

2022 COMPLETE STREETS UPDATE



GOVERNMENT ST GROUNDBREAKING

The Government Street road diet project is finally complete. To celebrate, DOTD and the City hosted a ribbon cutting event with a ride in the new bike lanes in October.



Louisiana Secretary of Transportation Shawn Wilson and EBR Mayor-President Sharon Weston Broome at the Government Street ribbon cutting.

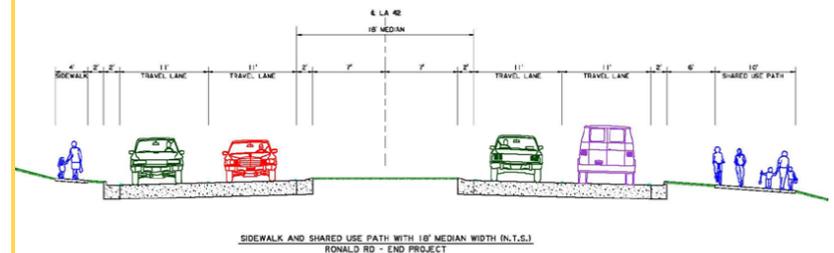
ATTACHMENTS

Performance Measure Report... 3

DOTD District Demographics... 11

Resolution from CSAC... 12

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. Look for more at DOTD's newly updated Complete Streets website dotd.la.gov/completestreets

LOCAL BICYCLE & PEDESTRIAN PLANS



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

St. Charles Parish Pedestrian & Bicycle Master Plan

Shreveport-Caddo Bicycle & Pedestrian Master Plan

St. Bernard Parish Bikeway & Pedestrian Plan

SPCDC Regional Bicycle & Pedestrian Plan

RESEARCH & UPDATES

Pedestrian Network Screening for Safety

A Network Screening List for pedestrians was developed for state routes and distributed to DOTD District offices and relevant stakeholders to assist in identifying pedestrian safety priority locations. The screening process looked at pedestrian crashes as well as socioeconomic factors from the census data.

Analyzing Human Mobility for Active Transportation Planning in Louisiana

A new research project kicked off in 2021 to identify areas most in need of active transportation infrastructure, such as bike lanes and sidewalks, in Louisiana. The needs will be determined based on human mobility data collected continuously and anonymously from mobile devices.

New AASHTO Guide for Pedestrians

The American Association of State Highway and Transportation Officials recently released the second edition of the Guide for the Planning, Design, and Operation of Pedestrian Facilities.

BIPARTISAN INFRASTRUCTURE LAW

In IIJA bill, signed into law in 2021, provides funding and requirements for Complete Streets planning and policies as well as vulnerable user safety.



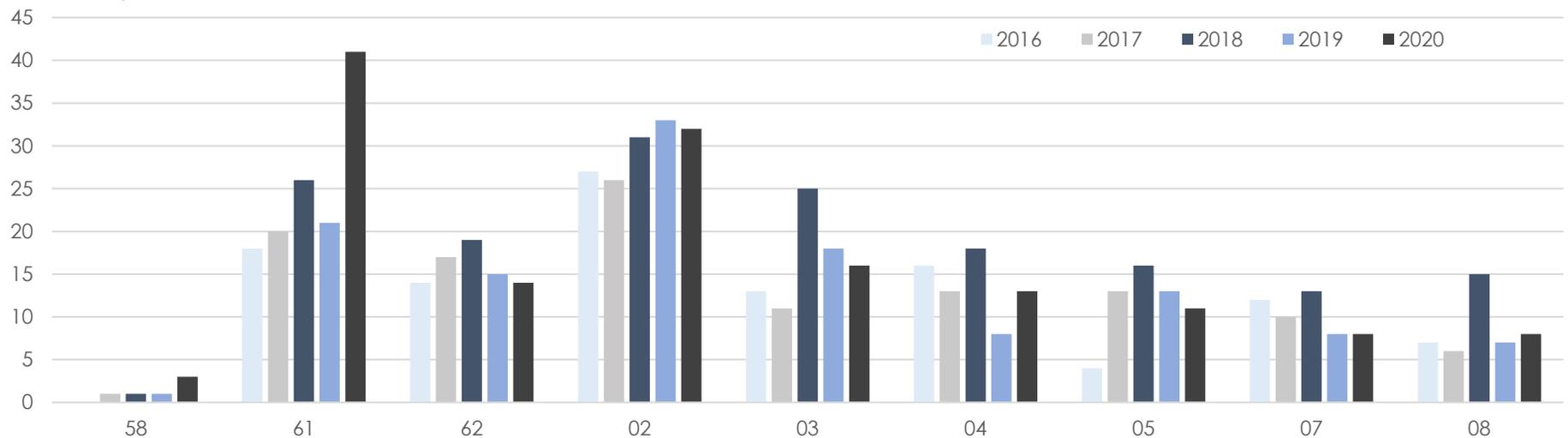
2022 COMPLETE STREETS PERFORMANCE MEASURE REPORT

