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RISING ON THE RED

Pathways to Campti's Revitalization

MURP 6720 Practicum in Urban & Regional Planning
Master of Urban & Regional Planning Program
Department of Planning & Urban Studies
Spring 2019

Rising on the Red: Pathways to Campti's Revitalization

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Special thanks to Dr. Marla Nelson, Dr. Traci Birch, and the Town of Campti for their leadership and guidance throughout this process.

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About the Authors

The University of New Orleans Department of Planning and Urban Studies (UNO-PLUS) has been an important regional institution helping to train leaders in urban issues for over 40 years. As the economic and urban landscape of New Orleans continues to evolve post Hurricane Katrina, the planning program faculty has been committed to the equitable and sustainable rebuilding of the city and region. The department's Master of Urban and Regional Planning (MURP) program is the only accredited planning program in the State of Louisiana. The Practicum in Urban and Regional Planning provides advanced MURP students with an opportunity to apply the technical and analytical skills developed through their planning coursework. Students work in small teams, under the supervision of the course instructor, to advance a project in collaboration with a client.

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Executive Summary

Campti is one of Louisiana's most historic towns. Its residents and leaders are proud of this, and they are equally as passionate about its future. In a collaborative effort, Campti leaders partnered with University of New Orleans (UNO) planning students and Louisiana State University (LSU) architecture and landscape architecture students to envision and develop revitalization pathways. The student teams visited Campti on two separate occasions to study the existing assets and engage with the community. After the first site visit, the UNO team established four priority areas to focus their research: Edenborn Street Revitalization, Connectivity, Residential Rejuvenation, and Brownfields Redevelopment. On the second site visit, the team collaborated with town leadership to host two community open houses to hear the residents' visions for the future. Some of the team members conducted existing conditions assessments of historic properties, streets, drainage, signage, sidewalks, housing, and brownfield sites. The team produced a guiding document for Campti that highlights goals and priorities, existing conditions, and recommendation and implementation strategies in the four focus areas.

Edenborn Street Revitalization

Edenborn Street, Campti's once thriving main street, does not currently provide an attractive streetscape or adequate space for community activities. Today, Edenborn is one of the busiest streets in Campti for vehicular traffic, but commercial disinvestment, deteriorating buildings, and a lack of public and social spaces haves left Edenborn with fewer reasons to be a destination in itself. Town leaders and community members have expressed a desire to see the street become a hub for community activity once again. The team recommends a placemaking strategy as the foundational effort to beautify the streetscape and enhance existing spaces. Our strategy focuses on beautifying the streetscape, making space more usable, and increasing cultural activities. To achieve these strategies, we recommend adding plants and furnishings to the street, installing a portable shade sail for farmers and art markets, and organizing more arts events. Some grants that could fund these projects include the Home Depot Community Impact Grant, AARP Community Challenge Grant, USDA Community Facilities Direct Loan & Grant Program, and Louisiana Main Street Restoration Grant.

Connectivity

Campti's transportation and pedestrian infrastructure is in need of safety improvements to help enhance quality of life for residents. In addition, there are no public transit options in Campti—leaving residents without access to a personal vehicle disconnected from opportunities in the parish and region. The team recommends neighborhood-scale and regional-scale strategies to achieve the following goals: improve the pedestrian experience, create a safe environment for all modes of transport, improve the storm drainage system and create public transit opportunities. The recommendations are divided into four target areas including: Edenborn Street Corridor, U.S. Route 71, the Mill-Lake-Lebrum pedestrian Loop and transition

zones upon entering Campti. Recommendations include street design improvement, traffic calming strategies, and green infrastructure to manage street flooding. Potential funding sources include: Department of Transportation Development Transportation Alternatives Program (DOTDTAP), the USDA Community Facilities Direct Loan and Grant Program, and the National Fish and Wildlife Foundation (NFWF) Five Star and Urban Waters Program. Going forward, Campti officials would need to contact the LaDOTD District 8 Office in Alexandria to discuss what changes can be made to local roads.

Residential Rejuvenation

After using statistical research, observation, and community feedback to understand the challenges related to housing quality in Campti, the team discerned five ways to foster a residential rejuvenation: enhancing the structural integrity of homes, increasing homeownership opportunities for residents, lowering residential energy bills, improving waste management and disposal, and reducing residents' exposure to hazardous materials. A review of numerous options led to the following recommendations: schedule regular community clean-ups to dispose of toxic substances while beautifying the environment and promoting pride and investment; assist elderly homeowners in applying to the USDA 504 Home Repair program to repair and modernize their homes; build relationships with developers with ties to Campti to foster new affordable housing construction that renters can apply to own through the USDA 502 Direct Loan Program; encourage all renters and homeowners to request a free home energy audit from contractors participating in Cleco's Power Wise program to receive free LED lights and find out if they qualify for free ceiling insulation; and assess a very small monthly fee to fund clean-up and beautification efforts.

Brownfields Redevelopment

The need for remediation of the abandoned Campti High School—the town's EPA-designated brownfield site—and 13 other potential brownfield sites is important for Campti because of environmental justice issues the sites raise. Town officials have already initiated efforts to mitigate environmental risks from the high school through a 2008 Phase I and II U.S. Environmental Protection Agency (EPA) Brownfield Assessment. The results of the assessments reveal the site is contaminated with asbestos and lead. To proceed with the remediation of these sites, we recommend Campti secure and clean the high school site, along with the potential brownfield sites the team identified. There are several grants that would fund (re) assessing, cleaning, and securing brownfield sites including: an EPA Brownfield Assessment Grant, an EPA Multipurpose (MP) Grant, an EPA Cleanup Grant, and an EPA Environmental Justice Grant.

The recommendations and implementation strategies provided are intended to stimulate conversation among town leadership about pathways Campti could pursue for its revival in the twenty-first century. The team is hopeful that with successful partnerships and community participation, Campti can achieve an equitable and prosperous revitalization.

Introduction

Campti, Louisiana, the oldest town on the Red River,[1] is a town with exceptional cultural and environmental assets.[2] In the past, Campti was an epicenter of economic and pedestrian activity. The historic Edenborn corridor featured a diversity of retail shops, restaurants, and essential services that created a lively environment for locals and attracted visitors from around the region. However, Campti's historic core and its surrounding residential neighborhood have declined since desegregation and the rapid expansion of automobile use. Today, Campti's town leadership is investigating pathways for the town's revival.

In a practicum class of UNO's Department of Planning and Urban Studies (PLUS), graduate planning students partnered with LSU's architecture and landscape architecture students, Campti elected officials, and community stakeholders to brainstorm revitalization. The students participated in two site visits to learn about the community's existing assets and the challenges it faces. On the first site visit, students toured the town and surrounding region and identified priority areas to address: Edenborn Street Revitalization, Connectivity, Residential Rejuvenation, and Brownfield Redevelopment–with special attention on the abandoned high school. On the second site visit, students and town leaders co-hosted two community open houses attended by over 25 residents, while other students conducted assessments of historic buildings, streets, drainage, sidewalks, signage, housing, and brownfield sites. Throughout this process, the students researched best practices for rural community revitalization and studied local and national precedents that could advise Campti's next steps.

The culmination of this research resulted in a guiding document that illuminates opportunities and pathways that Campti can pursue. The report begins with a community profile detailing Campti's history, assets, and trends in population, economics, and housing. The next part of the report is divided into four sections that correspond with the identified focus areas: Edenborn Street Revitalization, Connectivity, Residential Rejuvenation, and Brownfields Redevelopment. Each section discusses goals and priorities, existing conditions, and recommendation and implementation strategies going forward. The recommendations are divided into short-term (1-5 years) and long-term (5+ years). The report concludes with an appendix of supporting documents and information to further streamline the implementation process. UNO's project team is hopeful that with successful partnerships and community participation, Campti will once again be 'Rising' on the Red River.

Historic map of the Campti, Lousiana region

Section 1: History & Community Profile

The purpose of this section is to provide a community snapshot of Campti, including history, demographics, and assets that give context to the research and recommendations in this report. The first part of the Community Profile outlines the historical significance of Campti: its roots in Native American and slave resistance, its role in the Civil War, and its relationship with the Civil Rights movement. The second part provides a demographic profile of the town and list of community assets. The team believes that understanding the impacts of historical events on present day Campti is fundamental to offering thoughtful and practical recommendations for revitalization.

History of Campti

Campti was originally home to the Natchitoches Tribe, many of whom still live in the area. European accounts tell of French explorer Henri de Tonti exploring the area in 1690, guided by local native Tensas.[3] Between 1713-1714, Jean-Baptiste LeMoyne de Bienville and Louis Juchereau de St. Denis started a French trading post at Natchitoches.[4] Although sources differ on the exact year, the French next settled in Campti, at the time a Natchitoches Tribe trading village. Campti's location along the Red River between Spanish colonies to the west and French colonies to the east made it a prime trading location. Its proximity to the river also provided rich soil for agriculture.[5] Tobacco was the primary crop during the 1700s, but by 1809, cotton had become the dominant crop.[6]

Natchitoches Parish planners wrote that the Black Lake-Clear Lake community, of which Campti is part, "has had a stormier history than any other community in the region".[7] Many atrocities were committed against the Native American and African-American communities, but they resisted and built their own unique culture in Campti. Native Americans were often forced to relocate, beginning in 1758 when St. Denis displaced the Natchitoches natives to Campti.[8] During Spanish colonial rule in Louisiana, more Native Americans from western areas were moved to the Campti area to create a buffer zone between Spanish colonies and English settlements.[9] The early 1800s marked another period of forced removal of Native American communities from their lands to make room for cotton production. Then in 1890, the American government staged a "Second Indian Removal" at the Campti port, forcing over a hundred Louisiana Native Americans to relocate to Oklahoma.[10] By the 1900s, Natives Americans remaining in Campti often had to "hide in plain sight" and conceal their heritage.[11]

As the Native American population diminished in Campti, the black population grew. The Company of the Indies brought African slaves to the area for trade and to work the tobacco fields. By the close of the colonial period, about half of the Natchitoches Parish population was slaves.[12] There was also a large population of Free People of Color and Creoles of mixed African, French, and Native American descent in Campti. During the early 1800s, the plantation system grew, and the Campti port was an important location for cotton shipments.[13] Records mention slave revolts occurring around Campti, and local oral history recalls the Campti port was a stop on the Underground

Railroad.[14] Research sponsored by the National Park Service on the Underground Railroad has not yet identified specific routes or stops in the Natchitoches area, but it has unearthed accounts of slaves escaping from the Natchitoches region–many traveling across old Native American trails to escape to Texas. Accounts from 1807 tell of a Native American who led African slaves from Campti to freedom.[15]

Campti flourished during the early 1800s, becoming officially incorporated as a town in 1830. In 1833, Captain Shreve cleared an expansive log jam in the Red River at Campti, opening up trade and commerce for the area. He described Campti as a "dense and respectable population".[16] However, the Civil War left a lasting impact on Campti. Confederate soldiers in Campti fired on Union troops returning home from fighting in 1864.[17] Days later, Union soldiers set retaliatory fire to the town as they passed through. The fire destroyed most of Campti's historic buildings, including a Civil War hospital located off Edenborn Street. In the 1870s, another fire destroyed additional buildings. However, Campti rebuilt and enjoyed several prosperous decades owing to its successful lumber industry and railroad access.

While the white population of Campti rebuilt after the Civil War, the newly freed black population largely did not share in their prosperity. While some worked for the mills, others farmed the land.[18] The Reconstruction Southern Homestead Act was supposed to provide both blacks and whites with eighty acres of land, but "defects in the law, widespread corruption, political opposition, and administrative incompetence of staggering proportions saw to it that few blacks even applied".[19] Thus black farmers had to buy or rent their own land and were often limited to the cheapest and least fertile land. Louisiana had one of the lowest rates of black landownership in the South, and in 1900, only 15% of black farmers in Natchitoches Parish owned their land.[20]

According to many accounts, white supremacy, segregation, and violence against blacks grew in the parish in the twentieth century.[21] Vanue Lacour, a Cane River Creole, said there were no high schools for blacks in the area, and they had to bus very far for schooling. She also described the cultural ambiguity of Creoles, who neither identified as black or white but were forced into those categories by twentieth-century Jim Crow Laws.[22] In light of the violence and discriminatory laws facing blacks, many resisted white oppression through institution-building, such as black masonic lodges. These lodges created a communication network for blacks in Natchitoches Parish that helped them effectively organize during the Civil Rights Movement. In 1953, their network raised thousands of dollars to help with transportation during the Baton Rouge bus boycott and created a legal research fund for the NAACP to support litigation of Brown vs. Board of Education.[23]

While Brown vs. Board of Education outlawed segregation, integration severely impacted Campti. Forced integration of the schools led white residents to move away, causing large-scale economic divestment. By the late 1900s, many structures had been destroyed and businesses had closed as a result of dinvestment, fire, and population loss. Campti has weathered many changes throughout its history, and its residents remain hopeful and committed to revitalizing their home.

Community Profile

Currently the second most populous town in Natchitoches Parish, Campti's population is 1,056 in 421 households.[24] The median age is 30.5, with 21% of the population under 16 years of age and 13% over 62. Campti is 70.0% black and 27.4% white. Median household income is $19,938 with 24% of the population 16 years and older unemployed. Of the 255 employed residents, the majority work in manufacturing, retail, educational service, health care, and social assistance[25] (See: Fig. 1-1 & Appendix A).

A wealth of environmental, cultural, economic, educational, and transportation assets are located in or near Campti. Two of Campti's greatest assets are its rich cultural history and community pride. Campti leaders and residents are dedicated to their community and passionate about ensuring that Campti is a wonderful home. The following assets make Campti a great community and can provide the base for its revitalization strategy to enhance livability.

Environmental Assets

Source: UNO Team

Red River

Multiple States

The Red River flows through Texas, Oklahoma, Arkansas, and North Louisiana before it empties into the Atchafalaya River Basin in South Louisiana. It is a resource for commerce, recreation, and culture.

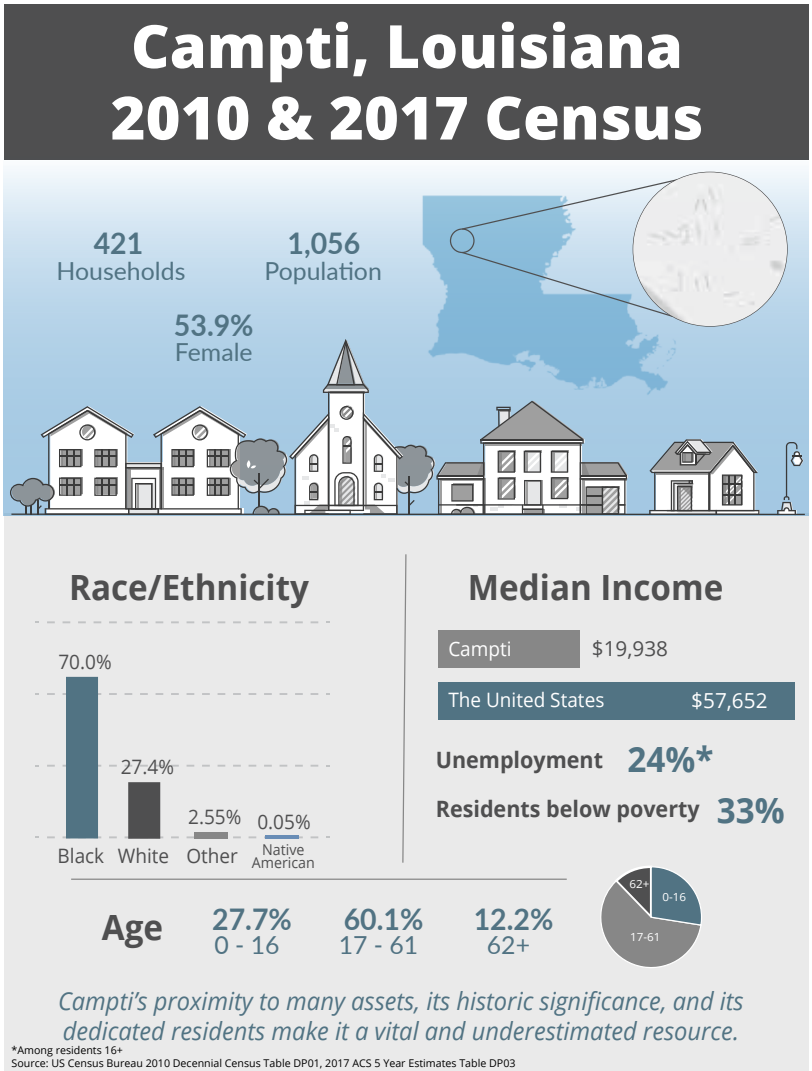


Fig. 1-1: Campti, Louisiana Community Profile Snapshot

Source: www.bikereg.com

Kisatchie National Forest
Natchitoches Parish
Kisatchie National Forest, established in 1930, is the only National Forest in Louisiana. There are many scenic trails, waterfalls, and recreational activities throughout the forest.


Source: mapio.net

Black Lake
Natchitoches Parish
Black Lake is a reservoir northeast of Campti formed in 1933 by the creation of the Allen Dam. The water in Black Lake is fed by Black Bayou.


Source: UNO Team

Grand Ecore
Natchitoches Parish
Grand Ecore Recreation Area is located approximately 5 miles south of Campti. It has an RV park, boat launch, and resource center that educates visitors about the area's historic and ecological significance. Ecore is French for bluff.

Cultural/Community Assets

Smokin' on the Red
Campti, Louisiana
Smokin' on the Red is a two-day barbecue festival in Campti held annually in October. The festival includes live entertainment, a parade, a basketball game, and arts and crafts.


Source: www.facebook.com/camptifieldofdreams

Tallawah Farm
Campti, Louisiana
Tallawah Farm is a 25-acre sustainable teaching farm just outside town limits. Tallawah Farm's mission is to teach people to grow their own food and help build the local economy.


Source: camptifieldofdreams.org

Campti Historic Museum
Campti, Louisiana
The Campti Historic Museum was founded in 2011 to celebrate the rich cultural heritage of the region. The museum hosts special exhibitions and serves as a community meeting space.


Source: natchitoches.libguides.com

Natchitoches Parish Library
Campti, Louisiana
This library branch opened in 2016. The library provides community members with access to computers and the internet in addition to books.

Source: UNO Team

Campti Recreational Complex

Campti, Louisiana

Campti Recreational Complex, formerly Campti Field of Dreams, is a large recreational field in the heart of Campti that includes a walking trail, playground, and basketball court.

Natchitoches Tribe

Natchitoches Parish

The name "Campti" was derived from the name of a Caddo Indian Chief, known as "Le Roi Campti" (The King Campti). While descendants of the Natchitoches Tribe still reside in Campti today, the tribe moved in 1758 to the Black Lake area outside of Campti near St. Denis.[26]

Source: UNO Team

Historic Buildings

Campti, Louisiana

In addition to the Historic Museum, Campti is home to several historic buildings, including the Nativity of the Blessed Virgin Mary Catholic Church built in 1850, Saint Peter Baptist Church built in 1867, the Campti Historical Municipal Building built in the 1950s, the Historic Masonic Lodge, and the Campti Civil War Hospital, which survived the fire of 1864.[27]

Source: www.fbi.gov

Famous Campti Residents and Visitors

Campti, Louisiana

Campti has been the generational home to the family of 1990s presidential candidate, Ross Perot. Paul Prudhomme was a native of Campti and notable chef who specialized in and popularized Creole and Cajun cuisines. Legend has it that Bonnie and Clyde robbed the historic Campti Citizens Bank and dined at Flat's Bar-Be-Que.

Source: www.
natchitochesparishjournal.

Bloomin' on the Bricks

Natchitoches, Louisiana

Bloomin' on the Bricks is a spring garden festival held annually in March in Natchitoches, Louisiana. The festival features music, lectures, and a plant market.

Source: www.
louisianacooking.com

Christmas Festival

Natchitoches, Louisiana

The Natchitoches Christmas Festival dates back to 1927. The festival, which includes parades, fireworks, and elaborate Christmas light displays, lasts six weeks from mid-November through early January.

Economic & Educational Assets[28]

Northwestern State University
Natchitoches, Louisiana
Northwestern State University is a member of the University of Louisiana collegiate system. This location is the oldest continually occupied site for higher education in Louisiana. The school serves over 10,500 students across 95 degree programs and is the top employer in the parish.

Alliance Compressors
Natchitoches, Louisiana
Alliance Compressors manufactures compressors for the heating and air conditioning industry. It is the second largest employer in Natchitoches Parish.

Pilgrim's Pride Corporation
Natchitoches Parish
Pilgrim's Pride is a global food company with 14 locations in the United States and Puerto Rico, Mexico, and Europe. It is the third largest employer in Natchitoches Parish.

Natchitoches Regional Medical Center
Natchitoches, Louisiana
Serving Natchitoches, Winn, and Sabine parishes, the Medical Center is the fourth largest employer in Natchitoches Parish.

International Paper
Natchitoches Parish
International Paper is one of the world's leading producers of fiber-based packaging, pulp and paper.
The Red River Mill in Campti produces containerboard and employs more than 400 staff members.

Transportation Assets

Major Highways
Multiple States
Major highways U.S. Route 71 (federal), Highway 480 (state), and Highway 486 (state) run through Campti.

Railroad
Multiple States
A private rail line owned by Kansas City Southern Railway runs through the center of Campti. It is currently used exclusively for freight.

The team considered these various assets when crafting recommendations for Campti's revitalization. The next sections describe our four focus areas and recommendations, beginning with Edenborn Street, Campti's historic center.

ARKANSAS
TEXAS
LOUISIANA
Shreveport
Campti.
Montgomery.
Colfax.
Alexandria.
San Augustine
Sabine Lake

Section 2: Edenborn Street Revitalization

Goals and Priorities

Main streets can physically manifest a community's identity. While many places blend together, the unique buildings and streetscape of main streets can distinguish one town from another. Main streets also bring pride to residents and provide an accessible center for commerce, municipal services, and social gatherings. Campti is home to residents with a variety of talents, such as painting, quilting, farming, and gardening. Edenborn Street, Campti's once thriving main street, does not currently provide an attractive streetscape that represents the town assets or spaces for these activities to flourish. Today, Edenborn is one of the busiest streets in Campti for vehicular traffic, but commercial divestment, deteriorating buildings, and a lack of public and social spaces has left Edenborn with fewer reasons to be a destination in itself. Town leaders and community members have expressed a desire to see the street become a hub for community activity once again.

The team studied Edenborn Street and researched improvements and activities the community can implement to transform the street. The team developed a placemaking strategy for the corridor. Placemaking capitalizes on a community's assets and unique identity to strengthen the connections between people and place. In Campti, this could mean using its rich history, artistic talents, and community passion to beautify and enhance Edenborn into a distinctive and activity-filled street. Our placemaking strategy focuses on the following three goals:

1. Streetscape beautification
2. Enhance existing spaces
3. Increase cultural activity

This section provides specific short-term and long-term recommendations for each of these goals, along with information on implementation. These recommendations aim to enliven Edenborn into an integral community space that can serve the community in ways perhaps not considered before.

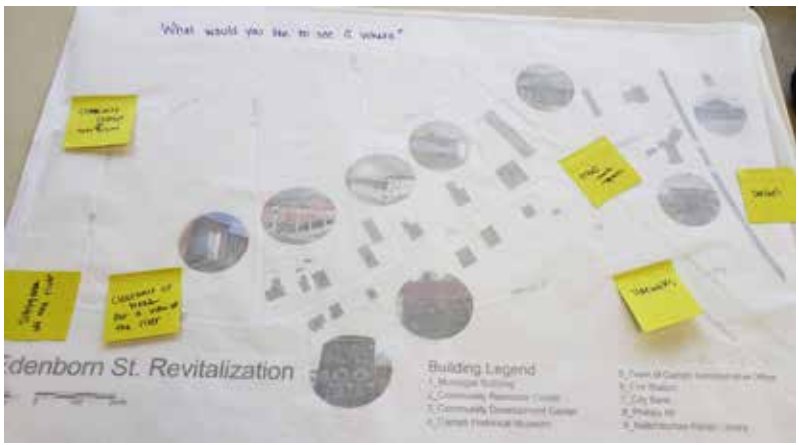
Methodology

Our methodology involved gathering information about the history and current condition of Edenborn Street, researching revitalization precedents and funding sources from other towns, and discussing ideas with community members.

Using photographs and stakeholder interviews from our first visit to Campti and follow-up research, our team mapped the use and status of parcels on Edenborn Street and created a panoramic street view (Fig. 2-2). We contacted parish and state offices of cultural affairs and historic preservation. With this information we then created precedent boards for the community open house.

We brought a map of Edenborn, overlaid it with tracing paper (Fig. 2-1), and conducted two open houses with participatory charrettes. We invited community members to write, draw, or discuss Edenborn and the improvements they would like to see.

Community input on Edendborn Street
Source: UNO Team



Community input on Edendborn Street
Source: UNO Team

Existing Conditions

Edenborn has served as the traditional main street in Campti for decades, and despite divestment, the street still hosts a handful of civic structures. The Campti Municipal Building, Campti Community Resource Center, and a city owned lot with outdoor seating are located on the southwestern end between Adkins and Wood Street (Fig. 2-2). The street also contains several well-maintained lots and an inoperable, city-owned pool located behind the Municipal Building on Raphiel Street.

In addition to city-owned structures, the Campti Historic Museum is located on Edenborn, along with a handful of commercial buildings and homes. Edenborn also provides space for social gatherings and small market opportunities, formal and informal. A monthly farmers market occurs outside the museum and is the only retail activity on Edenborn. Campti's signature annual Smokin' On the Red barbecue festival also occurs on the street, though there are plans to relocate next year to the Campti Recreational Complex.

The few buildings still in use provide services and social opportunities for residents. Town council meetings are held in the Municipal Building. The Community Resource Center hosts social functions, such as receptions. The Campti Historic Museum—housed in a historic bank built in the nineteenth century—provides a space for art classes and exhibits, quilting groups, educational meetings, and other social uses in addition to housing an archive of photographs, documents, and writings that help preserve Campti's past.

The cluster of city-owned buildings and the museum hint that Edenborn is a main street, but otherwise there is little sense of place. Sidewalks, where they exist, are not in good condition, and there are no pedestrian amenities such as street lighting, benches, or shade. The streetscape is uninviting, and there are no public spaces that would support daily use, such as a park.

With streetscape improvements, activities, and small spatial redesigns, this main street could become a destination again. The following recommendations provide strategies to improve the physical and social aspects of Edenborn Street.

Issues and Opportunities on Edenborn Street

What is problematic on Edenborn?	What would residents like to see?
Vehicles speeding	Recreation for children: basketball
Lack of recreation	Trail to the river
Lack of activities	Retail selling fresh meat & produce
Lack of retail	Connected sidewalks & crosswalk
Lack of safe walkability	Benches & other pedestrian amenities
Poor conditions of buildings & lots	More functional community spaces
Abandoned pool	Shaded areas for outdoor events
Vacant lots	Barbershop/salon
Debris	Café
Potholes on roads	Music venue
	Community garden
	Trees & flowers
	Improved roads & walking paths

Fig. 2-1 (Right): Issues and Opportunities on Edenborn Street
Source: UNO Team

Fig. 2-2: Edenborn Parcel Map. Existing structures and lots with parcel information.
Source: UNO Team

Recommendations and Implementation

Community leaders identified the revitalization of Edenborn Street as one of the areas for the team to examine, and community members at the public meetings expressed a desire for more community spaces in Campti. The team recommends a placemaking approach to Edenborn's revitalization, in which public, private, and nonprofit groups collaborate to shape the physical and social character of the area. Edenborn Street's many physical and cultural assets can be utilized in a placemaking effort that fosters community spaces.

Streetscape Beautification

Landscaping

Landscaping, which can range from a small shrubs to a large trees, beautifies the street and can physically reflect the care that Campti residents feel for their community. Besides providing beauty that invites people to socialize outside, landscaping improves street safety. Studies have shown that street trees and sidewalk plants signal to drivers they are in a main street area and thus can reduce traffic speeds by 3-15 miles per hour.[29] Tree canopies also improve the pedestrian experience by physically separating them from vehicles and by creating shade that reduces temperatures by 5-15 degrees.[30] When designed well, plants also reduce flooding by absorbing rainwater.

physical and social character of the area. Edenborn Street's many physical and cultural assets can be utilized in a placemaking effort that fosters community spaces.

Short-Term Recommendations

Campti can begin by placing planters along Edenborn Street. This will require an organizer, plants or flowers, a planter structure, and a maintenance plan. Either the Town Council's Beautification Committee could initiate these plantings or they could find a knowledgeable local volunteer to lead the effort. Then, the organizer should talk to residents, local farms like the Campti Field of Dreams Tallawah Farm, and area nurseries to see if anyone is willing to donate plants.

