

2025 COMPLETE STREETS UPDATE



IT WOULD BE "RECKLESS" TO MISS THIS

WRECKLESS?



2024 LOUISIANA SAFETY SUMMIT

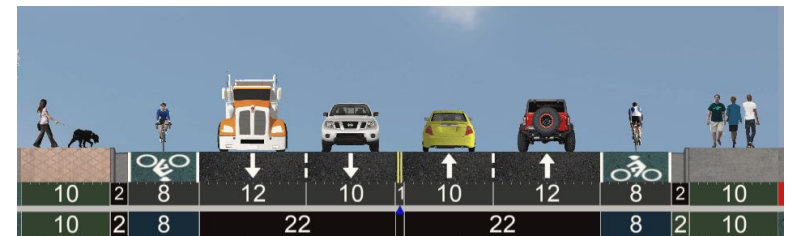


The 2024 Louisiana Safety Summit was held on November 13 & 14. This conference brought together a diverse group of attendees with interests in the safety of travelers on our roadways, including law enforcement, emergency responders, educators, and advocacy groups. Presentations included many topics relevant to Complete Streets and the safety of vulnerable road users.

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 Complete Streets website http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/CompleteStreets/Pages/default.aspx.

LOCAL BICYCLE & PEDESTRIAN PLANS



MUNICIPALITIES WITH POPULATION GREATER THAN 5,000 WITH A BICYCLE AND/OR PEDESTRIAN MASTER PLAN

Alexandria	Baker
Baton Rouge	Bossier City
Chalmette	Covington
Denham Springs	Gonzales
Hammond	Houma
Jefferson	Lafayette
Lake Charles	Mandeville
Meraux	Metairie
Minden	Monroe
Natchitoches	New Orleans
Opelousas	Pineville
Shreveport	Slidell
Sulphur	Tallulah
Thibodaux	St. George
Ville Platte	West Monroe

RESEARCH & UPDATES

OLDER ROAD USERS SAFETY IN LOUISIANA: UNDERSTANDING THE CRASH CONTRIBUTING FACTORS

Due to increases in fatality and serious injury rates per capita of drivers and pedestrians over the age of 65, Louisiana met the criteria for the FHWA Older Driver and Pedestrian Special Rule 23 U.S.C. 148(g)(2). Louisiana also met the thresholds for the FHWA Special Rule for Vulnerable Road Users (VRU) [VRU Special Rule 23 U.S.C. 148(g)(3)]. The objectives of this study are to investigate the factors contributing to older road user crashes in Louisiana and to recommend effective counter-measures to support the Strategic Highway Safety Plan strategies in reducing traffic fatalities and serious injuries.

MUTCD UPDATE

On December 19, 2023, a final rule adopting the 11th Edition of the *Manual on Uniform Traffic Control Devices for Streets and Highways*—the MUTCD—was published in the *Federal Register*. The new MUTCD includes a number of updates to improve safety for pedestrians, bicyclists, and all road users. LA DOTD has been reviewing and updating policies and documentation with the intent to adopt the 11th Edition MUTCD in late 2025.

2025 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).

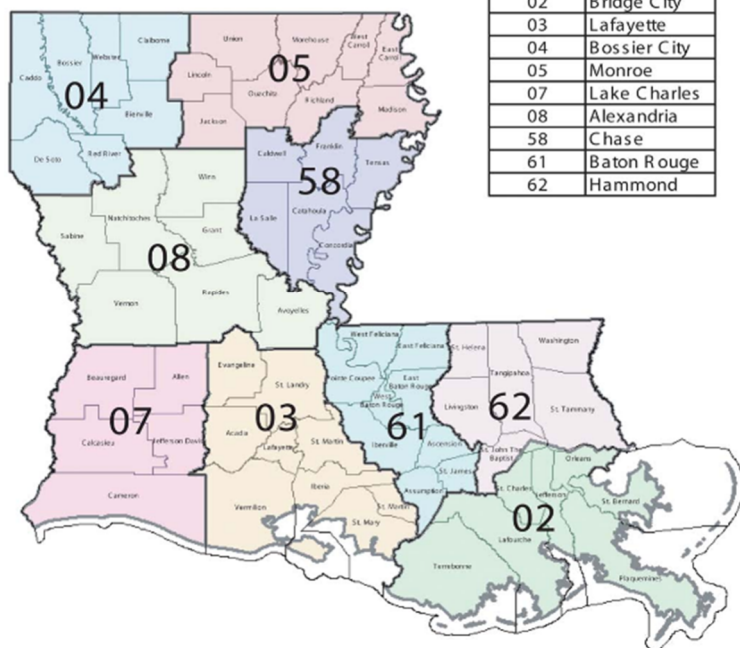
Objective	Performance Measure	Measure	2022	2023	2024
	# and type of documents where policy was implemented	Count & ID of documents	0	0	0
1.1 Increase the integration of the Complete Streets Policy that is included in DOTD's EDSM into applicable documents & training by Dec. 31, 2020.	# and type of trainings conducted on Complete Streets policy	Count & characterization of training	6 – DOTD Standardize Computer Based Training LTC 2022 Safety Session LTC 2022 Traffic Session Ped Crash Assessment LTRC Rural Complete Streets Summit LPA Core Program Training	9 – DOTD Standardized Computer Based Training LTC 2023 Safety – Planning LTC 2023 Safety – VRUs LTC 2023 Compliance - ADA LTC 2023 Traffic Session LPA Core Program LTAP – Safety of VRUs FHWA – Pedestrian Safety Workshop Work Zone Safety	5 - DOTD Standardized Computer Based Training 2024 Safety Summit LPA Core Program Work Zone Safety 2024 Rural Complete Streets
	# of DOTD staff trained on implementation of Complete Streets policy	Count	981*	400	179
	# of consultants trained on implementation of Complete Streets policy	Count	352*	152	48
	# of pedestrian fatalities	Count, 2023 data	185	183	147
1.2 Reduce non-motorized user fatalities and serious injuries by 50% by 2030 from 2011 levels (based on 2011 SHSP).	# of pedestrian serious injuries	Count, 2023 data	185	261	352**
	# of bicyclist fatalities	Count, 2023 data	35	44	35
	# of bicyclist serious injuries	Count, 2023 data	46	97	161**

