



# St. Bernard Parish Council

8201 West Judge Perez Drive Chalmette, Louisiana, 70043

(504) 278-4228 Fax (504) 278-4209

[www.sbpgr.net](http://www.sbpgr.net)

#9

**Fred Everhardt, Jr.**  
*Councilmember  
at Large*

**Gillis McCloskey**  
*Councilmember  
at Large*

**Patrice Cusimano**  
*Councilmember  
District A*

**Joshua "Josh" Moran**  
*Councilmember  
District B*

**Cindi Meyer**  
*Councilmember  
District C*

**Ryan Randall**  
*Councilmember  
District D*

**Amanda Mones**  
*Councilmember  
District E*

**Roxanne Adams**  
*Clerk of Council*

EXTRACT OF THE OFFICIAL PROCEEDINGS OF THE COUNCIL OF THE PARISH OF ST. BERNARD, STATE OF LOUISIANA, TAKEN AT A REGULAR MEETING HELD IN THE COUNCIL CHAMBERS OF THE ST. BERNARD PARISH GOVERNMENT COMPLEX, 8201 WEST JUDGE PEREZ DRIVE, CHALMETTE, LOUISIANA ON WEDNESDAY, NOVEMBER 6, 2024 AT SEVEN O'CLOCK P.M.

On motion of Mr. McCloskey, seconded by Mrs. Mones, it was moved to **adopt** the following resolution:

## RESOLUTION SBPC #2417-11-24

A RESOLUTION ADOPTING THE ST. BERNARD PARISH BIKEWAY AND PEDESTRIAN PLAN 2024 UPDATE.

**WHEREAS**, St. Bernard Parish Government partnered with the Regional Planning Commission of Orleans, Jefferson, Plaquemines, St. Bernard, St. Charles, St. John, St. Tammany and Tangipahoa Parishes; and a team of technical consultants to prepare the St. Bernard Bikeway and Pedestrian Plan Update; and,

**WHEREAS**, this plan update was adopted by the St. Bernard Parish Council in June, 2017 and made a part of the St. Bernard Parish Comprehensive Plan; and,

**WHEREAS**, the Parish has been working diligently to implement the Bikeway and Pedestrian Plan and needed to prepare an update to the original document in order to inventory completed plan projects and provide more complete information on future plan implementation; and,

**WHEREAS**, St. Bernard Parish Grants Department and Community Development Department completed the attached summary update report to accomplish this purpose; and,

**WHEREAS**, the 2024 St. Bernard Parish Bikeway and Pedestrian Plan Update was presented to the St. Bernard Parish Planning Commission on October 22, 2024 and unanimously recommended to the Council for approval and for approval to be incorporated into the St. Bernard Parish Comprehensive Plan.

**NOW THEREFORE BE IT RESOLVED**, the St. Bernard Parish Council does hereby adopt the St. Bernard Parish 2024 Bikeway and Pedestrian Plan Update and approve its inclusion in the St. Bernard Parish Comprehensive Plan.



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District D*

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*Councilmember  
District E*

**Roxanne Adams**  
*Clerk of Council*

Page -2  
Extract #9 continued  
November 6, 2024

The above and foregoing having been submitted to a vote, the vote thereupon resulted as follows:

**YEAS:** Moran, Meyer, Randall, Mones, McCloskey

**NAYS:** None

**ABSENT:** Cusimano

The Council Chair, Mr. Everhardt, cast his vote as **YEA**.

And the motion was declared **adopted** on the 6<sup>th</sup> day of November, 2024.

## CERTIFICATE

I HEREBY CERTIFY that the above and foregoing is a true and correct copy of a motion adopted at a Regular Meeting of the Council of the Parish of St. Bernard, held at Chalmette, Louisiana, on Wednesday, November 6, 2024.

Witness my hand and the seal  
of the Parish of St. Bernard on  
this 6<sup>th</sup> day of November, 2024.

  
ROXANNE ADAMS  
CLERK OF COUNCIL



# *St. Bernard Parish Government*

*8201 West Judge Perez Drive  
Chalmette, Louisiana 70043*

*278-4227*

*278-4330 (fax)*

## MEMORANDUM

TO: St. Bernard Parish Council

COPY: Louis Pomes, Parish President  
Donald R. Bourgeois, CAO

FROM: Deborah Jan Fagan, Grants Consultant

DATE: October 29, 2024

RE: **St. Bernard Bikeway and Pedestrian Plan – 2024 Update**

Attached for your review is a report summarizing the above-referenced work. I will be available at the Council meeting to answer any of your questions. The purpose of the report is to provide a 2024 update to the plan maps and summarize implementation efforts thus far.

### Action Requested

Approval by the Council and Approval for incorporation into the St. Bernard Parish Comprehensive Plan.

Enclosure: draft report



## **St. Bernard Parish Bikeway & Pedestrian Plan Update**

### **2024 PLAN UPDATE**

**Prepared by**  
**St. Bernard Parish Grants Department and**  
**Community Development Department**

**November, 2024**



# **ACKNOWLEDGEMENTS**

## **Parish President**

Louis Pomes

## **Parish Council**

Gillis McCloskey, Council Member At Large West  
Fred Everhardt, Jr., Council Member At Large East  
Patrice Cusimano, Council Member, District A  
Joshua Moran, Council Member, District B  
Cindi Meyer, Council Member, District C  
Ryan Randall, Council Member, District D  
Amanda Mones, Council Member, District E

## **Parish Planning Commission**

Frank Crifasi, At Large West  
Armand Duvio, At Large East  
Dennis Gomez, District A  
David Clements, District B  
Timothy J. Autin, District C  
Heather Fandino, District D  
Elton Jude Meyers, District E

## **Funding**

The adopted 2017 Plan was financed by a grant to St. Bernard Parish Government and the Regional Planning Commission of Jefferson, Orleans, Plaquemines, St. Bernard, St. Tammany and Tangipahoa Parishes from the Louisiana Department of Transportation and Development and Federal Highway Administration with technical consultant services provided by Soll Planning of New Orleans and Alta Planning and Design of Portland, Oregon. The 2024 Plan Update was prepared by St Bernard Parish Government Grants Consultant Deborah Jan Fagan and GIS Manager Richard Poche.

## BACKGROUND AND PURPOSE

The purpose of this report is to provide an update to the 2017 St. Bernard Bikeways and Pedestrian Plan. St. Bernard Parish Government has been working diligently to implement the adopted plan over the last seven years. Working with public and private partners, approximately \$16 million in federal, state, and private funding has been secured to assist in this implementation along with three major private land donations.

The original plan update was completed with the assistance of a technical advisory committee composed of representatives from Parish departments; staff and commission members from the Regional Planning Commission for Jefferson, Orleans, Plaquemines, St. Bernard, St Charles, St. John, St. Tammany and Tangipahoa Parishes; the Louisiana Department of Transportation and Development; Bike St. Bernard; the St. Bernard Parish Americans with Disabilities Committee, and the Parish Council. The planning process included extensive public engagement and public review and input on recommendations. A team of technical consultants including Alta Planning and Design and Soll Planning provided the technical survey work, guided the planning process, and prepared the final report.

Following the completion and adoption of the plan, the Parish established a Bicycle and Pedestrian Advisory Committee which helped monitor project implementation and provided further guidance on prioritizing improvements. In addition, ordinances were adopted to implement the Complete Streets Policy.

At the present time, implementation is ongoing by the Grants Department and consultants; the Capital Projects Division of/and the Department of Public Works; several engineering consultants; and the Parish Community Development Department.

### Overview of 2017 Plan

The Parish Plan outlined a network of Regional Bikeways that would link together communities within St. Bernard and St. Bernard Parish to its neighboring parishes. The network includes the 14-mile Mississippi River Trail, the 26-mile 40 Arpent Trail, and 15 miles of other Regional Bikeways that will bring people to the major regional trails.

In addition, a Local Network was created that includes on-street bikeways designed to make it safer and easier to travel by bicycle to local destinations such as employment sites, shopping areas, schools, transit routes, and parks. The Local Network includes signed bicycle routes, marked shared lanes, bicycle lanes, neighborhood greenways, and shoulder routes. All are designed to make it safer and easier for people to travel by bicycle.

Lastly, the plan included pedestrian improvements incorporating the Parish's Complete Streets Policy which was later supplemented by adopted implementation ordinances.

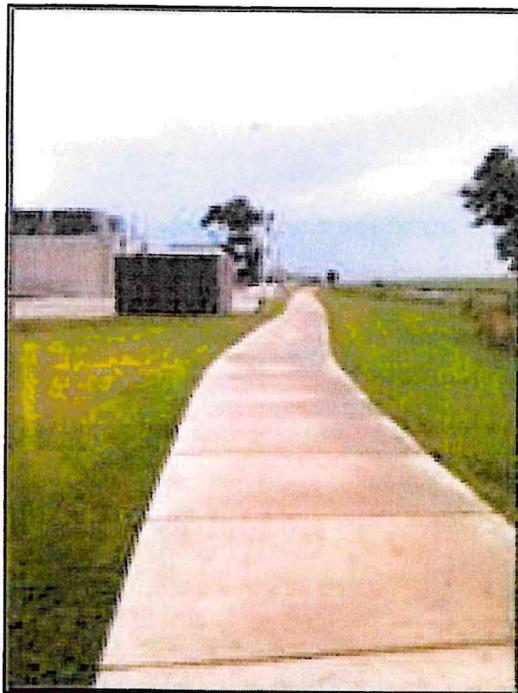
## IMPLEMENTING ST. BERNARD BIKEWAYS

The Parish's approach to implementing the bikeway component of the plan includes developing both the Regional Bikeways and the Local Network simultaneously. Regional Bikeways more often include off-road multi-use trails which take longer to plan, engineer, fund, and construct. These major projects can take many years to bring to fruition. The Local Network includes more on-street facilities which are easier to implement and much less costly to construct and install.

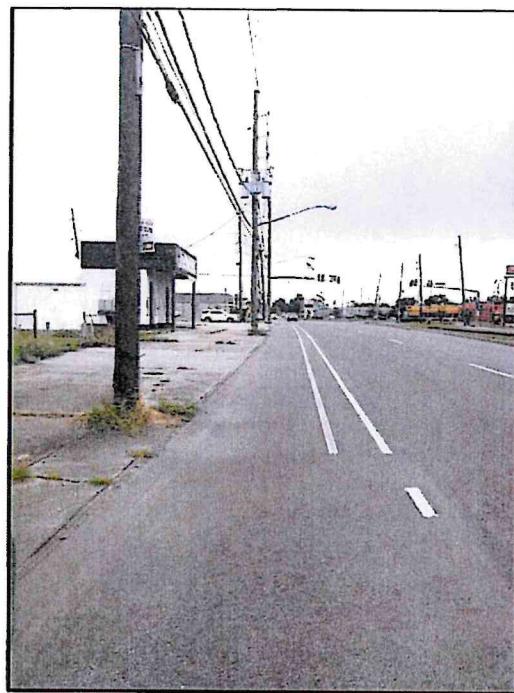
The planned bikeways outlined in the Parish include eight types of designated facilities. A full description of these is contained in Appendix A. The section below describes the type of bikeways that have been implemented to date. The general term bikeways, as used in this report, refers to any one of these designated facilities.