Once the town knows what types of plants to grow, they can design planters that are the appropriate size. One way to get the materials is to upcycle debris like used tires. Tires provide the depth and sturdiness needed for plants and are easy to come by. Painting the tires can be a community activity engaging people of all ages and art skills. Tires can also be stacked to allow larger plants to grow. Alternatively, planters can also be constructed from wood or ceramic

Upcycled Tire Planter, Pitcairn, PA

Source: www.pitcairnpcr.org

Maintenance is critical to the success of plantings. One challenge in volunteer maintenance is that sometimes people do not know how to care for plants. Many Campti residents have strong knowledge of plants and flowers and the Beautification

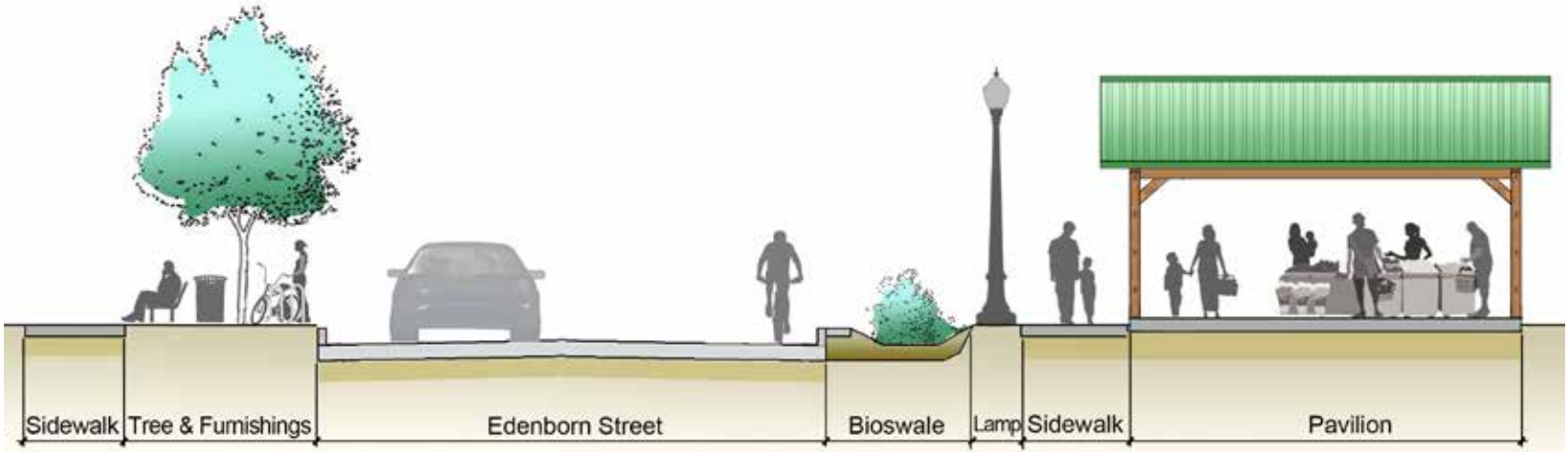


Fig. 2-3: Edenborn Streetscape Section. In this reimagining of Edenborn Street, pedestrians are safely separated from vehicles by landscaping like trees and bioswales and by furnishings like benches, lamps, and trash bins. These elements plus the sidewalk improve the pedestrian experience and can help them travel to destinations along Edenborn, like a pavilion.

Committee should draw upon this resource when making a maintenance plan. There could be a group of regular volunteers, perhaps doing maintenance as a social activity, or sharing shifts. Another option is to partner with local schools to have students come learn about plants from Campti elders and to perform the physical labor.

Campti could apply to the Home Depot Community Impact Grant for mulch, plants, or wood. This grant provides up to $5,000 in Home Depot gift cards to purchase materials for projects.[31] The grant looks to fund small projects that benefit military veterans and involves community volunteers of various ages and abilities. Therefore, having a volunteer corp and maintenance plan in place would increase Campti's chance of receiving this grant, especially if this group includes Campti's military veterans.

Long-Term Recommendations

With greater funding, knowledge, and maintenance capacity, Campti leaders could install bioswales and street trees along Edenborn Street. Bioswales are gently sloped drainage areas with plants that absorb and filter water.[32] They provide natural drainage and beauty when well-maintained. Maintenance

instensive and can simply involve debris removal, weeding, and pruning.

The steps to plant street trees and construct bioswales are similar to smaller planers, except that more expertise and funding is required. The LSU AgCenter has a Natchitoches office that can provide guidance when selecting plants.[33] Native plants absorb water best and require the least maintenance. A source for greater funding is the AARP Community Challenge Grant.[34] The grants funds specific projects, ranging from several hundred to several thousand dollars. When applying, Campti should emphasize how bioswales and trees improve pedestrian infrastructure, reduce flooding, calm traffic, and beautify the street. They can also use community input for creative designs and ways to use the bioswales and street trees to create intergenerational learning experiences.

Another funding option is to "adopt-a-tree". Campti can reach out to community organizations like churches, to families who may have moved away, and to parish businesses or philantropists to adopt a tree. Campti can provide the donors several tree types to choose from and include in the suggested donation price the cost to add a small plaque with the donor's name and message on the tree.

Streetscape Furnishings

Depending on community priorities, Campti could adapt the strategies and funding sources for plantings for other streetscape furnishings (Fig. 2-3). The following furnishings can largely be implemented in the short term:

- **Benches or Picnic Tables**: Benches encourage people to sit and use the space. Wood benches may be less expensive and could also be decorated by local artists or community members. Painting a chess board on top can provide recreation.

- **Lights**: Lights help pedestrians and bicyclists see the road and increase the sense of place. While standing street lamps shed more light, string and pod lights around buildings, even vacant buildings, are a less expensive option.

- **Trash Bins**: Trash bins signal to residents that the town cares about the area being clean and encourages passersby to throw their trash there. Like the benches, these could be painted colorfully. Because Campti does not have a trash pickup service, the town will need to arrange for someone to regularly bring the trash to the disposal site.

- **Bicycle Rack**: Providing a bike rack can encourage cyclists to use Edenborn Street, and its design can match the art of the other streetscape features.

Signage

Signage demarcates a place as separate and unique and provides wayfinding or historical information. Currently, Campti has gateway signage along U.S. Route 71 when entering and leaving town. Many Campti buildings have wooden signs painted in similar fonts. The unique design of these signs unifies various sites as all part of Campti, a town distinct from other areas in the parish. We recommend Campti revive its existing signs and consider adding others with wayfinding and historic information.

Short-Term Recommendations

Campti should consider installing gateway signage, wayfinding signs, and informational landmark signs.

Gateway Signage: Campti already has beautifully painted signs on U.S. Route 71. These could be repainted to look fresh and remove outdated information. Any overgrown grass by the signs should be mowed to make the signs legible. Campti should then consider adding other matching signs made with paint and wood to mark the entrance to Edenborn Street and other key town places like the Campti Recreational Complex.

Wayfinding Signage: Wayfinding signage indicates direction and distance to important sites. They can invite visitors to explore the town and residents to walk more by marking distances between spots. Walk [Your City] is an organization that prints very simple street signs to encourage walking and biking between destinations. Their signs provide the minutes it takes to walk between locations and a code that can be scanned to provide directions. These signs cost $20 and are made of chloroplast and zip ties. Campti could acquire the same materials themselves and find a local printer to customize their signs.

Informational Historic Signs: Placemaking is most effective when it is led by residents. Campti should seek residential input to discover what history is most important to them to preserve and showcase. Before ordering and funding permanent signs, Campti can experiment with temporary interactive signs to invite community participation. One way to do this is to provide chalk for residents to write or draw signs on pavement or a blackboard. After selecting some popular sign choices, Campti could make their own signs by painting wood or laminating paper in a hard plastic. Signs mounted on buildings are less expensive than having stands, but some historic sites like the lot where the Civil War Hospital stood may not have structures. Additionally, stands are more visible and invite people to walk and read multiple signs. With these historic signs in place, Campti could ask the Cane River National Heritage Area to be added to its historic trail map.

Long-Term Recommendations

After freshening its existing signs and learning what wayfinding and historic signs matter most to the community, Campti can seek funding for better-quality, more durable signs. The Citizens' Institute on Rural Design, the University of Mississippi Carl Small Town Center, and the African-American Cultural Heritage Action Fund can provide guidance or funding for these signs.

Enhancing Existing Spaces

Shaded Spaces

Currently, there is a small market that takes advantage of the space in front of the museum's parking lot and sidewalk. However, his area gets too hot for members of the community to enjoy, and without adequate shade and protection, the people of Campti are underutilizing the outdoor space.

Campti Field of Dreams Farmers Market, Campti, LA
Source: Campti Field of Dreams

Short-Term Recommendations

Shade Sail: The museum is a historic structure and should not be physically altered, but the use of a portable shade structure would be ideal. An attainable goal is to have a shade sail, a temporary covering structure. It is relatively inexpensive and can be used for different events. The protection from harsh sunlight will make the farmers market a more comfortable event for everyone. A Home Depot Community Impact Grant could be used to fund do-it-yourself shade sails.

Farmers Market with shade sail. A shade sail installed on the museum provides shade for the farmers market.
Source: UNO Team

Long-Term Recommendations

Pavilion: Community members that attended the open houses voiced desires for a useful community space. A pavilion could accommodate this by providing shade for family reunions, future farmers or art markets, live music, or other events. A community member suggested placing basketball hoops inside the pavilion. The concrete slab and bleachers next to the Campti Historic Museum could be one spot for a small pavilion.

Mount Pleasant, South Carolina Farmers Market
Source: www.onlyinyourstate.com/south-carolina/

If the town wishes for a larger pavilion, they could also look at other sites along Edenborn Street. Possible grants for funding include USDA Community Facilities Direct Loan and Grant Program. This grant is for rural communities of 20,000 people or less and is meant to fund the purchase, construction, or improvement of community facilities.

Adaptive Reuse of the Municipal Building

The existing Municipal Building has great potential to be reused as a space for small businesses or services the community would like to see on Edenborn, such as a cafe, barbershop, salon, or community wellness center (Fig. 2-7). Local businesses or entrepreneurs can rent micro economic spaces in the building with limited operating hours. The limited operating hours allow the pilot businesses to have flexible hours depending on customer demand, and also allow for more affordable rents. This can also integrate with the team's other recommendations, such as the art program utilizing space for an art gallery. The Office of Cultural Development for the Louisiana Main Street program provides restoration grants to older structures for revitalization efforts that can include spaces for social and cultural engagement.

Fig. 2-7: Flexible Business Space. The Municipal Building can be configured to provide spaces for multiple uses such as a cafe, art gallery, barbershop, salon or community wellness center.

Cultural Activity

Cultural activity can strengthen the connection between people and place. A relationship exists between activity and physical space, and investment in one can promote the other. Building great physical spaces on Edenborn may attract people to the street, but including both indoor and outdoor activities can increase the spaces' appeal and contribute further vibrancy to the street. Activities and events also signal to the community that Edenborn is a place meant for people to gather. While many of these recommendations can be implemented in other areas of Campti, the team envisions these efforts occurring conjointly on Edenborn as part of an overall placemaking approach.

Short-Term Recommendation

Farmers Market Expansion

Farmers markets are temporary markets where local farmers sell produce and food products directly to consumers. The Campti Field of Dreams nonprofit currently hosts a farmers market on the grounds of the Campti Historic Museum on a regular basis. This farmers market has the potential to contribute to Edenborn's revitalization by increasing activity along the street and activating spaces that are currently not used. Farmers markets are typically held outdoors and thus require plenty of suitable open space that provides enough room for tables and stands. Markets bring together people and activity and encourage interest in the local tradition of food production. The team has the following recommendations for leveraging the farmers market on Edenborn:

Expand Content: The team recommends the farmers market include arts and crafts. Combined farmers and arts markets, such as the Abita Springs Art & Farmers Market, are popular and offer fresh, locally-grown produce along with arts and crafts. More products being offered increases interest in the market and attracts more vendors and visitors. Campti Field of Dreams should engage the artists it currently works with to offer their art in the farmers market and encourage other artists and craftsmen to participate.

Increase Awareness: The market should also expand and increase its awareness in the community through increased advertising. Marketing assistance and funding is available through the USDA Farmers Market Promotion Program. A permanent sign on the Historic Museum advertising the frequency and hours of the market is a simple and effective way to inform the community about the market. The Abita Springs Art & Farmers Market is again an excellent example. More awareness of the market could bring in more vendors and visitors, allowing for greater activity and utilization of space on Edenborn.

Abita Springs Farmers Market Sign, Abita Springs, LA
Source: townofabitasprings.com

Apply to Accept SNAP Benefits: The current market organizer has expressed interest in applying to the USDA to allow Supplemental Nutrition Assistance Program (SNAP) benefits be accepted. This is an excellent idea which could open the market up to more of Campti's residents. The team recommends the organizer continue to pursue this application.

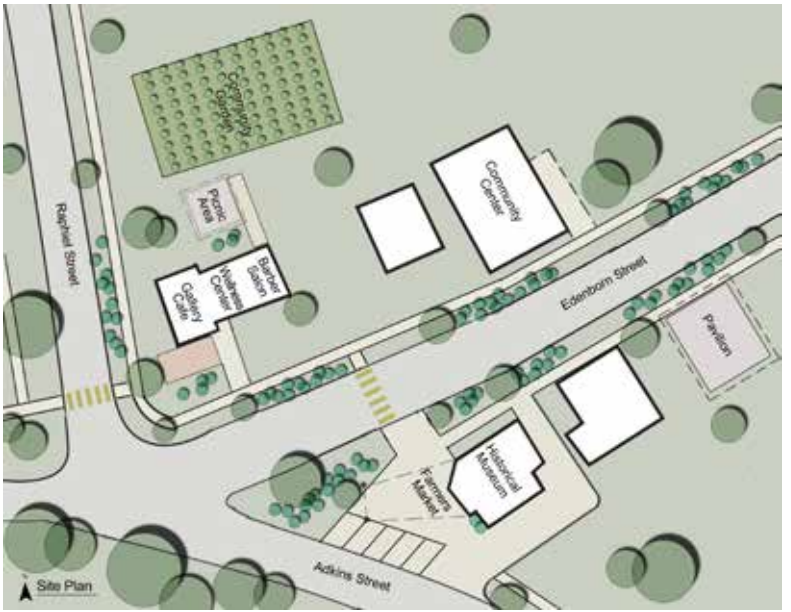


Fig. 2-3: Edenborn Streetscape Site Plan. This site plan imagines how the different elements of Edenborn revitalization could look. Trees and plantings line the street. Crosswalks allow pedestrians to safely move between the different destinations, such as the Municipal Building and the Historical Museum. The Farmers Market could be covered by a sail in front of the museum, or expanded underneath a pavilion. This site plan considers a community garden inside the old pool and a picnic area behind the Municipal Building, which could serve multiple uses.

Utilize Space on Edenborn: Town officials should partner with the market organizer to allow and encourage the utilization of public space on Edenborn. The lot with the concrete slab and bench seating could provide space if expansion was needed. The pavilion recommended previously in this section would also be an excellent public space for the market to utilize (Fig. 2-3).

Long-Term Recommendation

Arts Market & Programming

Arts have the potential to play a significant role in restoring vibrancy to Edenborn Street. Art programs connect generations, preserve local culture, and provide an outlet for community expression. Integrating art into placemaking results in: supporting local artists through exhibition space and art markets, providing art classes for the community, promoting local cultural arts, and bringing art into public spaces. Multiple types of art are suited for placemaking, including visual arts, performing arts, and music. Arnaudville, Louisiana is an example of a town using arts in placemaking.

Campti has a rich tradition of local arts and culture, and elements of an art program supported by the Campti Field of Dreams nonprofit. Campti can build on these existing assets and the team recommends the following for integrating arts into the Edenborn Street revitalization:

Art Market: An art market combined with the farmers market would provide a way for local artists to engage with the larger community. Outside visitors from the region may also be drawn into Campti by an art market. Implementation would not be difficult, as the farmers market organizer can simply allow arts and crafts to be sold.

Provide and Expand Art Programming: Art classes are a great way to engage the community and foster the arts. Painting, drawing, dancing, and music classes are examples that Campti

Local Artists featured at the Campti Historic Museum, Campti, LA
Source: UNO Team

Art and Placemaking in Arnaudville, LA

Arnaudville, Louisiana provides an example of how art can play a role in revitalization and community building. The Town Market Rural Arts Center in Arnaudville, an artist cooperative located in a formerly vacant auto store, hosts a cafe, a gallery, artists studios, and art school. The art center encourages residents to engage in a variety of artistic activity and has attracted new resident artists to the town, leading to a town-wide revitalization. This artistic activity succeeded in rejuvenating the Arnaudville downtown, with many abandoned storefronts being renovated for use as galleries and studios.

The Arts Center also made numerous partnerships with local businesses, the parish tourism office, and even the French Consulate in New Orleans. The French Consulate uses the art school as a venue for French-speaking presenters. Local businesses entered a profit sharing agreement with the Arts Center and host classes and events in their space.

Town officials in Arnaudville, building upon the art and cultural activity, worked to get a state Cultural District Destination. This designation allows local sales tax exemptions on original art purchases, fostering economic activity around the arts.

Town Market Rural Arts Center, Arnaudville, LA
Source: www.nola.com

Arnaudville Arts Collective potluck, Arnaudville, LA
Source: nola.com

could provide to the community that would contribute to local culture and arts. Campti Field of Dreams currently holds painting classes and a quilting group in the Historic Museum. The organization could host additional classes catering to different arts or projects as well as different age groups. The quilting groups hosted by the Field of Dreams are a good example of adult programs, but may not be of interest to children. An example of programming for children and youth is the summer art classes that the Norman Firehouse Art Center, in Norman, Oklahoma, organizes each summer–offering a myriad of painting, drawing, and sculpting classes.

Utilize Public Buildings and Spaces: While Edenborn Street does not have any abandoned storefronts like Arnaudville, there are underutilized buildings and spaces that can be used to the advantage of an arts program. City-owned buildings can provide space for programming such as art classes, and vacant lots can host art markets or art installations.

Engage artists: Artists could be engaged to teach classes and participate in beautification efforts throughout Campti, such as painting or constructing planters, benches, and signs.

Cultural District Designation: Town leaders could apply for a cultural district designation with the state should a significant arts scene arise out of these efforts. A state recognized Cultural District is exempt from local sales tax on original art and can receive tax deductions on facility renovation or construction costs that are art related.

Temporary Art Installation, New York City, NY
Source: untappedcities.com

Locally Designed Benches, San Francisco, CA
Source: sfbetterstreets.org

Since the Campti Field of Dreams nonprofit currently supports artists and provides spaces for art classes, it is well-positioned to be the lead role in fostering art in Campti. The team recommends Campti Field of Dreams form an arts committee to manage and promote art programming. This committee will be the primary body that promotes the arts, organizes services and programs, and secures funding. To receive input from various perspectives it should recruit various stakeholders to join, like local artists, community members, local business leaders, and a town official. After forming, the community should discuss their goals and develop strategies to plan programming, find partners, and secure funding. Fig. 2-10 lists some potential partner organizations that can support the committee.

Next steps include selecting activities that interest different age groups of the community, finding space for the event like the Community Resource Center or Edenborn lots, and seeking local artists or volunteers to lead the programming. Some activities could be a public art installation, a cooking contest, painting street furnishings on Edenborn, or providing art classes. Finally, the committee needs to inform the community of programming. Advertising in local publications, posting flyers in public areas, or creating a website are common methods of outreach. In a small, close-knit community like Campti, word of mouth remains an excellent form of outreach. In Arnaudville, the art collective hosted potluck dinners to draw in the community, introduce them to the arts, and inform them about upcoming programs and projects.

PARTNER ORGANIZATIONS & RESOURCES

Creative & Performing Arts Department at Northwestern State University of Louisiana: Students and staff from Northwestern State University can engage with Campti residents to generate ideas for programming and participate in events.

Shreveport Regional Arts Council: This excellent resource for information and assistance in arts programming serves northwest Louisiana, including Natchitoches Parish.

Louisiana Division of the Arts: This is a program of the State Office of Cultural Development that primarily provides grants for advancing art and culture.

National Endowment for the Arts: This independent federal agency provides grant opportunities and partners with state agencies, local leaders, and philanthropic organizations to support arts and promote access to arts in every community.

Finally, securing funding may be the most important role of the committee. The State Division of the Arts Decentralized Arts Funding program provides grants for organizations and projects in partnerships with Regional Arts Councils. In addition to grants, events and programming can bring in income. Small enrollment fees for classes or event ticket prices can offset costs, but these fees should remain low to keep the activities open to all community members.

An art program presents an opportunity to engage the community on Edenborn, increase activity, and activate space, but most importantly, it provides a form of expression for residents, builds character, and strengthens the community. As Campti currently possesses many artistic and cultural assets, the team recommends community leaders consider fostering art and integrating it into a revitalization approach.

Conclusion

Edenborn Street possesses many physical, social, and cultural assets but has the potential to become an even better destination that more frequently serves residents. Streetscape beautification will help make Edenborn more welcoming to pedestrians. Enhancing existing spaces will increase the functionality of the spaces on along the corridor, and cultural activities will enrich the community. These placemaking recommendations can connect the town's assets to the physical spaces of Edenborn to create a main street that generates both pride and entertainment. As a central street in Campti, an increase in beauty and activity on Edenborn will radiate throughout the rest of town.

FUNDING OPPORTUNITIES

Citizens' Institute on Rural Design (CIRD)
This initiative of the National Endowment for the Arts and Housing Assistance Council focuses on improving quality of life in communities smaller than 50,000 people through placemaking. CIRD funds a multi-day community design workshop and follow-up support for selected applicants. This workshop could help Campti develop their sign designs and articulate how they fit into historic preservation and downtown revitalization goals.

Mississippi State Carl Small Town Center
The Carl Small Town Center provides planning and design support for small town projects. Over the course of 2015 they helped the community of Marks, MS collect oral histories and residential input to develop a historic trail. A similar process could help Campti design and create their signage. Although the Carl Small Town Center does not work pro-bono, they can help interested small towns identify funding to support their assistance.

African-American Cultural Heritage Action Fund
This fund, part of the National Trust for Historic Preservation, provides grants for historic preservation projects, like signage, to preserve sites important to black history. The rich history of African-Americans in Campti spans from colonialism to the present and deserves recognition and preservation.


ARKANSAS
TEXAS
LOUISIANA
Shreveport
Natchitoches.
Montgomery.
Colfax.
Alexandria.
Sabine Lake
Rendevous.

Section 3: Campti Connectivity

Goals and Priorities

Former resident, Sherri Hamilton, portrayed Campti as "the place where all the action was. Before paved roads, everybody walked everywhere." Campti was once connected via a pedestrian network that traversed public and private land and safely conveyed residents and visitors to the town's array of offerings. Campti's downtown attracted visitors from throughout the region and offered residents a diverse selection of dining, shopping, and other essential services.

Today, Campti's transportation infrastructure is primarily oriented toward cars, and other transportation options are either non-existent or unsafe. This is a major quality of life issue in a community where 14.1% of households do not own a car. By comparison, 11.2% of Natchitoches Parish households and 8.8% of U.S. households do not own a car. Though many Campti residents walk around town, most surface roads lack adequate pedestrian facilities, forcing pedestrians to walk in the street.

The town's transportation infrastructure is in need of safety improvements such as sidewalks, crosswalks, and road signs. The town's storm drainage system is also in need of improvements, as many residents report frequent flooding. Drainage improvements can help to absorb and filter street runoff and act as an additional buffer between vehicles and pedestrians using the sidewalks. Additionally, there are no public transit options in Campti, leaving Campti residents without access to a personal vehicle disconnected from resources, opportunities, and jobs in the region.

Following input from Campti residents and officials, the team established four goals for enhancing connectivity in Campti:

1. Improve the pedestrian experience in Campti
2. Create a safe environment for all modes of transport
3. Improve the current storm drainage system
4. Connect Campti to the rest of the parish and region through public transit

These four goals address two scales of connectivity: the first three goals address neighborhood-level connectivity within the town of Campti and the fourth goal addresses Campti's connectivity to the larger region.

Fig. 3-1: Rendering of Pedestrian Infrastructure
Source: UNO Team, Julia Marshall

DOCUMENTING METHODOLOGY

Community members provided a meal to the team during first fieldwork session providing imprmptu community engagement

Rachel Dorfman Conducts an Audit During Fieldwork

The Team Engages with resident Donna Noble and councilwoman (name?) during the first site visit

Methodology

The team's research included: 1) public consultation, 2) fieldwork, and 3) background research on precedents, best practices, and funding opportunities.

Public Consultation

On the first trip to Campti, the team had numerous conversations with community leaders. These interactions revealed the relationships Campti residents have with their town, what they value about it, and what they feel could be improved. Pedestrian connectivity, traffic calming, stormwater drainage improvements, and public transit accessibility emerged from these initial conversations as community priorities around which we focused the initial phase of background research.

Precedent Boards from Open House, 3/16/19
Source: UNO Team

During the second trip to Campti, the team facilitated two community meetings to gain input from members of the general public and thus deepen our understanding of community priorities. For these community meetings, we prepared poster boards

containing examples of traffic calming, connectivity, and drainage improvements implemented in other communities. We used precedent images as a starting point for broader discussion about what residents wanted to see in their community.

Fieldwork

On the first trip to Campti, the team conducted an informal assessment of the pedestrian infrastructure, drainage infrastructure, and signage in the center of town. This initial assessment helped identify several potential locations for intervention and, congruent to early conversations with community leaders, helped focus our initial phase of background research.

On the second trip to Campti, the team conducted formal audits of pedestrian infrastructure (sidewalks and intersections) and stormwater infrastructure as well as an inventory of all road signage between the Northeast Branch of the Natchitoches Parish Library and the Campti Recreational Complex.

Pedestrian Infrastructure Audit

To assess the state of pedestrian infrastructure in Campti, we conducted audits of the sidewalks in the center of town, as well as several important intersections using the relevant elements of an audit tool developed by the University of New Orleans Transportation Institute (UNOTI). This audit tool evaluates sidewalks and intersections on a point scale, with final scores of 3 to 4 deemed "good," scores of 1.5 to 3 deemed "fair," and scores of less than or equal to 1.5 deemed "poor" and "urgently" in need of improvements. The results of the audit are shown in Fig. 3-2 and are mapped in Fig. 3-3.

Sidewalk Audit Results

Street	Cross 1	Cross 2	Side	Score	Class
U.S. Route 71	Bayou	Edenborn	Even	0.75	Poor
U.S. Route 71	Bayou	Edenborn	Odd	0.75	Poor
Edenborn	Adkins	Wood	Odd	0.13	Poor
Edenborn	Wood	Raphiel	Even	0.13	Poor
Edenborn	Railroad	U.S. Route 71	Even	-0.25	Poor
Mill	Church	Saylor	Even	-0.25	Poor
Edenborn	Wood	Railroad	Odd	-0.25	Poor
Edenborn	Wood	Lebrum	Even	-0.25	Poor
Edenborn	Mill	Raphiel	Even	-0.50	Poor
Mill	Church	Saylor	Odd	-0.75	Poor
Edenborn	Railroad	U.S. Route 71	Odd	-0.75	Poor
Edenborn	Mill	Adkins	Odd	-1.37	Poor
Edenborn	Railroad	Lebrum	Even	-1.50	Poor
Mill	Edenborn	Church	Odd	-1.75	Poor
Mill	Edenborn	Church	Even	-2.25	Poor

Fig.3-2: Sidewalk Audit Results
Audit Tool: Renne, J., B. Fields, and I. Maret. Auditing Neighborhoods, Streets, and Intersections for Pedestrian Safety: A Toolkit for Communities, Prepared by UNO Transportation Institute for New Orleans Regional Planning Commission and the Louisiana Department of Transportation and Development, 2009.

Existing Drainage Audit

To assess the state of existing drainage in Campti, we conducted audits of the drainage infrastructure adjacent to important road segments. To do this, we used a qualitative audit tool adapted from a template provided by UNOTI. In developing this tool, we drew on the U.S. Green Building Council's (USGBC) Leadership in Energy and Environmental Design (LEED) Standards for Neighborhood Development. These audits recorded qualitative data about current drainage conditions; no numeric scores were assigned.

Signage Inventory

To determine if the signage in Campti is in compliance with the standards put forth by the Manual on Uniform Traffic Control Devices (MUTCD) and Louisiana Department of Transportation and Development (LaDOTD) Traffic Engineering Manual, we conducted an inventory of all road signage between the Campti Recreational Complex and the Northeast Branch of the Natchitoches Parish Library, as well as on important adjacent segments. We used the Google Maps iPhone app to drop pins at locations of existing signs and recorded qualitative information about each sign. We extracted the list of coordinates and sign information from Google Maps into a spreadsheet for use in ArcGIS.

Background Research

The team conducted extensive research on potential interventions, their costs, and potential sources of funding for them. To start, we familiarized ourselves with the regulatory environment. We identified the jurisdiction that each road segment in our focus area falls under and researched signage standards put forth by MUTCD and the LaDOTD Traffic Engineering Manual.

We investigated precedents from other small, rural communities and contacted local officials with knowledge of the initiatives. We reviewed "best practices" documents produced by the Federal Highway Administration (FHWA), the University of North Carolina Highway Safety Research Center, the Iowa State University Center for Transportation Research and Education, and the Delta Institute. We also reached out to the Center for Planning Excellence, Main Street America, Louisiana Main Streets, and the Project for Public Spaces to gain insight on similar projects.

As the Town of Campti has limited financial resources, we identified potential sources of funding for traffic calming, pedestrian infrastructure, stormwater drainage infrastructure, and rural transit. We compiled data that are required in applications for specific grant programs, such as average daily traffic counts and crash data (Appendix B-1). Using resources such as "Costs for Pedestrian and Bicyclist Infrastructure Improvements" and "Green Infrastructure Designs: Scalable Solutions to Challenges", we produced low- and high-end cost estimates for short-term and long-term recommendations

(Appendix B-2). We also put together a list of project costs for similar improvements made in other municipalities in Louisiana to further assist Campti officials in formulating estimates for project costs (Appendix B-3).

Existing Conditions

Three highways run through Campti, U.S. Route 71, LA-480, and LA-486. U.S. Route 71 is currently the location of some highway commercial development, including a Dollar General, Papa John's Pizza, City Bank and Trust, Lakeview Pharmacy, and the Northeast Branch of the Natchitoches Parish Library. There are no traffic lights on this section, and Campti's commercial development is car-oriented and difficult to access by other transport modes. The northern end of the commercial strip where 71 intersects Campti Bayou Road is prone to intermittent flooding due to its low-lying location adjacent to the former bayou.

U.S. Route 71
Photo Credit: UNO Team

State highway LA-480 joins LA-486 as Edenborn Street through the historic center of Campti. According to community leaders, LA-480 is frequently used by those commuting to and from the International Paper mill just outside of Campti. Local roads fall under Campti's jurisdiction, which means that the town of Campti is responsible for maintenance and repairs. Campti frequently requests assistance from the parish to help maintain local roads, but the parish has not had sufficient funds available in recent years to assist incorporated communities.

In addition to state and federal highways, a private rail line owned by Kansas City Southern Railway (KCS) runs through the heart of Campti. The line, which once provided passenger service between New Orleans and Kansas City, now exclusively serves freight. KCS has intermodal stops along its route through Campti.

Pedestrian safety is of primary concern in Campti. There is a good deal of pedestrian activity in the town, as well as a number of households with children who play outside. Four roads currently serve as a pedestrian loop through Campti: Edenborn Street, Lebrum Street, Lake Drive, and Mill Street. The complete loop is 2.4 miles long, but most of the route lacks adequate pedestrian facilities, in many places forcing residents to walk in the street.

