

# 2019 COMPLETE STREETS UPDATE



## MOVING FROM POLICY TO PRACTICE

In 2018, DOTD focused on developing a strategic Complete Streets Implementation Action Plan to align future efforts & establish a clear path towards creating a sustainable, multimodal transportation network. This 3 year action plan proposes focused efforts in data, infrastructure, training, research, guidance & outreach.

## DEPARTMENT-WIDE TRAINING



A snapshot from "DOTD BP Complete Streets Part 1", DOTD's mandatory Complete Streets policy training that rolled out in 2018 and has been viewed over 1,200 times.

## ATTACHMENTS

- Performance Measure Report... 3
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- Louisiana MPO Complete Streets Survey... 10
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## RESEARCH

### Non-motorized User Crash Assessment

An in-depth analysis of statewide bicycle and pedestrian fatalities kicked-off in 2018. Results expected in late 2019

### Pedestrian Crossings on High-Speed Urban Arterials

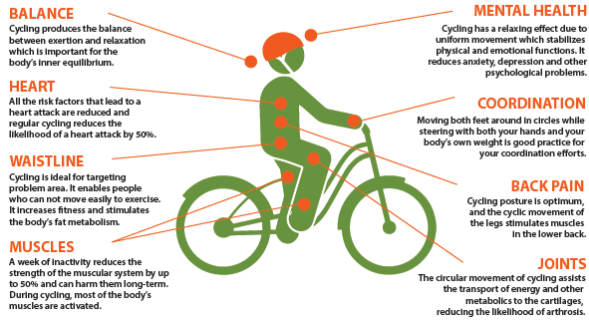
Project Research Committee has completed a literature review available on LTRC's website.

### Evaluation of Pedestrian Counting Equipment

Two studies analyzing pedestrian & bicycle counting devices have been initiated by LTRC. Devices will be placed in various parts of the state to collect counts.

# LOCAL BICYCLE & PEDESTRIAN PLANS

## BENEFITS OF CYCLING



**Alexandria/Pineville** Metropolitan Area Bicycle & Ped Plan

**Baker** Bicycle & Pedestrian Plan \*in progress\*

**Baton Rouge** Bicycle & Pedestrian Master + Safety Action Plan \*in progress\*

**Bayou Lafourche** Multi-use Trail Plan

**Bossier City** Comprehensive Plan

**Denham Springs** Bicycle & Pedestrian Plan \*in progress\*

**Hammond** Bicycle Master Plan

**Jefferson Parish** Master Bicycle Plan

**Lake Charles** Bike & Pedestrian Master Plan

**Natchitoches** Bike and Pedestrian Plan \*in progress\*

**New Orleans** Bicycle & Pedestrian Safety Action Plan

**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\*



*CNO and BikeEasy launched Connect the Crescent, a network of protected bike lanes, in New Orleans Sept 2018 to coincide with the Walk/Bike/Places conference.*

## SAFE ROUTES TO PUBLIC PLACES

2018 Call for Projects solicited 38 applications from local entities. 11 projects are being studied in feasibility.

## OUTREACH

DOTD Staff sent a Complete Streets Survey to all Louisiana MPO Directors in December 2018 to gauge interest and learn how to better accommodate our local partners. See page 10 for a summarized list of responses.



