
Trail
Walking trails

Walking path
walking trail
Trails for hiking and biking
Pathways
Walking path
Trails
Walking track
Walking trails
Paved paths for walking and riding.
trails
Safe trails and rest areas
Walking trails
Walking paths, picnic areas, splash pads and play equipment for children.
Walking trail
Walking trail
Bike and running trails
Bike trail
Walking area and some picnic and seating areas with some lights
walking/biking
wide walking path for multiple people to pass
20 plus miles for bicyclez
walking trails
Trails for hiking and biking
Mtb areas
Bike trails
Bike paths
Trails
Long paths for bicycles. We do not have enough mountain biking/nature trails!
Walking, place to have picnics
Running/Biking path
A good place to walk and a good place to ride bicycles.

walking track/bicycle lane
Hiking
Walking trail
Walking trails for my dog and I to exercise.
Trails
Walking/running path
unobstructed flat surface
Walking Trails
Walking path
Bike access/trails
Hiking
Cycling, run, walk path
Safe bicycle paths
walking areas
Paved paths
walking paths
Walking trails
Walking & bike paths with areas to walk my dogs
Clear paths
Water fountain, shade, and a clean restroom.
Clean water
Drinking water, benches, clear wayfinding
trees
Trees
Trees and a trail
Trees, walking and bike path
Clear, frequent communication that it exists, where and what it offers.
Patrons
I don't think this is a good idea
Nothing parks ar dumb
Variety

Cleanliness
Well maintained
MAINTENANCE
Well kept equipment
Sanitation
Cleanliness and safety
Maintained/clean
Well maintained trails
Maintenance crews to keep it clean
Proper maintenance and safety
Safety, upkeep, play equipment, biking, clean restrooms
Clean and feel safe
Safe and clean play places, bathrooms, and covered areas
cleanliness/security
Proximity
Grass....you know what I mean.
room
Green Space for recreation
unprogrammed green space
Nature
Green area
open space and activities
Green space
Safe green space and lights
Open spaces
grass
Green space, walking trails
green space; trails; facilities
Space and scenery
Open green spaces. Non paved
Green space

Green space, multi-use areas
Natural surroundings
nature
Green space, picnic area and low cost recreation areas
Lakes
Vandalism deterrent
Safety
Safe measures for exercise
Safety
security and safety
safety
Safety
safety
safety
Safety
Safety
safety
Security
Safety
Safe Bike/walking paths
Safety
Safety
Security and safety measures
Safety features
Safety
Security
Safety
Crime prevention/safety
Safe environment
Safe, Paved walk way
Safety

safety
Safety
Safe walking trail
Safe walking trail
Safety
Safe place for family
Safe places for children to play, learn and get exercise
Safety
Safe surfaces, rest stops, water, and bathrooms.
Security
no drugs or homeless people
Safety
Feel safe while there for me and my kids
Safe
safe place to run or bike away from vehicle traffic
Safety
security
Safety
Safety, walking space, well lit after dark
Safety
Security
Safety and security
Safety
Safety to walk/ bike/ run / hike
Safety
Safety
Safety
Safety
Safe area to run or bike
Safety.
Safety

Peace
Safety!
No vehicle traffic for safety
Safety
Safety
Safety
Safety and good upkeep
Safety
security
Safe bike riding space
safe from criminal activity
Safety
Be safe... drug free, no homeless
Safety
Security
safety
Safety and Security
Safety
Na
Boundaries
Survey Question 16: Please list any other factors that you feel would be important for this greenway?
Ease and safety of use
clear trail markers; good lighting; wide paths; paved short loops for wheelchair access
Easy to use
Access points
Dedicated use
Workout stations along the way. Pull-up bars, benches, such. I've seen parks in Ruston that have this type of equipment.

Covered benches along the way for shelter from rain. The St Tammany Trace would be an excellent example to check out. We love riding on it! Please get it finished quickly. It would be greatly enjoyed by all!!
Lodging/camping nearby if longer than 20 miles
Possibly overbite camp areas for
Safe Campsites for bikepacking
Signs for how to use... ride on right, pass on left, etc.
good signage listing mile markers and parking area at trailheads
Distance signs, history signs
Show trail names
good signage and access
Lighting and call boxes
Lighting for safety at night
Well lit at night
Security lighting
Abundance of lights
Lighting...Surface structure, access to towns.
Good parking at trail heads
Gravel or pavement
Surface for all ages of bike riding
Should be family-friendly (if there are restrooms on/near the greenway, they should have changing tables)
Water clean bathrooms
Motorized vehicles area and paint ball area
Ability to use road bike
Riding trails
Make it rails to trails in South Louisiana
Side trails for hiking & MTB
Bike lanes
walking paths
Trash cans along the trail are a must
trees, plants, grassy areas
We don't need bike trails we need utv trails to ride our kids on.

None
Water along route
width of the greenway
Properly marketed to community to ensure acceptance
Marketing it/educating folks about it
More publicity about this proposed project.
I wouldn't have a good answer because, part of the unused railroad tracks are close to my residence. Therefore I wouldn't want it, I don't want to have to lose the peace and quiet we have on our road. Also the simple peace of mind to walk out of your own house however you want without people around! I believe it's extremely important to get all close residing residence opinion, being that those are the people who will be affected the most by such a project.
I don't agree with them going through or by neighborhoods
It would give people a place to safely be outdoors.
A place of serenity to enjoy nature
When visiting my sister in law in Virginia they have it to where they have trails for all of peoples needs walking; bike riding and being able to access the stores from the means of the transportation they have most everything is within a 5-10 mile walking or riding area.
Connecting to optional unpaved trails (MTB Trails)
Statewide community interconnection.
Connectivity to different areas of the city and aesthetics
Connecting to useful parts of town
If this works let's explore an east west route to connect even more neighborhoods to reliable public transit.
Access in rural areas
Integration into park/recreation hubs like what could be developed within the former central hospital grounds and buhlow
Well maintained, scenic
Maintenance cost and responsibility
Maintenance
maintenance
Cleanliness and upkeep
maintenance and security
The green space will need to be maintained better than what Alexandria is currently doing with other parks

Keep it clean. The homeless camps along the bayou keep people away from the current trails. It is not safe with drug use and human waste all along the trail
Maintenance
Biodiversity
Selecting a location that has a diverse mix of connecting neighborhoods so that everyone can enjoy it together.
It needs to be in a location that is central
Proximity to existing infill locations
Location
Leaving as Natural as possible. Clean up the area but don't remove old trees.
Reuse of unused, unmaintained, neglected, and abandoned properties.
Make it about nature! Scenic routes with beautiful views, benches, overlooks, historical markers, etc. Maybe even an App to know important marks along the way.
Scenery
Open scenery, Freshwater, and maintenance areas
Learn from other communities that have built successful greenways
Consideration to adjoining private properties
Use it for public transportation instead
Lack of traffic
Safety Patrol
Safety
Some type of police presence
Safety
Safe area
Safety
Being able to have safe, easy access to shopping, dining from the greenway
Security
Safety safety safety.
Most of the green space is in areas that are unsafe. The general public are afraid to go and enjoy because of the danger of crime. Nice parks and green space need to be developed in areas that people feel safe. If not you are spending money that will be wasted. Crime has to be addressed in Alexandria for something like you are proposing to be successful. I would love to see bike and walking trails all over Alexandria.

Making sure greenways are safe from crime
police bike patrol
Security/crime - private property rights
Safety, possibly have law enforcement patrol it
safe
safety
Lots of cameras and security. Alexandria has a dangerous homeless population that this will attract.
SAFETY. Well lit & well patrolled
Crime prevention
Security.
Safety
Safety from crime
Make sure it's patrolled by police so it doesn't become a hunting ground for criminals.
My family and I would use this for recreation so safety is my biggest concern especially on alexandria
Safety surveillance
Safety in high crime areas and maintaining green space around it
Keeping everyone safe at all times
L.E. Patrols
Safe from excessive crime in our area - needs to be policed
Security cameras
Hope it goes better than walkwaythrough alex.
-
N/A
Can't think of anything.
NA
For it to actually happen
None
None
NONE
N/A
None

NA
N/a
N/A
a rovwf
Other
Survey Question 21: Please list any other factors that you feel would be important for this greenway?
Trailheads
Use current rails as designed public transportation
Interactive art
Disc golf, rock climbing, playground (see Burns park in North Little Rock) and river bridges of Little Rock - my at the economic impact
Outdoor calestetic
Access to fishing river and lakes
Small, secure open-air markets for local produce, etc.
Areas for local venders to sell goods at designated times
Meditation
Road for motorized and paint ball area
Railway near Maryhill. It's not been used for many years.
Bike racks
Bike rack
Bike rentals at several parks. Gardens, Fountains,
Bike rental shops
Bike tool stations, emergency phone, lighting
Bike repair stations
Campground
If it could be done safely, places for through hikers and bike packers to tent camp
Camping
Camping availability, small stopping areas to rest.
Campgrounds
Solar power

Areas designed for dogs
Dog friendly
Emergency phones
Emergency call boxes. Security cameras.
911 hardline phones along route
first aid station; pet waste bag station
Forest path
Sunflowers
Historic information signage
Internet wifi access. Outdoor and indoor national forest and park services for education, information, maintenance, and help
Good lighting
Lighting in needed areas
Parking lots
Picnic areas
Picnic tables
Playground
recycling receptacles
Restroom
Clean restrooms
Restrooms
restroom would be nice
Bathrooms
Restroom
Restrooms
Occasional rest room
Bathrooms
Bathroom
Restroom
Occasional covered portions of greenway(with appropriate vegetation covering the cover) to provide shade and cover from rain.

Shaded over hangs
Skateboarding areas
Skate park or industrial park
Having the lanes marked so people would know the correct side to be on.
Signage that leads off the greenway to infrastructure. Don't ugly it up with a ton of facilities.
Educational signage
Maps
love the idea
If there is a significant stretch of greenway (say, two miles or so) a restroom would be nice.
Just do it we need hiking trails bad
None if connected to existing parks.
small restaurants, cafe type.
Food vendors/Healthy Snacks
Cafés
Food
vending machines
Vending machine with water and healthy snacks
Snacks
mcdonald's
ice stations
vending areas-farmers markets, snowcone, ice cream and soda fountains
concession or food truck areas
Food truck park
Food truck parking close by
Access for food trucks
a use of existing bodies of water &/or water features
Cameras? Deter vandals?
24/7 Security and cameras
No
I have none.
No

No
No
-
No
No
No
none
No
Whatever Rails to Trails has
No idea
NO
N/A
No
No
No
No
NA
Can't think of any
No
No
None
No
Nope
Survey Question 24: What are your main challenges when walking or wheeling in the Alexandria-Pineville area? Other - Write In
the surface isn't typically smooth enough for skateboarding (or other wheeling)
Fix the side walks and crime problem, then people might want to go outside. Nothing is maintained in the city and there is garbage everywhere. This is going to be another expensive project that draws criminals and deteriorates.
Bike lane are only placed in areas people don't want to cycle in. We are not bike friendly!
Crime, Ugly surroundings, zero mountain biking trails, etc.
It is not safe to walk anywhere in this area anymore. Clean up our streets from the thieves, bums, and druggies.

Lack of
Lack of safe interconnection between areas of town. For example, crossing Macarthur Drive.
No sidewalks
No way to cross MacArthur, Masonic, Jackson Extension
Not enough safe crosswalks and poor access to atrans
Run on road due to lack of sidewalk
SAFETY
Safety
There are no outlets to walk or bike leaving my neighborhood.
This area is in the hood with homeless it will not be safe
It's nothing to walk to or do
I do not live in the area
Is there anywhere in Alexandria to do these activities?
Unknown
nothing to do
Survey Question 25: What are your main challenges when biking in the Alexandria-Pineville area? Other - Write In
no unpaved trails in the city (MTB trails)
Existing bikeways are a waste, rarely used but always limiting others
Cars don't know how to coexist with cyclists on the roads
Dangerous traffic
Inattentive motorists
It's hard to dodge traffic once I run out of shoulder to ride on
Lack of safe interconnection between areas of town. For example, crossing Macarthur Drive.
No where to safely get any where
SAFETY
I do not live in the area
I don't ride in alexandria
dont live near town
Survey Question 27: Anything else we missed that you'd like to share?
wheel chair accessible is a must
We need motorized access trails not bike or walking trails. There is no place to take the kids on utvs

A community vegetable garden
I don't agree with it because it goes through neighborhood just what I read. It needs lighting all the way down and all around.
Lighting is important to me. Maybe some type of little mile/area markers in case of emergency so person can better tell 911 where they are.
Alexandria and Pineville need a pump track and bike skills track close by the greenway and a park (perhaps two new parks)
If public meetings are planned, please be sure to get the word out in a timely manner! Social media is best; not everyone listens to the news.
Please market this correctly. Use social media besides FB. There will be support for this if you can get the information to the people who would support it.
This would be an excellent way to provide more space for residents in and around the central Louisiana area to enjoy nature, while simultaneously making otherwise unused pieces of land useable for events, activities, or leisure.
Thank you for getting this going. Hope to see it work and not fall thru the cracks
Y'all are the best. Thank you. :)
Excited that a greenway is being considered for our area and I hope it happens!
Thank you for working on this plan. Something to promote Alexandria in a positive light!
love the idea.
This is a wonderful idea and is much needed.
I believe you've covered all/ most of my concerns. I do ask you send a rep to visit with dallas/fort worth cycle club, they are very well educated in bike paths and procedures. Dallas now has nearly 700 miles in pedestrian/biking paths. Thank you for the opportunity to voice my concerns and please let me add, electric bikes are the future of biking, I know, I've watched the industry grow since 2009 and own 3 e bike currently. Thank you again. Robert Noah Natchitoches, Louisiana (318)228-3949 robert71457@yahoo.com
The Rock Island line is dear to my heart
This would be a wonderful community asset. Let's get it done.
Build it. It WILL BE USED!
Please look at St Tammany Trace. A bike path around Buhlow Lake would be beautiful! Please develop the path quickly. We sorely need a good riding place in Pineville.
I love this project. We need more and more. Dude not, I urge our city planners to consider a book that changed my view of city's. Strong Towns by Chuck Marohn

