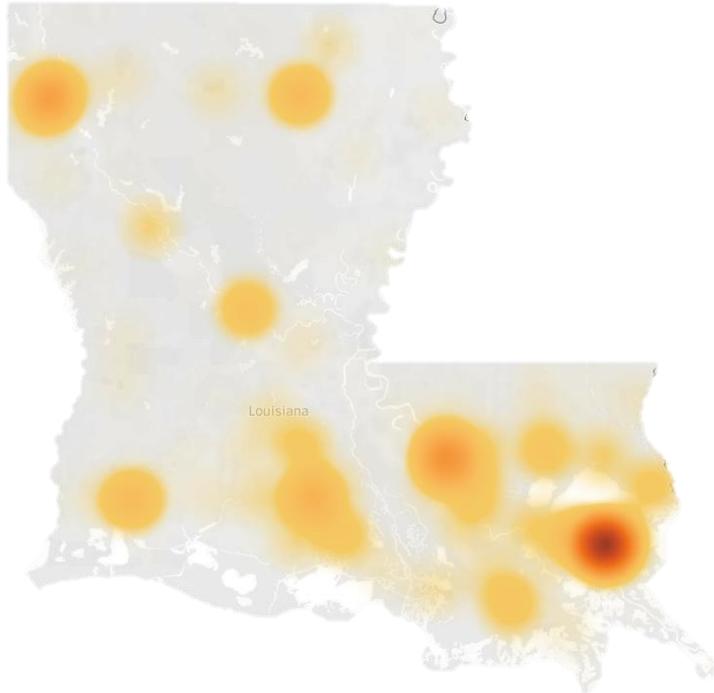


2020 COMPLETE STREETS UPDATE



MOVING FROM POLICY TO PRACTICE

DOTD is moving full-steam ahead on year 2 of our 3 year Complete Streets Implementation Action Plan. This 3 year action plan proposes focused efforts in data, infrastructure, training, research, guidance & outreach across the department (see 2019 update for details).



Heat map shows pedestrian crashes between 2013-2017 in Louisiana, which are being studied as part of a systemic analysis of non-motorized crashes.

ATTACHMENTS

Performance Measure Report... 3

DOTD District Demographics... 12

Resolution from CSAC... 13

RESEARCH

Systemic Safety Analysis

An in-depth analysis of statewide bicycle and pedestrian fatalities kicked-off in 2018. Results and final report expected in mid-2020

Pedestrian Crossings on High-Speed Urban Arterials

Research team is finalizing report after presenting Project Research Committee with preliminary analysis.

Evaluation of Pedestrian Counting Equipment

Two studies analyzing pedestrian & bicycle counting devices have been initiated by LTRC & are on-going.

Reducing Pedestrian Fatal Crashes in Louisiana by Improving Lighting Conditions

Project Research Committee is finalizing the scope of work set to begin in the latter part of 2020.

LOCAL BICYCLE & PEDESTRIAN PLANS

BENEFITS OF CYCLING

BALANCE

Cycling produces the balance between exertion and relaxation which is important for the body's inner equilibrium.

HEART

All the risk factors that lead to a heart attack are reduced and regular cycling reduces the likelihood of a heart attack by 50%.

WAISTLINE

Cycling is ideal for targeting problem areas. It enables people who can not move easily to exercise. It increases fitness and stimulates the body's fat metabolism.

MUSCLES

A week of inactivity reduces the strength of the muscular system by up to 50% and can harm them long-term. During cycling, most of the body's muscles are activated.



MENTAL HEALTH

Cycling has a relaxing effect due to uniform movement which stabilizes physical and emotional functions. It reduces anxiety, depression and other psychological problems.

COORDINATION

Moving both feet around in circles while steering with both your hands and your body's own weight is good practice for your coordination efforts.

BACK PAIN

Cycling posture is optimum, and the cyclic movement of the legs stimulates muscles in the lower back.

JOINTS

The circular movement of cycling assists the transport of energy and other metabolites to the cartilages, reducing the likelihood of arthritis.

Alexandria/Pineville Metropolitan Area Bicycle & Ped Plan

Baker Bicycle & Pedestrian Plan

Baton Rouge Safety Action Plan *in progress*

Bayou Lafourche Multi-use Trail Plan

Denham Springs Bicycle & Pedestrian Plan

East Baton Rouge Parish Bicycle & Pedestrian Master *in progress*

Hammond Bicycle Master Plan

Jefferson Parish Master Bicycle Plan

Lake Charles Bike & Pedestrian Master Plan

Natchitoches Bike and Pedestrian Plan

New Orleans Bicycle & Pedestrian Safety Action Plan Update

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*



Bike Share's long-awaited Baton Rouge launch includes pedal assist bikes around the city and even at DOTD HQ!