## 2019 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
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	<b>8</b>	<b>3 Deleted EDSMs</b>
	# and type of trainings conducted on Complete Streets policy	Count and characterize training	<b>8</b>	<b>4- LTC 2018, GICD Summit, Board of Regents, DOTD CBT for new and Existing Employees</b>
	# of DOTD staff trained on implementation of Complete Streets policy	Count	<b>44</b>	<b>1,289</b>
	# of consultants trained on implementation of Complete Streets policy	Count	<b>31</b>	<b>21</b>
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, 2017 data	<b>127</b>	<b>117</b>
	# of pedestrian severe injuries	Count, 2017 data	<b>154</b>	<b>160</b>
	# of bicyclist fatalities	Count, 2017 data	<b>21</b>	<b>23</b>
	# of bicyclist severe injuries	Count, 2017 data	<b>46</b>	<b>46</b>
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 2018, state routes	<b>1 Urban Collector 3 1 Urban Principal Arterial 1 Intersection</b>	<b>1 Urban Minor Arterial (adjacent levee top path)</b>
	# and type of improvements that are implemented	Count, projects let in 2018, state routes	<b>6.12 Miles of On-Road Bike Lane 6.68 Miles of Adjacent, Separated Bike Lane 178 Bicycle Pavement Symbols</b>	<b>1.59 Miles of Multi-Use Path</b>
	# of DOTD staff trained on Statewide Bicycle Planning Tool	Count	<b>82</b>	<b>113</b>
	# of consultants trained on Statewide Bicycle Planning Tool	Count	<b>48</b>	<b>50</b>

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 2018 that included improvements at locations listed on the transition plan	<b>23</b>	<b>17</b>