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).

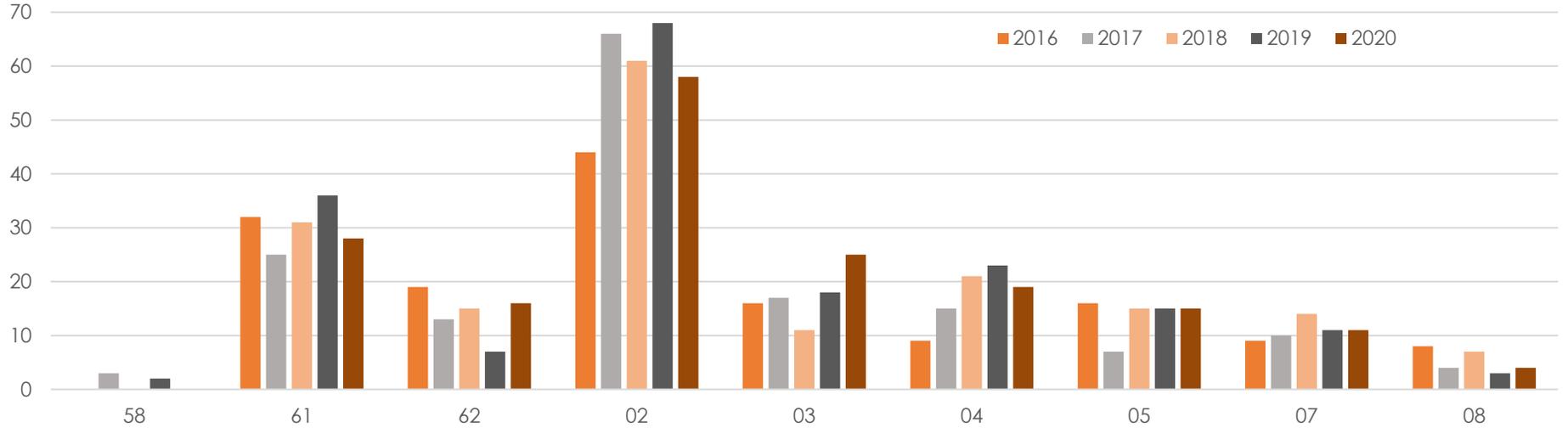
Objective	Performance Measure	Measure	2019	2020	2021
	# and type of documents where policy was implemented	Count & ID of documents	7	2	2 - SRTPPP Application SRTPPP Manual
1.1 Increase the integration of the Complete Streets Policy that is included in DOTD's EDSM into applicable documents & training by Dec. 31, 2020.	# and type of trainings conducted on Complete Streets policy	Count & characterization of training	4 - Board of Regents DOTD Standardized Computer Based Training Plan Quality Unit Training LPA Core Program Training	6 - DOTD Standardize Computer Based Training LTC 2020 Context Session LTC 2020 Bike/Ped Safety Session LPA Core Program Training FHWA Pedestrian Safety Summit ATSSA Pedestrian Workzone Training	5 - DOTD Standardize Computer Based Training 2021 Safety Summit Bike/Ped Session LPA Core Program Training ATSSA Pedestrian Workzone Training NHI Designing for Pedestrian Safety Course
	# of DOTD staff trained on implementation of Complete Streets policy	Count	371	435	359
	# of consultants trained on implementation of Complete Streets policy	Count	7	57	39
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, 2020 data	164	122	146
	# of pedestrian serious injuries	Count, 2020 data	176	179	176
	# of bicyclist fatalities	Count, 2020 data	31	22	34
	# of bicyclist serious injuries	Count, 2020 data	47	50	52