### TYPES OF EXISTING ST. BERNARD BIKEWAY FACILITIES

Multi-Use Trail These are off-road facilities designated for multiple users including bicyclists, walkers, joggers, skaters, equestrians, and other non-motorized users. Examples of multi-use trails implemented thus far are those at Val Reiss Park, the Palmisano Trail, the Mississippi River Trail Phase I&II, and the Forty Arpent Trail.



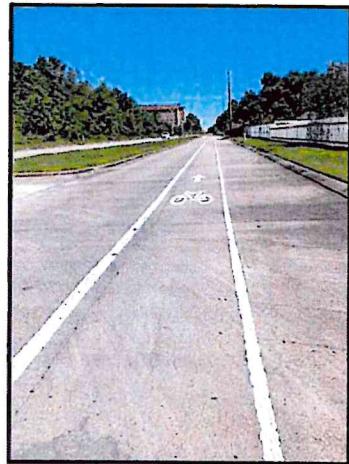
Trail at Val Riess Park



Buffered Bicycle Lane on St. Claude

Buffered Bicycle Trail The Mississippi River Trail segment along St. Claude Avenue and St. Bernard Highway in Chalmette west of Paris Road is an example of a buffered bicycle rail. There bicyclists travel along a designated piece of the roadway that is solely available for their use in addition to including a small buffer area that separates the bicyclist from vehicle traffic. This project was implemented by the Louisiana Department of Transportation and Development in connection with improvements to St. Bernard Highway.

Bicycle Lane With a simple bicycle lane, the bicyclist has a dedicated piece of the roadway but there is no separation between the bicycle lane and the vehicle travel lane except for roadway striping. Archbishop Hannan Boulevard is an example of a bicycle lane implemented under the plan.

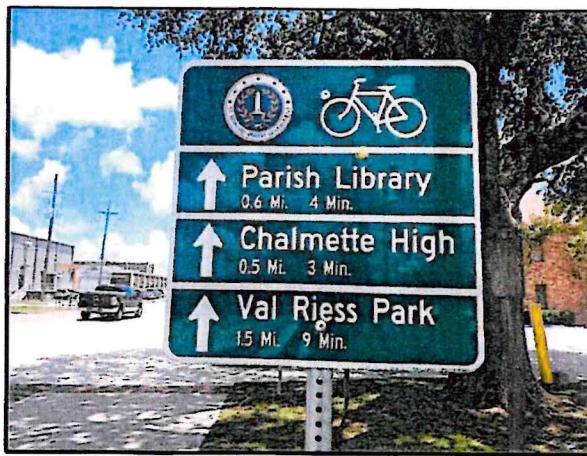


Neighborhood Greenway The Parish has implemented one small segment of Neighborhood Greenway on Patricia/Genie Street in Chalmette near De La Ronde Drive.

Marked Shared Lanes The majority of the Local Network is composed of either Marked Shared Lanes or Bicycle Routes. With Marked Shared Lanes normal roadway traffic and bicyclists share the roadway and roadway markings alert motorists that bicyclists are likely to be present.

Bicycle Routes Bicycle routes are signed street connections where bicyclists and roadway users can travel safely together on lower traffic volume, typically residential streets. Wayfinding signage helps guide bicyclists through the neighborhood connections.

Shoulder Bikeways Along some State routes, there are 8-to-12-foot paved shoulders that provide adequate room for bicyclists to safely travel. In St. Bernard, these are mostly found along Judge Perez Drive and its extension going east and along some segments of Paris Road.



Wayfinding Signage Featuring Destinations,  
Distance and Travel Time

The Parish plan also includes separated bicycle lanes but none of those have been implemented yet in St. Bernard.

## STATUS OF BIKEWAY PLAN IMPLEMENTATION

### Regional Bikeway Network

The Regional Bikeway Network has remained largely the same and the Parish has made significant progress in implementing critical segments including the 40 Arpent Trail through Arabi, Chalmette Meraux, and Violet; the Mississippi River Trail in Violet and Meraux; on-street bikeways along Mehle, Rowley, Palmisano, Pakenham and Jackson, Archbishop Hannan and DeBouchel; Colonial Blvd.; Farmsite Road; and Sylvia. In addition, shoulder bikeways have been installed along Judge Perez, portions of Paris Road, and other on-street designations have been implemented along Bayou Road. The attached Figure I shows the *2024 Regional Bikeway Network* map.

Major remaining Regional Bikeway Network components include the Mississippi River Trail Phases III and IV and the Chalmette Battlefield Trail. Other improvements are considered long-range as funding is not anticipated at this time for such projects including the next phase of the 40 Arpent Trail extending from Violet to St. Bernard State Park.

### Existing and Planned Bikeways by Facility Type

Table I below summarizes the miles of bikeways implemented to date by facility type and those planned for the future. The Parish has installed over 100 miles of bikeways and has implemented about 60% of the planned improvements. The attached Figure II shows the *2024 Bikeway Plan Network by Facility Type* map.

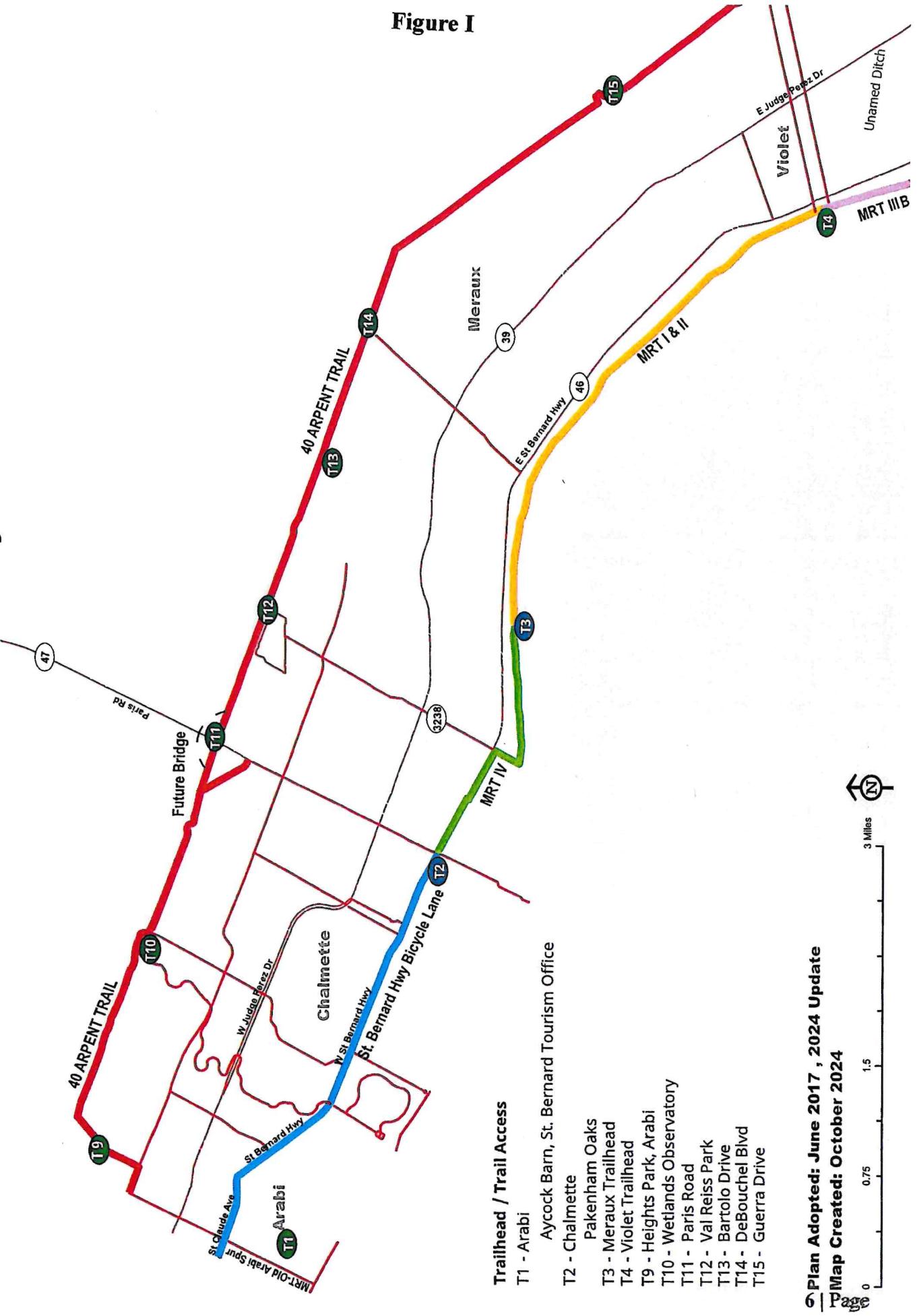
**Table I**  
**Existing and Planned Bikeways by Facility Type 2024**

Bikeway Facility	Existing Miles	Future Planned Miles
Multi-Use Trail	14.97	32.82
Separated Bicycle Lane	0.0	8.55
Buffered Bicycle Lane	6.16	0.59
Bicycle Lane	2.34	3.36
Neighborhood Greenway	0.30	0.0
Marked Shared Lane	22.15	1.13
Bicycle Route	23.15	5.63
Shoulder Bikeway	31.11	30.67
<b>Total Miles (182.92)</b>	<b>100.17</b>	<b>82.75</b>

# St. Bernard Parish Bikeway and Pedestrian Plan Update

## 2024 Regional Bikeways

Figure I



# St. Bernard Parish Bikeway and Pedestrian Plan Update

## 2024 Regional Bikeways

Trailheads / Trail Access

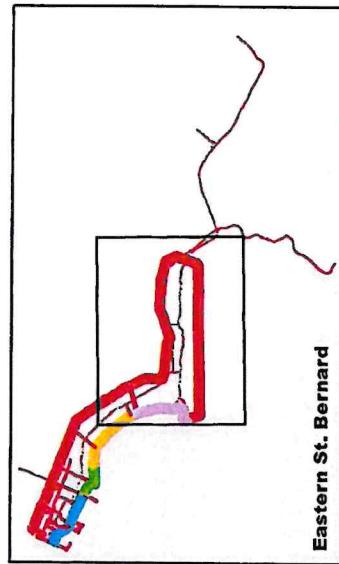
- T4 - Violet Trailhead
- T5 - Bryant Road
- T6 - Massicot Road
- T7 - St. Bernard State Park
- T8 - Parish Line
- T15 - Guerra Drive
- T16 - E. J. Gore
- T17 - Verret