ACCESSIBLE PEDESTRIAN SIGNALS

Following 2019's HCR68, DOTD has adopted a new accessible pedestrian signal policy which will take effect July 1, 2020.

OUTREACH

DOTD staff attended and presented at *Can You See Me Now?* Forum hosted by Highway Safety Commission and Le Sanctuary, Inc. to bring awareness to a growing pedestrian safety issue.



2020 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).

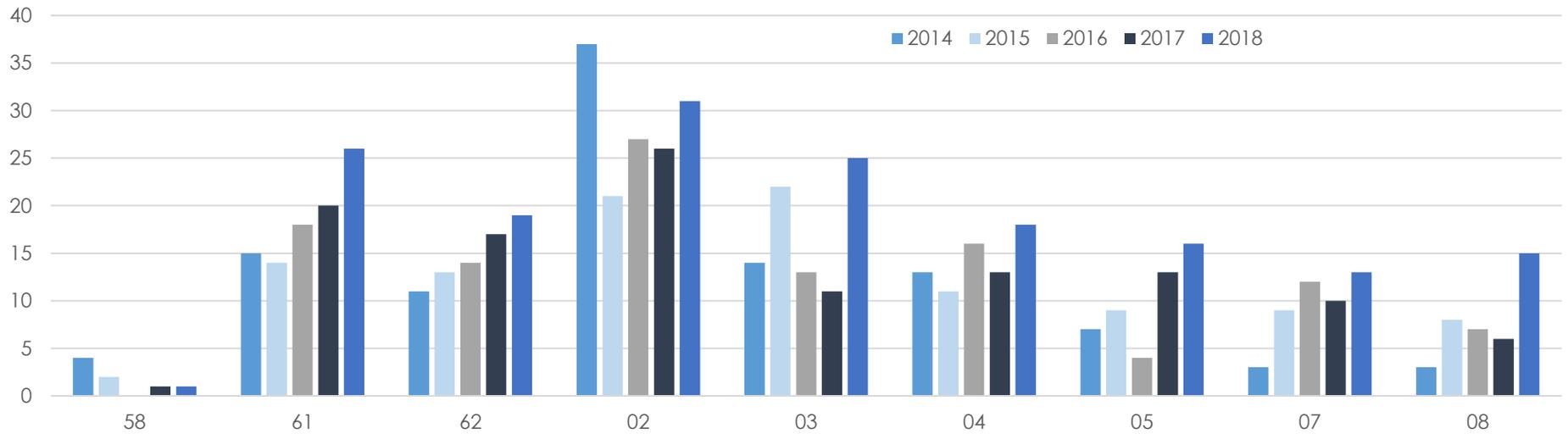
Objective	Performance Measure	Measure	2017/Baseline	2018	2019	
1.1 Increase the integration of the Complete Streets Policy that is included in DOTD's EDSM into applicable documents & training by Dec. 31, 2020.	# and type of documents where policy was implemented	Count & ID of documents	8	3	7 (see below for list of documents revised in 2019)	
	# and type of trainings conducted on Complete Streets policy	Count and characterize training	8	4- LTC 2018, GICD Summit, Board of Regents, DOTD CBT for New and Existing Employees	4 – Board of Regents, DOTD CBT for New and Existing Employees, Plan Quality Unit Training, LPA Core Program Training	
	# of DOTD staff trained on implementation of Complete Streets policy	Count	44	1,289	371	
	# of consultants trained on implementation of Complete Streets policy	Count	31	21	7	
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, 2018 data	127	117	164	
	# of pedestrian severe injuries	Count, 2018 data	154	160	176	
	# of bicyclist fatalities	Count, 2018 data	21	23	29	
	# of bicyclist severe injuries	Count, 2018 data	46	46	47	
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 2019, state routes	3	1 Urban Collector 1 Urban Principal Arterial 1 Intersection	1 Urban Minor Arterial (adjacent levee top path)	0
	# and type of improvements that are implemented	Count, projects let in 2019, state routes	6.12 Miles of On-Road Bike Lane 6.68 Miles of Adjacent, Separated Bike Lane 178 Bicycle Pavement Symbols	1.59 Miles of Multi-Use Path	0	
	# of DOTD staff trained on Statewide Bicycle Planning Tool	Count	82	113	71	