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 2021	0	1	1 Urban Principal Arterial
	# and type of improvements that are implemented	Count, projects let in 2021	0	3.1 Miles of Bike Lane (Replacement w/improvements)	0.62 Miles of Multi-use Path
	# of DOTD staff trained on Statewide Bicycle Planning Tool	Count	71	0	110
	# of consultants trained on Statewide Bicycle Planning Tool	Count	38	0	22
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 2021 that included improvements at locations listed on the transition plan	24	29	25
	# of problems/deficiencies in design corrected	Count, deficiencies corrected by projects let in 2021	2,383	4,057	1,770

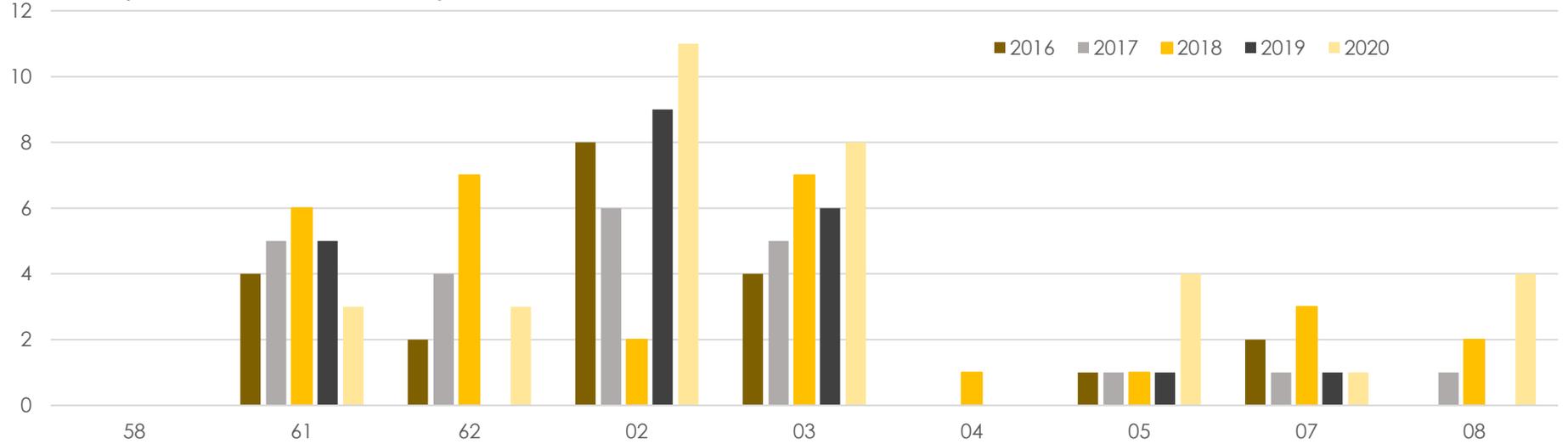
1.2 a) Pedestrian Fatalities by DOTD District



