

# 2021 COMPLETE STREETS UPDATE



## NAVIGATING A NEW NORMAL

Like many others, DOTD faced challenges in 2020 due to the COVID-19 pandemic. Many of our training events, workshops, and data collection and analysis efforts were postponed or conducted virtually.

## Complete Streets Goals

### GOAL #1

- Safely and efficiently accommodate all road users (motorists and non-motorists such as, but not limited to, pedestrians, transit users, and bicyclists of all ages and abilities).

### GOAL #2

- Create a network that balances integration of context sensitivity, access and mobility for all road users.

### GOAL #3

- Provide leadership and establish exceptional partnerships with local public agencies on implementation of Louisiana's Complete Streets Policy.



Louisiana Secretary of Transportation Shawn Wilson presenting at the virtual USDOT Pedestrian Safety Summit on July 28, 2020. He discussed DOTD's ongoing commitment to Complete Streets.

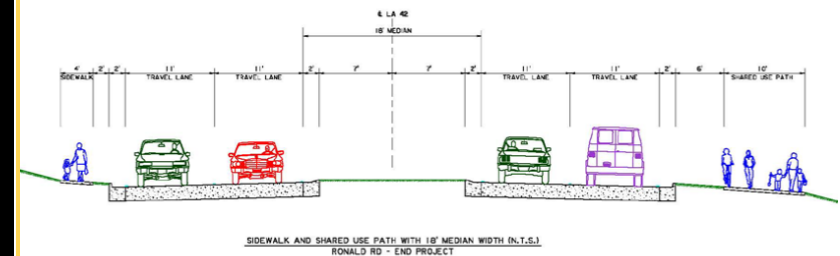
## ATTACHMENTS

Performance Measure Report... 3

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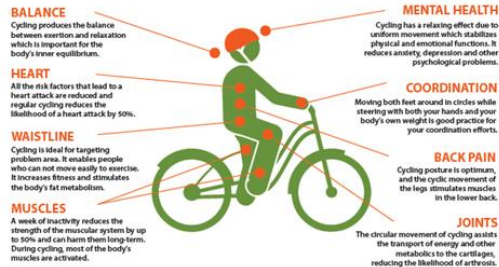
## WHAT IS A COMPLETE STREET?



The Complete Streets Policy requires that streets be designed for all road users regardless of age, ability, and mode of transportation. A complete Street may include sidewalks, bike lanes, cycle tracks, transit stops, truck aprons etc.

# LOCAL BICYCLE & PEDESTRIAN PLANS

## BENEFITS OF CYCLING



**Alexandria/Pineville** Metropolitan Area Bicycle & Ped Plan

**Baker** Bicycle & Pedestrian Plan

**Baton Rouge** Safety Action Plan

**Bayou Lafourche** Multi-use Trail Plan

**Denham Springs** Bicycle & Pedestrian Plan

**East Baton Rouge Parish** Bicycle & Pedestrian Master Plan

**Hammond** Bicycle Master Plan

**Jefferson Parish** Bicycle Master Plan

**Lake Charles** Bike & Pedestrian Master Plan

**Madisonville** Pedestrian & Bicycle Master Plan

**Natchitoches** Bike and Pedestrian Plan

**New Orleans** Bicycle & Pedestrian Safety Action Plan Update

**New Orleans** Bikeway Blueprint \*pictured above\*

**St. Charles Parish** Pedestrian & Bicycle Master Plan

**Shreveport-Caddo** Bicycle & Pedestrian Master Plan

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

**SPCDC** Regional Bicycle & Pedestrian Plan \*in progress\*

## RESEARCH

### Pedestrian Crash Analysis

An in-depth analysis of statewide pedestrian crashes kicked-off in 2018. Results and final report expected in Summer 2021.

### Pedestrian Crossings on High-Speed Urban Arterials

A second-phase of this project has been approved to study countermeasures and potential treatments on high-speed urban arterials. Kick-off will be in 2021.

### Evaluate the Impacts of the Complete Streets Policy in Louisiana

A new research project kicked-off in 2020 to evaluate the impacts of the Louisiana's complete streets policy on infrastructure projects across the state. The project will review DOTD let projects for the last 10 years and determine how complete streets considerations have changed over time.

### Reducing Pedestrian Fatal Crashes in Louisiana by Improving Lighting Conditions

This ongoing research project is evaluating the benefits of lighting conditions on fatal pedestrian crashes in Louisiana after studies show the majority of these crashes happening at night.

## MUTCD UPDATE

For the first time since 2009, MUTCD is getting an update. Proposed changes include green and red paint for bicycle lanes and transit facilities and improved pedestrian crossing standards.