1.4 Implement DOTD's ADA transition plan based on the projects identified in DOTD's priority program.	# of consultants trained on Statewide Bicycle Planning Tool	Count	48	50	38
	# of routes where ADA transition plan is implemented	Count, projects let in 2019 that included improvements at locations listed on the transition plan	23	17	24
	# of problems/deficiencies in design corrected	Count, deficiencies corrected by projects let in 2019	2,887	2,550	2,383

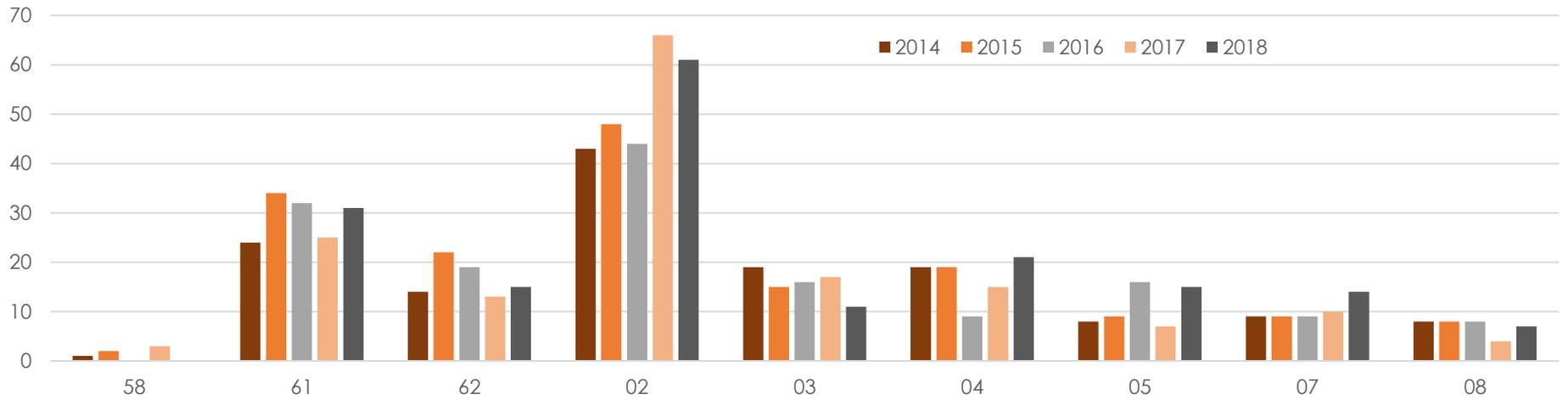
Name	Owner	Section	Revision Date	Notes
Stage 1 Environmental Manual	Environmental Engineer Administrator	Environmental	1/30/2018	Reviewed. No action needed.
Stage 1 Environmental Checklist	Environmental Engineer Administrator	Environmental	4/23/2019	Updated in 2019
Pre-Design Conference Form	Road Design Engineer Administrator	Road Design	10/9/2015	Reviewed. No action needed.
Design Report	Road Design Engineer Administrator	Road Design	11/1/2019	Updated to include distinction of exempt projects
Design Exception Form	Road Design Engineer Administrator	Road Design	9/8/2017	Reviewed. No action needed.
LPA Manual	LPA Program Director	Secretary's Office	8/14/2017	Reviewed. No action needed.
PED-01	Road Design Engineer Administrator	Road Design	6/13/2019	Updated 2019
EDSM II.2.1.7 - Curb Policy	Chief Engineer	Road Design	N/A	This EDSM was deleted. The information is now found in the Road Design Manual in Chapter 5 Cross Section Elements.

