

COMPLETE STREETS PROGRESS REPORT FOR CALENDAR YEAR 2025

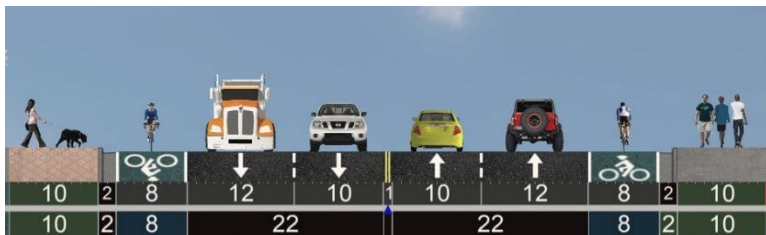


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WHAT IS A COMPLETE STREET?



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. Look for more at DOTD’s Complete Streets website

[https://dotd.la.gov/about/office-of-project-delivery/engineering/traffic-engineering/complete-streets/.](https://dotd.la.gov/about/office-of-project-delivery/engineering/traffic-engineering/complete-streets/)

The 2025 Louisiana Transportation Conference (LTC) was held on March 16-19, 2025 at the Raising Cane’s River Center in Baton Rouge. This year’s theme was **PATHWAYS TO PROGRESS: Shaping the Future of Transportation**. The conference was attended by professionals working in the transportation field in Louisiana and included DOTD, private industry, universities, as well as federal and local governments.

Topics relevant to Complete Streets included:

- ADA Transition Plan
- Safety Statistics and Project Development
- Policy Updates
- Complete Streets Updates



PERFORMANCE MEASURES FOR CALENDAR YEAR 2025

Goal #1: Complete Streets Inclusion in Policies, Specifications, and Project Delivery

The following Goal 1 section tables demonstrate how DOTD has updated Policies and Specifications related to Complete Streets. Additionally, there are tables summarizing new Complete Streets infrastructure that was let on projects during the last 3 calendar years.

Documentation and Guidance Updates		2023	2024	2025
Policy Updates	Count of policies added, removed, or revised for Complete Streets related aspects	0	0	0
Specification Updates	Count of specifications added, removed, or revised for Complete Streets related aspects	*	*	0
Standard Plans Updates	Count of standard plans added, removed, or revised for Complete Streets related aspects	*	*	3

* - These metrics are new and do not have a history from previous reports.

Standard Plan Number	Revision Date
TTC-00 (B) (02-07-2025)	2/7/2025
TTC-10 (02-07-2025)	2/7/2025
TTC-19 (02-07-2025)	2/7/2025

The full set of Standard Plans can be found on DOTD’s website at the following link:

<https://www.dotd.la.gov/about/office-of-project-delivery/engineering/publications-and-downloads/specifications-and-standards/standard-plans-and-special-details/>

Note: Many policies, specifications, and standard plans had significant revisions to coincide with publication of the 2026 Standard Specifications for Roads and Bridges. Because these were approved with an effective date in January 2026, they will be included in next year’s Complete Streets report.