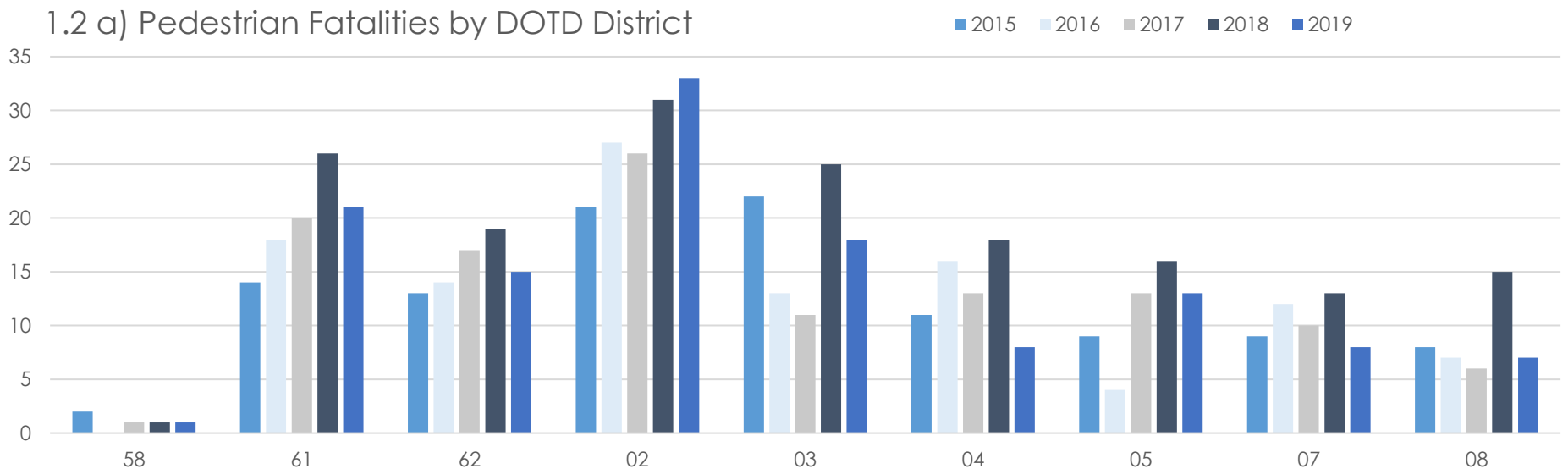


## 2021 COMPLETE STREETS PERFORMANCE MEASURE REPORT

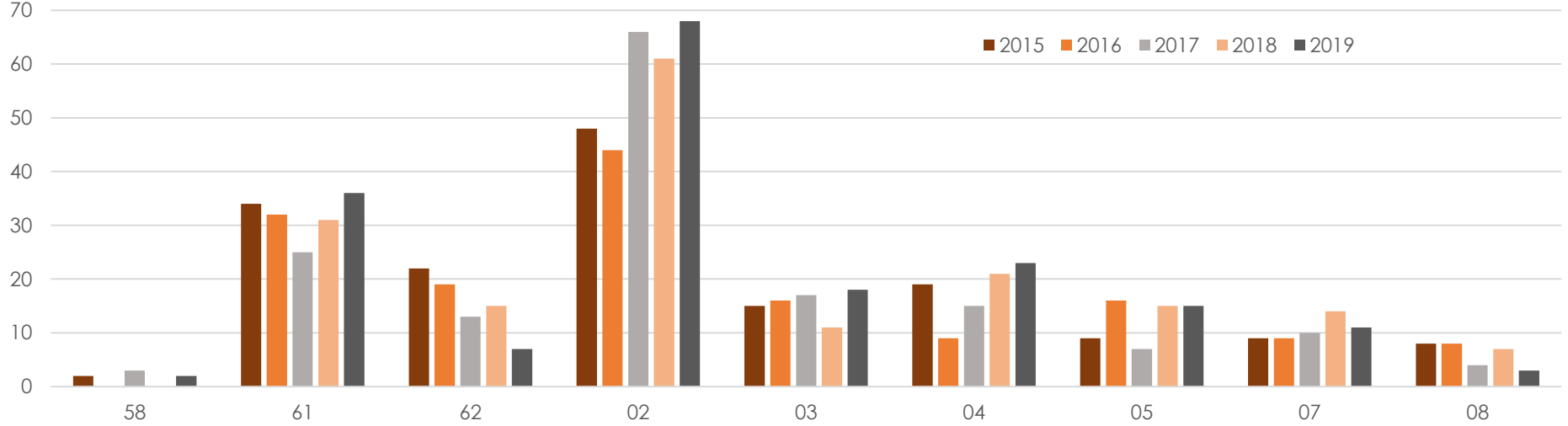
**Goal #1: Safely and efficiently accommodate all road users (motorists and non-motorists such as, but not limited to, pedestrians, transit users, and bicyclists of all ages and abilities).**