*2022 LTC was a virtual conference and was readily accessible to many more attendees than other years.

**See page 4 “NEW CRASH REPORTING SOFTWARE” for additional information.

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 2024	1 Urban Principal Arterial, 5 Local Roads	1 Urban Principal Arterial	2 Urban Principal Arterial, 1 Urban Major Collector, 3 Locally owned routes
	# and type of improvements that are implemented	Count, projects let in 2024	6.458 Miles of Bike Lane	1.036 Miles of Bike Lane	0.20 Miles of Bike Lane, 0.48 Miles of Multi-Use Path
	# of DOTD staff trained on Statewide Bicycle Planning Tool	Count	414*	101	0
	# of consultants trained on Statewide Bicycle Planning Tool	Count	185*	39	0
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 2024 that included improvements at locations listed on the transition plan	33	25	28
	# of problems/deficiencies in design corrected	Count, deficiencies corrected by projects let in 2024	2,767	4,237	1233

DOTD Districts

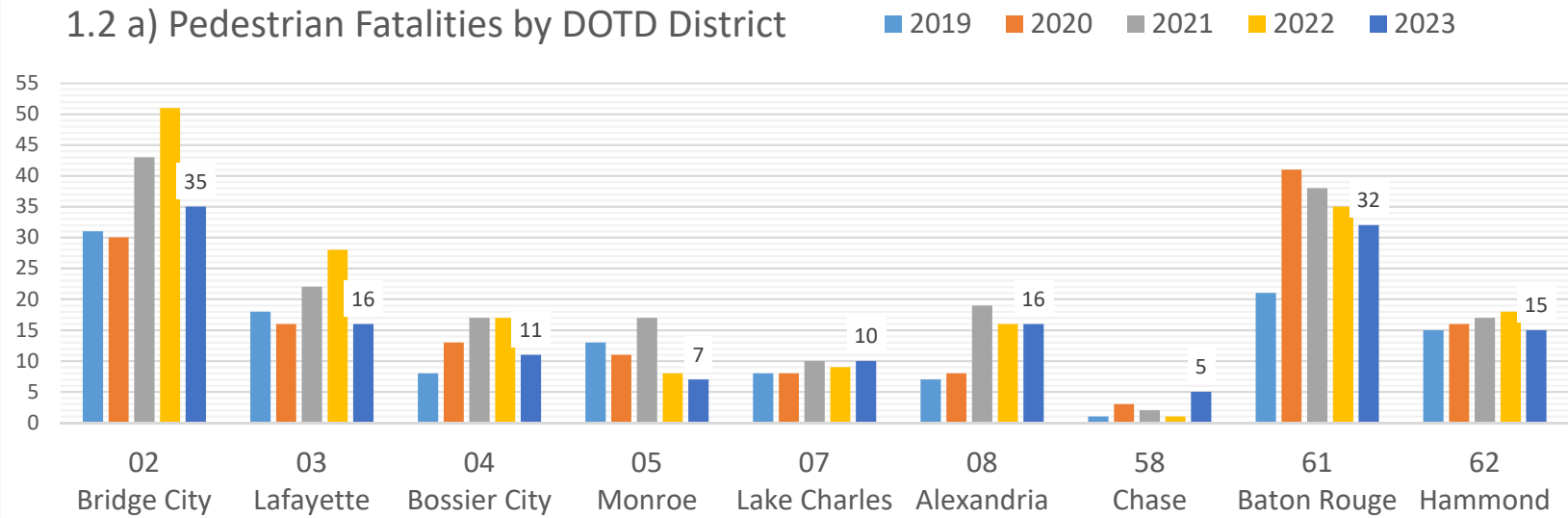


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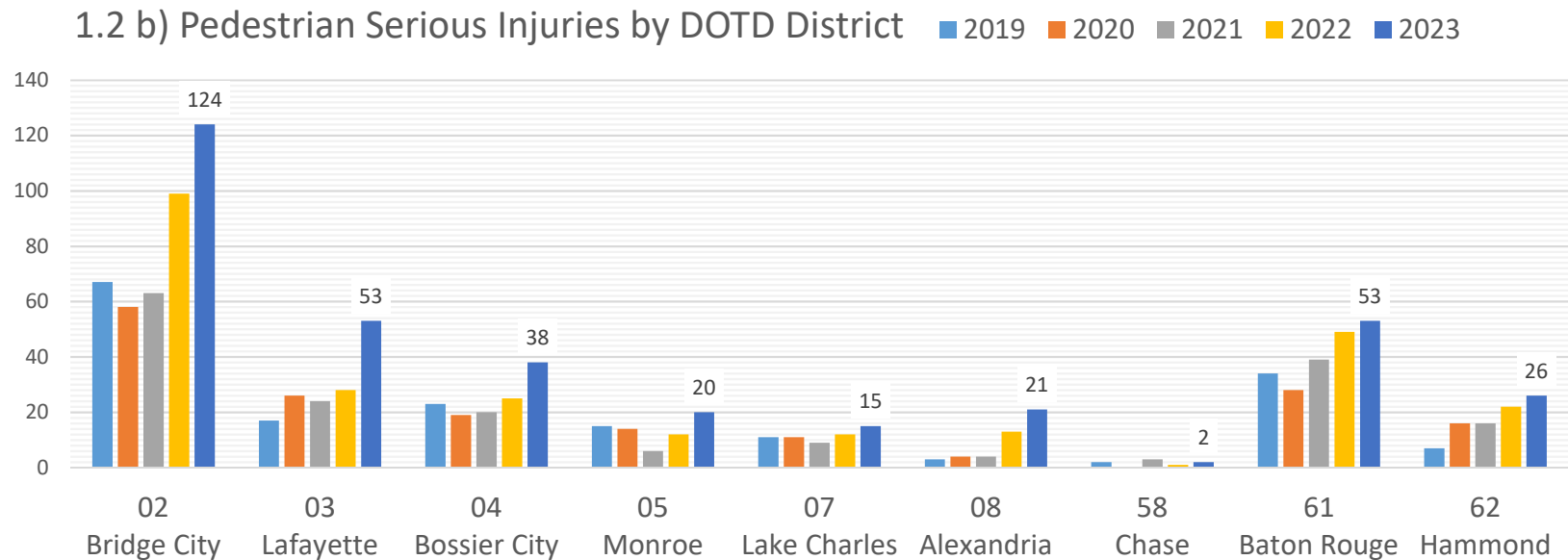
NEW CRASH REPORTING SOFTWARE

