

2024 COMPLETE STREETS UPDATE



2023 Louisiana Transportation Conference



Notable Presentations:

- Trends, Targets, and Tools for Safety Planning
- Compliance Programs—including ADA/Title VI Program and demonstrations from ADA community members
- Innovative Safety Design for All Users
- Complete Streets at DOTD

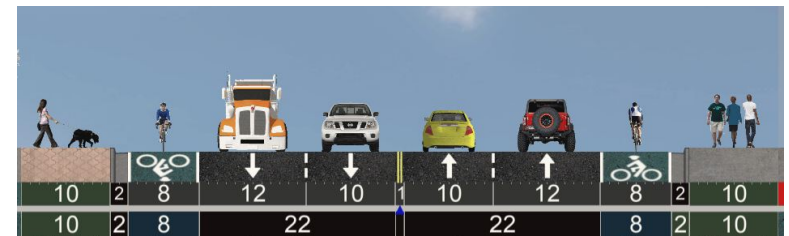
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WHAT IS A COMPLETE STREET?



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 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
Houma/Thibodeaux Bicycle & Pedestrian Master Plan
Jefferson Parish Bicycle Master Plan
Lake Charles City Bike & Pedestrian Master Plan
Lake Charles MPO Bike & Pedestrian Master Plan
Madisonville Pedestrian & Bicycle Master Plan
Mandeville Pedestrian & Bicycle 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

DEVELOPMENT OF STATEWIDE DESIGN GUIDELINES FOR IMPROVING PEDESTRIAN SAFETY ON HIGH-SPEED ARTERIALS IN LOUISIANA

This study aims to develop a statewide guideline for enhancing pedestrian safety on high-speed arterials in Louisiana, recommend which pedestrian facilities or countermeasures will be appropriate to improve pedestrian safety for various roadway characteristics, and make a proposal to modify, as necessary, Department of Transportation and Development's (DOTD) complete streets policy and relevant Engineering Directives and Standards Manuals (EDSMs).

STATEWIDE NON-MOTORIZED TRAFFIC MONITORING STUDY

DOTD has funded several research activities in the last five years to better understand the increasing walking and biking activities in the state. A recent FHWA report identified "improve data collection and analysis to advance safety for all users" as one of the five opportunities to advance Complete Streets' efforts. To further this effort, there are a few critical problems in the existing practice to be solved: (1) consolidating non-motorized traffic data collected by public agencies to reduce overlapping work, (2) rotating temporary counters in considering multi-agency collaborations, and (3) investigating the role of new technologies and data products in non-motorized traffic counting.

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. States must adopt this new edition of the MUTCD within two years of the final ruling.

2023 COMPLETE STREETS PERFORMANCE MEASURE REPORT

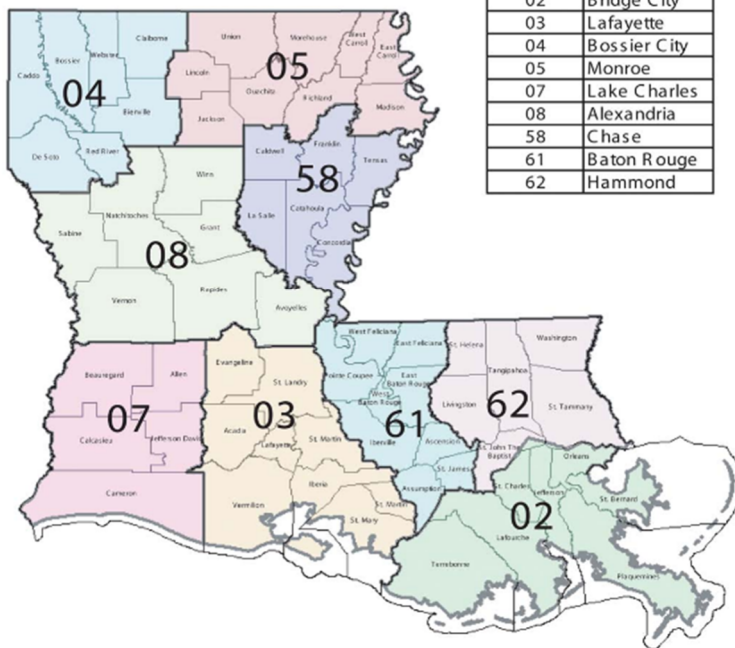
Goal #1: Safely and efficiently accommodate all road users (motorists and non-motorists such as, but not limited to, pedestrians, transit users, and bicyclists of all ages and abilities).