<p>We've needed this for a very long time. As a disabled person having access to viable infrastructure is critical. Making Alexandria and Pineville more walkable would greatly expand mobility for people like me who don't drive. Let's explore east-west routes to connect even more communities in this way. It's scary dodging traffic knowing they might not see you.</p>
<p>Just want to say thank you for doing this! This is exciting.</p>
<p>I love the idea of turning the old railroad into a Greenway! Please keep it clean and post signage and trashcan along the route. Security cameras wouldn't be a bad idea either.</p>
<p>This is a great project. I look forward to using this public service, and quality of life amenity.</p>
<p>I lived in Mandeville within walking distance of the St Tammany Trace and used it frequently. They did a phenomenal job and it is very popular. I would suggest looking there as a model</p>
<p>model other cities such as Little Rock, AR, Bend, OR or Jackson Hole, WY</p>
<p>I think this is a great idea and extremely needed for our area to grow and be attractive for new families who may be considering moving to this area.</p>
<p>I live in Abita Springs, but have in-laws in the Pineville Area. Having the St. Tammany Trace here is a huge asset to our community and our economy and I would love to see that for the greater Alexandria area. I will definitely be riding the Greenway if it gets built!</p>
<p>Thanks!</p>
<p>Excited to know that this conversation is underway... just hope the opportunity can be seized in a cohesive manner that increases outdoor opportunities, quality of life and economic growth... southern cities that are thriving have prioritized outdoor recreation even over traditional economic growth models. It's paying off. Oh, what about connecting to the amphitheater?</p>
<p>Fantastic project - adds amenities usually found in larger metropolitan areas and will help improve quality of life.</p>
<p>The benefit of the greenway of creating a destination that enhances the local economy can not be understated!</p>
<p>Build it. Make it nice and long. It will bring revenue.</p>
<p>Grant Parish has a long railroad that is basically abandoned that is prime for development and would easily connect Winn parish to Rapides parish and Winnfield to Alexandria and Pineville and locations in between including images and communities and schools and Kisatchie National Forest offices and centers. This is extremely good area for development and meets all your criteria. You should invest heavily in this area to connect these communities. Alexandria and Pineville already have the economic base to support their own development while Grant and Winn Parishes do not and go under served or unserved. Focus on connecting these communities and areas like them.</p>
<p>I have cycled on the Katy Trail in Missouri and the GAP and C & O Canal Path out east. These types of trails are a win, win for the community. They promote healthy activity and also add to the economic viability of the area.</p>

<p>It would be great to see this greenway connect to local parks that provide other recreational opportunities for citizens of Alexandria/Pineville. Things like a pump track for bikes, scooters, and skateboards. Also, a skate park would be a great thing for people of all ages to have access to in this area.</p>
<p>Alexandria's inner city is an island. Connect it to a corridor leading to adjacent communities and throughout the state. Healthy byways breed happy taxpayers.</p>
<p>Please remember the rural communities. It's seems focus is always on in city limits projects. We pay property, sales and gas taxes that benefit mostly those in town but not outside city limits.</p>
<p>Connecting to small towns</p>
<p>Connections to residential areas</p>
<p>I can not emphasize enough the need for bicycle safety education for vehicles and bikes.</p>
<p>Drivers are not used to cyclists in this area. There are not nearly enough dedicated bicycle routes in the Pineville/Alexandria area. These have contributed to a large number of injured cyclists limiting the number of the latter.</p>
<p>The associated map only shorts of a short span of the Rock available for use as greenspace; if this is the case, I do not see how the lower third/I-49/cotton warehouse area could ever be viable, including consideration of its proximity to the Ruston Foundry Superfund site. The MoPac route looks more promising. The run near Sterkx road would be a natural fit with businesses already there like the brewery. The section past MacArthur behind Martin Park has some potential but is remote. I don't see sections far from the epicenter of the city could be efficiently and effectively maintained or patrolled for safety. The entirely unrecognized problem of Alexandria is sprawl - to accomplish numerous objectives and make economic sense, the route would need to repurpose infill area and not just turn in to a far-flung liability.</p>
<p>Alexandria is an extremely bikeable city. Unfortunately, due to the lack of connectivity across major highways, ie MacArthur, combined with narrow road shoulders and too many people texting while driving, I usually ride my bicycle for fun in the evenings when there is less traffic and poor visibility.</p>
<p>Personal Safety and a police presence of some sort would have to be had. I wouldn't go if not.</p>
<p>Safety and accessibility are an absolute.</p>
<p>Cameras that are monitored would be a necessity. Crime is horrible right now.</p>
<p>I think it is a waste of funds, within 1 year crime will take over and no one will be able to use facilities b/c of it. Just look at all other projects that have been done within alexandria area.</p>
<p>If y'all are here for opinions I feel this would be a great idea. Stay north of the river and out of Alex. The crime is to high south of the river and nothing is properly maintained. Does Alex even have a mayor? 🙄</p>

There will be a lot of homeless people with tents set up on trails just like the other trails in Alexandria and More Crime alone trails we have to many shooting and body dumping in this neighborhood already and drug heads breaking in houses
If this thing isn't heavy with cops once it's built, I give it 3 months before the first rape and a murder within 6. Fix the stuff that is falling apart before building new things to fall apart.
Safety is the #1 factor our city faces. As a female, I do not want to feel unsafe when using public spaces. Currently, there's no real way to make citizens feel more safe while out and about. From unknown vehicles in the area to unsafe and unmentioned public area.
If the greenway is planning on intersecting with any down town Alexandria areas, I would suggest that someone start cleaning up downtown Alexandria better than what they currently are doing. There are broken bottles and glass throughout most of downtown Alexandria. And what purpose are the police cameras/lights actually serving
You should research both the Pinellas Trail and Withlacoochee State Trail in Florida for problems with crime. Not only crime perpetrated against trail users but also criminal access using the trail on private property along the trail...
In Alexandria crime rate is surely your offices or plans to do a greenway, the biggest problem. If there are no law enforcement and crimes are committed without harsh circumstances for doing so, your throwing away alot of money and only exacerbating the problem. You are only giving criminals another place to commit crime.
Nope
No
Red River North Open House Feedback
music festivals
educational infrastructure and events
frisbee golf
volleyball
music
race events, bike, paddle, run, etc.
music festivals
farmer's markets
music festivals
farmers markets
art events
lawn games

farmer's markets
race events, bike, paddle, run, etc.
clinics to teach children how to cycle/run
farmers market, wifi
use railroad from Melrose St up into grant parish as trail through scenic areas
Look into railway around Larry St
fitness stations
public art installations
outdoor theatre
community garden
outdoor performace area
shaded areas for rest
signage, bathrooms, camping facilities
outdoor fitness equipment
food trucks, pit stops (with tools to help), maps
bike repair station, skills course
bathrooms, pavillions for gathering, benches, shaded areas, drinking fountains
lighting, benches, bathrooms, wayfinding
performance venues, outdoors artists, workspaces
shelters
benches, picnic tables, directional and mileage signage, bathrooms, drinking water, restaurants
benches, water, shade, trail head parking, disc golf, lights, way to keep atv's off
adequate lighting options for low-vis areas
publicize possible economic advantages to stimulate local support. Trail system can attract visitors from outsiders - see Missouri Experience
See Pat Moore's Plan for Central Site
Maximize by connectivity existing public support, tourism, recreation, historical sites
Connect Ft. Buhlow to Ft. DeRussy (marksville) via Levee trail
Look into connect Ward 9 Baseball park
This dirt road would be good, tie into buhlow complex and fort randolph complex
Keep levee trail going north into Natchitoches

Connect Ft Randolph fort complex to the buhlow complex via recreation road between buhlow lake and red river
A trail around lake buhlow that could connect into fort randolph complex and then old central hospital complex
Levee through downtown
historical sites
ride entire state - shreveport to gulf
shopping
libraries
buhlow
downtown pineville
levees
downtown pineville
shopping
parks
Shreveport and Natchitoches through levee trail
Levee trail to go all the way down South
Chicago II National Rock Island Trail
Utilize Riverfront like Natchez
Buhlow Rec center and ft randolph
downtown pineville
neighborhoods to schools
shopping
riverfront
fort randolph and buhlow
client road and central complex
riverfront and buhlow
restuarants
libraries
registered historical sites
Buhlow Rec center and ft randolph
downtown pineville
Alexandria Garden district

Fort Derussy
Paragon Casino
maintain woods and lakes, plants and wildlife viewing
consistent design should "look" like Ruston
No shoulder on bridge US167/LA 3100 Spur
Some way of making sure bikes and walkers don't conflict, e.g., separate tracks on same path
Donahue Ferry too narrow for cycling
Red River South Open House Feedback
Directional signage - i.e. parks this way
Water refill station, benches, picnic area
Approval and active use by civic leaders
Greenway awareness by partnering with as many stakeholders to blast info
Connecting high & Low net worth neighborhoods
MacArthur Service Roads have no shoulder
Panic Buttons and lights for safety
(somehow) acknowledgement of the current crime situation so that people will feel safe (tricky one)
Better X-ing at US 71 (i.e. Jackson Street)
Put this out of business' (referring to industrial site)



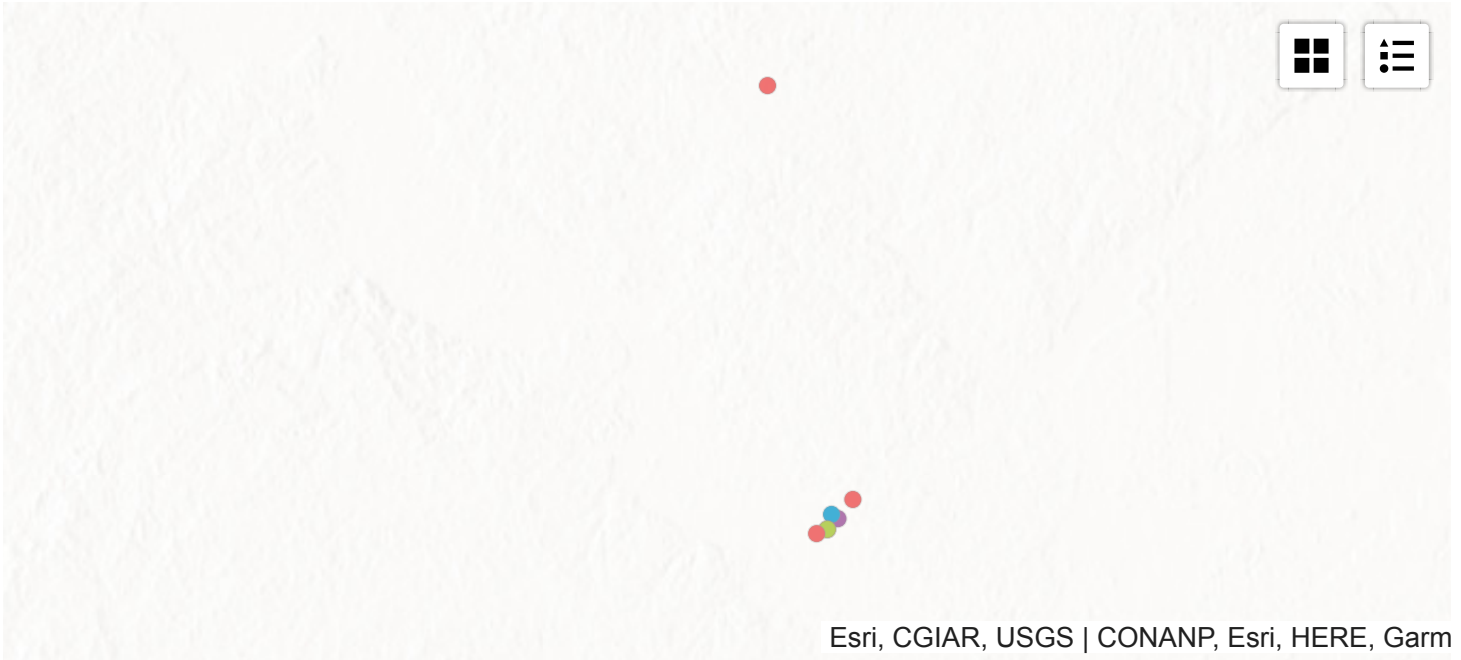
Appendix D

Interactive Mapping Tool Results



Untitled survey

Please select one concern from the dropdown below.



Answers	Count	Percentage
Unique and Interesting	1	14.29%
Ideas and Suggestions	1	14.29%
Challenges	0	0%
Trail Heads	0	0%
Where I Explore	0	0%
Make a Comment	4	57.14%
Project Area	1	14.29%
Other	0	0%

Answered: 7 Skipped: 0

Tell us more about your concern below.

The word cloud requires at least 20 answers to show.

Response

Count

Bike lanes connecting to the Zoo would be amazing. This would connect the community west of US 167 with the community to the east. Personally, I would be able to bike from home (Garden District) to work (South MacArthur Dr). this could open up more bike traffic in town without going on service roads or the traffic circle. It may also benefit the Lee St corridor, create business opportunities, and help revive that area.	1
This is a test.	1
I'm concerned about the crime rate in Alexandria and this seems like the perfect way to get robbed and beaten by thugs and homeless and the police not be able to respond	1
Build a pedestrian/bike bridge utilizing the old rail bridge piers (still in-tact) to connect the levee trail across Third Street to the future greenway.	1
Type here. Terrific idea to have a network of trails for biking and hiking.	1
Great idea. However, the location is terrible. This will turn into a death alley. There will be trash & car rackheads all over this. Save the money and use it somewhere that could actually benefit the whole community.	1
Bad unsafe locations....we need utility trails not bike trails no one is going to use this nonsense	1

Answered: 7 Skipped: 0

Upload a photo of your concern.

Cannot display results for this question. Image attachments are missing the keywords property.



Appendix E

Rock Island - Tioga Public Survey Results



Report for Rock Island - Tioga Heritage Park & Museum Input Survey

Response Counts



Totals: 103

1. Name five things you believe define the Tioga community?

ResponseID	Response
2	Baseball; Football; Soccer; Camp Beauregard; catfish
3	A rich history from the sawmill days. Family and heritage are important. Methodist/Baptist/Catholic churches working together. Excellent schools. Historical Committee working hard to keep an iconic building open and useable in some way.
11	Family Community History Heritage Home Town
14	Tioga Heritage museum Many trees along the railway Railroad tracks at the Heritage museum Many creeks Birds, squirrels, deer along the path
16	Ward ten ballpark Pentecostal Camp grounds Tioga High school Train tracks through the center Active community
17	High school, industrial park,
22	Central to the state Small town Close to Alexandria/Pineville Quiet community
23	Small town, tight knit communities.
24	Industrial park
26	Hometown feel. Community. A good place to grow up. A great place to play sports. Hospitable.
27	Connectedness, good schools, nice resources such as grocery store and restaurant, safe, and Community that is utilized by surrounding communities.
28	Great people, Great place to live, engaged commune, Great schools, safe
36	Ward 10 recreation Historical events Friendly residents Pride in Tioga schools Anchor businesses
37	The High school The Jr. High school The Tioga Museum The railroad Ward 10 Ball Park
44	Home A Close knit community Small Friendly Room to grow economically
46	Giraffe park Crazy Cajun Macs
50	Close Unique Quiet Special Progressive

ResponseID Response

57 I only ever visit the school stadium for sport events when our school plays there. Occasionally we go to Macs for a few groceries. That's about all I know of the Tioga community.