40 ARPENT TRAIL

Bayou Teche Bayou Teche

40 ARPENT TRAIL

Forty Arment Canal



Page

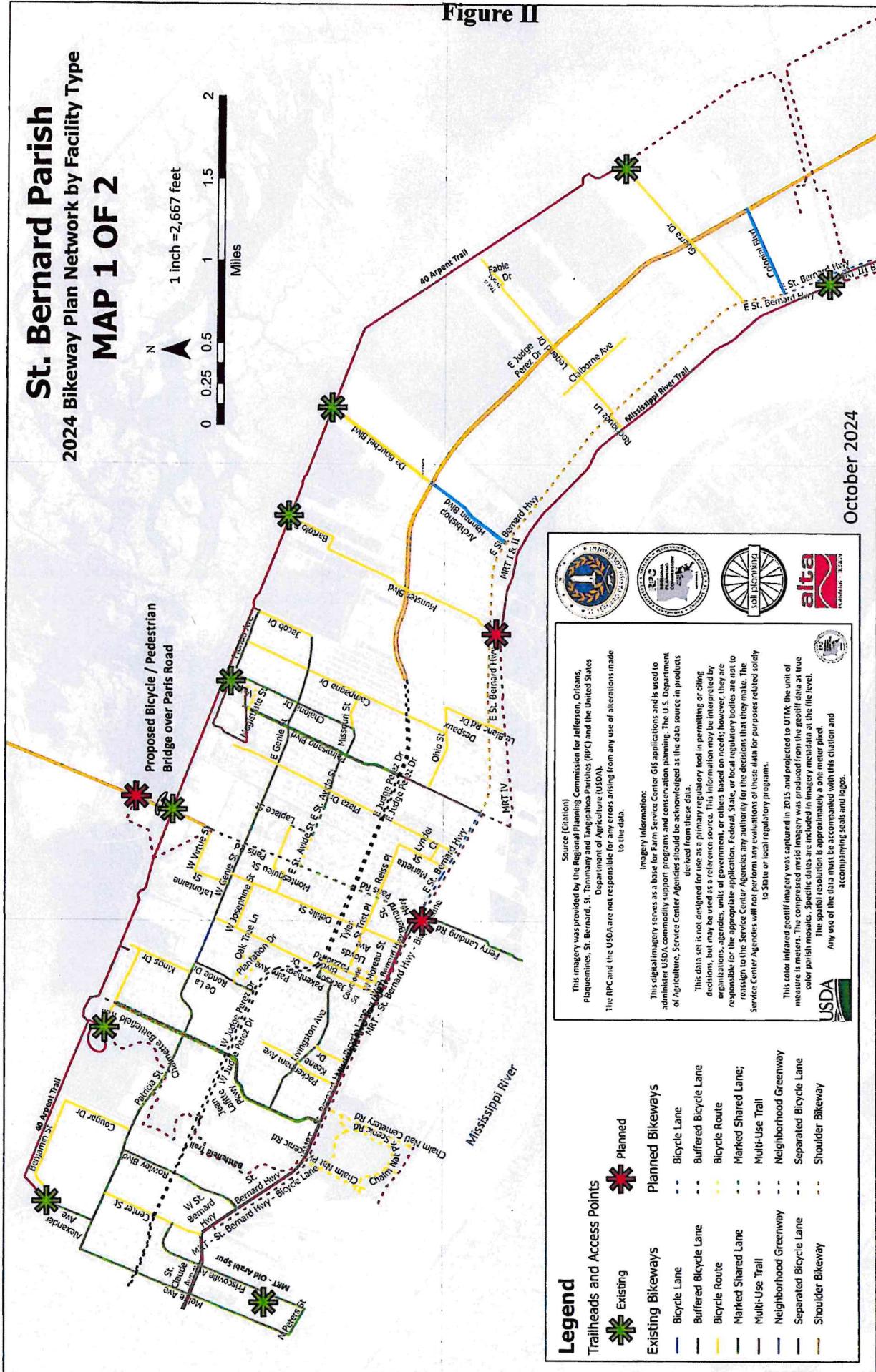
# St. Bernard Parish

## 2024 Bikeway Plan Network by Facility Type

### MAP 1 OF 2

**Figure II**

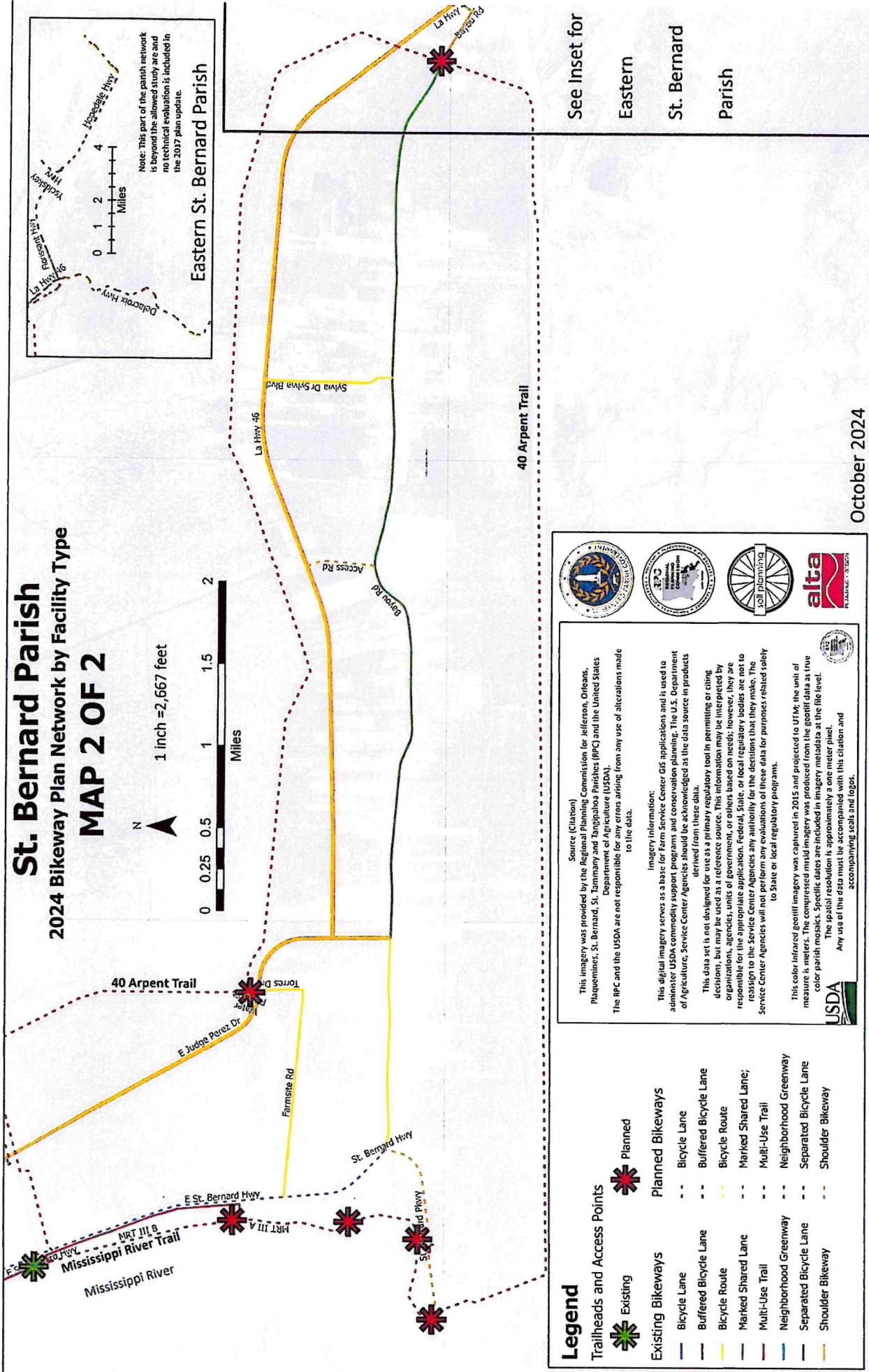
October 2024



# St. Bernard Parish

## 2024 Bikeway Plan Network by Facility Type

### MAP 2 OF 2

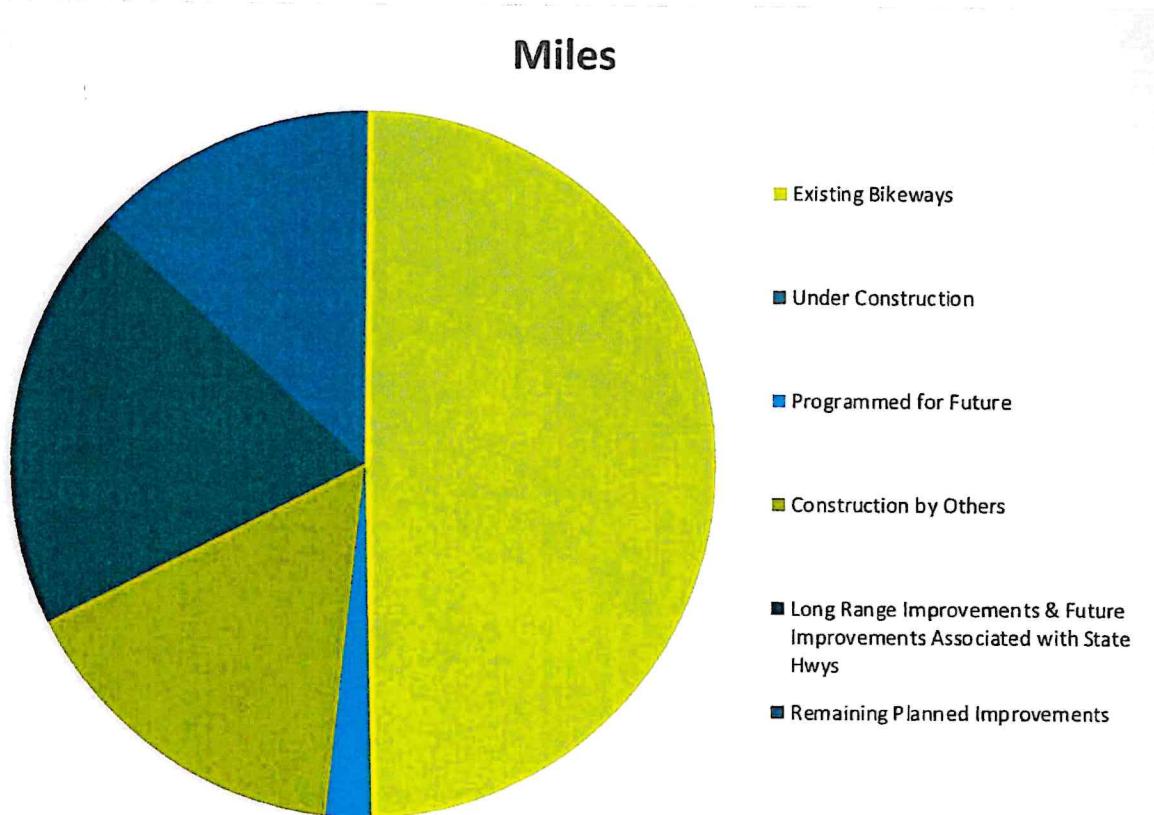


October 2024

## ST. BERNARD PARISH HAS IMPLEMENTED 55% OF ITS PLANNED BIKEWAY IMPROVEMENTS

However, as mentioned earlier, many future improvements shown in the plan are expected to be long-range improvements or improvements constructed by another agency. For example, when the Louisiana Department of Transportation and Development was resurfacing St. Bernard Highway, they installed the Mississippi River Trail buffered bicycle lane as part of that project (in accordance with DOTD's State Complete Streets Policy). To break this down further, Figure III shows categories of implementation status.

**Figure III**  
**Summary of Implementation Status October 2024**  
**(in miles)**



## IMPLEMENTING PEDESTRIAN IMPROVEMENTS

The current plan incorporates the Parish's 2016 Complete Streets Policy (St. Bernard is one of only three Louisiana parishes with an adopted policy) and identifies 47 miles of sidewalks to be installed or improved and 56 specific pedestrian crossing improvement projects. To assist in carrying out the policy, implementation ordinances were adopted to the Parish development regulations (see Appendix B to reference a copy of the Complete Streets Policy and the Implementation Ordinances). Appendix C references the full list of pedestrian improvements recommended in the plan.

