

COMPLETE STREETS CITIZENS' ADVISORY COMMITTEE

Minutes

July 17, 2025

10:00 AM

1. Call to Order

Chair called the meeting to order at 10:03

2. Roll Call

Vance Baldwin, Peter Breaux, Jeanne George, April Hawthorne, Mark Heinicke, Laurence Lambert, Jessica Kemp, Mark Martin, Dennis Mitchell, Jake Polansky, Iboro Udoh

Absent: Jamie Bell, Rex Cabaniss, Carolyn Coleman, Charles Daniel, Eric Dexter, Rachel DiResto, Stephen Kauffman, Roby Shields

Staff Present: Jasmine Thomas CPPC, Caroline Marse CPPC

Others Present: Denise Bottcher, Jeffery Corbin, Jason Crain, Deidre Robert, Kaysie Salvatore, Jamie Setze, Jessica Stroope

3. Approval of June 19, 2025 minutes

Motion to approve the minutes: Lambert, Baldwin second.

Motion carried, 11-0

4. Strategies for Pedestrian Projects – *Jessica Stroope*

Chair reordered presentations on the agenda to accommodate presenters' schedules.

Jessica Stroope from the LSU Ag Center presented on barriers to funding and implementation of pedestrian projects. Stroope has served on the DOTD Complete Streets Committee and has multiple years of experience working with them and shared some things she has learned.

- a. Each situation is unique. There are no blanket solutions. Each intersection is different.
- b. Stroope advises bringing engineers and stakeholders to specific sites as opposed to describing them via email or phone call.
- c. Bike/pedestrian ADA work is inherently political. There needs to be pressure and political support from elected officials to push projects through. This pressure keeps projects moving.
- d. State complete streets policy is such that state-owned roads are exempt unless there is an adopted plan for that street. Baton Rouge has a Bicycle/Pedestrian Master Plan. Therefore, according to state policy, any routine maintenance projects are supposed to honor the locally adopted plan if it doesn't raise the cost by 20% (there are a few other exceptions).
- e. Bicycle/pedestrian counts alone are unlikely to justify a project.
- f. Key destinations are important. The idea of connecting routes meaningfully has been an ongoing important conversation. It is helpful to frame things in terms of access to destinations to emphasize these choices aren't random.

- g. Engineers must be willing to use their engineering discretion.
- h. Road transfer from state to local ownership can transform a street and community.
- i. When things might be risky for politicians to do, make sure that they are hearing from people for which bike/ped project implementation would meaningfully change their lives.
- j. Find a community champion. It is beneficial for projects to have advocates that care fiercely for a project and keep fighting for it when it gets stuck.
- k. Community input is important. Make people feel like their voices are being meaningfully heard.
- l. Schools, libraries, and churches are great for community engagement.
- m. Another impediment is maintenance. Once the agency paints a crosswalk, there is a duty to keep up the maintenance.
- n. During discussion, the Committee discussed that it might be a good idea to start looking into covering transportation projects post MOVEBR, including maintenance costs.
 - i. A good idea might be to identify key routes and commit maintenance costs to those.

5. MOVEBR Enhancement Funds – *Jason Crain*

Jason Crain from Waggoner Engineering, part of the program management team for enhancement/corridor side of MOVEBR, presented on upcoming call for projects for MOVEBR Enhancement Funds.

- a. With the MOVEBR proposition, there were several identified projects. However, there were also enhancement funds - \$10 million for ADA improvements which developed 21 projects and \$49 million for future community enhancement projects. Those enhancement projects include sidewalks, bike lanes, multi-use paths, traffic calming, beautification, streetscaping, safety improvements for crossings.
- b. The first call for projects was opened in 2022 for the enhancement projects. Twenty-nine projects were approved, totaling around \$30 million. Around \$10 million is left now.
- c. Because of the smaller amount left, it will be a tighter competition for proposed projects this round. Many applications are expected to be submitted.
- d. The process begins by asking councilmembers to sponsor projects. Any project that the public wants, they should reach out to their councilmember to be a sponsor. The councilmember actually submits the project. A selection process follows.
- e. Objective criteria are used in the selection process, such as greatest public benefit and making sure that funding is distributed fairly throughout the parish.
- f. MOVEBR project managers are helping provide guidance/help in preparing proposals.
- g. Once open, the call for projects window will be open for 60 days.
- h. For a project to be eligible, it must include some enhancement aspects: mobility improvements of pedestrians/bicyclists, sidewalk/bike lane, any traffic pedestrian safety improvements (crosswalks with hybrid beacons, striped crosswalks with signage, lighting), beautification/streetscaping. It needs to include at least one of these. The more it includes, the higher priority it will be.
- i. Common project goals: enhancing bicycle/pedestrian safety, providing access to destinations (is it useful?), support areas with high bicycle/pedestrian usage, improve ADA compliance in existing infrastructure, look at other types of transportation such as transit,

if there are already projects under construction but were unable to complete routes they will be prioritized to complete a system.

- j. Streetscaping and beautification should be a component of a project versus being the entire project.
- k. The project would get extra points if it is part of the adopted BPMP or the Pedestrian Safety Action Plan.
- l. There will be approval and recommendation phase, including budget. It will be presented to the Council, approved and included in next year's budget.
- m. The window should be open by late July.
- n. There is an established application form provided. All applications must be submitted prior to the end date of the call for projects.
- o. Through review and evaluation, priorities include: proximity to school areas, right-of-way acquisition needs, requirement of drainage, bus stop locations/transit routes, areas of high pedestrian and bike traffic, cost and constructibility of projects, connectivity, ADA upgrades, completion of existing project or route, low-to-moderate income areas. The goal is to have a project in every council district.
- p. The first round of call for projects will likely all be constructed. The second call will be based on high-level. This is also the intention for the second round, but the budget may not completely cover all chosen projects as unexpected costs rise.
- q. A list of first-round projects and their updates were shown.
- r. Parish-wide traffic calming was requested by all councilmembers in the first-round. Radar feedback speed signs were implemented in all locations.

6. Staff Updates

None

7. Committee Announcements/Updates

The Bicycle and Pedestrian Master Plan update was approved on July 16, 2025. Mark Martin thanked the committee members and staff for involvement in the CSAC.

This meeting will be Mark Martin's last meeting on the committee. There are a couple of outstanding projects he is working on with other CSAC members and will help to finish these for the next few meetings. A new chair will be elected at the August meeting.

There will be a demonstration project on Hollydale and Perkins on Saturday, August 16.

8. Public Comment

None

9. Adjournment

11:25