

St. Bernard Parish

Bikeway & Pedestrian Plan Update

APPENDIX / JUNE 2017



PREPARED FOR

St. Bernard Parish Government and the Regional Planning
Commission for Jefferson, Orleans, Plaquemines, St. Bernard,
St. Charles, St. John, St. Tammany and Tangipahoa Parishes



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Bikeway & Pedestrian Plan Update

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Bikeway & Pedestrian Plan Update

Appendix A: Background Information



St Bernard Parish

Bikeway & Pedestrian Plan Update

RPC Task A2.17; FY UPWP

Task 1: Background Information



Prepared for:

New Orleans Regional Planning Commission &

St. Bernard Parish Government

Prepared by:



TASK OVERVIEW:

The project Scope of Services defines Task 1: Route Analysis as follows:

The selected consultant will collect and review previous maps, planning documents, publications and recommendations on St. Bernard Parish bicycle projects and policies. Policy gaps will be noted and summarized based on the National Complete Streets Coalition framework and system gaps will be based on analysis of previous bicycle and pedestrian plans. Based on all findings the consultant will propose a bicycle network and Complete Streets policies that will be vetted by the TAC. A prioritization method for future bicycle investments will be developed considering and balancing access to public spaces, transportation mobility, safety and cost.

EXISTING RESOURCES REVIEW

The following maps, planning documents, & publications were provided to the project team:

Table 1: Existing Resources

	Name	Type of Document	Year
1	Transportation Alternatives Program Application – Mississippi River Trail Phase IV Valero Refinery to Paris Road	Funding Application	2016
2	LA 46: Orleans PL - Paris Rd LA DOTD Plan Sheets, St. Bernard Parish SPN H.010406	Construction Plans	2016
3	Complete Streets Policy and supporting materials	Resolution	2016
4	Memorandum from D. Fagan to D. Bourgeois re: adding 9.6 miles of bikeways along submerged roads routes	Memorandum	2014
5	St Bernard Parish Comprehensive Plan	Planning Document	2014
6	Mississippi River Levee Shared-use Path (Phase I and Phase II) Plan Sheets	Construction Plans	2014
7	Transportation and Land Use Access Improvement Feasibility Study	Study	2014
8	Transportation Alternatives Program Application – Mississippi River Trail Phase III (Violet to Braithwaite)	Funding Application	2014
9	Transportation Enhancement Study: St. Bernard Parish	Study	2013
10	Land Use and Transportation Plan: St. Bernard Parish	Planning Document	2008
11	Transportation Enhancement: St. Bernard Bicycle Path Plan	Study	2001

**TRANSPORTATION ALTERNATIVES PROGRAM APPLICATION –
MISSISSIPPI RIVER TRAIL PHASE IV (VALERO REFINERY TO PARIS ROAD)
(2016)**

This funding application is for the construction of a 10 ft wide two mile long shared use trail from Valero Refinery in Meraux west to Paris Road in Chalmette (LA 47). It connects the on-street bicycle lane on LA 46 to the St. Bernard Phases I and II. This is the final segment of the regional trail in St. Bernard Parish. The project alignment submitted has been incorporated into the recommended bicycle plan.

**LA 46: ORLEANS PARISH LINE TO PARIS ROAD LA DOTD PLAN SHEETS
FAP NO. HO 10406 / SPN H. 010406 / ST. BERNARD PARISH (2015)**

This set of construction plans begins on LA 46 (St. Claude Avenue.) at the Orleans/St. Bernard Parish Line and proceeds east along LA 46 to its junction with LA 47 (Paris Avenue.). The scope of the project is to patch the existing roadway and shoulders with asphaltic concrete, cold plane the existing pavement, overlay, place borrow, striping and related work. A turn lane will be added at Lloyds Avenue, and a bike lane will be added on both the north and south (eastbound and westbound) sides of the roadway for the entirety of the project. No pedestrian improvements, ADA upgrades, signalization or striping details or bicycle warning signage details were available as of the writing of this technical memorandum. Rumble strips¹ are included in the project plans, located on the outside edge of the vehicular travel lane. Rumble strips serve an important safety function, and are not necessarily incompatible with bicycle lanes. Current plans for this project indicate that there is sufficient width to include both rumble strips and a dedicated bikeway that is wide enough to comply with current best practices.²

The project length is 2.9 miles. The roadway in question has a posted speed limit of 30 mph and carries an average daily traffic volume of 20,800³ vehicles.

² D.J. Torbie et al., “Guidance for the Design and Application of Shoulder and Centerline Rumble Strips,” NCHRP Report (Washington, D.C.: Transportation Research Board, 2009), <http://www.trb.org/Publications/Blurbs/162610.aspx>.

³ 2014 LA DOTD Traffic Count

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The first typical section is applied for approximately 5 blocks, from the parish line to Friscoville Avenue in Arabi. There are four travel lanes (2 eastbound and 2 westbound) each 13 feet in width. Bike lanes are included on the north and south sides of the roadway. The bike lane width shown is 6 feet, with a 2 foot space (buffer) separating each from the outside vehicular travel lane.

The second typical section is applied to the project for one block from Friscoville Avenue to LeBeau Street. In this section, lane widths are reduced from 13 feet to 11 feet. The bicycle lane on the south side is reduced to 4 feet, without a buffer. In this section, the roadway crosses over the Norfolk Southern railroad at approximately a 30 degree angle.

The third section is applied from LeBeau Street for one block to Center Street, where the second crossing of the Norfolk Southern railroad line occurs at nearly a 90 degree angle. The vehicular and bicycle lane widths remain as indicated in the previous section.

The fourth section is applied from Center Street to Military Cemetery Road, approximately 1.1 miles. The vehicular travel lanes remain at 11 feet, while both bicycle lanes return to 6 feet in width with a 2 foot space / buffer separating them from the vehicular travel lane.

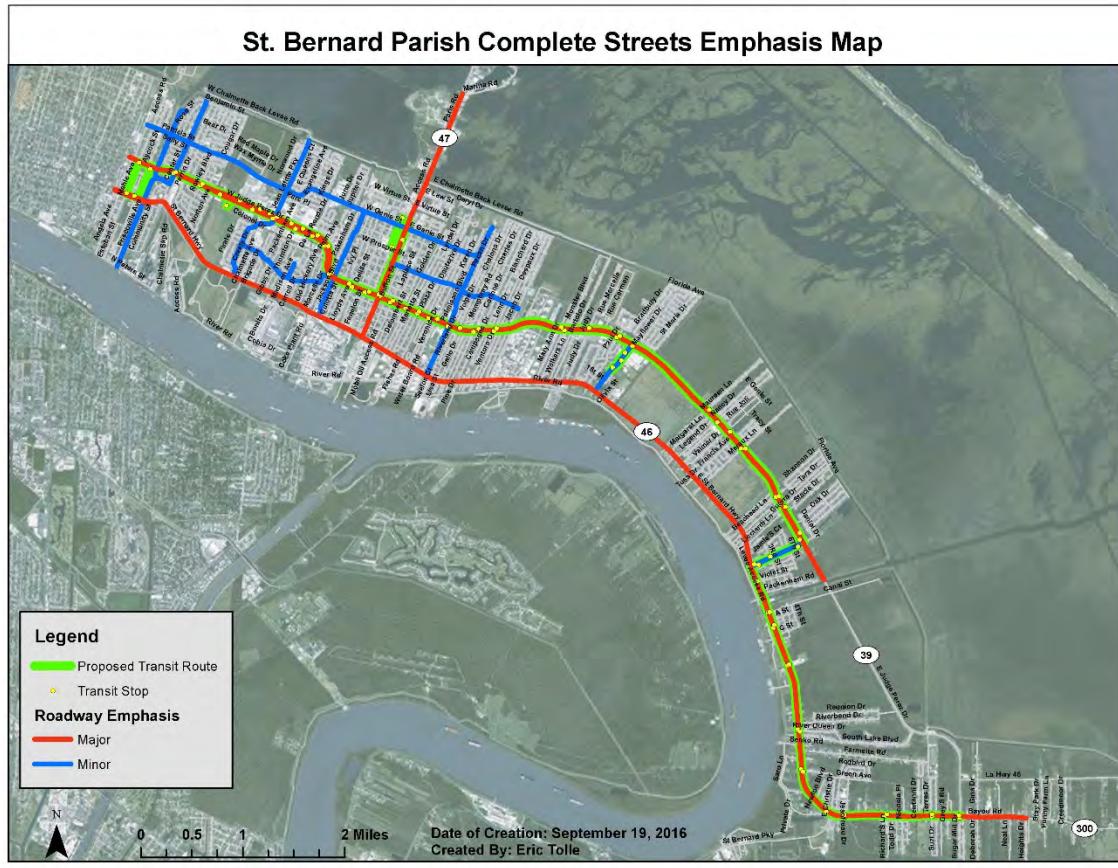
The last section is applied for the remaining 1.3 miles of the project. The vehicular travel lanes remain at 11 feet in width, while the bicycle lanes remain at 6 feet with the 2 foot buffer space. It appears that the limits of the cold planing will occur within the bicycle lane, with a binder course applied, connecting the superpavement of the shoulder to the rest of the project.

The bicycle lane improvements included in this project have been incorporated into the recommended bicycle plan.

COMPLETE STREETS POLICY (2016)

In April of 2016, the St. Bernard Parish Council adopted a Complete Streets Policy resolution. In accordance with that policy statement, an ad hoc working group was created and is working towards policy implementation. One example of their progress is the drafted language for regulatory changes for public and private development to be adopted as part of the zoning code. The drafted language will apply to code for both private development (Chapter 5) and projects in the public right-of-way (Chapter 19). The recommendations for both require ADA compliant sidewalks and design that makes it efficient and easy to access the development from the public right-of-way on foot or bike or from a transit stop. For private development, it also requires appropriate bicycle parking as approved by the Direction of Community Development. **This occurred at the October 2017 Parish Council Meeting.** Priority routes have been established for the application of those regulatory requirements (Figure 1).

Figure 1. St. Bernard Parish Complete Streets Emphasis Map



ST. BERNARD PARISH COMPREHENSIVE PLAN (2014)

The St. Bernard Parish Comprehensive Plan's Transportation Section summarized and compiled many of the previous bicycle and pedestrian planning efforts and visions. Figure 2 (next page) shows the Comprehensive Plan's graphic of funded and previously proposed St. Bernard Parish Preliminary Bikeways and Trail Recommendations. The map does not provide detail on bicycle facility type for the on-street corridors.

The Comprehensive Plan additionally describes Complete Streets and directs the Parish to adopt a Complete Streets Policy, and apply Complete Streets to high priority roadways including Paris, St. Bernard Highway and Judge Perez Drive. The routes included in the map shown below were provided to the project team by RPC and are included in the preliminary network analysis.

The Comprehensive Plan also describes in its text various segments of the Mississippi River Trail, whether levee-top or as an on-street bicycle lane.

Figure 2. St. Bernard Parish 2014 Comprehensive Plan Bicycle Map



MISSISSIPPI RIVER LEVEE SHARED-USE PATH, PH I & PH II (2014)

SPN 744-44-0008/H.007546 FED PROJECT NO 4405 (501)

These plan sheets are for the Transportation Enhancement Project to construct a 10 foot wide shared-use path atop the Mississippi River Levee for 3.27 miles, from approximately Mary Anne Drive in Meraux to approximately Packenham Drive in Violet (near the Violet Canal). Plans show a single ramp for access at the southern terminus.

This project is anticipated to go to bid in the near future.

TRANSPORTATION AND LAND USE ACCESS IMPROVEMENT FEASIBILITY STUDY (2014)

This study was undertaken to evaluate alternatives to redirect truck traffic in the Old Arabi neighborhood, while improving access to the St. Bernard Port's Arabi Terminal and to the Domino Sugar facility. The plan recommendations included concepts to redesign Aycock Street with bike lanes and/or as a Complete Street and move truck traffic to a one of two alternative alignments connecting LA 46 and Weinberger Road to the facilities indicated previously.

TRANSPORTATION ENHANCEMENT STUDY FOR ST. BERNARD PARISH (2013)

This Transportation Enhancement Study focuses on the following areas:

1. St. Claude Avenue (LA 46) - (Orleans Parish Line to Lebeau St.)
2. Friscoville Avenue (St. Claude Avenue to N. Peters St.)
3. "Heights Park" (W. Judge Perez Drive. at W. Center St.)
4. St. Bernard Parish Government Complex
5. W. St. Bernard Hwy (LA 46) - (Lebeau St. to Old Hickory Avenue.)

Many of the recommendations of the study include landscape and signage improvements. Listed below are the major pedestrian and bicycle improvements:

- o One-way bicycle lanes on both sides of St. Claude Avenue (LA 46) - (Orleans PL to Lebeau St.)
- o High visibility crosswalks and countdown pedestrian signals at Mehle St. and Friscoville Avenue, median crosswalks with curb ramps
- o One-way bicycle lanes on both sides of St. Bernard Hwy (LA 46) – (Lebeau St. to Old Hickory Avenue.)
- o Shared-use Trail, 10 foot in width) along the south side of the Highway from approximately 900 ft west of Rowley Avenue to Old Hickory Avenue.
- o High visibility crosswalks at the following (unsignalized) locations: trail beginning, Norton Avenue, Old Hickory Avenue
- o High visibility crosswalks and countdown pedestrian signal heads at the following signalized intersections: Signalized: Rowley Boulevard, Jean Lafitte Parkway, Keane.

This study has not been advanced into a TAP application.

LAND USE AND TRANSPORTATION PLAN - ST. BERNARD PARISH (2008)

The 2008 Land Use and Transportation Plan included Bicycle and Pedestrian Recommendations in that document's appendix. It laid the groundwork for an on-street bicycle network, recommending 34 miles of bicycle facilities. Innovative at the time, it identified Complete Streets Policy objectives and described on-street bicycle facility types. The GIS dataset provided by RPC was analyzed and determined to be wholly included in the network recommended by the later comprehensive plan, and as such, was not evaluated separately.

TRANSPORTATION ENHANCEMENT: ST. BERNARD PARISH BICYCLE PATH PLAN (2001)

RPC TASK NO A-12.01 (SB)

This Transportation Enhancement Study evaluated alternatives to the development of a 10-mile levee-top shared-use path and (as needed) supporting on-street bicycle network to access the path, or where riverfront access was determined to be unavailable at that time. It is divided in several segments. The recommended alternative to each is summarized below. The project team analyzed the recommended network, and determined that it largely incorporated into the GIS dataset provided by RPC. Variations from that network are noted below:

- Segment 1 Part A (Orleans PL to Center St.) favored the lower volume Angela Street and construction of a path along the Eckel Canal over existing Mehle and Friscoville Streets. Additionally, at that time, Domino Sugar was not authorizing access to the levee top.
- Segment 1 Part B (Center St. to LA 47) favored use of shared-use path on the south side of LA 46, with a spur to access the riverfront at the Chalmette National Historic Park and Cemetery. At that time, there were limitations to the riverfront adjacent to Chalmette Refining and the Port of St. Bernard.
- Segment 2 (LA 47 to Violet Canal) recommended continuing on LA 46 on the shared-use path on the south side of the roadway until Christina Drive, at which point it would access the riverfront, passing Murphy Oil until the segment terminus near the Violet Canal.
- Segment 3 (Violet Canal to Montelongo Lane) recommended the use of the eastbound shoulder of LA 46 to Montelongo Lane, at which point the route returned to the levee top until its terminus at the Plaquemines Parish Line. At that time, the Violet Dock had denied access to the river levee.