| Objective  | Performance Measure   | Measure                         | 2018  | 2019  | 2020   |
|--|---|---------------------------------|---|---|--|
|  | # and type of documents where policy was implemented                  | Count & ID of documents         | 3   | 7   | <b>2 - TAP Application Traffic Signal Manual</b>   |
| 1.1 Increase the integration of the Complete Streets Policy that is included in DOTD's EDSM into applicable documents & training by Dec. 31, 2020. | # and type of trainings conducted on Complete Streets policy          | Count and characterize training | 4 - LTC 2018 GICD Summit, Board of Regents, DOTD Standardized Computer-Based Training Required for new and existing employees | 4 - Board of Regents DOTD Standardized Computer Based Training Plan Quality Unit Training LPA Core Program Training | <b>6 - DOTD Standardize Computer Based Training<br/>LTC 2020 Context Session<br/>LTC 2020 Bike/Ped Safety Session<br/>LPA Core Program Training<br/>FHWA Pedestrian Safety Summit<br/>ATSSA Pedestrian Workzone Training</b> |
|  | # of DOTD staff trained on implementation of Complete Streets policy  | Count                           | 1289  | 371   | <b>435</b>   |
|  | # of consultants trained on implementation of Complete Streets policy | Count                           | 21  | 7   | <b>57</b>  |
| 1.2 Reduce non-motorized user fatalities and serious injuries by 50% by 2030 from 2011 levels (based on 2011 SHSP).                                | # of pedestrian fatalities  | Count, 2019 data                | 115   | 164   | <b>122</b>   |
|  | # of pedestrian serious injuries                                      | Count, 2019 data                | 160   | 176   | <b>179</b>   |
|  | # of bicyclist fatalities   | Count, 2019 data                | 24  | 31  | <b>22</b>  |
|  | # of bicyclist serious injuries                                       | Count, 2019 data                | 46  | 47  | <b>50</b>  |

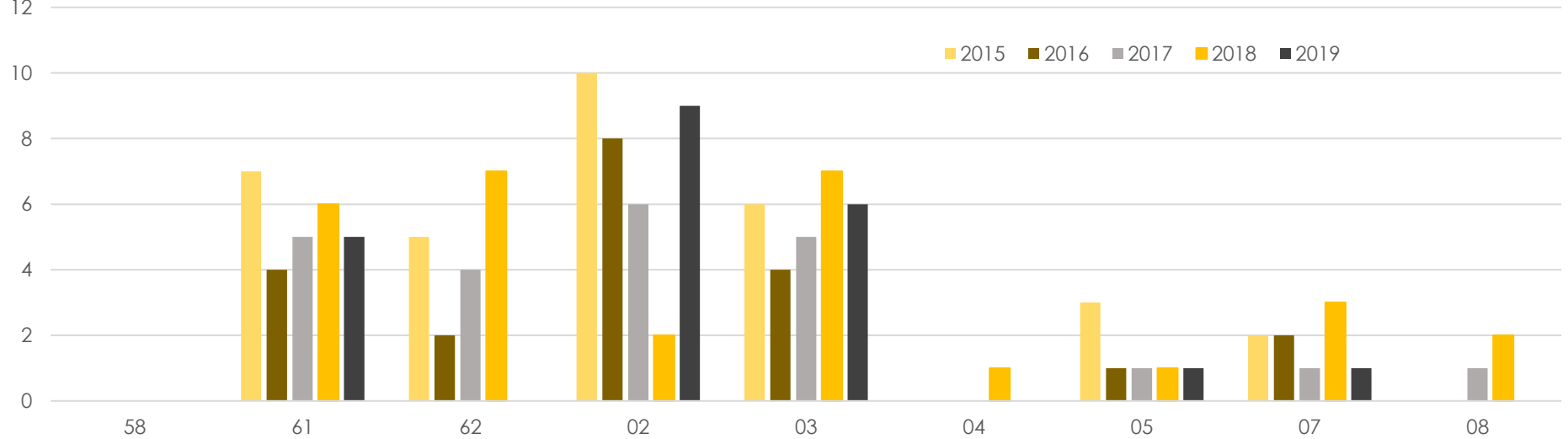
|  |   |   |                                   |       |  |
|--|---|---|-----------------------------------|-------|--|
| 1.3 Accommodate bicyclists on Priority 1 routes as identified in the Statewide Bicycle Planning Tool through standalone or current programmed projects on an annual basis as available financial resources permit. | # and type of routes where improvements are made            | Count, projects let in 2020   | 1 Urban Minor Arterial (adjacent) | 0     | <b>1 Urban Principal Arterial</b>                          |
|  | # and type of improvements that are implemented             | Count, projects let in 2020   | 1.59 Miles of Multi-Use Path      | 0     | <b>3.1 Miles of Bike Lane (Replacement w/improvements)</b> |
|  | # of DOTD staff trained on Statewide Bicycle Planning Tool  | Count   | 113                               | 71    | <b>0</b>   |
|  | # of consultants trained on Statewide Bicycle Planning Tool | Count   | 50                                | 38    | <b>0</b>   |
| 1.4 Implement DOTD's ADA transition plan based on the projects identified in DOTD's priority program.  | # of routes where ADA transition plan is implemented        | Count, projects let in 2020 that included improvements at locations listed on the transition plan | 17                                | 24    | <b>29</b>  |
|  | # of problems/deficiencies in design corrected              | Count, deficiencies corrected by projects let in 2020   | 2,832                             | 2,383 | <b>4,057</b>   |