Objective	Performance Measure	Measure	2021	2022	2023
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	2 - SRTPPP Application SRTPPP Manual	0	0
	# and type of trainings conducted on Complete Streets policy	Count & characterization of 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	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
	# of DOTD staff trained on implementation of Complete Streets policy	Count	359	981*	400
	# of consultants trained on implementation of Complete Streets policy	Count	39	352*	152
	# of pedestrian fatalities	Count, 2022 data	146	185	183
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, 2022 data	176	185	261
	# of bicyclist fatalities	Count, 2022 data	34	35	44
	# of bicyclist serious injuries	Count, 2022 data	52	46	97

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

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 2023	1 Urban Principal Arterial	1 Urban Principal Arterial, 5 Local Roads	1 Urban Principal Arterial
	# and type of improvements that are implemented	Count, projects let in 2023	0.62 Miles of Multi-Use Path	6.458 Miles of Bike Lane	1.036 Miles of Bike Lane
	# of DOTD staff trained on Statewide Bicycle Planning Tool	Count	110	414*	101
	# of consultants trained on Statewide Bicycle Planning Tool	Count	22	185*	39
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 2023 that included improvements at locations listed on the transition plan	25	33	25
	# of problems/deficiencies in design corrected	Count, deficiencies corrected by projects let in 2023	1,770	2,767	4,237