PRELIMINARY POLICY ANALYSIS

St. Bernard Parish is well on its way to becoming one of the suburban regional leaders in establishing a vision for a more walkable, more bike-friendly community. St. Bernard Parish leadership and staff have a shared vision of the future they want to create, having recently adopted a Complete Streets Policy and actively working collaboratively to take the next steps towards its implementation.

This bicycle and pedestrian plan update is timely, as it can build upon the groundwork that is laid and communicate those ideas to the public, as well as give the public the opportunity to weigh in on their vision for the future.

Recommendations to strengthen the Complete Streets Policy:

St. Bernard Parish's Complete Streets Policy meets most of the criteria recommended by the National Complete Streets Coalition for a strong policy. However, there are a few ways the Parish could strengthen its policy through an amendment or update:

- The complete streets policy should be clear and accountable about exceptions. The National Complete Streets Coalition suggests the following exceptions for limiting the potential of weakening Complete Streets Policies:⁴
 - Accommodation is not necessary on corridors where specific users are prohibited, such as interstate freeways or pedestrian malls.
 - Cost of accommodation is excessively disproportionate to the need or probable use.
 - A documented absence of current and future need.
 - Transit accommodations are not required where there is no existing or planned transit service.
 - Where a reasonable and equivalent project along the same corridor is already programmed to provide facilities exempted from the project at hand.
- Scope of coverage should include not only all new roadway construction as laid out in the adopted resolution, but also repaving and reconstruction.
- Complete streets projects should use current best practices.
 - Add the following design guides to the complete streets policy:
 - FHWA Separated Bike Lane Planning and Design Guide⁵
 - FHWA Achieving Multimodal Networks: Applying Design Flexibility and Reducing Conflicts⁶
 - AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities⁷

⁴ Emiko Atherton et al., "The Best Complete Streets Policies of 2015" (Smart Growth America, April 2016),

<https://www.smartgrowthamerica.org/app/legacy/documents/best-cs-policies-of-2015.pdf>.

⁵

https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/separated_bike_lane_pdg/

⁶

https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/multimodal_ne_twicks/

⁷ https://bookstore.transportation.org/item_details.aspx?id=119

- AASHTO Guide for the Development of Bicycle Facilities⁸
- ITE [Designing Walkable Urban Thoroughfares: A Context Sensitive Approach](#)

Recommendations to Implement the Complete Streets Policy

As of the writing of this memo, the Complete Streets Working Group was working towards development of a final report to establish their implementation tasks. Some steps for their consideration include:

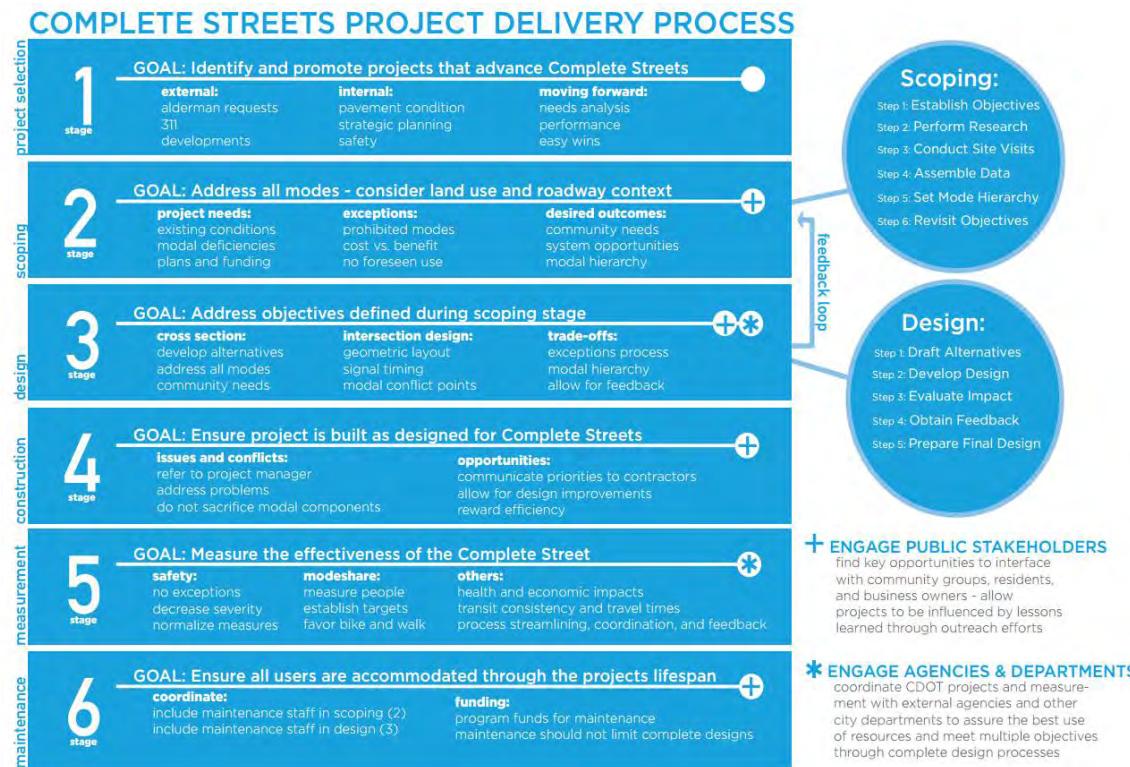
1. Identify procedural changes to internal processes and documents:

- Regulatory changes to update subdivision code, including sidewalk requirements, street design standards/design guidelines, bike parking requirements, etc.
 - Requirements and design guidelines for both short-term and long-term bicycle parking depending on the context.
 - For design guidelines, St. Bernard Parish should refer to the “Essentials of Bike Parking,” published by the Association of Pedestrian and Bicycle Professionals (APBP).⁹
 - Require long-term secure bike parking for places like SBURT (St. Bernard Urban Rapid Transit) stops. It can also be neighborhood-serving in places where users may prefer to store their bicycles outside of their homes.
 - Require short-term bike racks in the public right-of-way, on the sidewalk where there is space, or alongside car parking.
- Develop a strategy for pursuing funding of bicycle and pedestrian projects through state and local programs.
- Develop a *Project Delivery Flow Chart* (Figure 3, below) for projects that occur within public right-of-way, including steps to be taken for early opportunities within drainage projects, state highway maintenance projects, and local street projects.

⁸ https://bookstore.transportation.org/collection_detail.aspx?ID=116

⁹ 1. Nathan Broom et al., “Essentials of Bike Parking” (Association of Pedestrian and Bicycle Professionals, 2015),
http://c.ymcdn.com/sites/www.apbp.org/resource/resmgr/Bicycle_Parking/EssentialsofBikeParking_FINAL.pdf.

Figure 3. Example Project Delivery Flow Chart



City of Chicago's Complete Streets project delivery process. Source: Complete Streets Chicago Design Guidelines, Chicago Department of Transportation, 2013
http://www.pedbikeinfo.org/pdf/PlanDesign_SamplePlans_CS_Chicago2013.pdf

2. Provide training for technical staff

- Training sessions designed for local staff in planning, engineering, and public works can improve facility design and maintenance. For example, host a NACTO Training Program.¹⁰
- Workshops with police and other security officials can improve enforcement efforts to create safe travel conditions for all roadway users.

3. Engage the Public

- Opportunities for the public to engage with and learn about policy objectives and initiatives, such as public meetings, kiosks at events, newsletters, open streets events, and social media content production.
- Media campaigns, similar to New Orleans' Bicycle and Pedestrian Safe Streets Initiatives.

¹⁰ <http://nacto.org/training-and-workshops/>

- Cycling Map guiding bicyclists toward safe and comfortable routes
- Working with partner organizations, such as Bike St. Bernard, to provide Bicycling Workshops. Skills-based workshops can be geared toward specific user groups such as children or commuters.

4. Measure and assess effectiveness of Complete Streets Policy:

- Process-based performance measures, such as number of projects evaluated or number of projects changed as a result
- Output-based measures, such as miles of sidewalks added, miles of bicycle lanes, miles of shared-use trails
- Outcome-based performance measures, such as rates of walking and bicycling, crash rates involving people walking and bicycling, and proportion of population meeting recommended daily activity levels.
 - Work with Regional Planning Commission to begin bicycle and pedestrian count program.

5. Maintenance:

- As a policy, St. Bernard Parish should put in place a responsive and frequent maintenance policy to clear debris from the bike lane to be constructed on LA 46, and other routes as they come on-line in the future. Because there are rumble strips between the bike lane and the right travel lane, it will be difficult for bicyclists to merge in and avoid debris on the side of the road.

PRELIMINARY BICYCLE NETWORK ANALYSIS

St. Bernard Parish's unique geography and character provides both assets and barriers to its transition to becoming more walkable and more bikeable. The older communities of Arabi and Chalmette have a traditional street grid that is conducive to walking and biking trips. The linear flood protection system and drainage patterns provide opportunities for linear recreational paths.

However, St. Bernard Parish has several roadways that are currently barriers to safe and comfortable bicycling. Judge Perez Drive (LA 39), St. Bernard Highway (LA 46) and Paris Road (LA 47) are some of the higher volume, higher speed roads that currently can be characterized as difficult to walk and bike along and across. Some of their roadway characteristics are shown in the table 2 (next page):

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Table 2. Characteristics of several St. Bernard Roadways

Roadway	Segment	ADT (2014)	Lanes	Posted speed	Shoulder
LA 39 W. Judge Perez Drive.	Orleans PL to Cougar Drive. (Arabi)	26,110	4	35 mph	Y (8 ft)
	Cougar Drive. to Paris Road. (Chalmette)	26,110	4	35 mph	N
	Paris Road. to. E. LA 46 (Meraux to Sebastapol)	23,670	4	45 mph	Y (10 ft)
LA 39 Bayou Road	St. Bernard Highway to E. Judge Perez Drive. (Poydras to Sebastapol)	4,430	2	45 mph	Y (7 ft)
LA 39 St. Bernard Parkway.	St. Bernard Highway. to Plaquemines PL (Poydras to Caernarvon)	no data	2	40 mph	Y (8 ft)
LA 46 St. Claude Ave.	Orleans PL to Lebeau Avenue. (Arabi)	20,790	4	30 mph	N
LA 46 W. St. Bernard Hwy.	Lebeau Avenue. to Paris Road. (Chalmette)	20,790	4	30 mph	Y (4 ft)
LA 46 E. St. Bernard Highway.	Paris Road. to Archbishop Hannan Blvd. (Chalmette to Meraux)	7,730	2	40 mph	Y (3 ft)
	Archbishop Hannan Blvd. to Colonial Blvd. (Meraux to Violet)	7,730	2	45 mph	Y (8 ft)
	Colonial Blvd to St. Bernard Parkway (Violet to Poydras)	7,730	2	45 mph	Y (8ft)
E LA 46	E. Judge Perez Drive. to Lake Borgne Levee (Sebastapol to Verret)	2,700	4	55 mph	Y (10 ft)
LA 300 Bayou Rd.	E. Judge Perez Drive. to LA 1245 (Sebastapol to Toca)	4,430	2	25 mph	Y (2 ft)
	LA 1245 to Lake Borgne Levee (Toca to Verret)	4,430	2	40 mph	Y (2 ft)
LA 47 Paris Rd.	40 Arpent Levee to E. St. Bernard Highway.	15,780-25,500	4	40 mph	Y (10 ft)

Source: Average Daily Traffic data (ADT) from Louisiana Department of Transportation and Development (LA DOTD) online ADT map: <http://wwwapps.dotd.la.gov/engineering/tatv/>.

EXISTING AND PROGRAMMED BICYCLE PROJECTS

EXISTING

As of the writing of this memorandum, there were no existing on-street bicycle facilities or major off street shared-use trails. However, several major roadways have generous shoulders (4 ft or greater; as noted in the table above), which are important elements of a bikeway network and can also be used by pedestrians in rural areas. There is a loop trail in Val Reiss Park that is 0.95 mile in length.

PROGRAMMED

Table 3, below, shows 9.84 miles of funded on-street bicycle facilities (unrelated to the Mississippi River Trail, which follows) and their expected completion date.

Table 3: Funded On-street bicycle treatments

Street Name	Facility Type	Length (miles)	Anticipated Completion Date
Archbishop Hannan	Bike Lane	0.59	Unknown
Colonial Boulevard*	Bike Lane	0.56	Unknown
DeBouchel Boulevard	Shared Lane	0.70	Unknown
Friscoville Avenue	Shared Lane	0.69	Unknown
E. Genie Street	Shared Lane	1.15	Unknown
W. Genie Street	Shared Lane	0.51	Unknown
Jean Lafitte Parkway	Bike Lane	0.81	Unknown
Mehle Avenue	Shared Lane	1.37	Unknown
Palmisano Boulevard	Shared Lane	1.01	Unknown
Patricia Street	Shared Lane	2.23	Unknown
Rowley Boulevard	Shared Lane	0.78	Unknown

Source: Regional Planning Commission, On-street bicycle facilities GIS data, 2016.

MISSISSIPPI RIVER TRAIL (MRT)

Table 4, next page, shows the current iteration of the Mississippi River Trail's segments/phases and their expected completion dates, from West to East.

Table 4: Mississippi River Trail (MRT) Phases

Location	Facility Type	Length (miles)	Phase	Status
Orleans Parish Line to Paris Road	On-street bicycle lanes on LA 46 (St. Bernard Highway)	2.9		Under construction
Paris Road to Valero Refinery	Levee-top shared-use path	1.88	Ph IV	TAP applied 2016
Murphy Oil/ Valero Refinery to Violet Canal	Levee-top shared-use path	3.27	Ph I/Ph II	Funded, Designed
Violet Canal to Plaquemines Parish Line	Levee-top shared-use path	3.07	Ph III	Funded

Source: *Regional Planning Commission, Shared-use trails GIS data, 2015, and communication with TAC members.*

GIS NETWORK EVALUATION

The New Orleans Regional Planning Commission provided the following two GIS datasets to the project team

- On-street bicycle facilities (bike_stbernard_onstreet_dotd_bm)
- Off-street shared-use trails (bike_stbernard_shareduse_trails)

ON-STREET BICYCLE FACILITIES (2016) REGIONAL PLANNING COMMISSION

The on street bicycle facilities GIS dataset contains 107 linear miles of roadways with bicycle designations, including the 9.84 miles of funded projects noted in table 3, the 2.9 miles of on-street bicycle lanes currently under construction on LA 46/St. Bernard Highway, and the 94.99 miles of roadways designated in the 2014 Comprehensive Plan. Bicycle Facilities were divided into the following facility classifications:

- Bike Lane
- Shared Lane
- Shoulder

Status was categorized as:

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- 2014 Comprehensive Plan
- Funded

OFF-STREET BICYCLE FACILITIES (2016) REGIONAL PLANNING COMMISSION

This dataset includes 31.34 miles of shared-use paths in addition to the previously mentioned MRT segments and Val Reiss Park Trail, shown below.

