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Appendix D is a draft copy of the Complete Streets Ordinance (Ord. No. 94-12-4). This draft is the most recent version available. The ordinance will facilitate ensuring that the proposed Pedestrian & Bicycle Master Plan improvements will be implemented in an accurate and timely fashion and that street projects, whether they be public or private projects, address pedestrian and bicyclist needs as set forth in the plan. The ordinance is intended for consideration and adoption by the Parish Council.

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An ordinance to amend and re-ordain Ord. No. 94-12-4, § VI, 12-5-94, of the St. Charles Parish Code to establish a Complete Streets program for the Parish of St. Charles, to provide guiding principles and practices requiring that all transportation improvements are planned, designed, and constructed to encourage walking, bicycling, and transit use, while also promoting the full use of, and safe operations for, all users of the Parish's transportation network.

**WHEREAS**, according to the Louisiana Crash Data Reports, one in five crashes resulting in a fatality in St. Charles Parish involved either a pedestrian or bicyclists between 2005 and 2015 ; and

**WHEREAS**, the City Council, with the Parish President concurring adopted Ordinance 15-12-18 that endorses Complete Street principles; and

**WHEREAS**, the St. Charles Parish Bicycle and Pedestrian Comprehensive Master Plan expressly states that "The Vision for the St. Charles Parish Bicycle and Pedestrian Master Plan is to create a safe network for bicyclists and pedestrians" is a transportation goal of the Parish; and

**WHEREAS**, the St. Charles Parish 2030 Comprehensive Plan directs the Parish to "[e]stablish and adopt a 'Complete Streets' [program] that moves people and freight safely by integrating various transportation modes" as a strategy for achieving this goal; and

**WHEREAS**, a Complete Streets program for the roadway segments listed in the St. Charles Parish Bicycle and Pedestrian Master Plan will balance access, mobility, health and safety needs of all users, which include pedestrians, bicyclists, and transit users of all ages and abilities, as well as buses, streetcars, and commercial and private motorized vehicles; and

**WHEREAS**, a Complete Streets program for the roadway segments listed in the St. Charles Parish Bicycle and Pedestrian Master Plan will create a comprehensive, integrated, and connected transportation for the St. Charles Parish; and

**WHEREAS**, in 2010, the Louisiana Department of Transportation and Development (LADOTD) adopted an internal Complete Streets program to "create a comprehensive, integrated, [and] connected transportation network for Louisiana that balances access, mobility, [and] health and safety needs of motorists, transit users, bicyclists and pedestrians of all ages and abilities"; and

**WHEREAS**, numerous state transportation agencies including LADOTD, multiple Metropolitan Planning Organizations, counties and municipalities nationwide have adopted Complete Streets programs; and

**WHEREAS,** transportation improvements on Parish streets and bridges that have been recognized as contributing to a Complete Streets program include an array of facilities and amenities, such as sidewalks, bike lanes, bike racks, crosswalks, traffic calming measures, street and sidewalk lighting; targeted pedestrian and bicycle safety improvements; access improvements in compliance with the Americans with Disabilities Act; street trees and landscaping; drainage and storm water management; and street furniture and other amenities; now therefore,

**SECTION 1. THE ST. CHARLES PARISH COUNCIL HEREBY ORDAINS,** that \_\_\_\_\_ is hereby amended and preordained to read as follows:

"Sec. \_\_\_\_\_ -Complete Streets Program.

- a) Purpose. The St. Charles Parish Council shall establish and implement a Complete Streets program for the roadway segments listed in the St. Charles Parish Bicycle and Pedestrian Master Plan by requiring that all planning, designing, funding, operation and maintenance of the Parish's transportation system listed in the Master Plan to accommodate and encourage travel for all users in a balanced, responsible, and equitable manner consistent with, and supportive of, the surrounding community.
- b) Definitions.
  - 1) Crash data, as used in this section, means data, including but not limited to, location, severity and demographics regarding crashes involving vehicles and/or pedestrians.
  - 2) User mode share data, as used in this section, means the number of users or percentage of users for particular modes of transportation, such as private motor vehicles, public transit, bicycling, or walking.
  - 3) Vehicle, as used in this Section, means every device by which persons or things may be transported upon a public street, highway, or bridge. A bicycle or a ridden animal shall be a vehicle, and a trailer or semitrailer shall be a separate vehicle.
- c) Scope. The Complete Streets program shall apply to all phases of design, development and implementation. It shall also apply to the entirety of transportation facilities' lifetimes, including planning, design, construction, funding, operation, and maintenance.
- d) Establishment of Complete Streets goals, metrics, policies, standards and guidelines.
  - 1) The director of the Department of Public Works (DPW) and director of the Department of Planning and Zoning (DPZ) shall develop goals and metrics for the Complete Streets policy