	# of problems/deficiencies in design corrected	Count, deficiencies corrected by projects let in 2018	<b>2,887</b>	<b>2,550</b>

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

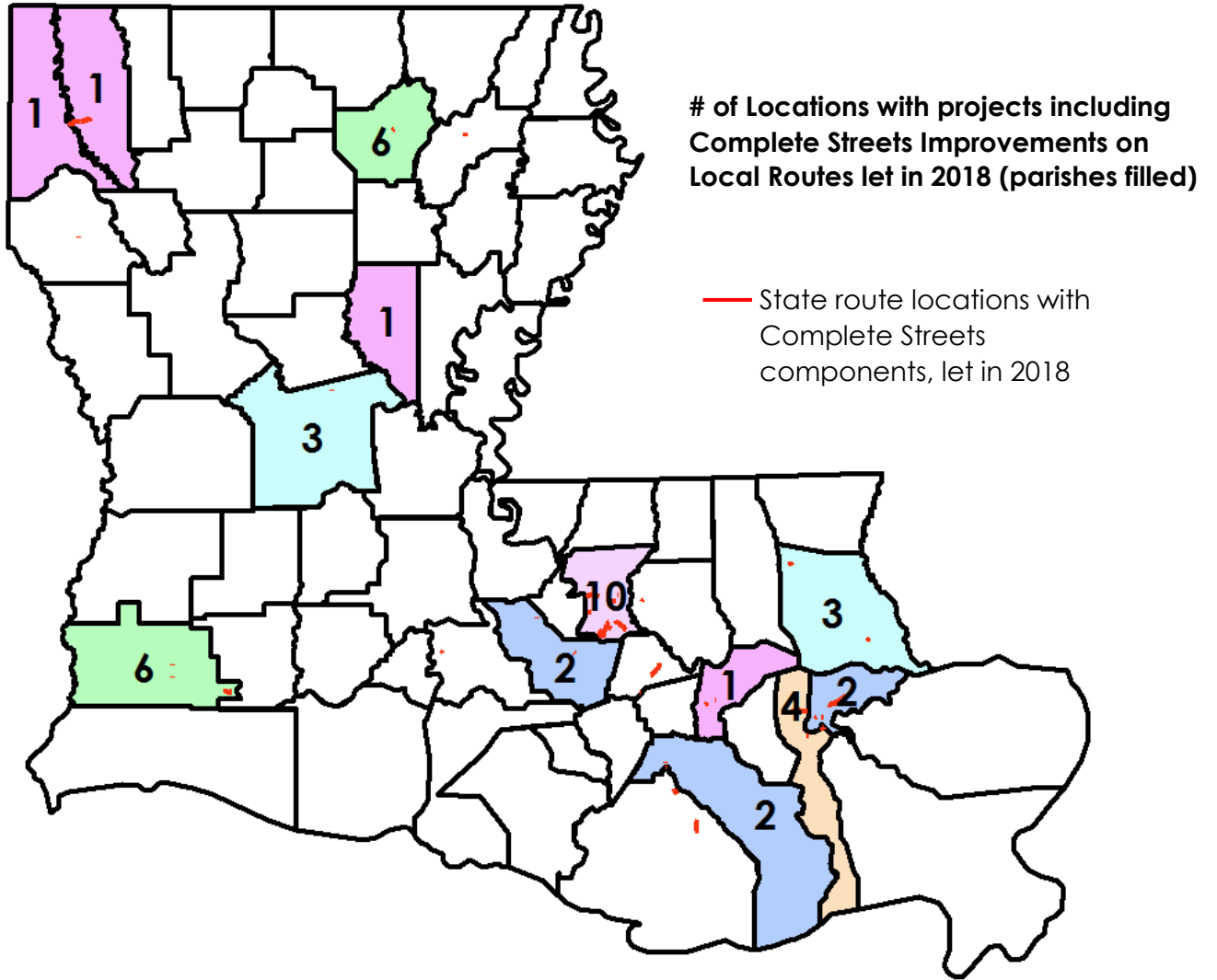
Objective	Performance Measure	Measure	2017/Baseline	2018
2.1 Annually reduce the state highway mileage that does not meet Complete Streets criteria located in areas with existing or reasonably foreseeable future development or transit service.	# and type of improvements implemented	Count & characterize, projects let in 2018, includes local road projects	1005 Handicapped 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 Countdown Signal Heads, 58 Detectable Warning System Retrofits for Curb Ramps 1 Pedestrian Bridge Rehabilitation	934 Handicapped 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 Countdown Signal Heads, 10 Solar Powered School Zone Beacons, 14 Detectable Warning System Retrofits for Curb Ramps, 15 Truncated Dome Systems
	# and type of roadways where improvements are made	Count & characterize, projects let in 2018	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
	# 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	<b>9,305</b>	<b>9,118</b>
2.2 Increase compliance with Complete Streets policies & procedures on all new, reconstruction, & preservation highway projects that serve	# of new or reconstruction projects that incorporate Complete Streets components	Count, projects let in 2018, includes local road projects	<b>46</b>	<b>64</b>