Table 5. Shared-Use Paths (Envisioned)

Name	Segment	Length (miles)	Expected Completion Date
Twenty Arpent Canal Trail	LA 46 to Mississippi River	10.06	unknown
Forty Arpent Canal Trail	Orleans Parish to Paris Rd	3.43	unknown
	Paris Rd to Violet Canal	8.06	unknown
	Violet Canal to LA 46	11.03	unknown
Debouchel Canal Trail	Debouchel Canal Trail	1.62	unknown
St. Bernard Highway Trail	Arabi to Battlefield Rd	0.82	
	Battlefield Rd to Old Hickory	1.16	

ST. BERNARD PARISH BIKEWAYS (2016)

This dataset includes a 106.2 miles of on street bicycle facilities and designations and 37.8 miles of trails. This data set uses the following categories of bicycle facility types:

- Local Lane
- Local Route
- Local Trail
- Regional Lane
- Regional Route
- Regional Trail

In terms of project status, the St. Bernard dataset is categorized into six groups:

- Complete
- In Design
- Not Funded
- Plans Submitted
- Proposed
- Under Construction

GENERAL BICYCLE NETWORK EVALUATION

A high-quality bicycle network depends on a set of well-designed corridors and segments that are sensitive to the context of travel activity and land use. The network should aim to accomplish the following goals:

- Take people from where they are to where they want to go, and serve key destinations and transit lines.
- Meet the needs of a diverse range of users. Consider variations in physical abilities, perceptions of safety, trip types, and trip purposes of different users.
- Include a hierarchy of facility types serving different functions and users. For example, children riding to school require a higher comfort level than those who ride recreationally or commute every day.
- Balance existing and future demand. Create improvements on the routes that are already popular for cyclists, but also create new bikeways where it may be uncomfortable to ride currently.
- Minimize out-of-direction travel and unnecessary topographical change.
- Prioritize safety.
- Provide a grid of bikeways roughly every half mile (at a minimum).

The preliminary project team bicycle network evaluation generally concurs with the recommended alignments of the network identified to date. The proposed network is thorough and provides several east-west and north-south connections passing through neighborhoods and commercial areas. However, there are some discrepancies between the proposed bikeway network and the complete streets emphasis map recently created by the Complete Streets Committee to highlight priority complete streets corridors. The complete streets emphasis map shows larger extents along LA 47 than the proposed bikeway network shows. This is the only route between St. Bernard Parish and New Orleans East, so the Parish should consider this road for regional connectivity, particularly for bicycle treatments. Areas to be evaluated further after meeting with the Technical Advisory Committee include:

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- The St. Bernard Highway Trail and general use of shared-use paths in shared right-of-way with highway.
- Access points for levee top shared trail network

This plan recommends the Parish proceed with the previously proposed network, with the addition of a dedicated bikeway along LA 47, which the Complete Streets Committee has identified as a major priority and serves as the only connection to and from the northeast part of the Parish.

The network evaluation pairs these previously identified routes with appropriate facility types, based on context and roadway characteristics. The network evaluation will also develop a methodology for prioritization, which will consider access to community destinations, transportation mobility, safety and cost.

FACILITY SELECTION METHOD

Each individual facility should be context sensitive. As traffic volumes and speed increase, so must the separation level of the bikeway. That is, the facility appropriate for LA 46, LA 39, and LA 47 would be different from the treatments needed to make the quiet, residential streets feel more bicycle friendly. The figures on the following page provide contextual guidance and visual representation to help select and apply the spectrum of bikeway types, including the following facilities:

1. Neighborhood Greenway (aka Bicycle Boulevard)
2. Shared Lane Marking
3. Bike Lane
4. Buffered Bike Lane
5. Separated Bike Lane (aka Cycle Track)
6. Shared-Use Path

Order of magnitude cost estimates for the above mentioned facilities in a later transmittal.

As is the case with the general network geometry, this plan generally agrees with the facility designations in the 2014 Comprehensive Plan. Some initial recommended changes are described below.

The list of proposed on-street bikeways in table 3 shows many segments designated as “shared lane.” Most of these streets are quiet, residential streets with relatively low traffic volumes, which predisposes them to being bicycle-friendly. These corridors should be prioritized, with some potentially becoming neighborhood greenways generally include treatments like bicycle wayfinding signage and traffic calming that help to emphasize the street as a priority bicycle corridor. Effective neighborhood greenways

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also require intersection treatments to allow cyclists to safely and comfortably cross major roadways. NACTO's Urban Bikeway Design Guide provides guidance on how to manage vehicle speed and use pavement markings to create a shared roadway that goes beyond the conventional "sharrow" treatment.¹¹

The following corridors have speed limits of 35 mph, which is too high for a comfortable shared lane:

- Patricia St
- Pakenham Drive
- W Genie St
- Paris Rd

For these roads, the Parish should either lower the speed limit to 25 mph or make space for a dedicated bicycle lane where space allows.

The remaining corridors in the on-street bikeway network are programmed for conventional bike lanes. These streets are listed below:

- St Bernard Highway
- Jean Lafitte Parkway
- Sylvia Blvd
- Corinne Avenue
- Archbishop Hannan Blvd
- Colonial Blvd
- Oak Ridge Blvd
- E Judge Perez Drive
- W St Bernard Highway
- W Judge Perez Drive
- E St Bernard Highway
- St Claude Avenue
- Bayou Rd
- Paris Rd

Based on the speed and traffic volumes here, bike lanes are an appropriate facility type. Where there is available right-of-way, the Parish should consider adding a painted buffer

¹¹ <http://nacto.org/publication/urban-bikeway-design-guide/bicycle-boulevards/>

St. Bernard Bikeway and Pedestrian Plan Update
Task 1

to create a buffered bicycle lane. Additional recommendations will follow a full evaluation of the network.

PRIORITIZATION METHOD

The Parish's recent Comprehensive Plan establishes the following evaluation criteria for prioritizing bikeway projects:

- Addresses safety problems.
- Provides school access.
- Provides access to activity centers.
- Connects to other travel modes.

Potential additional criteria for consideration in prioritization include:

- Improves network connectivity of the active transportation system
- Makes it possible to cross a barrier such as a major roadway, highway, body of water, or railroad corridor
- Improves perception of safety for "interested but concerned" users
- Public support
- Cost effectiveness
- Ease of implementation/technical feasibility
- Located in or connects to low-income/transportation disadvantaged neighborhoods

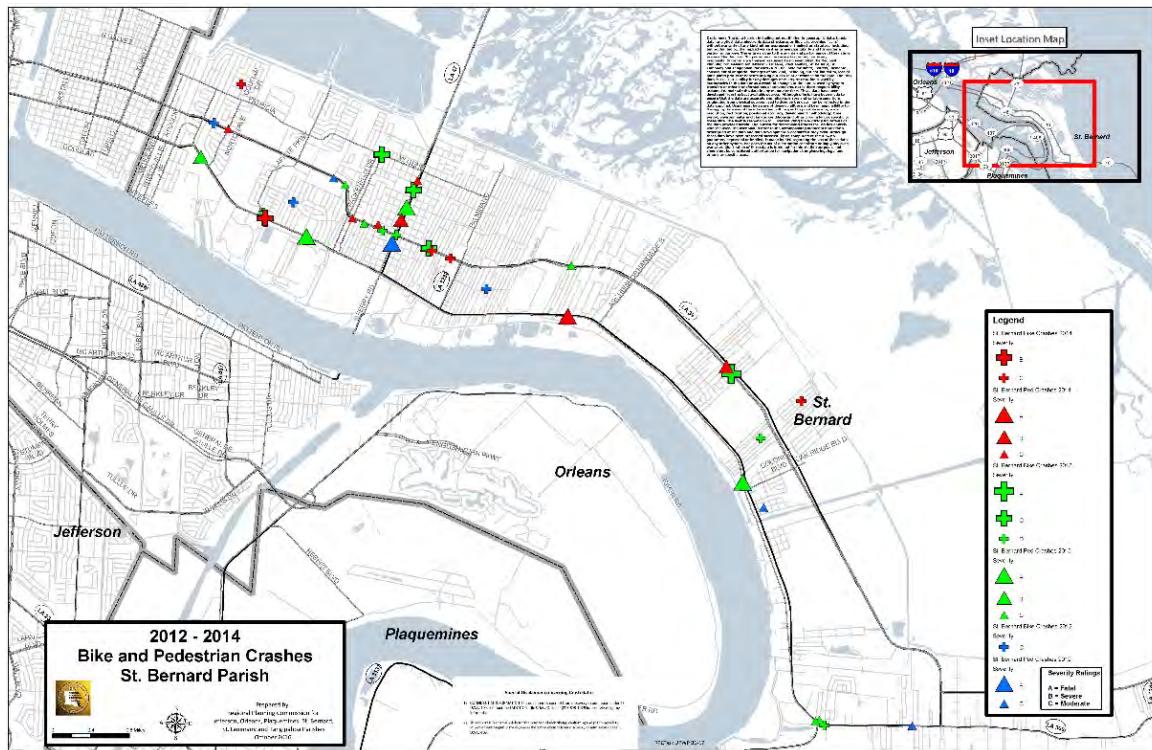
The above list of potential evaluation criteria for individual projects will be discussed and vetted with the project advisory committee during this planning process.

Figure 5, next page, shows crashes involving bicyclists and pedestrians were concentrated along the major corridors of LA 39, LA 46, and LA 47. Therefore, improvements to these corridors are high priority.

St. Bernard Bikeway and Pedestrian Plan Update

Task 1

Figure 5. Bike and Pedestrian Crashes (2012-2014), St. Bernard Parish



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.

The Complete Streets Committee has identified the corridors highlighted in the complete streets emphasis map (Figure 1, page 4). These corridors should represent the highest priority for receiving walking and biking infrastructure improvements. One of the corridors highlighted is LA 46, to which the Parish is currently adding bicycle lanes. Other major streets include LA 39 and LA 47. These align with the most unsafe corridors for bicyclists and pedestrians as shown in the crash map above.

The Parish should be opportunistic about implementing improvements on the other corridors. When roads are scheduled for re-paving and striping, they should review the bicycle plan to see where bike lanes or shared lanes are planned.



Bikeway & Pedestrian Plan Update

Appendix B: Complete Streets

ST. BERNARD COMPLETE STREETS POLICY

St. Bernard initiated its Complete Streets effort in 2015. The initial steps included a series of public information and input workshops conducted by the Regional Planning Commission of Orleans, Jefferson, Plaquemines, St. Bernard, St. Tammany and Tangipahoa Parishes and their consultant team. The two workshops were held in December, 2015 and February, 2016. The workshops were attended by local officials, Parish staff, and representatives of other organizations including schools and private non-profits. The goal of these workshops was to learn about Complete Streets and discuss how a Complete Streets effort could be undertaken in St. Bernard.

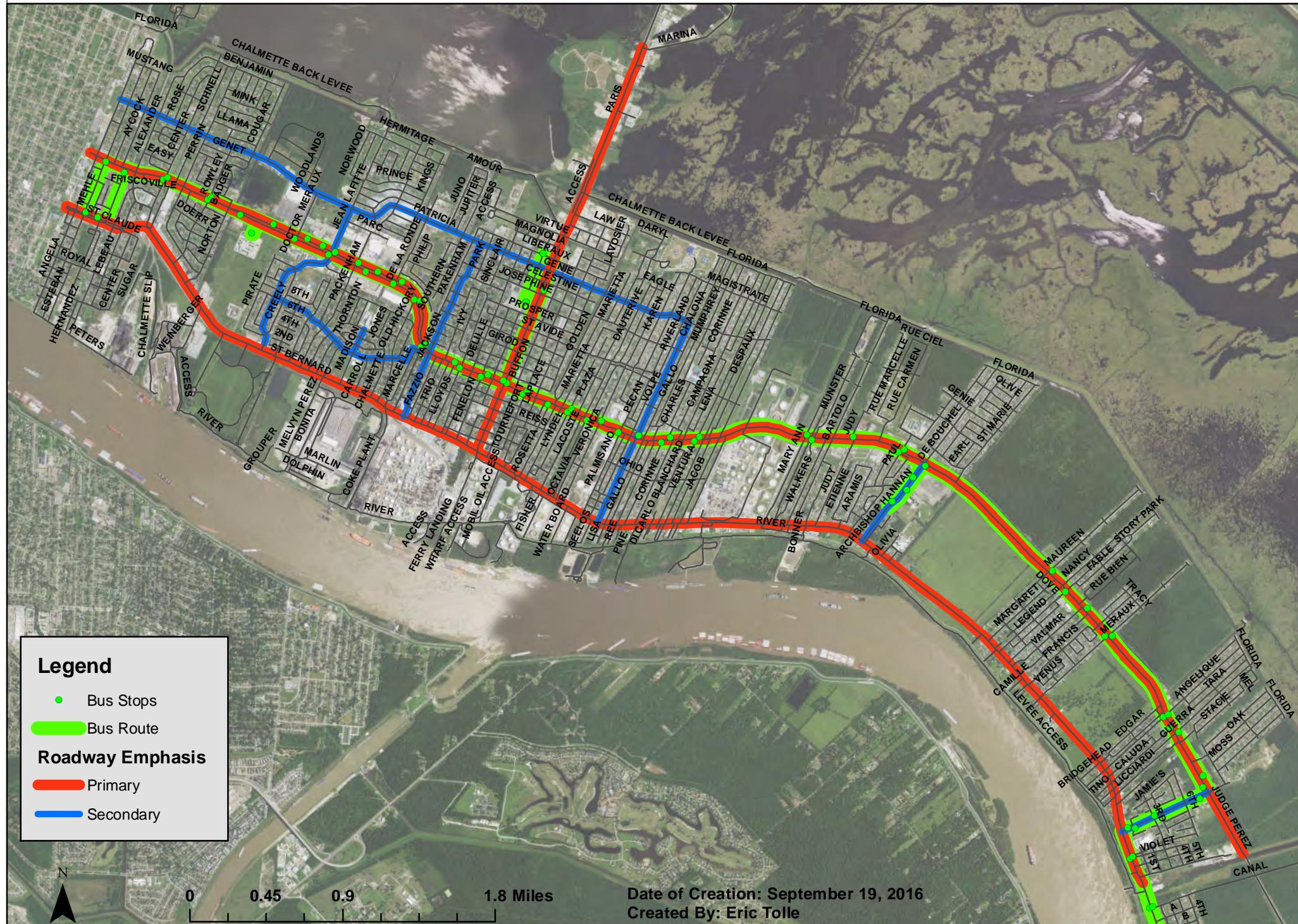
As a result of the input from these workshops, the Parish drafted a formal Complete Streets Policy and circulated it for comment to the workshop participants, the Parish Council, and other key community leaders. On April 19, the St. Bernard Parish Council adopted its Complete Streets Policy by the attached resolution.