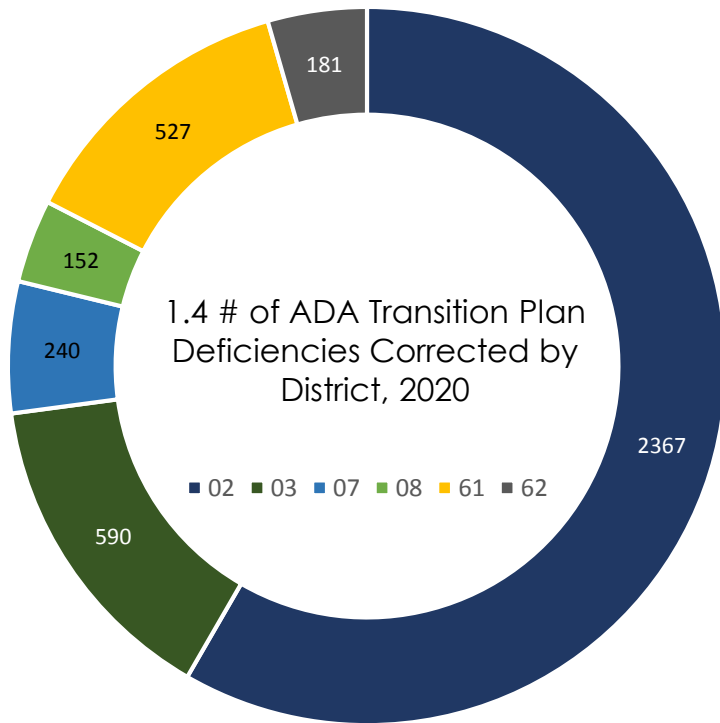
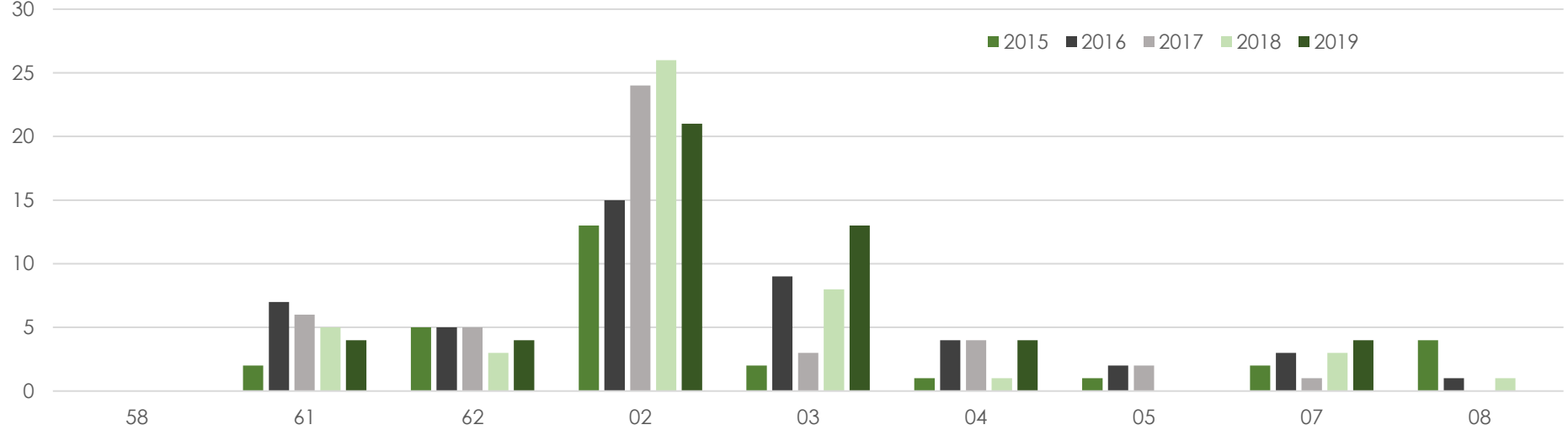
1.2 b) Pedestrian Severe Injuries by DOTD District