EDSM II.2.1.10 - Requirements for Construction of Pedestrian Facilities	Chief Engineer	Road Design	N/A	This EDSM was deleted. The information is now found in the Road Design Manual in Chapter 5 Cross Section Elements.
EDSM IV.1.1.6 Maintenance Agreements With Municipalities	Chief Engineer	Contract Services	N/A	Deleted in 2019
EDSM VI.1.1.5 Roundabout	Chief Engineer	Traffic Engineering Management	N/A	Deleted in 2019

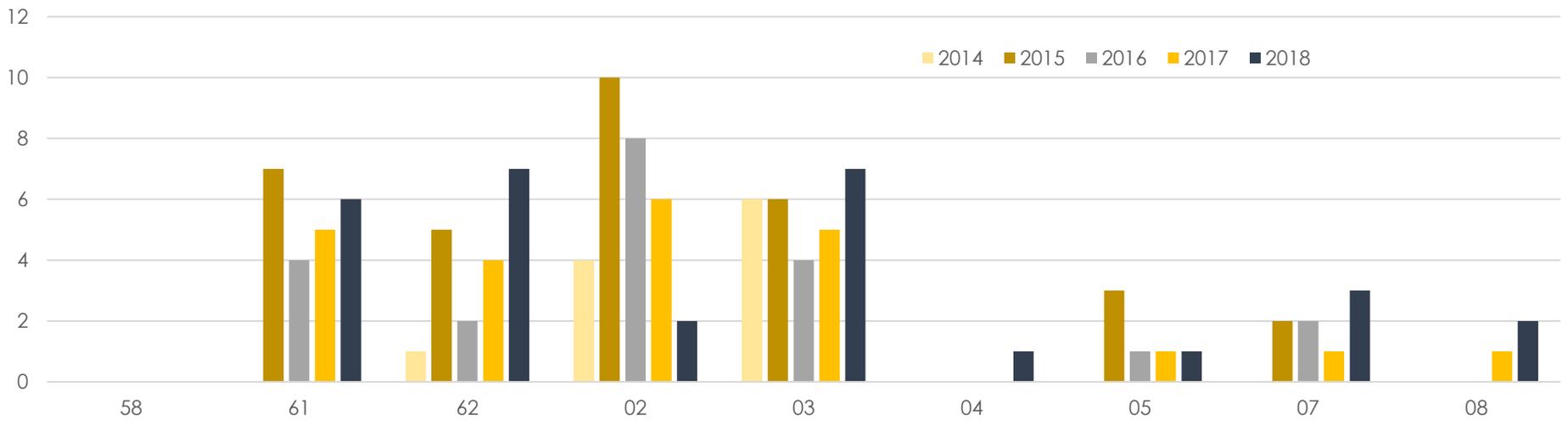
1.2 a) Pedestrian Fatalities by DOTD District (2014-2018)



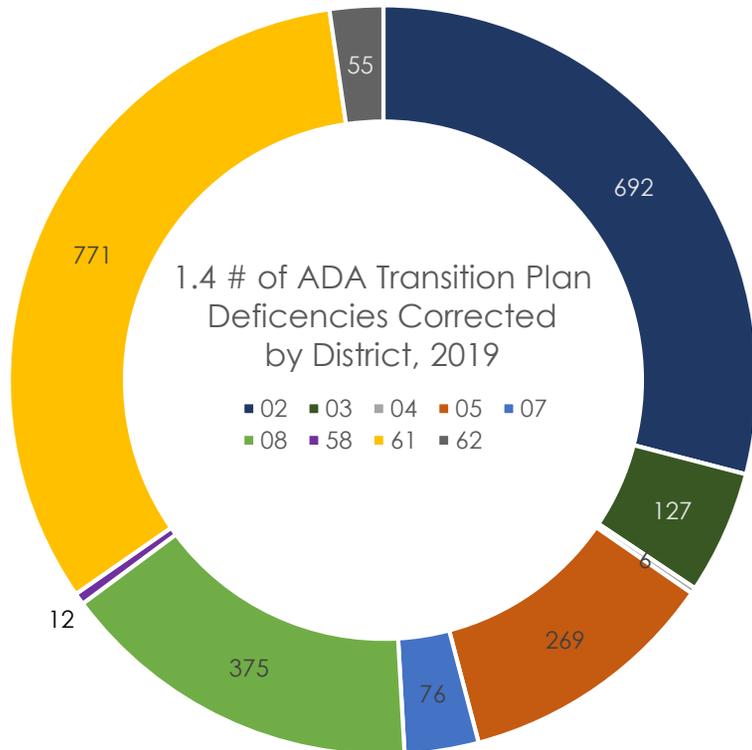
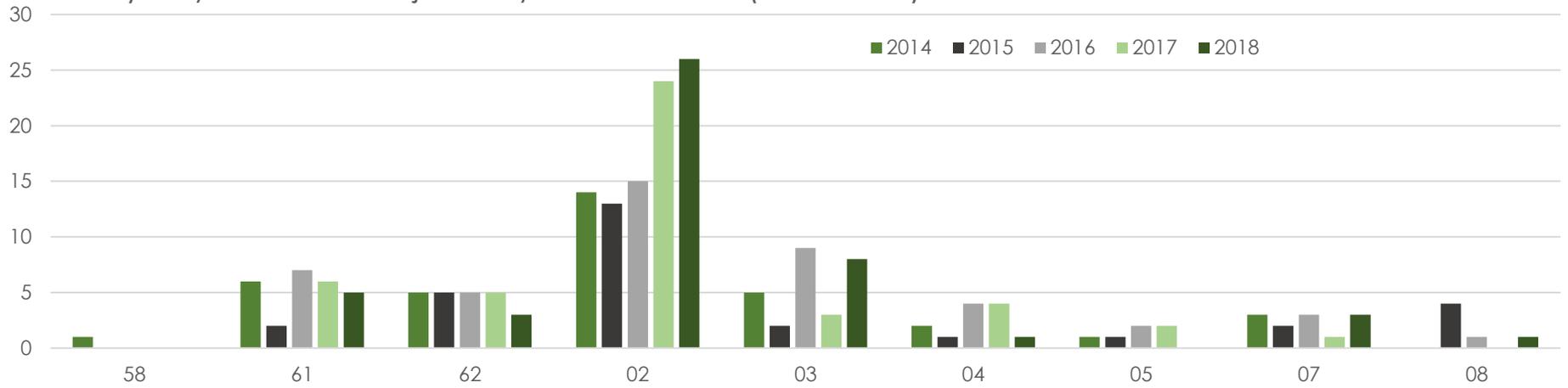
1.2 b) Pedestrian Severe Injuries by DOTD District (2014-2018)