DOTD Districts

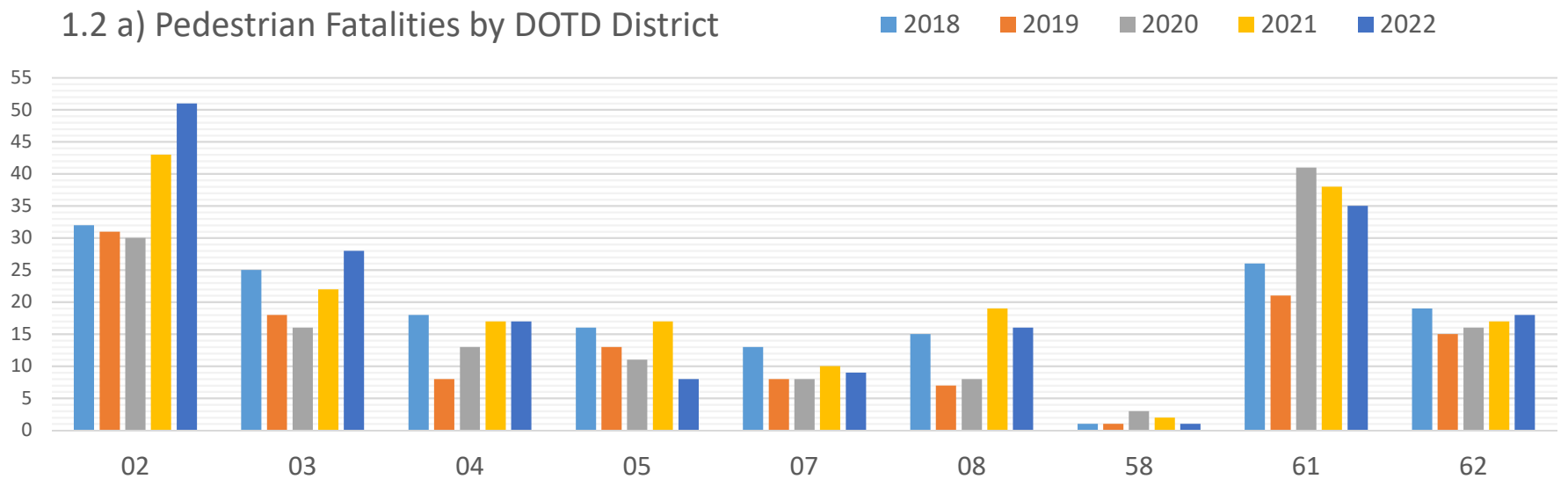


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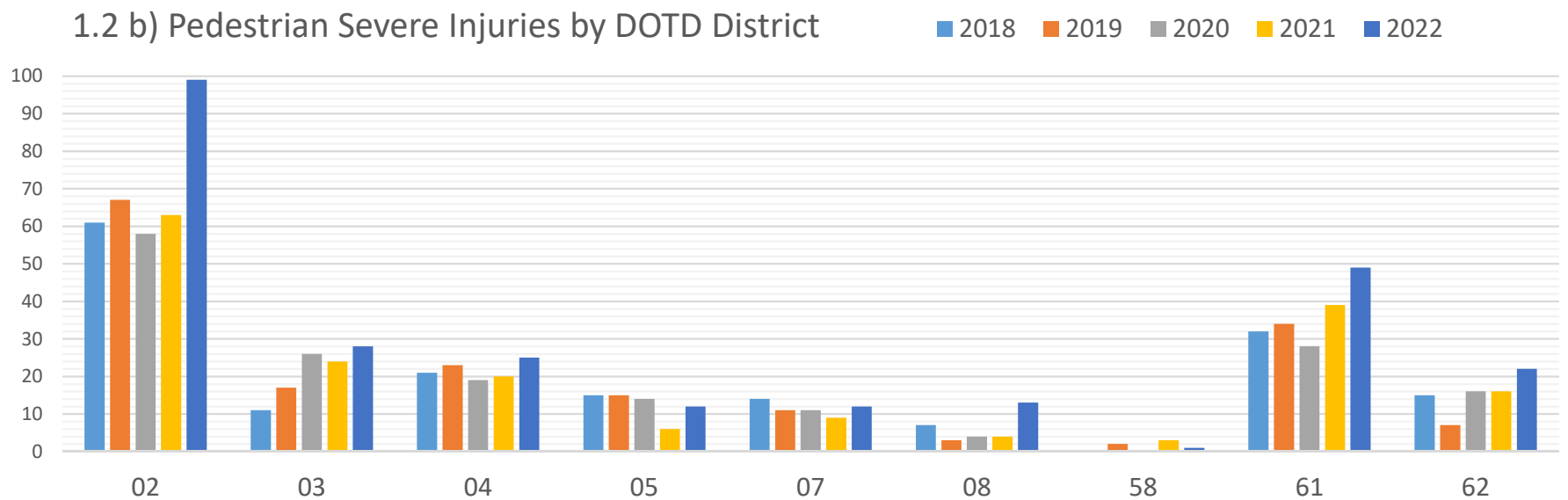
NEW CRASH REPORTING SOFTWARE

In 2022, serious injuries increased by the largest margin in a single year – a 50% increase compared to 2021. This can be attributed to the deployment of 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.