58 Family, Forrest, Hospitality, heritage, and progress

59 Small but everything you need, good schools, good library, family oriented, safe

62 Rural Conservative Friendly Community Um... well it's Tioga 😊

63 Growing, athletic, community driven, supportive

65 history, community, awareness, education, culture

74 Good food Friendly people Sports Hard workers Good schools

82 Tioga High School Hwy 71N Community Freedom History

85 Friendly people Great Schools Churches Accessible

86 The High School The Museum The Churches

87 Wide open for community development

88 VA Buhlow

89 Tioga museum

90 Unique Heritage

91 Close to the expressway Close to a school or church Big historical site Close to Pineville

92 Local old-timers Schools

93 High school Jr. High School Catholic Church Waterworks District #3 Commissary Bldg / site

94 Schools Churches History of Area Family

95 Safe place to live Great schools Close proximity to other towns Growing community Community support

96 Historic atmosphere Sawmill shotgun houses Railroad Tracks

100 Trashy Drugs Violence Low income Depressed

2. What 5 things do you love about Tioga?

ResponseID	Response
2	Ease of access to the Kisatchie Natl Forest; Biking around old Camp Beaugard; ward 9 recreation district; catfish; sports
3	Friendly People Excellent schools Christian Community Feel safe in my community Our representatives: school board, police jury, and mayor working to help make Ward 10 excellent in all areas.
11	History Hometown Museum Mac's fresh Market Thrift Shops
14	Many trees Creeks Birds, squirrels, deer Heritage museum Train tracks to walk on
16	Same as question 1.
17	Nothing comes to mind
22	I cant say that I have 5 about Tioga, but a cycling path through the area would help boost the local economy through ways of tourist and even local people traveling via the greenway.
23	The landscape, there is a nostalgia about it to me.
24	Sno cone palace
26	Close to where I live Has a few stores I use That it's still rural Still a safe place Hasn't changed a whole lot
27	Safety, sense of community, Schools, restaurant, grocery store
28	The People, The schools, The community resources, safety; and easily accessible from major highway.
36	People Churches History Roots Peaceful
37	The small community feel The schools The ball park The churches It's home!!!!
44	The people The school The smallness The memories Family
46	Location between Dry Prong and Pineville Macs Crazy Cajun except for their service
50	Quiet Close Special Unique
57	Nothing stands out to me.

ResponseID Response

58	Community, education, size, versatility, and importance
59	Cost of living, safety, low taxes, low crime, quiet
62	Well, I do love that the expressway goes through it so there's that... but I can't really say I "love" anything about Tioga. Maybe that I have friends that live there!
63	Community, supportive, athletic, caring, sports minded
65	culture, community, awareness, the nature, the positivity
74	Ward 10 Polly's after school Mac's Fresh Market CBA Crazy Cajun
82	Freedom Community Quality education Mostly good roads Great churches
84	Quiet Safe
85	Batter Boy Donut Shop People Sports
86	The history Memories from childhood Country atmosphere but close to shopping, etc.
87	Friendly people Rural area Uncongested
88	People Space Hills
90	I live down Rigolette Road almost on the bayou.
92	Homes Low crime
93	School alumni loyalty
94	Schools Friends/family Fire Department Mac's, Daryl's, Flea Market Convenient to somewhat 'larger' shopping areas
95	Easy to get around Friendly people We support our schools Growing businesses Great fire service
96	Its my home Large historic area
100	Nothing Nothing Nothing Nothing Nothing

3. What do you feel are the top 5 things missing from Tioga?

ResponseID	Response
2	Lack of safe bike trails on all roads and streets; lack of sidewalks; lack of community parks; lack of community swimming pool; lack of youth center.
3	Better roads and streets - need to finish the 3 lanes of Tioga Road. It is foolish to have half the road 2 lanes and the other half 3 lanes. More homes with City Sewerage. More stores to buy name brand clothes. More Top Name Restaurants The availability of more cable and internet providers.
11	Bike Lanes Walkable Locations Crosswalks More Greenery Vending Machines
14	It's beautiful and much cooler (temperature wise) compared to Alexandria because we have more trees and much less concrete. Please don't congest this beauty with more concrete. Also missing is the dreaded traffic and panhandling, which makes areas like Alexandria insufferable. We can drive, or walk to Alexandria if we feel a desire to feel more heat, breathe more exhaust, and endure the panhandling at every red light
16	More activities for people outside in nature. More small businesses Needs to be cleaner. Needs more sidewalks
17	Nothing comes to mind
22	Again, to me its not about Tioga, its about bringing this rails to trails idea alive and through Central Louisiana
23	Bike infrastructure. Mixed use infrastructure, including buildings.
26	Safer means of travel for pedestrians and cyclist. A way to revitalize And bring more visitors to the Tioga Heritage Museum. More lighting in public spaces
27	Community picnic and playground area, places for outdoor recreation, sidewalks, coffee shop, and indoor recreational facility
28	Outdoor recreational use, park, picnic pavilion, indoor enrichment activities, Community events
36	Community events Walking trails Park Clean right of ways Sewage infrastructure
37	Needs more activities Places cleaned up
44	Industry Opportunity Me
46	Mexican restaurant Breakfast restaurant

ResponseID Response

50	Things to do Purpose
57	Nothing that I know of.
58	Trails, history, museums, sustainability, and money
59	Diversity, recreation besides baseball, parks, sit down restaurants, safe bike infrastructure
62	Businesses Recreation Art Historical landmarks Less icky grocery stores
63	Hiking, bike trails, parks, pavilions
65	better preservation of the nature, possibly more awareness towards different issues, preservation of culture, more effort put into education
74	Play grounds Parks Walking trails Safe bike trails
82	Urgent Care Recreational opportunities (walking trails, etc) Internet Connectivity Grocery store Hardware store
84	Diversity
85	Industry Cultural Attractions Things besides sports for young people
86	Cleaner communities Gathering for events Clean Entertainment
87	Activities for youth Activities for seniors Activities!!
88	Restaurants
90	People who care. Indoor game room for kids.
91	Restaurants maybe fish - seafood A Dr. Medical Maybe a Vet. could come back Nice clothing store A nice park for family together.
92	Juvenile Recreation Venues Activities for seniors Walking trail
93	Directional road signs to museum Utility services
94	Park w/playground and walking path Entertainment Coffee House w/light foods available Community gathering area for events like "Friday Movie Night", "Battle of the Bands"
95	Restaurants Small retail stores Specialty shops Major fast food places Community Events

ResponseID Response

96 Community Center Senior citizens center Recreational activities Movie site / free outdoor

100 Patrol officers Dignity

4. What are the top 5 challenges in the Tioga community?

ResponseID	Response
2	Growth; ridding itself of a Red Neck status; enlarging outdoor activity possibilities; tax base; Growth
3	The growth of the area and the challenge of providing necessary updates in infrastructure. Ward 10 and all schools in parish finding enough certified teachers. The trucking industry, which is very necessary, causes deterioration of roads and sometimes traffic issues. Keeping up with growth in all areas. Controlling drug issues in our communities.
11	Funding Community support Accessibility Awareness Advertising
14	Leave it as it is. If we are walking along railroad track, then the trees block the views of the yards with abandoned cars, debris, and rubble. We don't need more concrete, thank you!
16	Drugs Alot of rundown houses. Needs more tax revenue Needs newer housing.
22	These survey questions are redundant
23	Probably dealing with the problems of suburb type development, where cars become centric to life and are necessary to be mobile. Such spread out development is a financial burden, which divides communities.
26	From what I can tell it doesn't have its own tax base or municipality. The Tioga Heritage Museum which was once viewed by many and/or on a major road, is now basically at a dead end road.
27	Size, budget, people being afraid of change, roads, and amount of businesses
28	Size, budget, lack of enrichment opportunities, infrastructure,
36	Poverty Lack of educational motivation Lack of activities for adults No public community gathering space Minimal political interest in growth/betterment
37	Drugs Cleaning up areas
44	Not sure
46	Lack of upscale homes Lack of things to do No exciting things to eat
50	Money Commitment Support
57	I don't know people on this community.

ResponseID	Response
58	Poverty, reassurance, community involvement, space, and lack of recycling
59	Unincorporated, lack of diversity, lack of planning,
62	Probably drugs, speeding, and poverty...
63	Business growth, housing, greenways, biking,?hiking
65	diversity and how it is viewed, the preservation of nature, different resources for educational areas and such (is all i can really think of)
82	Lack of community sewer Lack of zoning Poverty Drug influence / law enforcement Lack of affordable internet connectivity
84	Lack of communication on local events Diversity Resources
85	Need more industry Need Hospital Jobs for young people
86	Low income Community participation Pride in community
87	Lack of knowledge of that resources are available in Tioga
89	Need good eating place
91	Low income family homes
92	Income level No central action group
93	Economic opportunity
94	Vacant Houses & Commercial Property Not incorporated which impacts leadership applying for grants to address funding. Employment Opportunities Support from local state leaders
95	Population Access to funds needed to build Spreading knowledge of our community
96	Not incorporated No source of funding
100	Violence Trashy Depressed Low income Unsafe

5. What do you feel could be the top 5 attractions of the Tioga Heritage Park and Museum?

ResponseID	Response
2	Not sure.
3	A venue for displaying our heritage. A venue for school and family reunions. So many of us remember walking to the commissary to buy food for home ec cooking classes, and material for our sewing projects. A small sandwich and ice cream shop. A place for club meetings.
14	Train Tracks Memorabilia The old building itself Vending machine for drinks, especially water, healthy drinks/snacks on our way
16	Not sure
22	The cycling community and local businesses would both benefit from this greenway project.
23	Not sure
24	Perhaps a miniature railroad complex
26	Hands on examples of sawmill life for People to experience. A couple of train cars turned into Air BnB's for folks to pay to stay the night in. I miss being a kid and spending lots of time in the old army surplus. Maybe make a small army surplus inside where it used to be. Construct a modern park with splash pad and a walking track and room for a small pump track for bicycles in the future.
27	Picnic area, playground, enrichment activities for children, basketball court, and walking track
28	Play ground, picnic area, enrichment activities for kids, ability to host community event, and outdoor recreational activities
36	Event rental Park for children and adults to get active/combat diabetes (disc golf, horse shoes, pickle ball) Community social events Small general store-throwback to historical origin Museum
44	The old Merritts store The railroad Railway tours Dinner tours Bed and breakfasts
46	Greenway Small kiddie train Splash park with train theme
50	Walking trails Bike routes Unique attractions
57	I didnt know they had a park.

ResponseID Response

58	Train yard, original lsu campus, history, art from locals, and bike trails
59	Bandstand, picnic area, snack bar, museum items, local art
62	As a runner, i would love to have a safe, marked, and measured trail. I would like more family friendly things that aren't expensive... and historic monuments and running/hiking track/trail would be an awesome addition.
63	Connect it to a greenway to north toward creola, dry prong, Kisatchie and B22
65	historical areas, areas where the scenery is very breathtaking, the schools, parks, small businesses
74	Outdoor play area Community area Walking trails
82	Train Museum displays Meeting space available to community Soda fountain/ice cream counter/coffee shop Souvenirs/memorabilia sales
84	Band Stand Bathrooms Picnic Area Historical Markers
85	Museum All buildings
87	Artisans Specialty Shops and or bistros Recreation Walking Playground Cultural History
88	Develop it like Abita Springs trailhead
89	A nice restaurant
90	Sawmill Commissary
91	Place for organ to have things for the public. Big area for outside attraction. Bring the Gumbo lunch back.
92	History Available for students Reminicing
93	Water feature in summer local musicians outdoors during spring & fall
94	Some type of entertainment Unique "coffee house" for both old young people - maybe "couple" museum w/antique shops tea room "Jumping off" area for hiking and biking "tours" or excursions
95	Playground for children Larger walking path Farmers Market for vegetables canning Food Vendors
96	Large event building Tiny museums Parking area Gyzebo for outdoor functions Walking trail Lg Locomotive / Photo Site

ResponseID Response

100 Needs to be located in grant parish

6. What's your own vision for the the Tioga Heritage Park and Museum site and Rock Island Greenway?

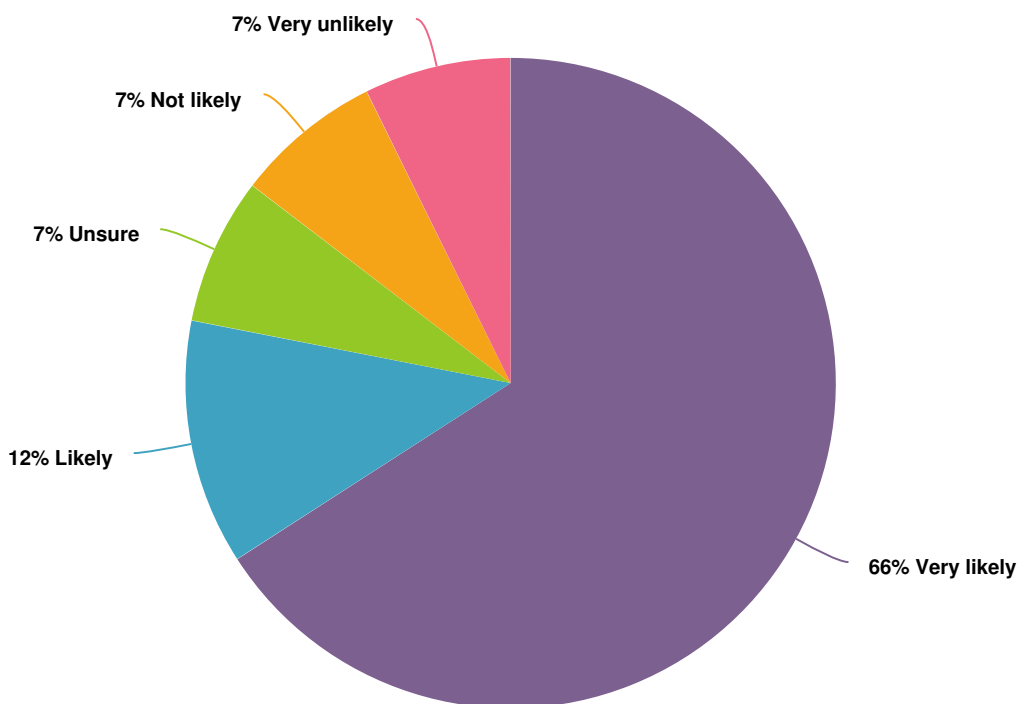
ResponseID	Response
2	The greenway will help connect Tioga to other communities and will bring increased possibilities for the Museum as well as other businesses in the Tioga area. Tourists need many different services, and the greenway will increase that need.
3	Anything that can keep the Tioga Heritage Oark and Myseum a vital part of community.
14	A nice walk along the tracks, then stop at the museum for a drink or snack and walk around the train and museum if we want a break, then keep walking. Should it be complicated?
16	A trail that connects people with nature and a place for people to ride bikes and run without being on a road.
22	Ultimate vision would be Tioga heritage park as a hub/stop for traveling cyclist as they ride through the state on abandoned railways from one destination to another
23	Bike infrastructure
26	A safe place for thru hikers and bike packers to rest, fill water bottles, recharge their electronics, a shelter to put up their tent. Vault bathrooms. Maybe even showers. Even if it's like an outdoor beach shower. I know in warm or hot weather, cyclist who are bikepacking would use it. Maybe even warm shower house that's open for certain hours each day/week. Benches, picnic tables, Good lighting (I'm sure I'll have more ideas later)
27	The museum and park will be a great community resource and will provide families with many activities and will foster a sense of community. The Rock Island Greenway would be a fantastic addition to the Tioga Community and it would be great if it could connect Other small towns such as Ball Louisiana and Dry Prong. This would further allow the entire central Louisiana community an opportunity to participate in various outdoor recreational activities
28	The park and museum will be a great community resource and will provide the community with many opportunities for engagement and recreation The vision for the Rock Island trail is that it will The various communities in our area. It would be a fantastic opportunity to further connect to other communities such as Dry Prong
36	Great stop/destination along the way for bikers and walkers!
42	A Depot with a true Louisiana Railway Scenic Ride to the North.