St Bernard Parish Bicycle and Pedestrian Advisory Committee helped the Parish establish four priority pedestrian improvement projects to initiate implementation. They are:

1. New Sidewalks along Judge Perez in Violet
2. Crossing Improvements at Paris Road near Winn Dixie
3. Crossing Improvements at Paris Road near Prompt Succor School
4. Crossing Improvements at Judge Perez Drive and Plaza Drive

Working with the New Orleans area Regional Planning Commission and the Louisiana Department of Transportation and Development, the Parish was able to secure a \$770,000 safety grant to fund the first three priorities. Construction is projected to begin in late 2024.



Rendering of Funded Pedestrian Improvement Project  
Crossing of Paris Road Near Prompt Succor School

Other pedestrian improvement projects undertaken recently include adding sidewalks along Patricia Street in Chalmette (.26 miles), the Chenier Nature Trail (1 mile), De La Ronde Drive (480 ft.), and sidewalk improvements installed along St. Claude Avenue in Arabi as part of the Old Arabi Streetscape Plan (.33 miles).

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## **ADDITIONAL IMPLEMENTATION ACHIEVEMENTS**

In addition to bikeway and pedestrian planning and construction, other achievements have been undertaken to promote the plan's objectives. Some of the most significant include:

- Donation of property by the Meraux Foundation for construction of the Mississippi River Trail Violet Trailhead.
- Donation of property from Valero Corporation for construction of the Mississippi River Trail Meraux Trailhead.
- Donation of an 11-acre parcel of property by the Meraux Foundation for the Paris Road 40 Arpent Bridge.
- All Parish buses are now equipped with bicycle racks.
- Working with various non-profits, new bicycle racks have been added at various locations.
- An innovative wayfinding system has been developed that provides information on bikeway destinations including distances and travel time (allowing potential users to see the difference when substituting bicycle travel for vehicle travel).
- A website has been created to provide the public with current information on the plan and important events.
- An implementation status report is issued periodically to provide current information on construction of projects.
- New Trail Use Rules were enacted in July, 2024.
- New security cameras are being installed by the St. Bernard Sheriff's Office assisted by funding from the Meraux Foundation.



As a result of the Parish's work toward implementing the plan, the Louisiana Chapter of the American Planning Association awarded St. Bernard Parish Government their Planning Excellence Award for Plan Implementation at their annual convention in New Orleans in 2022. The organization annually

selects an exemplary project among state, local, and private sector planning organizations that reflects excellence in urban and regional planning.

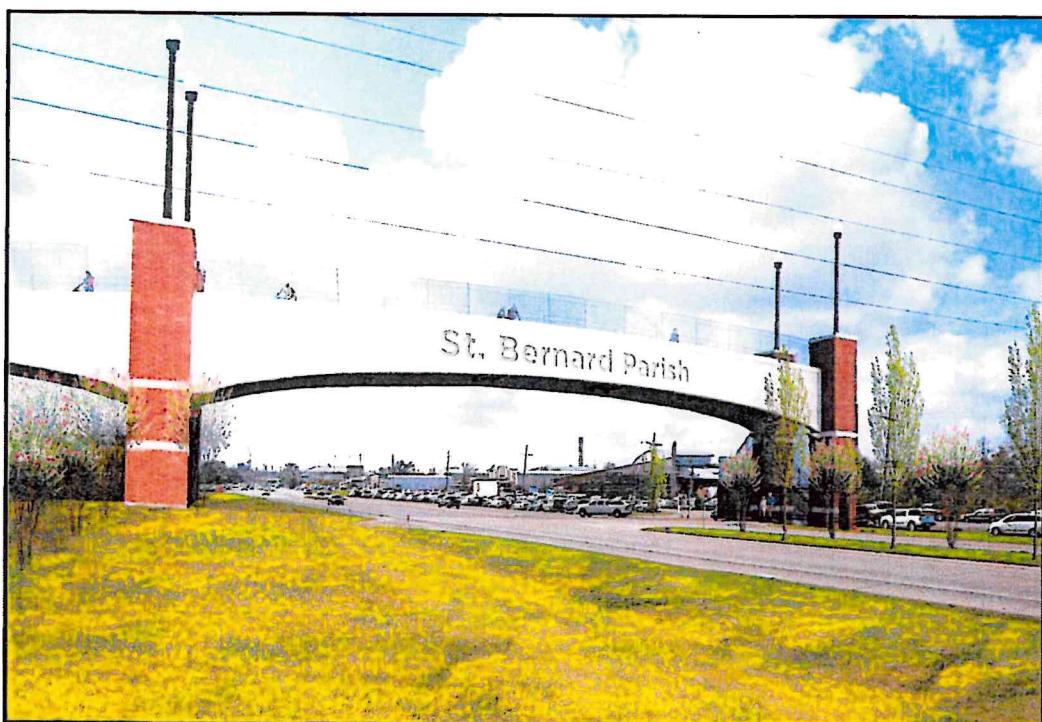
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## **HIGHLIGHTING SELECTED FUTURE PROJECTS**

The Parish currently has projects under construction and in engineering which will significantly expand the system. Listed below are some of these future projects.

### **Paris Road 40 Arpent Trail Bridge**

Bicycle and pedestrian bridge crossing Paris Road (LA 47)



Artist Rendering of Paris Road 40 Arpent Trail Bridge

### **Mississippi River Trail Phase III Trailhead and State Park Connector**

Trail segment connecting the levee top trail in Braithwaite to St. Bernard State Park.

### **Judge Perez Enhancements Project**

Construction of a sidepath along Judge Perez from Village Square to Arabi connecting multiple commercial and institutional sites.

## **Mississippi River Trail Phase IIIA**

Construction of a levee top trail from Poydras to Braithwaite



Rendering of Mississippi River Trail Phase III along Levee

## **Jean Lafitte Trail**

A new multi-use trail connecting the 40 Arpent Trail and Wetlands Observatory to the Parish Government Complex

## **Meraux Trailhead**

A new trail parking lot and access point for the Mississippi River Trail in Meraux on property donated by Valero Corporation.

## **St. Bernard Parish Pedestrian Improvements Project**

Construction of crossing improvements at two locations on Paris Road and new sidewalks along Judge Perez Drive in Violet

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## **FOR FURTHER INFORMATION**

A copy of the Parish's 2017 plan is available on our website under the Public Information tab and under the Bikeways and Trails heading ([www.sbpsg.net](http://www.sbpsg.net)). For additional questions, please contact [deborahfagannola@yahoo.com](mailto:deborahfagannola@yahoo.com)



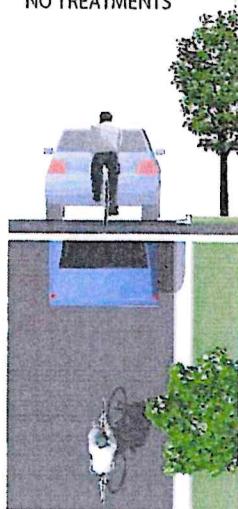
## **APPENDIX A: BIKEWAY DESIGNATIONS**



# Bikeway & Pedestrian Plan Update

## BICYCLE ROUTE

### BICYCLE ROUTE NO TREATMENTS



Shared Travel Lane

Bicycle routes have been selected as preferred roadways for bicyclists to access destinations or trail connections. They are roadways with favorable conditions for bicycling, such as lower traffic volumes and lower speeds.

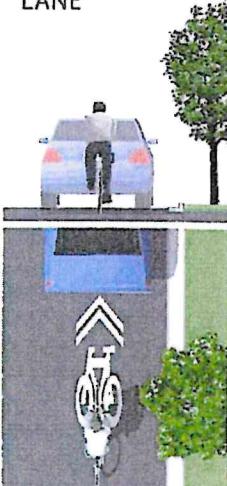
Bicycle routes are a designation, rather than a facility type for the purpose of providing navigational instructions to users.

Bicycle routes do not necessarily reduce bicycle crashes as they do not alter the geometric design, traffic volume or speed of the roadway. For this reason, it may be desirable to add other roadway improvements, including traffic calming, along bicycle routes at a later point in time if the need arises.



## MARKED SHARED LANE

### MARKED SHARED LANE

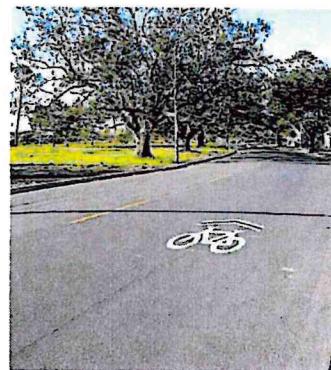


Shared Travel Lane  
with pavement  
markings

A marked shared lane alerts motorists that bicyclists may be encountered and shows bicyclists where to position themselves for greatest visibility. They are useful to provide additional guidance to motorists and bicyclists on roadways with low to moderate speeds and traffic volumes.

The marked shared lane pavement symbol (also called a shared lane marking or sharrows) is typically placed in the center of the outside travel lane but may be placed in other locations depending on context. Aligning the pavement marking between the path of vehicle tire tracks will extend the life of the pavement marking symbols.

Pavement symbols should be placed immediately after every intersection and at intervals not greater than 250ft.

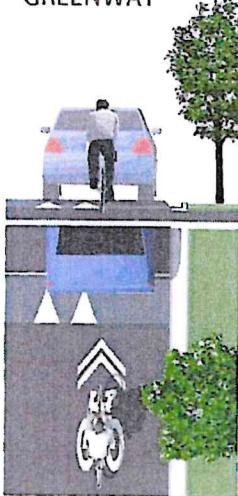




## St Bernard Parish

# NEIGHBORHOOD GREENWAY

### NEIGHBORHOOD GREENWAY



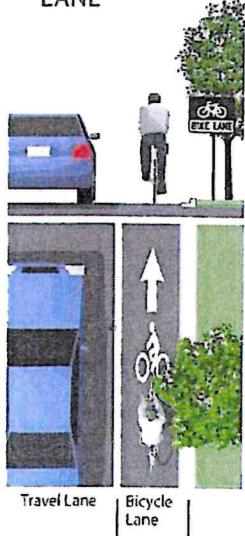
Shared Travel Lane with pavement markings and traffic calming

A neighborhood greenway is a residential low volume, low speed street where bicyclists and pedestrians are given priority. Neighborhood greenways are also known as bicycle boulevards. They are a key component of a low-stress bicycle network that appeals to a wide spectrum of the population. Many residential streets within St. Bernard Parish meet the speed and volume criteria for neighborhood greenways. Identifying and marking them is critical to make them clearly visible to potential users and alert motor vehicle traffic to expect to encounter people walking and bicycling, and so people biking can navigate to the destinations by using a combination of facilities. Neighborhood greenways often use a combination of signage, traffic calming and pavement markings to create a comfortable environment for people walking and biking. The traffic calming benefits are appealing to property owners and residents concerned about motor vehicle speeds and cut through traffic.



# BICYCLE LANE

### BICYCLE LANE



A bicycle lane is a portion of the road designated by striping and pavement marking for the exclusive or preferential use of bicycles. Bicycle lanes facilitate predictable behavior and movements from bicyclists and motorists. They enable bicyclists to ride at a comfortable speed without interfering with prevailing motor vehicle traffic speeds. Bicycle lanes are typically placed adjacent to the curb when on-street parking is not a factor, or to the left of on-street parking when present.