based on recognized best practices including, but not limited to, the National Complete Streets Coalition Complete Streets Policy Analysis 2010 and the American Planning Association Complete Streets: Best Policy and Implementation Practices.

- 2) The director of DPW shall adapt, develop, and adopt departmental policies, design criteria, standards, and guidelines based upon recognized best practices in street design, construction, and operations including, but not limited to, the latest editions of American Association of State Highway Transportation Officials (AASHTO) A Policy on Geometric Design of Highways and Streets; AASHTO Guide for Planning, Designing, and Operating Pedestrian Facilities; AASHTO Guide for the Development of Bicycle Facilities; Institute of Transportation Engineers (ITE) "Designing Walkable Urban Thoroughfares: A Context Sensitive Approach"; National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide; U.S. Access Board: Public Right-of-Way Accessibility Guidelines; Highway Capacity Manual and Highway Safety Manual. In doing so, DPW shall consider methods of providing development flexibility within safe design parameters, such as context-sensitive design solutions. DPW shall also attempt to employ all solutions consistent with, and sensitive to, the context of the project.
- e) Collaboration. DPW shall work with all appropriate agencies as necessary to effectively develop, operate and maintain bicycle and pedestrian networks. Such agencies include, but are not limited to, LADOTD, the New Orleans Regional Planning Commission, and the Department of Planning and Zoning.
- f) Exemptions: DPW and the Department of Planning and Zoning may exempt part or all of a specific roadway segment from the requirements of this Section by issuing in writing, documentation of said exemption. Such exemptions must be approved in writing by the directors of DPW and DPZ. Exemptions may be granted:
  - 1) If the project involves a roadway on which non-motorized use is prohibited by law. In this case, DPW and DPZ shall make a demonstrable effort to accommodate pedestrians, bicyclists, and other non-motorized users elsewhere;
  - 2) If DPW and DPZ document an absence of current and future need or use of the affected area by pedestrians, bicyclists, and other non-motorized users, and that such an absence would likely continue despite compliance with this Section;
  - 3) If DPW, in consultation with DPZ, conclude that the cost of accommodation of all users is excessively disproportionate to the need or probable use of the affected area. Under this Section, excessively disproportionate may be defined as 15% or more of the total project cost; or

- 4) If DPW, in consultation with DPZ, conclude that the project involves routine, minor maintenance activities designed to keep the Parish's transportation assets in serviceable condition, including but not limited to, cleaning, pothole and catch basin repair, or temporary measures on detour or haul routes. Under this Section, overlay projects shall not qualify as routine, minor maintenance activities.
- g) Implementation. In support of the Complete Streets program, DPW, in consultation with DPZ, shall:
  - 1) Create an entity tasked with oversight of the implementation and progress of the Complete Streets program;
  - 2) Develop, modify and update Parish plans, manuals, rules, regulations and programs in accordance with this Section;
  - 3) Dedicate sufficient staff to implement Complete Streets guidelines and practices into Parish projects;
  - 4) Dedicate sufficient resources to train pertinent staff on the content, guiding principles and best practices to effectively implement the Complete Streets program; and
  - 5) Dedicate sufficient resources to the collection and analysis of data, such as crash data and mode share, necessary to guide and inform the decision-making process.
  - 6) Ensure the Complete Streets Program for St. Charles Parish is fully implemented not later than \_\_\_\_\_.
- h) Complete Streets program performance evaluation. In support of the Complete Streets program, DPW and DPZ shall establish a reporting procedure that annually measures the success of the Complete Streets program.