adjacent areas with existing or reasonably foreseeable future development or transit service.

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

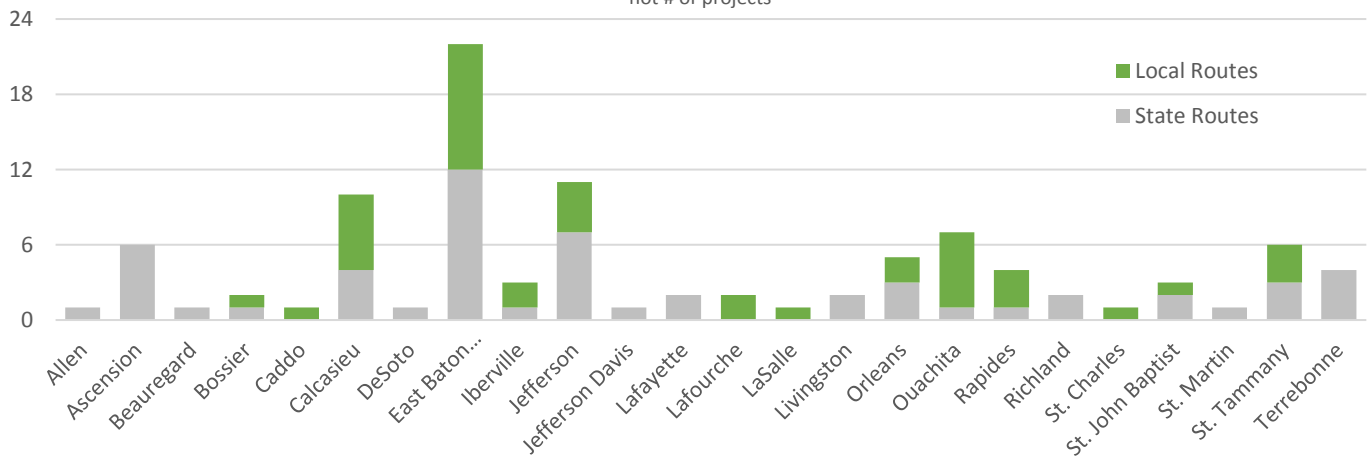
<b>Objective</b>	<b>Performance Measure</b>	<b>Measure</b>	<b>2017/Baseline</b>	<b>2018</b>
3.1 On a continual basis, increase the # of Complete Streets policies &/or plans in local jurisdictions (urban areas w/ pop. in excess of 5,000) & MPOs to increase, improve, & connect the network.	# of local jurisdictions with a Complete Streets policy and/or plan	Count of local jurisdictions	<b>11</b>	<b>15</b>
	# of MPOs with a Complete Streets policy and/or plan	Count of MPO's	<b>4</b>	<b>4</b>
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	<b>115</b>	<b>69</b>
	# of presentations made on developing and implementing a Complete Streets policy or plan	Count	<b>0</b>	<b>4</b>

