

Commissioner Booth: I'd like to have a motion to deviate from the agenda so that we can hear the Comprehensive Bicycle/Pedestrian Master Plan first which is PZRES-2019-01 requested by the St. Charles Parish Department of Planning and Zoning for a resolution of the Planning and Zoning Commission approving and adopting the St. Charles Parish Comprehensive Bicycle and Pedestrian Master Plan do I hear a motion to deviate?

Commissioner Galliano: Motion to deviate.

Commissioner Richard: Second.

Commissioner Booth: Cast your vote.

YEAS: Gordon, Petit, Granier, Richard, Booth, Frangella, Galliano
NAYS: None
ABSENT: None

Commissioner Booth: That passes unanimous, Ms. Stein.

Ms. Stein: Thank you Mr. Chair. We're asking for your support on resolution 2019-01 to forward the St. Charles Parish Comprehensive Pedestrian and Bicycle Master Plan to the Parish Council, that would be introduced on January 22 and up for hearing on February 4th, we followed the fastest schedule. At present the plan is under review by a number of agencies and the full steering committee which was comprised of representatives from the highest level of the administration, department heads for Planning and Zoning, Public Works, Parks and Recreation, members of the school district and a really wide range of folks supporting the work on the steering committee including some Council representatives. The plan was funded by grant funding that was applied for in November 2014. We received a grant in the amount of I think \$220,000, around that amount, that was taken by the Regional Planning Commission to administer the grant, we have representatives from the Regional Planning Commission here in support of the plan tonight. Karen Parsons from the Regional Planning Commission and the consultant team lead with All South Consulting Engineers, Gavin Gillum is here representing them and the sub consultants, Dana Brown and Associates have brought Dana Brown and Blake Creaux who has a presentation on the plan.

Mr. Albert: Thank you Commission. I'd just like to say when this project started 2 years ago we worked with RPC and put together the grant package. The Grants Department came to us with some information that Marny and I worked on, putting the basis for it together and really all of the parish employees helped bring this plan to fruition. It's an extension of the comprehensive plan that you've already approved several years ago. Many of the elements that are in there are expanded through this effort and hopefully this can be a basis for really improving some quality of life aspects of the parish and improving safety, there's some notable safety issues that need to be looked at and I think the plan does that. So I'm going to go ahead and let the consultants step up and go into any questions after that. Thank you.

Good evening ladies and gentlemen, my name is Gavin Gillum and I'm with All South Engineering. We are going to do a brief presentation and if there is any additional stuff that I think should be highlighted I'll come back and touch base on that and I'll answer questions that you might have. Thank you. This is Dana Brown from Dana Brown and Associates, she's going to be doing the presentation.

Good evening, thanks for having us. I appreciate this. I'm going to go through very few slides so don't start to yawn yet, give me a minute. The plan is pretty straight forward and we have 3 goals and Ms. Stein indicated that most of them come of the Comprehensive Plan that's already been approved and adopted by the parish. So the key one for pedestrian and bicycle circulation and network are #1. As everything, improve safety and so you'll see how we came to some of the solutions based on those issues but safety is number one, it was impetus for the funding. Increased transportation options, right now you have to drive your car throughout the parish and we see the trends going around nationwide where more people want to walk or ride a bike to try to