Bicycle lanes are most beneficial on streets with moderate traffic and moderate speeds.





# Bikeway & Pedestrian Plan Update

## BUFFERED BICYCLE LANE

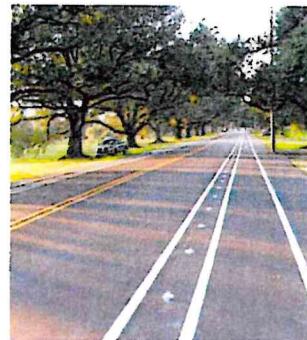
### BUFFERED BICYCLE LANE



A buffered bicycle lane is a conventional bicycle lane paired with a designated buffer space, creating additional separation between bicyclists and motor vehicles. Buffered bicycle lanes are placed on street, to the right of motor vehicle travel lanes, and to the left of on-street parking, where present.

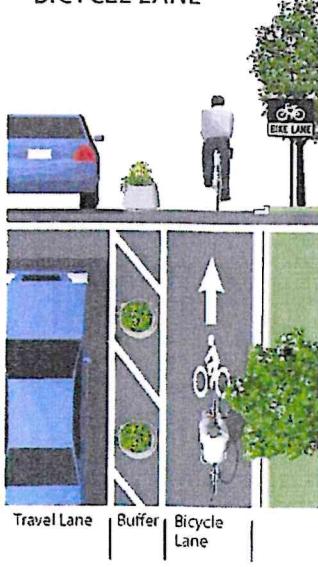
Buffered bicycle lanes are appropriate on roadways with moderate to high volumes of traffic, moderate to high travel speeds, or where a high portion of the motor vehicle traffic includes trucks and oversized vehicles.

Narrow buffers (1.5 ft. – 4 ft.) are bound by two solid lines, whereas a wider buffer (4ft. or greater) is marked with diagonal hatching.



## SEPARATED BICYCLE LANE

### SEPARATED BICYCLE LANE



A separated bicycle lane, sometimes called a protected bicycle lane or a cycle track, includes a vertical element separating the bicycles from motor vehicles. They can be designed for single or bi-directional travel. Separated bicycle lanes are located in the roadway or immediately adjacent to the roadway. One defining feature of a separated bicycle lane (as compared to a path or trail) is that they are exclusively for the use of bicycles.

Separated bikeways are an appropriate design choice on higher speed, higher volume roadways where designated space for bicycles and motor vehicles is desired to reduce the possibility that motorists will stray into the bicyclist path.

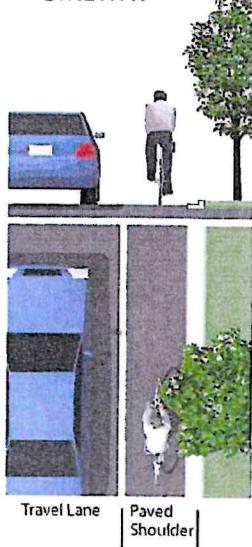




# St Bernard Parish

## SHOULDER BIKEWAY

### SHOULDER BIKEWAY



In rural areas, paved shoulders can be enhanced to provide accommodation for people bicycling and walking, and benefit motorists at the same time.

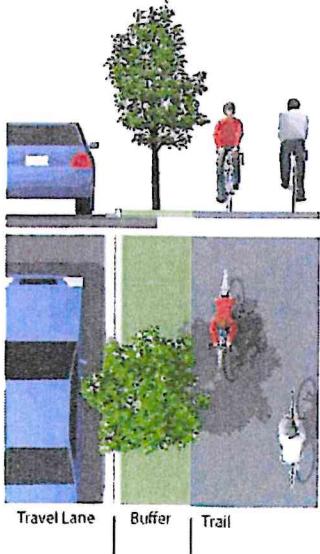
Bicycle lanes and shoulder bikeways differ in that bicycle lanes are travel lanes, whereas shoulders are not. However, when shoulders are used by bicyclists, there are additional considerations, including using a bicycle friendly rumble strip design, careful placement of reflectors, and maintenance of the shoulder to ensure a smooth clear path. The Louisiana Department of Transportation and Development (DOTD) has a sample plan for a bicycle friendly rumble strip that can be used on state and local roadways.



Photo Citation:  
<https://www.fhwa.dot.gov/publications/research/safety/pedbik/e05085/pptchapt4.cfm>

## SHARED USE TRAIL

### TRAIL



A shared use trail (or path) is an off-street facility shared with other non-motorized users, including pedestrians, skaters, joggers, etc. For our purposes, trails are paved and bi-directional facilities, with a minimum width of 10 ft.

Shared use trails perform a transportation function for commuting to school, work or other trip purposes as well as providing opportunities to improve health and fitness. Trails sometimes align with natural features, such as waterways, or reuse historic transportation facilities that are no longer in use, such as abandoned rail corridors.

When shared use trails are placed adjacent to a roadway to accommodate non-motorized users, great care should be taken during design to mitigate the variety of potential conflicts that may occur.



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## **APPENDIX B: COMPLETE STREET POLICY AND IMPLEMENTATION ORDINANCES**



# St. Bernard Parish Council

8201 West Judge Perez Drive Chalmette, Louisiana, 70043  
(504) 278-4228 Fax (504) 278-4209  
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#22

EXTRACT OF THE OFFICIAL PROCEEDINGS OF THE COUNCIL OF THE PARISH OF ST. BERNARD, STATE OF LOUISIANA, TAKEN AT A REGULAR MEETING HELD IN THE COUNCIL CHAMBERS OF THE ST. BERNARD PARISH GOVERNMENT COMPLEX, 8201 WEST JUDGE PEREZ DRIVE, CHALMETTE, LOUISIANA ON TUESDAY, APRIL 19, 2016 AT THREE O'CLOCK P.M.

On motion of Mr. Luna, seconded by Mr. Montelongo, it was moved to adopt the following resolution:

## RESOLUTION SBPC #1572-04-16

A RESOLUTION ADOPTING THE ST. BERNARD PARISH COMPLETE STREETS POLICY.

WHEREAS, the goal of a Complete Streets Policy is to implement an approach to roadway construction and maintenance that recognizes the needs of all users should be accommodated within the roadway right-of-way including motor vehicles, commercial and industrial traffic, pedestrians, bicyclists, the elderly, the disabled, and transit users; and

WHEREAS, St. Bernard Parish representatives have held two workshops to learn about Complete Streets with the assistance of the Regional Planning Commission of Orleans, Jefferson, Plaquemines, St. Bernard, St. Tammany and Tangipahoa Parishes and their consultant team; and

WHEREAS, the St. Bernard Parish Comprehensive Plan requires a Complete Streets Policy be implemented by the Parish; and

WHEREAS, numerous other agencies across the country have adopted Complete Streets policies since 2004 including the Regional Planning Commission of Orleans, Jefferson, Plaquemines, St. Bernard, St. Tammany and Tangipahoa Parishes; the Louisiana Department of Transportation and Development; and the cities of Baton Rouge and New Orleans; and

WHEREAS, St. Bernard Parish supports the benefits a Complete Streets Policy can provide for the Parish including improved safety for all users especially the disabled and people who rely on non-motorized transportation and transit as their primary means of travel; enhanced access to employment, shopping and other destinations; improved connectivity throughout the community, improved community health; and increased economic development; and

WHEREAS, St. Bernard Parish Government supports the adoption of a Complete Streets Policy in order to expand our multi-modal transportation system and improve the overall quality of life for our residents; and



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**Kerri Callais**  
*Councilmember  
at Large*

**Richard "Richie" Lewis**  
*Councilmember  
at Large*

**Gillis McCloskey**  
*Councilmember  
District A*

**Nathan Gorbaty**  
*Councilmember  
District B*

**Howard Luna**  
*Councilmember  
District C*

**Wanda Alcon**  
*Councilmember  
District D*

**Manuel "Monty" Montelongo III**  
*Councilmember  
District E*

**Roxanne Adams**  
*Clerk of Council*

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Extract #22 continued  
April 19, 2016

**NOW THEREFORE BE IT RESOLVED**, the St. Bernard Parish Council, does hereby adopt this Complete Streets Policy as outlined below:

**Purpose** The purpose of the St. Bernard Complete Streets Policy is to provide safe access for all users of all roadways, wherever feasible, in order to improve safe travel, accessibility, connectivity, health, economic growth, and the overall quality of life of St. Bernard Parish residents.

**Scope of Coverage** This policy will apply to all new roadway construction projects, and drainage projects along roadways, undertaken after the adoption of this policy. It will apply to those projects in the early stages of design or implementation where plan changes can be easily incorporated to implement Complete Streets improvements. It will not apply to routine maintenance such as pot-hole patching but will apply to such projects as resurfacing and drainage improvements that provide an opportunity to further Complete Streets goals.

**Limitations** This policy acknowledges it may not be possible to modify projects that are in the final plans stage of design engineering and/or nearing construction and an exception from the policy will be made for those projects.

**Policy Requirements** This policy requires a formal review be conducted of any new roadway project (or drainage project along an adjacent roadway) for potential improvements that will make the roadway safer and more accommodating for pedestrians, bicyclists, and transit users to the extent possible and practical according to current best practices design standards. Incorporation of such recommended improvements must be done within the context of the selected roadway, its adjacent land use, and the surrounding area; and in accordance with the St. Bernard Parish Comprehensive Plan and related adopted plans of the Parish.

**Exceptions to the Policy** It may not be possible to incorporate optimum improvements for all users in all projects due to the surrounding land use conditions, right-of-way limitations, and other constraints. Exceptions will be made to this policy if potential improvements are not feasible from a practical standpoint or are so costly they are out of balance with the overall project budget. While optimum improvements may not be feasible in all cases, it is the goal of this policy to improve conditions for all users. Therefore, less than optimum improvements will be considered if they further this overall goal.



# *St. Bernard Parish Council*

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**Kerri Callais**  
*Councilmember  
at Large*

**Richard "Richie" Lewis**  
*Councilmember  
at Large*

**Gillis McCloskey**  
*Councilmember*  
*District A*

**Nathan Gorbaty**  
*Councilmember*  
*District B*

**Howard Luna**  
*Councilmember*  
*District C*

**Wanda Alcon**  
*Councilmember*  
*District D*

**Manuel "Monty"  
Montelongo III**  
*Councilmember  
District E*

**Roxanne Adams**  
*Clerk of Council*

Page -3-  
Extract #22 continued  
April 19, 2016

**Implementation Process** Administrative staff, led by the Community Development Department working jointly with the Public Works Department, will review current procedures, practices, ordinances, and regulations and initiate such changes as are needed to implement this policy including formal procedures for Complete Streets reviews and stricter enforcement of current regulations. Such changes that require amendments to local ordinances will be presented to the Council for consideration.

An ad-hoc Implementation Working Group, composed of representative stakeholders such as bicycle users, will be formed to provide advisory public input to the Community Development and Public Works Department on such procedures and ordinance amendments. A final report of the Implementation Working Group will be presented to the Parish President and the public by no later than August, 2016.

Annual Report An annual Complete Streets Report will be made to the Council each August on the number of projects evaluated, the resulting changes and its impact (for example, as measured by linear feet of sidewalk added, miles of bikeways added, or number of new bus turnouts installed, etc.)