# PERFORMANCE MEASURE BREAKDOWN BY DOTD DISTRICT 2019

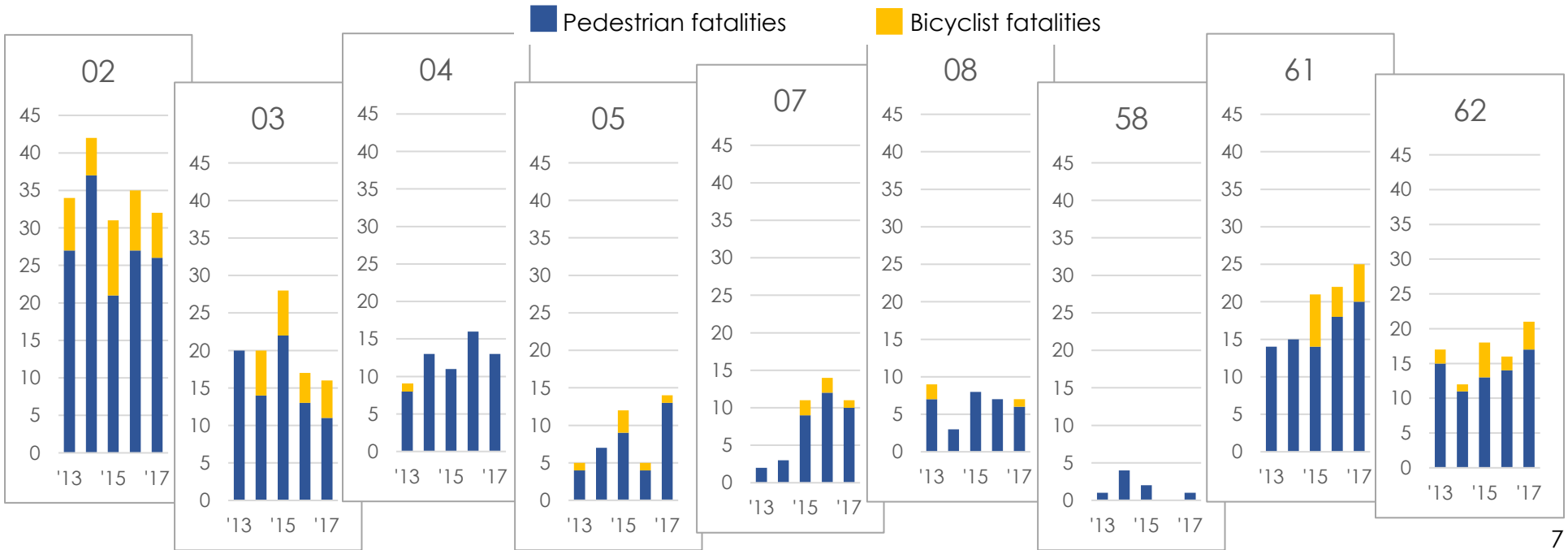
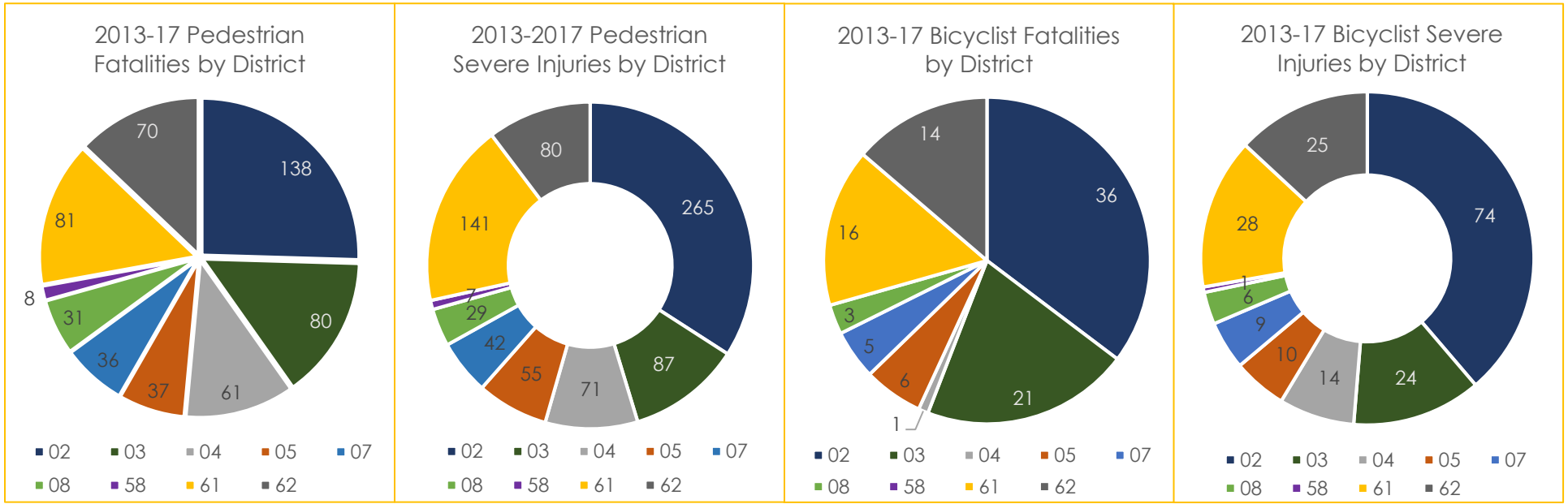