Collapsed sidewalk on Mill Street
Photo Credit: UNO Team

Walking audit scores ranged from -2.25 to 0.75, indicating an urgent need for pedestrian safety improvements in Campti. This observation is consistent with feedback from community leaders and residents. Pedestrian audits conducted on Edenborn Street and Mill Street revealed numerous pedestrian hazards, including:

Fig. 3-3: Pedestrian Audit Ratings
Source: UNO Team

- Frequent gaps in the sidewalk where residents are forced to walk on dirt, gravel, or grass
- Trip hazards such as uneven pavement
- Obstructions in pedestrian pathways
- Lack of curbs that allow vehicles to drive or park on the sidewalk
- Lack of shade from trees or awnings for pedestrians

Similarly, key intersections received low audit scores—from -1.8 to 1.7—for issues relating to pedestrian safety, including (Fig. 3-4:

- Distance pedestrians are required to walk to reach the other side of the street
- Amount of time pedestrians must wait to cross
- Whether or not it is obvious where pedestrians will cross
- Presence of a marked crosswalk
- Speed of vehicles passing through the intersection
- Number of lanes

Intersection Audit Results

Street 1	Street 2	Score	Class
Church	Mill	1.70	Fair
Edenborn	Mill	1.45	Poor
Bordelon	Railroad	0.70	Poor
Bordelon	U.S. Route 71	-0.55	Poor
Edenborn	U.S. Route 71	-1.05	Poor
Edenborn	Adkins	-1.80	Poor

Fig. 3-4: Intersection Audit Results
Audit Tool: Renne, John, Billy Fields, and I. Maret. Auditing Neighborhoods, Streets, and Intersections for Pedestrian Safety: A Toolkit for Communities, Prepared by UNO Transportation Institute for New Orleans Regional Planning Commission and the Louisiana

- Presence of signage to slow vehicles down
- Existence of curbs or medians

In addition to a lack of pedestrian facilities, localized street flooding poses a threat to pedestrian safety because flooded right-of-ways force pedestrians to walk in the street. Drainage audits conducted on sections of Edenborn Street, Mill Street, Lake Drive, Lebrum Street, and U.S. Route 71 reveal numerous spots with standing water after a light rain and existing drainage infrastructure in various conditions. Measurements of space available for potential drainage improvements vary

Flooded right-of-way on Lake Dr.
Photo Credit: UNO Team

from four feet on stretches of Edenborn Street near the historic corridor to approximately 19 feet on stretches of Mill Street and outlying stretches of Edenborn Street. See Appendix B-4 for full drainage audit results.

The signage inventory revealed that all speed limit and warning signage on the main thoroughfares in Campti is in compliance with MUTCD and the LaDOTD Traffic Engineering Manual.

Campti residents rely on connections well beyond their town's borders, but there are currently no public transit options in Natchitoches Parish. Access to essential quality of life opportunities and amenities such as jobs, shopping, healthcare, and recreation are limited for Campti citizens who do not own automobiles. Public transportation options could help Campti residents who do own automobiles reduce personal travel expenditures and help to connect those who do not with local business and job opportunities.

Recommendations and Implementation

Recommendations for improving connectivity in Campti focus on the pedestrian experience, a safe environment for all modes of transport, storm drainage, and connecting Campti to the rest of the parish and region through public transit. This section is divided into two parts according to scale: 1) Neighborhood Connectivity and 2) Regional Connectivity. The ideas presented here are intended to stimulate conversation around short- and long-term opportunities that Campti could pursue.

Neighborhood-Level Connectivity

To address neighborhood-scale connectivity, the team used feedback from community members, data gathered through walking audits, and research into best practices to narrow the focus to four main corridors: Edenborn Street, U.S. Route 71, the Mill-Lake-Lebrum pedestrian loop, and transition zones (Fig. 3-5). The following section begins with a full list of recommendations (Figs. 3-6 & 3-7) that address the first three connectivity goals, followed by an in-depth description of each corridor, including existing conditions, specific recommendations, and a discussion of implementation and funding.

Recommended Strategies

Fig. 3-5: Four Areas of Intervention

a. An advisory shoulder consists of a simple line of paint to delineate a walkable space for pedestrians. An advisory shoulder is appropriate for smaller roads where a full sidewalk with curb is either not appropriate or not feasible in the short term. Advisory shoulders can be a short-term/interim safety improvement until Campti is able to install a larger network of sidewalks.

b. Bike lanes (protected with bollards) help to ensure cyclist safety by designating a space on the street solely for bikes. Bollards are short posts usually made of steel and cemented to the street that act as a physical buffer for the bike lane.

c. Bioswales act as an additional buffer between pedestrians and cars that simultaneously improve safety, enhance drainage, and contribute to placemaking, as discussed in the previous section.

d. Crosswalks communicate to motorists that pedestrians may be present. Crosswalks should be ADA accessible to maximize mobility and safety for all users.

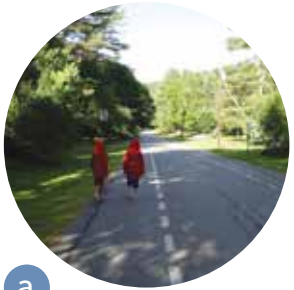
e. Curbs delineate the street from the pedestrian right-of-way, keeping motorists at a safe distance from pedestrians.

f. Curb bump-outs extend the sidewalk into the road, reducing the distance a pedestrian must walk to cross the street. Landscaping can add an additional cue to drivers to slow down.

g. Intersection makeovers provide clarity, and thus increase safety, for pedestrians and motorists alike where there is not clear delineation between where cars should be driving and where pedestrians can safely walk. This can be done simply with paint or more elaborately with a vegetated, raised island.

h. Pavement marking legends (speed/bike) alert motorists to the presence of bicyclists and/or the need to slow down. Red road markings signaling motorists to slow down have been shown to be quite effective in achieving speed reduction, and could be installed easily and inexpensively on Edenborn, which currently has a center line but no other safety markings.

i. Placemaking, as discussed in the previous section, can enhance the pedestrian experience and sense of place. Increased sense of place will also help signal to drivers that they are entering an area where pedestrians may be present and should proceed cautiously.



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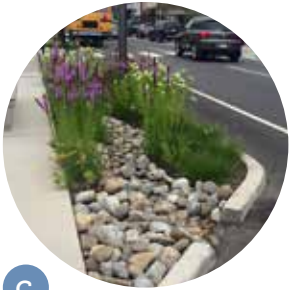

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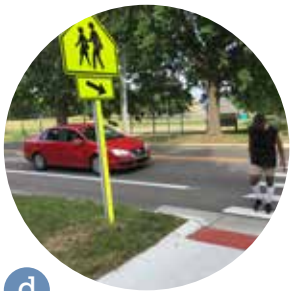

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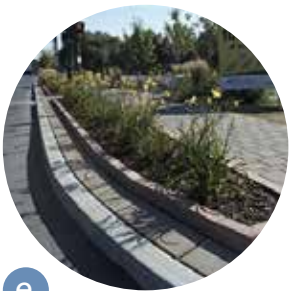

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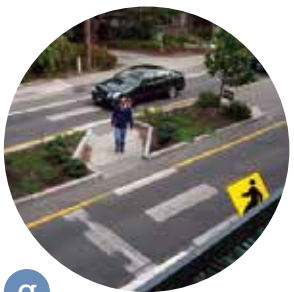

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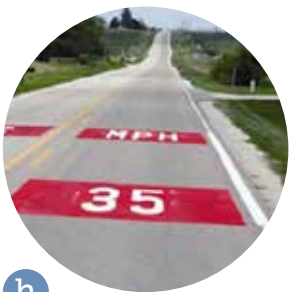

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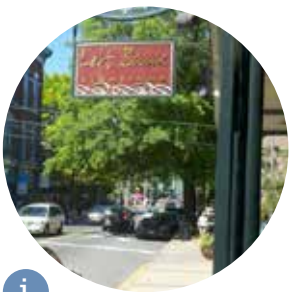

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Fig. 3-6: Potential Recommendations

j. Reduced speeds can further enhance the safety of pedestrians, signal to drivers that they are entering a community, and promote economic development.

k. A road diet involves reducing the number of driving lanes from four to three: one lane in each direction with a left turn lane in the center. A road diet can help slow down traffic and provide room for other strategies like bike lanes, sidewalks, and bioswales.

l. Road signage can alert motorists that pedestrians may be present, remind them of the fact that they are entering a densely populated area, or simply remind them of the speed limit. Any additional signage of these types would work to slow traffic, remind drivers to be cautious, and increase pedestrian safety.

m. Sidewalks ensure that pedestrians can circulate through town safely and with ease. ADA compliant sidewalks are integral to enhancing pedestrian safety and access for all.

n. Signalized intersections are intersections managed by traffic lights that ensure pedestrians and cyclists have an equal opportunity to cross the street uninterrupted by cars.

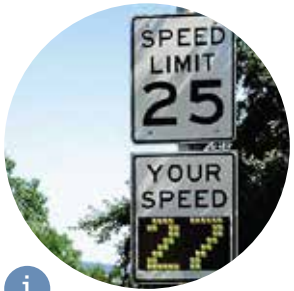
o. Speed tables are wide, flat speed humps that help to slow vehicles. Speed tables are appropriate for minor arterials, collectors, and local roads with daily traffic volume below 10,000 and speed limits below 35 miles per hour. They can be approached at faster speeds than traditional speed bumps or larger speed humps, so they slow traffic without disrupting it.

p. Stormwater management on vacant land extends the concept of a bioswale to a larger area of land. Vacant land can be designed as a reservoir that collects stormwater runoff from the street to prevent flooding. This longer-term solution would entail acquiring access to property that could be used for this purpose.

q. Street trees planted in the public right-of-way can create a safer and more pleasant environment for pedestrians. As noted in the previous section, street trees would also help to build a sense of place and improve drainage.

r. Transverse rumble strips are a series of horizontal grooves on a road that produce noise and vibration in vehicles that pass over them, alerting motorists to slow down. Transverse rumble strips serve as a physical reminder to drivers that they are entering an area where they should slow down and drive cautiously.

For an extended list of green infrastructure strategies, see Appendix B-6.



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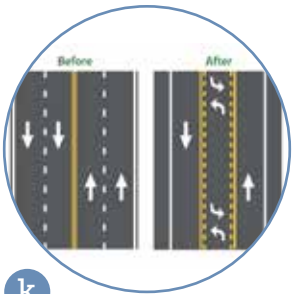

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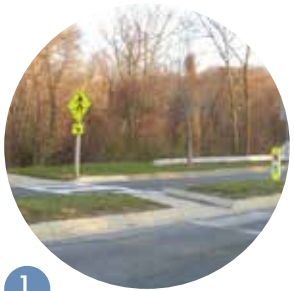

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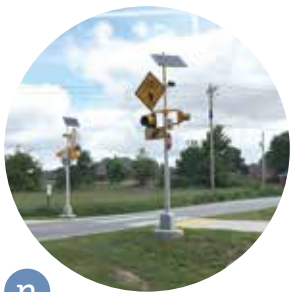

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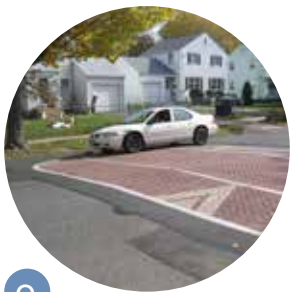

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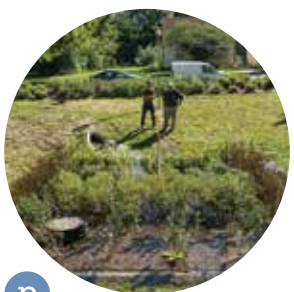

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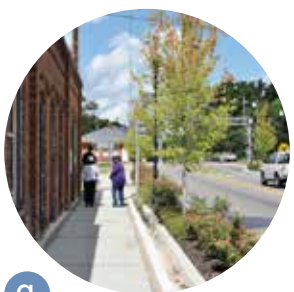

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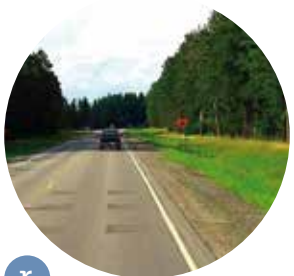

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Fig. 3-7: Potential Recommendations

Edenborn Street Corridor Overview

The Edenborn Street corridor stretching from Mill Street to Lebrum Street is the historic center of Campti. Though economic activity has declined in recent decades, Edenborn is still home to the Campti Community Center and the Campti Historic Museum. Campti residents and community leaders have identified Edenborn as the town's most important pedestrian thoroughfare. Doubling as Highways 480 and 486, Edenborn also brings outside traffic through the center of town, making it a key asset for the community. Residents have expressed concern over the speed at which people drive down Edenborn and have identified the historic corridor as a location where pedestrian improvements are needed.

Edenborn Street facing Campti Historic Museum
Photo Credit: UNO Team

Existing sidewalk on Edenborn
Photo Credit: UNO Team

Data gathered from walking audits and provided by LaDOTD confirm residents' concerns. Though Edenborn does have sidewalks, the sidewalk audit revealed that no stretch of Edenborn received a score above 1.5, indicating that the pedestrian infrastructure is in urgent need of improvements. Issues include uneven pavement, gaps in the sidewalk, lack of shade from trees or awnings, and lack of curbs, which means that cars can park in the right-of-way. Similarly, the intersection audit for Edenborn Street found scores below 1.5. Intersections lack safe, visible pedestrian crossings, signage to slow vehicles down, curbs or medians. The intersection of Edenborn and Adkins Street, right in the heart of the historic corridor and adjacent to the Campti Historic Museum, is particularly troublesome. The wide intersection has been completely paved over and the transition from roadway to parking lot space for the museum is not well defined. There is no signage or pavement markings to control traffic and there are few visual cues to indicate where vehicles should drive and where pedestrians can safely walk. Finally, vehicle speeds are an issue along the corridor, particularly at the

Existing sidewalk on Edenborn
Photo Credit: UNO Team

intersection of Edenborn and U.S. Route 71. These indicators reveal an acute lack of pedestrian safety.

Existing drainage conditions on Edenborn Street
Photo Credit: UNO Team

Existing drainage infrastructure on Edenborn includes three storm drains on the north side of the street between Raphiel and Wood. There are also intermittent drainage ditches and culverts on the north side of the street in various conditions. Some of the ditches and culverts are collapsed, overgrown with grass, and obstructed by objects like trash.

Existing drainage conditions on Edenborn Street
Photo Credit: UNO Team

Between Wood and Lebrum Streets, a culvert midway down the block has collapsed and part of the sidewalk and earth around it have washed out. There are no drains, ditches, or culverts on the south side of the street. Measurements of the space between where the road ends and the sidewalk begins reveal sufficient space for drainage improvements that can both help to absorb and filter street runoff and act as an additional buffer between vehicles and pedestrians using the sidewalks.

Edenborn Corridor Recommendations

Recommendation	Connectivity Goal(s) Addressed		
	Improve the pedestrian experience in Campti	Create a safe environment for all modes of transport	Improve the current storm drainage system
Short-Term			
Road Signage		✓	
Street Trees	✓	✓	✓
Crosswalks	✓	✓	
Sidewalks	✓	✓	
Edenborn-Adkins Intersection Makeover (with paint)	✓	✓	
Transverse Rumble Strips		✓	
Pavement Marking Legends (speed)		✓	
Long-Term			
Pavement Marking Legends (bike)		✓	
Curbs	✓	✓	
Curb Bump-Outs	✓	✓	
Bioswales	✓	✓	✓
Edenborn-Adkins Intersection Makeover (raised median)	✓	✓	✓
Stormwater Management on Vacant Land			✓
Speed Tables		✓	

Fig. 3-8: Edenborn Corridor Recommendations

Edenborn Corridor Implementation

Edenborn Street is a state-owned road, so prior to implementing any recommendations in this corridor, Campti officials would need to contact the LaDOTD District 8 Office in Alexandria. However, conversations with staff at the District 8 Office and the Department of Transportation and Development Transportation Alternatives Program (DOTDTAP) indicate that pedestrian and bicycle elements adjacent to state highways like LA-480 and LA-486 are generally owned and operated by parishes and municipalities, not LaDOTD. Campti is thus not likely to encounter any jurisdictional roadblocks in improving existing sidewalks, building curbs, or adding bioswales along the Edenborn corridor. However, traffic calming measures on state-owned roads in Louisiana must be approved by the Traffic Engineering office within LaDOTD District 8, so Campti officials would need to contact this office directly to inquire about the possibility of adding pavement markings, transverse rumble strips, and eventually curb bump-outs and speed tables.

Pavement markings will require additional consideration by Campti leaders. LaDOTD requires traffic engineering studies for crosswalks and warning markings on state-owned roads. The type of study required will depend on the location and the judgment of LaDOTD District 8. Additionally, LaDOTD requires municipalities to have an official local bike plan in place prior to installing any pavement markings or warning signage specifically relating to bicyclists.

Additional speed limit signage does not require a Traffic Engineering Study. Campti leaders can request permission from LaDOTD District 8 to install additional speed limit signs. The Natchitoches Parish Department of Public Works may have extra signs that Campti can install in the Edenborn corridor. Additional reminders of the speed limit may serve to reduce speeding through the corridor.

Before pursuing changes to the Edenborn corridor, Campti officials should investigate opportunities for technical assistance. The Local Technical Assistance Program (LTAP), the Carl Small Town Center at Mississippi State University, the Special Evaluation Assistance for Rural Communities and Households (SEARCH) grant program, and the Center for Planning Excellence (CPEX) all provide resources and assistance for various stages of this process. LTAP can help Campti officials navigate the process of funding and constructing transportation projects from start to finish. As mentioned in the previous section, the Carl Small Town Center provides a wide range of services, including assistance with grant applications, master plans, feasibility studies, downtown revitalization, bike/pedestrian plans, community engagement, and research. SEARCH grants provide funding to “very small, financially-distressed rural communities” for feasibility studies, design, and technical assistance specifically for waste disposal and water-related projects, including construction of stormwater drainage infrastructure. A SEARCH grant would dramatically reduce the cost of planning stormwater drainage improvements for the Edenborn corridor. Finally, the Center for Planning Excellence (CPEX) has done revitalization planning for a number of small towns like Campti throughout Louisiana.

There are several potential funding opportunities for the recommendations in this section. Campti may be able to access federal American with Disabilities Act (ADA) funding through LaDOTD to repair sidewalks on Edenborn. LaDOTD has already identified several locations that are noncompliant and high priority, including the sidewalk on the north side of Edenborn Street between Mill and Adkins; the intersections of Edenborn with Mill, Wood, and Railroad; and the stretch of sidewalk that has washed out adjacent to the collapsed culvert on the northside of Edenborn near Lebrum. Campti officials should mention in early conversations with District 8 staff that these sidewalks are currently out of compliance with ADA standards and may be eligible for ADA funding for repairs. Allotment of ADA funding for sidewalk improvements is a collaborative effort between the LaDOTD ADA Program Manager and LaDOTD District offices, so Campti officials should lobby LaDOTD District 8 for funds to repair this sidewalk segment.

Another potential source of funding is the Transportation Alternatives Program (DOTDTAP). DOTDTAP covers up to 80% of total project cost for infrastructure that enhances the pedestrian experience, including pedestrian and bicycle facilities, safe routes for non-drivers, vegetation management, and stormwater management. DOTDTAP will also cover 80% of right-of-way acquisition included in the application. The Edenborn corridor is a good candidate for DOTDTAP funds, as it is the town's historical center and is home to most of the town's existing pedestrian infrastructure. However, DOTDTAP is a cost-reimbursement program, not a grant program, so Campti would have to pay for the project up front and wait to be reimbursed after the fact.

The Community Facilities Direct Loan and Grant Program administered by the United States Department of Agriculture (USDA) could be a source of funds for repairing locally owned roads in Campti. This program provides funding for the purchase, construction, or improvement of "essential community facilities," including "transportation facilities such as streets roads and bridges". Campti leaders can contact the USDA Rural Development Louisiana office to discuss the possibility of including an advisory shoulder and low-cost drainage improvements in an application for funding for road repairs. There are currently no sidewalks on either side of Edenborn between Railroad and U.S. Route 71, and an advisory shoulder would serve to greatly increase pedestrian safety on this segment.

The Delta Regional Authority (DRA) provides economic assistance to communities in eight states in the Mississippi Delta region. In the past, DRA has provided funding to municipalities for improvements to federal, state, and local roads. Campti can contact the Coordinating and Development Corporation (CDC) to initiate the process of applying for DRA funds for roadway, pedestrian, and drainage improvements in the Edenborn Corridor.

If Campti officials are interested in using land adjacent to the Campti Historic Museum for a stormwater drainage project, funding could be available through the National Fish and Wildlife Foundation (NFWF) Five Star and Urban Waters Program. The program requires a 50% local match, but this requirement can be met with in-kind services. The Five Star and Urban Waters Program emphasizes community involvement, so Campti

officials could plan an event in which community members could plant local vegetation and help to install bioswales. A SEARCH grant could provide technical assistance to help plan and design this kind of project.

Finally, the LaDOTD Road Transfer Program is another option for funding roadway improvements, but the team does not recommend Campti pursue it. In this program, the state pays local governments $400,000 per mile to take over ownership and maintenance of state highways. These funds can be applied to any capital project. Campti officials should be aware, however, that they would be responsible for all maintenance of Edenborn Street in perpetuity, which would incur long-term expenses. According to LaDOTD, Road Transfer Program funds are intended to cover the cost of maintenance for 40 years. However, if actual costs for maintaining Edenborn meet or exceed the state's annual per-mile maintenance disbursement for state roads, the funds provided by the Road Transfer Program would cover less than twenty years of maintenance.

U.S. Route 71 Commercial Corridor Overview

U.S. Route 71 is a federal highway that runs along the eastern edge of Campti. The stretch between Edenborn and Bass Streets serves as a commercial corridor, with two national chains, a pharmacy, a bank, a gas station, the Northeast Branch of the Natchitoches Parish Library, a medical clinic, a community church, a post office, and Campti Town Hall. These businesses and government buildings serve Campti residents, and they also have the potential to draw business from those who travel U.S. Route 71. The Northeast Branch of the Natchitoches Parish Library is an important community asset—it provides community members with access to computers and the internet in addition to books and periodicals, and community leaders see the potential for additional community programming at the library.

The businesses on U.S. Route 71 are very difficult to access on foot; pedestrians must either walk through expansive parking lots or on the shoulder of the busy highway, where there are no sidewalks and cars speed past at upwards of 45 miles per hour. U.S. Route 71 is a four-lane highway, with two lanes in each direction. There are no crosswalks or signage to allow pedestrians to safely access the library or church on the east side of the highway. Despite lack of safe, adequate pedestrian access, many Campti residents have no choice but to access the goods and services on U.S. Route 71 on foot. Intersection audits at Edenborn Street and Bordelon Street produced scores

Existing sidewalk conditions U.S. Route 71
Photo Credit: UNO Team

Existing sidewalk conditions U.S. Route 71
Photo Credit: UNO Team

well under 1.5 (-0.55 and -1.05, respectively), indicating the need for immediate safety improvements. There have been four serious crashes involving injuries on U.S. Route 71 since 2013; fortunately none have involved pedestrians.

Existing drainage conditions U.S. Route 71
Photo Credit: UNO Team

Existing drainage conditions U.S. Route 71
Photo Credit: UNO Team

The drainage audit revealed that the culverts on the commercial stretch of U.S. Route 71 are in need of improvements. Existing infrastructure consists of drainage ditches, culverts, and one covered ditch with a storm drain. Though the condition of the drainage ditches themselves varied, at the time of the audit there was standing water in all of those surveyed, suggesting that they may not be draining as designed. In addition, there were several spots on either side of the highway where some soil washout was evident, including one spot on the eastern side of the road where the washout threatens the integrity of the road. Finally, community leaders mentioned that the land adjacent to the church and north of the library floods. A visual survey confirms that this is the lowest ground along the corridor, presenting an opportunity for a larger-scale drainage project.

U.S. Route 71 Recommendations

Recommendation	Connectivity Goal(s) Addressed		
	Improve the pedestrian experience in Campti	Create a safe environment for all modes of transport	Improve the current storm drainage system
Short-Term			
Painted Crosswalks	✓	✓	
Long-Term			
Road Diet		✓	
Bike Lanes (protected with bollards)		✓	
Sidewalks	✓	✓	
Reduced Speeds		✓	
Signalized Intersections	✓	✓	
Bioswales	✓	✓	✓
Stormwater Management on			✓

Fig. 3-9: U.S. Route 71 Recommendations

U.S. Route 71 Implementation

Because U.S. Route 71 is a federal highway, procedures for any interventions are rigid. Campti must get a permit for any construction on LaDOTD right-of-way adjacent to U.S. Route 71. As a first step, Campti officials should contact the LaDOTD District 8 Traffic Engineer office directly to discuss the possibility of a road diet on U.S. Route 71. The U.S. Route 71 corridor in Campti meets multiple criteria put forth by the FHWA to determine the feasibility of a road diet. According to the FHWA,

any roads in the "minor arterial" and "collector" functional classes, with average daily traffic (ADT) of less than 20,000 are worth considering for road diets. U.S. Route 71 in Campti is classified as "minor arterial," and has registered ADT counts of 1,700 to 6,600 in recent years, so it meets criteria presented in the FHWA Road Diet Informational Guide. The Guide also recommends road diets in situations where they would reduce the number of accidents. Between 2013 and 2017, 80% of all accidents resulting in injury on U.S. Route 71 in Campti were turning-related. A road diet including a center turning lane could drastically reduce the number of crashes in this corridor. The case for a road diet on this segment is strong; the other recommendations will be easier to implement in tandem with a road diet, or in the wake of one. A road diet will require a traffic engineering study, and Campti leaders can look to LTAP and LaDOTD District 8 for direction in undertaking one.

The FHWA lists the Surface Transportation Program (STP) and Highway Safety Improvement Program (HSIP) as potential funding sources for road diets. STP provides flexible funding "to preserve and improve the conditions and performance on any Federal-aid highway," including pedestrian and bicycle infrastructure. HSIP is a data-driven program aimed at reducing traffic fatalities and injuries. Eligible activities include "roadway improvements that provide separation between pedestrians and motor vehicles, including medians and pedestrian crossing islands." Campti officials can contact the Northwest Louisiana Council of Governments to make their case for use of STP or HSIP funds on U.S. Route 71. DRA is another potential source of funding for a road diet on U.S. Route 71 because of its potential to promote economic development. Campti officials can contact CDC if they wish to pursue DRA funding in this location. If Campti officials are interested in using low-lying land adjacent to Campti United Pentecostal Church on U.S. Route 71 for a stormwater drainage project, funding could be available through the National Fish and Wildlife Foundation's (NFWF) Five Star and Urban Waters Program. A SEARCH grant could provide technical assistance to help Campti officials plan this kind of project.

Pedestrian Loop Overview

Community members identified Mill Street, Lake Drive, and Lebrum Street as existing walking routes through town. Together with the Edenborn Street corridor, these streets form a 2.4 mile pedestrian loop around Campti. Though not formally treated as such, these streets can be developed and enhanced as a pedestrian loop that serves pedestrians in Campti and connects residents with other key community assets.

Existing sidewalk conditions on Mill Street
Photo Credit: UNO Team

Existing sidewalk conditions on Mill Street
Photo Credit: UNO Team

Despite the fact that residents are already using these streets to get around, they generally lack adequate, safe pedestrian facilities. Sidewalk audits on Mill Street revealed scores well below 1.5 (-2.25 to -0.25), indicating urgent need for improvements. The majority of Mill street does not have sidewalks. The segment directly in front of Campti Recreational Complex has a section of sidewalk that is caving into the adjacent storm water ditch. Intersections on Mill Street, however, scored better than others in the audit. The intersection at Mill and Edenborn received a score of 1.45, just below the "fair" threshold. The intersection at Mill and Church, adjacent to the Campti Recreational Complex, received the highest score of all intersections audited; with a score of 1.7, it is the only intersection considered in fair condition, meaning it still requires improvements to pedestrian safety, but not as urgently.

Existing drainage on Mill Street, Lake Drive, and Lebrum Street primarily consists of drainage ditches and concrete culverts.

Existing drainage conditions on Lake Drive
Photo Credit: UNO Team

Existing drainage conditions on Lebrum Street
Photo Credit: UNO Team

Drainage audits found standing water on both sides of the street along nearly all of the pedestrian loop; most notably, the intersections of Mill and Lake, Lake and Lebrum, and Lebrum and Campti Bayou Road were flooded. In many stretches of the loop, the sidewalks adjacent to the drainage ditches have washed out. Measurements between the edge of the road and the edge of the sidewalks, where they exist, indicate sufficient space for drainage improvements, such as street trees and bioswales.

Pedestrian Loop Recommendations

Recommendation	Connectivity Goal(s) Addressed		
	Improve the pedestrian experience in Campti	Create a safe environment for all modes of transport	Improve the current storm drainage system
Short-Term			
Advisory Shoulder	✓	✓	
Street Trees	✓	✓	✓
Pavement Marking Legends (speed)		✓	
Road Signage		✓	
Long-Term			
Pavement Marking Legends (bike)		✓	
Sidewalks	✓	✓	
Bioswales	✓	✓	✓
Stormwater Management			✓

Fig. 3-10: Pedestrian Loop Recommendations

Pedestrian Loop Implementation

Mill Street and Lake Drive are both state-owned, so Campti officials should contact the LaDOTD District 8 office if they are interested in undertaking any of our recommendations for this segment. As in the Edenborn Corridor, Campti is not likely to encounter jurisdictional roadblocks in pursuing projects on the right-of-way adjacent to Mill Street and Lake Street, but a traffic engineering study will be required for any changes to the roadway. Campti officials can contact LaDOTD District 8 and LTAP to discuss the specifics of the engineering study that will be required for each intervention. The Town of Campti owns Lebrum Street, so officials can add signage and pavement markings at its own discretion, provided that said signage and pavement markings comply with the MUTCD standards. Signage and pavement markings are both cost-effective, so the town may have room in its annual budget for these improvements. Campti officials can also contact the Natchitoches Parish Department of Public Works if they are interested in adding additional speed limit signage to Lebrum Street.