1.2 c) Bicyclist Fatalities by DOTD District (2014-2018)



1.2 d) Bicyclist Severe Injuries by DOTD District (2014-2018)



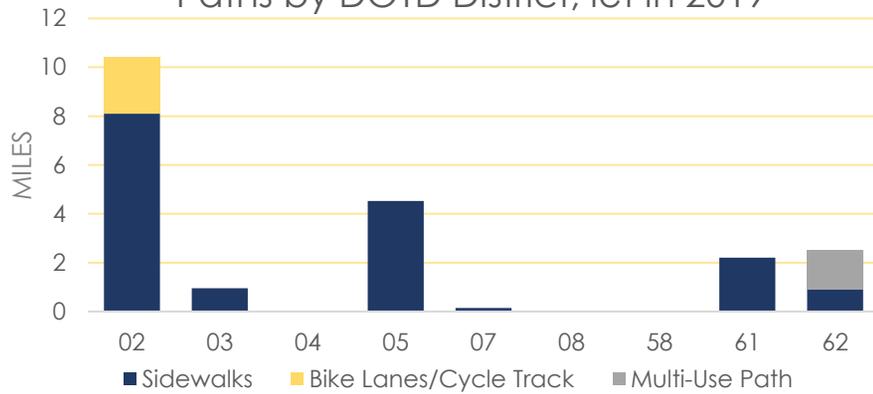
Top 5 Parishes	Total	% Statewide	License Drivers	% of Statewide
Orleans	1,969	24.58%	194,810	6.58%
East Baton Rouge	862	10.76%	267,270	9.03%
Jefferson	768	9.59%	285,024	9.63%
Caddo	616	7.69%	155,530	5.26%
Lafayette	358	4.47%	158,886	5.37%

Early analysis from the pedestrian crash assessment shows the Top 5 parishes with the most pedestrian crashes from 2013-2017 as compared to licensed drivers.