ResponseID Response

44	Operational and providing scenic tours
46	Using the greenway as a day outing for families, having a picnic and recreation for kiddies
50	Walking and bike trails
57	No vision
58	Calm area surrounded by lots of natural forest, and importance on history
59	Basically like a museum rest stop for the area and it's history, similar to a welcome center
62	A place where I can bring my kids and be immersed in history.
63	Connect it to B22 in Dry Prong through greenway
65	it should be friendly to bikers, skaters, and hikers. it is more likely to collect attraction if people are able to walk or ride by without issue
74	Better advertised tourist attractions Local community spot
82	I'd love to see the museum be a significant "trail head" for the greenway. There could be bicycle rentals (and maybe segway rentals?) as well as a snack center with light refreshments.
85	Why not use it was a cynic railway to turn at Pineville and Ruston
86	Would be nice to see 4-wheeler, bike, walking space to give community visitors a place to do the things without going to another state. - Actual evening entertainment for adults who may want to eat while listening to music, speaker, etc.
87	Refreshment, shopping, depiction of history of the area
88	We like to bike the Tammany Trace would like a rails to trails here. There is a large cycling community.
90	A train trip from Pineville to Winnfield
92	Activities for all ages
93	Preventing progress that has been made from going by the wayside
94	Connect Tioga w/other small towns such as Winnfield creating a "win-win" for both communities. Community event center for holiday in the park type events.

96 Attraction for all ages A place designated as a historic village

7. The Tioga Heritage Park & Museum would serve as a major destination along the proposed path from Pineville to Ball Louisiana. If the Rock Island Greenway is built, how likely are you to walk, wheel, or cycle along the greenway?



Value	Percent	Responses
Very likely	65.9%	27
Likely	12.2%	5
Unsure	7.3%	3
Not likely	7.3%	3
Very unlikely	7.3%	3

Totals: 41

8. Have you any suggestions for facilities or activities that could be provided at the Tioga Heritage Park and Museum or along the Rock Island Greenway?

ResponseID	Response
2	Cafe's, B&B's.
3	If it is a rest stop ok, refreshments need to be available. Always worry about security when people are walking or biking on a long path.
11	Bathroom
14	I don't know, maybe a splash pad in case it's really hot
16	Restrooms on each end with places to eat and get out of the sun.
22	Informational boards on local cuisine and places to stay possibly, water/toilet stations to use bathroom and refill a water bottle
24	Shade; make it a litter-free zone with fine whippings for litterbugs
26	Saw mill days. School field trips, sawmill 5K, concerts, a place for food trucks, Artisan events
27	Community biking, cross county running
28	Benches, restrooms, parking, rest areas
36	Water spray feature for cooling off.
42	Farmers Market, Community Center, Dances, Youth Events, Train Spotters Meetings..
44	No
50	Water stations
57	No
58	Old lsu campus, across from the v.a. Hospital
59	Restrooms, bike repair station, water fill stations, group rides
62	Bathrooms for the Green way, classes at the museum, like canning, quilting, and weaving
63	Connect to north trails in creola, Dry Prong, Kisatchie and B22

ResponseID Response

65 quick bathroom areas

74 Outdoor sitting area/hangout area

82 Clean bathrooms!

84 Rest stops, historical markers

86 Would love to see clean, family, older couple entertainment along with possible dinner included - Maybe like a "Branson dinner show once in awhile.'

87 Concessions, playground/recreation, cultural area depicting history

88 Bathrooms water fountain. Also air pump for cyclists.

90 What kind of security will be provided

94 Hiking and biking pathways. Make museum a "destination" w/both the history artifacts, but a park-like area w/playground picnic tables. Event Center. Special Events - Movie Night, band/music night, old-fashioned fall festival, breakfast w/Santa (family things - attract young families).

96 Bathroom Facilities, coffee shop, off-ramps from railway to porch of main building

100 B22 is a great location

9. Anything else we missed that you'd like to share?

ResponseID	Response
3	The closing of road through Tioga at the commissary has caused people not to be aware of this historical building.
11	No
14	The opportunity to thank you for giving us a say and for giving us a chance to get more healthy
16	Nope
22	This needs to move forward
26	I'm not sure what all is currently inside the commissary. If it's not in there. Maybe add a small gift shop, snacks and drinks. Emergency supplies for hikers and cyclist. Maybe even a small coffee bar
27	We would like to see the Greenway connect from Ball Louisiana to Dry Prong Louisiana. There will soon be a multi use trail in Dry Prong, and there will also be a hiking and biking trail in Dry Prong as well, does it would be great if the Rock island Green way could connect to these additional trails
28	This Will be a great resource for the Tioga community. The B22 campus will soon begin constructing a multi use trail around our campus and will also reconstructing a 2 mile hiking and biking trail in Kisatchie National forest approximately a half mile away from the B22 campus. It would be fantastic yes the Rock Island Green Way could further connect to our trails and provide additional space for outdoor recreation and community engagement for the entire central Louisiana community.
42	The Property is such a cornerstone of Tioga's history, it needs to remain such
44	Would love to see the railway operational
50	People need things to do in the area that are family oriented.
57	I'm not "sold" on the idea of a greenway in this area. With the crime rate rising in nearby areas I fear the seclusion of some areas of the railway might not provide the degree of safety most people are hoping for.
58	None
59	For this to work you really need to organize group rides and get the community involved.
63	Please connect it with our trails to North at B22 and Bayou state Trail

ResponseID Response

65 no

88 If the Tioga Commissary is well-used, it would get good traffic for a Saturday market for artists, music, farmers

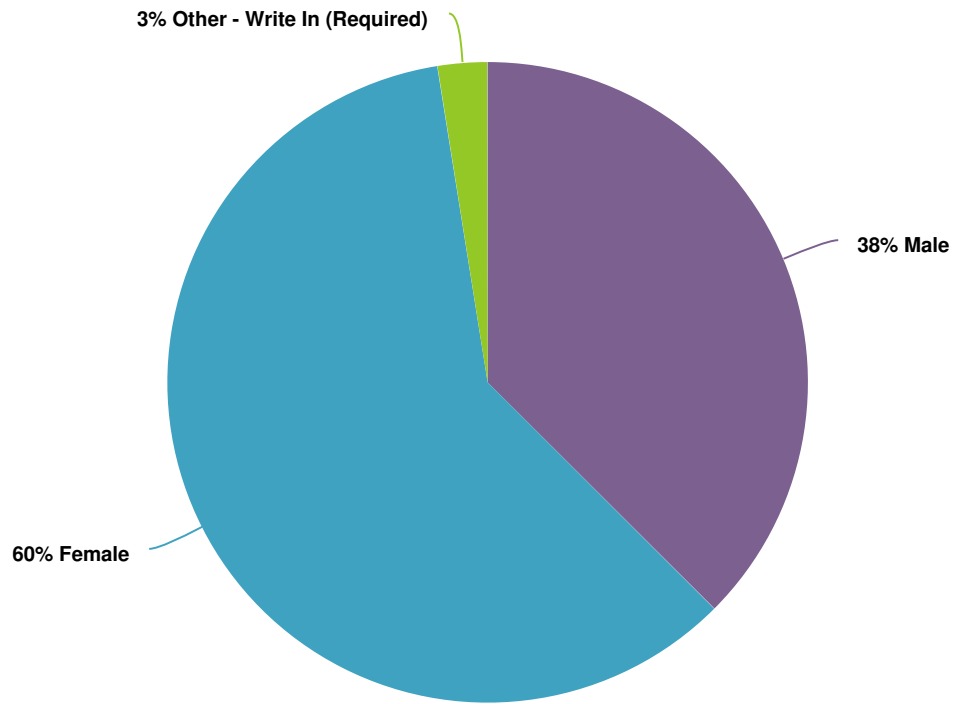
93 Approach any local veterans groups?

10. Zip Code

ResponseID	Response
2	71485
3	71405
11	71407
14	71405
16	71360
17	71328
22	71409
23	71360
24	71370
26	71467
27	71423
28	71423
36	71303
37	71360
42	71423
44	77656
46	71423
50	71423
58	71405
59	71405
62	71423
63	71423
64	71467

ResponseID	Response
65	71405
74	71423
82	71360
84	71405
85	71360
86	71405
87	71405
88	71360
89	71360
90	71360
91	71409
92	71360
93	71405
94	71360
95	71360
96	71423
99	71423
100	71417

11. Gender

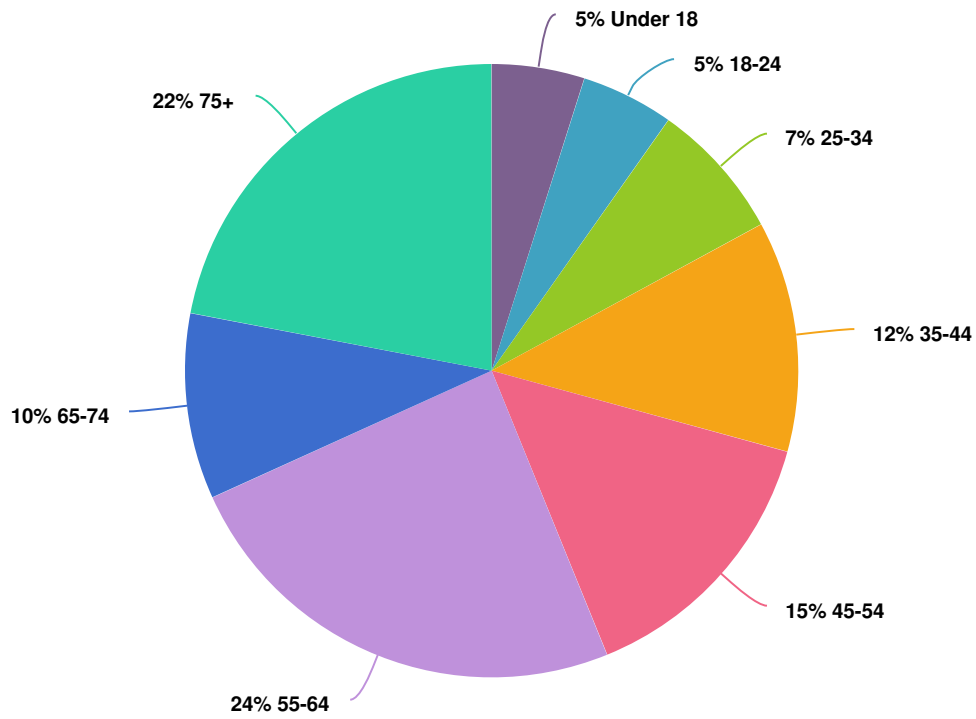


Value	Percent	Responses
Male	37.5%	15
Female	60.0%	24
Other - Write In (Required)	2.5%	1

Totals: 40

Other - Write In (Required)	Count
non-binary	1
Totals	1

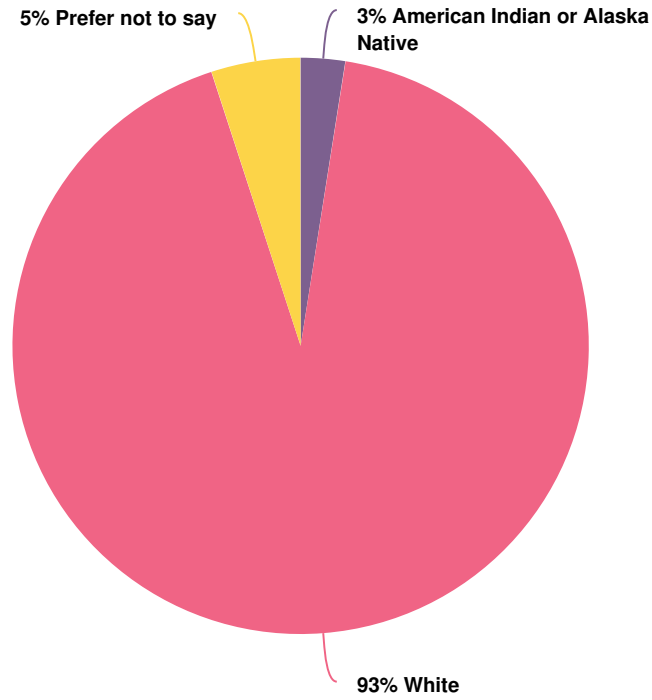
12. Age



Value	Percent	Responses
Under 18	4.9%	2
18-24	4.9%	2
25-34	7.3%	3
35-44	12.2%	5
45-54	14.6%	6
55-64	24.4%	10
65-74	9.8%	4
75+	22.0%	9

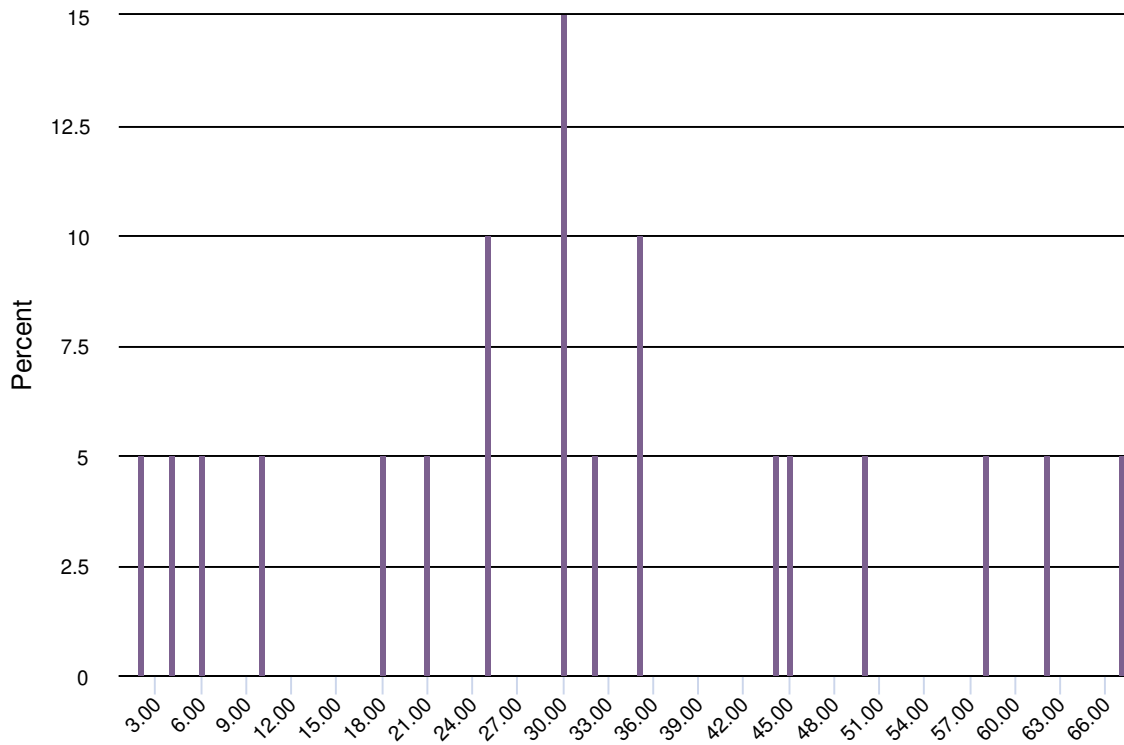
Totals: 41

13. Which racial group do you identify?



Value	Percent	Responses
American Indian or Alaska Native	2.5%	1
White	92.5%	37
Prefer not to say	5.0%	2
Totals:		40

14. Years in Tioga area?





Appendix F

Round 2 - Verbatim Public Comments



Round 2 Public Feedback

Question 1: Name five things you believe define the Tioga community?