1.2 c) Bicyclist Fatalities by DOTD District



### 1.2 d) Bicyclist Severe Injuries by DOTD District

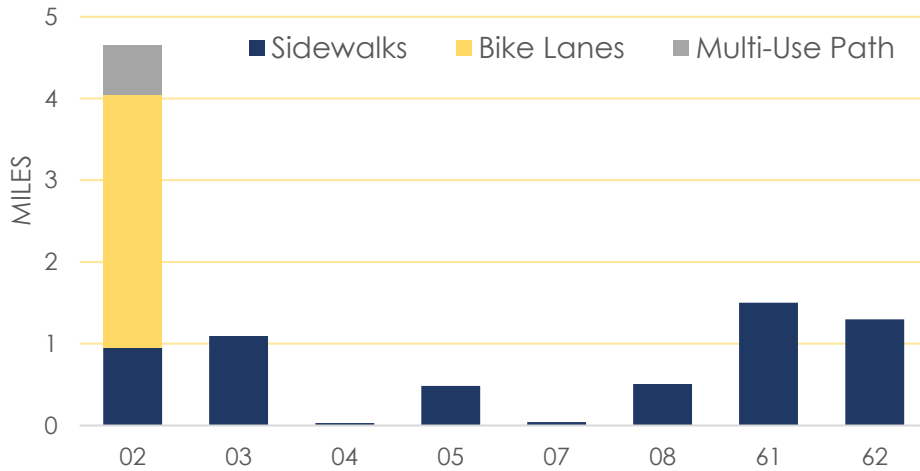


*Pictured Left: DOTD conducted Road Safety Assessments (RSAs) at the ten locations from the Baton Rouge Pedestrian & Bicycle Safety Action Plan in October, working within new COVID guidelines.*

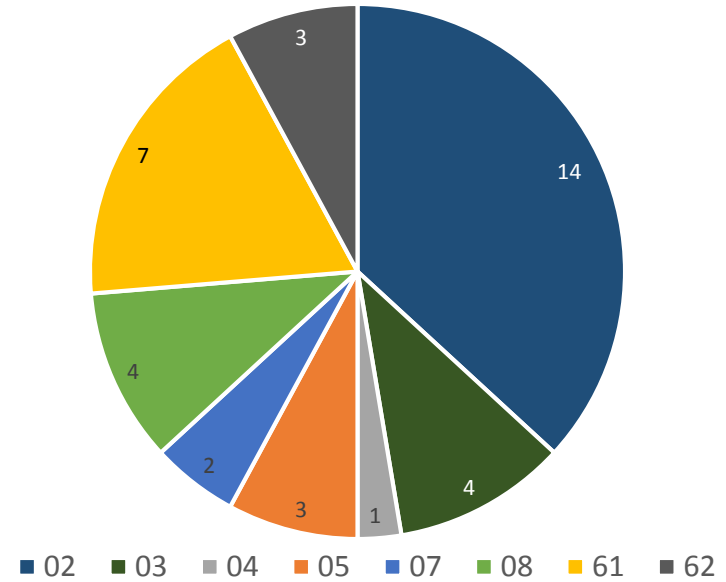
**Goal #2: Create a network that balances integration of context sensitivity, access and mobility for all road users.**

| Objective  | Performance Measure  | Measure   | 2018  | 2019  | 2020   |
|--|--|---|---|---|--|
| 2.1 Annually reduce the state highway mileage that does not meet Complete Streets criteria located in areas with existing or reasonably foreseeable future development or transit service.   | # and type of improvements implemented   | Count & characterize, projects let in 2020, includes local road projects  | 934 Curb Ramps,<br>4.7 Miles of Bike Lanes,<br>21.4 Miles of Sidewalk,<br>16.3 Miles of Multi-Use Path,<br>151 Bicycle Pavement Symbols,<br>44 Pedestrian Push Buttons,<br>44 LED Pedestrian Signal Heads,<br>10 School Zone Beacons,<br>14 Detectable Warning System,<br>15 Truncated Dome Systems | 833 Curb Ramps,<br>2.3 Miles of Bike Lane/Cycle Track,<br>15.9 Miles of Sidewalk,<br>1.6 Miles of Multi-Use Path,<br>16 Flashing Beacons,<br>23 Detectable Warning System Retrofits for Curb Ramps,<br>91 Bicycle Pavement Symbols,<br>12 Pedestrian Crosswalks,<br>62 Pedestrian Push Button | <b>1446 curb ramps,<br/>3.1 Miles of Bike Lane<br/>0.6 Miles of Multi-Use Path,<br/>5.9 Miles of Sidewalk,<br/>15 Flashing Beacons,<br/>12 Detectable Warning System Retrofits for Curb Ramps,<br/>120 Bicycle Pavement Symbols,<br/>2 Pedestrian Crosswalks,<br/>154 Pedestrian Push Button<br/>3 Shared Lane Pavement Markings</b> |
|  | # and type of roadways where improvements are made                               | Count & characterize, projects let in 2020  | 5 Rural Collector,<br>3 Rural Minor Arterial,<br>1 Rural Principal Arterial,<br>3 Urban Collectors,<br>1 Urban Local,<br>12 Urban Minor Arterial,<br>19 Urban Principal Arterial,<br>45 Local Roads   | 4 Rural Minor Arterials,<br>6 Rural Major Collectors,<br>14 Urban Principal Arterials,<br>16 Urban Minor Arterials,<br>11 Urban Collectors,<br>47 Local Roads   | <b>1 Rural Principal Arterial<br/>5 Rural Minor Arterial<br/>2 Rural Major Collector<br/>1 Urban Interstate<br/>30 Urban Principal Arterial<br/>15 Urban Minor Arterial<br/>4 Urban Collector<br/>39 Local Roads</b>   |
|  | # of miles of State Highway system that do not meet Complete Streets criteria    | Total State Highway System miles minus interstates & freeways, low volume (< 1000) & streets with bike, pedestrian & transit accommodations | 9,118   | 8,324   | <b>8,249</b>   |
| 2.2 Increase compliance with Complete Streets policies & procedures on all new, reconstruction, & preservation highway projects that serve adjacent areas with existing or reasonably foreseeable future development or transit service. | # of new or reconstruction projects that incorporate Complete Streets components | Count, projects let in 2020, includes local road projects   | 64  | 57  | <b>38</b>  |