The sidewalk and ramps directly in front of the Campti Recreational Complex on Mill Street are not in compliance with ADA standards, and thus ADA funds may be available to repair them. Other possible funding sources for the Pedestrian Loop include DOTDTAP, the Community Facilities Direct Loan and Grant Program administered by USDA Rural Development, DRA, and the NFWF Five Star and Urban Waters Program. DOTDTAP could provide funding for an advisory shoulder, pavement markings, bioswales, sidewalks, and street trees. If improvements to the Edenborn Corridor and Pedestrian Loop are contiguous, the town can submit one DOTDTAP application that covers both as a single project. LTAP can provide expert guidance for Campti in assembling a DOTDTAP application. National Recreational Trails funds distributed by the Federal Highway Administration (FHWA) are eligible to be used as matching funds for DOTDTAP. In Louisiana, this program is called Recreational Trails for Louisiana (RTPL) and is administered by the Department of Culture, Recreation, and Tourism. Campti leaders could submit an RTPL application for elements of the project in the Pedestrian Loop and Edenborn corridor—such as wayfinding signage, informational historic signs, street trees, advisory shoulder, and sidewalks—that serve to create a "recreational trail," and these funds could be used to reduce Campti's share of the DOTDTAP match. It is important to note, though, that RTPL, like DOTDTAP, is a cost-reimbursement program, so Campti will have to fund the project up front, before being reimbursed.

Example of a Bioswale
Credit: UNO Team, Julia Marshal

The USDA Community Facilities Direct Loan and Grant Program is a potential source of funding for improvements to locally-owned Lebrum Street. These funds can be used for right-of-way acquisition, so Campti could apply for funds to widen Lebrum Street as part of roadway improvements. Campti leaders can contact the USDA to discuss the possibility of including advisory shoulder and drainage improvements in this application.

DRA funding could potentially apply to recommendations in the Pedestrian Loop; again Campti officials can contact CDC for how to proceed. Finally, the NFWF Five Star and Urban Waters Program could be a source of funding for a stormwater management project in this corridor, particularly along Lebrum Street where there is a lot of vacant land. A SEARCH grant could help Campti officials plan a stormwater management project in the Pedestrian Loop.

Because Mill Street and Lake Street are both state-owned they are eligible for the LaDOTD Road Transfer Program. However, as previously noted, Campti officials should keep in mind that they would be responsible for all maintenance and upkeep costs associated with these roads going forward, and that the funding provided for future maintenance may not last as long as advertised.

Transition Zones Overview

The traffic moving through Campti on LA-480, LA-486, and U.S. Route 71 represents a potential revenue source for Campti businesses. However, these state and federal highways allow drivers to speed through town without much indication that they have arrived in Campti, creating unsafe conditions for pedestrians and missing the opportunity for Campti to be a destination on the map. As previously mentioned, residents and community leaders have expressed their concern for the excessive speeds at which people drive through town. Slowing traffic along these key thoroughfares should begin with clear signage indicating that drivers are entering a town and should slow down. There are four main approaches to town: LA-480 from the west, which turns into Front Street and continues through town as Edenborn Street and is frequently used by those commuting to and from International Paper; U.S. Route 71 from the north; U.S. Route 71 from the south; and LA-486 from the south, which parallels U.S. Route 71 just south of town then becomes Railroad Street, which ushers traffic through the Edenborn Street corridor, where it connects with LA-480. Currently, there is insufficient signage to signal to drivers on these roads that they have entered Campti and there is no speed reduction as drivers approach town.

Transition Zones Recommendations

Recommendation	Connectivity Goal(s) Addressed		
	Improve the pedestrian experience in Campti	Create a safe environment for all modes of transport	Improve the current storm drainage system
Short-Term			
Gateway Signage		✓	
Street Trees	✓	✓	✓
Road Signage		✓	
Pavement Marking Legends (speed)		✓	
Long-Term			
Pavement Marking Legends (bike)		✓	
Reduced Speeds		✓	

Fig. 3-11: Connectivity Recommendations

Transition Zones Implementation

For any interventions on LA-480, LA-486, or US-71, Campti officials will need the permission of the LaDOTD District 8 office. As all four Transition Zone segments are federal or state highways, a traffic engineering study will be needed before any pavement markings are installed on this segment. In addition, to implement speed limit reductions in 10 mile per hour increments leading into town, Campti officials would need to undertake a series of Spot Speed Studies in the Transition Zones. A Spot Speed Study involves recording the speeds of all vehicles that pass a certain location within a given time, and can be performed in under two hours, with just a stopwatch. Campti officials would need to present this data to LaDOTD District 8 office in the form of a report, and District 8 would determine if changes to the existing speed limit are desirable.

DOTDTAP could provide funding for street trees and pavement markings in the Transition Zones, and these interventions could be included in one DOTDTAP application along with proposals for the Edenborn corridor and Pedestrian Loop, provided that all interventions take place across one contiguous area. Campti leaders can contact LTAP for guidance in pursuing speed-activated signage, and CPEX and the Carl Small Town Center for guidance in pursuing gateway signage.

Rural Transit Recommendations & Implementation Strategies

Public transit is a key component to Campti's regional-scale connectivity. In this section, "shorter-term" and "longer-term" are relative and represent longer timeframes than the phases discussed in previous sections; each recommendation described here will likely require considerable time investment and effort from dedicated Campti leaders. The recommendations in this section address the fourth connectivity goal: to connect Campti to the rest of the region through public transit.

Shorter-Term Public Transit Recommendations

Planning a public transit system is critical to meeting the mobility needs of underserved citizens, particularly seniors and people with disabilities. A number of rural parishes in Louisiana provide transit, but unfortunately Natchitoches Parish is not one of them. Most rural communities that have transit, in Louisiana and elsewhere, offer what is called "demand-response" service. In demand-response transit systems, local government provides "door to door" service for local residents when requested to do so. In this type of system, next-day reservation service is scheduled. This can be a relatively cost-effective option for communities that do not generate enough demand to sustain fixed-route service.

The first step Campti leaders should take to investigate the possibility of bringing public transit to their town is to contact the LaDOTD Public Transit Administrator. The Public Transit

Administrator can explain the processes undertaken in similarly-sized and/or neighboring parishes of St. James, Winn, Red River, Bienville, and Bossier that have brought transit to their communities. Campti leaders may also want to reach out to officials in these other parishes to gain further insight into how they were able to bring transit to their communities. With insight from other communities in Louisiana, and assistance from LaDOTD, Campti officials can assemble an application for "demand-response" transit. There are two Federal Transit Administration (FTA) programs for which Campti may be eligible: Section 5310 - Enhanced Mobility of Seniors & Individuals with Disabilities, and Section 5311 - Formula Grants for Rural Areas.

Demand Response Van in Red River Parish, LA
Source: Red River Council of Aging

Longer-Term Public Transit Recommendations

Eventually, a well-established demand-response service in Campti could serve as a stepping stone in legitimizing a scheduled, fixed-route transit service throughout Natchitoches Parish. In the longer term, establishing a parish-wide or regional transit network would require champions from Campti to advocate for Campti's inclusion as a vital stop on the network. Campti officials can help to initiate this conversation, using precedent examples from rural communities around the country as a basis for creative funding opportunities, organizational approaches, and ways to meet the needs of multiple markets.

Louisiana Rural Transit Precedents

Parish	Funding Class	Service Type	Vehicles	Base Fare	Ridership	Annual Operating Cost	Cost per Trip	Cost per Hour	Cost Per Mile
St. James Parish	5311	Fixed-Route w/ route deviation by request	14	$0.50-$2.00	38,023	$258,000	$21.91	$53.42	$3.00
Winn Parish COA	5310	Demand-Response	3	$10.00-$15.00	5,469	$78,000	$278.00	$46.45	$39.00
Red River Parish COA	5311	Demand-Response	6	$4.00-$6.00	13,233	$424,000	$16.02	-	$2.82
Bienville Parish COA	5311	Demand-Response	8	$5.00-$37.00	12,736	$695,000	$27.27	-	$3.01
Bossier Parish COA	5310	Demand-Response	6	Donations	10,400	$280,000	$5.00	-	-

Fig. 3-13: Louisiana Rural Parish Transit Precedents

This larger conversation should include stakeholders that would benefit from a more robust regional transit system, such as residents (particularly elderly and disabled residents who would benefit the most from access to public transit), businesses located along U.S. Route 71, International Paper, and other large companies throughout the Parish.

FTA Section 5311 (f) - Intercity Bus Program provides funding for fixed-route services that "support the connection between non-urbanized areas and the larger regional or national system of intercity bus service" or "to meet the intercity travel needs of residents in non-urbanized areas." The program funds projects that link two or more urban areas that are not in close proximity and covers things like planning, marketing, bus shelters, user subsidies, and connections between smaller transit and intercity bus carriers. Though this program requires a 50% local match for operations and a 20% match for capital projects, Greyhound may provide in-kind or matching funds to help communities make connections to its services. Greyhound currently has stations in Alexandria and Shreveport; an intercity service that connected Campti to either of these cities would likely be eligible for Section 5311 (f) funding and may present an opportunity to leverage Greyhound matching funds.

Conclusion

The information presented in this section offers town leaders multiple pathways to enhance Campti's connectivity at the local and regional scale. The recommendations are designed to address Campti's four connectivity goals: 1) enhance the pedestrian experience, 2) create a safe environment for all modes of transport, 3) improve the current storm drainage system, and 4) connect Campti residents to regional resources through public transit. The ideas presented here are intended to stimulate conversation around short- and long-term strategies that Campti could pursue toward these ends. Successful implementation of any combination of recommendations could give Campti residents the space to circulate through town safely no matter how they choose to get around. Connectivity and quality of life are intimately connected and are both vital to Campti's prosperous future.

FUNDING SOURCES

Households (SEARCH)
SEARCH provides funding for small, economically depressed rural communities. SEARCH grants pay for feasibility studies, design, and technical assistance for stormwater and waste treatment facilities.

U.S. Department of Agriculture (USDA) Community Facilities Direct Loan and Grant Program
The USDA Community Facilities Direct Loan and Grant Program provides funding to develop essential community facilities in rural areas.

Five Star and Urban Waters Restoration Grant Program
The Five Star and Urban Waters Restoration Grant Program funds wetland, forest, riparian and coastal habitat restoration, stormwater management, outreach, and stewardship.

Center for Planning Excellence (CPEX)
CPEX is a nonprofit planning organization based in Baton Rouge, LA that provides expert planning services to help revitalize Louisiana communities. Their areas of expertise include master planning for transportation and infrastructure needs, smart growth, and complete streets planning.

Mississippi State Carl Small Town Center (CSTC)
CSTC is a community design center at Mississippi State University that provides cultural planning services for rural communities in the Gulf South, including: grant applications, master plans, feasibility studies, downtown revitalization, bike and pedestrian plans, community engagement, and research.

Transportation Alternatives Program (DOTDTAP)
DOTDTAP provides cost reimbursement (80% of project cost, no maximum) for projects that work towards building a more balanced transportation system that includes pedestrians and bicyclists. Typical projects include bicycle and pedestrian facilities, safe routes for non-drivers, conversion of abandoned railway corridors to trails, scenic turnouts, overlooks and viewing areas, archaeological activities, storm water mitigation, wildlife management, and community improvement activities.

Northwest Louisiana Council of Governments (NLCOG)
NLCOG is the designated Metropolitan Planning Organization (MPO) for transportation planning in northwest Louisiana. STP and HSIP funding for Caddo, Bossier, Webster, Claiborne, Lincoln, Bienville, Red River, Natchitoches, Sabine, and DeSoto parishes is distributed through NLCOG.

FUNDING SOURCES CONTINUED

Surface Transportation Program (STP)
STP is a federal-aid program that provides funds to states and localities for projects to preserve and improve the conditions and performance of Federal-aid highways, bridges and tunnels, pedestrian and bicycle infrastructure, and transit infrastructure.

Highway Safety Improvement Program (HSIP)
HSIP is a federal-aid program that provides funds to states for projects to improve the safety of all public roads. The goal of the program is to eventually achieve a significant reduction in traffic fatalities and serious injuries.

The Coordinating and Development Corporation (CDC)
CDC is a private, nonprofit, member-supported corporation that serves the economic, community, workforce, transportation, and business development needs of 10 parishes in Northwest Louisiana, eleven counties in Northeast Texas, and five counties in Southwest Arkansas.

Local Road Safety Program
LRSP provides funding (90-95% of project cost, no maximum) for countermeasures to improve roadway safety or operations at a specific site or corridor with a documented crash history. Typical projects include turning lanes, roundabouts, culvert safety end treatments, roadway lighting, roadway drop offs, and rumble strips.

Delta Regional Authority (DRA)
The DRA is an economic and workforce development agency that works to create jobs, build communities, and improve the lives in the eight-state Delta region. The DRA makes investments to improve transportation and public infrastructure, strengthen workforce development, and enhance the local business environment through a variety of funding programs. DRA funds for Natchitoches Parish are distributed through CDC.

Local Technical Assistance Program (LTAP)
LTAP is a program of the Louisiana Transportation Research Center (LTRC) at Louisiana State University (LSU). The purpose of LTAP is to provide training, workforce development, and technical assistance to Local Public Agency officials in Louisiana.

LaDOTD District 8 Office
Planning, design, construction, operation, and maintenance of the state transportation system is carried out by the eight LaDOTD District offices. Natchitoches Parish falls within District 8, along with Sabine, Winn, Grant, Vernon, Rapides, and Avoyelles parishes. Campti will need the permission of the District 8 office to implement any changes to U.S. Route 71, LA-480, and LA-486. The District 8 Office is located in Alexandria.

FUNDING SOURCES CONTINUED

LaDOTD Road Transfer Program
The Road Transfer Program is a voluntary program in which ownership of state roads is transferred to local governments, along with funds for forty years of routine capital maintenance which can be applied to any highway capital project.

Recreational Trails Program for Louisiana (RTPL)
The Recreational Trails Program (RTP) provides funds for the development or maintenance of recreational trails and facilities. RTP funds are distributed by the Federal Highway Administration and administered through states.

Safe Routes to Public Places Program (SRTPPP)
SRTPPP provides funds (100% of project cost up to $350,000) to construct or improve pedestrian and bicycle facilities to schools, libraries, governmental buildings, hospitals, transit facilities, public parks, and other public places.

LaDOTD District 8 Traffic Engineer's Office
This office is a part of the mission of the LaDOTD Traffic Engineering Division to provide planning services, including speed studies, to improve the safety of state roadways. Campti leaders must coordinate with the District 8 Office, if they wish to undertake traffic engineering studies on state-owned roads.

Federal Transit Administration (FTA) Funding Programs
FTA Section 5310 – Enhanced Mobility of Seniors & Individuals with Disabilities
Section 5310 funding is available to help communities meet the transportation needs and improve mobility of seniors and people with disabilities. For rural and small urban areas, funds are accessed through the Louisiana Department of Transportation.

FTA Section 5311 – Formula Grants for Rural Areas
There are several funding programs within Section 5311 that provide capital, planning, and operating assistance to support public transportation for rural areas.

FTA Section 5311 (f) – Intercity Bus Program
Section 5311 (f) supports fixed-route services that connect rural areas to larger regional or national transportation systems, meet the needs of residents in rural areas, and support the intercity bus network infrastructure through planning, marketing, and capital investment.


TEXAS
LOUISIANA
Shreveport
Campti.
Natchitoches.
Montgomery.
Colfax.
Alexandria.

Residential Rejuvenation

Goals and Priorities

Campti residents are committed to investing in the well-being of their community. Nevertheless, Campti is similar to many rural communities that struggle to meet housing needs because of low wages, mortgage availability, and available housing stock. These characteristics drive the deterioration of many homes, creating issues of substandard housing and blight—defined as abandoned and dilapidated properties. The objective of this section is to understand the current housing environment through statistical research, observation, and community feedback and to focus on practical solutions for both residents and town officials.

This section includes two areas of recommendations for Campti. The first area, housing quality, focuses on programs that support housing improvements that address health, safety, and quality of life issues. The second area, community clean-up, concentrates on efforts that address the accumulation of waste on residents' properties, a compounding issue of blight. Demonstrated investment in small, but impactful, improvements to residential properties can improve the quality of life for residents and signal to potential investors that Campti is a town worthy of investment.

Existing Conditions

Almost three quarters of Campti's households are renter-occupied (71.6%). More than half (55.1%) of housing units are single family dwellings and 40.03% are mobile homes. On average, 43.8% of residents live below the poverty level. Based on median income and housing costs, households spend 37% of their income on housing, creating a cost burden.

Housing Quality

Community leaders and residents have expressed the need to improve housing quality in Campti. Blighted properties pose a risk to the health and safety of nearby residents, decrease surrounding property values and weaken the local tax base. Blight remediation in rural communities is complex. Rural communities often lack the capacity in terms of staff time and resources to enact and systematically enforce blight-related laws, such as nuisance ordinances and building codes. Poverty and low incomes make it difficult for homeowners or renters to address buildings falling into disrepair and pay fines if the community imposes them. Absentee landlords represent another significant challenge as they are considered to be less accountable to the local community, and it is time-consuming for rural communities to track them down.

While enforcement options are necessary to eliminate and prevent blight, communities must understand the causes and consequences of blight, handle enforcement fairly, and provide residents incentives to maintain their properties. In addition to code enforcement, communities can promote

initiatives that help residents maintain or repair their homes through home improvement and weatherization programs. When homes are not checked for air leaks, broken ducts, and outdated equipment, residents face substantially larger energy burdens. At present, rural America spends about 33% more of their income on electricity than the median national rate. Rural households stand, on average, to save roughly $477 per year off of an initial median energy bill of $1,910/year from improved energy efficiency. While early iterations of home improvement-focused weatherization programs overlooked renters and mobile home residents, most of Campti's residents, current programs have done a better job of engaging these populations.

A compounding aspect of blight is the accumulation of waste on residents' properties. Excess waste can be a result of resident negligence or insufficient waste management services. Community clean-up events can address this aspect of blight, while helping residents avoid the punitive fines or legal actions and building pride and a sense of community. Community involvement in the development of clean-up strategies is vital to improve community perception of and support for remediation efforts. Community clean-up events are excellent tools for creating a partnership between officials and residents for the betterment of Campti.

Waste Management

Finding affordable and convenient waste management solutions is a common concern for rural communities. Low-density land uses and high service costs often rule out curbside collection. Many rural communities manage this issue with the use of burn piles. However, certain items cannot or should not be burned including: appliances, cars, furniture, tires, and hazardous waste. The absence of convenient waste management services can lead to an accumulation of waste on residents' properties and compound issues of blight.

Commercial Compactor Bin, Campti, LA
Source: UNO Team

Compactor Bin Waste Restrictions, Campti, LA
Source: UNO Team

Like many rural communities, Campti does not have curbside garbage collection. Instead, the town has one of the 34 commercial compactor stations managed by Waste Connections to service the waste removal needs of residents. The station is located on Par Rd. 336 behind Campti High School and across from the Campti Head Start Center on Barnum Rd. Commercial compactors

are a cost-effective solution that reduce the volume of waste by compressing it in a large bin. This practice minimizes the frequency that pick-up is needed thereby reducing costs to the municipality. According to Waste Connections, the bin is emptied on an as-needed basis.

Residents must take their garbage to a compactor site that accepts household waste only. Residents must take all other waste (including wood, limbs, white goods , tires, and scrap metal) to the transfer station located at 4597 Hwy 1 N., Natchitoches, LA and pay a disposal fee (For a list of items and fees see Appendix C-1: Community Clean-Up Resource Guide). The team identified the following issues in the analysis of waste management services:

1. **Cost Prohibitive Fees**: With many residents living at or below the poverty line, there may be very little disposable income after a household's fixed costs are met to manage the expense of waste removal for non-household items.
2. **Compactor Site Occasionally Inoperable**: Residents expressed frustration at being unable to dispose of their garbage when the compactor bin is full and having to hold onto their garbage until the compactor bin was emptied or drive to the landfill and pay the disposal fee.
3. **Access**: Relying on a single compactor bin to meet waste management needs presents a hardship for Campti residents that are elderly (11%), disabled (20%) and lack access to a vehicle (14%). One elderly resident noted that he relies on neighbors to take his garbage to the compactor site. In addition, many residents mentioned the need for a commercial waste bin at the Pecan Grove housing complex.
4. **Hazardous Waste in Burn Piles**: Burning household waste is a no cost, common practice in rural areas due, in part, to the lack of easily accessible and affordable disposal options. However, this practice is harmful to resident health and the environment.

Community Clean-Up & Waste Management

Community clean-up events bring the community together under a common cause to improve the condition of their surroundings. It is a tool that is often used to reduce the appearance of blight with important benefits. Benefits of conducting a community clean-up include: beautification, creating a sense of pride in the community among residents, ensuring proper disposal of toxic substances, preventing debris from ending up in waterways, and promoting community investment.

Tires collected during a community clean-up event, Wilson, KS
Source: Kansas North Central Regional Planning Commission

There are many different strategies for clean-up events and they often depend on the materials or environment they are addressing. The team identified the following precedents for successful clean-up events:

- In Wilson, Kansas over 700 tires were removed during a 3-week clean-up event. The event was funded by a Community Clean-Up Grant through the Smoky Hills Charitable Foundation. Wilson Economic Development Corporation in conjunction with the City of Wilson organized the event where volunteers removed tree limbs, yard debris, construction waste, and trash at 28 city locations.

- Prairie City, Oregon organized a 3-day scrap metal clean-up that was funded by small community organizations. The event, called Neighbor Helping Neighbor, was organized by the Horizons Program and utilized volunteers of all ages from Future Farmers of America, church groups, and residents. Heavy equipment used for collection was donated by Prairie Wood Products.

- The Keep Massachusetts Beautiful Campaigns holds annual and monthly clean-up events. They are a non-profit organization that is an affiliate of the Keep America Beautiful Campaign with county affiliates. Affiliates help improve their communities by organizing volunteers, local businesses, and municipal resources.

- The City of San Marcos, TX has assessed a monthly fee to utility customers ($1.50 for residents and $5.50 for commercial customers) to fund community clean-up and beautification. The fee is used to fund both one-time and recurring expenses of clean-up and beautification efforts including dumpster enclosures, mowing and trash pick-up, landscaping in public spaces, and staff.

Recommendations and Implementation

Housing Quality - Short Term

Structural Improvement

The United States Department of Agriculture (USDA) can be a resource for the structural home improvement in Campti. Low-income and elderly homeowners can take advantage of the USDA 504 Home Repair Program (USDA RD). The program provides grants and loans to repair and modernize homes, and address any health and safety hazards. Those with household incomes below 50 percent of the area median income (AMI) may qualify for up to a $20,000 loan that can be repaid over 20 years at a rate of 1%. The average loan amount in 2017 was $5,536 with an affordable monthly payment of $25. Very low-income homeowners that are age 62 and older may also qualify for grant of up to $7,500 for the specific purpose of removing health and safety hazards, such as lead based paint, mold and asbestos. The local USDA office is ready and willing to work with Campti's residents to improve their homes. This program is an important resource for low-income and elderly homeowners to sustain their property and improve their quality of life.

Weatherization

Weatherization can improve housing quality through insulation and energy efficiency measures while reducing energy costs. There are two short-term paths Campti residents can take to receive weatherization assistance:

- Energy Wise is a ratepayer-funded program operated by Cleco, the region's electric utility company, to help residential customers invest in energy efficient air conditioning, lighting, or ceiling insulation and weatherization. It is available to all Cleco customers, regardless of whether they rent or own their house or mobile home. Once a resident contacts the program (see Appendix C-4) to participate, a registered contractor conducts a home energy audit to determine the most cost-effective measures. Typical improvements include repairing ducts, sealing air leaks from doors and windows, replacing air conditioning units, installing ceiling insulation, and replacing incandescent bulbs with LED bulbs. Energy Wise does not have an income-qualified component to their program, but if a home has less than 2-inches of insulation, retrofitting the property is inexpensive.

- The Weatherization Assistance Program (WAP) is a Department of Energy (DOE) funded program administered by the Louisiana Housing Corporation that provides financial assistance to households living at or below 200% of the federal poverty line to weatherize their house or mobile home--whether they rent or own. This program is similar to Energy Wise in terms of the improvements offered. The main difference is how one qualifies. Household before tax income is limited to certain thresholds relative to the number of people living in the home. Residents are automatically eligible if they receive Supplemental Security Income or Temporary Assistance to Needy Families. Since funding is limited, preference is given to people over 60 and families with children and/or disabled members.

WAP is federally-funded, and allocations for this program have not kept pace with demand since it was established in the 1970s. Every parish and county in the country is guaranteed a share of the funds but due to the lack of applicants, most parishes have less than ten homes weatherized per year. Applications are awarded based on need, and small or partial projects are not as competitive at winning the grant. The funding available per home is $7,105, and a successful candidate will come close to using that amount. This requires a retrofit involving many--if not all--of the measures, and likely needs to be a unit that has central air and heat. Based on in-person observations conducted of Campti's housing stock, more than 80% of homes in Campti use window units. Though they are more affordable to retrofit than central air systems, this work is not as incentivized. Households with central air that meet the income qualifications should apply. WAP saves the average single-family home $283 per year.

Campti residents need to leverage both programs, but Energy Wise will be the primary vehicle for improving the energy efficiency of most homes. As a rate-payer funded program, Energy Wise has a budget proportional to the population, allowing for a much broader participation of Campti residents. As stated earlier, most homes do not have central air but would still benefit from installing insulation, air sealing, and LED bulbs. For residents in mobile homes, there may be limitations to what the contractor can do in terms of insulation, but they may still do air sealing, duct sealing, and provide free LED lights.

Energy Wise is a privately-implemented program, and contractors have some discretion with how, when, and where

they do their work. One of the challenges rural communities encounter when participating in energy efficiency programs is the lack of local contractors qualified to do the work. For Campti, the closest contractors are located on the outskirts of either Lafayette or Shreveport. Program funds usually run out by the end of the year, and based on the efficiency of a contractor's work the previous year, Cleco assigns an annual limit to them of $25,000 or $100,000 worth of weatherization in a given year. We recommend that residents coordinate to schedule assessments and retrofits for the same day, early in the year, to ensure the few contractors that service Natchitoches Parish are being leveraged for Campti's benefit.

Housing Quality - Long Term

Fostering New Development

Campti can impact its housing stock on a larger scale by fostering new development in the future. The first step is to attract a developer, potentially one with ties to Campti, willing to invest in the community. Housing created by this developer could help stabilize the town's population by keeping residents from moving away and attract back residents who moved away seeking better housing opportunities. The stabilization or increase in population could help the community attract partnerships with mission driven organizations that create affordable homes for renters and homeowners in rural areas. For example, the Northshore Housing Initiative (NHI) in St. Tammany Parish is a community land trust that invests in land and leases it to homeowners and developers who are, in turn, required to keep future home prices and rents affordable. The local Habitat for Humanity organization, located in Ruston, LA, is a nonprofit developer that could potentially assist Campti's residents by constructing homes with affordable mortgages. The organization is able to execute its mission by utilizing volunteers and donated goods and services to keep development costs low.

If Campti can create the necessary partnerships to increase the supply of high quality housing, the partnership can promote affordable homeownership amongst area residents to help them build personal financial security. The USDA Section 502 Direct Loan Program is a practical way help create homeownership opportunities for low income renters. The USDA funds the purchase, construction, renovation, and/or relocation of homes in rural areas for eligible low-income homebuyers. The loan includes a fixed-interest rate as low as 1% to be paid back within as many as 38 years, with the possibility of no down payment required. Campti has a special resource in the regional USDA office located on Hwy 1 in Natchitoches.

Community Clean-Up & Waste Management

In January 2019, newly elected Campti Mayor Mozella Bell announced that the town would begin enforcing a building ordinance on May 1, 2019 to promote "cleanliness and pride" and encourage residents to maintain their property (See Appendix C-2). The 2015 ordinance includes a series of fines and fees for vehicle removal, grass cutting, building demolition, and general waste removal (See Appendix C-3). To assist residents in cleaning up their properties prior to the ordinance taking effect, Mayor Bell scheduled a clean-up event for March of 2019.

Recurring Community Wide Clean-Up

In order to maintain the benefits of a community clean-up, an event should be held regularly. For example, the town could hold an annual community wide clean-up and more frequent monthly clean-ups focused on residents that are elderly, disabled, or without vehicles. The scrap metal clean-up in Prairie City, Oregon is a promising example for Campti. Our research team discovered a scrap metal hauler that will pay for scrap metal and who can also pick up scrap metal waste or accommodate drop-offs (See Appendix___). Residents can make use of this service independently or the town could organize an annual scrap metal clean-up as a potential revenue stream to fund community clean-up and beautification projects. Also, Natchitoches Parish has a Keep Natchitoches Beautiful Campaign that is an affiliate of the Keep Louisiana Beautiful Campaign. The organizations would be great resources to assist with a community clean-up in Campti.

The research team put together a Community Clean Up Event Guide detailing an event strategy for planning, and event day logistics as well as resources within Natchitoches Parish that could assist with clean-up efforts. (See Appendix C-1 for the Campti Community Clean-Up Guide).

Assess the Frequency of Compactor Site Pick-up

Research and community input indicate that more frequent and consistent compactor bin pick-ups may be needed to better serve the community. The compactor bin at the Campti Station is emptied on an as-needed basis. However, because of the proprietary nature of waste removal services, the frequency of pick up could not be determined by our team. The Town of Campti should contact Waste Connections to determine the frequency and cost of the compactor bin site pick-up and consider increasing the frequency. The compactor station expense estimates in Figure 4-1 outlines the monthly and annual estimated costs of pick-up based on weekly, bi-weekly and monthly pick-ups. Understanding community needs can help determine if there are gaps in funding and help public officials make informed decisions when setting budget priorities.

Compactor Bin, Campti, LA
Source: UNO Team

Commercial Roll-Off Container for Pecan Grove

The addition of a commercial container in Pecan Grove, a 92-unit housing development managed by the Housing Authority of Natchitoches Parish (HANP), would increase access to waste management services for residents of Campti. HANP, as manager of the housing development, should bear the costs of waste management services for residents. With 22% of the occupied housing units in Campti located in this development, a commercial roll-off container could improve the quality of life for many residents in this community and help residents to maintain their surrounding. Figure 4-2 outlines the cost of bins by size and frequency of pick up.