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

Objective	Performance Measure	Measure	2017/Baseline	2018	2019
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 2019, includes local road projects	1005 Curb Ramps, 7.4 Miles of Bike Lanes, 14.5 Miles of Sidewalk, 17.5 Miles of Multi-Use Path, 222 Bicycle Pavement Symbols, 67 Pedestrian Push Buttons, 70 LED Pedestrian Signal Heads, 58 Detectable Warning System Retrofits for Curb Ramps 1 Pedestrian Bridge Rehab	934 Curb Ramps, 4.7 Miles of Bike Lanes, 21.4 Miles of Sidewalk, 16.3 Miles of Multi-Use Path, 151 Bicycle Pavement Symbols, 44 Pedestrian Push Buttons, 44 LED Pedestrian Signal Heads, 10 School Zone Beacons, 14 Detectable Warning System, 15 Truncated Dome Systems	833 Curb Ramps, 2.3 Miles of Bike Lane/Cycle Track, 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
	# and type of roadways where improvements are made	Count & characterize, projects let in 2019	4 Rural Minor Arterial, 8 Rural Major Collector, 11 Urban Collector, 7 Urban Local, 11 Urban Minor Arterials, 16 Urban Principal Arterials, 40 Local Roads	5 Rural Collector, 3 Rural Minor Arterial, 1 Rural Principal Arterial, 3 Urban Collectors, 1 Urban Local, 12 Urban Minor Arterial, 19 Urban Principal Arterial, 45 Local Roads	4 Rural Minor Arterials, 6 Rural Major Collectors, 14 Urban Principal Arterials, 16 Urban Minor Arterials, 11 Urban Collectors, 47 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	9,305	9,118	8,324
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 2019, includes local road projects	46	64	57

2.1 a) Sidewalks, Bike Lanes & Multi-Use Paths by DOTD District, let in 2019

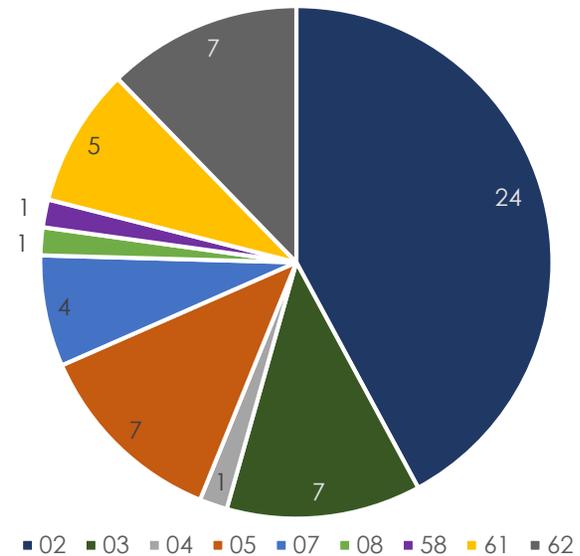


2.1 c) Condition of State Route		# of miles
Freeways & interstates		1,041
AADT<1000 vpd		5,049
Bike lanes, sidewalks + transit		10.2
2-lane road w/4'+ shoulders (AADT ≥ 1000 vpd)		2,150
NOT "Complete" (per DOTD Minimum Design Guidelines)		8,324
Total State Public Road Mileage (2019)		16,574



Separated Bike Lane on Tulane Ave in New Orleans – one of the first facilities of its kind in Louisiana. © 2020 Google