### 2.1 a) Sidewalks, Bike Lanes, & Multi-Use Paths by DOTD District, let in 2020



### 2.2 # of Projects with Complete Streets Components by DOTD District



### 2.1 c) Condition of State Route

| 2.1 c) Condition of State Route                                       | # of miles    |
|---|---------------|
| Freeways & interstates  | 1,523         |
| AA DT < 1000 vpd  | 4,234         |
| Bike lanes, sidewalks + transit                                       | 10.2          |
| Roadways w/4'+ shoulders (AA DT ≥ 1000 vpd, excl. freeway&interstate) | 2,531         |
| NOT "Complete" (per DOTD Minimum Design Guidelines)                   | 8,249         |
| <b>Total State Public Road Mileage (2020)</b>                         | <b>16,547</b> |

*Pictured right: LSU AgCenter conducted Complete Streets walk audits and training in Franklinton (Washington Parish) as part of their Healthy Communities initiative, aimed at improving health through nutrition and activity.*





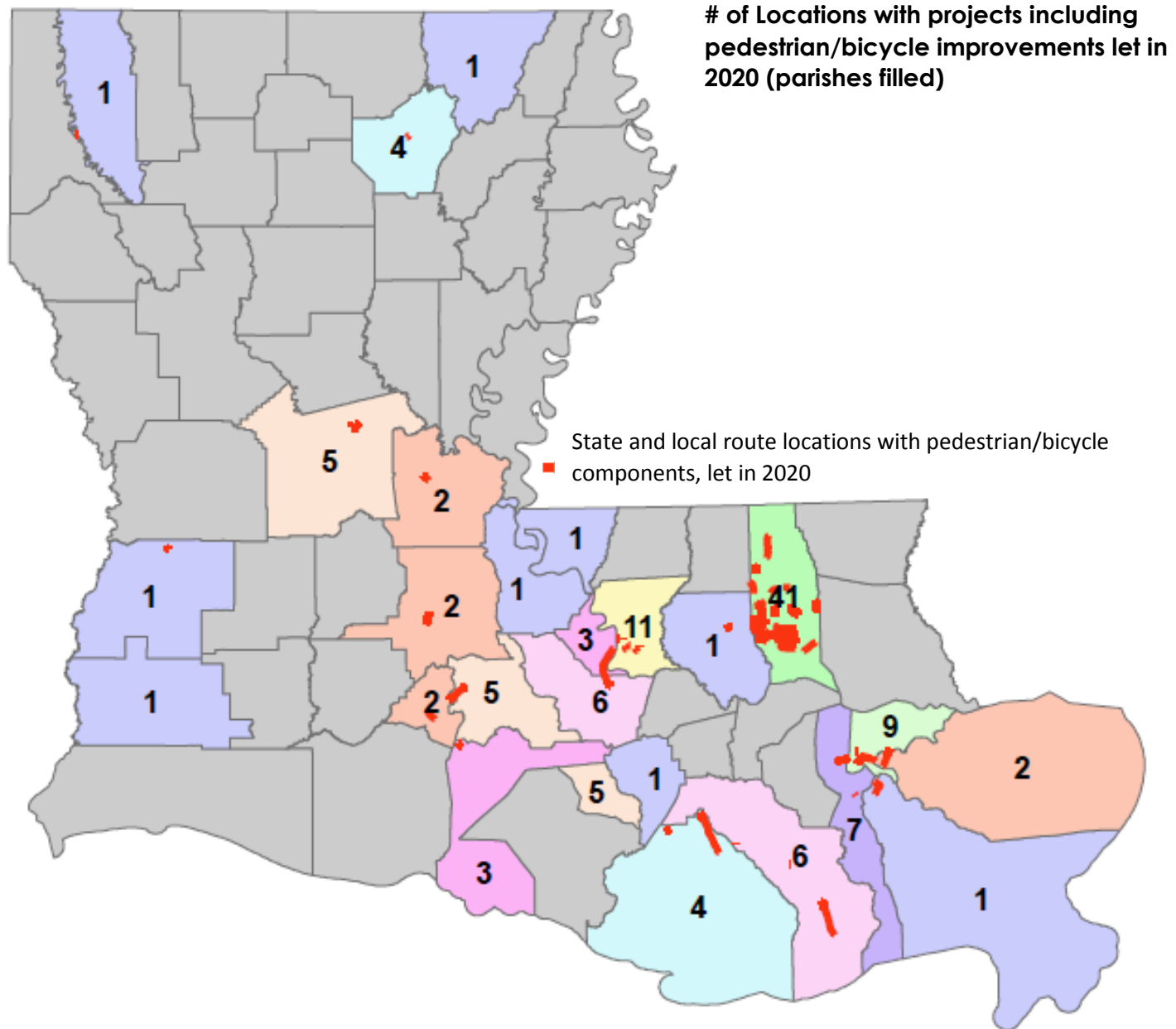
**Goal #3: Provide leadership and establish exceptional partnerships with local public agencies on implementation of Louisiana's Complete Streets Policy.**