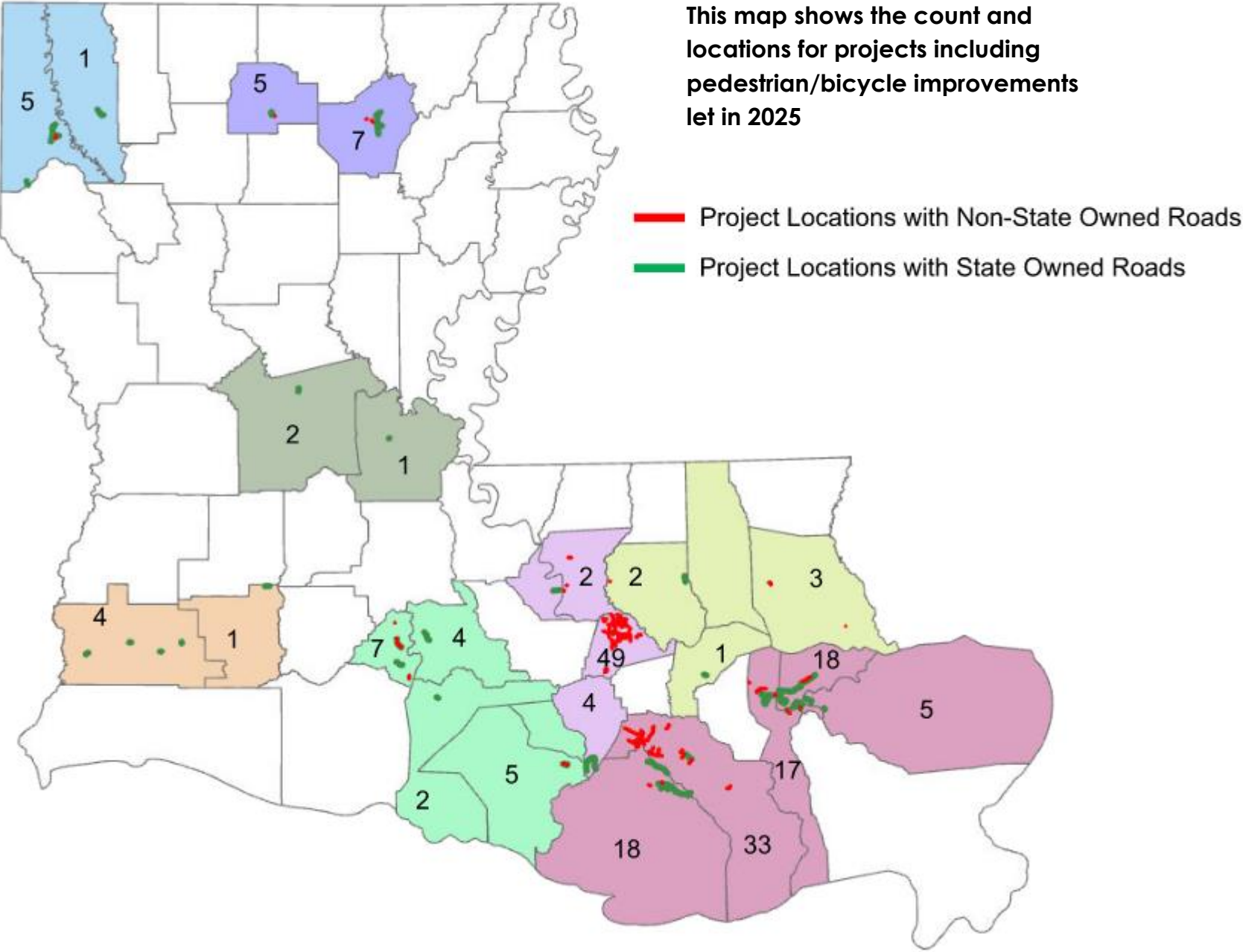


Work Included in Project Lettings		2023	2024	2025
Type and quantity of improvements included in projects let during the calendar year	Miles of sidewalk	19.57	17.96	17.23
	Miles of bikeway	1.95	0.31	1.00
	Miles of multi-use path	0.46	1.37	4.40
	Curb ramps	1034	707	1344
	Detectable warning surface retrofit	22	209	11
	Pedestrian crossing pavement markings	26	10	10
	Bicycle pavement markings	73	30	183
	Shared lane pavement markings	18	256	37
	School crossing pavement markings	0	7	2
	LED pedestrian countdown signal heads	92	464	116
	Pedestrian push buttons	26	251	5
	2-wire accessible pedestrian pushbutton detectors	88	232	113
	Rectangular rapid flashing beacons	0	11	17
	Pedestrian bridges	1	0	2
Improvements by Roadway Classification		2023	2024	2025
Type and number of roadways where improvements are made	Rural Principal Arterial	2	3	0
	Rural Minor Arterial	2	7	1
	Rural Major Collector	2	6	3
	Rural Minor Collector	3	3	2
	Rural Local	0	3	0
	Urban Principal Arterial	16	18	32
	Urban Minor Arterial	16	13	24
	Urban Collector	6	5	13
	Urban Local	0	1	0
	Locally owned (non-state) routes	59	70	36

Work in Areas on the 2012 ADA Transition Plan		2023	2024	2025
Projects That Include Areas Identified on the ADA Transition Plan		*	*	36
Type and Quantity of Improvements on These Projects	Miles of sidewalk	*	*	5.57
	Miles of bikeway	*	*	0.47
	Miles of multi-use path	*	*	3.01
	Curb ramps	*	*	767
	Detectable warning surface retrofit	*	*	1
	Pedestrian crossing pavement markings	*	*	9
	Bicycle pavement markings	*	*	22
	Shared lane pavement markings	*	*	37
	School crossing pavement markings	*	*	0
	LED pedestrian countdown signal heads	*	*	42
	Pedestrian push buttons	*	*	0
	2-wire accessible pedestrian pushbutton detectors	*	*	41
	Rectangular rapid flashing beacons	*	*	3
	Pedestrian bridges	*	*	1

* - These metrics are new and do not have a history from previous reports.

This map shows the count and locations for projects including pedestrian/bicycle improvements let in 2025

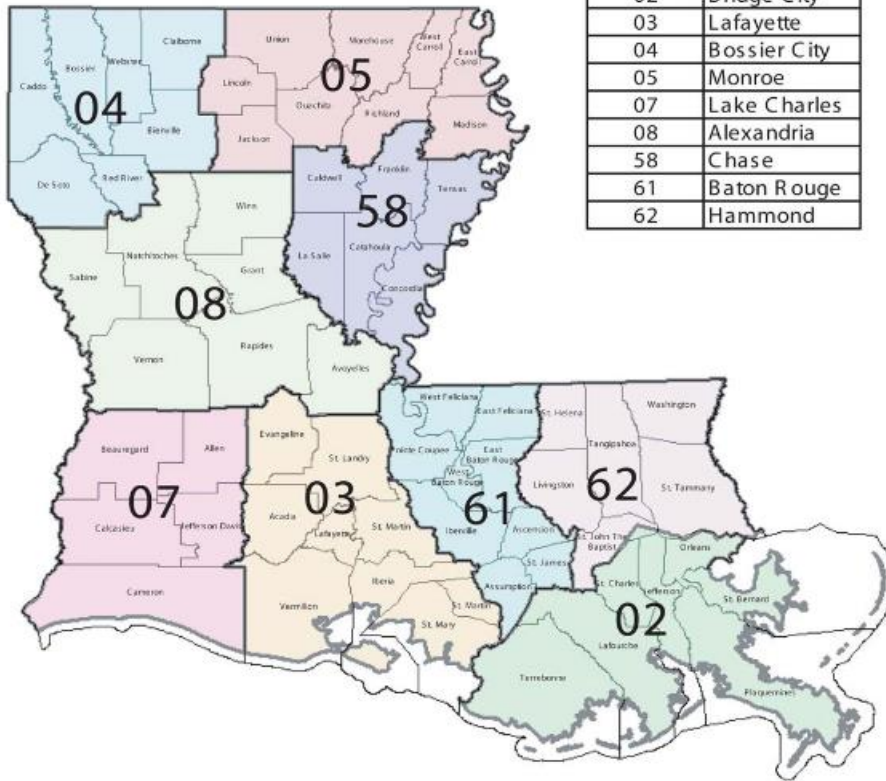


Goal #2: Improving Safety and Increasing the Amount of Complete Streets Facilities on State Highways

The following Goal 2 section graphs and tables demonstrate the current Safety Performance related to Complete Streets. Additionally, the tables provide information on the amount of State Highways that are Complete Streets.