The next step in the process was the appointment by Parish President Guy McInnis of a Complete Streets Implementation Task Force to identify specific steps needed to implement the new policy. The task force included:

Susan Klees – Bicycle advocate
Keith LaGrange – St. Bernard Public Works Department
Howard Luna – St. Bernard Parish Council
Eric Tolle – St. Bernard Parish Community Development Department (Coordinator)
Clinton Trahant – St. Bernard Parish Planning Commission
Pam Wynn – Public transit advocate

The Implementation Task Force worked through the summer of 2016 to identify the scope, applicability, and implementation of Complete Streets elements. The result of their work was the preparation of three amendments to the Parish Code of Ordinances modifying applicable sections of the Parish zoning ordinance. Those three ordinance amendments were adopted in October, 2016 and copies are attached. A roadway emphasis map was also created to supplement the policy.

St. Bernard Parish Complete Streets Emphasis Map





St. Bernard Parish Council

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#22

Kerri Callais
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at Large*

Richard 'Richie' Lewis
*Councilmember
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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

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

Roxanne Adams
Clerk of Council

Page -2-
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.



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

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Nathan Gorbaty
*Councilmember
District B*

Howard Luna
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District C*

Wanda Alcon
*Councilmember
District D*

**Manuel “Monty”
Montelongo III**
*Councilmember
District E*

Roxanne Adams
Clerk of Council

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 19th day of April, 2016.



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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
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Howard Luna
*Councilmember
District C*

Wanda Alcon
*Councilmember
District D*

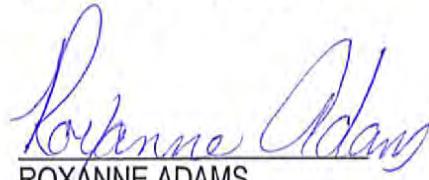
**Manuel "Monty"
Montelongo III**
*Councilmember
District E*

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 19th day of April, 2016.


ROXANNE ADAMS
CLERK OF COUNCIL



St. Bernard Parish Council

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#18

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

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.



St. Bernard Parish Council

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Extract #18 continued
October 18, 2016

Richard "Richie" Lewis
Councilmember
at Large

Gillis McCloskey
Councilmember
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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 18th day of October, 2016.

ROXANNE ADAMS
CLERK OF COUNCIL

KERRI CALLAIS
COUNCIL CHAIR

Delivered to the Parish President

10/21/16 1:45pm

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

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.



St. Bernard Parish Council

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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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Page -2-

Extract #19 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 18th 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

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Councilmember
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Richard "Richie" Lewis
Councilmember
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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

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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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

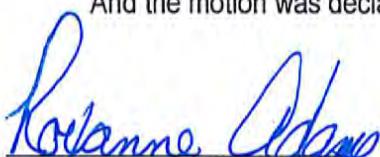
Roxanne Adams
Clerk of Council

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 18th day of October, 2016.


ROXANNE ADAMS
CLERK OF COUNCIL


KERRI CALLAIS
COUNCIL CHAIR

Delivered to the Parish President

10/21/2016 1:45pm

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 Lemoine

See Appendix A, Pages 7-11

for

Complete Streets Policy and Implementation Analysis



Bikeway & Pedestrian Plan Update

Appendix C: Public Participation



St Bernard Parish

Bikeway & Pedestrian Plan Update



RPC Task A2.17; FY UPWP

Public Meeting Overview

Prepared by Soll Planning 1/20/2017

OVERVIEW:

A Public Meeting was held on December 8, 2016 in the Council Chambers at the St. Bernard Parish Government Complex from 6-8PM. The meeting was advertised in the St. Bernard Voice on November 25th and December 2nd. Social media was also used to alert residents about the meeting's occurrence. The meeting was attended by 34 individuals. The meeting format included a brief PowerPoint presentation, three identical workstations with an interactive map exercise, a survey and comment form. Comments were collected at the meeting and for ten days following the meeting. These memorandum summaries key themes that emerged from the public input collected at that meeting. Meeting materials are included as an appendix.

THEMES

In general, there was strong support for the bicycle and pedestrian planning effort. The following comments and themes were noted throughout discussions while participating in the mapping exercise.

1. Great difficulty crossing major thoroughfares. Members of the St. Bernard Social Ride group outlined some of their routes and noted a lack of options to safely cross Judge Perez to get to Val Reiss. They noted that most recently they have started to use Laplace.
2. The 40 Arpent Canal Trail concept was popular amongst participants. Several bridge crossing locations for access were suggested by participants, including @ Alexander, @ Volpe, and at Debouchel.
3. A number of participants discussed the opportunity to connect resident streets across canals with small bicycle and pedestrian bridges, creating alternatives to the busier East/West Streets. This is in line with the Neighborhood Greenway concept. An example is Josephine Street w/ bridge at the De La Ronde Canal (west of Golden Drive).
4. A need to link the future trail system to the transit system to encourage cultural / recreational tourism from upriver. One example of a location was near the hospital. There is a concept to have a walking / biking path on an easement to connect Judge Perez (where the bus runs) to St. Bernard Hwy which would provide access to the Chalmette Battlefield. A similar connection

could be made to the north to connect transit users to the 40 Arpent Canal. This was indicated as a potential location for a pedestrian actuated pedestrian signal. Similarly, a trailhead near Archbishop Hannan and St. Bernard Hwy was suggested as a location to connect transit users to the MRT.

5. There was a question raised about whether the rail line at the far south of the parish is abandoned, because it would make for a nice loop connecting the 40 Arpent Canal Trail with the MRT, however, it appears to be in current (but infrequent) use.
6. Participants expressed a desire for lighting along dark stretches of highway.



SURVEY RESULTS

The two page survey yielded the following results.

WALKING

- 77.3% of respondents said that during the past year they walked outdoors for exercise, to get from place to place, or for another reason at least once a week, with 36.4% responding “daily or almost daily.”
- 31.8% of respondents said it was somewhat or very difficult to walk outdoors in their community while 63.7% said it was somewhat or very easy.
- 40.9% of respondents cited a lack of sidewalks as preventing them from walking more or at all. Poor condition of sidewalks, lack of trails, and concerns about safety came in a close second, all being cited by 31.8% of respondents.
- 95.5% of respondents said more pedestrian facilities would make it easier to walk more.

St. Bernard Parish
Bikeway & Pedestrian Plan Update

BIKING

- 54.5% of respondents said that during the past year they biked outdoors for exercise, to get from place to place, or for another reason at least once a week, with 13.6% responding “daily or almost daily.”
 - 45.5% of respondents said it was somewhat or very difficult to bike in their community
 - 68.2% of respondents cited a lack of bicycle lanes as preventing them from bike more or at all.
 - 59.1% responded lack of trails while amount/speed of traffic and aggressive drivers also received considerable mention with 40.9% and 36.4% of respondents, respectively.
 - 95.5% of respondents said more bicycle facilities would make it easier to bike more.

MODE CHOICE

- 78.6% of respondents said that in the past year they have walked to get from one place to another while 71.4% said the same of bicycling.

OPEN-ENDED QUESTIONS

- The major thoroughfares of Judge Perez, St. Bernard Highway, and Paris Road were the roadways where most respondents thought bicycle or pedestrian improvements would be most beneficial. Specific intersections most often mentioned were Paris Road at Judge Perez, Paris Road at St. Bernard Hwy, and Hannan at Judge Perez.
- Several respondents mentioned the construction or repair of sidewalks as a specific idea for improving bicycling or walking in St. Bernard Parish with one respondent saying, “Main through streets and highways are where people need sidewalks in this parish. People should not have to walk in the grass or mud to get to Wal-Mart or other places.”
- Respondents offering additional open-ended comments mentioned difficulty crossing main highways on bicycle, recommended using the levee trails in Algiers and Gretna as an example for St. Bernard Parish, and further questioned sidewalk condition and existence.

DEMOGRAPHIC PROFILE

- Of the respondents that completed the demographic profile section of the survey, all reported that they currently live in St. Bernard Parish. These respondents were made up of an even 50-50 split of males and females. All of these respondents were 45 or over, with 30% being 65 or over. 90% reported their race as white alone, and only 1 respondent identified as Hispanic, Latino, or of Spanish origin. 95% responded that there was at least one car in their household while all respondents said they owned a bicycle.



St. Bernard Parish

Bikeway & Pedestrian Plan Update



PUBLIC INFORMATION MEETING

St. Bernard Parish Government and the Regional Planning Commission (RPC) for Jefferson, Orleans, Plaquemines, St. Bernard, St. Tammany and Tangipahoa Parishes are currently conducting the **St. Bernard Parish Bikeway & Pedestrian Plan Update**. The Plan Update is a study funded by the RPC focused on improving conditions for walking and bicycling in the urbanized area of the Parish in order to make walking and bicycling safer and easier for residents and visitors.

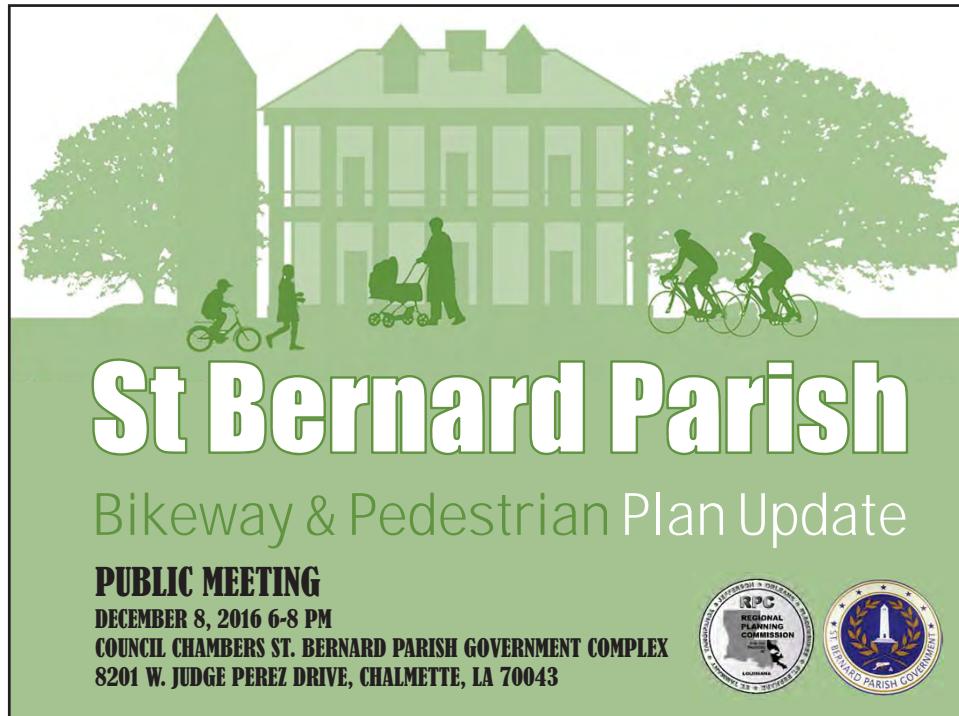
All interested parties are encouraged to attend a public "open house" meeting:

**Thursday December 8, 2016 6-8PM
Council Chambers
St. Bernard Parish Government Complex
8201 W. Judge Perez Drive
Chalmette, LA 70043**

The purpose of the meeting is to provide information and solicit input from the public about current conditions and future bicycle and pedestrian routes and facilities for the St. Bernard Parish Bikeway & Pedestrian Plan Update. The public is invited to drop in at any time during the meetings scheduled time to give input, but there will be a short introductory presentation from 6:30 to 6:45. Participants will have the opportunity to answer a short survey on walking and bicycling, mark routes they use or would like to use on maps of the Parish, and become acquainted with the project and ask questions of the project team.



If you require special assistance due to a disability in order to participate in this public meeting, or for more information related to this meeting, please contact: Deborah Jan Fagan, Grants Coordinator Consultant at 504-278-4226 or by email at dfagan@sbpg.net.



Welcome & Introductions



- Elected Officials
- Regional Planning Commission
- Technical Advisory Committee
- Consultant Team
- Members of the Public

St. Bernard Bikeway & Pedestrian Plan Update



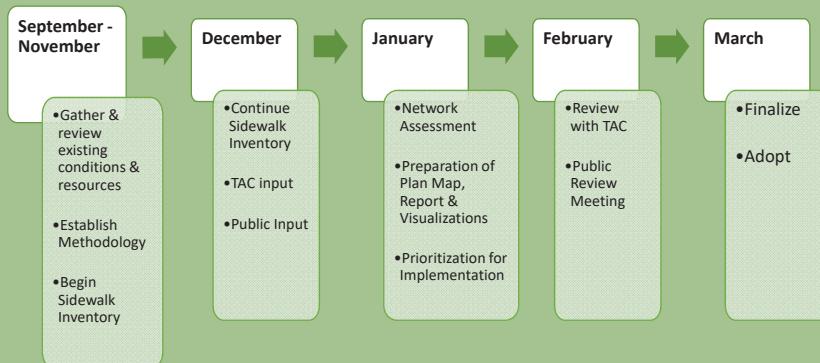
Project Overview

- Make walking & bicycling safer and easier for residents and visitors
- Take people from where they are to where they want to go; serve key destinations and transit route
- Meet the needs of a diverse range of users; consider variations in physical abilities, trip types, trip purposes
- Balance existing and future demand
- Minimize out of direction travel

St. Bernard Bikeway & Pedestrian Plan Update



Project Schedule



St. Bernard Bikeway & Pedestrian Plan Update



Existing Plans

DOCUMENT	YEAR
Transportation Alternatives Program Application - Mississippi River Trail Phase IV (Valero Refinery to Paris Road)	2016
LA DOTD Plan Sheets LA 46: Orleans PL - Paris Rd, St. Bernard Parish SPN H.010406	2016
Complete Streets Resolution and supporting materials, including Emphasis Map	2016
St Bernard Parish Comprehensive Plan	2014
Mississippi River Levee Multi-Use Path (Ph 1 and Ph 2) Plan Sheets	2014
Transportation and Land Use Access Improvement: St. Bernard Port, Harbor and Terminal District: Stage 0 Feasibility Report	2014
Transportation Alternatives Program Application - Mississippi River Trail Phase III (Violet to Braithwaite)	2014
Transportation Enhancement Study: St. Bernard Parish	2013
Land Use and Transportation Plan: St. Bernard Parish	2008
Transportation Enhancement: St. Bernard Bicycle Path Plan	2001

St. Bernard Bikeway & Pedestrian Plan Update



Network Assessment

- Sidewalk Inventory
 - Begin with most important routes
 - Review for appropriate ramps
- Bicycle Facilities
 - Identify important routes
 - Match appropriate facility with roadway context
- Prioritize according to criteria that includes:
 - Correct existing safety problems and barriers to access
 - Proximity to schools, public facilities, commercial & recreational areas
 - Creation of a network
 - Communities where need is great
 - Public Support
 - Cost effectiveness / ease of implementation

St. Bernard Bikeway & Pedestrian Plan Update



Your Input Is Needed!