Baseball; Football; Soccer; Camp Beaugard; catfish
A rich history from the sawmill days. Family and heritage are important. Methodist/Baptist/Catholic churches working together. Excellent schools. Historical Committee working hard to keep an iconic building open and useable in some way.
Family Community History Heritage Home Town
Tioga Heritage museum Many trees along the railway Railroad tracks at the Heritage museum Many creeks Birds, squirrels, deer along the path
Ward ten ballpark Pentecostal Camp grounds Tioga High school Train tracks through the center Active community
High school, industrial park,
Central to the state Small town Close to Alexandria/Pineville Quiet community
Small town, tight knit communities.
Industrial park
Hometown feel. Community. A good place to grow up. A great place to play sports. Hospitable.
Connectedness, good schools, nice resources such as grocery store and restaurant, safe, and Community that is utilized by surrounding communities.
Great people, Great place to live, engaged commune, Great schools, safe
Ward 10 recreation Historical events Friendly residents Pride in Tioga schools Anchor businesses
The High school The Jr. High school The Tioga Museum The railroad Ward 10 Ball Park
Home A Close knit community Small Friendly Room to grow economically
Giraffe park Crazy Cajun Macs
Close Unique Quiet Special Progressive
I only ever visit the school stadium for sport events when our school plays there. Occasionally we go to Macs for a few groceries. That's about all I know of the Tioga community.
Family, Forrest, Hospitality, heritage, and progress
Small but everything you need, good schools, good library, family oriented, safe
Rural Conservative Friendly Community Um... well it's Tioga 😊
Growing, athletic, community driven, supportive
history, community, awareness, education, culture
Good food Friendly people Sports Hard workers Good schools
Tioga High School Hwy 71N Community Freedom History
Friendly people Great Schools Churches Accessible
The High School The Museum The Churches
Wide open for community development
VA Buhlow
Tioga museum

Unique Heritage
Close to the expressway Close to a school or church Big historical site Close to Pineville
Local old-timers Schools
High school Jr. High School Catholic Church Waterworks District #3 Commissary Bldg / site
Schools Churches History of Area Family
Safe place to live Great schools Close proximity to other towns Growing community Community support
Historic atmosphere Sawmill shotgun houses Railroad Tracks
Trashy Drugs Violence Low income Depressed
Survey Question 2: What 5 things do you love about Tioga?
Ease of access to the Kisatchie Natl Forest; Biking around old Camp Beauregard; ward 9 recreation district; catfish; sports
Friendly People Excellent schools Christian Community Feel safe in my community Our representatives: school board, police jury, and mayor working to help make Ward 10 excellent in all areas.
History Hometown Museum Mac's fresh Market Thrift Shops
Many trees Creeks Birds, squirrels, deer Heritage museum Train tracks to walk on
Same as question 1.
Nothing comes to mind
I cant say that I have 5 about Tioga, but a cycling path through the area would help boost the local economy through ways of tourist and even local people traveling via the greenway.
The landscape, there is a nostalgia about it to me.
Sno cone palace
Close to where I live Has a few stores I use That it's still rural Still a safe place Hasn't changed a whole lot
Safety, sense of community, Schools, restaurant, grocery store
The People, The schools, The community resources, safety; and easily accessible from major highway.
People Churches History Roots Peaceful
The small community feel The schools The ball park The churches It's home!!!!
The people The school The smallness The memories Family
Location between Dry Prong and Pineville Macs Crazy Cajun except for their service
Quiet Close Special Unique
Nothing stands out to me.
Community, education, size, versatility, and importance
Cost of living, safety, low taxes, low crime, quiet
Well, I do love that the expressway goes through it so there's that... but I can't really say I "love" anything about Tioga. Maybe that I have friends that live there!
Community, supportive, athletic, caring, sports minded
culture, community, awareness, the nature, the positivity
Ward 10 Polly's after school Mac's Fresh Market CBA Crazy Cajun

Freedom Community Quality education Mostly good roads Great churches
Quiet Safe
Batter Boy Donut Shop People Sports
The history Memories from childhood Country atmosphere but close to shopping, etc.
Friendly people Rural area Uncongested
People Space Hills
I live down Rigolette Road almost on the bayou.
Homes Low crime
School alumni loyalty
Schools Friends/family Fire Department Mac's, Daryl's, Flea Market Convenient to somewhat 'larger' shopping areas
Easy to get around Friendly people We support our schools Growing businesses Great fire service
Its my home Large historic area
Nothing Nothing Nothing Nothing Nothing
Survey Question 3: What do you feel are the top 5 things missing from Tioga?
Lack of safe bike trails on all roads and streets; lack of sidewalks; lack of community parks; lack of community swimming pool; lack of youth center.
Better roads and streets - need to finish the 3 lanes of Tioga Road. It is foolish to have half the road 2 lanes and the other half 3 lanes. More homes with City Sewerage. More stores to buy name brand clothes. More Top Name Restaurants The availability of more cable and internet providers.
Bike Lanes Walkable Locations Crosswalks More Greenery Vending Machines
It's beautiful and much cooler (temperature wise) compared to Alexandria because we have more trees and much less concrete. Please don't congest this beauty with more concrete. Also missing is the dreaded traffic and panhandling, which makes areas like Alexandria insufferable. We can drive, or walk to Alexandria if we feel a desire to feel more heat, breathe more exhaust, and endure the panhandling at every red light
More activities for people outside in nature. More small businesses Needs to be cleaner. Needs more sidewalks
Nothing comes to mind
Again, to me its not about Tioga, its about bringing this rails to trails idea alive and through Central Louisiana
Bike infrastructure. Mixed use infrastructure, including buildings.
Safer means of travel for pedestrians and cyclist. A way to revitalize And bring more visitors to the Tioga Heritage Museum. More lighting in public spaces
Community picnic and playground area, places for outdoor recreation, sidewalks, coffee shop, and indoor recreational facility
Outdoor recreational use, park, picnic pavilion, indoor enrichment activities, Community events
Community events Walking trails Park Clean right of ways Sewage infrastructure
Needs more activities Places cleaned up
Industry Opportunity Me
Mexican restaurant Breakfast restaurant

Things to do Purpose
Nothing that I know of.
Trails, history, museums, sustainability, and money
Diversity, recreation besides baseball, parks, sit down restaurants, safe bike infrastructure
Businesses Recreation Art Historical landmarks Less icky grocery stores
Hiking, bike trails, parks, pavilions
better preservation of the nature, possibly more awareness towards different issues, preservation of culture, more effort put into education
Play grounds Parks Walking trails Safe bike trails
Urgent Care Recreational opportunities (walking trails, etc) Internet Connectivity Grocery store Hardware store
Diversity
Industry Cultural Attractions Things besides sports for young people
Cleaner communities Gathering for events Clean Entertainment
Activities for youth Activities for seniors Activities!!
Restaurants
People who care. Indoor game room for kids.
Restaurants maybe fish - seafood A Dr. Medical Maybe a Vet. could come back Nice clothing store A nice park for family together.
Juvenile Recreation Venues Activities for seniors Walking trail
Directional road signs to museum Utility services
Park w/playground and walking path Entertainment Coffee House w/light foods available Community gathering area for events like "Friday Movie Night", "Battle of the Bands"
Restaurants Small retail stores Specialty shops Major fast food places Community Events
Community Center Senior citizens center Recreational activities Movie site / free outdoor
Patrol officers Dignity
Recreational Activities
Meeting place community gathering for reunions, etc.
A gathering place
Coffee Shop
Park
Picnic Area
History - do not lose it
Parks
Bike trails/paths
Recreation Area
Parks
Playgrounds

Memorial
Sports
Walking Track
Meeting place
Park
A gathering building - Ward 10 is small
Ice Cream Parlor
Youth Recreation
Incorporation
Community Hall
Tourism
Hospitality / BNB Ser
Survey Question 4: What are the top 5 challenges in the Tioga community?
Growth; ridding itself of a Red Neck status; enlarging outdoor activity possibilities; tax base; Growth
The growth of the area and the challenge of providing necessary updates in infrastructure. Ward 10 and all schools in parish finding enough certified teachers. The trucking industry, which is very necessary, causes deterioration of roads and sometimes traffic issues. Keeping up with growth in all areas. Controlling drug issues in our communities.
Funding Community support Accessibility Awareness Advertising
Leave it as it is. If we are walking along railroad track, then the trees block the views of the yards with abandoned cars, debris, and rubble. We don't need more concrete, thank you!
Drugs A lot of rundown houses. Needs more tax revenue Needs newer housing.
These survey questions are redundant
Probably dealing with the problems of suburb type development, where cars become centric to life and are necessary to be mobile. Such spread out development is a financial burden, which divides communities.
From what I can tell it doesn't have its own tax base or municipality. The Tioga Heritage Museum which was once viewed by many and/or on a major road, is now basically at a dead end road.
Size, budget, people being afraid of change, roads, and amount of businesses
Size, budget, lack of enrichment opportunities, infrastructure,
Poverty Lack of educational motivation Lack of activities for adults No public community gathering space Minimal political interest in growth/betterment
Drugs Cleaning up areas
Not sure
Lack of upscale homes Lack of things to do No exciting things to eat
Money Commitment Support
I don't know people on this community.
Poverty, reassurance, community involvement, space, and lack of recycling

Unincorporated, lack of diversity, lack of planning,
Probably drugs, speeding, and poverty...
Business growth, housing, greenways, biking,?hiking
diversity and how it is viewed, the preservation of nature, different resources for educational areas and such (is all i can really think of)
Lack of community sewer Lack of zoning Poverty Drug influence / law enforcement Lack of affordable internet connectivity
Lack of communication on local events Diversity Resources
Need more industry Need Hospital Jobs for young people
Low income Community participation Pride in community
Lack of knowledge of that resources are available in Tioga
Need good eating place
Low income family homes
Income level No central action group
Economic opportunity
Vacant Houses & Commercial Property Not incorporated which impacts leadership applying for grants to address funding.
Employment Opportunities Support from local state leaders
Population Access to funds needed to build Spreading knowledge of our community
Not incorporated No source of funding
Violence Trashy Depressed Low income Unsafe
Knowledge of what is available in the area
Community unknown
History unknown
Unincorporated
Lacks city services
Unincorporated
No pride in our community!
Empty buildings
Blighted properties
Empty stores / buildings
No leadership
No town structure
Unincorporated
Diversity
Lack of communication from the city on events
Personal pride in homes, businesses!
Junky, unkept properties

No pride
Money
Organization
Volunteers
Ads-Effective Markets
Survey Question 5: What do you feel could be the top 5 attractions of the Tioga Heritage Park and Museum?
Not sure.
A venue for displaying our heritage. A venue for school and family reunions. So many of us remember walking to the commissary to buy food for home ec cooking classes, and material for our sewing projects. A small sandwich and ice cream shop. A place for club meetings.
Train Tracks Memorabilia The old building itself Vending machine for drinks, especially water, healthy drinks/snacks on our way
Not sure
The cycling community and local businesses would both benefit from this greenway project.
Not sure
Perhaps a miniature railroad complex
Hands on examples of sawmill life for People to experience. A couple of train cars turned into Air BnB's for folks to pay to stay the night in. I miss being a kid and spending lots of time in the old army surplus. Maybe make a small army surplus inside where it used to be. Construct a modern park with splash pad and a walking track and room for a small pump track for bicycles in the future.
Picnic area, playground, enrichment activities for children, basketball court, and walking track
Play ground, picnic area, enrichment activities for kids, ability to host community event, and outdoor recreational activities
Event rental Park for children and adults to get active/combat diabetes (disc golf, horse shoes, pickle ball) Community social events
Small general store-throwback to historical origin Museum
The old Merritts store The railroad Railway tours Dinner tours Bed and breakfasts
Greenway Small kiddie train Splash park with train theme
Walking trails Bike routes Unique attractions
I didnt know they had a park.
Train yard, original Isu campus, history, art from locals, and bike trails
Bandstand, picnic area, snack bar, museum items, local art
As a runner, i would love to have a safe, marked, and measured trail. I would like more family friendly things that aren't expensive... and historic monuments and running/hiking track/trail would be an awesome addition.
Connect it to a greenway to north toward creola, dry prong, Kisatchie and B22
historical areas, areas where the scenery is very breathtaking, the schools, parks, small businesses
Outdoor play area Community area Walking trails
Train Museum displays Meeting space available to community Soda fountain/ice cream counter/coffee shop Souvenirs/memorabilia sales

Band Stand Bathrooms Picnic Area Historical Markers
Museum All buildings
Artisans Specialty Shops and or bistros Recreation Walking Playground Cultural History
Develop it like Abita Springs trailhead
A nice restaurant
Sawmill Commissary
Place for organ to have things for the public. Big area for outside attraction. Bring the Gumbo lunch back.
History Available for students Reminicing
Water feature in summer local musicians outdoors during spring & fall
Some type of entertainment Unique "coffee house" for both old young people - maybe "couple" museum w/antique shops tea room "Jumping off" area for hiking and biking "tours" or excursions
Playground for children Larger walking path Farmers Market for vegetables canning Food Vendors
Large event building Tiny museums Parking area Gyzebo for outdoor functions Walking trail Lg Locomotive / Photo Site
Needs to be located in grant parish
Refreshment
Concessions
Parking
Occasional Dinner Shows
Entertainment (clean kind)
Simple water parks / splash pads / spray
Depot for rail trips to North LA
Local Music Performances
Statues,
Public Art
Playground
Park
Entertainment
History Lessons
Art
Activities
Band Stand
Refreshments
Picnic Area
Refreshments
Coffee
Snacks