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



District 02 – Bridge City: Southeast parishes, including the New Orleans metropolitan area

District 03 – Lafayette: South central parishes around the Lafayette area

District 04 – Bossier City: Northwest parishes around the Shreveport area

District 05 – Monroe: Northeast and north central parishes around the Monroe and Ruston areas

District 07 – Lake Charles: Southwest parishes around the Lake Charles area

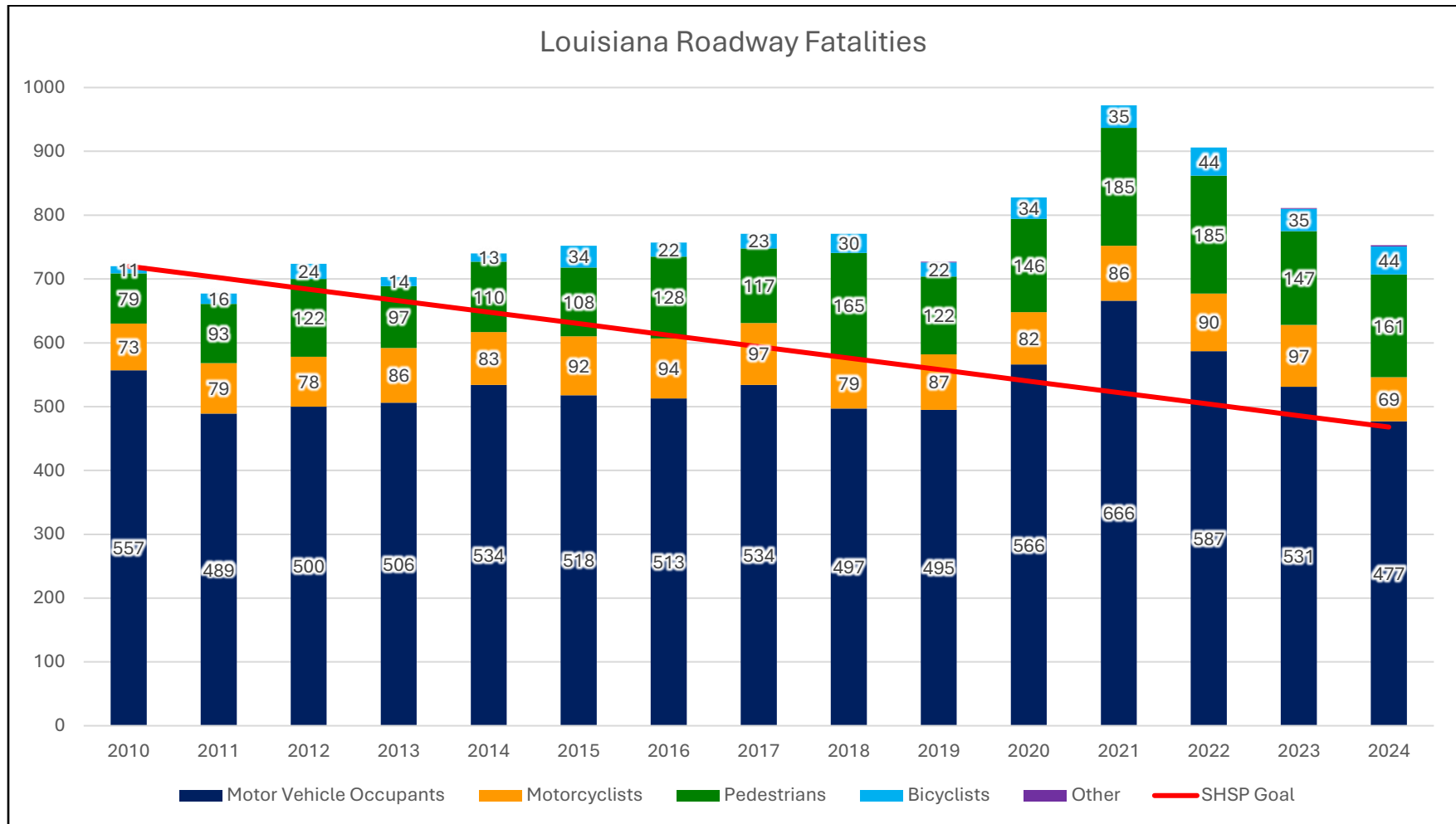
District 08 – Alexandria: Central parishes around the Alexandria area