The above and foregoing having been submitted to a vote, the vote thereupon resulted as follows:

YEAS: McCloskey, Gorbaty, Luna, Montelongo, Lewis

NAYS: None

ABSENT: Alcon

The Council Chair, Ms. Callais, cast her vote as YEA.

And the motion was declared adopted on the 19<sup>th</sup> day of April, 2016.



## *St. Bernard Parish Council*

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**Kerri Callais**  
*Councilmember  
at Large*

Page -4-  
Extract #22 continued  
April 19, 2016

**Richard "Richie" Lewis**  
*Councilmember  
at Large*

**Gillis McCloskey**  
*Councilmember  
District A*

**Nathan Gorbaty**  
*Councilmember  
District B*

**Howard Luna**  
*Councilmember  
District C*

**Wanda Alcon**  
*Councilmember  
District D*

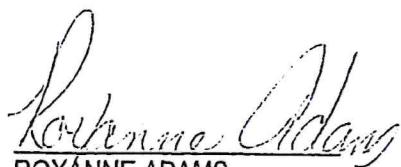
**Manuel "Monty" Montclongo III**  
*Councilmember  
District E*

**Roxanne Adams**  
*Clerk of Council*

### CERTIFICATE

I HEREBY CERTIFY that the above and foregoing is a true and correct copy of a motion adopted at a Regular Meeting of the Council of the Parish of St. Bernard, held at Chalmette, Louisiana, on Tuesday, April 19, 2016.

Witness my hand and the seal  
of the Parish of St. Bernard on  
this 19<sup>th</sup> day of April, 2016.

  
ROXANNE ADAMS  
CLERK OF COUNCIL



# St. Bernard Parish Council

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#18

EXTRACT OF THE OFFICIAL PROCEEDINGS OF THE COUNCIL OF THE PARISH OF ST. BERNARD, STATE OF LOUISIANA, TAKEN AT A REGULAR MEETING HELD IN THE COUNCIL CHAMBERS OF THE ST. BERNARD PARISH GOVERNMENT COMPLEX, 8201 WEST JUDGE PEREZ DRIVE, CHALMETTE, LOUISIANA ON TUESDAY, OCTOBER 18, 2016 AT THREE O'CLOCK P.M.

On motion of Mr. McCloskey, seconded by Mr. Luna, it was moved to adopt the following ordinance:

## ORDINANCE SBPC #1825-10-16

### Summary No. 3424

Introduced by: Administration on 10/4/16  
Public hearing held on 10/18/16

AN ORDINANCE TO AMEND CHAPTER 19; STREETS AND OTHER PUBLIC WAYS, ARTICLE I; IN GENERAL TO ADD SECTION 19-5 – COMPLETE STREET POLICY IMPLEMENTATION IN PUBLIC RIGHT-OF-WAYS TO THE ST. BERNARD PARISH CODE OF ORDINANCES.

ST. BERNARD PARISH COUNCIL DOES HEREBY ORDAIN:

**SECTION 1.** That the following St. Bernard Parish Government does hereby amend Chapter 19; Streets and other public ways, Article I; In general to add Section 19-5 – Complete Street Policy Implementation in Public Right-Of-Ways to the St. Bernard Parish Code of Ordinances as attached (Exhibit A).

**SECTION 2.** Effective Date. This ordinance shall become effective immediately upon authorizing signature by the Parish President. In the event of a presidential veto this ordinance shall become effective upon a two-thirds favorable vote of the total membership of the Council pursuant to Sections 2-11 and 2-13 of the St. Bernard Parish Home Rule Charter.

**SECTION 3.** Severability. If any section, clause, paragraph, provision or portion of this ordinance shall be held invalid or unconstitutional by any court of competent jurisdiction, such holding shall not affect any other section, clause, paragraph, provision or portion of this ordinance, the St. Bernard Parish Council hereby expresses and declares that it would have adopted the remaining portion of this Ordinance with the invalid portions omitted.

Kerri Callais  
*Councilmember  
at Large*

Richard "Richie" Lewis  
*Councilmember  
at Large*

Gillis McCloskey  
*Councilmember  
District A*

Nathan Gorbaty  
*Councilmember  
District B*

Howard Luna  
*Councilmember  
District C*

Wanda Alcon  
*Councilmember  
District D*

Manuel "Monty" Montelongo III  
*Councilmember  
District E*

Roxanne Adams  
*Clerk of Council*



## St. Bernard Parish Council

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Extract #18 continued  
October 18, 2016

Richard "Richie" Lewis  
Councilmember  
at Large

Gillis McCloskey  
Councilmember  
District A

Nathan Gorbaty  
Councilmember  
District B

Howard Luna  
Councilmember  
District C

Wanda Alcon  
Councilmember  
District D

Manuel "Monty"  
Montelongo III  
Councilmember  
District E

Roxanne Adams  
Clerk of Council

The above and foregoing having been submitted to a vote, the vote thereupon resulted as follows:

YEAS: McCloskey, Gorbaty, Luna, Alcon, Montelongo

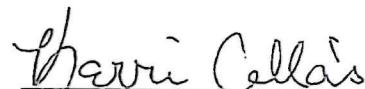
NAYS: None

ABSENT: Lewis

The Council Chair, Ms. Callais, cast her vote as YEA.

And the motion was declared adopted on the 18<sup>th</sup> day of October, 2016.

  
ROXANNE ADAMS  
CLERK OF COUNCIL

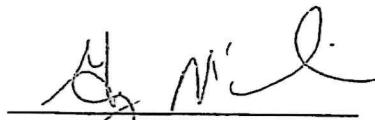
  
KERRI CALLAIS  
COUNCIL CHAIR

Delivered to the Parish President 10/21/16 1:45 pm  
Date and Time

Approved ✓

Vetoed \_\_\_\_\_

Parish President

  
Guy McInnis

Returned to Clerk of the Council

10/25/2016 10:10 am  
Date and Time

Received by

  
Jennifer Lemoine

**EXHIBIT "A"**  
**SUMMARY NO. 3424**  
**ORDINANCE SBPC #1825-10-16**

**Chapter 19 – Streets and other public ways**

**Article I – In general**

**Section 19-5 – Complete Street Policy Implementation in Public Right-Of-Ways**

Chapter 19 – Article I – Section 19-5

Sec. 19.5 Complete Street Policy Implementation in Public Right-Of-Ways.

**Sec. 19-5-1. Applicability**

The Department of Public Works shall ensure Complete Street element implementation when one of the following projects occur:

- 1) New roadway construction
- 2) Major resurfacing of existing roadway
- 3) Major drainage project located adjacent or parallel to public roadway

**19-5-1.1. Emphasis areas**

The St. Bernard Parish Complete Streets Emphasis Map (Appendix E – Maps) was created to highlight major and minor roadways of the parish where Complete Street implementation would serve the greatest benefit to residents and commuters such as: linking transit stops as well as providing efficient and safe access to schools and parks. These existing public major and minor roadways shall be considered top priorities for Complete Street element implementation set forth in this section, subject to the requirements of this chapter and Chapter 5-27.

**19-5-1.2. Rural Applicability**

Required Complete Street element implementation shall be considered discretionary in the rural areas past the Violet Canal subject to the authority of the Director of Public Works if not designated a priority by the St. Bernard Parish Bikeway and Pedestrian Plan Update subject to Chapter 22-7.10.

Sec. 19-5-2. Implementation

**19-5-2.1. Policy Elements**

**19-5-2.1.a. Sidewalks**

ADA compliant sidewalks shall be required along all public right-of-ways.

**19-5-2.1.b. Pedestrian connectivity**

Suitable accommodations for safe and efficient ingress/egress for pedestrians shall be ensured. This would include sufficient walkways through the parking lot connecting from the sidewalk at the right-of-way to the commercial building along with walkways separating the parking lot from the commercial building running along the front façade.

**19-5-2.1.c. Bicycle accommodation**

A streamlined system of bicycle ingress/egress from the right-of-way to the development providing safe and efficient flow for bicycle riders shall be required.

**EXHIBIT "A"**  
**SUMMARY NO. 3424**  
**ORDINANCE SBPC #1825-10-16**

**19-5-2.1.d. Bicycle lanes**

Adequate demarcation of bicycle lanes shall be administered along public roadways as designated by the St. Bernard Parish Bikeway and Pedestrian Plan Update.

**19-5-2.1.e. Transit accommodation**

When a transit stop is located on site, accommodations shall be made for the safe and efficient flow of foot traffic accessing the transit stop.

Accommodations shall include added sidewalks or walkways, non-sight impairing landscaping, signage location, providing trash cans, and maintaining a litter-free lot.

**19-5-2.2 – Design Standards**

Complete Street design standards to be administered by the Department of Public Works with guidance by the Department of Community Development and shall adhere to the standards set forth in the NACTO (National Association of City Transportation Officials) *Urban Bikeway Design Guide* whenever possible.



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#19

EXTRACT OF THE OFFICIAL PROCEEDINGS OF THE COUNCIL OF THE PARISH OF ST. BERNARD, STATE OF LOUISIANA, TAKEN AT A REGULAR MEETING HELD IN THE COUNCIL CHAMBERS OF THE ST. BERNARD PARISH GOVERNMENT COMPLEX, 8201 WEST JUDGE PEREZ DRIVE, CHALMETTE, LOUISIANA ON TUESDAY, OCTOBER 18, 2016 AT THREE O'CLOCK P.M.

On motion of Mr. Luna, seconded by Mr. McCloskey, it was moved to adopt the following ordinance:

## ORDINANCE SBPC #1826-10-16

### Summary No. 3425

Introduced by: Administration on 10/4/16  
Public hearing held on 10/18/16

AN ORDINANCE TO AMEND CHAPTER 5; BUILDINGS; CONSTRUCTION AND RELATED ACTIVITIES, ARTICLE I; IN GENERAL TO ADD SECTION 5-27; COMPLETE STREET POLICY IMPLEMENTATION FOR PRIVATE DEVELOPMENT TO THE ST. BERNARD PARISH CODE OF ORDINANCES.

ST. BERNARD PARISH COUNCIL DOES HEREBY ORDAIN:

**SECTION 1.** That the following St. Bernard Parish Government does hereby amend Chapter 5; Buildings; Construction and Related Activities, Article I; In general to add Section 5-27; Complete Street Policy Implementation for Private Development to the St. Bernard Parish Code of Ordinances as attached (Exhibit A).

**SECTION 2.** Effective Date. This ordinance shall become effective immediately upon authorizing signature by the Parish President. In the event of a presidential veto this ordinance shall become effective upon a two-thirds favorable vote of the total membership of the Council pursuant to Sections 2-11 and 2-13 of the St. Bernard Parish Home Rule Charter.

**SECTION 3.** Severability. If any section, clause, paragraph, provision or portion of this ordinance shall be held invalid or unconstitutional by any court of competent jurisdiction, such holding shall not affect any other section, clause, paragraph, provision or portion of this ordinance, the St. Bernard Parish Council hereby expresses and declares that it would have adopted the remaining portion of this Ordinance with the invalid portions omitted.