Utility Fee

To help fund clean-up efforts in Campti, the town could vote to assess a small utility fee for residents ($0.50 to $1.00) and commercial customers ($5.00) to help pay for clean-up expenses and potentially serve as matching funds for clean-up grants. With 419 households, a $0.50 monthly fee would amount to $2,514 annually and a $1.00 fee would amount to $5,028. It is a small fee that could supplement resources obtained through the Keep Natchitoches/ Louisiana Beautiful Campaigns and help jump start community clean-up efforts. The funds could be used to finance a monthly program for residents that are elderly, disabled, or without a vehicle and experience difficulty in removing waste from their property.

Servicing Commercial Roll-Off Containers
Source: Waste Connections

Conclusion

Most of Campti's homes and yards could benefit from modest investments in repairs, upgrades, and clean-ups. The recommendations outlined here can guide that process. Scheduling regular community clean-ups to dispose of toxic substances while beautifying the environment and promoting pride and investment; assisting elderly homeowners in applying to the USDA 504 Home Repair program to repair their homes; building relationships with local developers to foster new affordable housing construction; encouraging all renters and homeowners to request a free home energy audit through Cleco's Power Wise program. These recommendations require an engaged community with organized leaders, but this is why Campti is an excellent candidate for a residential rejuvenation.

Compactor Station Expense Estimates

Expense	Price	Monthly Expense			Annual Expense		
		Weekly	Bi-Weekly	Monthly	Weekly	Bi-Weekly	Monthly
Hauling Fee	$500.00	$2,000.00	$1,000.00	$500.00	$26,000.00	$13,000.00	$6,000.00
Disposal Fee/ Ton	$53.15	$2,126.00	$1,063.00	$531.50	$27,638.00	$13,819.00	$6,378.00
Total Expense		**$4,126.00**	**$2,063.00**	**$1,031.50**	**$53,638.00**	**$26,819.00**	**$12,378.00**

Fig. 4-1: Compactor Station Expense Estimates
Source: Pricing from Waste Connections. Calculations based on a 25ft. bin with a 10 ton capacity.

Commercial Roll-Off Bin Estimates

Container Size	Weekly	Annual Expense	Bi-Weekly	Annual Expense	Monthly	Annual Expense
4 yard	$125	**$6,500**	$100	**$2,600**	$75	**$900**
6 yard	$150	**$7,800**	$125	**$3,250**	$100	**$1,200**
8 yard	$175	**$9,100**	$150	**$3,900**	$125	**$1,500**

Fig. 4-2: Commercial Roll-Off Bin Estimates
Source: Waste Connections
*All Commercial Roll-Off bins require a contract of one year or more


ARKANSAS
TEXAS
LOUISIANA
Shreveport
Coushatta
Red
Campti.
Natchitoches.
Montgomery.
Colfax.
Alexandria.
San Augustine
El Camino Real
Sabine Lake
& Pirate
Rendevous.

Brownfields Redevelopment

Goals and Priorities

The purpose of this section is to help further Campti's efforts to secure, remediate, and redevelop the Campti High School site, a disused high school designated by the EPA as a brownfield. A brownfield is defined as any former industrial or commercial site where future use is impeded by real or perceived contamination. We begin with an overview of existing conditions focusing on the Campti High School site and a community-wide inventory of other potential brownfield sites conducted by the team. From there we discuss potential funding sources to support planning, clean-up, and redevelopment, and we provide precedents that convey what is possible when a community takes on brownfield remediation. We conclude with a discussion of next steps. Our analysis relies on a review of the 2008 Phase I and Phase II EPA Environmental Assessments, site plans, and a historic land use plan; meetings and interviews with community leaders and residents; research on EPA Brownfield grants and other grants to support clean-up and redevelopment; brownfield remediation precedents; and interviews with representatives from local and state agencies for additional information about the school and criteria for filing EPA Brownfield grant applications.

Campti High School, Campti, LA
Source: Facebook Campti High

Campti High School Graduating Class of 1935, Campti, LA
Source: Facebook Campti High

Existing Conditions

Campti High School Site

In 1992, following parish-wide school consolidation and reconfiguration, the Natchitoches Parish School Board donated a disused high school site to the Town of Campti. Campti High School has since been designated as a brownfield by the EPA and shown to contain toxic levels of asbestos and lead. Due to the age of the building at the time of donation and a lack of funding within the Town of Campti to repair and maintain it, the site has fallen into disrepair. Currently the site is completely unsecured, crumbling, and contaminated, posing a tangible danger to the community.

Current condition of Campti High School site, Campti, LA
Source: UNO Team

The 5.16 acre site located at 170 Pasture Road is in the heart of Campti's residential zone and is directly adjacent to a Head Start

early learning facility currently operated by the Natchitoches Parish government. The former parking lot and driveway are used for long-term parking by resident trailer owners and the town's only waste collection site sits in back of the former campus. Local children routinely use the unsecured building as a playground.

In January 2008, Campti received an EPA Assessment Grant for $6,500 and a second assessment grant in March 2008 for $40,000 to evaluate the site for materials which may be hazardous to the community and environment. The reports revealed that the site is contaminated with asbestos and lead and would require cleanup. Lead, though toxic to humans of all ages, is particularly damaging to those with still-developing brains. The effects of lead exposure in children are cumulative and, depending on the severity and duration of exposure, permanent. Young children, even with high lead levels, are often asymptomatic and do not show signs of exposure until they are nearing puberty, at which point they often are more aggressive, impulsive, hyperactive, and have difficulty managing their emotional state. The human effects of asbestos are also well-documented. Inhalation of asbestos filaments can lead to respiratory problems, inflammation, and reduced immune system function while long-term, high-level exposure can cause cancer and kidney failure.

Current condition of Campti High School site, Campti, LA
Source: UNO Team

Current condition of Campti High School site, Campti, LA
Source: UNO Team

Swift action is necessary to secure and clean up this site. In addition to being a public health hazard, the site is a visual reminder of civic disinvestment and economic decline in the community. At the same time, however, many residents remember fondly the events held on the now empty school ground. Cleanup of the site will benefit the health and quality-of-life for residents, improve the town's sense of place, and provide a much-needed boost to morale. Redeveloping the space based on community recommendations could catalyze the local economy, provide needed community amenities, and increase area property values.

Campti Brownfield Inventory

During our second visit to Campti, the team created an inventory of other potential brownfield sites based on advice from the Statewide Brownfield Coordinator at the Louisiana Department of Environmental Quality (LA DEQ). In order to maximize EPA grants, the Statewide Brownfield Coordinator suggests including other potential brownfield sites in an EPA grant application. Given Campti's small size, we generated an inventory of potential brownfield sites in addition to the existing EPA-designated Campti High School brownfield site (see Appendix D-1 for full list

of potential brownfield sites).

To conduct this assessment, we compared the "1974 Campti Existing Land Use" and "Future Land Use" maps (see Appendix D-2 and Appendix D-3) to locate other potential brownfield sites in commercial, industrial, and recreational areas throughout the town. We also created a brownfield inventory scorecard--"Campti Brownfield Inventory of Commercial Properties"--to ensure valid and reliable data collection. We derived scorecard components from the criteria found in EPA Brownfield grant applications and from interviews with representatives from the LA DEQ.

Using our scorecard, we then synthesized a visual inventory of sites that appeared to be potential brownfields. We noted 13 potential sites, with seven of those sites having strong potential for inclusion in funding applications. We chose these seven sites because they had identifiable threats, along with the source of those threats, and visible cleanup or clearance activity needed.

Campti Brownfield Inventory of Commercial or Multi-family Properties							
Location	Visible Hazards	Visible Pollutants	Visible Contaminant	Source of Contamination or Hazard (if identifiable)	Current Property Use	Visible Cleanup or Clearance Activity	Property Owner (if available)

Fig. 5-1: Campti Brownfield Inventory of Commercial Properties. Brownfield Scorecard for Campti
Source: UNO Team

Strong potential for brownfield site: "Tire Shop", Campti, LA
Source: UNO Team

Strong potential for brownfield site: "Game Room", Campti, LA
Source: UNO Team

The other six sites showed signs of some visible threat, but we were unable to identify the source of contamination, current property use, and/or visible pollutants or contaminants. The additional sites could help to build a stronger case for those EPA Brownfield grants which are applicable to multiple sites.

Fig. 5-2. Map of Additional Brownfield Sites in Campti
Source: UNO Team

As noted earlier, Campti has received two EPA grants to assess the former Campti High School site. In addition to future assessment grants, Campti is eligible for three other types of EPA grants (Fig. 5-4).

EPA Brownfield Cleanup Grants

An EPA Brownfields Cleanup Grant would provide funding for Campti to conduct cleanup activities at brownfield sites. The town may request up to $500,000 to address one or multiple sites. Only one Cleanup Grant proposal may be submitted for each competition cycle. Cycles are annual with deadlines typically ending on January 31st each year. Cleanup Grants require a 20% cost share which may be in the form of money, labor, materials, or services. This requirement, however, may be waived based on hardship. It is also possible for other sources of funding from private grants to be put towards the matching requirements of federal grants.

EPA Multipurpose (MP) Grant

EPA Multipurpose (MP) Grants provide funding for assessment and cleanup activities within a proposed target area such as a neighborhood, a corridor, or a shared planning area or census tract. The performance period for these grants is five years. Campti may apply for up to $800,000. MP grants require a $40,000 cost share. Similar to the Brownfield Cleanup Grant, the cost share may be money, labor, materials, or services. Services could be provided by volunteers or potentially in partnership with charitable and nonprofit organizations. With a MP grant Campti would be responsible for creating cleanup and reuse plans, prioritizing sites, and developing plans for revitalization in partnership with parish and state governmental organizations.
Heading 3: EPA Assessment Grants

EPA Assessment grants provide funding to inventory, characterize, and assess potential brownfields sites, develop site-specific cleanup plans, and engage the community in cleanup planning. Campti received funding in 2008 in the amount of $46,500 for Phase I and II assessments for the Campti High School site. The performance period for these grants is three years, thus Campti will have to resubmit an application for an additional EPA Assessment Grant. Site-specific assessment grants are generally allocated when only one site has been identified. Community-Wide Assessment Grants may be allocated when there is more than one brownfield site. Campti may request up to $200,000 to reassess the Campti High School site or assess an additional site believed to be contaminated by hazardous substances, pollutants, contaminant, and/or petroleum through this grant. Campti may also request up to $300,000 for a Community-Wide Assessment Grant to assess multiple contaminated sites. Sites previously identified as a brownfield, such as the Campti High School site, could be included in a Community-Wide Assessment Grant.

EPA Environmental Justice Grants

The Environmental Justice Small Grants Program supports communities like Campti as they work on developing solutions to local environmental and public health issues. The program is designed to help communities understand and address exposure to multiple environmental harms and risks such

as clean air, water quality, land revitalization, or overall environmental health. Environmental Justice Small Grants fund projects up to $30,000, depending on the availability of funds in a given year.

The EPA's Environmental Justice Collaborative Problem-Solving Cooperative Agreement (CPS) Program provides funding of up to $30,000 for projects that address local environmental and public health issues within a community. The CPS Program could assist Campti in building partnerships with other entities to address the environmental and public health concerns in their community.

Precedents

The following precedents are examples of how other communities have used EPA Brownfield grants. The team chose these precedents because they provide examples of former brownfield sites that were either demolished, redeveloped, or revitalized with EPA Brownfield funding into community spaces, parks, and recreation centers. These precedents included collaborative funding efforts at the federal, state, and local levels to accomplish site assessment, cleanup, and sustainable brownfield reuse.

The Cove Elementary School (Weirton, WV)

Similar to Campti Junior High School, The Cove Elementary School in Weirton, West Virginia sat vacant for 20 years before the property was redeveloped. In 2005, EPA awarded the Brooke-Hancock-Jefferson Metropolitan Planning and Development Council a Brownfield Assessment Grant to help determine what contamination, if any, might be present. A Phase I Environmental Site Assessment revealed asbestos. To help address this, EPA awarded the City of Weirton a Brownfield Cleanup Grant in 2009. After remediation was completed, the Cove School was demolished, and new construction began. EPA funding helped catalyze the remediation and redevelopment of the abandoned school, leading to the creation of The Weirton Event Center which has become a gathering place for residents and is used for numerous community events.

Shelby's Historic High School Building (Shelby, MT)

The City of Shelby, MT applied assessment, cleanup, and redevelopment funding from multiple federal, state, and local sources to reuse a cherished historic school building. The City of Shelby used several funding sources to finance environmental assessment and cleanup on the historic school site. Some of these funding sources include: the city's Housing and Community Development Fund, an EPA funded Targeted Brownfields Assessment, an EPA Brownfields Cleanup Grant, and an Energy Efficiency Community Block Grant from the Montana Department of Environmental Quality. The EPA Brownfields Cleanup grant, matching funds from the City of Shelby, and nearly $60,000 of in-kind services that included waived landfill disposal fees for hazardous materials funded the cleanup of asbestos and lead based paint. Redevelopment of Shelby's historic high school building will include a new "Head Start" facility that offers adult and alternative education, a new production area for the local Toole County Community Theatre, a new after-school program, and recreational public green space that will become part of the city's park system.

McGill Ballpark (White Pine County, NV)

The McGill Ballpark is located in rural White Pine County, NV. This is the oldest ballpark in Nevada and needed to be revitalized because of hazardous materials used during its original construction. Previous upgrades to modernize the ball park included installing lights and a roof over the grandstands, but these early renovations used building materials now proven dangerous to human health and the environment. White Pine County officials received an EPA Assessment Grant for $18,000 to conduct an environmental assessment that found lead-based paint, asbestos, and polychlorinated biphenyls at the site. The city also used $26,000 from Nevada's brownfield program to sample, analyze, remove and dispose of eight pole-mounted light transformers. Officials used other state funding to assist with renovations. Updating the ballpark represents an investment in revitalizing a recreational resource with longstanding value to the rural community of McGill.

Additional Funding Sources

Campti's long-term redevelopment goals should be identified through community-wide engagement and interagency coordination at both the local and regional levels. The team has identified three potential funding sources that can be used in addition to EPA funding for planning, research, and organizational efforts towards the goal of redevelopment of the Campti High School site and facilitating economic growth in Campti (Fig. 5-8).

USDA Rural Community Development Initiative Grants

The United States Department of Agriculture (USDA) offers a variety of grants to public bodies which represent towns or cities with less than 50,000 inhabitants. A Community Development Initiative Grant could be used to fund strategic plan development and accessing alternative funding sources.

USDA Economic Impact Initiative Grants

Public bodies in rural and economically distressed areas are eligible to apply through the USDA for Economic Impact Initiative Grants which can be used to fund any "essential community facility." An essential facility is described as, but not limited to:

- Healthcare related facilities such as medical and dental clinics
- Town halls and street improvements
- Child care centers, community centers, or public event spaces
- Fire and police stations including equipment
- Museums and libraries
- Community gardens

EDA Economic Development Assistance Program

The United States Economic Development Administration (EDA) offers funding to economically distressed areas that are able to leverage regional resources to support local economic development strategies. More specifically, the funding opportunity notice states that the "EDA solicits applications from

rural and urban communities to develop initiatives that advance new ideas and creative approaches to address rapidly evolving economic conditions".

Recommendations and Implementation

The team recommends that Campti secure and clean the high school site, along with the potential brownfield sites the team identified. In moving forward to apply for EPA funding, Campti officials should work with the Statewide Brownfield Coordinator at the LA DEQ and officials from the Natchitoches Parish Planning and Zoning Commission and the Delta Regional Authority. The LA DEQ Statewide Brownfield Coordinator suggests EPA Brownfield Grant applications include explicit, technical information about the sites and a narrative about how funding to remediate them will greatly improve the quality of life for minorities and individuals in poverty. Because EPA Assessment Grants have three-year performance periods, Campti may have to reapply for this grant, specifically the Community-wide Assessment Grant to include the other potential brownfield sites the team identified. Campti can also apply for the following grants to secure and clean the sites:

- EPA MP Grant
- EPA Cleanup Grant
- EPA Environmental Justice Grant.

The LA DEQ Statewide Brownfield Coordinator also suggests Campti seek supplemental funding from other governmental agencies, foundations, and private sources. Leveraging public and private funding can help finance assessment, remediation, and redevelopment projects. In addition to the EPA grants, the team recommends Campti seek supplemental funding through the following grant programs:

- USDA Rural Community Development Initiative Grants
- USDA Economic Impact Initiative Grants
- EDA Economic Development Assistance Program

Successful brownfield assessment, cleanup, and redevelopment requires partnerships, community engagement, and financial resources. Through partnerships, EPA grant recipients can collaborate with other agencies and stakeholder groups to expedite work towards common goals. Engaging the community generates local interest and support for the project, and ultimately helps ensure that the redeveloped site meets community needs and expectations.

Conclusion

These recommendations serve as a roadmap toward a happy and healthy Campti. The lead and asbestos riddled high school, situated directly in Campti's residential zone, exposes the community to risk. The town's demographics and close proximity to an immediate environmental threat that has continued unabated for decades leads one to conclude that this is a case of environmental injustice. By securing and cleaning the sites listed in this portion of this document, the community will see reduced threats to their health, in addition to the removal of longstanding public eyesores. Many of the quality-of-life

EPA Grants

Grant	Requirements	Amount ($)	Matching Funding	Details
EPA Brownfield Cleanup Grants	Applicant must own site Phase I Environmental Assessment	Up to 500K	20%	Up to three-years to carry out cleanup at EPA designated brownfield sites.
EPA Multipurpose (MP) Grants	Applicant must own site	Up to 800K	$40,000	Five-year projects for assessment and cleanup activites within target areas.
EPA Assessment Grants	Applicant must be a unit of local government	Up to 300K	No	Three-year, community-wide or site specific projects to inventory, assess,
EPA Environmental Justice	Applicant must be a community-based organization	Up to 30K	No	exposure to multiple environmental harms and risks.

Fig. 5-4: EPA Brownfield Grant Funding
EPA grants that provide funding to assess, clean, and secure brownfield sites
Source: UNO Team and EPA Brownfield Grant Funding

benefits of securing and then cleaning up the brownfield sites in Campti will have a positive economic impact by creating jobs in construction, increasing property values, and potentially inducing an increase in population depending on how the site is reused or redeveloped. The direct reduction in risk to public health and safety makes the result of such an investment immediate and profound.

Conclusion

There are many assets at Campti's disposal for fueling equitable growth and prosperity, but none more impactful than the residents who labor every day to make their town a better place. The recommendations and implementation strategies found here are our attempt to make their goals—of enhancing the town's historic corridor to better support cultural activities, of calming vehicular traffic and increasing the viability of pedestrian and bike routes, of improving housing quality and expanding residential waste management options, and of minimizing the safety risks associated with the town's abandoned high school—a reality. This document was created to guide Campti's leadership on potential steps they can take to enhance the quality of life in their town. It is meant to stimulate conversation about potential next steps, but the success of the plans that come from those conversations depend on proactive partnerships and authentic community participation. If these are consistent priorities, we are hopeful residents of Campti will achieve new levels of equity and prosperity.

CONSIDERATIONS FOR SUCCESSFUL BROWNFIELDS REMEDIATION

1. Community Participation: It is necessary to work with the community from the very beginning to ensure that both remediation of a site as well as reuse solutions have broad community support.

2. Environmental Assessment: For cleanup to be warranted, a problem must be identified. Assessments range from Baseline Environmental Assessment (BEA) to Remedial Investigation Feasibility Study (RIFS). The former Campti High School may need to be reassessed and any additional sites would need to be assessed.

3. Pollutant Behavior: Once pollutants have been determined at the site, knowledge of the site's location as well as the behavior of the specific contaminants will influence the determination of risk associated with the contaminants in conjunction with their location and proximity to the community.

4. Health Effects: Contaminated sites have negative effects on human beings to varying degrees. In some instances, stakeholders may have identified threats and dangers to human health from the contaminated site.

5. Financing: A number of federal and state resources exist to help remediate and redevelop brownfields, including the federal grants identified in this report. Federal and state funds can be used to leverage private investment, particularly in strong markets.

6. Remediation: There are two broad categories of remediation: on-site and off-site. An example of on-site remediation is the capping and containing of contaminated site materials at the location. Off-site remediation involves moving contaminated materials to another location where they may be stored, treated, or disposed.

Appendix

Community Profile + History

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A-8 Housing Tffordability
A-9 Selected Housing Characteristics
A-10 Housing Value and Household Income
A-11 Commute Characteristics
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Brownfield Redevelopment

D-1 Campti Brownfield Inventory
D-2 Campti Existing Land Use Map from Town of Campti Comprehensive Plan (1974)
D-3 Campti Future Land Use Map from Town of Campti Comprehensive Plan (1974)

Appendix A-1 | Population by Age and Sex

Population by Age, 2017

	Campti, LA						Natchitoches Parish, LA					
	Total	%	Male	%	Female	%	Total	%	Male	%	Female	%
Total population	985	100.0%	419	100.0%	566	100.0%	39,051	100.0%	18,610	100.0%	20,441	100.0%
5 to 14 years	143	14.5%	46	11.0%	97	17.1%	5,264	13.5%	2,806	15.1%	2,458	12.0%
15 to 17 years	46	4.7%	30	7.2%	16	2.8%	1,534	3.9%	775	4.2%	759	3.7%
Under 18 years	320	32.5%	176	42.0%	144	25.4%	9,320	23.9%	4,845	26.0%	4,475	21.9%
18 to 24 years	63	6.4%	28	6.7%	35	6.2%	6,573	16.8%	3,053	16.4%	3,520	17.2%
15 to 44 years	366	37.2%	157	37.5%	209	36.9%	16,386	42.0%	7,830	42.1%	8,556	41.9%
16 years and over	690	70.1%	256	61.1%	434	76.7%	30,633	78.4%	14,222	76.4%	16,411	80.3%
18 years and over	665	67.5%	243	58.0%	422	74.6%	29,731	76.1%	13,765	74.0%	15,966	78.1%
21 years and over	641	65.1%	236	56.3%	405	71.6%	26,503	67.9%	12,382	66.5%	14,121	69.1%
60 years and over	152	15.4%	42	10.0%	110	19.4%	8,279	21.2%	3,647	19.6%	4,632	22.7%
62 years and over	124	12.6%	36	8.6%	88	15.5%	7,296	18.7%	3,168	17.0%	4,128	20.2%
65 years and over	108	11.0%	25	6.0%	83	14.7%	6,006	15.4%	2,569	13.8%	3,437	16.8%
75 years and over	37	3.8%	3	0.7%	34	6.0%	2,460	6.3%	995	5.3%	1,465	7.2%
Median age (years)	29		25		36		34		31		35	

Population by Age, 2017

	Louisiana						United States					
	Total	%	Male	%	Female	%	Total	%	Male	%	Female	%
Total population	4,663,461	100.0%	2,281,239	100.0%	2,382,222	100.0%	321,004,407	100.0%	158,018,753	100.0%	162,985,654	100.0%
5 to 14 years	618,228	13.3%	315,094	13.8%	303,134	12.7%	41,158,233	12.8%	21,016,509	13.3%	20,141,724	12.4%
15 to 17 years	184,074	3.9%	94,000	4.1%	90,074	3.8%	12,589,531	3.9%	6,442,108	4.1%	6,147,423	3.8%
Under 18 years	1,112,733	23.9%	567,087	24.9%	545,646	22.9%	73,601,279	22.9%	37,610,439	23.8%	35,990,840	22.1%
18 to 24 years	458,659	9.8%	234,232	10.3%	224,427	9.4%	31,131,484	9.7%	15,968,535	10.1%	15,162,949	9.3%
15 to 44 years	1,885,886	40.4%	946,228	41.5%	939,658	39.4%	128,421,607	40.0%	64,910,370	41.1%	63,511,237	39.0%
16 years and over	3,674,007	78.8%	1,777,454	77.9%	1,896,553	79.6%	255,797,692	79.7%	124,705,496	78.9%	131,092,196	80.4%
18 years and over	3,550,728	76.1%	1,714,152	75.1%	1,836,576	77.1%	247,403,128	77.1%	120,408,314	76.2%	126,994,814	77.9%
21 years and over	3,359,353	72.0%	1,615,259	70.8%	1,744,094	73.2%	234,116,784	72.9%	113,592,631	71.9%	120,524,153	73.9%
60 years and over	936,828	20.1%	420,033	18.4%	516,795	21.7%	66,956,449	20.9%	30,266,902	19.2%	36,689,547	22.5%
62 years and over	816,536	17.5%	362,312	15.9%	454,224	19.1%	58,839,324	18.3%	26,357,057	16.7%	32,482,267	19.9%
65 years and over	655,848	14.1%	285,901	12.5%	369,947	15.5%	47,732,389	14.9%	21,055,308	13.3%	26,677,081	16.4%
75 years and over	267,680	5.7%	105,668	4.6%	162,012	6.8%	20,229,000	6.3%	8,197,600	5.2%	12,031,400	7.4%
Median age (years)	36		35		38		38		37		39	

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates, Table S0101

Race and Ethnicity, 2017

	Campti, LA		Natchitoches Parish, LA		Louisiana		United States	
	Estimate	%	Estimate	%	Estimate	%	Estimate	%
Total population	985	100.00%	39,051	100.00%	4,663,461	100.00%	321,004,407	100.00%
One race	983	99.80%	38,403	98.30%	4,575,938	98.10%	310,923,363	96.90%
White	210	21.30%	21,094	54.00%	2,909,599	62.40%	234,370,202	73.00%
Black or African American	711	72.20%	15,975	40.90%	1,500,648	32.20%	40,610,815	12.70%
American Indian and Alaska Native	18	1.80%	451	1.20%	27,094	0.60%	2,632,102	0.80%
Asian	31	3.10%	266	0.70%	80,980	1.70%	17,186,320	5.40%
Native Hawaiian and Other Pacific Islander	-	0.00%	-	0.00%	1,401	0.00%	570,116	0.20%
Some other race	13	1.30%	617	1.60%	56,216	1.20%	15,553,808	4.80%
Two or more races	2	0.20%	648	1.70%	87,523	1.90%	10,081,044	3.10%
Hispanic or Latino (of any race)	-	0.00%	844	2.20%	231,708	5.00%	56,510,571	17.60%
Not Hispanic or Latino	985	100.00%	38,207	97.80%	4,431,753	95.00%	264,493,836	82.40%

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates, Table DP05

Educational Attainment, 2017

	Campti, LA		Natchitoches Parish, LA		Louisiana		United States	
	Total	%	Total	%	Total	%	Total	%
Population 25 years and over	602	100.00%	23,158	100.00%	3,092,069	100.00%	216,271,644	100.00%
Less than 9th grade	43	7.10%	1,130	4.90%	166,320	5.40%	11,759,554	5.40%
9th to 12th grade, no diploma	65	10.80%	2,334	10.10%	319,765	10.30%	15,677,560	7.20%
High school graduate (includes equivalency)	282	46.80%	7,656	33.10%	1,046,025	33.80%	59,093,612	27.30%
Some college, no degree	85	14.10%	4,420	19.10%	657,791	21.30%	44,935,834	20.80%
Associate's degree	72	12.00%	3,124	13.50%	178,716	5.80%	17,917,481	8.30%
Bachelor's degree	41	6.80%	2,867	12.40%	473,914	15.30%	41,377,068	19.10%
Graduate or professional degree	14	2.30%	1,627	7.00%	249,538	8.10%	25,510,535	11.80%
Percent high school graduate or higher		82.10%		85.00%		84.30%		87.30%
Percent bachelor's degree or higher		9.10%		19.40%		23.40%		30.90%
Population 65 years and over	108	100.00%	6,006	100.00%	655,848	100.00%	47,732,389	100.00%
High school graduate or higher	74	68.50%	4,803	80.00%	515,339	78.60%	39,525,816	82.80%
Bachelor's degree or higher	3	2.80%	1,361	22.70%	133,807	20.40%	12,366,955	25.90%

Educational Attainment, 2017

	Campti, LA		Natchitoches Parish, LA		Louisiana		United States	
	Total	%	Total	%	Total	%	Total	%
RACE AND HISPANIC OR LATINO ORIGIN BY EDUCATIONAL ATTAINMENT								
White alone	176	100.00%	13,575	100.00%	2,038,717	100.00%	163,610,110	100.00%
High school graduate or higher	137	77.80%	11,908	87.70%	1,785,410	87.60%	146,042,915	89.30%
Bachelor's degree or higher	8	4.50%	3,265	24.10%	551,877	27.10%	52,756,175	32.20%
Black alone	378	100.00%	8,567	100.00%	911,966	100.00%	25,548,487	100.00%
High school graduate or higher	316	83.60%	6,884	80.40%	714,267	78.30%	21,685,540	84.90%
Bachelor's degree or higher	31	8.20%	1,034	12.10%	134,740	14.80%	5,250,673	20.60%
MEDIAN EARNINGS IN THE PAST 12 MONTHS (IN 2017 INFLATION-ADJUSTED DOLLARS)								
Population 25 years and over with earnings	20,511		26,484		35,448		37,913	
Less than high school graduate	6,477		15,310		21,229		21,738	
High school graduate (includes equivalency)	21,307		23,040		28,954		29,815	
Some college or associate's degree	16,750		25,271		32,627		35,394	
Bachelor's degree	24,342		40,859		47,974		52,019	
Graduate or professional degree	-		51,515		59,981		69,903	