1. Please sign-in
2. Fill out a survey
3. Visit the displays
4. Participate in interactive map exercise
5. Fill out a comment form

St. Bernard Bikeway & Pedestrian Plan Update



Project Team Contacts

Ellen Wilmer Soll, AICP

Principal

Soll Planning

ellen@sollplanning.com

Deborah Jan Fagan, AICP

Grants Coordinator Consultant

8201 W. Judge Perez Drive

Chalmette, LA 70043

dfagan@sbpg.net

Karen Parsons, AICP

Principal Planner

Regional Planning Commission

kparsons@norpc.org

*Comments to attn: St. Bernard Parish
Bikeway & Pedestrian Plan Update*

St. Bernard Bikeway & Pedestrian Plan Update





St. Bernard Parish



Bikeway & Pedestrian Plan Update map exercise instructions

1. Orient yourself to the Map...

Mark where you live, work and other destinations that you walk or ride a bicycle to with a BLACK ASTERISK.



2 Think about routes that you currently use to walk or ride a bicycle to your destinations, or for recreation...

Mark with a **GREEN LINE** routes that are relatively **easy** and comfortable for you to walk or ride a bicycle



Mark with a **RED LINE** routes that are relatively **difficult** or uncomfortable for you to walk or ride a bicycle



3 Now think about where you would like to walk or ride a bicycle, but you cannot because either it does not feel safe or comfortable or because you do not have access to the area...

Mark with a **BLUE LINE** routes you would like to use but are not able to do so.



Please talk with one of the facilitators about the map mark ups you made. Feel free to use the margins of the paper or notepads to ensure that the project team understands your input. Thank You!

St. Bernard Parish Bikeway & Pedestrian Plan Update

PUBLIC COMMENT FORM



**Please use the space provided below to provide comments on the
St. Bernard Bikeway & Pedestrian Plan Update:**

Thank You for Your Participation!!!

Written comments may be submitted at the Public Meeting (December 8, 2016),
emailed to dfagan@sbpg.net, or
mailed to the following address:

St. Bernard Parish Bikeway & Pedestrian Plan Update
c/o Deborah Jan Fagan, AICP
Grants Coordinator Consultant
8201 W. Judge Perez Driver
Chalmette, LA 70043

Written comments will be accepted if postmarked by December 15, 2016.



PUBLIC INPUT SURVEY



The project team would like to know more about you and your views of walking and bicycling in St. Bernard Parish.

Please take a few minutes to answer the following questions to the best of your abilities.

Thinking about the past year, how frequently do you walk outdoors for exercise, to get from place to place, or for another reason? Check the answer that closest represents your frequency.

- Never
- Less than once per month
- At least once per month
- At least once per week
- Daily or almost daily

How easy is it to walk outdoors in your community? Choose One.

- Very easy
- Somewhat easy
- Neither easy or difficult
- Somewhat difficult
- Very difficult
- Don't know / prefer not to answer

What prevents you from walking more (or at all).

Check all that apply.

- Disability / health
- Too busy
- Don't want to / don't enjoy it
- Concerns about personal safety
- No destinations nearby
- Weather
- Other transportation is faster
- Lack of sidewalks
- Lack of trails
- Sidewalks in poor condition
- Aggressive Drivers
- Feel unsafe crossing roads / roads too busy
- Other _____

Which of the following changes do you think would make it easier to walk more? Check All That Apply.

- More pedestrian facilities (sidewalks, paths, trails, lighting, safer signals and intersections, crosswalks?)
- Slower or less traffic
- Enforce motorist laws (speeding, yielding)
- Motorist / Pedestrian Safety Education
- Other _____
- Don't know / prefer not to answer

Thinking about the past year, how frequently do you bike outdoors for exercise, to get from place to place, or for another reason? Check the answer that closest represents your frequency.

- Never
- Less than once per month
- At least once per month
- At least once per week
- Daily or almost daily

How easy is it to bike in your community? Choose One.

- Very easy
- Somewhat easy
- Neither easy or difficult
- Somewhat difficult
- Very difficult
- Don't know / prefer not to answer

What prevents you from biking more (or at all).

Check all that apply.

- Disability / health
- Too busy
- Don't want to / don't enjoy it
- Concerns about personal safety or bicycle theft
- No destinations nearby
- Weather
- Other transportation is faster
- Lack of bicycle lanes
- Lack of bicycle racks
- Lack of trails
- Don't own a bicycle
- Amount & speed of traffic
- Aggressive Drivers
- Other _____

Which of the following changes do you think would make it easier to bike more? Check All That Apply.

- More bicycle facilities (such as bicycle lanes, trails, bicycle parking, safe signals and intersections).
- Slower or less traffic
- Enforce motorist laws (speeding, yielding)
- Motorist / Bicyclist Safety Education
- Other _____
- Don't know / prefer not to answer

CONTINUE ON BACK

St. Bernard Parish Bikeway & Pedestrian Plan Update

PUBLIC INPUT SURVEY, CONTINUED FROM PAGE 1

Which of the following modes of transportation have you used in the past year to get from one place to another?

Drove a Car Alone Carpoled or Rode as a Passenger Used Public Transportation
 Walked Bicycled

Please indicate your top 3 roadways or intersections where you think bicycle or pedestrian improvements would be the MOST beneficial. Please explain:

1. _____

2. _____

3. _____

Do you have any specific thoughts or ideas for improving cycling and walkability in St. Bernard Parish?

Do you have additional comments?

If you need additional space, please feel free to use a separate comment form.

DEMOGRAPHIC PROFILE

Do You Live in St. Bernard Parish

Yes
 No
 Prefer not to answer

What is Your Gender?

Female
 Male
 Prefer not to answer

What is your age?

16 or less
 17-24
 25-34
 35-44
 45-54
 55-64
 65 or over
 Prefer not to answer

What is your race?

White Alone
 Black or African American alone
 American Indian or Alaska Native alone
 Asian alone
 Native Hawaiian and Other Pacific Islander alone
 Some other race alone
 Two or more races
 Prefer not to answer

Do you identify as Hispanic, Latino or of Spanish Origin?

Yes
 No
 Prefer not to answer

Do you have at least one car in your household?

Yes
 No
 Prefer not to answer

Do you own a bicycle?

Yes
 No
 Prefer not to answer



St. Bernard Parish

Bikeway & Pedestrian Plan Update

DRAFT PLAN OPEN HOUSE

St. Bernard Parish Government and the Regional Planning Commission (RPC) for Jefferson, Orleans, Plaquemines, St. Bernard, St. Tammany and Tangipahoa Parishes are currently conducting the **St. Bernard Parish Bikeway & Pedestrian Plan Update**. The Plan Update is a study funded by the RPC focused on improving conditions for people walking and bicycling in the urbanized area of the Parish in order to make walking and bicycling safer and easier for residents and visitors. All interested parties are encouraged to attend a public meeting to review the Draft Plan:

Thursday May 18, 2017 6-8PM
Council Chambers
St. Bernard Parish Government Complex
8201 W. Judge Perez Drive
Chalmette, LA

The purpose of the meeting is to solicit feedback from the public on the Draft Plan including maps of the proposed facilities. The public is invited to drop in at any time during the meeting's scheduled time to review the information available, but there will be a short introductory presentation from 6:30 to 6:45.

Written comments may be submitted at the meeting, emailed to dfagan@sbpg.net, or mailed to the following address:
St. Bernard Parish Bikeway & Pedestrian Plan Update

c/o Deborah Jan Fagan, AICP
Grants Coordinator Consultant
8201 W. Judge Perez Drive
Chalmette, LA 70043

Comments must be submitted within 7 days of the meeting by May 25, 2017.



If you require special assistance due to a disability in order to participate in this public meeting, or for more information related to this meeting, please contact: Deborah Jan Fagan, Grants Coordinator Consultant at 504-278-4226 or by email at dfagan@sbpg.net.



Welcome & Introductions



- Elected Officials
- Regional Planning Commission
- Technical Advisory Committee
- Consultant Team
- Members of the Public

St. Bernard Bikeway & Pedestrian Plan Update



Project Purpose

- Identify projects to make walking & bicycling **SAFER** and **EASIER** for residents and visitors
- Help get people from **WHERE THEY ARE** to **WHERE THEY WANT TO GO**. To serve key destinations and transit routes and minimize out of direction travel for people walking and bicycling
- Designing for **EXISTING** and **FUTURE** demand

St. Bernard Bikeway & Pedestrian Plan Update



Major Project Components

- Bikeway Plan Network Maps
- Sidewalk and Pedestrian Facilities Plan Map
- Bikeway and Pedestrian Plan Document

St. Bernard Bikeway & Pedestrian Plan Update



Major Project Components

- Bikeway Plan Network Maps

- Identifies bikeway improvements for specific roadways and trails



St. Bernard Bikeway & Pedestrian Plan Update



Major Project Components

- Sidewalk and Pedestrian Facilities Plan Map

- Based on sidewalk inventory of Complete Streets Network, identifies specific spot improvements and sidewalk projects

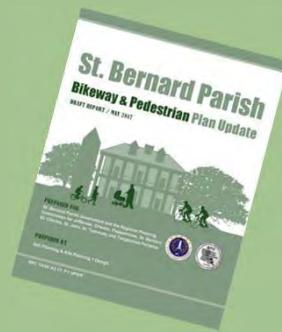


St. Bernard Bikeway & Pedestrian Plan Update



Major Project Components

- Bikeway and Pedestrian Plan Document
 - Background used to make decisions
 - Documents the process
 - Nuts and bolts to move forward
 - Facility Type Details
 - Visualizations (Photo Renderings) of future projects



St. Bernard Bikeway & Pedestrian Plan Update



Mississippi River Trail (MRT) Photo Rendering
(near Jeanfreau St., facing upriver)



Mississippi River Trail (MRT) Photo Rendering
(near Jeanfreau St., facing upriver)



Paris Road Crossing Improvement Photo Rendering
(near Reiss Pl, facing south)



Paris Road Crossing Improvement Photo Rendering
(near Reiss Pl, facing south)



40 Arpent Trail Photo Rendering
(near Cougar Ln., facing west)



40 Arpent Trail Photo Rendering
(near Cougar Ln., facing west)



40 Arpent Trail Bicycle and Pedestrian Bridge Photo Rendering
(over Paris Rd., facing south)



40 Arpent Trail Bicycle and Pedestrian Bridge Photo Rendering
(over Paris Rd., facing south)



40 Arpent Trail Access Bridge at Val Riess Park Photo Rendering
(near Volpe St., facing west)





Your Feedback is Important!

1. Please sign-in
2. Review the Plan Maps, Documents and other Displays around the room
3. Provide your comments to the project team

Materials are also available online at: <https://sbpg.net/>

Comment Period Closes May 25, 2017.

St. Bernard Bikeway & Pedestrian Plan Update



Project Team Contacts

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St. Bernard Parish
dfagan@sbpg.net

Karen Parsons, AICP
Principal Planner
Regional Planning Commission
kparsons@norpc.org

St. Bernard Bikeway & Pedestrian Plan Update



Comments

By mail:

Deborah Jan Fagan, AICP
Grants Coordinator Consultant
8201 W. Judge Perez Drive
Chalmette, LA 70043

By email:

dfagan@sbpg.net

Attention: St. Bernard Parish Bikeway & Pedestrian Plan Update

COMMENT PERIOD CLOSES MAY 25, 2017.

St. Bernard Bikeway & Pedestrian Plan Update



St. Bernard Parish Bikeway & Pedestrian Plan Update

PUBLIC COMMENT FORM



**Please use the space provided below to provide comments on the
St. Bernard Bikeway & Pedestrian Plan Update:**

Thank You for Your Participation!!!

**Written comments may be submitted at the Public Meeting (May 18, 2017),
emailed to dfagan@sbpg.net, or
mailed to the following address:**

St. Bernard Parish Bikeway & Pedestrian Plan Update
c/o Deborah Jan Fagan, AICP
Grants Coordinator Consultant
8201 W. Judge Perez Drive
Chalmette, LA 70043

Written comments will be accepted if postmarked by May 25, 2017.

St. Bernard Parish

Bikeway Plan Network by Facility Type (Map 1 of 2)



LEGEND

Recommended Facilities

Trailheads	Existing	Planned
Shared Use Trail	●	—
Route	●	—
Shared Lane Marking	●	—
Neighborhood Greenway	●	—

Existing Facilities

Completed projects are highlighted with neon green	—
--	---



St. Bernard Parish

Bikeway Plan Network by Facility Type (Map 2 of 2)



LEGEND

Trailheads

Existing Planned

Recommended Facilities

Shared Use Trail

Route

Shared Lane Marking

Neighborhood Greenway

Separated Bicycle Lane

Shoulder Bikeway

Existing Facilities

Completed projects are highlighted with neon green

Source (Citation)
This imagery was provided by the Regional Planning Commission for Jefferson, Orleans, Plaquemines, St. Bernard, St. Tammany and Tangipahoa Parishes (RPC) and the United States Department of Agriculture (USDA). The RPC and the USDA are not responsible for any errors arising from any use of alterations made to the data.

Imagery Information:

This digital imagery serves as a base for Farm Service Center GIS applications and is used to administer USDA commodity support programs and conservation planning. The U.S. Department of Agriculture, Service Center Agencies should be acknowledged as the data source in products derived from these data.

This data set is not designed for use as a primary regulatory tool in permitting or citing decisions, but may be used as a reference source. This information may be interpreted by organizations, agencies, units of government, or others based on needs; however, they are not responsible for the appropriate application. Federal, State, or local regulatory bodies are not to reassign to the Service Center agencies any authority for the decisions that they make. The Service Center Agencies will not perform any evaluations of these data or purposes related solely to State or local regulatory programs.

This color infrared orthophoto imagery was captured in 2015 and projected to UTM; the unit of measure is meters. The conmaresed orthophoto imagery was produced from the original data as true color orthophoto mosaics. Specific data are included in imagery included at the file level. The spatial resolution is approximately one meter pixel. Any use of the data must be accompanied with this citation and accompanying seals and logos.



Revised Draft 5/15/2017

St. Bernard Parish

Complete Streets Network Sidewalk and Pedestrian Facilities Plan

1 inch = 1,500 feet
Miles

1 inch = 1,500 feet

Miles

Legend

* Pedestrian Spot Improvement Locations

Complete Streets Network Sidewalk Installation and Replacement Projects

- Install New Sidewalk
- Replace Existing Sidewalk in Poor Condition



Source (Citation)
This imagery was provided by the Regional Planning Commission for Jefferson, Orleans, Plaquemines, St. Bernard, St. Tammany and Tangipahoa Parishes (RPC) and the United States Department of Agriculture (USDA). The RPC and the USDA are not responsible for any errors arising from any use of alterations made to the data.