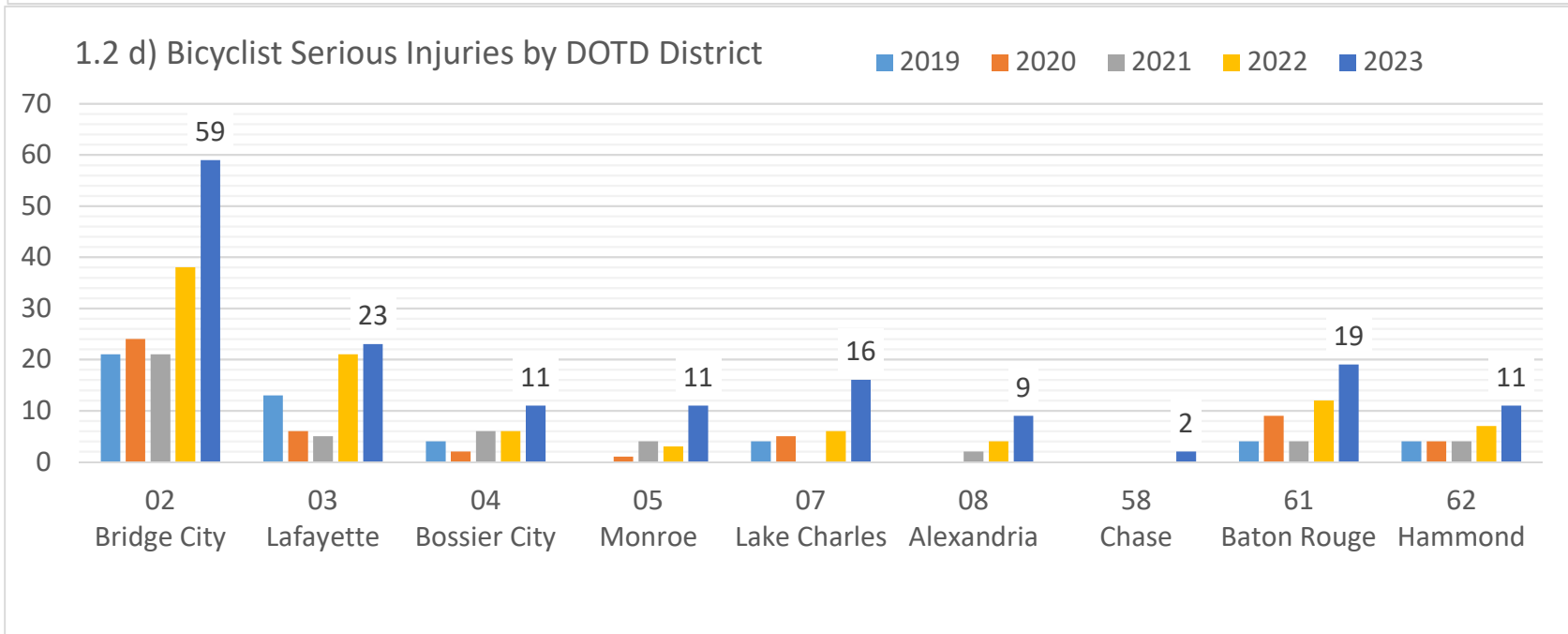
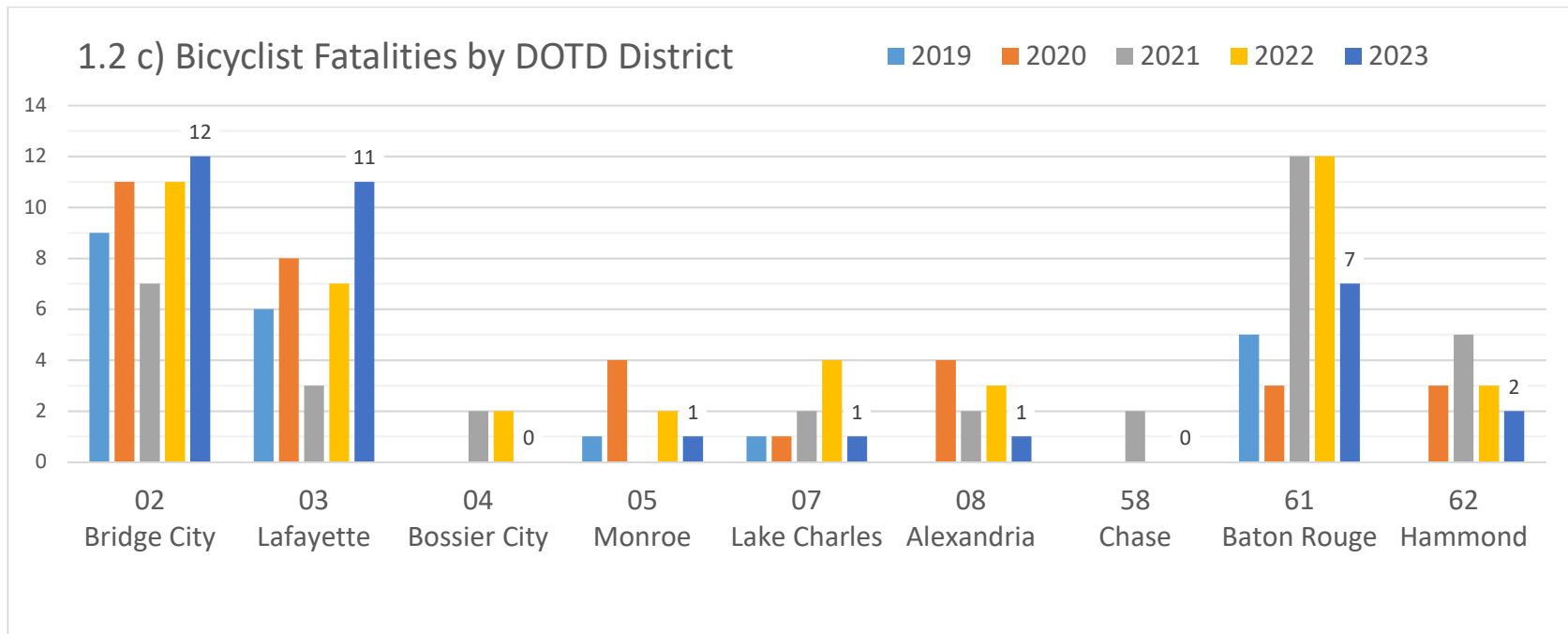
Throughout 2022, law enforcement agencies were transitioning to the new state sponsored crash reporting software, **eCrash**. The software includes embedded definitions for easy access and reference by all law enforcement agencies investigating crashes. The State anticipates this has improved law enforcement's ability to consistently and accurately report serious injury crashes on a statewide basis. As a result of these improved reporting capabilities, we began seeing an increase to the suspected serious injury data. The increase continued into 2023 as the first year of full statewide use of the **eCrash** software.