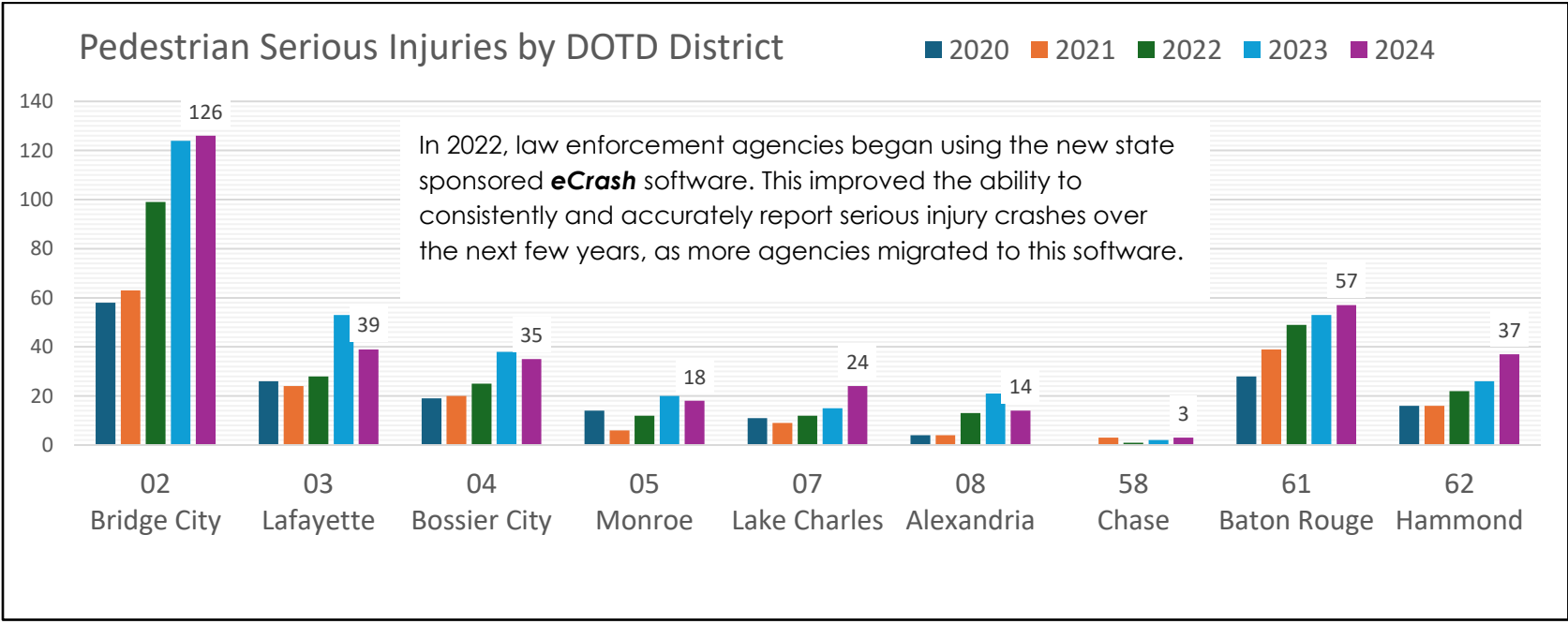
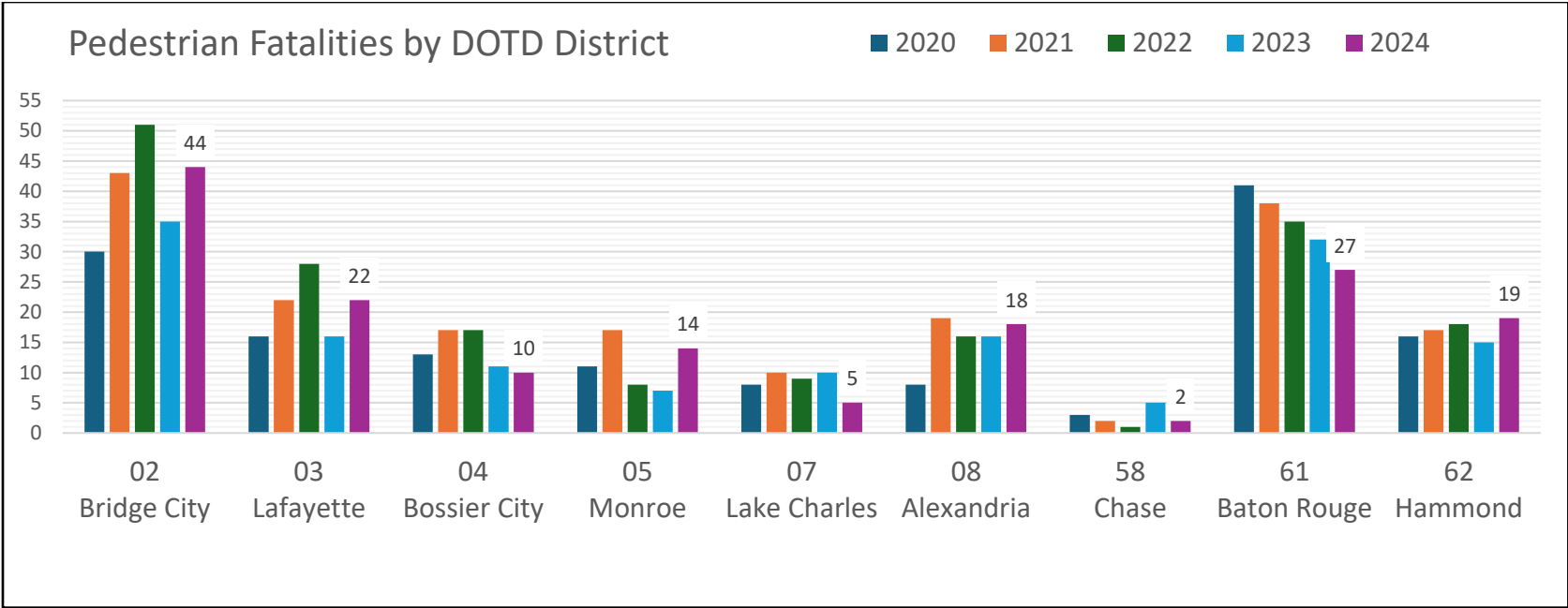
District 58 – Chase: East central parishes