Wifi
Enrichment Activities for Kids
Clean place for families to gather
A place to rent for parties, picnics, etc., reunions
RR Museum
Train Trips - KCS/Rock Island
Flea Markets
Dances
Farmer's Market
Kids Hands-on Days
Bike Rentals
Concerts
5k Run, Walk, Cycle
Water bottle refill station
Benches
Picnic Tables
Kids Bicycle Pump Track & Skills Track
Refreshments/concessions
Outdoor Vault Toilets
Tent Camping
Rail Cars to rent like on AirBNB
Survey Question 6: What's your own vision for the the Tioga Heritage Park and Museum site and Rock Island Greenway?
The greenway will help connect Tioga to other communities and will bring increased possibilities for the Museum as well as other businesses in the Tioga area. Tourists need many different services, and the greenway will increase that need.
Anything that can keep the Tioga Heritage Park and Museum a vital part of community.
A nice walk along the tracks, then stop at the museum for a drink or snack and walk around the train and museum if we want a break, then keep walking. Should it be complicated?
A trail that connects people with nature and a place for people to ride bikes and run without being on a road.
Ultimate vision would be Tioga heritage park as a hub/stop for traveling cyclist as they ride through the state on abandoned railways from one destination to another
Bike infrastructure
A safe place for thru hikers and bike packers to rest, fill water bottles, recharge their electronics, a shelter to put up their tent. Vault bathrooms. Maybe even showers. Even if it's like an outdoor beach shower. I know in warm or hot weather, cyclist who are bikepacking would use it. Maybe even warm shower house that's open for certain hours each day/week. Benches, picnic tables, Good lighting (I'm sure I'll have more ideas later)

The museum and park will be a great community resource and will provide families with many activities and will foster a sense of community. The Rock Island Greenway would be a fantastic addition to the Tioga Community and it would be great if it could connect Other small towns such as Ball Louisiana and Dry Prong. This would further allow the entire central Louisiana community an opportunity to participate in various outdoor recreational activities
The park and museum will be a great community resource and will provide the community with many opportunities for engagement and recreation The vision for the Rock Island trail is that it will The various communities in our area. It would be a fantastic opportunity to further connect to other communities such as Dry Prong
Great stop /destination along the way for bikers and walkers!
A Depot with a true Louisiana Railway Scenic Ride to the North.
Operational and providing scenic tours
Using the greenway as a day outing for families, having a picnic and recreation for kiddies
Walking and bike trails
No vision
Calm area surrounded by lots of natural forest, and importance on history
Basically like a museum rest stop for the area and it's history, similar to a welcome center
A place where I can bring my kids and be immersed in history.
Connect it to B22 in Dry Prong through greenway
it should be friendly to bikers, skaters, and hikers. it is more likely to collect attraction if people are able to walk or ride by without issue
Better advertised tourist attractions Local community spot
I'd love to see the museum be a significant "trail head" for the greenway. There could be bicycle rentals (and maybe segway rentals?) as well as a snack center with light refreshments.
Why not use it was a cynic railway to turn at Pineville and Ruston
Would be nice to see 4-wheeler, bike, walking space to give community visitors a place to do the things without going to another state. - Actual evening entertainment for adults who may want to eat while listening to music, speaker, etc.
Refreshment, shopping, depiction of history of the area
We like to bike the Tammany Trace would like a rails to trails here. There is a large cycling community.
A train trip from Pineville to Winnfield
Activities for all ages
Preventing progress that has been made from going by the wayside
Connect Tioga w/other small towns such as Winnfield creating a "win-win" for both communities. Community event center for holiday in the park type events.
Attraction for all ages A place designated as a historic village
Survey Question 8: Have you any suggestions for facilities or activities that could be provided at the Tioga Heritage Park and Museum or along the Rock Island Greenway?
Cafe's, B&B's.

If it is a rest stop ok, refreshments need to be available. Always worry about security when people are walking or biking on a long path.
Bathroom
I don't know, maybe a splash pad in case it's really hot
Restrooms on each end with places to eat and get out of the sun.
Informational boards on local cuisine and places to stay possibly, water/toilet stations to use bathroom and refill a water bottle
Shade; make it a litter-free zone with fine whippings for litterbugs
Saw mill days. School field trips, sawmill 5K, concerts, a place for food trucks, Artisan events
Community biking, cross county running
Benches, restrooms, parking, rest areas
Water spray feature for cooling off.
Farmers Market, Community Center, Dances, Youth Events, Train Spotters Meetings..
No
Water stations
No
Old Isu campus, across from the v.a. Hospital
Restrooms, bike repair station, water fill stations, group rides
Bathrooms for the Green way, classes at the museum, like canning, quilting, and weaving
Connect to north trails in creola, Dry Prong, Kisatchie and B22
quick bathroom areas
Outdoor sitting area/hangout area
Clean bathrooms!
Rest stops, historical markers
Would love to see clean, family, older couple entertainment along with possible dinner included - Maybe like a "Branson dinner show once in awhile."
Concessions, playground/recreation, cultural area depicting history
Bathrooms water fountain. Also air pump for cyclists.
What kind of security will be provided
Hiking and biking pathways. Make museum a "destination" w/both the history artifacts, but a park-like area w/playground picnic tables. Event Center. Special Events - Movie Night, band/music night, old-fashioned fall festival, breakfast w/Santa (family things - attract young families).
Bathroom Facilities, coffee shop, off-ramps from railway to porch of main building
B22 is a great location
Meeting Places
Kids Activities
Historic Info regarding the area

camping
bike rental
water spray
Bike Rental
Small bike shop
Bicycle work days for kids
Handicap walking and biking
Splash Pool
Historical stops along the way
Survey Question 9: Anything else we missed that you'd like to share?
The closing of road through Tioga at the commissary has caused people not to be aware of this historical building.
No
The opportunity to thank you for giving us a say and for giving us a chance to get more healthy
Nope
This needs to move forward
I'm not sure what all is currently inside the commissary. If it's not in there. Maybe add a small gift shop, snacks and drinks. Emergency supplies for hikers and cyclist. Maybe even a small coffee bar
We would like to see the Greenway connect from Ball Louisiana to Dry Prong Louisiana. There will soon be a multi use trail in Dry Prong, and there will also be a hiking and biking trail in Dry Prong as well, does it would be great if the Rock island Green way could connect to these additional trails
This Will be a great resource for the Tioga community. The B22 campus will soon begin constructing a multi use trail around our campus and will also reconstructing a 2 mile hiking and biking trail in Kisatchie National forest approximately a half mile away from the B22 campus. It would be fantastic yes the Rock Island Green Way could further connect to our trails and provide additional space for outdoor recreation and community engagement for the entire central Louisiana community.
The Property is such a cornerstone of Tioga's history, it needs to remain such
Would love to see the railway operational
People need things to do in the area that are family oriented.
I'm not "sold" on the idea of a greenway in this area. With the crime rate rising in nearby areas I fear the seclusion of some areas of the railway might not provide the degree of safety most people are hoping for.
None
For this to work you really need to organize group rides and get the community involved.
Please connect it with our trails to North at B22 and Bayou state Trail
no
If the Tioga Commissary is well-used, it would get good traffic for a Saturday market for artists, music, farmers
Approach any local veterans groups?



Appendix G

Public Comment Forms



Report for AP-MPO | Public Comment Form (Greenway)

Response Counts



Totals: 2

1. Please summarize your idea or concern in the space below:



ResponseID Response

1 Tried to take survey but the website kept demanding that I answer a question that i had answered. No way to satisfy it so you dont get anything from me that I filled out.

2 Due to the high current crime rate, it would serve Alexandria and Pineville to study how other cities handle the safety and not allow the criminal element of Alexandria, especially, to invade the greenway if it is developed. There must be police presence and there must be proper lighting all along all parts of it if the greenway will be accessible by the public 24/7, otherwise all you will have developed is another place for crime to occur, therefore decreasing the safety of Alexandria, especially. By no means would Pineville residents want the criminal element in Alexandria to have ease of entry into their city, via a greenway. Therefore, it must have police presence, including offices on the trail and daily patrolling.



Appendix H

Federal Bicycle & Pedestrian Funding Sources



Pedestrian and Bicycle Funding Opportunities

U.S. Department of Transportation Transit, Highway, and Safety Funds

Updated January 21, 2021

This table indicates potential eligibility for pedestrian and bicycle projects under U.S. Department of Transportation surface transportation funding programs. Additional restrictions may apply. See notes and basic program requirements below, and see program guidance for detailed requirements. Project sponsors should fully integrate nonmotorized accommodation into surface transportation projects. Section 1404 of the Fixing America's Surface Transportation (FAST) Act modified 23 U.S.C. 109 to require federally-funded projects on the National Highway System to consider access for other modes of transportation, and provides greater design flexibility to do so.

Pedestrian and Bicycle Funding Opportunities: U.S. Department of Transportation Transit, Highway, and Safety Funds

Key: \$ = Funds may be used for this activity (restrictions may apply). ~\$ = Eligible, but not competitive unless part of a larger project. \$* = See program-specific notes for restrictions.

Activity or Project Type	BUILD	INFRA	TIFIA	FTA	ATI	CMAQ	HSIP	NHPP	STBG	TA	RTP	SRTS	PLAN	NHTSA 402	NHTSA 405	FLTPP
Access enhancements to public transportation (includes benches, bus pads)	\$	~\$	\$	\$	\$	\$		\$	\$	\$						\$
ADA/504 Self Evaluation / Transition Plan									\$	\$	\$		\$			\$
Bicycle plans				\$					\$	\$		\$	\$			\$
Bicycle helmets (project or training related)									\$	\$SRTS		\$		\$*		
Bicycle helmets (safety promotion)									\$	\$SRTS		\$				
Bicycle lanes on road	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$		\$				\$
Bicycle parking	~\$	~\$	~\$	\$	\$	\$		\$	\$	\$	\$	\$				\$
Bike racks on transit	\$	~\$	\$	\$	\$	\$			\$	\$						\$
Bicycle repair station (air pump, simple tools)	~\$	~\$	~\$	\$	\$	\$			\$	\$						\$
Bicycle share (capital and equipment; not operations)	\$	~\$	\$	\$	\$	\$		\$	\$	\$						\$
Bicycle storage or service centers (example: at transit hubs)	~\$	~\$	~\$	\$	\$	\$			\$	\$						\$
Bridges / overcrossings for pedestrians and/or bicyclists	\$	~\$	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$				\$
Bus shelters and benches	\$	~\$	\$	\$	\$	\$		\$	\$	\$						\$
Coordinator positions (State or local)						\$ 1 per State			\$	\$SRTS		\$				
Crosswalks (new or retrofit)	\$	~\$	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$				\$
Curb cuts and ramps	\$	~\$	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$				\$
Counting equipment				\$	\$		\$	\$	\$	\$	\$	\$	\$*			\$
Data collection and monitoring for pedestrians and/or bicyclists				\$	\$		\$	\$	\$	\$	\$	\$	\$*			\$
Historic preservation (pedestrian and bicycle and transit facilities)	\$	~\$	\$	\$	\$				\$	\$						\$
Landscaping, streetscaping (pedestrian and/or bicycle route; transit access); related amenities (benches, water fountains); generally as part of a larger project	~\$	~\$	~\$	\$	\$			\$	\$	\$						\$
Lighting (pedestrian and bicyclist scale associated with pedestrian/bicyclist project)	\$	~\$	\$	\$	\$		\$	\$	\$	\$	\$	\$				\$
Maps (for pedestrians and/or bicyclists)				\$	\$	\$			\$	\$		\$	\$*			
Paved shoulders for pedestrian and/or bicyclist use	\$	~\$	\$			\$*	\$	\$	\$	\$		\$				\$
Pedestrian plans				\$					\$	\$		\$	\$			\$
Recreational trails	~\$	~\$	~\$						\$	\$	\$					\$
Road Diets (pedestrian and bicycle portions)	\$	~\$	\$				\$	\$	\$	\$						\$
Road Safety Assessment for pedestrians and bicyclists							\$		\$	\$			\$			\$
Safety education and awareness activities and programs to inform pedestrians, bicyclists, and motorists on ped/bike safety									\$SRTS	\$SRTS		\$	\$*	\$*	\$*	
Safety education positions									\$SRTS	\$SRTS		\$		\$*	216	

Pedestrian and Bicycle Funding Opportunities: U.S. Department of Transportation Transit, Highway, and Safety Funds

Key: \$ = Funds may be used for this activity (restrictions may apply). ~\$ = Eligible, but not competitive unless part of a larger project. \$* = See program-specific notes for restrictions.

Activity or Project Type	BUILD	INFRA	TIFIA	FTA	ATI	CMAQ	HSIP	NHPP	STBG	TA	RTP	SRTS	PLAN	NHTSA 402	NHTSA 405	FLTP
Safety enforcement (including police patrols)									\$SRTS	\$SRTS		\$		\$*	\$*	
Safety program technical assessment (for peds/bicyclists)									\$SRTS	\$SRTS		\$	\$*	\$		
Separated bicycle lanes	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$		\$				\$
Shared use paths / transportation trails	\$	~\$	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$				\$
Sidewalks (new or retrofit)	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$				\$
Signs / signals / signal improvements (including accessible pedestrian signals)	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$		\$				\$
Signed pedestrian or bicycle routes	\$	~\$	\$	\$	\$	\$		\$	\$	\$		\$				\$
Spot improvement programs	\$	~\$	\$	\$			\$	\$	\$	\$	\$	\$				\$
Stormwater impacts related to pedestrian and bicycle projects	\$	~\$	\$	\$	\$		\$	\$	\$	\$	\$	\$				\$
Traffic calming	\$	~\$	\$	\$			\$	\$	\$	\$		\$				\$
Trail bridges	\$	~\$	\$			\$*	\$	\$	\$	\$	\$	\$				\$
Trail construction and maintenance equipment									\$RTP	\$RTP	\$					
Trail/highway crossings and intersections	\$	~\$	\$			\$*	\$	\$	\$	\$	\$	\$				\$
Trailside and trailhead facilities (includes restrooms and water, but not general park amenities; see program guidance)	~\$*	~\$*	~\$*						\$*	\$*	\$*					\$
Training						\$	\$		\$	\$	\$	\$	\$*	\$*		
Training for law enforcement on ped/bicyclist safety laws									\$SRTS	\$SRTS		\$			\$*	
Tunnels / undercrossings for pedestrians and/or bicyclists	\$	~\$	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$				\$

Abbreviations

ADA/504: Americans with Disabilities Act of 1990 / Section 504 of the Rehabilitation Act of 1973
BUILD: Better Utilizing Investments to Leverage Development Transportation Discretionary Grants
INFRA: Infrastructure for Rebuilding America Discretionary Grant Program
TIFIA: Transportation Infrastructure Finance and Innovation Act (loans)
FTA: Federal Transit Administration Capital Funds
ATI: Associated Transit Improvement (1% set-aside of FTA)
CMAQ: Congestion Mitigation and Air Quality Improvement Program
HSIP: Highway Safety Improvement Program
NHPP: National Highway Performance Program
STBG: Surface Transportation Block Grant Program

TA: Transportation Alternatives Set-Aside (formerly Transportation Alternatives Program)
RTP: Recreational Trails Program
SRTS: Safe Routes to School Program / Activities
PLAN: Statewide Planning and Research (SPR) or Metropolitan Planning funds
NHTSA 402: State and Community Highway Safety Grant Program
NHTSA 405: National Priority Safety Programs (Nonmotorized safety)
FLTP: Federal Lands and Tribal Transportation Programs (Federal Lands Access Program, Federal Lands Transportation Program, Tribal Transportation Program, Nationally Significant Federal Lands and Tribal Projects)

Cross-cutting notes

- FHWA Bicycle and Pedestrian Guidance: http://www.fhwa.dot.gov/environment/bicycle_pedestrian/
- **Applicability of 23 U.S.C. 217(i) for Bicycle Projects:** 23 U.S.C. 217(i) requires that bicycle facilities “be principally for transportation, rather than recreation, purposes”. However, sections 133(b)(6) and 133(h) list “recreational trails projects” as eligible activities under STBG. Therefore, the requirement in 23 U.S.C. 217(i) does not apply to recreational trails projects (including for bicycle use) using STBG funds. Section 217(i) continues to apply to bicycle facilities other than trail-related projects, and section 217(i) continues to apply to bicycle facilities using other Federal-aid Highway Program funds (NHPP, HSIP, CMAQ). The transportation requirement under section 217(i) is applicable only to bicycle projects; it does not apply to any other trail use or transportation mode.
- There may be occasional DOT or agency incentive grants for specific research or technical assistance purposes.
- Aspects of DOT initiatives may be eligible as individual projects. Activities above may benefit safe, comfortable, multimodal networks; environmental justice; and equity.