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates, Table DP05

Appendix A-4 | Employment Status

Employment Status, 2017

	Campti, LA				Natchitoches Parish, LA			
	Total	Labor Force Participation Rate	Employment/ Population Ratio	Unemployment rate	Total	Labor Force Participation Rate	Employment/ Population Ratio	Unemployment rate
Population 16 years and over	690	48.8%	37.0%	24.3%	30,633	49.0%	42.2%	13.6%
16 to 19 years	34	0.0%	0.0%	-	2,761	32.9%	20.8%	36.8%
20 to 24 years	54	75.9%	22.2%	70.7%	4,714	47.3%	35.3%	25.5%
25 to 29 years	112	64.3%	40.2%	37.5%	2,305	64.1%	53.7%	16.2%
30 to 34 years	50	74.0%	74.0%	0.0%	2,103	68.0%	58.7%	13.2%
35 to 44 years	95	70.5%	56.8%	19.4%	3,871	75.8%	66.4%	12.2%
45 to 54 years	124	52.4%	44.4%	15.4%	4,377	69.8%	62.6%	10.2%
55 to 59 years	69	33.3%	29.0%	13.0%	2,223	53.8%	53.0%	1.4%
60 to 64 years	44	29.5%	29.5%	0.0%	2,273	37.8%	37.7%	0.5%
65 to 74 years	71	26.8%	26.8%	0.0%	3,546	19.0%	18.4%	3.4%
75 years and over	37	0.0%	0.0%	-	2,460	9.5%	9.5%	0.0%
RACE AND HISPANIC OR LATINO ORIGIN								
White alone	206	27.2%	17.0%	37.5%	17,341	48.5%	44.4%	8.6%
Black or African American alone	430	61.6%	47.4%	23.0%	11,943	48.7%	37.9%	22.0%
POVERTY STATUS IN THE PAST 12 MONTHS								
Below poverty level	237	26.2%	18.6%	29.0%	6,616	32.4%	22.5%	30.5%
At or above the poverty level	311	82.3%	61.7%	25.0%	14,686	75.1%	68.0%	9.3%
DISABILITY STATUS								
With any disability	107	12.1%	2.8%	76.9%	3,116	33.9%	26.4%	22.0%
EDUCATIONAL ATTAINMENT								
Population 25 to 64 years	494	56.1%	45.3%	19.1%	17,152	63.8%	57.3%	10.2%
Less than high school graduate	74	20.3%	17.6%	13.3%	2,261	37.5%	30.0%	19.9%
High school graduate (includes equivalency)	229	42.4%	29.3%	30.9%	5,723	58.6%	49.3%	15.8%
Some college or associate's degree	139	90.6%	75.5%	16.7%	6,035	69.4%	63.1%	8.8%
Bachelor's degree or higher	52	75.0%	75.0%	0.0%	3,133	81.8%	80.2%	2.0%

Employment Status, 2017

	Louisiana				United States			
	Total	Labor Force Participation Rate	Employment/ Population Ratio	Unemployment rate	Total	Labor Force Participation Rate	Employment/ Population Ratio	Unemployment rate
Population 16 years and over	3,674,007	60.0%	55.3%	7.2%	255,797,692	63.4%	58.9%	6.6%
16 to 19 years	242,655	32.3%	24.3%	23.8%	17,024,083	37.7%	29.6%	20.7%
20 to 24 years	339,283	70.7%	59.8%	13.7%	22,501,965	74.4%	64.5%	11.6%
25 to 29 years	343,202	78.6%	70.6%	9.1%	22,406,918	82.3%	75.2%	7.5%
30 to 34 years	328,093	79.0%	72.4%	7.4%	21,637,255	82.3%	76.6%	6.2%
35 to 44 years	571,858	79.4%	74.4%	5.6%	40,656,419	82.4%	77.7%	5.2%
45 to 54 years	599,607	74.3%	70.7%	4.7%	43,091,143	80.3%	76.3%	4.8%
55 to 59 years	312,481	64.7%	61.9%	4.4%	21,523,460	72.2%	68.8%	4.6%
60 to 64 years	280,980	49.9%	48.1%	3.7%	19,224,060	56.0%	53.7%	4.2%
65 to 74 years	388,168	24.8%	24.2%	2.8%	27,503,389	25.6%	24.6%	3.9%
75 years and over	267,680	6.9%	6.7%	2.8%	20,229,000	6.4%	6.2%	3.8%
RACE AND HISPANIC OR LATINO ORIGIN								
White alone	2,361,511	60.9%	57.2%	5.3%	190,592,913	63.1%	59.2%	5.5%
Black or African American alone	1,135,051	57.6%	50.9%	11.3%	31,453,692	62.4%	54.6%	11.9%
POVERTY STATUS IN THE PAST 12 MONTHS								
Below poverty level	475,084	47.9%	36.3%	23.9%	25,123,194	50.3%	38.2%	24.0%
At or above the poverty level	2,222,391	79.8%	75.7%	4.6%	162,172,872	82.6%	78.6%	4.4%
DISABILITY STATUS								
With any disability	359,074	38.5%	32.6%	15.0%	19,749,537	41.5%	35.7%	13.7%
EDUCATIONAL ATTAINMENT								
Population 25 to 64 years	2,436,221	72.7%	68.0%	5.9%	168,539,255	77.5%	73.0%	5.4%
Less than high school graduate	345,576	50.7%	44.2%	12.7%	19,230,541	60.5%	54.4%	10.0%
High school graduate (includes equivalency)	804,886	68.7%	63.9%	6.8%	43,784,920	72.4%	67.1%	7.1%
Some college or associate's degree	696,114	77.1%	72.2%	5.5%	51,003,146	79.1%	74.2%	5.5%
Bachelor's degree or higher	589,645	85.7%	82.7%	2.9%	54,520,648	86.2%	83.2%	3.1%

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates, Table S2301

Appendix A-5 | Industry Breakdown by Employment

Industry Breakdown by Employment Type, 2017

	Campti, LA						Natchitoches Parish, LA					
	Total	Private Sector	Nonprofit	Government	Self Employed (Incorporated)	Self Employed (non-incorporated)	Total	Private Sector	Nonprofit	Government	Self Employed (Incorporated)	Self Employed (non-incorporated)
Civilian employed population 16 years and over	255	82.7%	4.3%	8.6%	3.1%	1.2%	12,941	67.8%	5.5%	19.6%	3.4%	3.7%
Agriculture, forestry, fishing and hunting, and mining	11	27.3%	72.7%	0.0%	0.0%	0.0%	663	71.5%	3.0%	6.3%	7.7%	11.5%
Construction	3	0.0%	0.0%	100.0%	0.0%	0.0%	720	65.1%	2.1%	11.9%	10.3%	10.6%
Manufacturing	71	100.0%	0.0%	0.0%	0.0%	0.0%	2,428	97.7%	1.1%	0.7%	0.5%	0.1%
Wholesale trade	8	0.0%	0.0%	0.0%	100.0%	0.0%	249	90.4%	0.0%	0.0%	6.4%	3.2%
Retail trade	61	100.0%	0.0%	0.0%	0.0%	0.0%	1,681	88.2%	5.5%	0.0%	3.9%	2.5%
Transportation and warehousing, and utilities	-	-	-	-	-	-	534	68.4%	1.7%	21.2%	3.2%	5.6%
Information	8	100.0%	0.0%	0.0%	0.0%	0.0%	92	76.1%	13.0%	10.9%	0.0%	0.0%
Finance and insurance, and real estate and rental and leasing	-	-	-	-	-	-	345	80.6%	0.6%	5.8%	6.7%	6.4%
Professional, scientific, and management, and administrative and waste management services	-	-	-	-	-	-	596	85.2%	2.3%	0.3%	4.2%	7.9%
Educational services, and health care and social assistance	58	77.6%	5.2%	12.1%	0.0%	5.2%	3,339	44.5%	9.1%	43.7%	1.4%	1.3%
Arts, entertainment, and recreation, and accommodation and food services	23	100.0%	0.0%	0.0%	0.0%	0.0%	970	87.1%	3.4%	3.9%	3.4%	2.2%
Other services, except public administration	-	-	-	-	-	-	576	35.2%	31.8%	0.0%	12.8%	20.1%
Public administration	12	0.0%	0.0%	100.0%	0.0%	0.0%	748	0.00%	0.00%	100.00%	0.00%	0.00%

Industry Breakdown by Employment Type, 2017

	Louisiana						United States					
	Total	Private Sector	Nonprofit	Government	Self Employed (Incorporated)	Self Employed (non-incorporated)	Total	Private Sector	Nonprofit	Government	Self Employed (Incorporated)	Self Employed (non-incorporated)
	2,031,238	69.4%	6.4%	14.9%	3.6%	5.8%	150,599,165	68.4%	8.1%	13.8%	3.5%	6.1%
Civilian employed population 16 years and over	86,655	86.4%	1.4%	0.9%	3.8%	7.5%	2,817,922	72.7%	1.4%	2.1%	6.3%	17.6%
Agriculture, forestry, fishing and hunting, and mining	163,286	74.8%	1.3%	4.3%	6.4%	13.1%	9,564,541	70.9%	1.1%	4.4%	8.1%	15.4%
Construction	160,340	94.7%	1.1%	0.7%	1.8%	1.6%	15,477,389	94.7%	1.2%	0.8%	1.7%	1.7%
Manufacturing	52,434	92.0%	0.9%	0.5%	3.7%	2.8%	4,042,867	90.2%	1.2%	0.4%	4.7%	3.6%
Wholesale trade	236,417	91.7%	1.4%	0.7%	3.2%	3.0%	17,167,000	91.1%	1.7%	0.6%	2.9%	3.7%
Retail trade	108,683	74.4%	1.8%	14.6%	4.0%	5.3%	7,681,579	72.1%	2.2%	17.2%	3.1%	5.4%
Transportation and warehousing, and utilities	32,726	79.3%	2.2%	11.7%	2.7%	4.1%	3,173,300	82.4%	4.0%	6.4%	2.9%	4.4%
Information	104,435	80.4%	3.8%	3.2%	5.6%	7.0%	9,908,320	81.8%	4.5%	2.2%	5.1%	6.5%
Finance and insurance, and real estate and rental and leasing	180,539	72.5%	2.4%	3.4%	9.3%	12.4%	17,001,157	76.0%	2.7%	2.9%	7.2%	11.2%
Professional, scientific, and management, and administrative and waste management services	477,982	49.8%	15.8%	30.7%	1.5%	2.1%	34,781,348	43.9%	21.8%	29.7%	1.6%	2.9%
Educational services, and health care and social assistance	213,856	88.8%	2.5%	2.5%	2.3%	3.8%	14,586,646	86.3%	3.7%	3.4%	2.6%	4.0%
Arts, entertainment, and recreation, and accommodation and food services	104,086	43.9%	27.4%	0.5%	6.2%	21.9%	7,371,226	44.1%	29.0%	0.7%	5.6%	20.6%
Other services, except public administration	109,799	0.0%	0.0%	100.0%	0.0%	0.0%	7,025,870	0.0%	0.0%	100.0%	0.0%	0.0%
Public administration												

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates, Table S2407

Appendix A-6 | Occupations

Occupations of Employed Population, 2017

	Campti, LA	Natchitoches Parish, LA	Louisiana	United States
Civilian employed population 16 years and	255	12,941	2,031,238	150,599,165
Management, business, science, and arts occupations	52	3,591	672,365	56,391,480
Management, business, and financial	12	952	250,508	22,745,247
Computer, engineering, and science	0	322	76,886	8,427,417
Education, legal, community service, arts, and media occupations	27	1,690	209,503	16,356,217
Healthcare practitioner and technical	13	627	135,468	8,862,599
Service occupations	34	2,236	389,700	27,064,027
Healthcare support occupations	17	237	50,137	3,599,168
Protective service occupations	0	337	54,872	3,246,525
Food preparation and serving related	12	644	130,821	8,730,596
Building and grounds cleaning and maintenance occupations	2	503	78,048	5,878,982
Personal care and service occupations	3	515	75,822	5,608,756
Sales and office occupations	83	3,031	481,307	35,440,563
Sales and related occupations	41	1,320	218,774	15,882,766
Office and administrative support	42	1,711	262,533	19,557,797
Natural resources, construction, and maintenance occupations	14	1,359	238,021	13,371,659
Farming, fishing, and forestry occupations	0	155	12,428	1,064,488
Construction and extraction occupations	8	815	147,148	7,585,520
Installation, maintenance, and repair	6	389	78,445	4,721,651
Production, transportation, and material moving occupations:	72	2,724	249,845	18,331,436
Production occupations	60	1,650	116,753	8,842,730
Transportation occupations	7	494	88,675	5,537,091
Material moving occupations	5	580	44,417	3,951,615

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates, Table S2401

Housing Tenure in Campti, Natchitoches Parish, Louisiana, and the United States, 2017

	Campti, LA		Natchitoches Parish, LA		Louisiana		United States	
	#	%	#	%	#	%	#	%
Occupied housing units	419	100	14,549	100	1,737,645	100	118,825,921	100
Owner-occupied	119	28	7,275	50	1,138,157	65.5	75,833,135	64
Renter-occupied	300	72	7,274	50	599,488	34.5	42,992,786	36

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates, Table DP04 Selected Housing Units

Housing Costs as a Percent of Total Income in Campti, Natchitoches Parish, Louisiana, and the United States, 2017

	Campti, LA		Natchitoches Parish, LA		Louisiana		United States	
	#	%	#	%	#	%	#	%
Renter Occupied Units	236	100	5,815	100	517,342	100	39,799,272	100
<30%	70	30	1,979	34	239,720	46	19,660,951.00	49
>30%	166	70	3,836	66	277,622	54	20,138,321.00	51
Owner Occupied	30	100	2,879	100	599,642	100	47,932,589	100
<30%	10	33	2,056	71	440,674	73	33,802,009	71
>30%	20	67	823	29	158,968	27	14,130,580	29
Owner Occupied Units without a Mortgage	77	100	4,267	100	524,391	100	27,647,821	100
<30%	57	74	3,831	90	469,564	90	23,451,295	85
>30%	20	26	436	10	54,827	10	3,808,509	14

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates, Table DP04 Selected Housing Units

Appendix A-9 | Selected Housing Characteristics

Selected Housing Characteristics for Campti, Natchitoches Parish, Louisiana, and the US, 2017

	Campti, LA		Natchitoches Parish, LA		Louisiana		United States	
	#	%	#	%	#	%	#	%
Total Housing Units	531	100	18,944	100.0	2,031,064	100.0	135,393,564	100.0
Mobile homes	209	39.4	4,040	21.0	264,038	13.0	8,509,712	6.0
Vacant Housing Units	112	21.1	4,395	23.2	284,349	14.0	16,567,643	12.2
Homeowner vacancy rate	0	(X)	3.7	(X)	1.7	(X)	1.7	(X)
Rental vacancy rate	5.7	(X)	10.8	(X)	8.3	(X)	6.1	(X)
Selected Housing Characteristics								
Occupied housing units	419	100.0	14,549	100.0	1,737,645	100.0	118,825,921	100.0
Lacking complete plumbing facilities	10	2.4	141	1.0	6,951	0.4	470,774	0.4
Lacking complete kitchen facilities	3	0.7	152	1.0	12,164	0.7	980,238	0.8
No telephone service available	38	9.1	954	6.6	46,916	2.7	2,775,560	2.3
Vehicles Available								
Occupied housing units	419	100.0	14,549	100.0	1,737,645	100.0	118,825,921	100.0
No vehicles available	59	14.1	1,629	11.2	147,529	8.5	10,468,418	8.8
1 vehicle available	220	52.5	5,253	36.1	642,304	37.0	39,472,759	33.2
2 vehicles available	121	28.9	5,002	34.4	654,726	37.7	44,402,282	37.4
3 or more vehicles available	19	4.5	2,665	18.3	293,086	198.7	24,482,462	20.6
Year Structure Built								
Total housing units	531	100.0	18,944	100.0	2,031,064	100.0	135,393,564	100.0
Built 2014 or later	8	1.5	106	0.6	20,311	1.0	1,190,169	0.9
Buit 2010 to 2013	0	0.0	702	3.7	71,087	3.5	3,112,243	2.3
Built 2000 to 2009	67	12.6	2,807	14.8	314,815	15.5	19,663,902	14.5
Built 1990 to 1999	180	33.9	4,220	22.3	259,976	12.8	18,945,953	14.0
Built 1980 to 1999	83	15.6	2,853	15.1	298,566	14.7	18,399,296	13.6
Built 1970 to 1979	59	11.1	3,697	19.5	375,747	18.5	20,920,173	15.5
Built 1960 to 1969	50	9.4	1,827	9.6	262,007	12.9	14,577,264	10.8
Bullt 1950 to 1959	36	6.8	1,130	6.0	199,044	9.8	14,229,384	10.5
Built 1940 to 1949	34	6.4	555	2.9	91,398	4.5	6,903,420	5.1
Built 1939 or earlier	14	2.6	1,047	5.5	138,112	6.8	17,451,760	12.9

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates, Table DP04: Selected Housing Characteristics

Household Income and Median Home Value in Campti, Natchitoches Parish, Louisiana, and the US, 2017

	Campti, LA		Natchitoches Parish, LA		Louisiana		United States	
	#	%	#	%	#	%	#	%
Median home value	$87,500	(X)	$114,100	(X)	$152,900	(X)	$193,500	(X)
Income and Benefits *(in 2017 inflation-adjusted dollars)*								
Occupied Housing Units	419	100.0	14,549	100.0	1,737,645	100.0	118,825,921	100.0
Less than $10,000	87	20.8	2,725	18.7	173,429	10.0	7,942,251	6.7
$10,000 to $14,999	90	21.5	1,320	9.1	112,002	6.4	5,768,114	4.9
$15,000 to $24,999	103	24.6	2,443	16.8	215,271	12.4	11,637,905	9.8
$25,000 to $34,999	52	12.4	1,851	12.7	183,685	10.6	11,330,288	9.5
$35,000 to $49,999	48	11.5	1,664	11.4	228,858	13.2	15,412,493	13.0
$50,000 to $74,999	6	1.4	1,838	12.6	283,684	16.3	21,000,314	17.7
$75,000 to $99,999	7	1.7	1,028	7.1	187,041	10.8	14,636,046	12.3
$100,000 to $149,999	8	1.9	988	6.8	208,612	12.0	16,701,857	14.1
$150,000 to $199,999	9	2.1	423	2.9	76,074	4.4	6,931,136	5.8
$200,000 or more	9	2.1	269	1.8	68,989	4.0	7,465,517	6.3
Median household income (dollars)	$19,938	(X)	$29,001	(X)	$46,710	(X)	$57,652	(X)
Mean household income (dollars)	$29,397	(X)	$46,861	(X)	$66,861	(X)	$81,283	(X)

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates, DP03: Selected Economic Characteristics and DP04: Selected Housing Units

Appendix A-11 | Commute Characteristics

Selected commute characteristics in Campti, Natchitoches Parish, Louisiana, and the US, 2017

	Campti, LA	Natchitoches Parish, LA	Louisiana	U.S.
Workers 16 years and over	255	12,766	2,007,343	148,432,042
Means of Transportation to Work				
Car, truck, or van	94.9%	94.5%	91.6%	85.6%
Drove alone	90.2	84.3	81.9	76.4
Carpooled	4.7	10.3	9.7	9.2
Public transportation (excluding taxicab)	0	0.5	1.2	5.1
Walked	0	2	1.9	2.7
Bicycle	0	0.1	0.7	0.6
Taxicab, motorcycle, or other means	0	1.2	1.9	1.2
Worked at home	5.1	1.7	2.6	4.7
Place of Work				
Worked in state of residence	96.9%	95.9%	97.8%	96.3%
Worked in county of residence	90.6	82.5	69.4	72.4
Worked outside county of residence	6.3	13.4	28.4	23.9
Worked outside state of residence	3.1	4.1	2.2	3.7
Living in a place	100.0%	54.7%	66.4%	75.1%
Worked in place of residence	12.5	35	29.8	31.4
Worked outside place of residence	87.5	19.7	36.6	43.6
Not living in a place	0	45.3	33.6	24.9
Travel Time to Work				
Less than 10 minutes	4.1%	21.8%	14.0%	12.7%
10 to 14 minutes	26	22.6	15.1	13.6
15 to 19 minutes	6.6	17	16.8	15.3
20 to 24 minutes	19.4	9	15.1	14.6
25 to 29 minutes	7.9	4.7	5.6	6.4
30 to 34 minutes	33.5	8.1	13.7	13.7
35 to 44 minutes	0	4.6	5	6.8
45 to 59 minutes	1.2	4.8	6.7	8.1
60 or more minutes	1.2	7.3	7.9	8.9
Mean travel time to work (minutes)	21.2	22.9	25.2	26.4

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates, S0801: Commuting Characteristics by Sex

Disability Rate Estimates by Sex and Age, 2017

	Campti, LA			Natchitoches Parish, LA			Louisiana			United States		
	Total	Disability	% Disability	Total	Disability	% Disability	Total	Disability	% Disability	Total	Disability	% Disability
Total population	985	201	20.4%	38,338	6,057	15.8%	4,559,572	680,623	14.9%	316,027,641	39,792,082	12.6%
SEX												
Male	419	57	13.6%	17,994	2,985	16.6%	2,199,380	328,422	14.9%	154,419,680	19,232,246	12.5%
Female	566	144	25.4%	20,344	3,072	15.1%	2,360,192	352,201	14.9%	161,607,961	20,559,836	12.7%
AGE												
Under 5 years	131	0	0.0%	2,522	129	5.1%	310,430	2,998	1.0%	19,852,138	150,682	0.8%
5 to 17 years	189	25	13.2%	6,792	368	5.4%	800,628	57,253	7.2%	53,611,721	2,903,877	5.4%
18 to 34 years	225	0	0.0%	10,690	896	8.4%	1,087,649	79,646	7.3%	73,265,798	4,464,853	6.1%
35 to 64 years	332	107	32.2%	12,467	2,266	18.2%	1,725,753	287,833	16.7%	122,873,001	15,811,346	12.9%
65 to 74 years	71	38	53.5%	3,521	1,022	29.0%	382,317	119,587	31.3%	27,199,271	6,899,964	25.4%
75 years & over	37	31	83.8%	2,345	1,376	58.7%	252,795	133,306	52.7%	19,225,712	9,561,360	49.7%

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates, Table S1810

Appendix A-13 | Health Insurance Rates

Uninsured Estimates by Age, Sex, and Disability, 2017

	Campti, LA			Natchitoches, Parish, LA			Louisiana			United States		
	Total	Uninsured	% Uninsured	Total	Uninsured	% Uninsured	Total	Uninsured	% Uninsured	Total	Uninsured	% Uninsured
Total Population	985	168	17.1%	38,338	5,239	13.7%	4,559,572	566,927	12.4%	316,027,641	33,177,146	10.5%
AGE												
Under 6 years	147	7	4.8%	2,956	164	5.6%	370,803	14,033	3.8%	23,832,080	1,071,401	4.5%
6 to 18 years	178	0	0.0%	7,397	229	3.1%	800,806	39,131	4.9%	54,052,472	3,363,475	6.2%
19 to 25 years	85	40	47.1%	6,079	1,712	28.2%	453,029	106,538	23.5%	30,525,300	5,517,483	18.1%
26 to 34 years	135	44	32.6%	3,573	1,029	28.8%	574,069	132,557	23.1%	38,319,805	7,375,461	19.2%
35 to 44 years	95	8	8.4%	3,746	705	18.8%	553,169	107,748	19.5%	39,884,692	6,319,630	15.8%
45 to 54 years	124	37	29.8%	4,305	682	15.8%	587,106	95,342	16.2%	42,579,123	5,384,505	12.6%
55 to 64 years	113	32	28.3%	4,413	694	15.7%	585,478	67,797	11.6%	40,409,186	3,741,881	9.3%
65 to 74 years	71	0	0.0%	3,521	24	0.7%	382,317	2,704	0.7%	27,199,271	289,087	1.1%
75 years and older	37	0	0.0%	2,345	0	0.0%	252,795	1,077	0.4%	19,225,712	114,223	0.6%
Under 19 years	325	7	2.2%	10,353	393	3.8%	1,171,609	53,164	4.5%	77,884,552	4,434,876	5.7%
19 to 64 years	552	161	29.2%	22,119	4,822	21.8%	2,752,851	509,982	18.5%	191,718,106	28,338,960	14.8%
65 years and older	108	0	0.0%	5,866	24	0.4%	635,112	3,781	0.6%	46,424,983	403,310	0.9%
SEX												
Male	419	103	24.6%	17,994	2,426	13.5%	2,199,380	299,518	13.6%	154,419,680	17,944,127	11.6%
Female	566	65	11.5%	20,344	2,813	13.8%	2,360,192	267,409	11.3%	161,607,961	15,233,019	9.4%
DISABILITY STATUS												
With a disability	201	47	23.4%	6,057	568	9.4%	680,623	55,317	8.1%	39,792,082	2,666,836	6.7%
No disability	784	121	15.4%	32,281	4,671	14.5%	3,878,949	511,610	13.2%	276,235,559	30,510,310	11.0%

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates, Table S2701

Household Food Stamp/SNAP Participation for Vulnerable Populations, 2017

	Campti, Louisiana				Natchitoches Parish, Louisiana			
	Total	%	Food Stamps/ SNAP	% Food Stamps/ SNAP	Total	%	Food Stamps/ SNAP	% Food Stamps/ SNAP
Households	419		192	45.8%	14,549		4,003	27.5%
With one or more people in the household 60 years & over	126	30.1%	57	29.7%	5,543	38.1%	1,132	28.3%
No people in the household 60 years & over	293	69.9%	135	70.3%	9,006	61.9%	2,871	71.7%
HOUSEHOLD TYPE								
With children under 18 years	101	24.1%	60	31.3%	3,270	22.5%	1,402	35.0%
No children under 18 years	318	75.9%	132	68.8%	11,279	77.5%	2,601	65.0%
POVERTY STATUS IN THE PAST 12 MONTHS								
Below poverty level	158	37.7%	110	57.3%	4,482	30.8%	2,445	61.1%
At or above poverty level	261	62.3%	82	42.7%	10,067	69.2%	1,558	38.9%
DISABILITY STATUS								
With one or more people with a disability	113	27.0%	61	31.8%	4,248	29.2%	1,367	34.2%
With no persons with a disability	306	73.0%	131	68.2%	10,301	70.8%	2,636	65.9%

Appendix A-14 | Food Stamps and Poverty Rates (cont.)

	Louisiana				United States			
	Total	%	Food Stamps/ SNAP	% Food Stamps/ SNAP	Total	%	Food Stamps/ SNAP	% Food Stamps/ SNAP
Households	1,737,645		278,319	16.0%	118,825,921		15,029,498	12.6%
With one or more people in the household 60 years & over	639,932	36.8%	79,160	28.4%	45,085,585	37.9%	4,586,260	30.5%
No people in the household 60 years & over	1,097,713	63.2%	199,159	71.6%	73,740,336	62.1%	10,443,238	69.5%
HOUSEHOLD TYPE								
With children under 18 years	554,512	31.9%	143,672	51.6%	37,676,388	31.7%	7,857,603	52.3%
No children under 18 years	1,183,133	68.1%	134,647	48.4%	81,149,533	68.3%	7,171,895	47.7%
POVERTY STATUS IN THE PAST 12 MONTHS								
Below poverty level	330,446	19.0%	156,286	56.2%	16,390,109	13.8%	7,420,946	49.4%
At or above poverty level	1,407,199	81.0%	122,033	43.8%	102,435,812	86.2%	7,608,552	50.6%
DISABILITY STATUS								
With one or more people with a disability	497,911	28.7%	124,362	44.7%	30,284,192	25.5%	6,724,571	44.7%
With no persons with a disability	1,239,734	71.3%	153,957	55.3%	88,541,729	74.5%	8,304,927	55.3%

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates, Table S2201

Vehicle Availability by Household Size, 2017

	Campti, LA		Natchitoches Parish, LA		Louisiana		United States	
	#	%	#	%	#	%	#	%
Total:	**419**	**100.0%**	**14,549**	**100.0%**	**1,737,645**	**100.0%**	**118,825,921**	**100.0%**
No vehicle available	59	14.1%	1,629	11.2%	147,529	8.5%	10,468,418	8.8%
1 vehicle available	220	52.5%	5,253	36.1%	642,304	37.0%	39,472,759	33.2%
2+ vehicles available	140	33.4%	7,667	52.7%	947,812	54.6%	68,884,744	58.0%
1-person household:	**212**	**50.6%**	**5,086**	**35.0%**	**519,662**	**29.9%**	**32,863,560**	**27.7%**
No vehicle available	38	17.9%	832	16.4%	89,393	17.2%	6,114,080	18.6%
1 vehicle available	130	61.3%	3,102	61.0%	354,949	68.3%	21,642,292	65.9%
2+ vehicles available	44	20.8%	1,152	22.7%	75,320	14.5%	5,107,188	15.5%
2-person household:	**123**	**29.4%**	**5,499**	**37.8%**	**578,340**	**33.3%**	**40,171,259**	**33.8%**
No vehicle available	10	8.1%	506	9.2%	30,119	5.2%	2,249,444	5.6%
1 vehicle available	46	37.4%	1,368	24.9%	153,348	26.5%	9,795,067	24.4%
2+ vehicles available	67	54.5%	3,625	65.9%	394,873	68.3%	28,126,748	70.0%
3-person household:	**52**	**12.4%**	**2,036**	**14.0%**	**286,457**	**16.5%**	**18,689,250**	**15.7%**
No vehicle available	11	21.2%	172	8.5%	13,632	4.8%	984,359	5.3%
1 vehicle available	27	51.9%	553	27.2%	69,203	24.2%	3,969,264	21.2%
2+ vehicles available	14	26.9%	1,311	64.4%	203,622	71.1%	13,735,627	73.5%
4-or-more-person household:	**32**	**7.6%**	**1,928**	**13.3%**	**353,186**	**20.3%**	**27,101,852**	**22.8%**
No vehicle available	0	0.0%	119	6.2%	14,385	4.1%	1,120,535	4.1%
1 vehicle available	17	53.1%	230	11.9%	64,804	18.4%	4,066,136	15.0%
2+ vehicles available	15	46.9%	1,579	81.9%	273,997	77.6%	21,915,181	80.9%

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates, Table B08201

Computer and Internet Access, 2017

Grant	Campti, LA		Natchitoches Parish, LA		Louisiana		United States	
	#	%	#	%	#	%	#	%
Total:	**419**	**100.00%**	**14,549**	**100.00%**	**1,737,645**	**100.00%**	**118,825,921**	**100.00%**
Has a computer:	**191**	**45.58%**	**9,728**	**66.86%**	**1,417,196**	**81.56%**	**103,614,074**	**87.20%**
With an Internet subscription	113	59.16%	7,847	80.66%	1,216,598	85.85%	92,825,862	89.59%
Without an Internet subscription	78	40.84%	1,881	19.34%	200,598	14.15%	10,788,212	10.41%
No computer	**228**	**54.42%**	**4,821**	**33.14%**	**320,449**	**18.44%**	**15,211,847**	**12.80%**

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates, Table B28003

Accessing Average Daily Traffic (ADT) counts for Campti

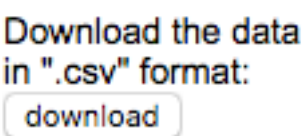
ADT counts for Louisiana can be accessed at: http://wwwapps.dotd.la.gov/engineering/tatv/

You will be asked to agree to terms and conditions before continuing. The terms state that you will not hold LaDOTD responsible for imperfections in the data.