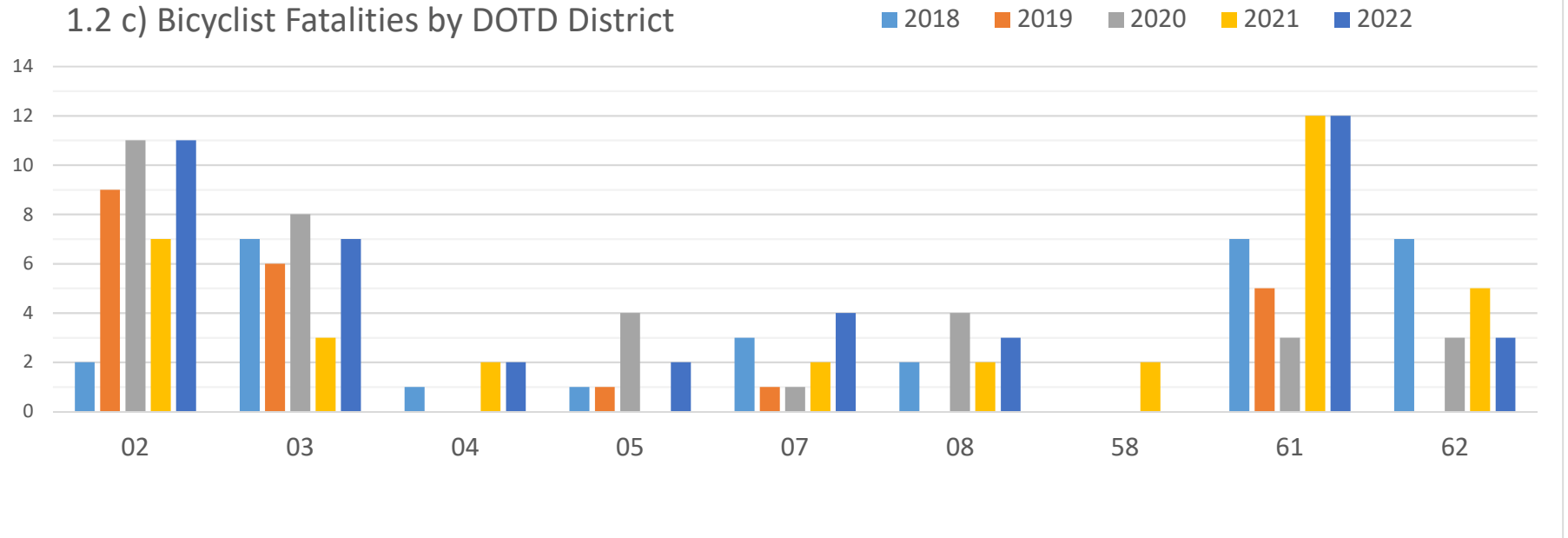
1.2 a) Pedestrian Fatalities by DOTD District



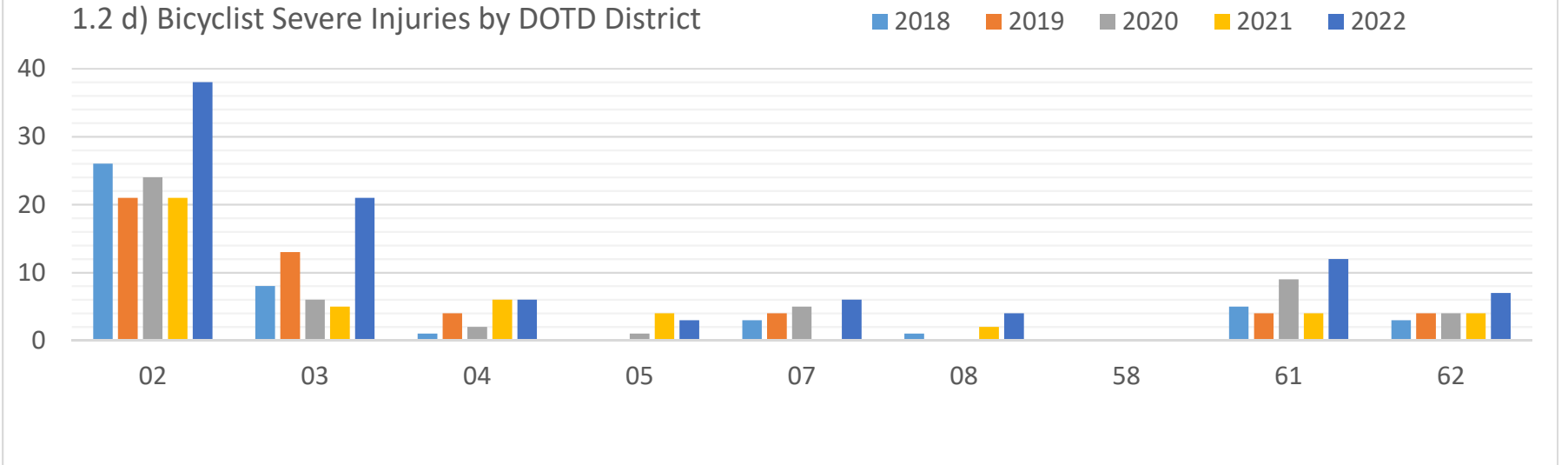
1.2 b) Pedestrian Severe Injuries by DOTD District