Kerri Callais  
*Councilmember  
at Large*

Richard "Richie" Lewis  
*Councilmember  
at Large*

Gillis McCloskey  
*Councilmember  
District A*

Nathan Gorbaty  
*Councilmember  
District B*

Howard Luna  
*Councilmember  
District C*

Wanda Alcon  
*Councilmember  
District D*

Manuel "Monty" Montelongo III  
*Councilmember  
District E*

Roxanne Adams  
*Clerk of Council*



# St. Bernard Parish Council

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at Large

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Councilmember  
at Large

Gillis McCloskey  
Councilmember  
District A

Nathan Gorbaty  
Councilmember  
District B

Howard Luna  
Councilmember  
District C

Wanda Alcon  
Councilmember  
District D

Manuel "Monty"  
Montelongo III  
Councilmember  
District E

Roxanne Adams  
Clerk of Council

Page 2-  
Extract #19 continued  
October 18, 2016

The above and foregoing having been submitted to a vote, the vote thereupon resulted as follows:

YEAS: McCloskey, Gorbaty, Luna, Alcon, Montelongo

NAYS: None

ABSENT: Lewis

The Council Chair, Ms. Callais, cast her vote as YEA.

And the motion was declared adopted on the 18<sup>th</sup> day of October, 2016.

Roxanne Adams  
ROXANNE ADAMS  
CLERK OF COUNCIL

Kerri Callais  
KERRI CALLAIS  
COUNCIL CHAIR

Delivered to the Parish President 10/21/2016 1:45pm  
Date and Time

Approved ✓

Vetoed \_\_\_\_\_

Parish President

Guy McInnis  
Guy McInnis

Returned to Clerk of the Council

10/25/2016 10:10am  
Date and Time

Received by

Jennifer Lemarie

**EXHIBIT "A"**  
**SUMMARY NO. 3425**  
**ORDINANCE SBPC #1826-10-16**

**Chapter 5 – Buildings; Construction and Related Activities**  
**Article I – In general**  
**Section 5-27 – Complete Street Policy Implementation for Private Development**

**Chapter 5 – Article I – Section 5-27**

**Sec. 5-27. – Complete Street Policy Implementation for Private Development.**

**5-27-1. Purpose**

The purpose of this section is to address St. Bernard Parish Complete Streets Policy as it pertains to development on private property. Its mission is to ensure safe access for all users of public rights-of-way in order to improve safe travel, accessibility, connectivity, health, economic growth, and the overall quality of life for St. Bernard Parish per Parish Council resolution SBPC #1572-04-16.

**5-27-2. Applicability**

This section shall apply to all new commercial construction projects and renovation projects consisting of 50% or greater in scope of improvement located on private land in St. Bernard Parish subject to Chapter 22-7-10.

**5-27-3. Scope**

The scope of the St. Bernard Parish Complete Streets Policy shall include element pertaining to sidewalks, pedestrian accessibility, safe and efficient site passage, vehicle and bicycle accessibility, bicycle parking, and accommodating for safety and efficiency for transit riders.

**5-27-3.1 Emphasis areas**

The St. Bernard Parish Complete Streets Emphasis Map (Appendix E – Maps) was created to highlight major and minor roadways of the parish where Complete Street implementation would serve the greatest benefit to residents and commuters such as: linking transit stops as well as providing efficient and safe access to schools and parks. These existing public major and minor roadways shall be considered top priorities for Complete Street element implementation set forth in this section, subject to the requirements of this chapter.

**5-27-4. Implementation**

The St. Bernard Parish Complete Streets Policy elements set forth in this section shall be addressed by means of site plan review administered by the Department of Community Development during initial commercial plan review and shall receive final approval by the Department of Public Works and/or Department of Community Development depending on applicability.

**5-27-4.1. Policy Elements**

**5-27-4.1.1. Sidewalks**

ADA compliant sidewalks shall be required along all public right-of-ways.

**EXHIBIT "A"**  
**SUMMARY NO. 3425**  
**ORDINANCE SBPC #1826-10-16**

**5-27-4.1.2. Pedestrian connectivity**

Suitable accommodations for safe and efficient ingress/egress for pedestrians shall be ensured. This would include sufficient walkways through the parking lot connecting from the sidewalk at the right-of-way to the commercial building along with walkways separating the parking lot from the commercial building running along the front façade along with adequate and ADA approved curb cuts for greater pedestrian ease-of-access.

**5-27-4.1.3. Bicycle accommodation**

A streamlined system of bicycle ingress/egress from the right-of-way to the development providing safe and efficient flow for bicycle riders shall be required.

**5-27-4.1.3.a. Bicycle parking**

Adequate bicycle parking, by means of (a) bicycle rack(s) shall be located at near the front entrance of the development. The volume of required bicycle parking shall scale with the scope of the commercial development and shall have final discretionary determination of the Director of Community Development.

**5-27-4.1.4. Transit accommodation**

When a transit stop is located on site, accommodations shall be made for the safe and efficient flow of foot traffic accessing the transit stop. Accommodations shall include added sidewalks or walkways, non-sight impairing landscaping, signage location, providing trash cans, and maintaining a litter-free lot.



# *St. Bernard Parish Council*

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**#21**

EXTRACT OF THE OFFICIAL PROCEEDINGS OF THE COUNCIL OF THE PARISH OF ST. BERNARD, STATE OF LOUISIANA, TAKEN AT A REGULAR MEETING HELD IN THE COUNCIL CHAMBERS OF THE ST. BERNARD PARISH GOVERNMENT COMPLEX, 8201 WEST JUDGE PEREZ DRIVE, CHALMETTE, LOUISIANA ON TUESDAY, OCTOBER 18, 2016 AT THREE O'CLOCK P.M.

On motion of Mr. Montelongo, seconded by Mr. Gorbaty, it was moved to adopt the following ordinance:

## **ORDINANCE SBPC #1828-10-16**

### **Summary No. 3427**

Planning Commission recommended APPROVAL on 9/27/16

Introduced by: Administration on 10/4/16

Public hearing held on 10/18/16

AN ORDINANCE TO AMEND CHAPTER 22; ZONING, SECTION 7; SITE DEVELOPMENT STANDARDS TO CREATE SUBSECTION 10; COMPLETE STREETS TO THE ST. BERNARD PARISH CODE OF ORDINANCES.

ST. BERNARD PARISH COUNCIL DOES HEREBY ORDAIN:

**SECTION 1.** That the following St. Bernard Parish Government does hereby amend Chapter 22; Zoning, Section 7; Site Development Standards to create Subsection 10; Complete Streets to the St. Bernard Parish Code of Ordinances as attached (Exhibit A).

**SECTION 2.** Effective Date. This ordinance shall become effective immediately upon authorizing signature by the Parish President. In the event of a presidential veto this ordinance shall become effective upon a two-thirds favorable vote of the total membership of the Council pursuant to Sections 2-11 and 2-13 of the St. Bernard Parish Home Rule Charter.

**SECTION 3.** Severability. If any section, clause, paragraph, provision or portion of this ordinance shall be held invalid or unconstitutional by any court of competent jurisdiction, such holding shall not affect any other section, clause, paragraph, provision or portion of this ordinance, the St. Bernard Parish Council hereby expresses and declares that it would have adopted the remaining portion of this Ordinance with the invalid portions omitted.



## *St. Bernard Parish Council*

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Page -2-  
Extract #21 continued  
October 18, 2016

Richard "Richie" Lewis  
*Councilmember  
at Large*

Gillis McCloskey  
*Councilmember  
District A*

Nathan Gorbaty  
*Councilmember  
District B*

Howard Luna  
*Councilmember  
District C*

Wanda Alcon  
*Councilmember  
District D*

Manuel "Monty" Montelongo III  
*Councilmember  
District E*

Roxanne Adams  
*Clerk of Council*

The above and foregoing having been submitted to a vote, the vote thereupon resulted as follows:

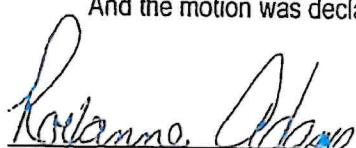
YEAS: McCloskey, Gorbaty, Luna, Alcon, Montelongo

NAYS: None

ABSENT: Lewis

The Council Chair, Ms. Callais, cast her vote as YEA.

And the motion was declared adopted on the 18<sup>th</sup> day of October, 2016.

  
RÓXANNE ADAMS  
CLERK OF COUNCIL

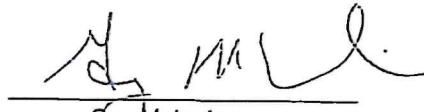
  
KERRI CALLAIS  
COUNCIL CHAIR

Delivered to the Parish President 10/21/2016 1:45 pm  
Date and Time

Approved ✓

Vetoed \_\_\_\_\_

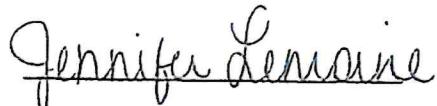
Parish President

  
Guy McInnis

Returned to Clerk of the Council

10/25/2016 10:10am  
Date and Time

Received by

  
Jennifer Lemaine

**EXHIBIT "A"**  
**SUMMARY NO. 3427**  
**ORDINANCE SBPC #1828-10-16**

**Chapter 22 – Zoning**  
**Section 7 – Site Development Standards**  
**Subsection 10 – Complete Streets**

**22-7-10. Complete Streets**

The St. Bernard Parish Complete Streets Policy per Resolution SBPC #1572-04-16 shall be considered a matter of public health and safety for the residents and commuters of St. Bernard Parish and therefore of utmost priority. All proposed development expressly described in Chapter 5.27 and Chapter 19.5. shall implement Complete Street elements set forth in said sections when feasible subject to Chapter 22-7.10.a.1 and shall be reviewed by means of site plan review with subsequent approval by the Directors of Community Development and the Department of Public Works.

**1. Feasibility standards**

- a. Complete Street element implementation shall be required within all private development located along all public right-of-ways.
- b. For a development to be considered not feasible for Complete Street implementation, the following conditions shall occur subject to the discretionary approval of the Director of Community Development during the site plan review process for development subject to Chapter 5-27:
  - i. Development is not located on a public right-of-way
  - ii. The cost of providing Complete Street implementation would be excessively disproportionate to the need or probable use of development located within A-1 (Rural) and SA (Suburban Agriculture) zoning districts
  - iii. An existing structure or site condition with an existing legally non-conforming encroachment into the public right-of-way, when reasonable alternatives cannot be achieved

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## **APPENDIX C: RECOMMENDED PEDESTRIAN IMPROVEMENTS FROM 2017 PLAN**



# St Bernard Parish

Figure 14. Paris Rd. Photo Simulation, near Riess Place, Facing South



The following 24 locations were identified as areas in need of additional crossing infrastructure.

Table 9. Crossing Improvements

Map #	Location	Improvement Type	Description of Improvement
1	Paris Rd. and Genie St.	Signalized crossing	Install pedestrian signals, Install perpendicular ADA accessible curb ramps at all corners, install high visibility crosswalk, and tighten corner radii
2	Paris Rd. and E. Solidelle St.	Signalized crossing	Install pedestrian signals, Install perpendicular ADA accessible curb ramps at all corners, install high visibility cross walks
3	Paris Rd. and Riess Pl.	Unsignalized crossing	Install pedestrian signals, Install perpendicular ADA accessible curb ramps at all corners, install high visibility crosswalk and stop bars, install median island
4	Paris Rd. and St. Bernard Hwy.	Signalized crossing	Install pedestrian signals, install perpendicular ADA accessible curb ramps at all corners, install high visibility cross walks, tighten radii, add median on east side of SBH; review necessity of northwest slip lane and pedestrian island.