The counts are housed as points on a map. Click the “Select a parish” drop-down menu and select “35-Natchitoches.” The map will zoom to Natchitoches Parish, and show all of the points where ADT is measured in the parish.

Zoom to Campti in the northern part of the parish. Scroll over the seven different points where ADT is measured in Campti, to view 2013 and 2016 ADT counts for these locations.

ADT counts for the entire state can be downloaded as an Excel spreadsheet by clicking this button on the left side of the page:



LADOTD Crash List - Local Roads

2013-2017 Crashes
Campti, LA

Parish 35-Natchitoches
City = 02-Campti - Including State Roads
Road Name contains 'Edenborn'
2013-01-01 to 2017-12-31

Primary Road	Distance	Inter Road	tot acc	pdo acc	fat acc	inj acc	num fat	num inj	crash date	most harm evt	manner coll	crash type	surf cond	crash num	par ish	hour	int	iv agy	dir trav	move prior
EDENBORN ST	250 ft W of	WOODS	1	0	0	1	0	1	2017-11-11	Pedestrian	Non Coll	Pedestrian	dry	1711152140484 25	35	18	0	C	W	B
Total	2017		1	0	0	1	0	1												
Grand	Total		1	0	0	1	0	1												

CONFIDENTIAL INFORMATION - This document and the information contained herein is prepared solely for the purpose of identifying, evaluating and planning safety improvements on public roads which may be implemented utilizing federal aid highway funds; and is therefore exempt from discovery or admission into evidence pursuant to 23 U.S.C. 409. Contact the Traffic Safety Office at (225)379-1871 before releasing any information.

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3/8/2019 Map Crashes

Map Crashes

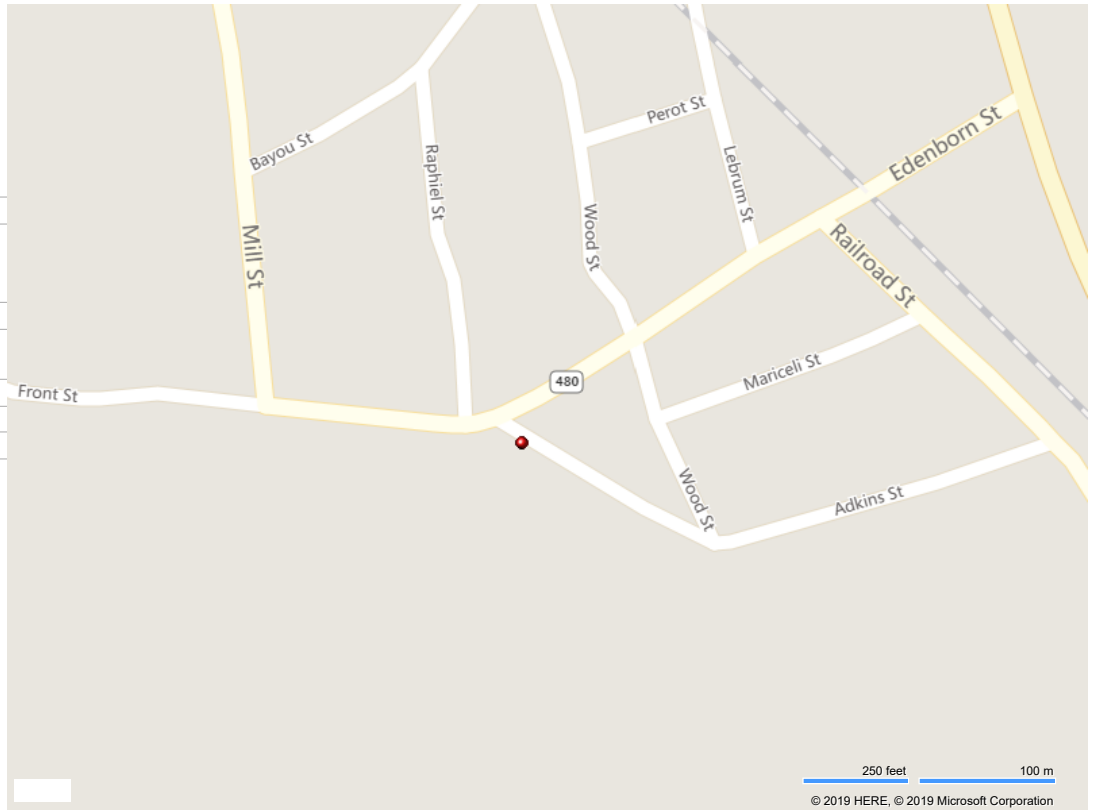
Add a point:
latitude,longitude:

Measure
Distance:

Current Position:
31.888781,-93.111366
Last Clicked Position:
31.888217,-93.116870

Use Ctrl-Click to get the LRS ID and logmile of a point.

Crashes Parish 35-Natchitoches
City = 02-Campti - Including State Roads
Road Name contains 'Edenborn'
2013-01-01 to 2017-12-31



bigger Lat/Long Formats: dd . ddddd dd : mm . mmm dd : mm : ss . s ddmmss

3/8/2019 Map Crashes

Map Crashes

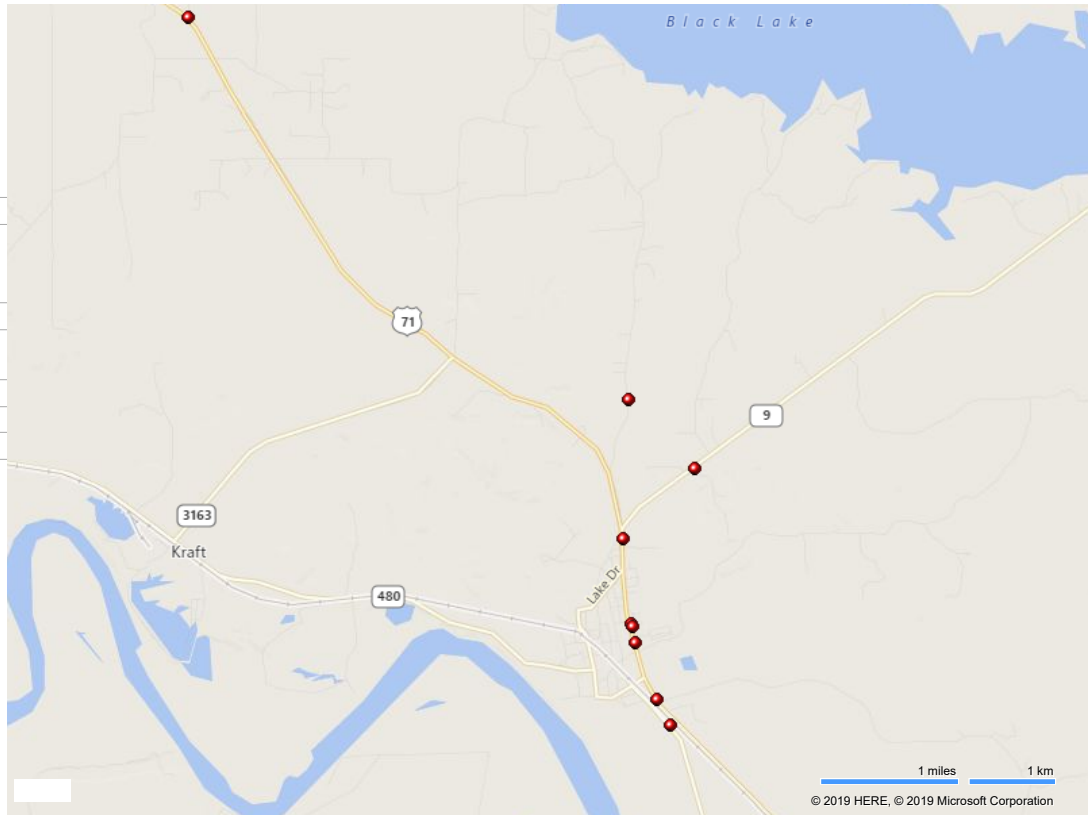
Add a point:
latitude,longitude:

Measure
Distance:

Current Position:
31.919187,-93.068976
Last Clicked Position:
31.900573,-93.085127

Use Ctrl-Click to get the LRS ID and logmile of a point.

Crashes Parish 35-Natchitoches
City = 02-Campti - Including State Roads
2013-01-01 to 2017-12-31



bigger Lat/Long Formats: dd . ddddd dd : mm . mmm dd : mm : ss . s ddmmss

LADOTD Crash List - Local Roads

2013-2017 Crashes
Campti, LA

Parish 35-Natchitoches
City = 02-Campti - Including State Roads
2013-01-01 to 2017-12-31
Injury Severity = Fatal, Severe, Moderate

Primary Road	Distance	Inter Road	tot acc	pdo acc	fat acc	inj acc	num fat	num inj	crash date	most harm evt	manner coll	crash type	surf cond	crash num	par ish	hour	int	iv agy	dir trav	move prior
LA 486	0.1 mi E of	LA 480	1	0	0	1	0	2	2013-05-08	Embankment	Non Coll	Other fixed	dry	20130008849	35	21	0	A	W	G
		US HWY 71	1	0	0	1	0	1	2013-06-21	MV in Trans	Left Turn-g	Commercial	dry	130621140911166	35	09	0	C	SS	WB
	at	HOLMANLOOP LOOP	1	0	0	1	0	1	2013-08-21	Ditch	Non Coll	Error	dry	130821173140112	35	17	1	C	N	G
Total	2013		3	0	0	3	0	4												
LA 9	at	Doyle Conley	1	0	0	1	0	1	2014-04-14	MV in Trans	S Swipe(sd)	Bus	dry	20140007018	35	07	1	A	NN	GJ
HWY 71	80 ft S of	BASS ST	1	0	0	1	0	3	2014-06-25	MV in Trans	Rt Angle	2 vehicles	dry	140626060035010	35	11	0	C	N	WB
LA 486	0.6 mi W of	US 71	1	0	0	1	0	1	2014-07-29	Embankment	Non Coll	Other fixed	dry	20140027100	35	09	0	A	E	F
US HWY 71	0 ft N of	480 HWY	1	0	0	1	0	1	2014-10-16	MV in Trans	Rt Angle	Commercial	dry	1410200657562 66	35	13	1	C	NS	IB
Total	2014		4	0	0	4	0	6												
LA 9			1	0	0	1	0	1	2015-05-15	Ran off Road-R	Non Coll	Miscellaneous	dry	150517084136804	35	10	0	C	E	B
Total	2015		1	0	0	1	0	1												
US 71	60 ft S of	BASS ST	1	0	0	1	0	2	2017-01-24	MV in Trans	Rear End	2 vehicles	dry	1701240948465 33	35	07	0	C	SS	BA
US 71	190 ft S of	MILEY ST	1	0	0	1	0	1	2017-01-30	MV in Trans	Head on	Commercial	dry	170205114110353	35	08	0	C	NS	EA
Total	2017		2	0	0	2	0	3												
Grand	Total		10	0	0	10	0	14												

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Edenborn Corridor

Short-Term Recommendations	Low	High
Road Signage	230	3,100
Street Trees	630	15,000
Crosswalks	120	9,200
Sidewalks	1,200	730,000
Edenborn-Adkins Intersection Makeover (with	120	1,500
Transverse Rumble Strips	720	4,300
Pavement Marking Legends (speed)	110	7,600
Long-Term Recommendations	**Low**	**High**
Pavement Marking Legends (bike)	50	4,000
Curbs	13,000	1,000,000
Curb Bump-Outs	1,200	85,000
Bioswales	7,200	76,000
Edenborn-Adkins Intersection Makeover (raised median)	400	9,700
Stormwater Management on Vacant Land	690	460,000
Speed Tables	2,200	19,000

Edenborn Corridor Cost Calculations

Short-Term Recommendations	Low	High	Source
Road Signage	1ct x 210 = 210	5ct x 560 = 2,800	Bushell, et al, 2013, p. 28
Street Trees	2ct x 250 = 500***	20ct x 600 = 12,000***	Burden, 2006, p. 1
Crosswalks	1ct x 110 = 110	4ct x 2,090 = 8,360	Bushell, et al, 2013, p. 24
Sidewalks	520lf x 2.09 = 1,087	4,120lf x 160 = 659,200	Bushell, et al, 2013, p. 25
Edenborn-Adkins Intersection Makeover (with	100lf x 1.05 = 105	140lf x 10 = 1,400	Bushell, et al, 2013, p. 29
Transverse Rumble Strips	2,000 / 3ct = 667****	(3,000 / 3ct) x 4 ct = 4,000****	Minnesota Department of Transportation, 2015, p. 2
Pavement Marking Legends (speed)	1ct x 110 = 100	6ct x 1,150 = 6,900	Bushell, et al, 2013, p. 30
Long-Term Recommendations	**Low**	**High**	**Source**
Pavement Marking Legends (bike)	2ct x 22 = 44	6ct x 600 = 3,600	Bushell, et al, 2013, p. 30
Curbs	520lf x 23 = 11,960	4,120lf x 230 = 947,600	Bushell, et al, 2013, p. 25
Curb Bump-Outs	1ct x 1,070 = 1,070	3ct x 25,730 = 77,190	Bushell, et al, 2013, pp. 13, 14
Bioswales	500sf x (12+1.5) = 6,780****	4,780sf x (12+3) = 71,700****	Delta Institute, 2015, p. 14
Edenborn-Adkins Intersection Makeover	200sf x 1.86 = 372	200sf x 44 = 8,800	Bushell, et al, 2013, p. 15
Stormwater Management on Vacant Land	0.25ac x 2000 = 500**	82,400sf x 4 = 329,600**	City of Chicago, 2003, p. 22
Speed Tables	1ct x 2000 = 2000	4ct x 4,180 = 16,720	Bushell, et al, 2013, p. 17

U.S. Route 71 Commercial Corridor

Short-Term Recommendations	Low	High
Painted Crosswalks	240	19,000
Long-Term Recommendations	**Low**	**High**
Road Diet	3,100	200,000
Bike Lanes (protected with bollards)	2,100	370,000
Sidewalks	4,300	1,100,000
Signalized Intersections	250,000	1,000,000
Bioswales	7,200	190,000
Stormwater Management on Vacant Land	690	630,000

U.S. Route 71 Cost Calculations

Short-Term Recommendations	Low	High	Source
Painted Crosswalks	2ct x 110 = 220	3ct x 5,710 = 17,130	Bushell, et al, 2013, p. 24
Long-Term Recommendations	**Low**	**High**	**Source**
Road Diet	6000 / 2 = 3,000*****	1ct x 130,000 = 130,000*	ITE, 2018; City of Austin, n.d.
Bike Lanes (protected with bollards)	0.35mi x 5,360 = 1,878	0.631mi x 536,070 = 338,090	Bushell, et al, 2013, p. 13
Sidewalks	1,850lf x 2.09 = 3,867	4,520lf x 230 = 1,039,600	Bushell, et al, 2013, p. 25
Signalized Intersections	1ct x 250,000 = 250,000******	2ct x 500,000 = 1,000,000******	Washington State Department of Transportation, 2019
Bioswales	500sf x (12+1.5) = 6,780****	11,180sf x (12+3) = 177,150****	Delta Institute, 2015, p. 14
Stormwater Management on Vacant Land	0.25ac x 2000 = 500**	113,100sf x 4 = 452,400**	City of Chicago, 2003, p. 22

Transition Zones

Short-Term Recommendations	Low	High
Gateway Signage	290	2,300
Street Trees	630	16,000
Road Signage	230	6,200
Pavement Marking Legends (speed)	220	9,300
Long-Term Recommendations	**Low**	**High**
Pavement Marking Legends (bike)	25	2,700
Dynamic Speed Displays	7,700	55,000

Transition Zones Cost Calculations

Short-Term Recommendations	Low	High	Source
Gateway Signage	2ct x 130 = 260	4ct x 520 = 2,080	Bushell, et al, 2013, p. 20
Street Trees	2ct x 250 = 500***	24ct x 600 = 14,400***	Burden, 2006, p. 1
Road Signage	1ct x 210 = 210	10ct x 560 = 5,600	Bushell, et al, 2013, p. 28
Pavement Marking Legends (speed)	2ct x 100 = 200	(4ct x 2090) = 8,360	Bushell, et al, 2013, p. 30
Long-Term Recommendations	**Low**	**High**	**Source**
Pavement Marking Legends (bike)	1ct x 22 = 22	4ct x 600 = 2,400	Bushell, et al, 2013, p. 30
Dynamic Speed Displays	1ct x 7,000 = 7,000	4ct x 12,410 = 49,640	Bushell, et al, 2013, p. 28

Pedestrian Loop

Short-Term Recommendations	Low	High
Advisory Shoulder	4,300	34,000
Street Trees	1,300	38,000
Pavement Marking Legends (speed)	220	7,600
Road Signage	460	6,200
Long-Term Recommendations	**Low**	**High**
Pavement Marking Legends (bike)	50	8,000
Sidewalks	36,000	2,400,000
Stormwater Management on Vacant Land	410	1,000,000

All calculations in 2012 dollars unless otherwise noted
Final estimates converted to 2019 dollars using usinflationcalculator.com and rounded to two significant figures

*1999 dollars
**2003 dollars
***2006 dollars
****2015 dollars
*****2018 dollars
******2019 dollars
ac = acres
ct = count
lf = linear feet
mi = miles
sf = square feet

References

Burden, Dan. 22 Benefits of Urban Street Trees. Glatting Jackson and Walkable Communities, Inc. May 2006

Pedestrian Loop Cost Calculations

Short-Term Recommendations	Low	High	Source
Advisory Shoulder	3830lf x 1.03 = 3,945	(3830lf x 1.03) + (1,020lf x 1.03) + (880sf x 7.65) + (1,370sf x 7.65) + (1,160sf x 7.65) = 31,082	Bushell, et al, 2013, p. 24
Street Trees	4ct x 250 = 1,000***	50ct x 600 = 30,000***	Burden, 2006, p. 1
Pavement Marking Legends (speed)	2xt x 100 = 200	(6ct x 1,150) = 6,900	Bushell, et al, 2013, p. 30
Road Signage	2ct x 210 = 420	10ct x 560 = 5,600	Bushell, et al, 2013, p. 28
Long-Term Recommendations	**Low**	**High**	**Source**
Pavement Marking Legends (bike)	2ct x 22 = 44	12ct x 600 = 7,200	Bushell, et al, 2013, p. 30
Sidewalks	(3830lf x 1.03) + (1,020lf x 2.09) + (880sf x 7.65) + (1,370sf x 7.65) + (1,160sf x 7.65) = 32,162	9,280lf x 230 = 2,134,400	Bushell, et al, 2013, p. 25
Bioswales	500sf x (12+1.5) = 6,780****	14,250sf x (12+3) = 213,750****	Delta Institute, 2015, p. 14
Stormwater Management on Vacant Land	0.15ac x 2000 = 300**	184,900sf x 4 = 739,600**	City of Chicago, 2003, p. 22

Appendix B-2 | Cost Estimate Ranges by Corridor (cont.)

Sources: Bushell, Max A., Bryan W. Poole, Charles V. Zegeer, Daniel A. Rodriguez, Costs for Pedestrian and Bicyclist Improvements: A Resource Guide for Researchers, Engineers, Planners, and the General Public. Prepared by UNC Highway Safety Research Center for the Federal Highway Administration, 2013; Burden, Dan., 22 Benefits of Urban Street Trees. Glatting Jackson and Walkable Communities, Inc. May 2006; Delta Institute, Green Infrastructure Designs: Scalable Solutions to Challenges, 2015; Minnesota Department of Transportation, Topic: Transverse Rumble Strips, 2015; City of Chicago, A Guide to Stormwater Best Management Practices, 2003; usinflationcalculator.com; calculations by Connectivity Team.
Estimates in 2019 US Dollars
Estimates intended to include all aspects of project cost except right-of-way acquisition

Bushell, Max A., Bryan W. Poole, Charles V. Zegeer, Daniel A. Rodriguez. Costs for Pedestrian and Bicyclist Improvements: A Resource Guide for Researchers, Engineers, Planners, and the General Public. Prepared by UNC Highway Safety Research Center for the Federal Highway Administration, 2013

City of Austin, Road Diet/Lane Reduction, DPS 201, n.d.

City of Chicago. A Guide to Stormwater Best Management Practices, 2003

Delta Institute. Green Infrastructure Designs: Scalable Solutions to Challenges, 2015

ITE. Traffic Calming Fact Sheets: Road Diet, May 2018.

Minnesota Department of Transportation. Topic: Transverse Rumble Strips, 2015

usinflationcalculator.com

Washington State Department of Transportation. Traffic Signals: Traffic Signals and Signal Coordination (Timing), 2019

Appendix B-3 | Project Costs for Similar Improvements in Louisiana

Table 1

Costs of Similar Projects in Louisiana Receiving HSIP or STP funding, 2019-2022

Location	Project Type	Phase	Cost (USD)
Kenner	Access Management, Safety Improvements, Bike Lanes, Sidewalks	Total	10,628,000
		Feasibility	*215,000*
		Environmental	*107,000*
		Right-of-way	*1,368,000*
		Utility Relocation	*1,578,000*
		Design (Engineering)	*320,000*
		Construction	*7,040,000*
Old Metairie	Bike Lanes, Sidewalks, Crosswalks	Total	7,260,000
		Construction	*7,260,000*
Metairie	Sidewalks, Bike Lanes	Total	9,058,000
		Utility Relocation	*300,000*
		Construction	*8,758,000*
Gretna	Bike Lanes, Multi-Use Paths, Sidewalks	Total	5,087,000
		Environmental	*10,000*
		Design (Engineering)	*277,000*
		Construction	*4,800,000*
New Orleans	Bicycle Improvements, Sidewalk Improvements	Total	1,917,000
		Construction	*1,917,000*
Luling	Bike/Ped Complete Streets	Total	3,813,000
		Construction	*3,813,000*
LaPlace	Bicycle Improvements, Pedestrian Improvements	Total	2,602,000
		Construction	*2,602,000*
Baton Rouge	Bike/Ped Paths	Total	4,540,000
		Construction	*4,540,000*
Brusly	Trail	Total	528,000
		Construction	*528,000*
West Monroe	Drainage Improvements	Total	116,000
		Construction	*116,000*
Scott	Sidewalks	Total	4,460,000
		Design (Engineering)	*500,000*
		Construction	*3,960,000*
Lafayette	Sidewalks	Total	543,000
		Construction	*543,000*
Carencro	Sidewalks	Total	294,000
		Design (Engineering)	*72,000*
		Construction	*222,000*
Pineville	Sidewalks, Signing, Striping	Total	268,000
		Design (Engineering)	*25,000*
		Construction	*244,000*
Napoleonville	ADA Sidewalks	Total	96,000
		Design (Engineering)	*8,000*
		Construction	*88,000*
Napoleonville	ADA Sidewalks	Total	116,000
		Design (Engineering)	*10,000*
		Construction	*106,000*
Napoleonville	ADA Sidewalks	Total	116,000
		Design (Engineering)	*10,000*
		Construction	*106,000*
Larose	Multi-Use Path	Total	205,000
		Environmental	*15,000*
		Design (Engineering)	*30,000*
		Construction	*160,000*
Lockport	Sidewalk, Multi-Use Path	Total	312,000
		Environmental	*25,000*
		Design (Engineering)	*45,000*
		Construction	*242,000*

Appendix B-3 | Project Costs for Similar Improvements in Louisiana (cont.)

Location	Project Type	Phase	Cost (USD)
Chackbay	ADA Sidewalks	Total *Design (Engineering)* *Construction*	329,000 *40,000* *289,000*
Cut-Off	Sidewalks	Total *Design (Engineering)* *Construction*	147,000 *18,000* *129,000*
Thibodaux	Upgrade Sidewalks to ADA	Total *Construction*	213,000 *213,000*
Central Lafourche	Multi-Use Path	Total *Environmental* *Right-of-way* *Utility Relocation* *Design (Engineering)* *Construction*	2,610,000 *250,000* *500,000* *290,000* *250,000* *1,320,000*
Houma	Sidewalks	Total *Design (Engineering)* *Construction*	330,000 *41,000* *289,000*
Houma	Sidewalks	Total *Design (Engineering)* *Construction*	450,000 *404,000* *46,000*
Houma	Sidewalk Rehabilitation	Total *Design (Engineering)* *Construction*	1,302,000 *92,000* *1,210,000*
Houma	Multi-Use Path	Total *Design (Engineering)* *Construction*	1,170,000 *100,000* *1,070,000*
Houma	Sidewalks	Total *Right-of-way* *Design (Engineering)* *Construction*	259,000 *83,000* *37,000* *138,000*
Slidell	Pavement Markings	Total *Design (Engineering)* *Construction*	91,000 *25,000* *66,000*
Mandeville-Covington	Signage, Striping	Total *Construction*	633,000 *633,000*
Amite	Drainage Improvements	Total *Design (Engineering)* *Construction*	1,753,000 *311,000* *1,442,000*
Ponchatoula	Sidewalks	Total *Construction*	248,000 *248,000*
Richland Parish	Drainage Improvements	Total *Construction*	112,000 *112,000*
West Carroll Parish	Drainage Improvements	Total *Construction*	344,000 *344,000*

Source: State of Louisiana, STIP Version 2019, October 1, 2018

DOTDTAP Funding for Similar Projects, 2016-2018

Location	Project Type	DOTDTAP Share (USD)
Baton Rouge	Pedestrian Improvements	500,000
Bayou Lafourche	Multi-Use Path	474,000
Caddo Parish	Bicyclist Awareness Signage	281,000
Covington	Bike/Ped Trail	958,000
Denham Springs	Sidewalks	225,000
Grand Coteau	Sidewalks	399,000
Harahan	Streetscape Improvements	339,000
Harvey	Pedestrian Improvements	308,000
Houma	Multi-Use Path	190,000
Jean Laffitte	Park Path	955,000
Kaplan	Sidewalk Improvements	557,000
Kenner	Bicycle and Pedestrian Improvements	1,679,000
La. Tech University	Campus Trails	73,000
Lafayette	Sidewalks	285,000
Mandeville	Bike Path	335,000
Marrero-Harvey	Bike Path	414,000
Metairie	Bike Route	287,000
Monroe	Crosswalks and ADA Improvements	233,000
Monroe	Crosswalks and ADA Improvements	204,000
New Orleans	Sidewalks	183,000
St. Bernard Parish	River Trail	582,000
West Monroe	Sidewalks	172,000
Youngsville	Sidewalk Improvements	561,000

Source: Louisiana Department of Transportation and Development, 2016-2018 TAP Call For Projects, August 16, 2017

Existing Street Drainage Field Observation Survey: 3.16.19

Observation 1: 10am-12pm	Objects in ROW	Condition	Space Available	Other notes
Edenborn & Mill	Gas pipelines on S. side of Edenborn; approx. 25' long; setback 5'	Potholes filled with water; trees in floodplain, not in ROW; grassy ROW	n/a	Road widths: Front = 17' ft; Mill = 19' ft; Edenborn = 19' ft; eroded ashault on edges of roadway
Edenborn odd: Mill to Adkins	2 lamp posts set back approx. 5'10" from edge of rd.; low hanging wire-11" from ground	Trees setback in floodplain; grassy ROW	Approx 19' wide from edge of road to slope; length of block = 455'6" from gas line to Raphiel	
Edenborn even: Mill to Raphiel	3 telephone poles	Grassy ROW	6' wide from sidewalk to street	
Edenborn & Adkins	1) 1 storm drain grate on N. side of Edenborn; 2) NE side ditch connecting to storm drain; 1) grate = 30'.5" by 3'2"; 2) 8'.5" sidewalk to road; paving starts at fire station; impervious area in intersection: 33' on Adkins side; 33' on Edenborn side; 32.5' adjacent to museum	1) Good condition; 2) Okay condition-some trash; side walk is in poor condition; impervious ROW	n/a	Additional drainage infra: NW side: ditch, culvert, fire hydrant, storm drain grate (sunken/overgrown); fire hydrant to culvert =4'; fire hydrant to storm drain grate =16'; fire hydrant to watermeter = 20'; fire hydrant to roadway = 26'; length of ditch = driverway to culvert = 44'; width: road to hyrant = 8'; road to concrete (former sidewalk?) 11'
Edenborn odd: Adkins to Wood	3 light poles; 1= 4'; 2 adjacent = 9' from road	Impervious ROW; in poor condition	ROW width @museum =17' @ widest spot (Adkins); 13' @ narrowest; width of ROW rest of block=12'	Road widths: Edenborn @ Raphiel = 21'; Edenborn @ museum = 22'; Adkins@Edenborn = 18' (narrows to 15')

Observation 1: 10am-12pm	Objects in ROW	Condition	Space Available	Other notes
Edenborn even: Adkins to Wood	2 storm drains grates: 1@ W. end of block; 1 in center of block (in addition to 1 @ Raphiel @ Edenborn 3 light poles; easternmost = 6' from road; center = 8' from road; westernmost =16' from road; 136' b/t grates; grate 2 (center) = 1' from road	Impervious ROW; in poor condition	ROW grate sidewalk =16' (east end of st); ROW sidewalk to road =10' (w.end of street)	
Edenborn odd: Wood to Rail Road	2 light poles: 1 @ each end; 1 at Wood is 3' from road	Impervious ROW	ROW = 4' (road to sidewalk)	
Edenborn even: Wood to LeBrum	Culvert midway down block; appears to only be on W. half of block; unclear if it extends E. to rail road; 4 light poles; all about 5' from road	Poor @ opening; sidewalk and ROW are washed out; 4 trees on private property are close to road but none in ROW; grassy ROW	ROW = 6' (road to sidwalk); ROW slope: road higher than adjacent property; on eastern half of block sidewalk = lowest point; western part levels	
Edenborn & Rail Road	Culverts under rail road tracks	Good condition; grassy ROW	n/a	Opportunity for gateway signage: triangular green
US 71 even: Edenborn to Pharmacy	Drainage ditches and culverts under driveways; covered ditch with storm drain grate in front of medical clinic (water visible in grate)	Ok condition; some soil wash out; standing water in culverts and in ditch b/t bank & dollar general on private property; paved shoulder	Shoulder approx. 10'; ditch width =18' from edge of shoulder to edge of parking lot	
US 71 odd: Edenborn to Church	Drainage ditches and culverts under driveways	Poor: not draining; wash out threatens road in some spots; standing water in ditches; paved shoulder	n/a	Observation: church & adjacent vacant land next to