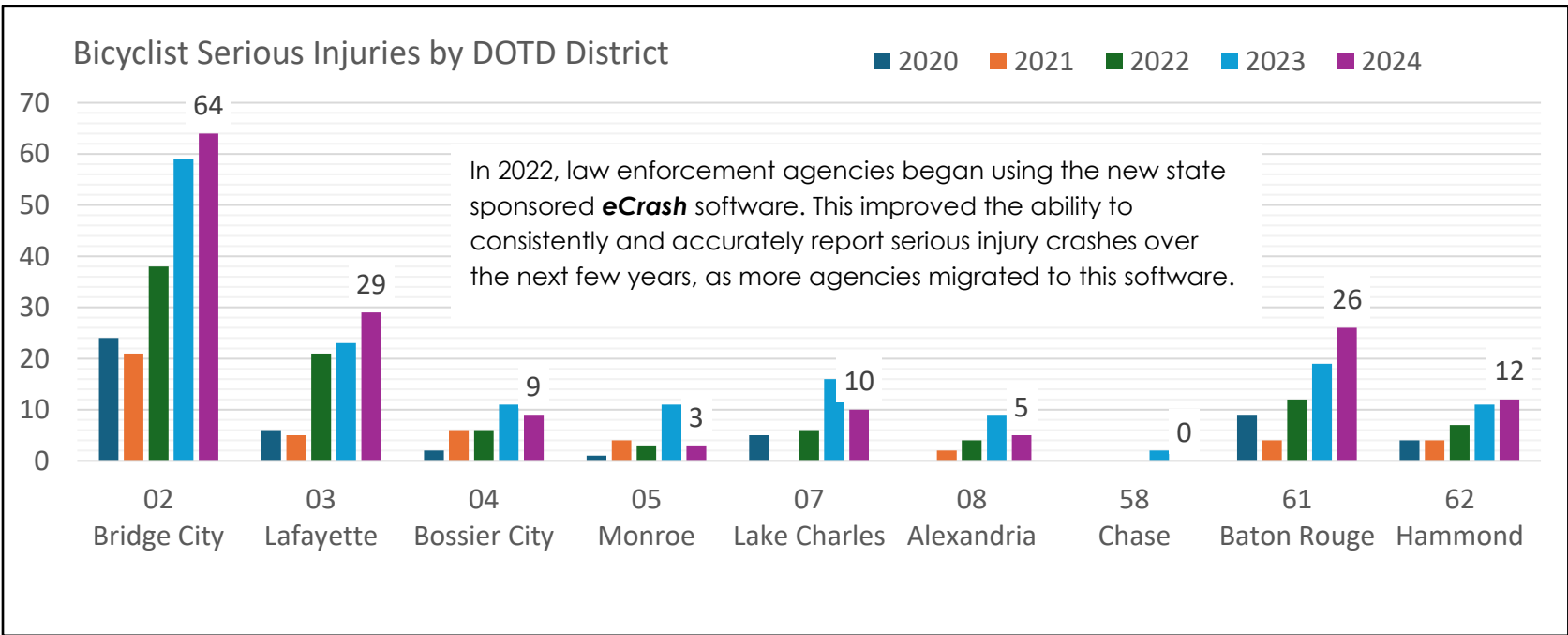
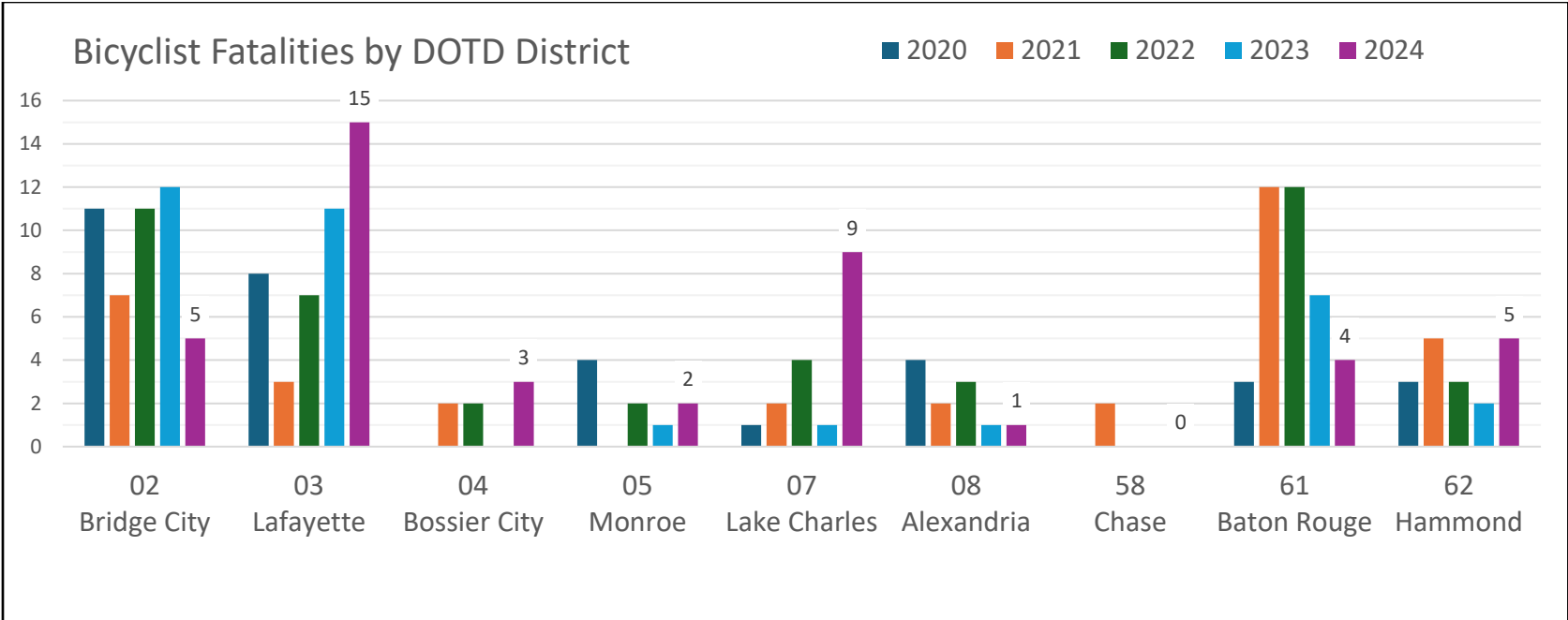
District 61 – Baton Rouge: Capital region parishes

District 62 – Hammond: Eastern parishes around Hammond and the Northshore area

The following graph shows total roadway fatalities in Louisiana, with an overlay of the Strategic Highway Safety Plan goal of a 50% reduction of 2010 values by the year 2030.