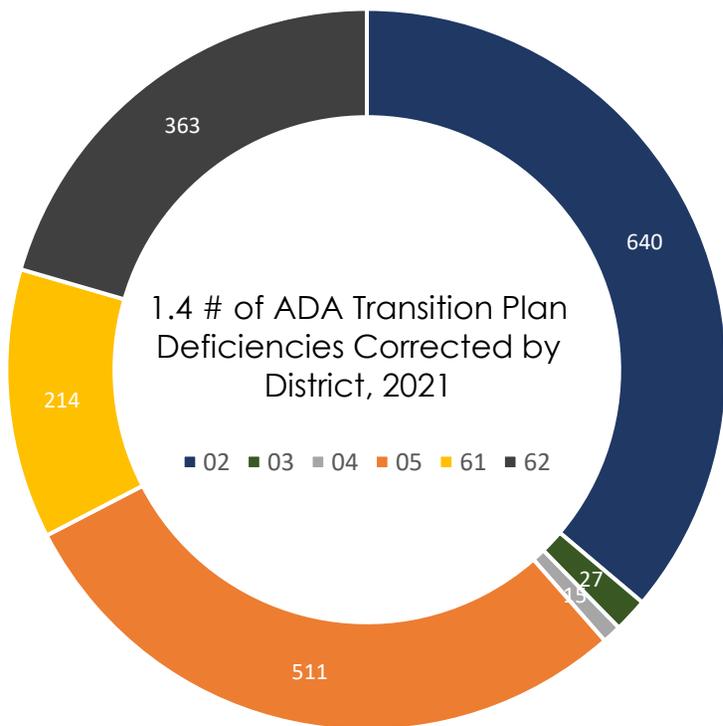
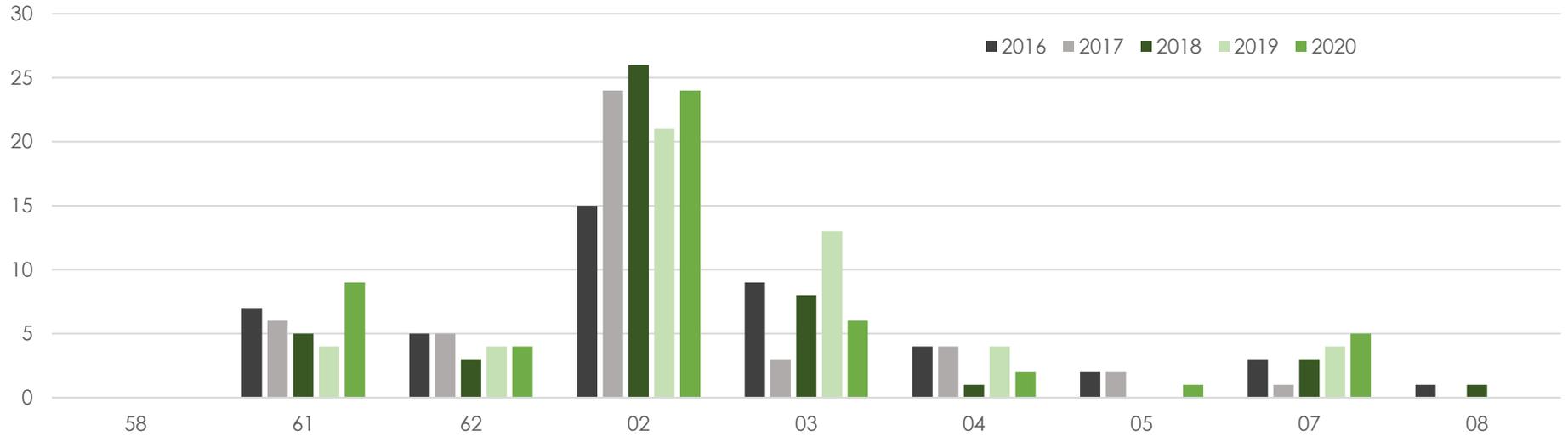
1.2 b) Pedestrian Severe Injuries by DOTD District



1.2 c) Bicyclist Fatalities Injuries by DOTD District



1.2 d) Bicyclist Severe Injuries by DOTD District



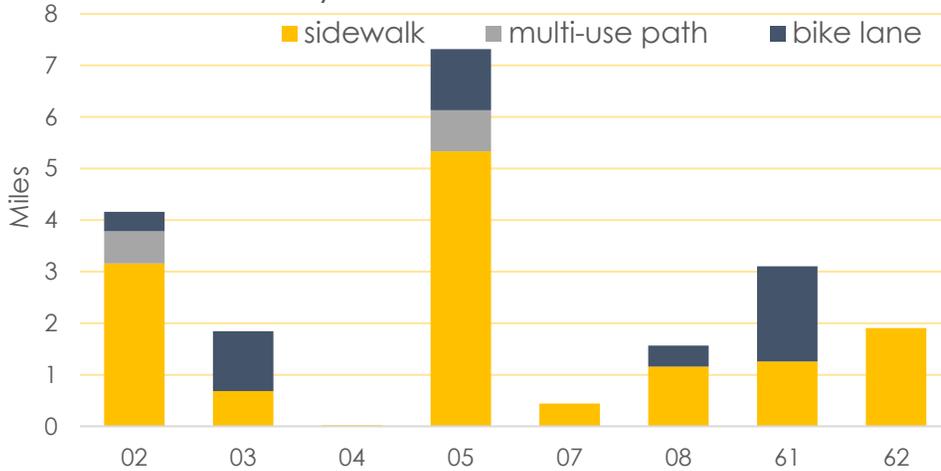
Rectangular Rapid Flashing Beacon assembly, known as the RRFb, is pedestrian actuated crosswalk beacon that flashes to alert drivers when someone is crossing. Shown here at W. 8th Ave in Covington.