Observation 2: 2pm-4pm	Objects in ROW	Condition	Space Available	Other notes
Mill & Bayou	Ligh pole on S. corner; 2' from street; fire hydrant on N. side; 11' from street	Overgrown with garbage and standing water; drainage ditch	ROW S. side = 2'; ROW N. side = up to 11'	First light pole N. of fire hydrant is 11' from street
Mill odd & Church	Elevated manhole; culvert	Okay condition with standing water	ROW = 17' from where sidewalk would be to street	
Mill even & Church	Broken sidewalk; culvert	Okay condition; side walk washed out; moist and muddy; drainage ditch	ROW = 13' wide	
Mill & Saylor	Exposed culvert in overgrown ditch; 1st exposed section = 4'; 2nd exposed section = 4'	Concrete culverts: poor condition; edge falling apart; standing water on north side; trees not in ROW but close to it	ROW 9.5' to street	Below rail road tracks it floods; fire hydrant on SE corner; big hole on NE side that could collect water; NW side standing water- 9' from pole to street; standing water along side of street b/t Saylor and Vaughn
Mill & Lake	Exposed culvert	Standing water; drainage ditch	65' long; 10' wide; street cracked	Across the street north side: Iris natural rain garden in drainage ditch; 14' long, 8' wide; flooded all along Lake right side
Lake & Lebrum	2 electric poles but can be worked around	Standing water; drainage ditch	10' long on Lebrum; 30' long on Lake; 11-14' wide	
Lebrum & Campti Bayou	Outflow canals/culverts	Functional and flooded; drainage ditch	19' from street	
US 71 even & Campti Bayou	Outflow canals/culverts; SW corner electrical pole; SE corner: electrical poles and box with alittle standing water	Functional; drainage ditch	SW corner: 28' long; 14' wide; SE corner: 48' long; 8' wide; road caving in	Just south of SW corner in front of vacant gas station: 45' long' 11' wide; Campti Bayou becomes dirt road

Survey conducted by Rachel Dorfman & Bradley Spiegel; Weather Condition: sunny

Green Infrastructure Strategies

Type	Strategy	Description	Advantages (+) & Considerations (-)	Maintenance	Relative Cost
Vegetated Bioretention	Street Trees	Street trees improve safety, calm traffic, improve air and water quality, and manage stormwater runoff	+ Reduce speeds by 3-15 mph + Separate pedestrians & cars + Help absorb and filter rainwater + Rain, sun, heat, and skin production – 5-15° cooler under canopy + Absorb 9x more pollutants than more distant trees + Mental & physical health benefits + Native trees increase biodiversity - Improperly sited trees may adversely affect utilities - Traffic incidents involving trees can be fatal	Require little maintenance after first few years	$250-600 per tree (includes first 3 years of maintenance)
	Bioswales & Hybrid Ditches	Bioswales & hybrid ditches function like conventional grass ditches on the right of way along the roadside, but an engineered soil sub-base helps improve drainage. Bioswales include native plantings and hybrid ditches are planted with grass. Both act as conveyance channels that connect to existing stormwater infrastructure (e.g. conventional ditch, surface water, storm sewer).	+ Improve water quality & reduce street flooding + Contribute to aesthetic quality of the streetscape - Installation & maintenance costs may be significant	Bioswale: · Native plants must be watered 3x/week for first 4 weeks & 2x/week through October of · Monthly debris removal, weeding, pruning Hybrid Ditch: · Regular mowing & debris removal	Bioswale: $12/SF + $1.50-$3/SF for native plantings Hybrid Ditch: $11.50/SF + $0.03-$0.60/SF for seeds or sod Optional Additions: overflow, underdrain, overflow pipe, connection to existing storm network or structures

Type	Strategy	Description	Advantages (+) & Considerations (-)	Maintenance	Relative Cost
Vegetated Bioretention	Stormwater Planter	A stormwater planter is a linear planter box that sits between the street and sidewalk. The planter is surrounded by vertical curbing and stormwater runoff from the street flows into the planter through curb cuts.	+ Improve water quality & reduce street flooding + Contribute to aesthetic quality of the streetscape + Can combine with other traffic calming measures e.g. bulbouts, vegetated medians, street trees - Installation & maintenance costs may be significant	· Native plants must be watered 3x/week for first 4 weeks & 2x/week through October of first year · Monthly debris removal, weeding, pruning	$10.50/SF for stormwater planter + $45/LF for curb + $16.50/LF for splash pad + $1.50-$3/SF for native plantings Optional Additions: trees, structural soil, underdrain, connection to existing storm network or structures
	Rain Garden	"Rain garden" generally describes a depressed vegetated area designed to collect rainwater. Rain gardens consist of a stone or crushed concrete sub-layer and an engineered sandy soil layer planted with native plants. Rain gardens are typically at least 5' wide & can drain up to 2 acres. Rain gardens act like bowls in a low spot – they fill up with water then drain slowly.	+ Improve water quality & reduce street flooding + Contribute to aesthetic quality of the streetscape - Installation & maintenance costs may be significant	· Native plants must be watered 3x/week for first 4 weeks & 2x/week through October of first year · Monthly debris removal, weeding, pruning · Mulching and mowing annually for first 3 years	$12/SF for rain garden + $1.50-$3/SF for native plantings Optional Additions: Overflow structure, underdrain, overflow pipe, connection to existing storm network or structures

Type	Strategy	Description	Advantages (+) & Considerations (-)	Maintenance	Relative Cost
Permeable Surfaces	Permeable Paving	Permeable paving allows water to seep in between the paving materials to be absorbed into the ground. Permeable paving can consist of many different materials and techniques. Permeable pavers are ideal for right-of-ways, e.g. parallel parking lanes, gutter retrofits	+ Improve water quality & reduce street flooding + Contribute to aesthetic quality of the streetscape + Scalable - Can be expensive	· Spaces between pavers get clogged over time, reducing infiltration rate (vacuum truck removes sediment & · Maintenance costs from manufacturers estimated at	Pavers - $15/SF Bedding layer - $45/ton Base layer - $30/ton Subbase layer - $35/ton Geotextile - $5/SY Curb - $35/LF Optional Additions: underdrain, connection to existing storm structures

Type	Strategy	Description	Advantages (+) & Considerations (-)	Maintenance	Relative Cost
Water Catchment & Storage	Cisterns & Rain Barrels	Cisterns & rain barrels catch and store stormwater off of roofs and other impervious surfaces. Cisterns are typically larger than rain barrels.	+ Large-scale application could reduce street flooding + Gray water can be used to water plants - Limited impact unless installed large scale - Low water utility costs and year-round rainfall diminishes need/incentive for rainwater harvesting	· Must be emptied regularly · Must be monitored for proper function to prevent mosquitos	$50 and up per barrel (depends on size & capacity)
	Underground Storage	Underground storage typically consists of a stone base and an open chamber. Runoff enters system and fills empty spaces in stone base first, then open area of chamber. Under ground storage is most desirable when storage of large volumes needed, e.g. localized flooding and areas with combined sewer overflow.	+ Reduce street flooding + Can be combined with other green infrastructure - Significant installation & maintenance costs	· Periodic cleanout required via JetVac as sediment accumulates (sprays water into chambers to loosen sediment) · Maintenance costs vary based on size; standard JetVac costs $1,500-$2,500	Underground storage (storage material, geotextile, stone envelope, excavation, hauling) - $6/CF Additional Options: additional stone, underdrain, outlet structure, overflow weird, connection to existing storm network or structures, surface treatment

Type	Strategy	Description	Advantages (+) & Considerations (-)	Maintenance	Relative Cost
Water Catchment & Storage	Green & Blue Roofs	Green roofs consist of a vegetated layer growing in engineered soil. Blue roofs detain stormwater without vegetation.	+ Improved stormwater management + Gray water can be used to water plants + Can reduce energy costs – reduces air conditioning demand in summer by as much as 75% + Reduce noise pollution + Increase biodiversity + Can be aesthetically pleasing + Blue roofs are less expensive - Significant installation & maintenance costs - Building must be engineered correctly to accommodate weight - Low water utility costs and year-round rainfall diminishes need/incentive for rainwater harvesting	Annual maintenance costs: $0.75-$1.50/SF	Green Roof: $10-$25/SF Blue Roof: $1/SF

Sources:

Burden, Dan. 2006. "22 Benefits of Urban Street Trees." Glatting Jackson and Walkable Communities, Inc.

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The City of New York. 2019. "Types of Green Infrastructure." nyc.gov. https://www1.nyc.gov/html/dep/html/stormwater/combined_sewer_overflow_bmps.shtml.

Note: More details and costing information available in Green Infrastructure Designs: Scalable Solutions to Local Challenges (2015) by the Delta Institute.

COMMUNITY CLEAN-UP EVENT GUIDE
CAMPTI, LOUISIANA

Prepared by UNO MURP Graduate Students

I. Introduction

Community clean-up events provide residents with the opportunity to dispose of items that may otherwise be hard to get rid of on and around their property. The establishment of such an event encourages community engagement, as residents and neighbors work to improve the living conditions of their homes and those of their neighbors. Campti held such an event in March of 2019. In order to maintain the benefits of the community clean-up, events should be held regularly to ensure community goals of maintenance and beautification can be met. This guide is offered as a resource for reinforcing best practices with regard to planning, funding, staffing, organizing, and implementing a community clean-up event in Campti, Louisiana.

II. Planning the Event

a. Staffing/ Volunteer Positions

i. Primary Responsibilities

1. Coordinator- This person should be passionate about the clean-up and restoration of Campti and able to see the event through from inception to completion. Organized information should be kept concerning volunteers, supplies, collection locations, community partners, and measurable outcomes (how many homes were serviced, how many pounds of garbage the dump site collected, how many truckloads were delivered, etc).
2. Field Coordinator- Counterpart to the Coordinator, this person will keep track of what supplies are distributed and what supplies are needed on-location as the event happens. Field Coordinator will assess the volunteer needs for all stations and should have a strong grasp of the physical environment/clean-up needs within the town.

ii. Other Considerations: a liaison between the town and the waste management or other collection operators may be needed. This may also include a someone in charge of public relations- to submit a blurb to the local

COMMUNITY CLEAN-UP EVENT GUIDE UNIVERSITY OF NEW ORLEANS

newspaper, post about the event on social media, and generally drum up volunteer and donation support.

iii. Planning for elderly and disabled residents: Consider having someone schedule to plan for care of elderly resident properties - create a list of needs and number of volunteers.

b. Select a Location

i. Will your event include the use of trucks that will collect from individual homes, curbside collection, etc? If so, what materials will be accepted and will there be different trucks and/or loads for different types of materials?
For example, household goods, tires, paint cans

ii. Will your event include a central disposal area(s) where residents will have to bring their items for collection and disposal? If so, will there be separate sites for different types of waste?

c. Set a Date for the Event

i. Determine the best date and time, as it suits the residents of Campti
   1. How much time should the event take?
   2. Set a rain date, in case of inclement weather.
   3. Are there any other factors that may affect volunteer availability, such as Saints/LSU games, large church events/holidays, etc.?

d. What Will You Collect?

i. Compile a list of accepted materials and be as specific as possible. Community collection partners will be a big part of this. Have you found a collector for:
   1. Regular household waste
   2. Household appliances- Microwaves, window a/c units, water heaters
   3. Automotive parts- Tires, a/c and oil filters, damaged body
   4. Potential toxic materials- oil, paint cans, slats with lead paint

e. How Will You Collect It?

i. Will there be additional compactors/bins available to the community on the day of the event? Where will they be located? Remember to consider areas that are not currently central to existing waste collection site, ie. Pecan Grove, Edenborn, US-71.

ii. If you have trucks available, will they have flatbed trailers? What is the destination for each? Will they take collections directly to the disposal/landfill/recycling sites, or back to general collection? Be careful not to make twice the work of loading and unloading, if things can be hauled away all at once.

iii. Consider the hours of the collection facilities and the availability of each driver/ length of time you are permitted to keep each container.

f. How Will You Fund the Event?

i. Consider the financial needs (see back page for local estimates and contacts):
   1. Supplies
   2. Containers- compactor or collector
   3. Scrap metal hauler- may generate income for the event
   4. Fees and/or gas for truck drivers
   5. Final disposal fees

ii. Is this in the town budget?

iii. Will community partners help with cost? Ie. Dollar General for gloves, garbage bags, etc.

iv. Will participants pay a nominal fee for disposal of difficult items
   1. What items warrant a fee?
   2. Set fee in advance, making sure that it is not so high as to be a deterrent to residents.
   3. Determine accepted payment types

COMMUNITY CLEAN-UP EVENT GUIDE UNIVERSITY OF NEW ORLEANS

g. Get The Word Out

i. Let the public know, with plenty of notice, all about the event and what your goals are. Your purpose in doing this should be to:

1. Recruit volunteers!
   - **a.** Identify potential sponsors and develop contacts:
   - **b.** Recognize community partners who have stepped up to help or who you've contracted with in support of the event
2. Signal a positive day of service to the community and set the tone for the event.
3. Notify residents of items eligible for collection and any steps they need to take in order to have their items taken away.

h. Put It All Together

i. Train the volunteers, according to which area they will be working. Set them up for success by notifying them, in advance, of what they should where, bring, expect.

ii. Organize the stations

1. Who will be there?
2. What are they collection?
3. Supplies needed
4. Mechanism for moving items through each station
5. Food/water/sunscreen for volunteers

iii. Make sure each section and volunteer group has enough gloves, garbage bags, a first-aid kit, contacts for organizers, an expectation for the end-of-day duties.

III. Day of the Event

a. Before the Fun Begins

i. Set up a tent and table to greet and sign-in volunteers at current compactor site.

ii. Expect some people to drop out. This is why we sign up so many volunteers in the planning phase- too many is always better than too few.

iii. Put early bird volunteers to work organizing or sorting any last-minute supplies or food and ensure that they have first-aid available and understand how to reach emergency services, should they be needed.

b. During the Event

i. Have someone available to run extra supplies to designated volunteer areas.

ii. Check-in with container stations periodically to ensure there is enough room for what those in the community are collecting? Are you able to call and request a dump of items at some point during the event?

c. After the Event

i. Thank your people! You, your staff, your volunteers, and your community members just worked really hard to make a difference. Ensure that the difference to the whole community is the emphasis of your event and the center of your thanks.

ii. Tally your success. How many truckloads were delivered? How many properties were cleaned up? Whatever metric you used to measure your success, make sure you take a moment- you'll be tired- to note the successes.

iii. Publicize your success! Using those same channels that you used to get the word out while recruiting (newspaper, social media, flyers), you should now post a thank you and news of your triumphs. This step acts as a public thank you, shows the follow-through took place (encouraging to would-be sponsors

Town of Campti
PO Box 216
3060 Hwy 71
Campti, LA 71411
Phone: 318-476-3321
Fax: 318-476-2622

January 23, 2019

RE: PROPERTY OWNERS WITH DILAPIDATED STRUCTURES OR OVERGROWN PROPERTIES.

The new administration of the Town of Campti city Government is striving to promote cleanliness and pride in our town; therefore, we would like all property owners to assist us in our endeavors. This can be accomplished by making sure your property is maintained. That is the reason you are receiving this correspondence; your property is in dire need of maintenance.

If for some reason you cannot attend to this matter personally and would like the Town of Campti to attend to it, we would need you to send a certified check or money order (NO CASH PAYMENTS) made payable to the town for services expected, along with a notarized letter relinquishing the Town of any liability.

Please find attached a copy of notice placed at the doors of all town residents in January, 2019.Thank you for your cooperation in this matter, please call our office at the above number with any questions.

Gratefully yours,

Mozella Bell, Mayor

INTERNATIONAL PROPERTY MAINTENANCE CODE
ORDINANCE #5 OF 2015

An Ordinance of the Town of Campti adopting the 2012 edition of the International Property Maintenance Code, regulating and governing the conditions and maintenance of all property, buildings and structures; by providing the standards for supplied utilities and facilities and other physical things and conditions essential to ensure that structures are safe, sanitary and fit for occupation and use; and the condemnation of buildings and structures unfit for human occupancy and use, and the demolition of such existing structures in the Town of Campti; providing for issuance of permits and collection of fees therefor; repealing Ordinance #2 of 2015 of the Town of Campti and all other ordinances or parts of laws in conflict therewith.

The Mayor and Town Council of the Town of Campti does ordain as follows:

Section 1. That a certain document, three (3) copies of which are on file in the office of the Town Clerk of the Town of Campti, being marked and designated as the International Property Maintenance Code, 2012 edition, as published by the International Code Council, be and is hereby adopted as the Property Maintenance Code of the Town of Campti, in the State of Louisiana for regulating and governing the conditions and maintenance of all property, buildings and structures; by providing the standards for supplied utilities and facilities and other physical things and conditions essential to ensure that structures are safe, sanitary and fit for occupation and use; and the condemnation of buildings and structures unfit for human occupancy and use, and the demolition of such existing structures as herein provided; providing for the issuance of permits and collection of fees therefor; and each and all of the regulations, provisions, penalties, conditions and terms of said property Maintenance Code on file in the office of the Town of Campti are hereby referred to, adopted, handmade a part hereof, as if fully set out in this legislation, with the additions, insertions, deletions and changes, if any prescribed in Section 2 of this ordinance.

Section 2. The following sections are hereby revised:

Section 101.1. Town of Campti

Section 103.5. SA 83.0

Section 112.4. $50.00-$500.00

Section 302.4. 8 inches

Section 304.14. January 1st – December 31st

Section 602.3. October - May

Section 602.4. October - May

Section 3. That Ordinance #5 of 2015 of Town of Campti, entitled Ordinance#2 of 2015-Lot Maintenance and all other ordinances or parts of laws in conflict herewith are hereby repealed.

Section 4. That if any section subsection, sentence, clause or phrase of this legislation is, for any reason, held to be unconstitutional, such decision shall not affect the validity of the remaining portions of this ordinance. The Town Council hereby declares that it would have passed this law, and each section, subsection, clause or phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses and phrases be declared unconstitutional.

Section 5. That nothing in this legislation or in the Property Maintenance Code hereby adopted shall be construed to affect any suit or proceeding impending in any court, or any rights acquired, or liability incurred, or any cause or causes of action acquired or existing, under any act ordinance hereby repealed as cited in Section 3 of this law; nor shall any just or legal right or remedy of any character be lost, impaired or affected by this legislation.

Section 6. That the Town clerk is hereby ordered and directed to cause this legislation to be published.

Section 7. That this law and the rules, regulations, provisions, requirements, orders and matters established and adopted hereby shall take effect and in full force and effect from and after the date of its final passage and adoption.

On a roll call vote, the vote thereon was as follows:

	AYE	NAY	ABSENT	ASTAIN
Council member Nash	X			
Council member Turner	X			
Council member Pradhomme	X			
Council member Collins	X			
Council member Nicholas			X	

Whereupon, the Mayor declared the above Ordinance duly adopted on the 12th day of January 2015.

ROLAND SMITH, MAYOR

CATHERINE M DEANS, TOWN CLERK

TOWN OF CAMPTI

Notice: Enforcement of Ordinance #5 of 2015

Date: January 10, 2019

To: Citizens of the Town of Campti

Please be advised that Ordinance #5 of 2015 (INTERNATIONAL PROPERTY MAINTENANCE CODE) will be enacted on May 1, 2019.

Residents have until May 1, 2019 to clean up property or they will be fined the following:

- **$50.00 a day for a period of ten (10) days for each vehicle in yard without a license. If not removed after period of ten (10) days owner will also pay for towing expenses.**
- **$75.00 for Town to cut grass over eight (8) inches.**
- **$500.00 to demolish buildings & structures condemned and found to be unfit for human occupancy and use.**
- **$500.00 for Town to clean up around homes, structures and buildings.**

A copy of this Ordinance and codes can be seen or pick up from Town Hall between the hours of 8:00 a.m.-12:00 p.m. and 1:00 p.m.-4:00 p.m.

Thank you,

Mayor Mozella Bell

Town of Campti

USDA Contact Information

Office	Location	Phone	Email
Natchitoches Area Office	Natchitoches, LA	318-352-7100	tony.matlock@la.usda.gov
State Office	Alexandria, LA	318-473-7922	lee.jones@la.usda.gov

CLECO Power Wise Contact Information

Company	Contact	Location	Phone	Email
CLECO	Power Wise	Pineville, LA	833-373-6842	
CLECO	Jaci Sewell	Pineville, LA	833-373-6842	jaci.sewell@cleco.com
LED PRO	Frank	Lafayette, LA	337-781-9203	frank@ledprollc.com

Weatherization Assistance Program Contact Information

Company	Contact	Location	Phone	Email
Desoto Parish Police Jury	Lynda Spivey	Mansfield, LA	318-872-0880	lspivey@desotoppj.com
Office of Community	Michelle Hughes	Mansfield, LA	800-872-0889	mhughes@desotoppj.com

Brownfields Visual Inventory

Address: 2846 HWY 71.
Owner: UNKNOWN

Address: 2754 US HWY 71
Owner: UNKNOWN

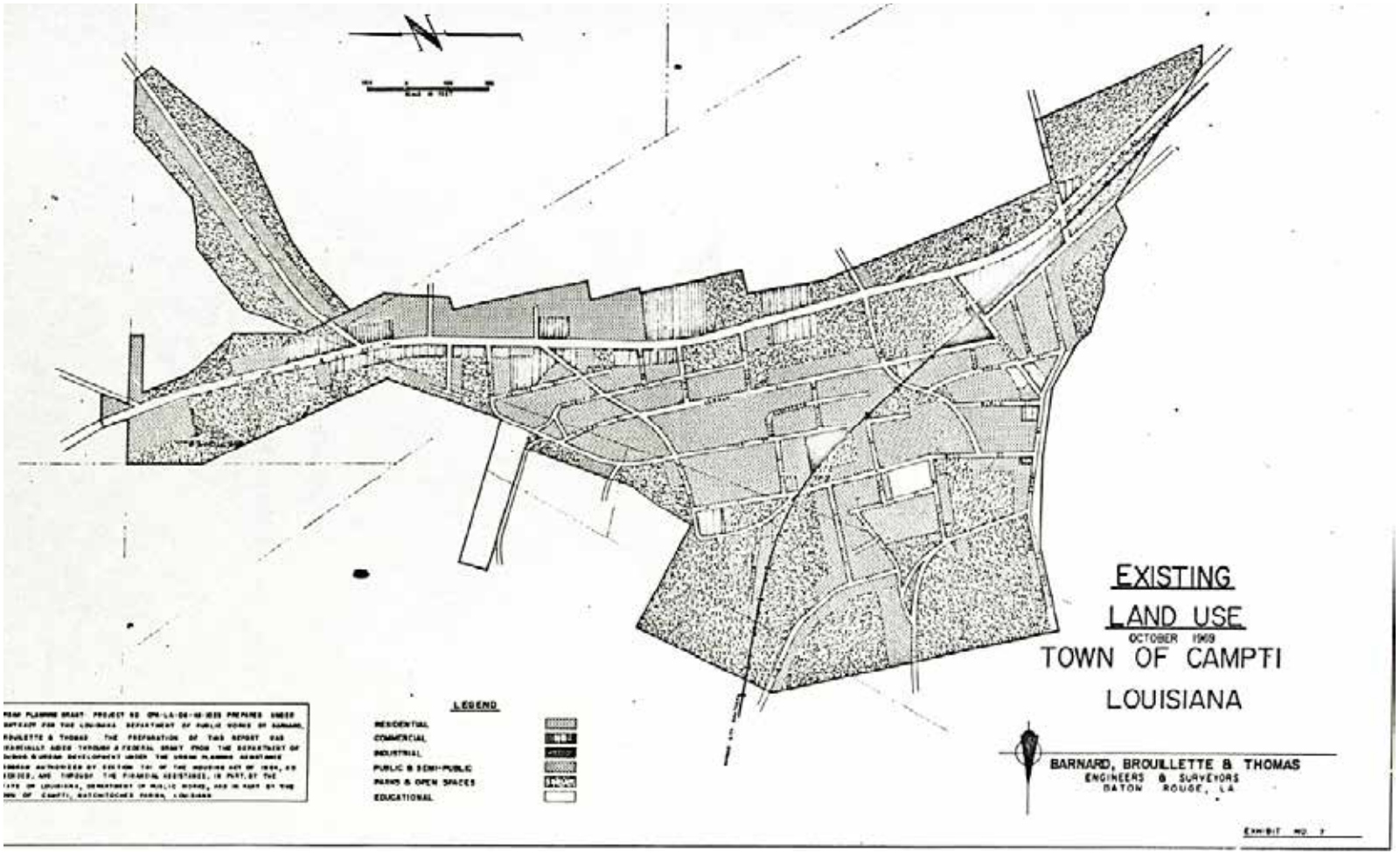
Address: 2956 HWY 71
Owner: WEEKS, OLAR F.

Address: 170 PASTURE RD.
Owner: DONAWAY, MARCUS C.

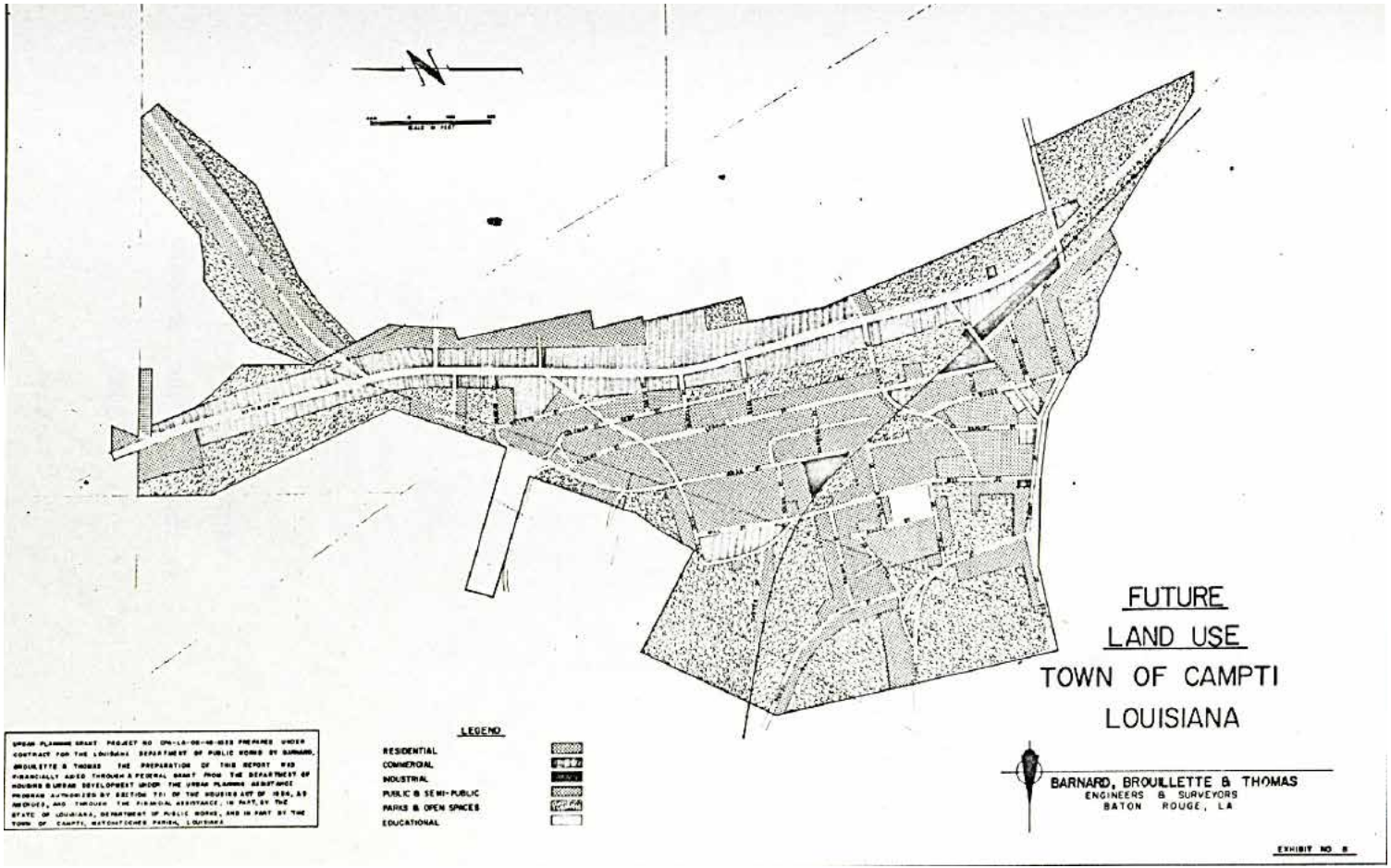
Address: 310 STATE RTE 486
Owner: UNKNOWN

Address: 161 EDENBORN ST.
Owner: UNKNOWN

Appendix D-2 | Existing Land Use Map from Town of Campti Comprehensive Plan (1974)



Appendix D-3 | Future Land Use Map from Town of Campti Comprehensive Plan (1974)



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DOTDTAP%20Application%20Guide%2Edocx&Source=%2FInside_LaDOTD%2FDivisions%2FEngineering%2FProject_Management%2FTAP%2F_layouts%2Fmobile%2Fview%2Easpx%3FList%3Da5f196f7-a943-4ffa-8dcf-897b2440a7bb%26View%3D96777e77-56d5-40b7-ae2a-acae259858cc%26CurrentPage%3D1

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