1.2 a) Pedestrian Fatalities by DOTD District



1.2 b) Pedestrian Serious Injuries by DOTD District

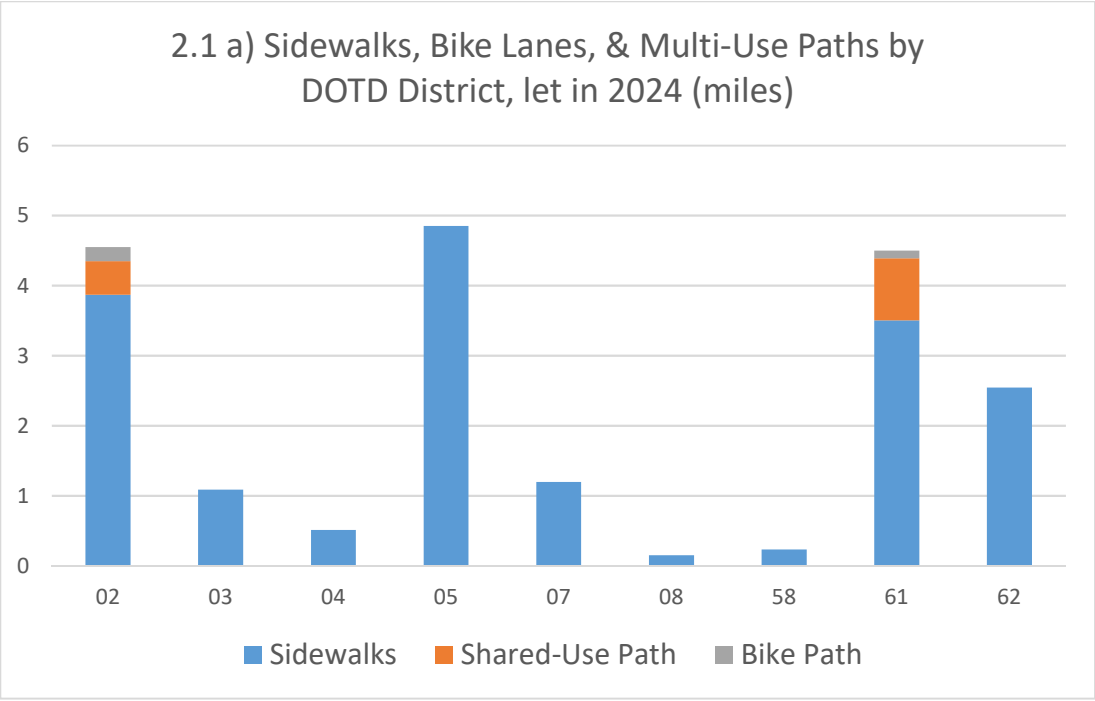
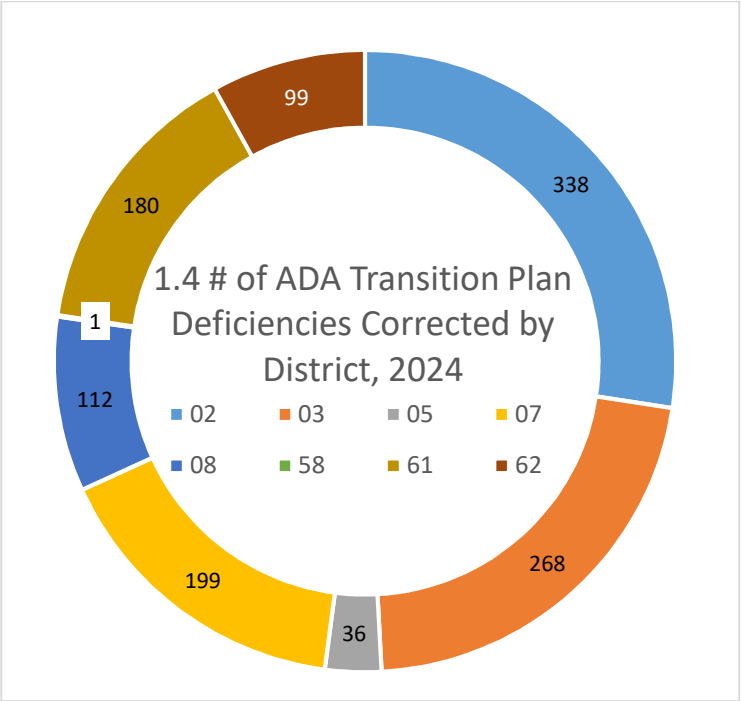