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5	Judge Perez Dr. and west Wal-Mart driveway (across from Hospital)	Signalized crossing	Construct bus pull offs / turn around; Construct new sidewalks from bus stops to hospital/Wal-Mart driveway, Install perpendicular ADA accessible curb ramps at all corners, install high visibility cross walk, install pedestrian signal and tighten curb radii
6	Judge Perez Dr. and Plaza Dr.	Unsignalized crossing	Install pedestrian signals, Install perpendicular ADA accessible curb ramps at all corners, install high visibility cross walks, median cut through, tighten curb radii.
7	Judge Perez Dr. and Laplace St.	Unsignalized crossing	Install pedestrian signal, Install perpendicular ADA accessible curb ramps at all corners, install high visibility crosswalks, median cut through, tighten median radii
8	Judge Perez Dr. and Archbishop Hannan Blvd.	Signalized crossing	Install pedestrian signals, Install perpendicular ADA accessible curb ramps at all corners, install high visibility cross walks median cut through, tighten median radii, tighten southwest corner radii
9	St. Bernard Hwy. and Rowley Dr.	Signalized crossing	Install perpendicular ADA accessible curb ramps at all corners, median cut through, pedestrian signal, high visibility crosswalk
10	St. Bernard Hwy. and Jean Lafitte Pkwy.	Signalized crossing	Install pedestrian signals and high visibility cross walks, median cut through, tighten radii
11	St. Bernard Hwy. and Keane St. / Melvin Perez Pkwy.	Signalized crossing	Install pedestrian signals, Install perpendicular ADA accessible curb ramps at all corners, install high visibility cross walks, median cut through, tighten radii
12	St Bernard Hwy and Pakenham Dr.	Unsignalized crossing	Install perpendicular ADA accessible curb ramps at all corners, median cut through, high visibility crosswalk
13	St. Bernard Hwy. and Jackson Blvd.	Unsignalized crossing	Install perpendicular ADA accessible curb ramps at all corners, median cut through, high visibility crosswalk
14	St. Bernard Hwy. and Delille St.	Unsignalized crossing	Install pedestrian signal Install perpendicular ADA accessible curb ramps at all corners, install high visibility crosswalk, median cut through
15	St Bernard Hwy. and Palmisano Dr. / Murphy Trucking Rd.	Unsignalized crossing	Install pedestrian signal, Install perpendicular ADA accessible curb ramps at all corners, install high visibility crosswalk, install median island on downriver side
16	St. Bernard Hwy. and Despaux Dr. / Leblanc Rd.	Unsignalized crossing	Install pedestrian signal, Install perpendicular ADA accessible curb ramps at all corners, install high visibility crosswalk, median island
17	St Bernard Hwy. and Legend Dr. / Rodriguez Ln	Unsignalized crossing	Install pedestrian signal, Install perpendicular ADA accessible curb ramps at all corners, install high visibility crosswalk



# St Bernard Parish

## Canal crossings along Patricia, W. Genie, E. Genie

In addition to the Mississippi River to the south and 40 Arpent Canal to the north, St. Bernard Parish's street network has been shaped by a series of canals that run north-south and divide neighborhoods. These canals include the East and West Railroad Ditch, the Eickes Canal, the Gueringer Canal, the Chalmette Vista Canal, the Guichard Canal, and the De La Ronde Canals in Arabi and Chalmette, as well as other unnamed drainage canals. There are limited ways to cross these canals, with the exception of Patricia St. / W. Genie St. / E. Genie St.

This road is the most viable east-west alternative to Judge Perez Dr. for motorists and people traveling on foot or by bicycle. The survey of this roadway from the Orleans Parish Line to Palmisano Blvd. revealed that pedestrian infrastructure was worse at canal crossings than in the surrounding areas. Observed conditions included missing sidewalks (forcing people walking into the street), sidewalks in poor condition, and missing or broken guard rails.

The following nine projects are recommended to ensure safe access along this important pedestrian route.

Table 10. Canal Crossings

Map #	Location	Improvement Type	Description of Improvement
18	Patricia St. and West Railroad Ditch & railroad track (between Aycock St. and Alexander Ave.)	Canal / railroad crossing	Install approx. 0.08 mi new sidewalk, including smooth level crossing of railroad track and guard rails over canal. North and south side.
19	Patricia St. and Eickes Canal (between Center St. and Schnell Dr.)	Canal crossing	North side: spot in replace sidewalk panels, replace fence with guard rail. South side: replace .02 mi sidewalk and replace fencing with guard rails
20	Patricia St. and Gueringer Canal (between Cougar Dr. to W. Woodlands Ct.)	Canal crossing	South side: Install 100 ft. pedestrian bridge w/guard rail, install .04 mi sidewalk from Cougar to bridge; replace .01 mi sidewalk in poor condition. North side: Replace .01 mil sidewalk in poor condition, install .04 new sidewalk to W Woodlands Ct., replace guard rail
21	Patricia St. and Chalmette Vista Canal (between Kings Dr. and De La Ronde Dr.)	Canal crossing	North side: Replace .01 mi sidewalk in poor condition, install .02 mi of sidewalk. South side: Install 80ft pedestrian bridge w/guard rail and install .02 mi sidewalk from bridge to De La Ronde
22	W. Genie St. and Guichard Canal (between Pakenham Dr. and Jupiter Dr.)	Canal crossing	North side: Install 100ft pedestrian bridge w/ guard rail, construct .01 mi sidewalk. South side: Construct .04 mi sidewalk on bridge approach, replace guard rail
23	E. Genie St. and De La Ronde Canal (between Delambert St. and Golden Dr.)	Canal crossing	North and south sides: Install .10 mi sidewalks and guard rails (canal is culverted)



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## Railroad Crossing

In addition to the canal/railroad crossing identified in the previous section, one additional railroad crossing improvement is recommended. This location, on Friscoville Ave. west of Alexander Ave., is approximately 300 feet from Arabi Elementary School. The existing sidewalks terminate on both sides of the railroad track. The curvature of the road makes it particularly challenging for motor vehicles and pedestrians to see each other.

Table 11. Railroad Crossing

Map #	Location	Improvement Type	Description of Improvement
24	Friscoville Ave. and RR crossing	Railroad crossing:	East and west sides: construct new sidewalk, including smooth level crossing of railroad track on both sides, if feasible

## Sidewalk Installations

The survey of the complete streets roadways identified 47.5 miles of the complete streets network with missing sidewalks or sidewalks in poor condition, as shown on Figure 15 and in Table 12, below. Projects 25-38 are on the local street network, while projects 39-56 are on the state highway network. These projects are priorities because they are located on the Complete Streets network.

Table 12. Sidewalk Projects

Map #	Location	Improvement Type	Description of Improvement
25	Alexander Ave.	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps
26a	Archbishop Hannan Blvd.	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps
26b	Archbishop Hannan Blvd.	Sidewalk (replace) / Ramps	replace sidewalk in poor condition and replace curb ramps as needed
27	Center St.	Sidewalk (replace) / Ramps	replace sidewalk in poor condition and replace curb ramps as needed
28a	Colonial Blvd.	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps
28b	Colonial Blvd.	Sidewalk (replace) / Ramps	replace sidewalk in poor condition and replace curb ramps as needed
29	E. Genie St. (Paris Rd. to Palmisano Blvd.)	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps
30	E. St Avide St.	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps



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Map #	Location	Improvement Type	Description of Improvement
31a	Friscoville Ave.	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps
31b	Friscoville Ave.	Sidewalk (replace) / Ramps	replace sidewalk in poor condition and replace curb ramps as needed
32a	Jackson Blvd.	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps
32b	Jackson Blvd.	Sidewalk (replace) / Ramps	replace sidewalk in poor condition and replace curb ramps as needed
33a	Jean Lafitte Blvd.	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps
33b	Jean Lafitte Blvd.	Sidewalk (replace) / Ramps	replace sidewalk in poor condition and replace curb ramps as needed
34	Livingston Ave.	Sidewalk (replace) / Ramps	replace sidewalk in poor condition and replace curb ramps as needed
35	Missouri St.	Sidewalk (replace) / Ramps	replace sidewalk in poor condition and replace curb ramps as needed
36	Palmisano Blvd.	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps
37a	Patricia St. (W. Woodlands Ct. to Jupiter Dr.)	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps
37b	Patricia St. (W Woodlands Ct. to Jupiter Dr.)	Sidewalk (replace) / Ramps	replace sidewalk in poor condition and replace curb ramps as needed
38a	W. Genie St. (Pakenham Dr. to Paris Rd.)	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps
38b	W Genie St. (Pakenham Dr. to Paris Rd.)	Sidewalk (replace) / Ramps	replace sidewalk in poor condition and replace curb ramps as needed
39a	Judge Perez Dr. (Angela to Pakenham)	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps
39b	Judge Perez Dr. (Angela St. to Pakenham Dr.)	Sidewalk (replace) / Ramps	replace sidewalk in poor condition and replace curb ramps as needed
40a	Judge Perez Dr. (Pakenham Dr. to Jacob Dr.)	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps
40b	Judge Perez Dr. (Pakenham Dr. to Jacob Dr.)	Sidewalk (replace) / Ramps	replace sidewalk in poor condition and replace curb ramps as needed
41	Judge Perez Dr. (Jacob Dr. to	Sidewalk (new)	construct new sidewalk and ADA accessible



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Map #	Location	Improvement Type	Description of Improvement
42	Archbishop Hannan Blvd.) Judge Perez Dr. (Archbishop Hannan Blvd. to Maureen Ln.)	/ Ramps Sidewalk (new) / Ramps	ramps construct new sidewalk and ADA accessible ramps
43a	Judge Perez Dr. (Maureen Ln. to Meraux Ln.)	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps
43b	Judge Perez Dr. (Maureen Ln. to Meraux Ln.)	Sidewalk (replace) / Ramps	replace sidewalk in poor condition and replace curb ramps as needed
44	Judge Perez Dr. (Meraux Ln. to Edgar Dr.)	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps
45	Judge Perez Dr. (Edgar Dr. to Colonial Blvd.)	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps
46	Judge Perez Dr. (Colonial Blvd. to Violet Canal)	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps
47a	St. Claude Ave.	Sidewalk (new) / Ramps Sidewalk	construct new sidewalk and ADA accessible ramps* replace sidewalk in poor condition and replace curb ramps as needed*
47b	St. Claude Ave.	(replace) / Ramps	replace sidewalk in poor condition and replace curb ramps as needed*
48	W. St. Bernard Hwy.	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps*
49	E. St. Bernard Hwy. (Paris Rd. to Jacob Dr.)	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps
50	E. St. Bernard Hwy. (Jacob Dr. to Archbishop Hannan Blvd.)	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps
51	E. St. Bernard Hwy. (Archbishop Hannan Blvd. to Franke Pl. /Edgar Dr.)	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps
52	E. St. Bernard Hwy. (Franke Pl. / Edgar Dr. to Colonial Blvd.)	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps
53	E. St. Bernard Hwy. (Colonial Blvd. to Poydras Junction)	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps
54	Bayou Rd.	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps
55	Paris Rd. (north of Virtue St.)	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps
56	Paris Rd. (Virtue St. to St. Bernard Hwy.)	Sidewalk (new) / Ramps	construct new sidewalk and ADA accessible ramps