get exercise which also may help people who don't have a car. So increasing transportation options is another goal and finally we've learned through many projects we worked on, Gavin's office, certainly the Regional Planning Commission's worked on, these kinds of projects spurs economic development. You announce that you're going to put in bike trails and all of a sudden coffee shops and bike stores and repair shops open up on that. So it's amazing how it works, you wouldn't think so but it does. So I'm going to go through each of those. So to improve safety and this is a little small on the screen but you were emailed copies I believe, is that right? So it shows on this particular slide, we divided up the parish into 3 areas so that we could work with sort of in our workshops with the public within those areas. We have the bayou area, down the bayou as we say and there's the east bank and the west bank. So this is a close up of part of the west bank and you can see where there are routes proposed in those colors, the colors indicate the different types of routes but there are also symbols that talk about intersections and intersection improvements are really one of the biggest ways we can improve safety throughout the parish because that's where the conflicts are and that's where a lot of the crashes occur. The two drawings on the right side are really just quick drawings of simple things that can be done and you can see some of the things that we propose might cost some money but some of them are pretty easy to do without very much money at all, crosswalk striping may be additional signalization where someone crossing with a bike or pedestrian wanting to cross you'd just push a button, you've seen those before to let people cross, so those safety improvements are just some examples right there. Increased transportation options, so as I mentioned for those who may not have a car or may want to get more exercise, transportation options are for getting from one place to another, but the greatest thing about a pedestrian bicycle plan and routes is it's also used for recreation, it's not always I'm trying to get somewhere. Sometimes I just want to go out and ride, take my kids for a bike ride or walk my dog or just walk with my family down the street. And so we need more sidewalks, we need more bike paths that are safer so we located those in places that are safer but also connect from neighborhoods to places down to destinations like retail spaces, libraries, schools, places where people would want to go from their neighborhoods and back so that's what those connections do and give you opportunities there. So we don't put bike paths and there are various different types everywhere, we put them to try to get strategically from this neighborhood to somewhere and so just on local neighborhood streets you can just ride your bike on the street like we do now, but where there is more traffic we don't want to do that we want to somehow make it a little safer and then a lot of areas don't have sidewalks, you need walkways or sidewalks to help make it safer to walk. So people will do a lot more walking and more bike riding than they do now because they will perceive that it will be safer and more comfortable, that's half of it right there. And finally spur economic development, I can't totally read this from here but again you can see that we're trying to really connect places so that some neighborhoods can actually grow and get more perhaps retail, small retail that we have here, that you'd want here, you don't want giant shopping malls you can go to Metairie for that nonsense, so small retail areas and other economic development that will make people either open a business there or live there. So we found out also that these kinds of facilities spur people to want to buy a house on that block because they can get easily to the park safely by walking or bike riding with their families. So those are the main things. A couple of overview points, overall we divided all the recommendations for all 3 areas of the parish into 107 different projects, so we tried to make some bite size projects and the great thing about the plan is that it will help Planning get funding for some of these projects because if you have a plan and you have it set forth with the purpose of what this project is and what it will do and what it will cost you can go get funding much easier, so that's why we have these projects identified, you can see the numbers of them by council district, by high, medium, low priority so the high priority ones related to a number of criteria, all being safety to approve safety, that was based on crash data. So we have crash data for a number of years that show where fatalities and serious injuries have occurred and obviously we're going to try to take care of that as much as possible, so where there were clusters of that, that was more of a priority. And then also sort of low hanging fruit, if you will, I really don't like that term and I don't know why I used it but it's sort of best bang for the buck, we don't spend a whole lot of money but we get a really big benefit because there is a great connection between where there's a little people live and a lot of people want to go, those could also be high priority. High priority, medium and low priority, you see those numbers by the sub areas

that I mentioned. And then finally you can see the project will add more than 29 miles of pedestrian walkways eventually, 65 miles of bicycle and 50 miles of shared use so you have a lot of places where bicycles and pedestrians, it will be wide enough because there is space and they can share that route but they would be marked so it would also be safe, so it's a total of 144 almost 145 miles of new paths and that's why we have the projects and priorities because you're obviously not doing all of this tomorrow or even next year, you're going to do it a little at a time and if you have that plan, you can do that. Finally we've identified funding sources with the help of RPC as well as your parish staff about where you can get funding for certain parts. Some things could be funded for safety purposes, that's one of the easier ways to get funds for a project but there is also local funding, surface transportation programs that have changed their names over time, what is it now called, they changed the name of the enhancement, the Transportation Enhancement Programs (TEP), where for projects that are specifically not vehicular based roadways, they are specifically for bike and ped and you get funding for that, we're actually just finishing one up in Baton Rouge for \$2M, a \$2M fund from the Transportation Enhancement Act, you get recreational trails grants, there are many different types of sources here and we talk about that in the report that you have a copy of. I think that's our presentation, it's a summary of a couple of years' worth of work and I think Gavin may want to take the lead on any kind of questions that you may have.

Commissioner Booth: Are there any questions from the Commission? I think you've done a lot of hard work, I've read through it and it looks like it's very comprehensive and we appreciate the hard work and now we look forward to trying to implement it.

Mr. Gillen: it's been a big team effort, it really has so again if yall have any questions I'll be more than happy to answer. Again we're focusing on safety and activity is a big thing for us and this is our first rural parish to have this in the State of Louisiana, so yall are leading the way in the state.

Commissioner Booth: Thank you.

Mr. Gillen: Thank you.

Commissioner Booth: This is a public hearing for PZRES-2019-01, is there anyone here that hasn't spoken that would like to speak for or against this particular issue? Thank you Sir, unknown voice from the audience is in full support of this plan. Ok anyone else? Hearing none the public hearing is now closed. Any other questions or discussion from the Commission? Cast your vote to see how we support this.

YEAS: Gordon, Petit, Granier, Richard, Booth Frangella, Galliano
NAYS: None
ABSENT: None

Commissioner Booth: That's unanimous, that will go to the Council on February 4, 2019.