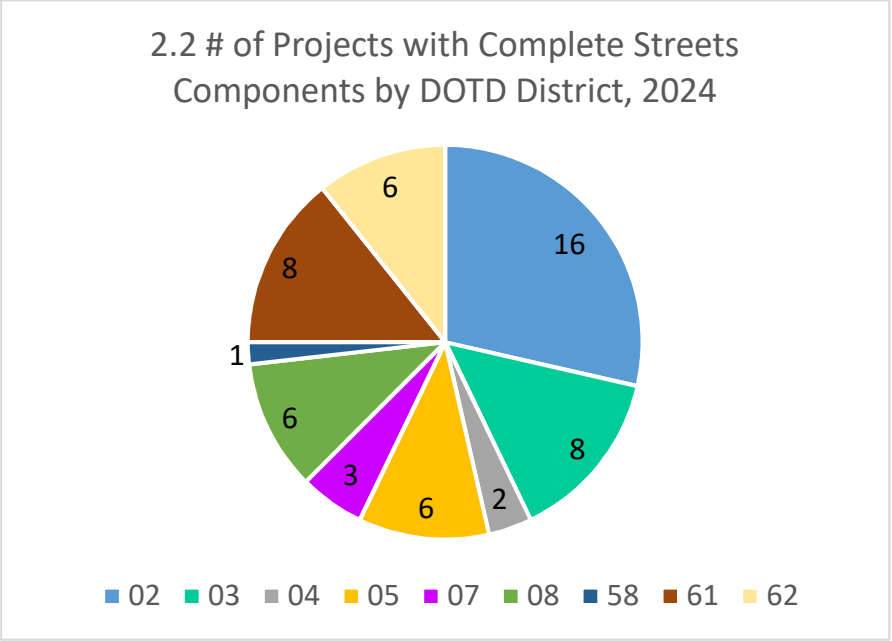
Goal #2: Create a network that balances integration of context sensitivity, access and mobility for all road users.

Objective	Performance Measure	Measure	2022	2023	2024
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 2024, includes local road projects	1207 curb ramps 21.9 miles of bike lane 1.5 miles of multi-use path 20.3 miles of sidewalk 50 detectable warning system 14 pedestrian crossing pavement markings 272 bicycle pavement symbols 258 shared lane pavement markings 169 LED pedestrian countdown signal heads 39 pedestrian push buttons 166 2-wire accessible pedestrian pushbutton detectors 9 solar powered flashing beacons 1 pedestrian bridge	1034 curb ramps* 1.95 miles of bike lane 0.46 miles of multi-use path 19.57 miles of sidewalk 22 detectable warning system 26 pedestrian crossing pavement markings 73 bicycle pavement symbols 18 shared lane pavement markings 92 LED pedestrian countdown signal heads 26 pedestrian push buttons 88 2-wire accessible pedestrian pushbutton detectors 2 solar powered flashing beacons 1 pedestrian bridge	707 curb ramps* 0.31 miles of bike lane 1.37 miles of multi-use path 17.96 miles of sidewalk 209 detectable warning surface systems 10 pedestrian crossing pavement markings 30 bicycle pavement symbols 256 shared lane pavement markings 7 school crossing pavement markings 464 LED pedestrian countdown signal heads 251 pedestrian push buttons 232 2-wire accessible pedestrian pushbutton detectors 11 rectangular rapid flashing beacons
	# and type of roadways where improvements are made	Count & characterize, projects let in 2024	5 Rural Major Collector 1 Rural Minor Collector 2 Urban Interstate 1 Urban Freeway 27 Urban Principal Arterial 9 Urban Minor Arterial 5 Urban Major Collector 36 Local Roads	2 Rural Principal Arterial 2 Rural Minor Arterial 2 Rural Major Collector 3 Rural Minor Collector 1 Rural Freeway 2 Urban Interstate 16 Urban Principal Arterial 16 Urban Minor Arterial 6 Urban Major Collector 59 Local Roads	3 Rural Principal Arterial 7 Rural Minor Arterial 6 Rural Major Collector 3 Rural Minor Collector 3 Rural Local 18 Urban Principal Arterial 13 Urban Minor Arterial 3 Urban Major Collector 2 Urban Major Collector 1 Urban Local 70 locally owned routes
	# 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	5947.4	6,714.42	6,651.09
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 2024, includes local road projects	67	53	56

*Estimated value due to bid item changes to square yard instead of EACH



2.1 c) Status of State Routes	# of miles
Freeways & interstates (exempt)	1,073
AADT<1000 vpd (meets policy)	5,000
Bike lanes, sidewalks + transit	85.31
Roadways w/4'+ shoulders (AADT ≥ 1000 vpd, excl. freeway&interstate) (meets policy)	3,628.8
NOT “Complete” (per DOTD Minimum Design Guidelines)	6651.09
Total State Public Road Mileage (2024)	16,438.2