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

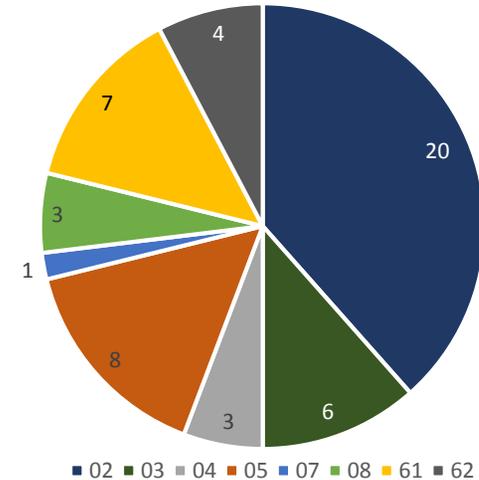
Objective	Performance Measure	Measure	2019	2020	2021
2.1 Annually reduce the state highway mileage that does not meet Complete Streets criteria located in areas with existing or reasonably foreseeable future development or transit service.	# and type of improvements implemented	Count & characterize, projects let in 2021, includes local road projects	833 Curb Ramps, 2.3 Miles of Bike Lane, 15.9 Miles of Sidewalk, 1.6 Miles of Multi-Use Path, 16 Flashing Beacons, 23 Detectable Warning System Retrofits for Curb Ramps, 91 Bicycle Pavement Symbols, 12 Pedestrian Crosswalks, 62 Pedestrian Push Button	1446 curb ramps, 3.1 Miles of Bike Lane, 0.6 Miles of Multi-Use Path, 5.9 Miles of Sidewalk, 15 Flashing Beacons, 12 Detectable Warning System, 120 Bicycle Pavement Symbols, 2 Pedestrian Crosswalks, 154 Pedestrian Push Button 3 Shared Lane Pavement Markings	691 Curb Ramps, 5.0 Miles of Bike Lane, 1.4 Miles of Multi-Use Path, 14.0 Miles of Sidewalk, 3 Pedestal Mounted Flashing Beacons, 23 Detectable Warning Systems, 150 Bicycle Pavement Symbols, 587 Pedestrian Push Buttons, 748 Shared Lane Pavement Markers, 2 Pedestrian Bridges, 20 RRFB Assembly Pairs
	# and type of roadways where improvements are made	Count & characterize, projects let in 2021	4 Rural Minor Arterials, 6 Rural Major Collectors, 14 Urban Principal Arterials, 16 Urban Minor Arterials, 11 Urban Collectors, 47 Local Roads	1 Rural Principal Arterial 5 Rural Minor Arterial 2 Rural Major Collector 1 Urban Interstate 30 Urban Principal Arterial 15 Urban Minor Arterial 4 Urban Collector 39 Local Roads	6 Rural Major Collector, 1 Rural Minor Collector, 2 Rural Local, 6 Urban Interstate (Interchange/Frontage), 1 Urban Freeway, 17 Urban Principal Arterial, 21 Urban Minor Arterial, 11 Urban Collector, 126 Local Roads
	# 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	8,324	8,249	6,973*
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 2021, includes local road projects	64	57	52

*due to slight change in methodology and reduced vehicle miles traveled in 2020

2.1 a) Sidewalks, Bike Lanes, & Multi-Use Paths by DOTD District, let in 2021



2.2 # of Projects with Complete Streets Components by DOTD District, 2021



2.1 c) Condition of State Route

of miles

Freeways & interstates	1,067
AADT<1000 vpd	5,083
Bike lanes, sidewalks + transit	10.2
Roadways w/4'+ shoulders (AADT ≥ 1000 vpd, excl. freeway&interstate)	3,425
NOT "Complete" (per DOTD Minimum Design Guidelines)	6,973
Total State Public Road Mileage (2021)	16,558



DOTD worked with Louisiana's Regional Safety Coalitions and law enforcement agencies to distribute front and back LED bicycle lights for bicyclists and information about state bicycle laws. The goal was to improve visibility of bicyclists riding in dark conditions.