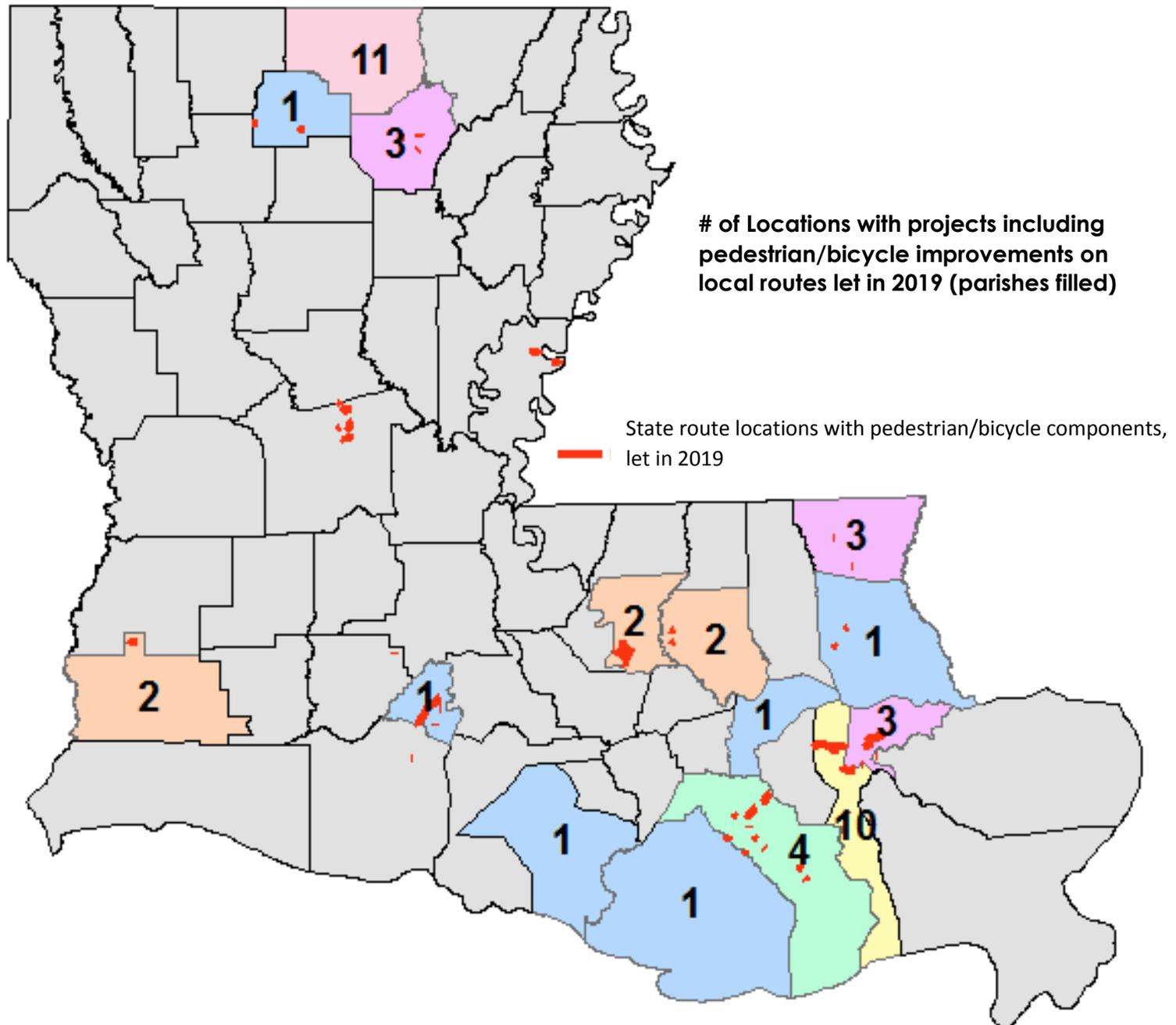
2.2 # of Projects with Complete Streets components



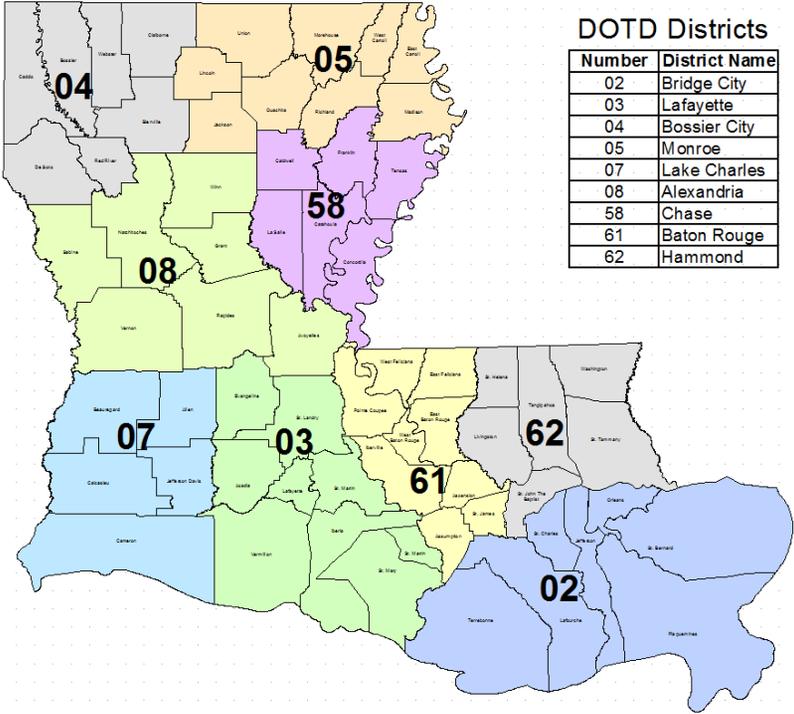
Goal #3: Provide leadership and establish exceptional partnerships with local public agencies on implementation of Louisiana's Complete Streets Policy.