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This color infrared geospatial imagery was captured in 2015 and projected to UTM; the unit of measure is meters. The compressed land imagery was produced from the geotiff data as true color orthophotos. Specific data are included in imagery metadata at the file level. The spatial resolution is approximately a one meter pixel. Any use of the data must be accompanied with this citation and accompanying seals and logos.

Revised Draft 5/15/2017

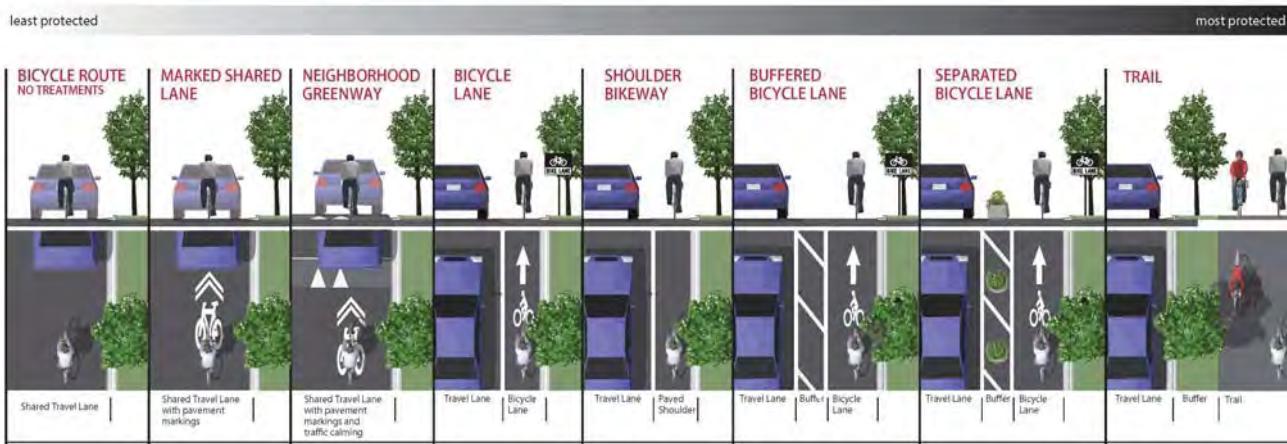


St. Bernard Parish

Bikeway & Pedestrian Plan Update



Bicycle Facility Continuum



Bicycle Facilities & Designations

BICYCLE ROUTE	MARKED SHARED LANE	NEIGHBORHOOD GREENWAY	BICYCLE LANE	BUFFERED BICYCLE LANE	SEPARATED BICYCLE LANE	SHARED USE TRAIL
<ul style="list-style-type: none"> ▫ A designation rather than a "facility" ▫ Wayfinding system provides clear navigational instructions for users 	<ul style="list-style-type: none"> ▫ Pavement marking to alert motorists that bicyclists may be encountered and to show bicyclists where to position themselves for greatest visibility 	<ul style="list-style-type: none"> ▫ Residential streets with low volumes of vehicular traffic & low speeds ▫ Bicycles and pedestrians given priority ▫ Uses a combination of traffic calming, signage and pavement markings 	<ul style="list-style-type: none"> ▫ Portion of the road designated by striping and pavement marking for the exclusive or preferential use of bicycles 	<ul style="list-style-type: none"> ▫ Conventional bicycle lane paired with minimum 18" buffer space ▫ Provides additional comfort when heavy trucks are present 	<ul style="list-style-type: none"> ▫ Vertical element separates bicycles from vehicles ▫ Can be one or two way ▫ Only bicycles (not shared) ▫ In or immediately adjacent to roadway 	<ul style="list-style-type: none"> ▫ Physically separated from roadway or in independent right of way ▫ Shared with other users (joggers, skaters, etc.) ▫ Usually two way travel

SHOULDER BIKEWAY



- In rural areas, shoulders can be enhanced to provide accommodation for people bicycling and walking
- When shoulders are used as bikeways, there are additional considerations to include, such as bicycle friendly rumble strips, careful placement of reflectors, and maintenance of the shoulder

PREPARED BY:



St. Bernard Parish

Bikeway & Pedestrian Plan Update



40 Arpent Trail

near Cougar Ln, facing west (photo rendering)



PREPARED BY:
alta
PLANNING + DESIGN

RPC Task A2.17-FY UPWP 5/15/2017

before



after



St. Bernard Parish

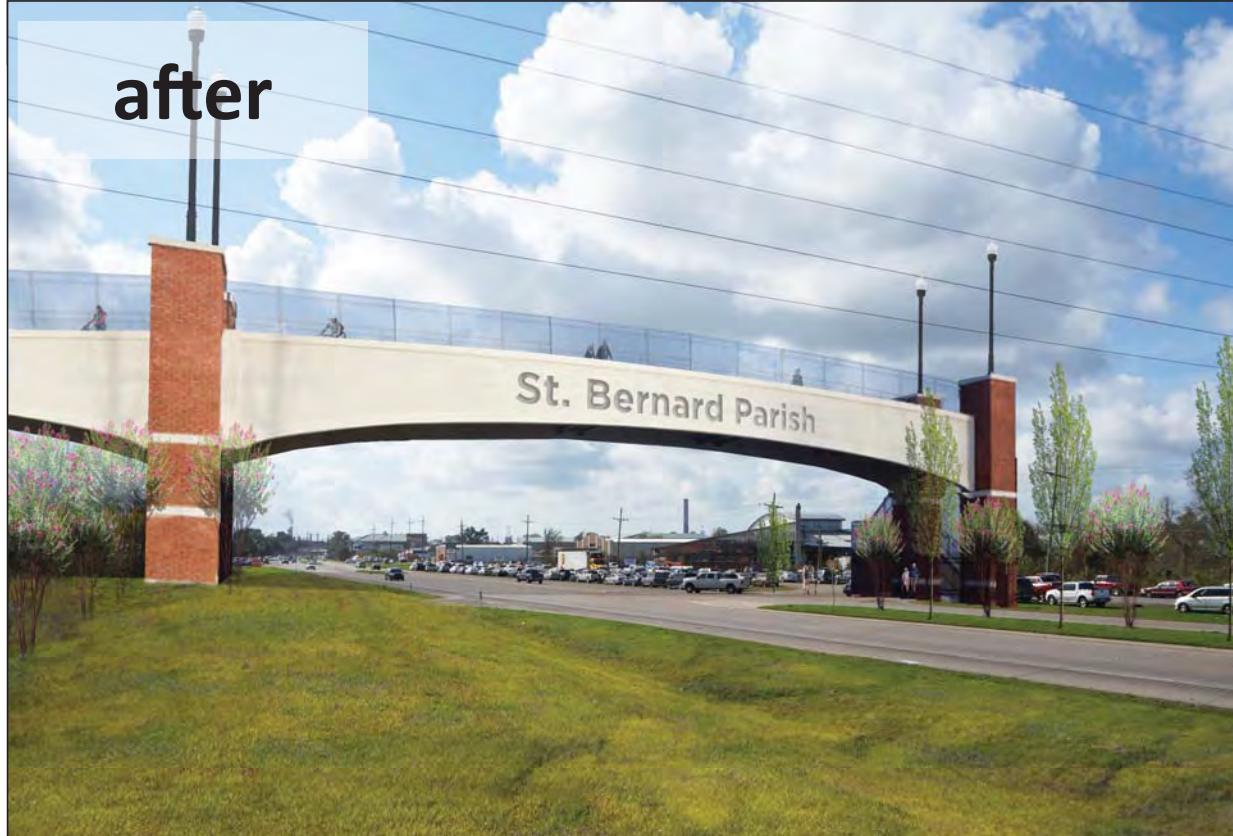
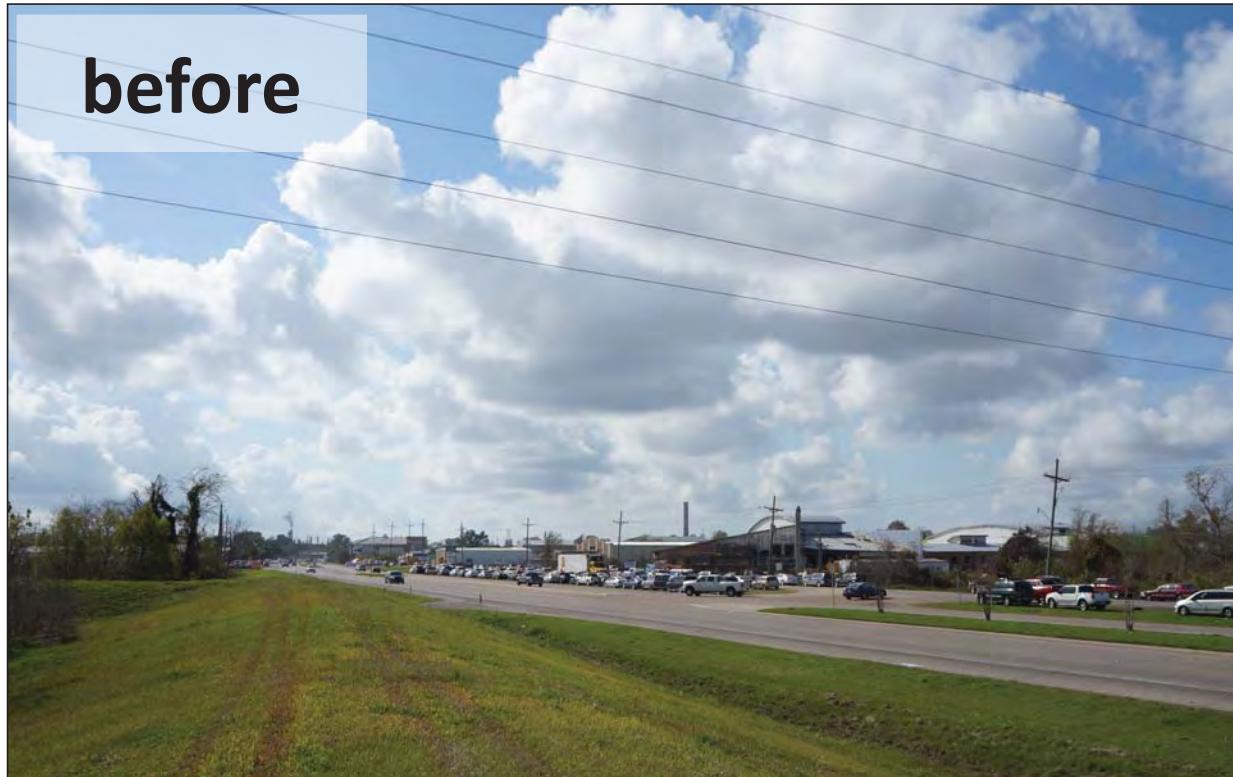
Bikeway & Pedestrian Plan Update



**40 Arpent Trail Bicycle and Pedestrian Bridge
over Paris Road, facing south (photo rendering)**



PREPARED BY:
soil planning **alta**
PLANNING + DESIGN
RPC Task A2.17:FY UPWP 5/15/2017



St. Bernard Parish

Bikeway & Pedestrian Plan Update



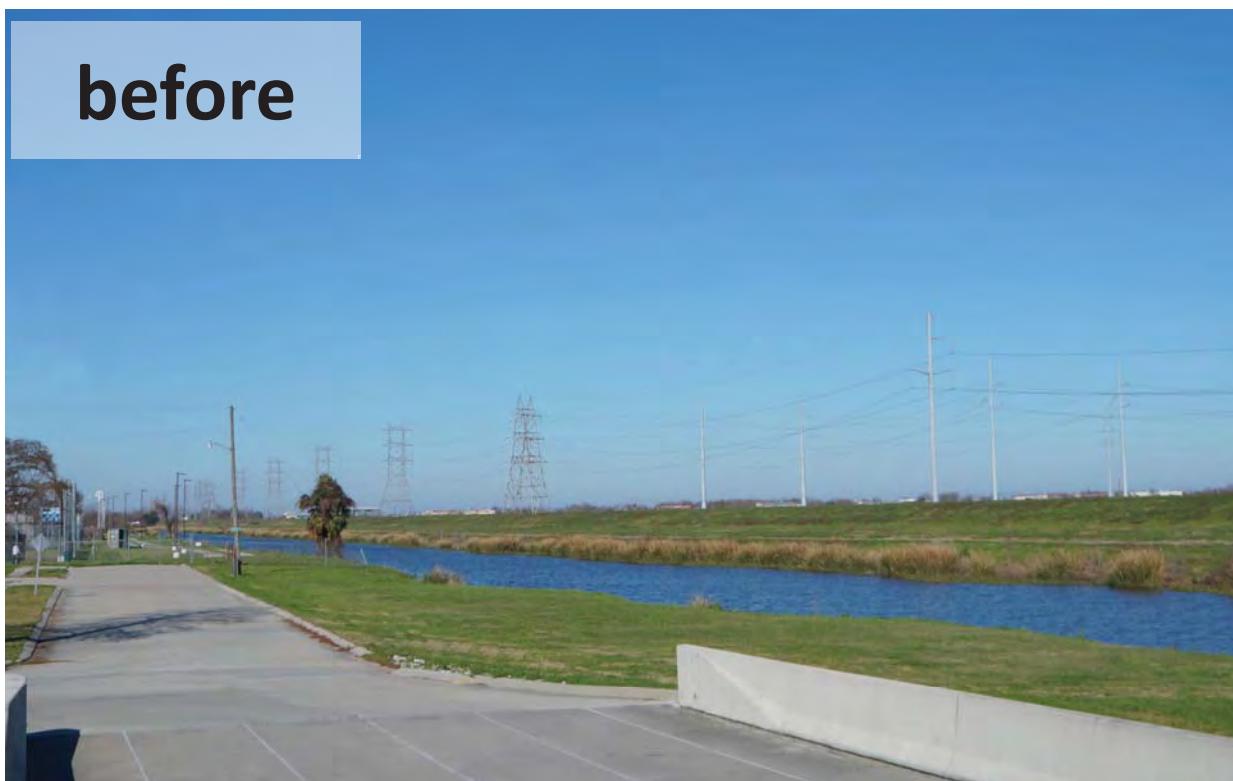
40 Arpent Trail Access Bridge at Val Riess Park

Near Volpe St., facing west (photo rendering)



PREPARED BY:
soil planning **alta**
PLANNING + DESIGN
RPC Task A2.17-FY UPWP 5/15/2017

before



after



St. Bernard Parish

Bikeway & Pedestrian Plan Update



Paris Road Crossing Improvement Near Reiss Place, facing south (photo rendering)



PREPARED BY:
RPC Task A2.17-FY UPWP 5/15/2017

before



after



St. Bernard Parish

Bikeway & Pedestrian Plan Update



Mississippi River Trail (MRT) photo rendering

Near Jeanfreau St., facing east



PREPARED BY:
soil planning **alta**
PLANNING + DESIGN
RPC Task A2.17:FY UPWP 5/15/2017

before



after





Bikeway & Pedestrian Plan Update

Appendix D: Sidewalk Inventory



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RPC Task A2.17; FY UPWP

Task 2: Sidewalk Inventory Methodology

Prepared by Soll Planning 11/27/2016

OVERVIEW:

The project Scope of Services defines Task 2: Sidewalk Inventory as:

Using Satellite imagery the consultant will create a GIS line file of all sidewalk facilities in the study area. Spot field checks will be done to verify or clarify areas of uncertainty. The consultant team will note where inconsistencies exist. Field review will further establish the presence of ADA compliant and non-compliant sidewalks for improvement consideration. Recommendations and a prioritization scheme will be developed to address sidewalk and ADA deficiencies, based on a review of findings with the Technical Advisory Committee, St. Bernard Parish and the RPC. The consultant will provide an opinion of probable cost for both sidewalk and bicycle facilities improvements.