The following table is derived from a 2023 contracted analysis of sidewalks and bikeways which included location-based information tied to our roadway network. This location-based analysis allowed DOTD to identify road segments where both sidewalks and bikeways were present, as per our Complete Streets Policy. Following the table are independent entries showing miles of US & state highways with sidewalks and miles with bikeways. These entries also include an estimation of new sidewalk and bikeway lengths added by projects in the following years. The estimation is based on project work items and does not include location-based details.

State Highway Mileage Breakdown related to Complete Streets Policy		
Total State Route Mileage	16,451.721	Percentage
Freeways & Interstate (exempt)	1,074.527	6.53%
Policy met by having both sidewalks and bikeways	23.422	0.14%
Policy met by 4'+ paved shoulders that can be used by pedestrians and bicycles	3,775.316	22.95%
Policy met because low traffic volume (AADT <1000) allows pedestrians and bicycles to share the vehicular travel lane	4,795.617	29.15%
Remaining (not "Complete" per DOTD Minimum Design Guidelines)	6,782.840	41.23%

	2023 Contract Analysis	Percentage	2024	2025
Miles of state highways that include sidewalks	629.623	3.83%	+17.96	+17.23
Miles of state highways that include bikeways	202.744	1.23%	+0.31	+1.00

As part of the 2023 detailed analysis, we were also able to begin tracking signalized intersections within Urban Areas and Urban Clusters, and which of those include pedestrian equipment. The 2020 Census defined Urban Area as those areas with at least 5,000 residents or 2,000 housing units. Urban Cluster is an older census definition that included small town areas with populations between 2,500 to 5,000.

	Urban Areas		Urban Clusters	
Total number of traffic signals	2,509		81	
Signals with pedestrian equipment	462	18.41%	7	8.64%



Goal #3: Improving Complete Streets Education and Involvement

The following Goal 3 section provides information related to statewide education and involvement. Calendar year 2025 saw a number of conferences, workshops, and training opportunities geared toward Complete Streets.

1. **2025 Louisiana Transportation Conference** – This conference was attended by more than 1,500 people and included 7 sessions focused on Complete Streets topics.
2. **Road Safety 365** – This class was presented by our partners at Louisiana Local Technical Assistance Program (LTAP) and focused on incorporating safety into local and rural road activities. The class was presented at four separate locations as shown below.
 - a. **Mandeville** – September 16, 2025
 - b. **Minden** – September 18, 2025
 - c. **Lafayette** – September 23, 2025
 - d. **Baton Rouge** – September 30, 2025
3. **Temporary Traffic Control for Local Agencies** – Another LTAP course with a focus on temporary traffic control, including road user safety considerations. This class was presented at seven locations as shown below.
 - a. **Minden** – October 29, 2025
 - b. **West Monroe** – October 30, 2025
 - c. **Baton Rouge** – November 4, 2025
 - d. **Lake Charles** – November 6, 2025
 - e. **Gretna** – November 13, 2025
 - f. **Alexandria** – December 9, 2025
 - g. **Mandeville** – December 11, 2025
4. **Basics of Work Zone Safety with Basic Flagger Mini-workshop** – LTAP course provided by request, included in Complete Streets reporting because they discuss safety needs of all road users as part of the class. This course was conducted ten times in 2025 as shown below.
 - a. **Baton Rouge** – February 26, 2025
 - b. **Baton Rouge** – February 27, 2025
 - c. **Lafayette** – March 26, 2025
 - d. **Lafayette** – March 27, 2025
 - e. **Lake Charles** – April 22, 2025
 - f. **Gonzales** – September 16, 2025
 - g. **Bossier City** – September 17, 2025
 - h. **Youngsville** – October 1, 2025
 - i. **Baton Rouge** – October 14, 2025
 - j. **Gonzales** – October 15, 2025

Complete Streets Master Plans

DOTD has a webpage linking to the published master plans that have previously been shared with us. With the help of the Complete Streets Advisory Council, we are working to expand this list to include any other communities across the state who have published master plans that we can link to. Any of these communities can reach out to us at TrafficEngineering@la.gov with a link to their document. The DOTD webpage for master plans can be found at this link:

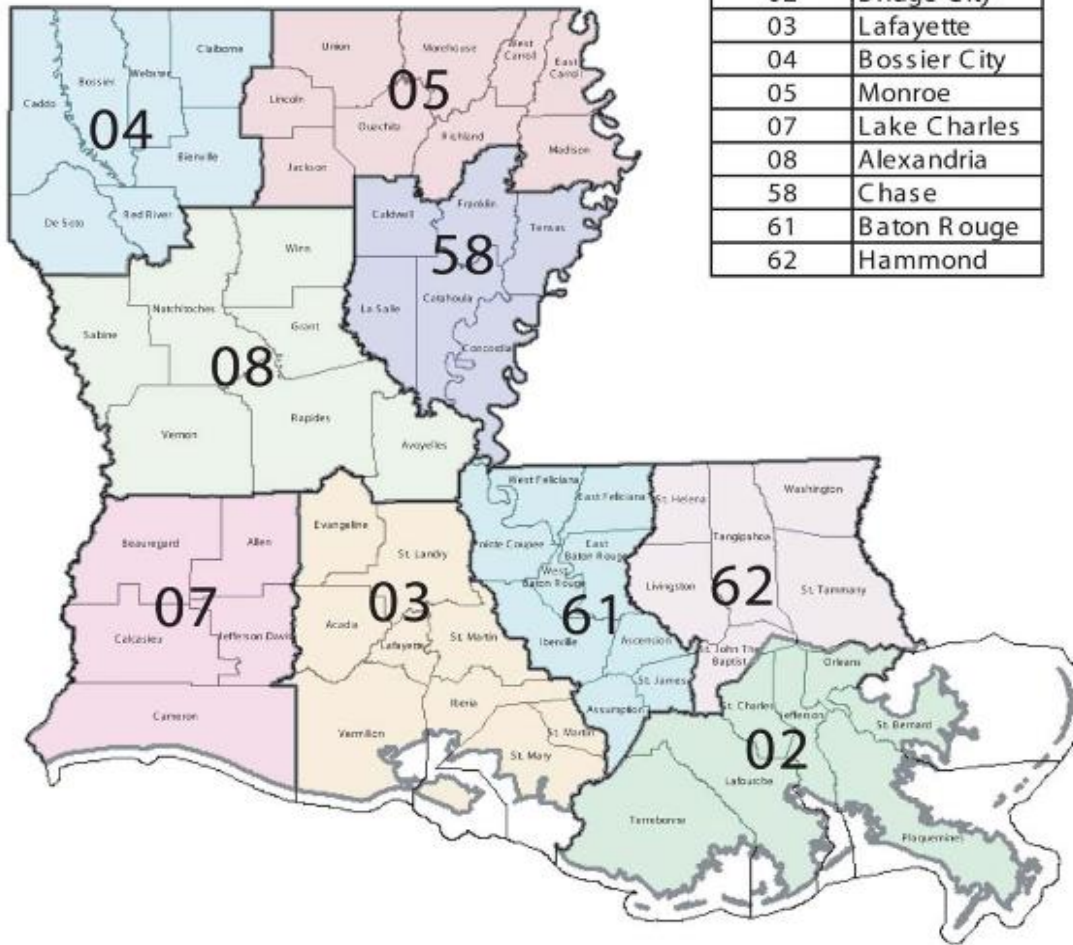
<https://www.dotd.la.gov/about/office-of-project-delivery/engineering/traffic-engineering/complete-streets/master-plans-and-policies/>



LA DOTD District Demographics

DOTD Districts

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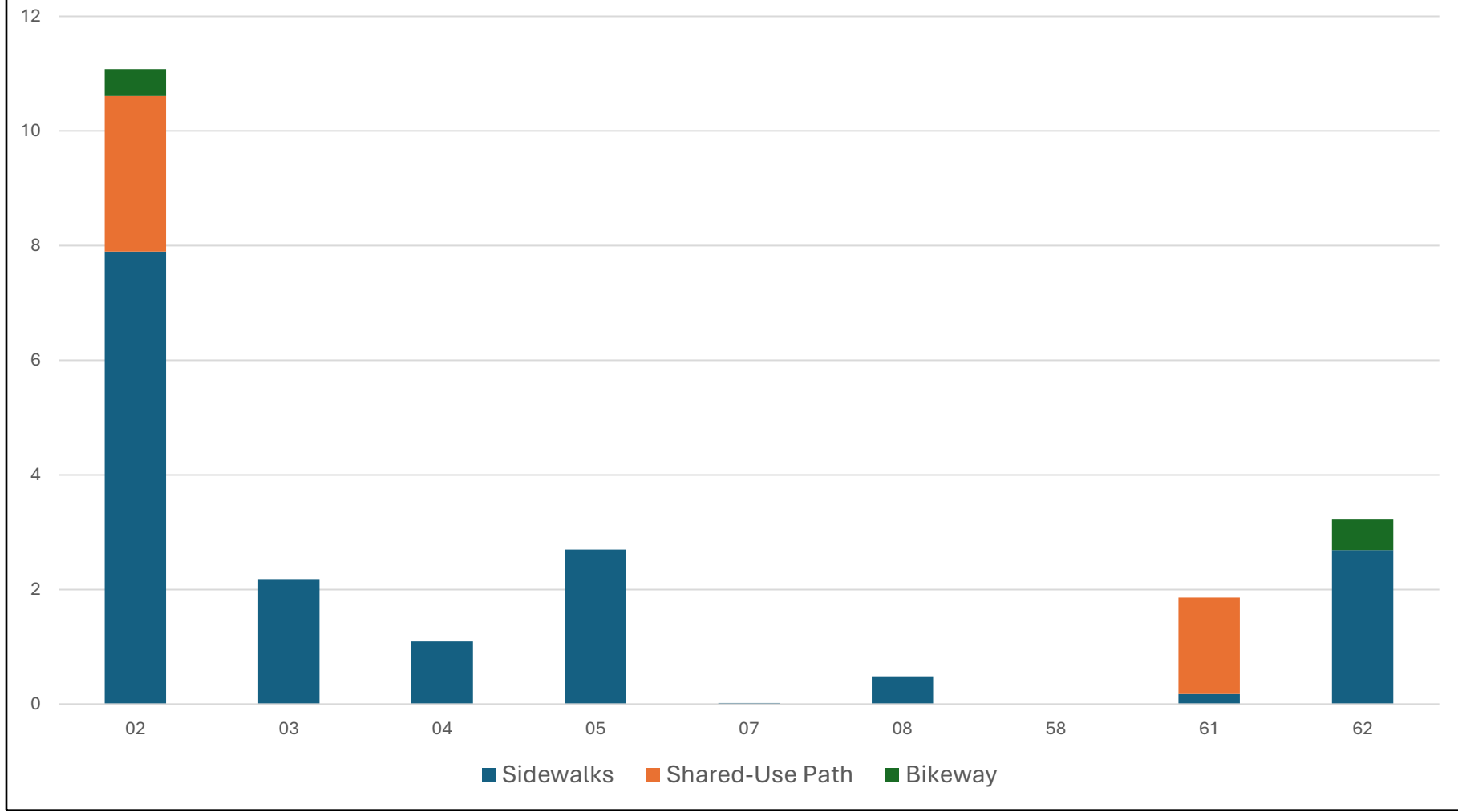
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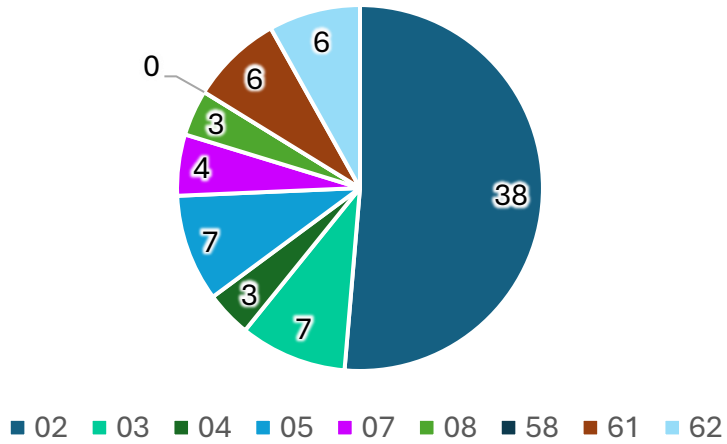
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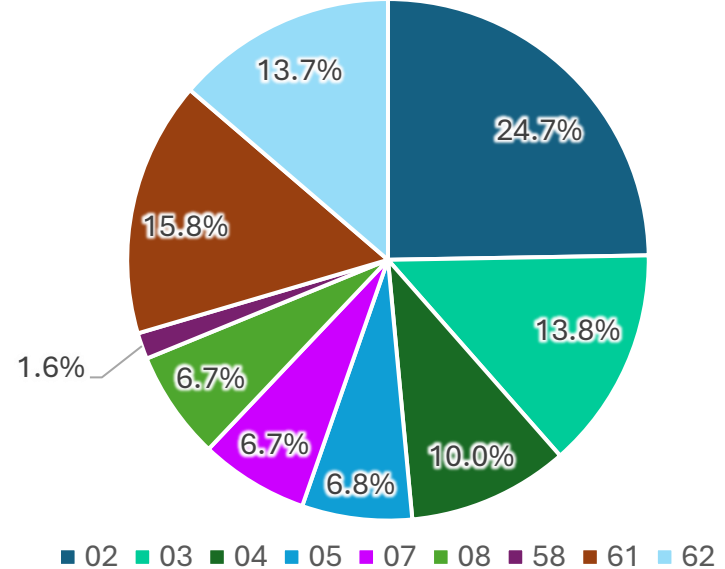
Sidewalks, Bikeways, & Multi-Use Paths by
DOTD District, let in 2025 (miles)