Program-specific notes: Federal-aid funding programs have specific requirements that projects must meet, and eligibility must be determined on a case-by-case basis.

- BUILD: Subject to annual appropriations. See <https://www.transportation.gov/BUILDgrants> for details.
- INFRA: See <https://www.transportation.gov/buildamerica/infragrants> for details. Focus on projects that generate national or regional economic, mobility, and safety benefits.
- TIFIA: Program offers assistance only in the form of secured loans, loan guarantees, or standby lines of credit, but can be combined with other grant sources, subject to total Federal assistance limitations.
- FTA/ATI: Project funded with FTA transit funds must provide access to transit. See [Bicycles and Transit](#) and the FTA Final Policy Statement on the [Eligibility of Pedestrian and Bicycle Improvements under Federal Transit Law](#).
 - Bicycle infrastructure plans and projects funded with FTA funds must be within a 3-mile radius of a transit stop or station, or if further than 3 miles, must be within the distance that people could be expected to safely and conveniently bike to use the particular stop or station.
 - Pedestrian infrastructure plans and projects funded with FTA funds must be within a ½ mile radius of a transit stop or station, or if further than ½ mile, must be within the distance that people could be expected to safely and conveniently walk to use the particular stop or station.
 - FTA funds cannot be used to purchase bicycles for bike share systems.
 - FTA encourages grantees to use FHWA funds as a primary source for public right-of-way projects.
- CMAQ projects must demonstrate emissions reduction and benefit air quality. See the CMAQ guidance at www.fhwa.dot.gov/environment/air_quality/cmaq/ for a list of projects that may be eligible for CMAQ funds. Several activities may be eligible for CMAQ funds as part of a bicycle and pedestrian-related project, but not as a highway project. CMAQ funds may be used for shared use paths, but may not be used for trails that are primarily for recreational use.
- HSIP projects must be consistent with a State's [Strategic Highway Safety Plan](#) and (1) correct or improve a hazardous road location or feature, or (2) address a highway safety problem.
- NHPP projects must benefit National Highway System (NHS) corridors.
- STBG and TA Set-Aside: Activities marked "\$SRTS" means eligible only as an SRTS project benefiting schools for kindergarten through 8th grade. Bicycle transportation nonconstruction projects related to safe bicycle use are eligible under STBG, but not under TA (23 U.S.C. 217(a)).
- RTP must benefit recreational trails, but for any recreational trail use. RTP projects are eligible under TA and STBG, but States may require a transportation purpose.
- SRTS: FY 2012 was the last year for SRTS funds, but SRTS funds are available until expended.
 - Planning funds must be used for planning purposes, for example: Maps: System maps and GIS; Safety education and awareness: for transportation safety planning; Safety program technical assessment: for transportation safety planning; Training: bicycle and pedestrian system planning training.
- Federal Lands and Tribal Transportation Programs (FLTTP) projects must provide access to or within Federal or tribal lands:
 - Federal Lands Access Program (FLAP): Open to State and local entities for projects that provide access to or within Federal or tribal lands.
 - Federal Lands Transportation Program: For Federal agencies for projects that provide access within Federal lands.
 - Tribal Transportation Program: available for federally-recognized tribal governments for projects within tribal boundaries and public roads that access tribal lands.
- NHTSA 402 project activity must be included in the State's Highway Safety Plan. Contact the State Highway Safety Office for details: <http://www.ghsa.org/html/about/shsos.html>
- NHTSA 405 funds are subject to State eligibility, application, and award. Project activity must be included in the State's Highway Safety Plan. Contact the State Highway Safety Office for details: <http://www.ghsa.org/html/about/shsos.html>



Appendix I

Public Engagement Schedule





COMMUNITY ENGAGEMENT			
Committee Meetings MARCH - SEPT.	Events Round 1 APRIL	Events Round 2 JULY	Public Comment JULY
<p>APMPO Technical Advisory Committee</p> <p>MARCH 3</p> <p><i>Rapides Area Planning Commission 803 Johnston Street - Alexandria, LA</i></p>	<p>Pop-up Pineville Farm Stand</p> <p>April 14</p> <p>10:00 AM - 2:00 PM (CST) <i>930 Main Street - Pineville, LA</i></p>	<p>Open House Round 2 Tioga Heritage Park</p> <p>JULY 19</p> <p>5:30 PM - 7:30 PM (CST) <i>Tioga Heritage Park & Museum 1301 Tioga Road - Pineville, LA</i></p>	<p>14-day Public Comment Period</p> <p>SEPTEMBER 8 - 26</p> <p><i>Rapides Area Planning Commission 803 Johnston Street - Alexandria, LA</i></p>
<p>APMPO Technical Advisory Committee</p> <p>MAY 12</p> <p><i>Rapides Area Planning Commission 803 Johnston Street - Alexandria, LA</i></p>	<p>Pop-up Alexandria Farmers Market</p> <p>April 19</p> <p>3:00 PM - 6:00 PM (CST) <i>2727 Jackson Street - Alexandria, LA</i></p>	<p>Rock Island - Tioga Short Survey</p> <p>ENDED JULY 22</p> <p>ONLINE (Print available) www.rapc.info/transportation</p>	
<p>APMPO Transportation Policy Committee</p> <p>JUNE 8</p> <p><i>Rapides Area Planning Commission 803 Johnston Street - Alexandria, LA</i></p>	<p>Open House Round 1 Red River - South</p> <p>APRIL 22</p> <p>4:00 PM - 7:00 PM (CST) <i>Rapides Area Planning Commission 803 Johnston Street - Alexandria, LA</i></p>		
<p>APMPO Technical Advisory Committee</p> <p>AUGUST 24</p> <p><i>Rapides Area Planning Commission 803 Johnston Street - Alexandria, LA</i></p>	<p>Open House Round 1 Red River - North</p> <p>APRIL 25</p> <p>4:00 PM - 7:00 PM (CST) <i>Main Street Community Center 708 Main Street - Pineville, LA</i></p>		
<p>APMPO Transportation Policy Committee</p> <p>SEPTEMBER 7</p> <p><i>Rapides Area Planning Commission 803 Johnston Street - Alexandria, LA</i></p>	<p>Pop-up Alex River Fete</p> <p>April 28</p> <p><i>Downtown Alexandria, LA</i></p>		
			<p>Public Input Short Survey</p> <p>ENDED MAY 6</p> <p>ONLINE (Print available) www.rapc.info/transportation</p>
			<p>Public Input Mapping Tool</p> <p>ENDED MAY 6</p> <p>ONLINE www.rapc.info/transportation</p>





Appendix J

Public Review & Adoption



**Alexandria/Pineville
Metropolitan Planning Organization
Transportation Policy Committee**

RESOLUTION #RAPC-220907-02

(Adopting the Rock Island Greenway (south) Feasibility Study)

I, Gerber Porter, Chairman of the Metropolitan Planning Organization's Transportation Policy Committee, do hereby certify that at a meeting of Transportation Policy Committee duly convened in Alexandria, Louisiana, at 10:00 am on September 7th, 2022, the following Resolution was adopted:

WHEREAS, Commission staff identified the need for a feasibility study of the Rock Island Greenway's southern terminus in the Alexandria-Pineville metropolitan planning area (MPA) to initiate development of the southern end; and,

WHEREAS, with funding from the Louisiana Department of Transportation and Development, the Commission worked with the Technical Advisory Committee and solicited feedback from the public to develop this study which includes a proposed route, possible funding sources for implementation; and,

WHEREAS, a 14-day public comment period from September 8 - 22 and a public hearing was held on September 7, 2022, at the regularly scheduled Transportation Policy Committee meeting to receive staff information and additional public comment; and

WHEREAS, the transportation policy committee is the decision making body for the Alexandria-Pineville Metropolitan Planning Organization; has reviewed and approved the study; and

NOW THEREFORE BE IT RESOLVED, that the Transportation Policy Committee hereby approves the study and directs staff to work with relevant local, state, and federal entities to implement improvements recommended by the Study; and transmit a copy of this adopting resolution along with the submittal of the complete study to the Louisiana Department of Transportation and Development.

Signed and executed this 28th day of September 2022.



Mr. Gerber Porter,
Chairman, Transportation Policy Committee
Alexandria/Pineville MPO

ATTEST:



Jonathan Bolen
Alexandria/Pineville MPO

Public Notice

Media Contact:

Jonathan Bolen, Transportation Director

jbolen@rapc.info

September 2, 2022



PUBLIC COMMENT INVITED:

The Rapides Area Planning Commission, the local Metropolitan Planning organization (MPO), will have available for public review and comment a copy of the following items:

- FFY 2023 – 2026 Transportation Improvement Program
- Rock Island Greenway (south) Feasibility Study

To meet the requirements provided within the Infrastructure Investment and Jobs Act (IIJA) and as outlined in our Public Participation Plan, these documents will be available for review and comment for a minimum period of (14) days prior to final adoption.

Beginning September 8 through September 22, interested residents may view the documents on the RAPC website, www.rapc.info/transportation and public input kiosks at the following locations:

Place	Address
Pineville City Hall	910 Main St., Pineville, LA 71360
Rapides Area Planning Commission	803 Johnston Street, Alexandria, LA 71301
Ball Town Hall	100 Municipal Lane, Ball, LA 71405
City of Alexandria Engineering Dept.	625 Murray St., Alexandria, LA 71301
Rapides Parish Police Jury	701 Murray St., Alexandria, LA 71309
Rapides Parish Library (Main)	411 Washington St., Alexandria, LA 71301
Rapides Parish Library (Libuse)	6375 LA-28, Pineville, LA 71360
Rapides Parish Library (Robertson)	809 Tioga High School Road, Ball, LA 71405
Rapides Parish Library (Martin)	801 W. Shamrock, Pineville, LA 71360
Rapides Parish Library (Westside)	5416 Provine Place, Alexandria, LA 71303
Rapides Parish Library (King)	1115 Broadway Avenue, Alexandria, LA 71302

Your views are important to us! This is your opportunity to comment and indicate your concerns. Any questions, comments, or suggestions can be directed to the Alexandria-Pineville Metropolitan Planning Organization in writing, % Transportation Division, P.O. Box 7586, Alexandria, LA 71306 or by email to jbolen@rapc.info.

ADA Notice: For special accommodations, contact our ADA Coordinator, Kathy Powell, by phone 318-487-5401 ext. 15 at least 72 hours before the end of the public comment period.

Fw: RAPC NOTICE: Public Comment Invited!

Public Notice Email

Jonathan Bolen <jbolen@rapc.info>

Fri 9/9/2022 8:37 AM

Bcc: amy.pillarsetti@gmail.com <amy.pillarsetti@gmail.com>;brooke.taylor@royomartin.com <brooke.taylor@royomartin.com>;carly@fjccenla.org <carly@fjccenla.org>;john.shaugnessy@christushealth.org <john.shaugnessy@christushealth.org>;katherine.wynn@la.gov <katherine.wynn@la.gov>;Lenna Mouton (lenna@rpl.org) <lenna@rpl.org>;beth.palmer@lacollege.edu <beth.palmer@lacollege.edu>;cenlacf@clcf.net <cenlacf@clcf.net>;Michelle Purl <michelle@uwcl.org>;Michael Tudor <michael@mtudorlaw.com>;Elise Tudor <Elise@apacvb.org>;Jim Smilie <Jim.Smilie@cityofalex.com>;Melynda Gremillion <Melynda.Gremillion@cityofalex.com>;Rich Dupree <rich@pineville.net>;msjoanlee@yahoo.com <msjoanlee@yahoo.com>;'rlb@blclawgroup.com' <rlb@blclawgroup.com>;Jim Clinton <jclinton@louisiana-central.com>;Deborah Randolph (drandolph@cenlachamber.org) <drandolph@cenlachamber.org>;cherelle@strongneighborhood.org <cherelle@strongneighborhood.org>;cheryl.dubois@la.gov <cheryl.dubois@la.gov>

📎 1 attachments (66 KB)

MPO Public Comment Notice 090822.pdf;

PUBLIC COMMENT INVITED:

The Rapides Area Planning Commission, the local Metropolitan Planning organization (MPO), has made available a copy of the following items for public review and comment:

- Transportation Improvement Program FFY2023-2026
- Rock Island Greenway (south) Feasibility Study

To meet the requirements provided within the Fixing America’s Surface Transportation Act (FAST Act) and as outlined in our Public Participation Plan, this document will be available for review and comment for a minimum period of (14) days prior to final adoption.


Beginning September 8 through September 22, interested residents may view the documents on the RAPC public comment website, www.rapc.info/transportation and public input stations at the following locations:

Place	Address
Pineville City Hall	910 Main St., Pineville, LA 71360
Rapides Area Planning Commission	803 Johnston Street, Alexandria, LA 71301
Ball Town Hall	100 Municipal Lane, Ball, LA 71405
City of Alexandria Engineering Dept.	625 Murray St., Alexandria, LA 71301
Rapides Parish Police Jury	701 Murray St., Alexandria, LA 71309
Rapides Parish Library (Main)	411 Washington St., Alexandria, LA 71301
Rapides Parish Library (Libuse)	6375 LA-28, Pineville, LA 71360
Rapides Parish Library (Robertson)	809 Tioga High School Road, Ball, LA 71405
Rapides Parish Library (Martin)	801 W. Shamrock, Pineville, LA 71360
Rapides Parish Library (Westside)	5416 Provine Place, Alexandria, LA 71303
Rapides Parish Library (King)	1115 Broadway Avenue, Alexandria, LA 71302

Direct link to RAPC's Public Comment

Public Notice Email

Website: <https://express.adobe.com/page/AxTJPI551QidG/>.



Public Comment Station
ALEXANDRIA-PINEVILLE METROPOLITAN PLANNING ORGANIZATION

APMPO Public Comment Page

See the story

express.adobe.com



Your views are important to us! This is your opportunity to comment and indicate your concerns. Any questions, comments, or suggestions can be directed to the Alexandria-Pineville Metropolitan Planning Organization in writing, % Transportation Division, 803 Johnston Street, Alexandria, LA 71301.