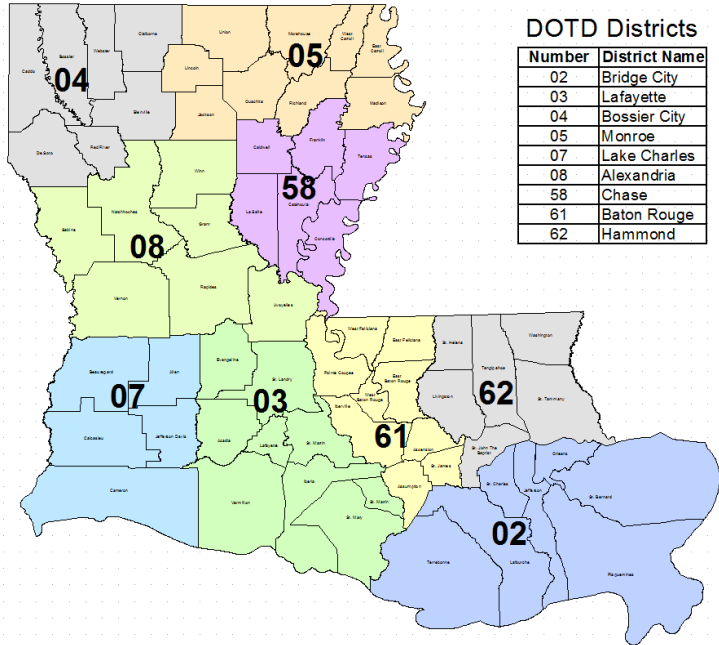
| Objective  | Performance Measure  | Measure   | 2018 | 2019 | 2020      |
|--|--|---|------|------|-----------|
| 3.1 On a continual basis, increase the # of Complete Streets policies &/or plans in local jurisdictions (urban areas w/ pop. in excess of 5,000) & MPOs to increase, improve, & connect the network. | # of local jurisdictions with a Complete Streets policy and/or plan                      | Count of local jurisdictions                          | 15   | 16   | <b>16</b> |
|  | # of MPOs with a Complete Streets policy and/or plan                                     | Count of MPO's  | 7    | 7    | <b>8</b>  |
| 3.2 Increase training & technical assistance for MPOs & local jurisdictions on how to develop & implement Complete Streets policies & plans.   | # of MPOs and local jurisdictions that participate in training                           | Count of individuals from local jurisdictions & MPO's | 69   | 57   | <b>50</b> |
|  | # of presentations made on developing and implementing a Complete Streets policy or plan | Count   | 4    | 3    | <b>5</b>  |



*New Orleans Bikeway Blueprint, a comprehensive, Parish-wide bicycle network plan, was finalized in 2020.*