1.2 c) Bicyclist Fatalities by DOTD District



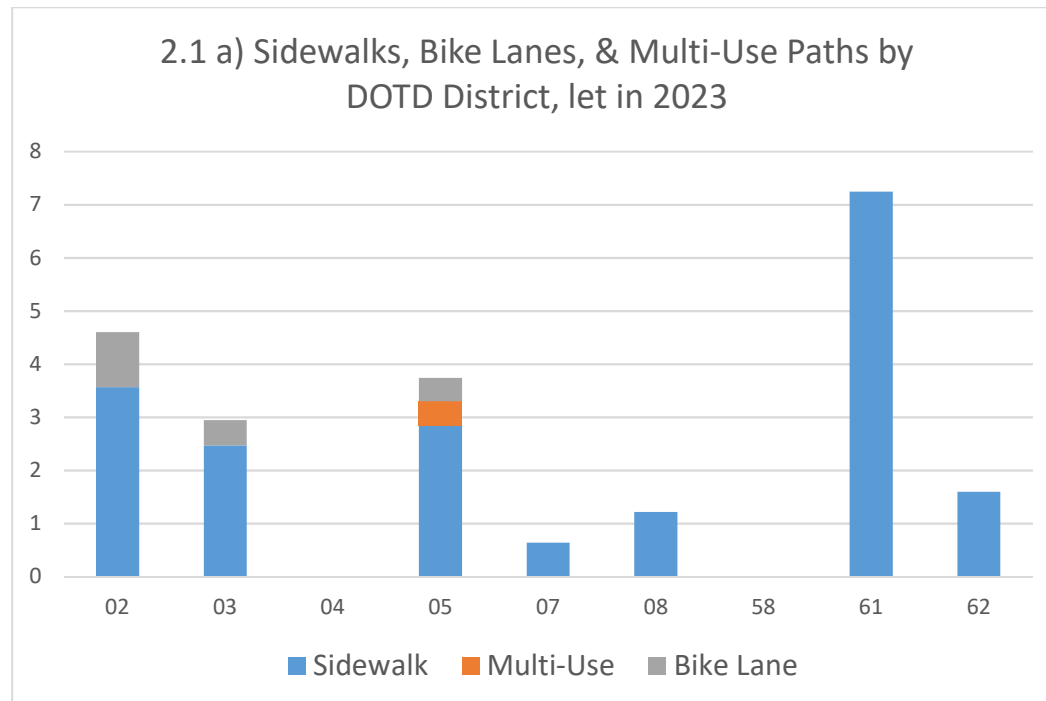
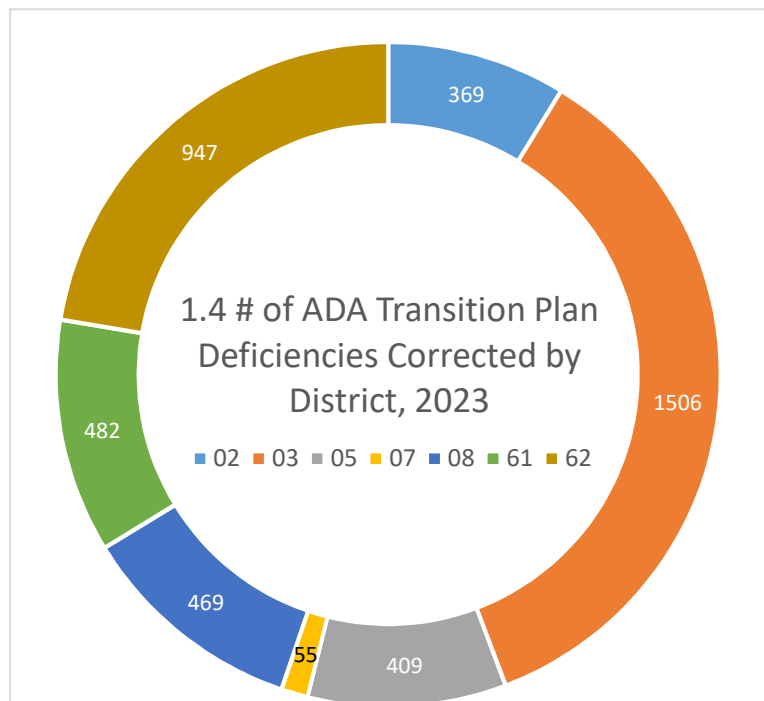
1.2 d) Bicyclist Severe Injuries by DOTD District