KICK OFF MEETING DISCUSSION

At the Project Kick off meeting, several participants noted that sidewalk inventories can vary tremendously in terms of the level of effort, geographic scope, and level of details collected. TAC members who had participated in the recent New Orleans CBD sidewalk inventory noted that description of the task above, the timeline and budget for the project do not lend themselves to an inventory that would require that level of field review and extensive block-by-block evaluation. It was deemed preferable to work on priority routes first, then make it transferable to the local street network. The action item was for Ellen Soll to develop a methodology in consultation with Lynn Dupont (RPC) and Richard Poche (St. Bernard Parish Gov), and then provide it to Karen Parsons (RPC), Jason Stopa (SBP), Clare Brown (RPC), & Deborah Fagan (SBP) for review and concurrence.

PRIORITIZATION

The following methodology is proposed:

Task 2, as described above, is divided into 2 major components – the sidewalk inventory and the cost estimates. In preparing the project team response to the Request for Qualifications, the consultant team considered the full task to account for 20% of the overall project effort, with a portion (approximately

25%) of that task's budget being dedicated specifically to Alta Planning + Design for the preparation of Cost Estimates. In order to most efficiently utilize the remaining resources and address the project needs in the timeframe available, the following allocation of effort is proposed:

Phase 1/Priority 1: Using the *St. Bernard Parish Complete Streets Emphasis Map Major and Minor Roadways* GIS data shapefile (see map attached), the project team will prioritize the inventory on the 39.87 miles of roadway indicated on those maps during the first three months of the project timeline, in order to have that information completed and available in time to be used in the initial draft reports, network analyses, and have accurate cost estimates available for prioritization of projects.

Phase 2/Priority 2: After completing the inventory on the above mentioned network, the project team will use the remaining resources allocated to this task to collect data and inventory the local street network until completion of the project or the resources allocated to this task are exhausted. Priority streets on the local network include Mehle, Rowley and Bartolo. This data will be collected primarily during the final three months of the project timeline. It has been communicated to the project team that the local street network's full completion is a lower priority than the priority routes, and accuracy of information takes priority over completeness of the local street network.

DATA COLLECTION TECHNIQUE:

The data collection technique proposed is as follows:

Sidewalk Data

A single GIS polyline shapefile will be created by tracing the apparent centerline of existing sidewalks using the 2014 three inch pixel imagery provided by RPC (Citation follows). A new feature will be created for each block, with the polyline extending from curb face to curb face or to the terminus of the sidewalk, when applicable. Field reviews will be used to check the accuracy of the aerial data and for locations with dense tree cover, paying special attention to the Complete Streets Emphasis Priority Routes.

The full schema to be used for the shapefile is shown on the following page.

The following fields will be populated with data:

1. Material: concrete, asphalt, or other. Based on visual inspection of aerial, with spot field checks where needed to confirm accuracy.
2. Width_ft: apparent width will be indicated based on visual inspection of aerial, with spot field checks to confirm accuracy.
3. Condition: good, fair, poor based on visual inspection of aerial, with spot field checks to confirm accuracy.
4. Sidewalk Buckling: major, moderate, minor, none based on visual inspection of aerial, with spot field checks to confirm accuracy

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5. Sidewalk Cracking: major, moderate, minor, or none based on visual inspection of aerial with spot checking to confirm accuracy

Field Name	Alias Name	Model Name	Type	Prec.	Scale	Length	Null
OBJECTID	OBJECTID	OBJECTID	OID	0	0	4	Yes
SHAPE	SHAPE	SHAPE	Geometry	0	0	0	Yes
Material	Material	Material	String	0	0	5	Yes
Width_FT	Width	Width_FT	Small Integer	0	0	2	Yes
Condition	Condition	Condition	String	0	0	5	Yes
Cracking	Cracking	Cracking	String	0	0	5	Yes
Buckling	Buckling	Buckling	String	0	0	5	Yes
Date		Date	Date	0	0	8	Yes
Remarks		Remarks	String	0	0	100	Yes
SHAPE_Length	SHAPE_Length	SHAPE_Length	Double	0	0	8	Yes
Subtype Name	Default Value		Domain				
ObjectClass			Sidewalk_Material				
Material	CON		Sidewalk_Wide				
Width_FT	12		Good				
Condition	1		Good				
Cracking	NONE		Sidewalk_Crack				
Buckling	NONE		Sidewalk_Buckle				
Index Name	Ascending	Unique	Fields				
FDQ_OBJECTID	Yes	Yes	OBJECTID				
FDQ_SHAPE	No	No	SHAPE				

ADA ramps:

A single GIS point shapefile will be created for each curb ramp using the 2014 three inch pixel imagery provided by RPC (Citation follows). A new feature will be created for each ramp, located at the intersection of the center of the ramp and curbface. Field reviews will be used to check the accuracy of the aerial data. This data set will be collected on the Complete Streets Emphasis Priority Routes. The following fields will be populated with data:

Intersection ID: number assigned to intersection

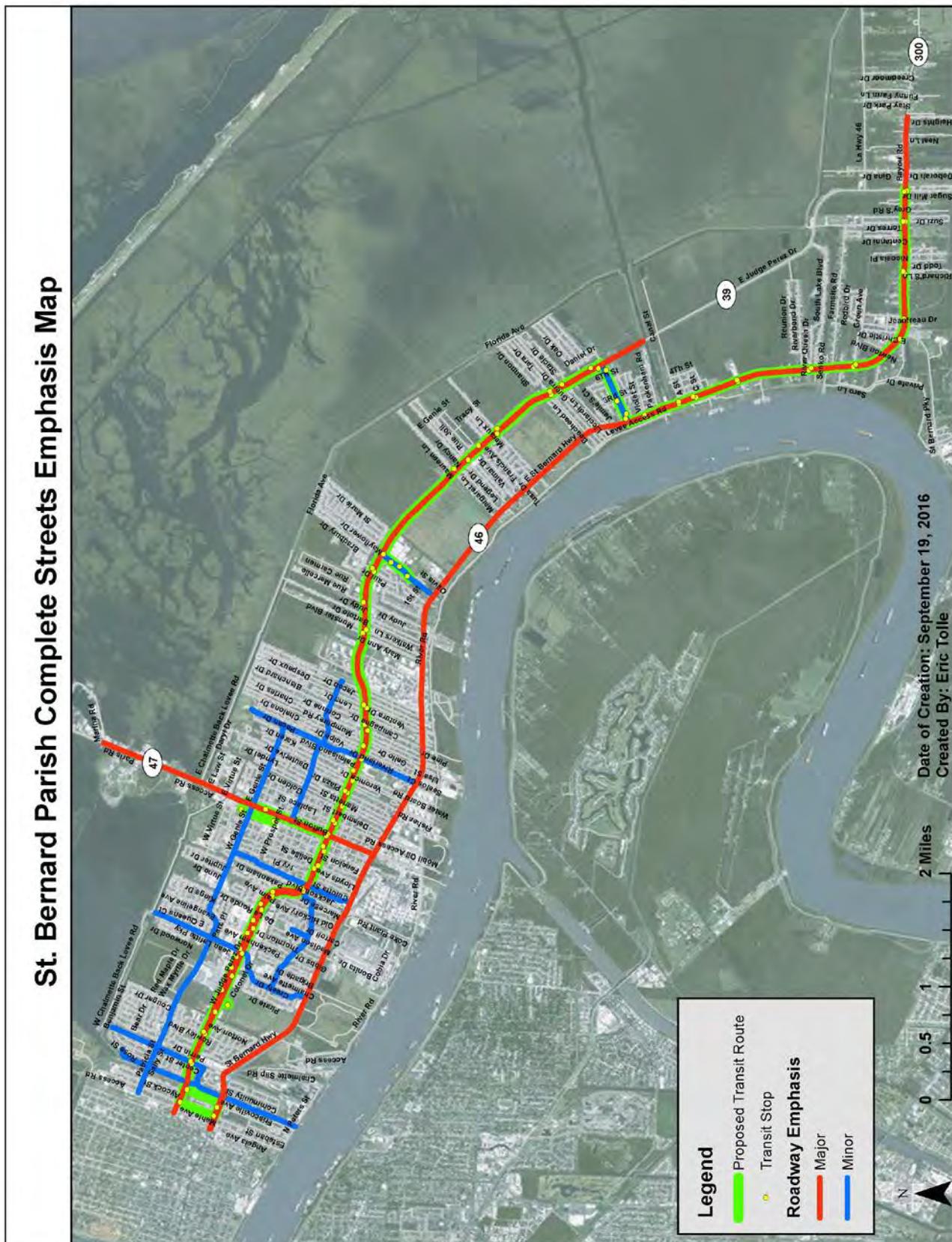
- Ramp ID: number assigned to ramp, start NE and work clockwise
- Ramp_Class: number of crossings per ramp
 - (S) Single
 - (P) Paired

- Ramp_Type: style of ramp¹
 - Com Combined
 - Diag Diagonal
 - Dir Directional
 - Oth Other
 - Par Parallel
 - Perp Perpendicular
- Ramp_Con: condition of ramp based on visual inspection:
 - (N) New
 - (G) Good
 - (F) Fair
 - (P) Poor
 - (M) Missing
- Ramp_DWS: detectable warning surface on ramp
 - (Y) Yes
 - (N) No
 - (U) Unknown

¹ Ramp Styles are loosely based on LA DOTD public sidewalk standard plans, located at:

http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Standard_Plans/Pages/default.aspx?RootFolder=%2FInside_LaDOTD%2FDivisions%2FEngineering%2FStandard_Plans%2FStandard%20Plans%2FPublic%20Sidewalk%20Curb%20Ramps&FolderCTID=0x012000759B9DC184A87A4E8BAEACED94697A67&View={6CA8D877-4BA0-45CA-83B0-350384A89137}

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Appendix E: Cost Estimates



MEMORANDUM

115 Martin Luther King Jr. Drive
Suite 275 – Office #14
Atlanta, GA 30303
(678) 601-6061

To: Ellen Soll, Soll Planning
From: Kat Maines, Alta Planning + Design
Date: February 24, 2017

Re: St. Bernard Parish Bikeway and Pedestrian Plan Update – Cost Estimates

Introduction

The following cost estimates were developed by pulling recent bid data from the Louisiana Department of Transportation & Development's online database. Bid estimates were averaged over the most recent four quarters for which data was available. These are planning-level cost estimates that should be used for order-of-magnitude understanding of costs. In implementing the bikeway and walkway network, there may be some projects with costs higher or lower than those outlined here based on several variables. For example, intersection frequency can impact the number of bicycle markings or speed tables necessary for a bike lane or neighborhood greenway. To overcome uncertainty, these cost estimates are based on several assumptions as outlined in the table below.

Summary of Findings

Bikeway Corridor Treatments

The following table describes the estimated costs for each bicycle facility type that will potentially compose the St. Bernard Parish Bikeway Network.

Facility Type	Description and assumptions	Cost per mile
Marked Shared Lane	Assume 250' spacing for shared lane markings in each direction	\$39,000
Neighborhood Greenway	Assume: <ul style="list-style-type: none">• 250' spacing for shared lane markings• One speed hump/speed table per mile• Two curb extensions per mile• 15 bike route signs per mile	\$49,000
Paved Shoulder with Rumble Strip	Assume no road widening, painted white line only on inside of shoulder	\$10,000
Standard Bicycle Lanes	Restripe 5 lane roadway to 3 lane roadway and install bike lanes. Assume 500' spacing for bike lane markings.	\$68,000

Facility Type	Description and assumptions	Cost per mile
Standard Bicycle Lanes with Rumble Strip	Restripe 5 lane roadway to 3 lane roadway and install bike lanes and rumble strip. Assume 500' spacing for bike lane markings.	\$69,000
Standard Bicycle Lanes - Installed on shoulder section with no widening or rumble strip	Install bike lane symbols on a shoulder section with no rumble strips or pavement widening. Assume 500' spacing for bike lane markings.	\$29,000
Standard Bicycle Lanes with Rumble Strip - Installed on shoulder section with no widening	Install rumble strips and bike lane symbols on a shoulder section. Assume 500' spacing for bike lane markings.	\$30,000
"Protected" Bicycle Lanes - Assume 2 white lines 90mil & symbol spacing at 500ft interval	Restripe 5 lane roadway to 3 lane roadway and install bike lanes	\$77,000
"Protected" Bicycle Lanes with Rumble Strip - Assume 2 white lines 90mil & symbol spacing at 500ft interval	Restripe 5 lane roadway to 3 lane roadway and install protected bike lanes and rumble strip	\$78,000
"Protected" Bicycle Lanes - Installed on shoulder section with no widening or rumble strip	Install protected bike lane and symbols on a shoulder section with no rumble strips or pavement widening	\$38,000
"Protected" Bicycle Lanes with Rumble Strip - Installed on shoulder section with no widening	Install rumble strips and protected bike lane and symbols on a shoulder section	\$39,000
"Protected" Bicycle Lanes with flexible delineator- Assume 2 white lines 90mil & symbol spacing at 500ft interval	Restripe 5 lane roadway to 3 lane roadway and install bike lanes	\$87,000
"Protected" Bicycle Lanes with flexible delineator installed on shoulder section with no widening	Install protected bike lane and symbols on a shoulder section with flexible delineator	\$48,000

Colored Pavement

Green paint will be an added cost in addition to the bikeway corridor treatments. St. Bernard Parish would like to explore the possibility of using green paint in the bike lane in potential conflict areas, as dashed lines through intersections, and in two-stage left turn queue boxes. The costs associated with these are listed below.

Facility	Notes and assumptions	Cost
Green paint in bike lane	Assume 5' bike lane	\$18 per linear foot
Dashed green paint through intersections	Assume 5' bike lane	\$9 per linear foot
Two stage left turn box	Assume 10' x 6.5' thermoplastic green with bike symbol	\$1,000 per box

Sidewalks

The following table includes 4' side sidewalks and 8' wide sidewalks at 4" and 6" thicknesses. Sidewalks are commonly built at 4" thickness, but 6" sidewalks would be a more heavy duty application where you expect to see some vehicular traffic. Where a sidewalk is curb tight, it must be at least 6' wide according to standard detail Ped-01. A 4' sidewalk is admissible where there is some buffer between the roadway and the sidewalk.