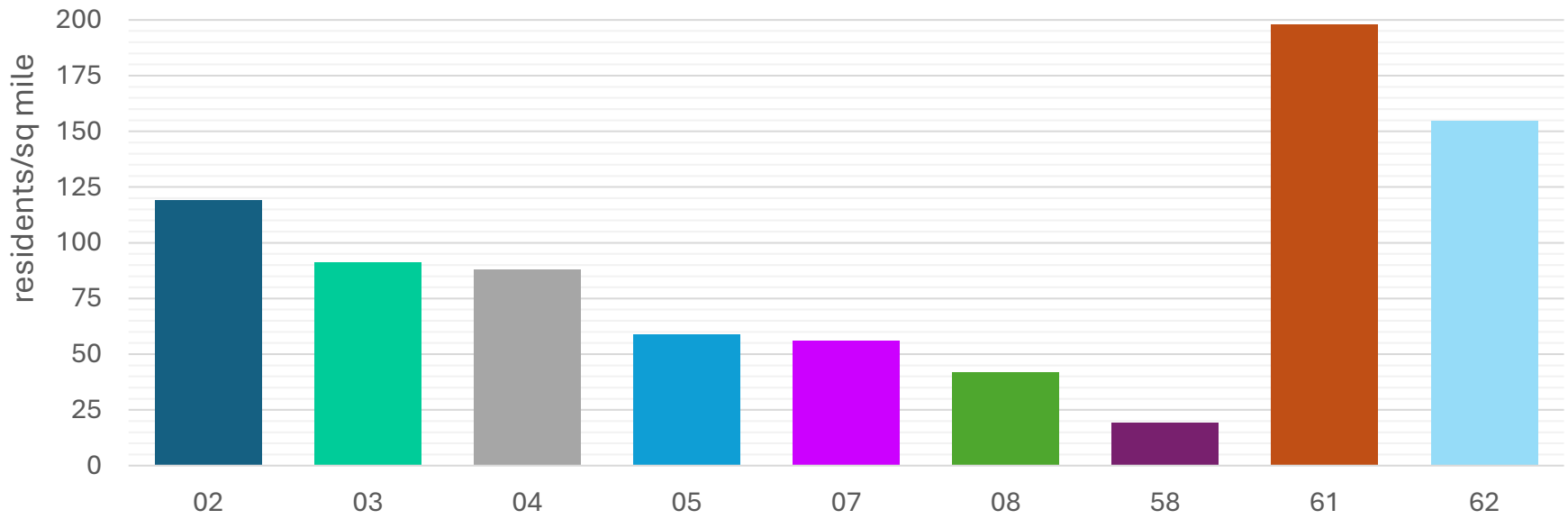
Number of Projects with Complete Streets Components by DOTD District, 2025



% 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 February 26, 2026, LADOTD presented the 2026 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 2/25/2026 | 1:13 PM CST
Alan Krouse, Chairman Date

DocuSigned by: Lynn Maloney-Mujica 2/25/2026 | 11:22 AM PST
Lynn Maloney-Mujica, Vice-Chairman Date

Louisiana Complete Streets Advisory Council

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