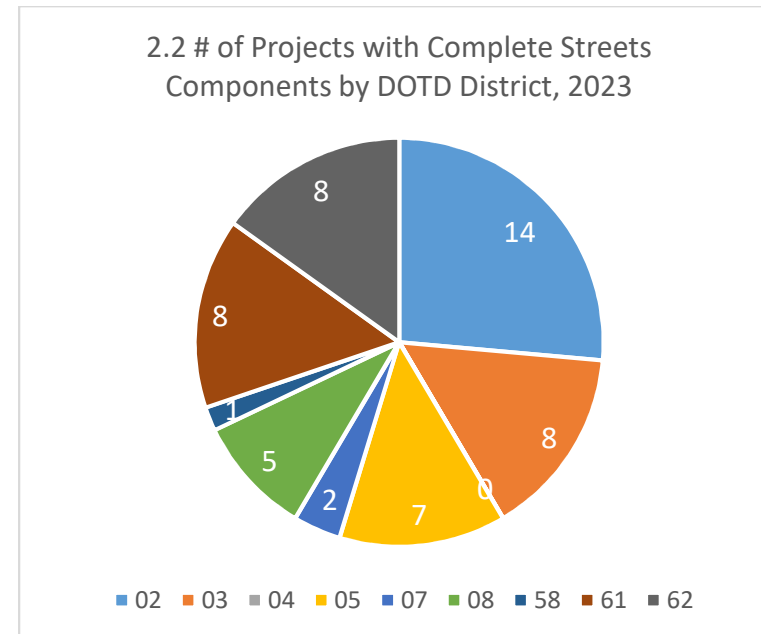
Goal #2: Create a network that balances integration of context sensitivity, access and mobility for all road users.

Objective	Performance Measure	Measure	2021	2022	2023
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 2023, includes local road projects	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	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
	# and type of roadways where improvements are made	Count & characterize, projects let in 2023	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	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 Major Collector 2 Rural Minor Arterial 3 Rural Minor Collector 2 Urban Interstate 1 Rural Freeway 16 Urban Principal Arterial 16 Urban Minor Arterial 6 Urban Major Collector 59 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	6,973	5947.4	6,714.42
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 2023, includes local road projects	52	67	53

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



2.1 c) Condition of State Route	# of miles
Freeways & interstates	1,104
AADT<1000 vpd	4,952
Bike lanes, sidewalks + transit	65.68
Roadways w/4'+ shoulders (AADT ≥ 1000 vpd, excl. freeway&interstate)	3,626.4
NOT "Complete" (per DOTD Minimum Design Guidelines)	6,714.42
Total State Public Road Mileage (2023)	16,462.5