ADA Notice: For special accommodations, contact our ADA Coordinator, Kathy Powell, by phone 318-487-5401 ext. 15 at least 72 hours before the end of the public comment period.

Media Contact:

Jonathan Bolen

Transportation Director



803 Johnston Street
Alexandria, LA 71301
318-487-5401, ext. 12
www.rapc.info

RAPC Facebook Notice

September 2, 2022

ALEXANDRIA-PIEVILLE
Metropolitan Planning Organization

PUBLIC COMMENT INVITED

The Rapides Area Planning Commission, the local Metropolitan Planning organization (MPO), will have available for public review and comment a copy of the following items:

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- Rock Island Greenway (south) Feasibility Study

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Beginning September 8 through September 22, interested residents may view the documents on the RAPC website, www.rapc.info/transportation and public input kiosks at the following locations:

Place	Address
Pineville City Hall	810 Main St., Pineville, LA 71301
Rapides Area Planning Commission	805 Johnson Street, Alexandria, LA 71301
Ball Town Hall	700 Marquis Lane, Ball, LA 71408
City of Alexandria Engineering Dept.	602 Murray St., Alexandria, LA 71307
Rapides Parish Police Jury	701 Murray St., Alexandria, LA 71308
Rapides Parish Library (Main)	411 Washington St., Alexandria, LA 71307
Rapides Parish Library (Jones)	609 LA 26, Pineville, LA 71360
Rapides Parish Library (Robertson)	808 Tiggs High School Road, Ball, LA 71408
Rapides Parish Library (Martins)	301 W. Shamrock, Pineville, LA 71360
Rapides Parish Library (Shelton)	5416 Prairie Place, Alexandria, LA 71307
Rapides Parish Library (King)	1115 Broadway Avenue, Alexandria, LA 71302

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ADA Notice: For special accommodations, contact our ADA Coordinator, Kathy Powell, by phone 215-487-5401 ext. 15 at least 72 hours before the end of the public comment period.

Alexandria in Action
September 8 at 9:05 AM

NEW PUBLIC COMMENT! PLEASE FOLLOW THE LINK AND LET US KNOW YOUR THOUGHTS! CHECK THE FLYER BELOW TO SEE WHAT PROJECTS ARE BEING COMMENTED ON - WE LOOK FORWARD TO YOUR FEEDBACK!

<https://express.adobe.com/page/AxTJP551QldQ/>

1 Share

Like Comment Share

Write a comment...
Press Enter to post.

Post Insights

NEW PUBLIC COMMENT! PLEASE FOLLOW THE LINK AND LET US KNOW YOUR THOUGHTS! CHECK THE...
September 8 at 9:05 AM

Post Impressions	Post reach	Post Engagement
149	145	7

Distribution

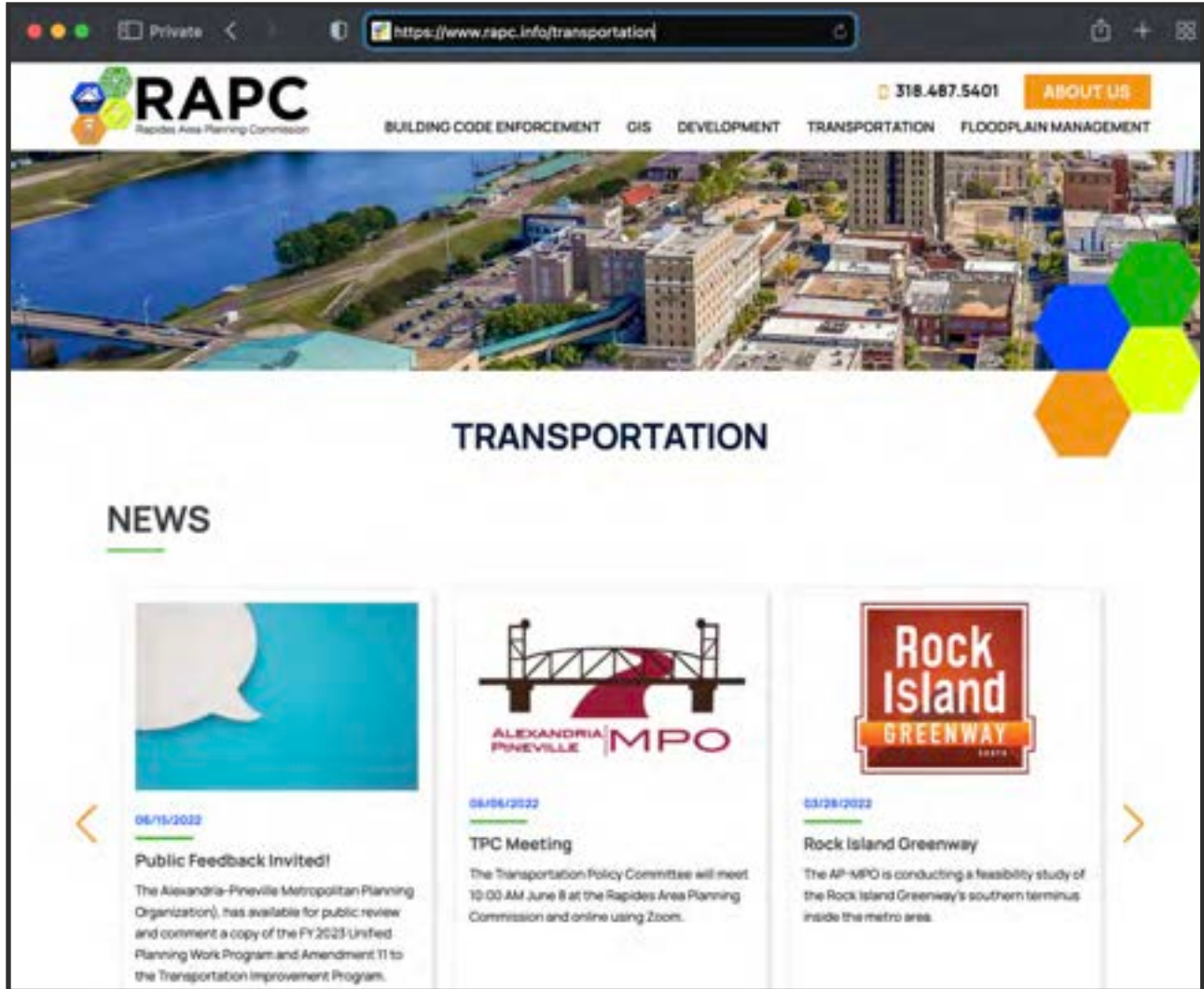
-1.6x less impressions than your other posts within 20 days of publishing. [Learn more](#)

Interactions

Like	Love	Wow	Careless	Sorry	Angry
0	0	0	0	0	0

Reactions 0

RAPC Website Notice





Public Comment Station

ALEXANDRIA-PINEVILLE
METROPOLITAN PLANNING
ORGANIZATION

This is an opportunity to review and share your suggestions and concerns.

Beginning
September 8 through
September 22, The
MPO will have The
following items
available for public
review and comment
for a minimum
period of (14) days
prior to final
adoption:

Public Comment Webpage

September 2, 2022



PUBLIC COMMENT INVITED:

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Rapides Area Planning Commission	803 Johnston Street, Alexandria, LA 71301
Rail Town Hall	100 Municipal Lane, Rail, LA 71406
City of Alexandria Engineering Dept.	625 Murray St., Alexandria, LA 71301
Rapides Parish Police Jury	701 Murray St., Alexandria, LA 71300
Rapides Parish Library (Main)	411 Washington St., Alexandria, LA 71301
Rapides Parish Library (Libuse)	6375 LA-28, Pineville, LA 71360
Rapides Parish Library (Robertson)	809 Tanga High School Road, Rail, LA 71405
Rapides Parish Library (Martin)	801 W. Shamrock, Pineville, LA 71360
Rapides Parish Library (Westdale)	5415 Province Place, Alexandria, LA 71303
Rapides Parish Library (King)	1115 Broadway Avenue, Alexandria, LA 71302

Your views are important to us! This is your opportunity to comment and indicate your concerns. Any questions, comments, or suggestions can be directed to the Alexandria-Pineville Metropolitan Planning Organization in writing, ½ Transportation Division, P.O. Box 7586, Alexandria, LA 71306 or by email to jbolen@rapc.info.

ADA Notice: For special accommodations, contact our ADA Coordinator, Kathy Powell, by phone 318-487-5401 ext. 15 at least 72 hours before the end of the public comment period.

Public Notice

FFY 2023 - 2026 Transportation Improvement Program

The Transportation Improvement Program (TIP) is a four year, fiscally constrained, short range program, which provides a prioritized list of multimodal transportation projects within the Metropolitan Planning Area. The TIP provides an overview of how transportation revenues will be invested over a four-year (4) period by state and local agencies that have legal responsibility

Public Comment Webpage

to build, operate, and maintain that states' highway, street and public transit systems.

Public Review & Comment Schedule

ACTIVITY	DATE	LOCATION	PURPOSE
Technical Advisory Committee (TAC) Meeting	August 24, 2022	803 Johnston Street, Alexandria, LA 71301 Or Online Meeting	The TAC is scheduled to make a formal recommendation on the proposed TIP FFY2023-26 at this meeting.
Transportation Policy Committee (TPC) Meeting	September 7, 2022	803 Johnston Street, Alexandria, LA 71301 Or Online Meeting	There is an additional opportunity for public input at this meeting, under the standing Public Comments agenda item. The TPC is scheduled to take formal action on the proposed TIP FFY2023-26 at this meeting.
PUBLIC REVIEW & COMMENT PERIOD	September 8 - 22, 2022	Electronic Review: www.rapsc.info Documents will be available at public input kiosk locations throughout the metro area as specified by Public Participation Plan (P3).	The general public, partners and stakeholders will have an opportunity to review and comment on the proposed FFY 2023-2026 TIP. Comments will be accepted in writing using the online public comment form or by mail to: Rapides Area Planning Commission, ATTN: APMPC, 803 Johnston St., Alexandria, LA 71301

The current short-range transportation plan for the metro area is the federal fiscal year (FFY) 2019-2022 Transportation Improvement Program (TIP). It covers the period from October 1, 2018, through September 30, 2022.

[View Proposed FFY2023 - 2026 TIP](#)

[Submit Public Comment](#)

Rock Island Greenway (south) Feasibility Study

The MPO completed an initial feasibility study of the Rock Island Greenway's southern terminus in the Alexandria-Pineville metropolitan planning area (MPA). The Rock Island Greenway is a railway to bike path conversion project that began in Ruston, Louisiana that follows the former Chicago, Rock Island and Pacific Railway Company's (CRIP) rail line from El Dorado, Arkansas to Alexandria, Louisiana. While portions of the northern sections are currently constructed and in use by bike and pedestrian users, an initial feasibility study was needed to initiate development of the southern end.

[Visit Rock Island Greenway \(south\) Webpage](#)

[View Rock Island Greenway \(south\)
Feasibility Study](#)

Public Comment Webpage

[Submit Public Comment](#)

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Any questions, comments, or suggestions can be directed to the Alexandria-Pineville Metropolitan Planning Organization in writing, % Transportation Division, 803 Johnston Street, Alexandria, LA 71301.

Credits:

Created with an image by meeboonstudio - "Blank white speech bubble part on a blue background"

This report is filtered

Only show: 1 question "Transportation or special services release or public entity
the Atlanta Metropolitan Planning Commission set up
on enrollment category "Rock Island Greenway (south) Feasibility Study" is one of the following
answers ("Rock Island Greenway (south) Feasibility Study")"

Report for AP-MPO Online Public Comment Form 2

Response Counts

Completion Rate:

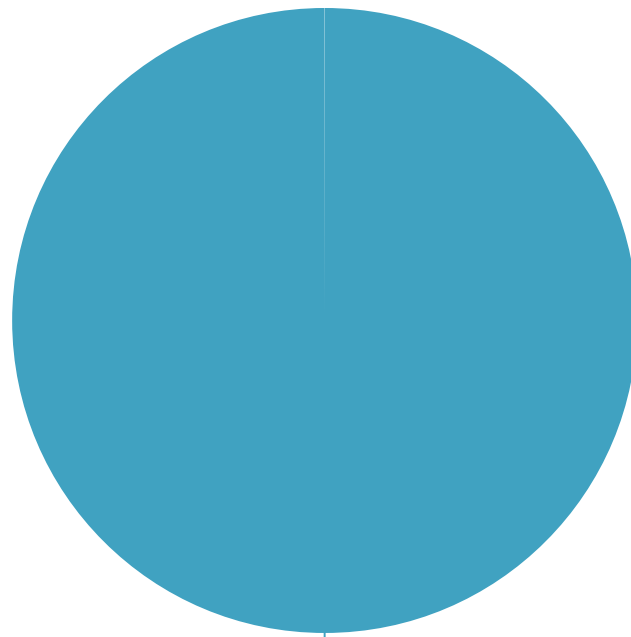
Complete



5

Totals: 5

1. This public comment form is specific to items released for public comment by the Alexandria-Peinville Metropolitan Planning Organization September 8 - 22, 2022. Use the drop down menu below to indicate which item you're submitting a public comment.



100% Rock Island Greenway (south) Feasibility Study

Value		Percent	Responses
Rock Island Greenway (south) Feasibility Study	■	100.0%	5

Totals: 5

2. Please summarize your idea or concern in the space below:

ResponseID Response

1 My family and I support of the Rock Island Greenway as proposed in the August 2022 Feasibility Study. The results show that 89% of participants would like to see more greenways in the community, and 69% would be active users. Those are great results and show that this is a strongly desired and needed addition to the infrastructure in our community. We feel that the proposed route is an excellent use of available space that will provide a strong value for the cost, integrating and adding value to existing public and private resources in the community. The most important thing to us is that the trail connects to other areas of town so that we can use it for leisure, for commuting and for visiting businesses. And I believe the proposed route does exactly that. As Alexandria grows, sprawling outward from the historic core, we believe it is extremely important to reinvest in that core area to promote redevelopment and re-invigoration in the center of town. This will pay dividends 10, 20 and 30 years from now. Because, as the infrastructure in this part of town ages, it will become an unfunded liability unless we invest today in projects like this that will invigorate the tax base and promote private investment in our older centers of commerce and life. Thank you for your efforts!

2 I'm all for it. CENLA needs this and especially the Rock Island Greenway as far North as we can get it.

4 This is a fantastic plan that would provide a corridor from Ball, Louisiana to the southern reaches of Alexandria. This corridor would be relatively free of motorized traffic and accessible for both foot traffic and bicycle riders. There would be numerous "Jumping off" points where people would be able to connect with businesses, eat at restaurants, or even go to there job location. One can only hope that the greenway can be extended even further into northern Louisiana and into southern Louisiana so as to provide some serious opportunities across the state.

5 Yes, please build this! A great economic opportunity and we need more safe cycling/recreational trails!

8 The ultimate goal for me for the Rock Island Greenway is to place it somewhere that will open up maximum transit safety for cyclists and pedestrians. I don't care if it doesn't connect with my neighborhood, I just want the most people possible to be close enough to take advantage of it and have a way to get around the area without getting hit by a car.