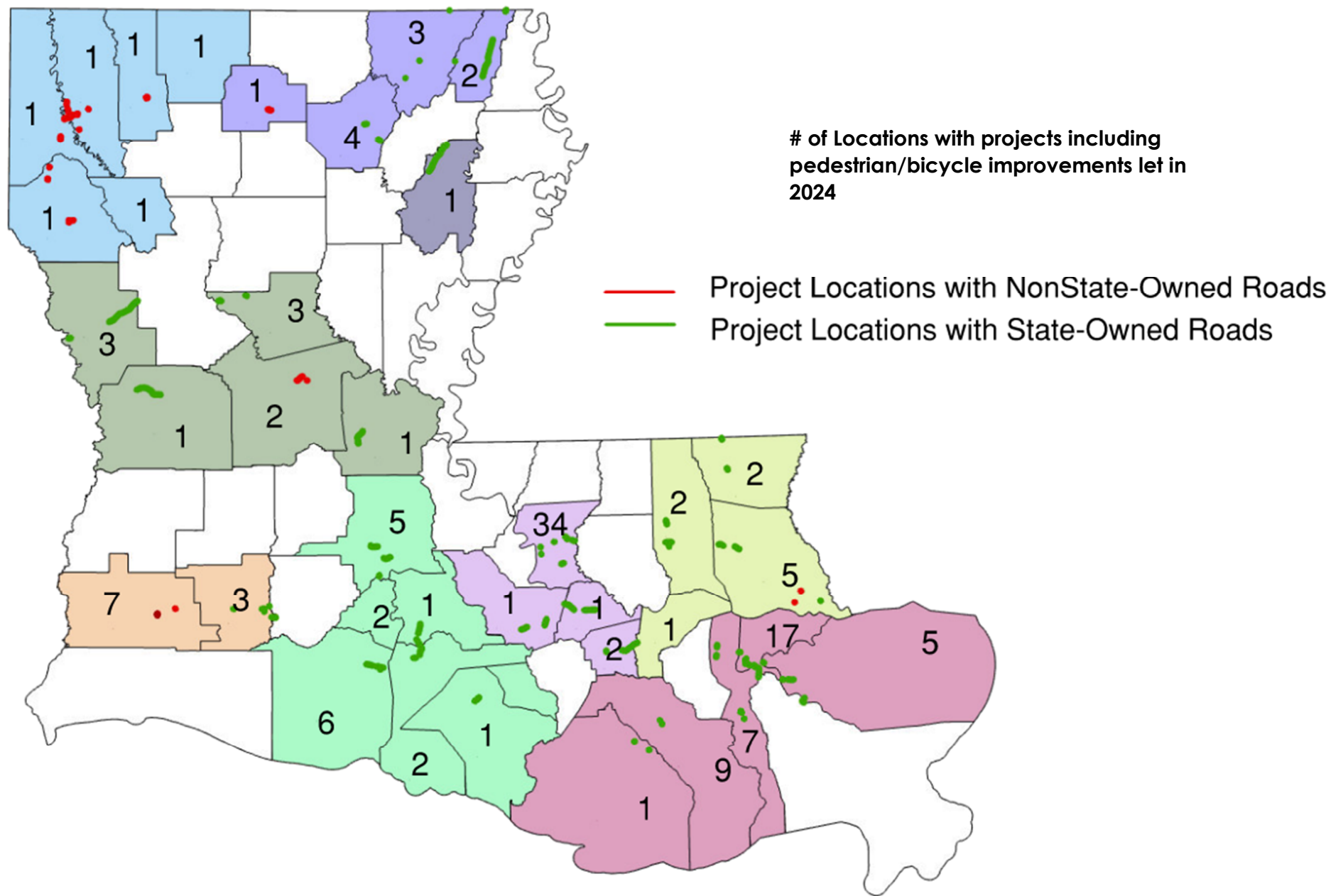
Goal #3: Provide leadership and establish exceptional partnerships with local public agencies on implementation of Louisiana's Complete Streets Policy.

Objective	Performance Measure	Measure	2022	2023	2024
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	19	26	30
	# of MPOs with a Complete Streets policy and/or plan	Count of MPOs	8	8	8
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	134	360	231
	# of presentations made on developing and implementing a Complete Streets policy or plan	Count	5	16	9