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

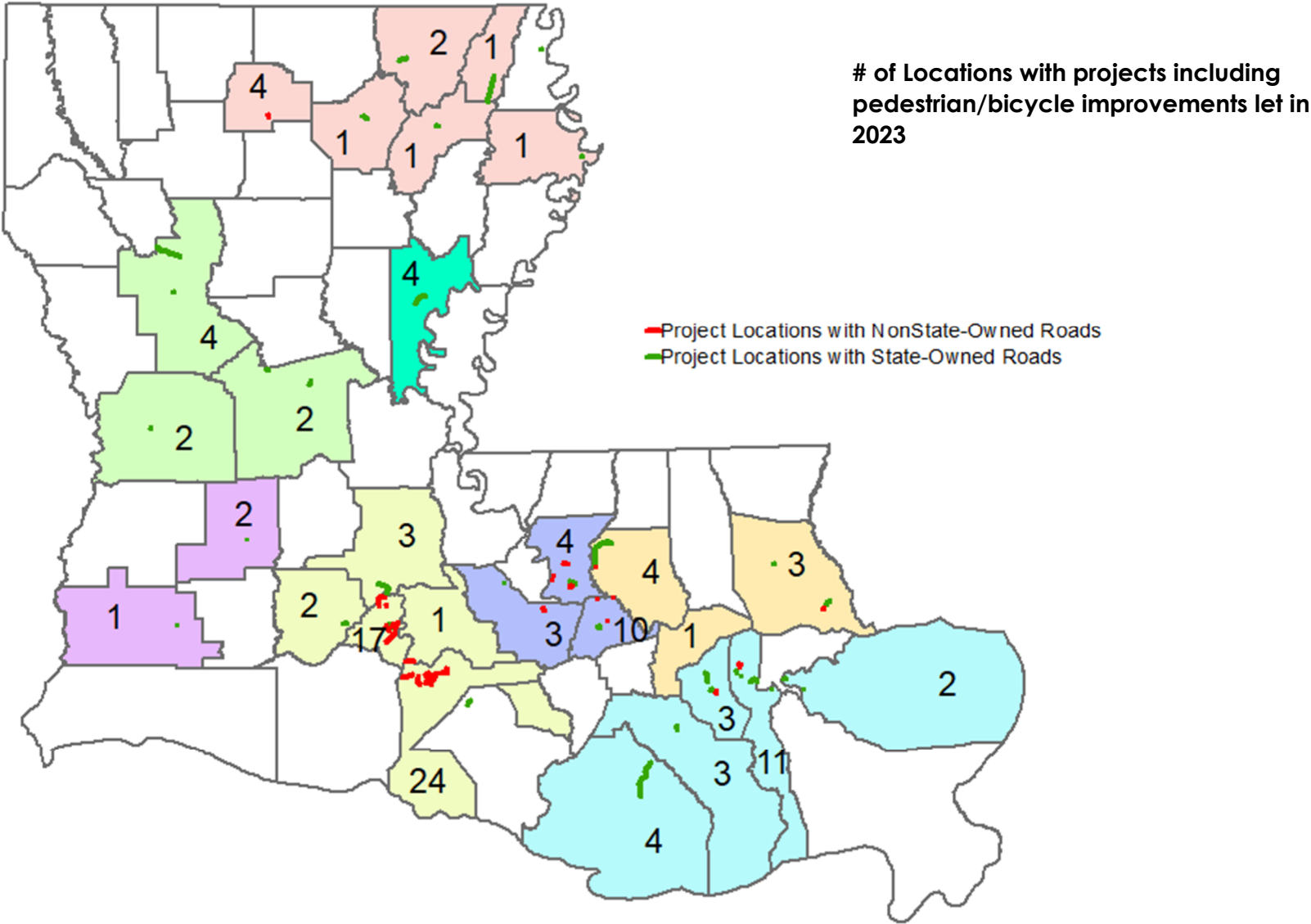
Objective	Performance Measure	Measure	2021	2022	2023
3.1 On a continual basis, increase the # of Complete Streets policies &/or plans in local jurisdictions (urban areas w/ pop. in excess of 5,000) & MPOs to increase, improve, & connect the network.	# of local jurisdictions with a Complete Streets policy and/or plan	Count of local jurisdictions	16	19	26
	# of MPOs with a Complete Streets policy and/or plan	Count of MPOs	6	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	65	134	360
	# of presentations made on developing and implementing a Complete Streets policy or plan	Count	4	5	16