2.1 Performance Measure Breakdown by DOTD District, 2020

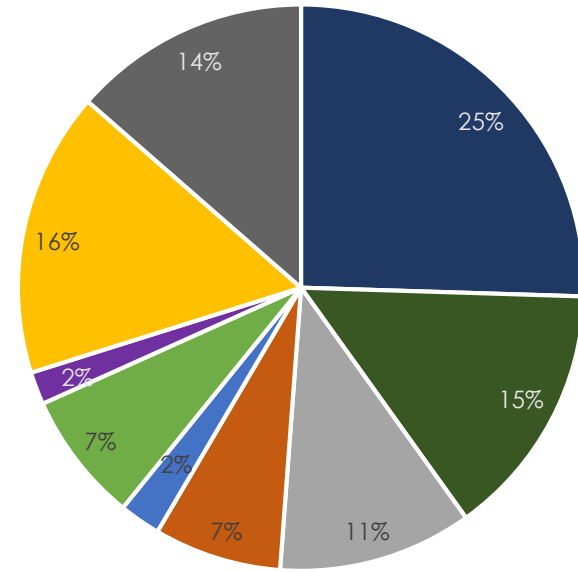




DOTD Districts

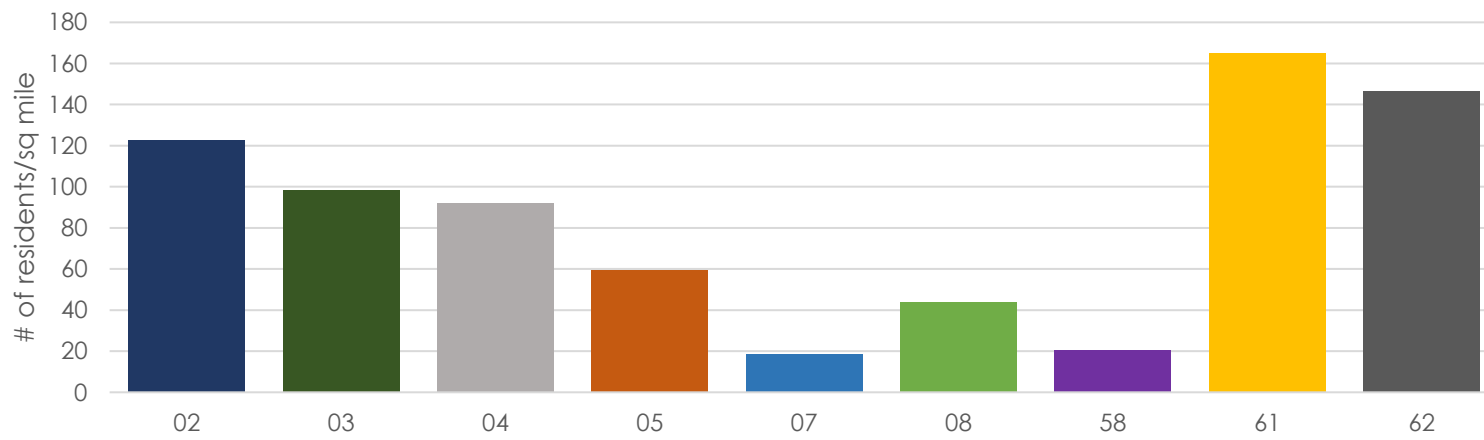
| Number | District Name |
|--------|---------------|
| 02     | Bridge City   |
| 03     | Lafayette     |
| 04     | Bossier City  |
| 05     | Monroe        |
| 07     | Lake Charles  |
| 08     | Alexandria    |
| 58     | Chase         |
| 61     | Baton Rouge   |
| 62     | Hammond       |

% Population by District



■ 02 ■ 03 ■ 04 ■ 05 ■ 07 ■ 08 ■ 58 ■ 61 ■ 62

Population Density by DOTD District



■ 02 ■ 03 ■ 04 ■ 05 ■ 07 ■ 08 ■ 58 ■ 61 ■ 62

## Resolution

### Louisiana Complete Streets Advisory Council

WHEREAS, in 2014 the Louisiana Legislature enacted legislation, now codified in Revised Statutes 48:22.1, directing the Louisiana Department of Transportation and Development (LADOTD) to adopt and maintain a Complete Streets Policy to facilitate the development of a comprehensive, integrated, connected transportation network to achieve and sustain mobility and safely accommodate pedestrians, bicyclists, and transit users; and

WHEREAS, in accordance with the statutes the LADOTD has engaged interested stakeholders through an advisory group known as the Complete Streets Advisory Council; and

WHEREAS, the Complete Streets Advisory Council was convened in 2015, established by-laws, and has met on a quarterly basis to support and guide LADOTD in fulfillment of the law; and

WHEREAS, the Complete Streets Advisory Council has worked with the LADOTD to establish goals to be incorporated into practical projects within the highway priority program; and

WHEREAS, the Complete Streets Advisory Council concurred with the adoption of the Complete Street goals by LADOTD; and

WHEREAS, the LADOTD has adopted Engineering Directives and Standards Memorandum II.2.1.14 to implement its Complete Street Policy; and

WHEREAS, the Complete Streets Advisory Council has provided input to the LADOTD to develop written progress reports submitted annually to the legislature; and

WHEREAS, on March 19, 2021 LADOTD presented the 2020 draft Legislative Report and accepted input from the Complete Streets Advisory Council.

Therefore, it is resolved that the Complete Streets Advisory Council concurs with the Legislative Report and will continue to support the implementation of the LADOTD Complete Streets Policy.

  
Matt Johns, Chairman 3/19/2021  
\_\_\_\_\_ Date

  
Lynn Maloney-Mujica, Vice-Chairman 3/19/2021  
\_\_\_\_\_ Date

# Louisiana Complete Streets Advisory Council

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Commission*

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