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

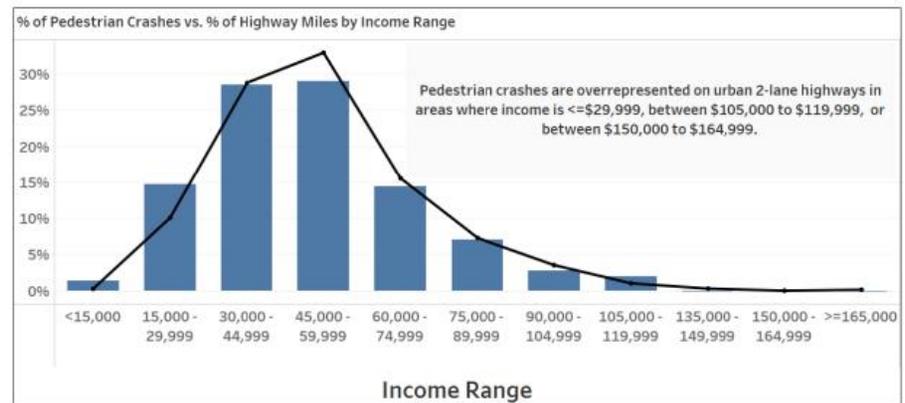
Objective	Performance Measure	Measure	2019	2020	2021
3.1 On a continual basis, increase the # of Complete Streets policies &/or plans in local jurisdictions (urban areas w/ pop. in excess of 5,000) & MPOs to increase, improve, & connect the network.	# of local jurisdictions with a Complete Streets policy and/or plan	Count of local jurisdictions	16	16	16
	# of MPOs with a Complete Streets policy and/or plan	Count of MPOs	5	6	6
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 & MPOs	57	50	65
	# of presentations made on developing and implementing a Complete Streets policy or plan	Count	3	5	4



Construction is complete on the Government Street Road Diet which features green bike lanes, high-visibility crosswalks and median refuge islands to accommodate non-motorized users.

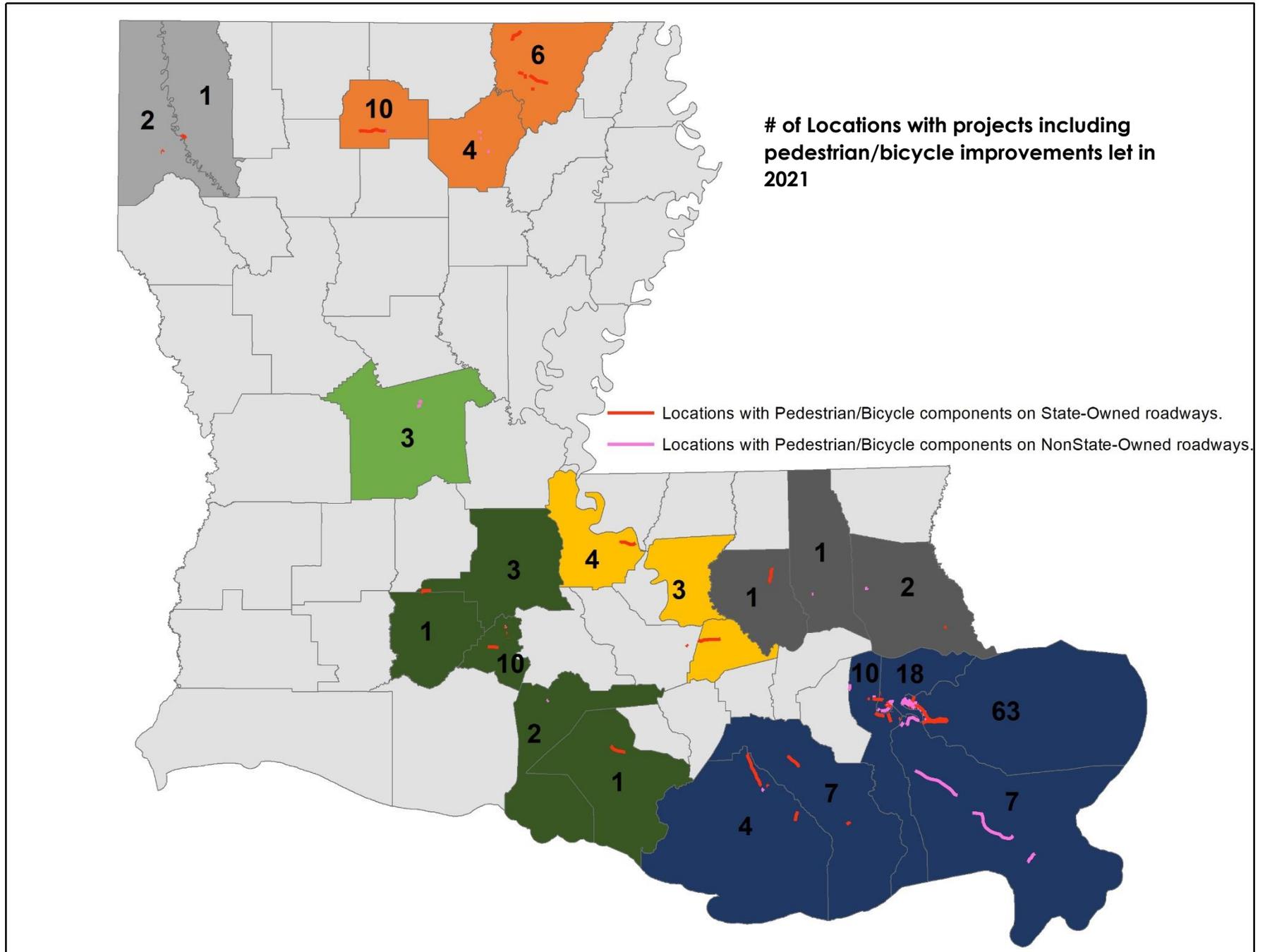
Overrepresentation Analysis: State-Owned Urban 2-Lane Highways