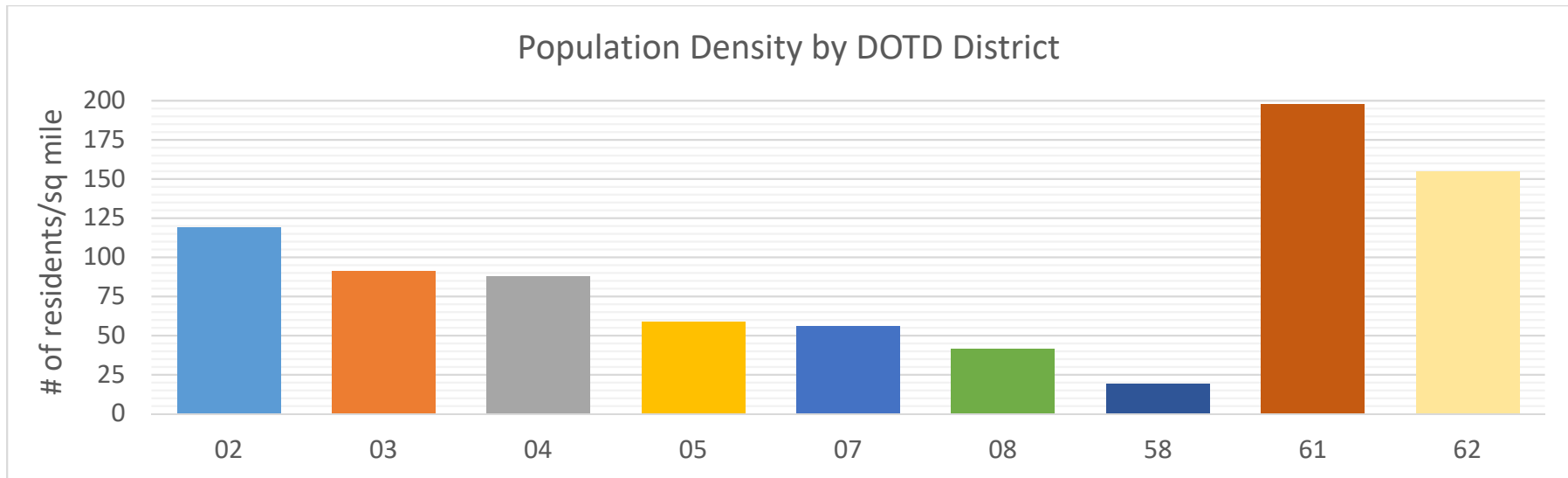
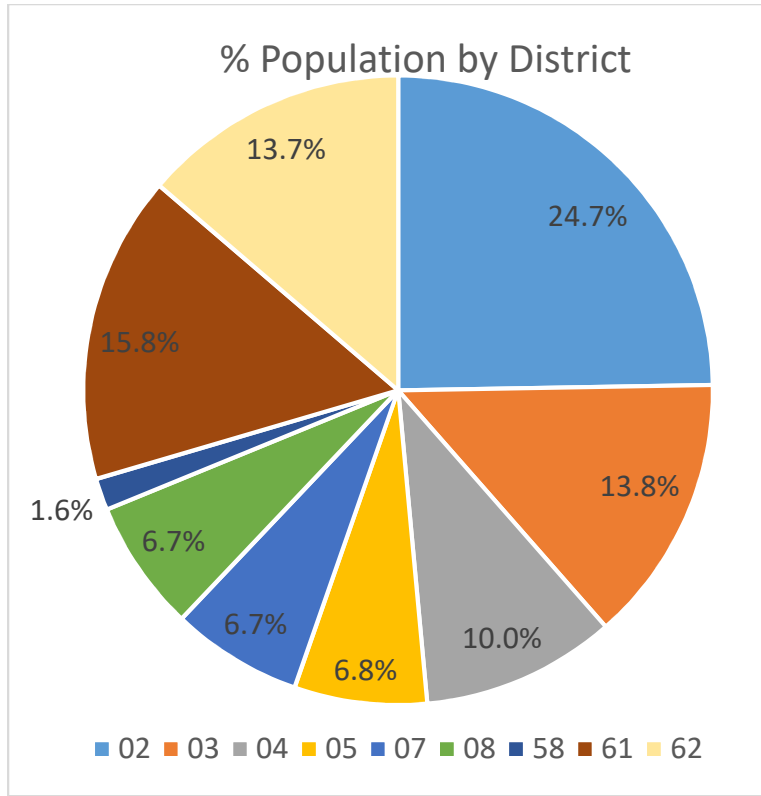
Sidewalk Audit in Ferriday, LA

(Photos courtesy of Justin Lemoine, Atchafalaya National Heritage Area.)

2.1 Performance Measures Breakdown by DOTD District, 2023



Sidewalk Audit in Baldwin, LA (Photo courtesy of Ruthie Losavio, LSU AgCenter.)



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 15, 2024, the LADOTD presented the 2023 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.

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Alan Krouse, Chairman 2/15/2024
Date

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Lynn Maloney-Mujica, Vice-Chairman 2/20/2024
Date

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Complete Streets
Advisory Council

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