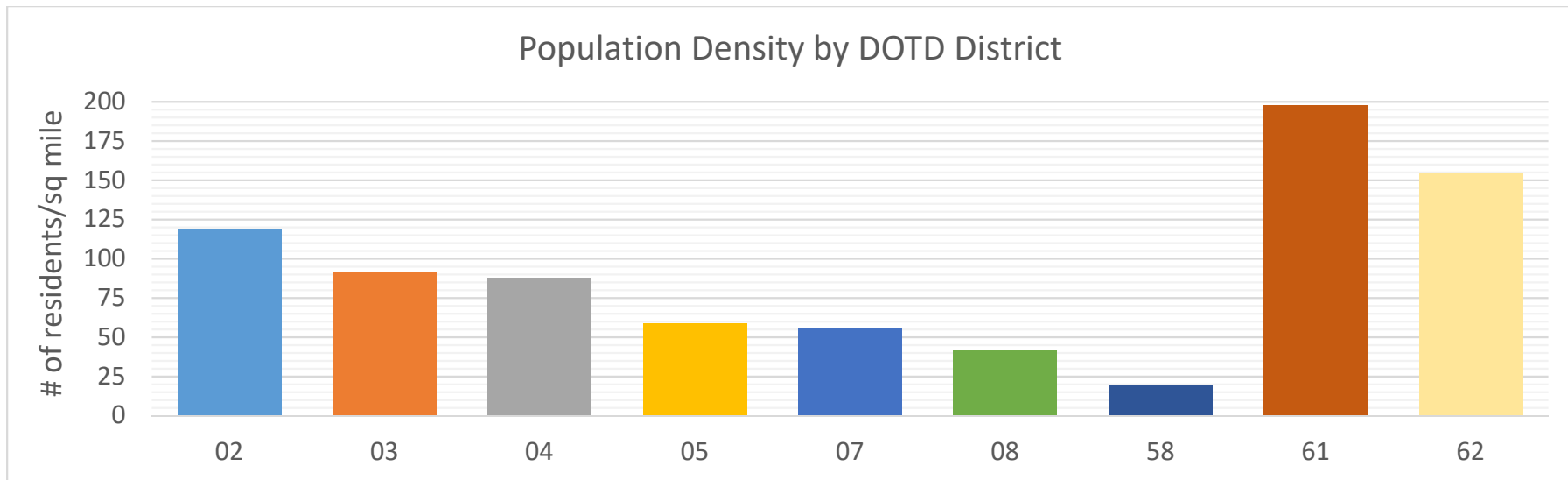
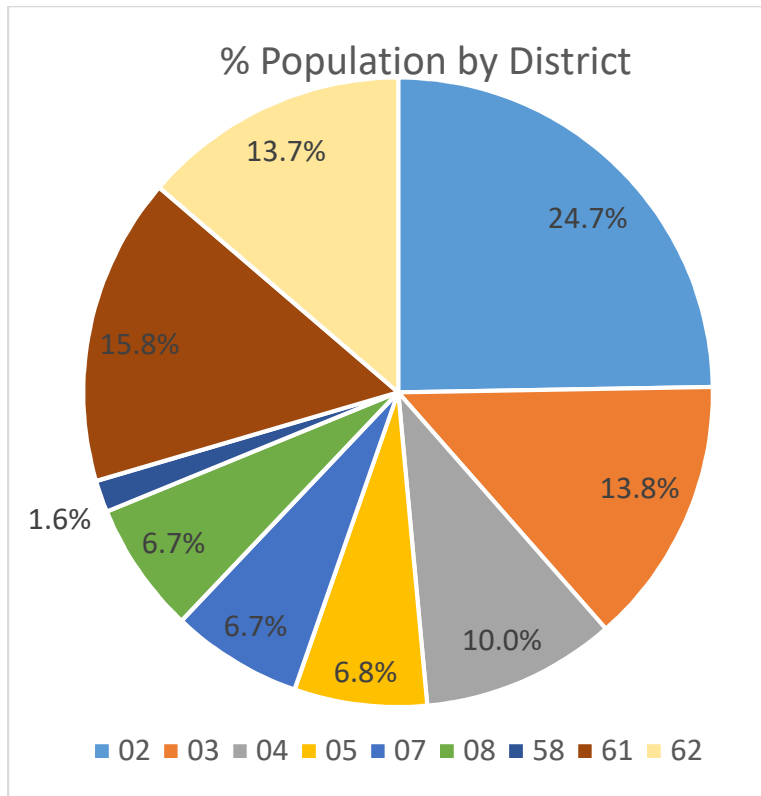


CPEX and the City of Abbeville worked together on a road transfer project to ensure that Complete Streets elements were incorporated.
(Photo courtesy of Center for Planning Excellence.)

2.2 Location of projects with Complete Streets components, 2024



Rural Complete Streets Summit.
(Photo courtesy of Victoria Darville.)



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

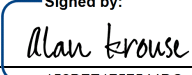
WHEREAS, the Complete Streets Advisory Council concurred with the adoption of the Complete Street goals by LADOTD; and

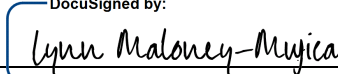
WHEREAS, the LADOTD has adopted Engineering Directives and Standards Memorandum II.2.1.14 to implement its Complete Street Policy; and

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 13, 2025, the LADOTD presented the 2025 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.

Signed by:

Alan Krouse, Chairman
3/24/2025 | 9:39 AM CDT
Date

DocuSigned by:

Lynn Maloney-Mujica, Vice-Chairman
3/24/2025 | 7:36 AM PDT
Date

Louisiana Complete Streets Advisory Council

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