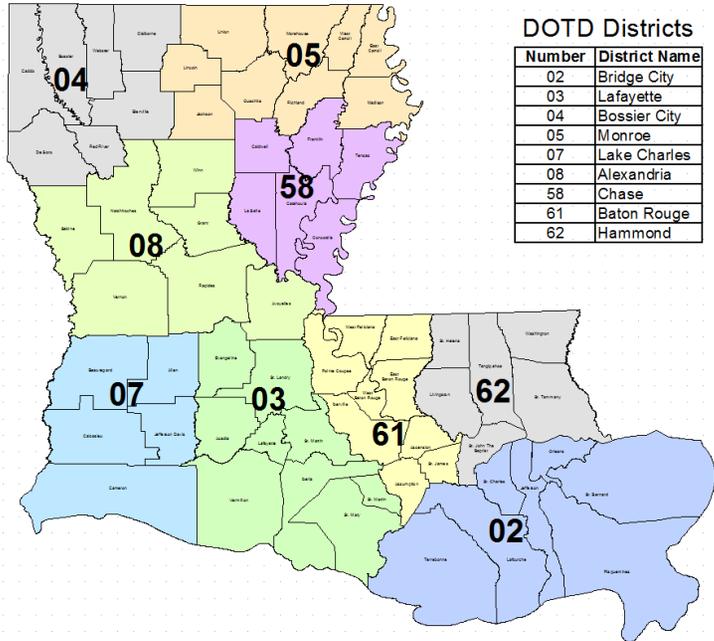
- % of Highway Class with Risk Factor
- % of Pedestrian Crashes Where Risk Factor is Present



The Pedestrian Crash Assessment, completed in 2021, analyzed pedestrian crash locations and socioeconomic factors such as % of households below the poverty line to create predictive models for future crashes used to prioritize public investment in Louisiana.