Objective	Performance Measure	Measure	2017/Baseline	2018	2019
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	11	15	17
	# of MPOs with a Complete Streets policy and/or plan	Count of MPO's	4	4	4
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	115	69	57
	# of presentations made on developing and implementing a Complete Streets policy or plan	Count	0	4	2

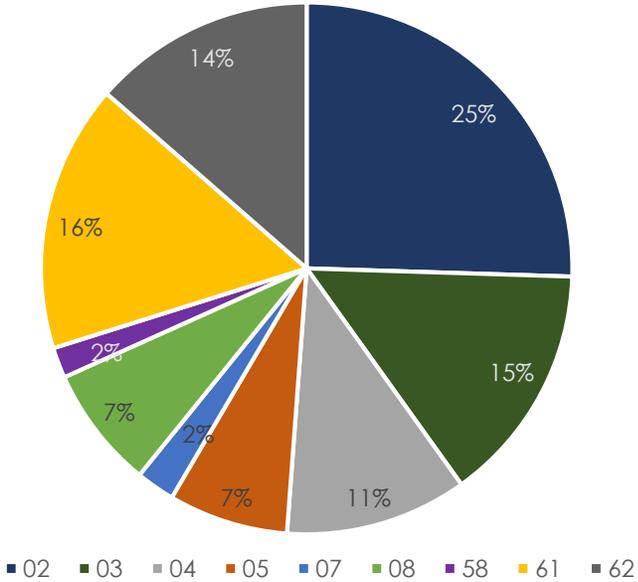
2.1 Performance Measure Breakdown by DOTD District, 2019



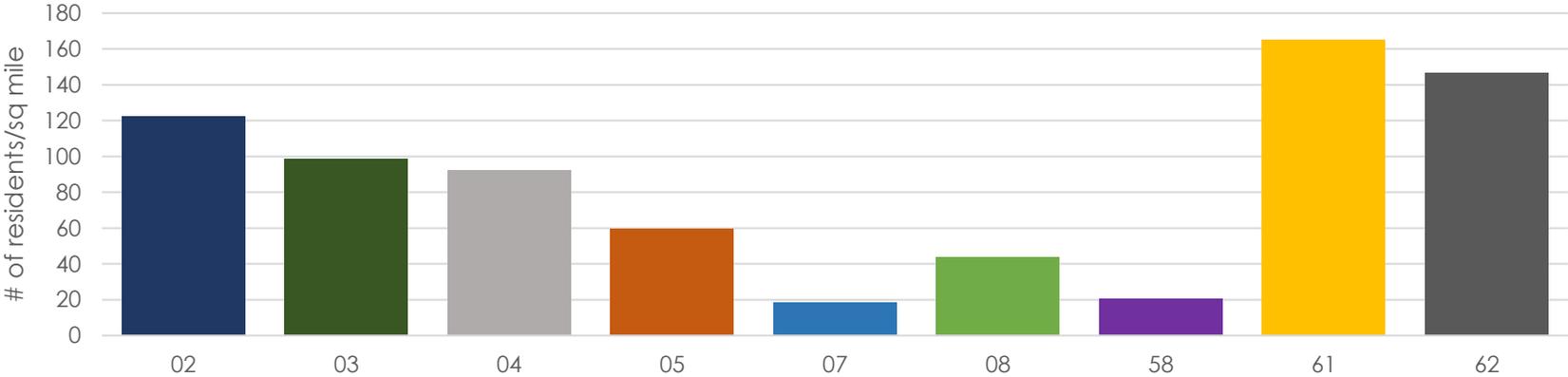
DOTD DISTRICT DEMOGRAPHICS



% Population by District



Population Density by DOTD District



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

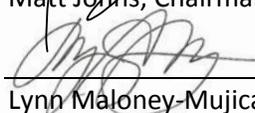
WHEREAS, the LADOTD has adopted Engineering Directives and Standards Memorandum II.2.1.14 to implement its Complete Street Policy; and

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 April 4, 2017 the LADOTD presented the performance measures to the Complete Streets Advisory Council, which provided input on and issued a resolution in support of the performance measures; and

WHEREAS, on February 13, 2020 the LADOTD presented the 2019 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	3/3/2020 Date
 Lynn Maloney-Mujica, Vice-Chairman	3/3/2020 Date

Louisiana Complete Streets Advisory Council

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Matt Johns, AICP
*Rapides Area Planning
Commission*

Vice-Chairman

Lynn Maloney-Mujica, AICP
AARP

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