Facility	Cost per mile
4' Wide Concrete Walk (4" Thick)	\$127,000
4' Wide Concrete Walk (6" Thick) Cost Per Mile	\$137,000
8' Wide Concrete Walk (4" Thick)	\$254,000
8' Wide Concrete Walk (6" Thick)	\$274,000

In some places, it may be necessary to include a guardrail where the sidewalk crosses a canal. Costs for new guardrail and guardrail replacements are below:

Guardrail type	Notes	Cost
New Guardrail		\$56 per linear foot, plus \$5,000 for anchor units
Remove and Reset Existing Guardrail	LA DOT does not have labor costs associated with this. It is labor intensive so expect that costs would be about 75% of a new install.	\$42 per linear foot plus \$5,000 for anchor units

Pedestrian Crossings

The majority of pedestrian-friendly crossings should have high visibility crosswalks, paired with handicap curb ramps. At signalized intersections, there should also be pedestrian signal heads. In addition, the intersections that lead pedestrians across railroad tracks can be upgraded to smooth these surfaces for pedestrians. The costs of these are listed in the table below.

Facility	Notes and assumptions	Cost
High visibility crosswalk: 2 Lane Crossing	(Assume 12' lanes)	\$1,500
High visibility crosswalk: 3 Lane Crossing	(Assume 12' lanes)	\$2,250
High visibility crosswalk: 4 Lane Crossing	(Assume 12' lanes)	\$3,000
High visibility crosswalk: 5 Lane Crossing	(Assume 12' lanes)	\$3,750
Handicap Curb Ramps	Curb ramp price is general regardless of orientation.	\$1,529 per ramp
Upgrade signal to include countdown Ped Head	Cost includes pedestrian signal heads, hardware, and push buttons.	\$3,000 per countdown timer required.
Pedestrian Crossing at RXR Tracks	Supply and Install New Grade Crossing, Rail, Ties, Subballast, Ballast, Pavement, Rubber Flangeway	\$340 to \$500 per track foot

Trails

The following table lists per mile costs for shared use trails.

Facility	Low End Cost Per Mile	High end Cost Per Mile
10' Wide, 2" Asphalt, 6" Stone Base with minimal earthwork and no structures	\$800,000	\$1,000,000
10' Wide, 2" Asphalt, 6" Stone Base with minimal earthwork and Bridges/Boardwalks	\$1,300,000	\$1,500,000

When the shared use trail needs to cross a significant barrier like a busy road or waterway, a bridge may be required. The following table lists low end and high end costs for steel prefab bridges, including foundation and erection. Bridge estimates are highly dependent on access, substructure and foundation costs and erection. All of these can change the estimates below, so the project staff should be prepared for these costs to change if there are complications with any of these elements.

Bridge type	Low End Cost Per Linear Foot	High End Cost Per Linear Foot
10' wide timber deck, less than 100' long	\$1,500	\$1,750
10' wide timber deck, 100' to 200' long	\$1,750	\$2,500
10' wide concrete deck, less than 100' long	\$1,750	\$2,500
10' wide concrete deck, 100' to 200' long	\$2,500	\$3,500



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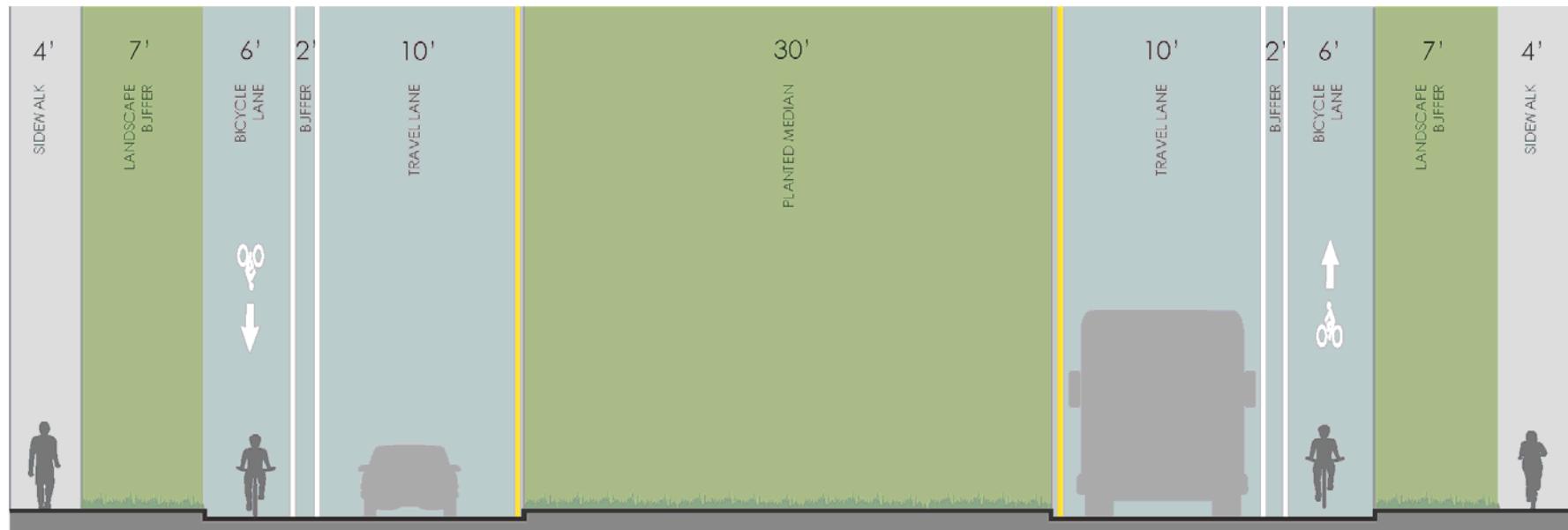
Appendix F: Cross Sections



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Jean Lafitte Pkwy: Buffered Bicycle Lanes

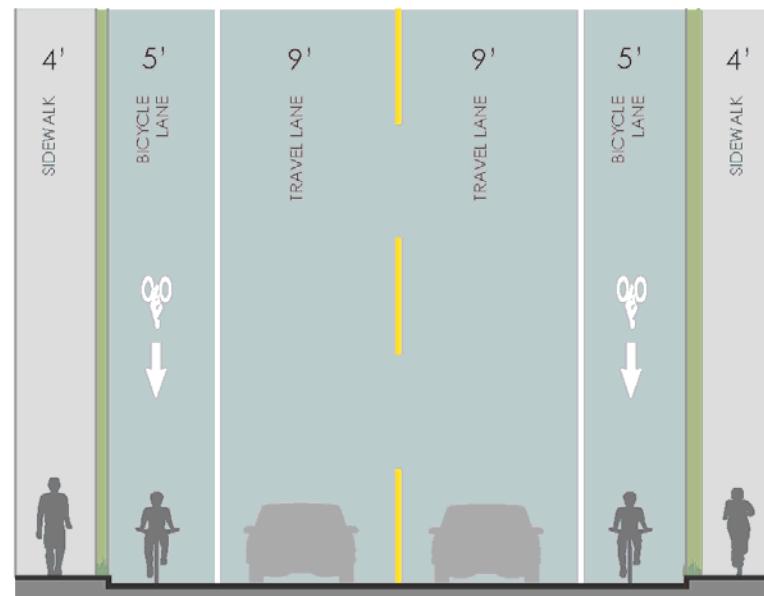




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Jackson Blvd: Bicycle Lanes

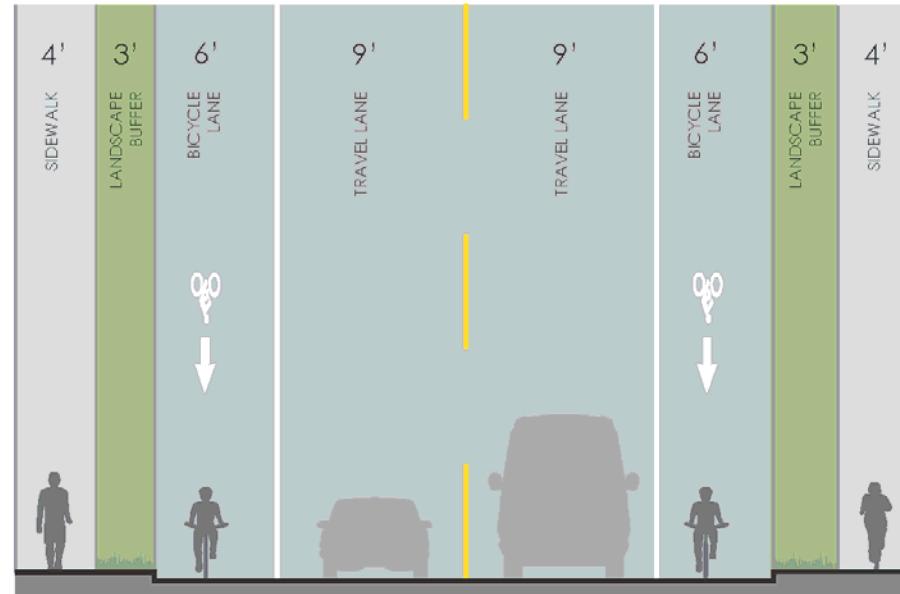




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Packenham Dr: Bicycle Lanes

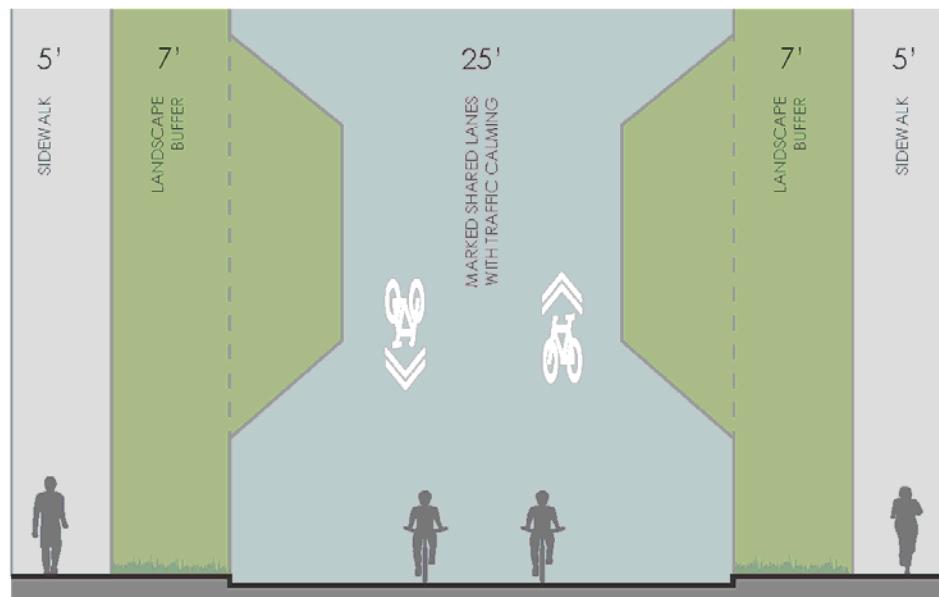




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Alexander Ave: Neighborhood Greenway

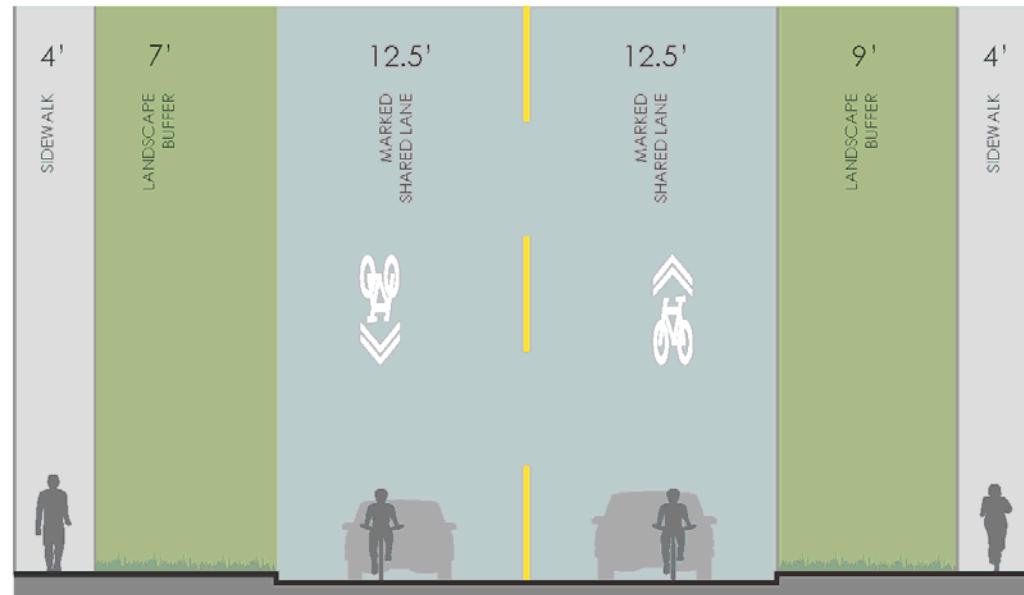




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Rowley Blvd: Marked Shared Lanes

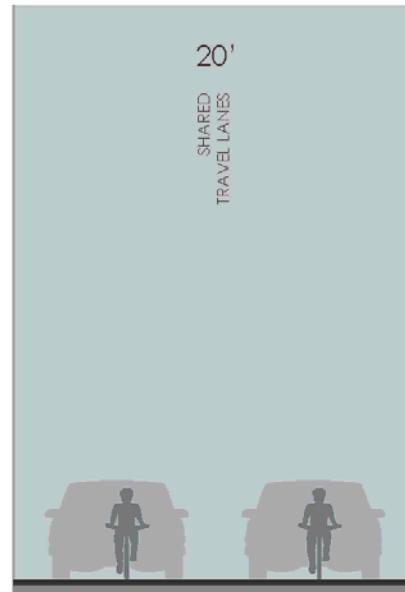




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Torres : Bicycle Route





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Farmsite Rd: Bicycle Route





St Bernard Parish

Appendix G: Major Employers/Attractors

Major Employers included in “attractors”

Employer	Number of Employees
Chalmette Refining- PBF Energy (Mobile Exxon)	522
St. Bernard Parish Gov.	435
St. Bernard Hospital / De La Ronde Medical Center	400
Walmart	383
Domino Sugar	375
Valero Meraux	283
Boasso America	215
Home Depot	100-249
Nunez Community College	100-249

Sources: St. Bernard Chamber of Commerce, Louisiana Workforce Commission

Major Employers Not Included

- St Bernard School Board (902 employees). Employees are dispersed throughout the parish at various school sites which are otherwise captured on the attractors map
- SDT waste (250-300 employees). Status unclear; and employees are dispersed.
- Sheriff's Office (270 employees) Employees are dispersed throughout parish.
- Lil Lu's Booming Enterprises (100-249 employees) Employees are dispersed throughout region