2.1 Performance Measure Breakdown by DOTD District, 2021

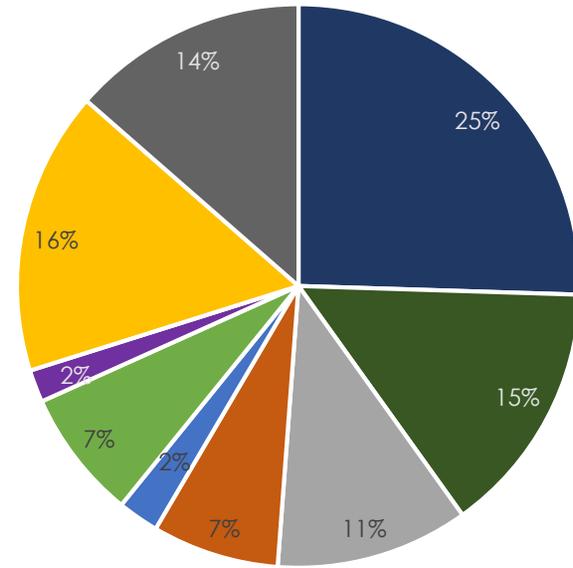




DOTD Districts

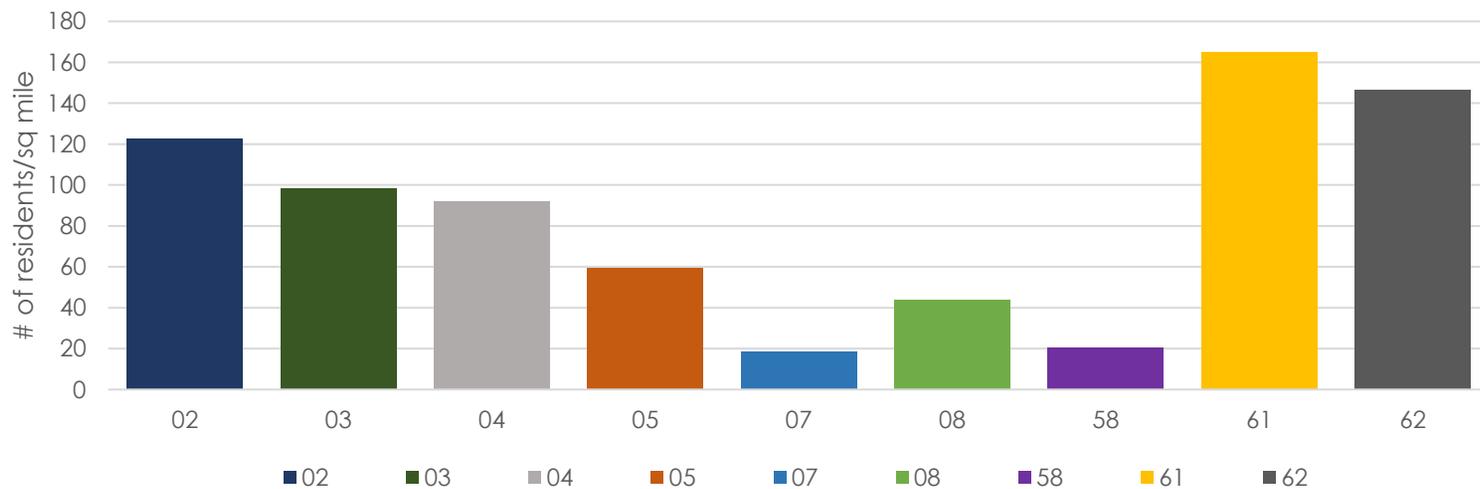
Number	District Name
02	Bridge City
03	Lafayette
04	Bossier City
05	Monroe
07	Lake Charles
08	Alexandria
58	Chase
61	Baton Rouge
62	Hammond

% 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 3, 2022, presented the 2021 draft Legislative Report and accepted input from the Complete Streets Advisory Council.

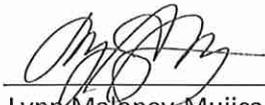
Therefore, it is resolved that the Complete Streets Advisory Council concurs with the Legislative Report and will continue to support the implementation of the LADOTD Complete Streets Policy.



Alan Krouse, Chairman

3/7/2022

Date



Lynn Maloney-Mujica, Vice-Chairman

3/5/2022

Date

Louisiana Complete Streets Advisory Council

Officers

Chairman

Alan Krouse

Louisiana Engineering Society

Vice-Chairman

Lynn Maloney-Mujica

AARP

Members

Rebecca Bian

LTRC / LSU

Jessica Kemp

Center for Planning Excellence

Chris FaKouri

LADOTD

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Jamie Gaines

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UNO Transportation Institute