# of Locations\*, let in 2018, by parish

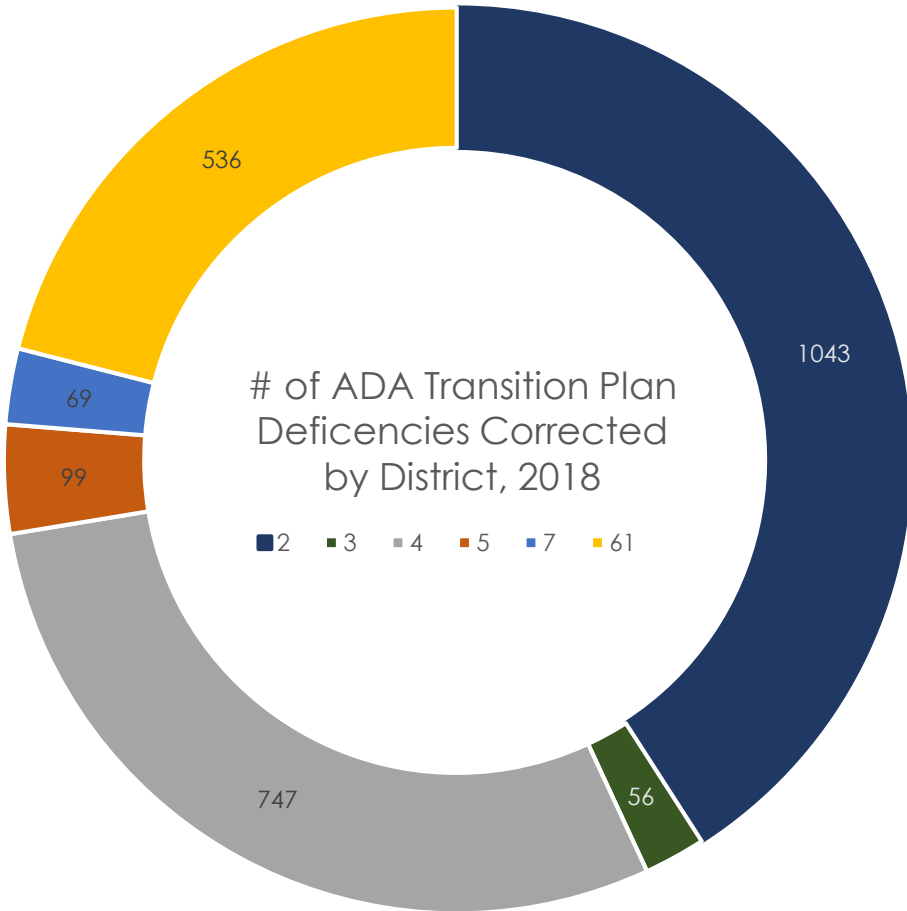
\*not # of projects



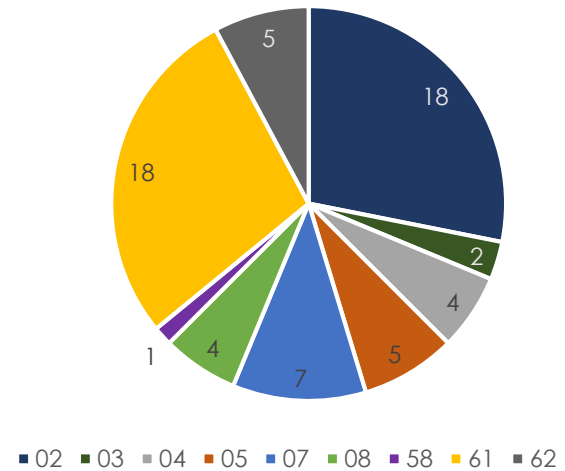
# OBJECTIVE 1.2 NON-MOTORIZED USER SAFETY DATA 2013-2017 BY DOTD DISTRICT



## OBJECTIVE 1.4 ADA TRANSITION PLAN /2.1 COMPLETE STREETS IMPROVEMENTS

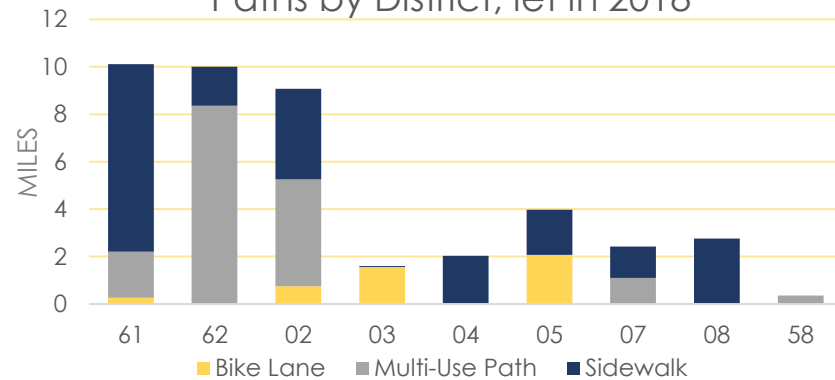


# of projects with complete streets components let in 2018, by District



Condition of State Route	# of miles
Freeways & interstates	1,041
AADT<1000 vpd	4,262
Bike lanes, sidewalks + transit	10.2
2-lane road w/4'+ shoulders (AADT ≥ 1000 vpd)	2,150
NOT "Complete" (per DOTD Minimum Design Guidelines)	9,118
<b>Total State Public Road Mileage (2018)</b>	<b>16,581</b>

Sidewalks, Bike Lanes & Multi-Use Paths by District, let in 2018

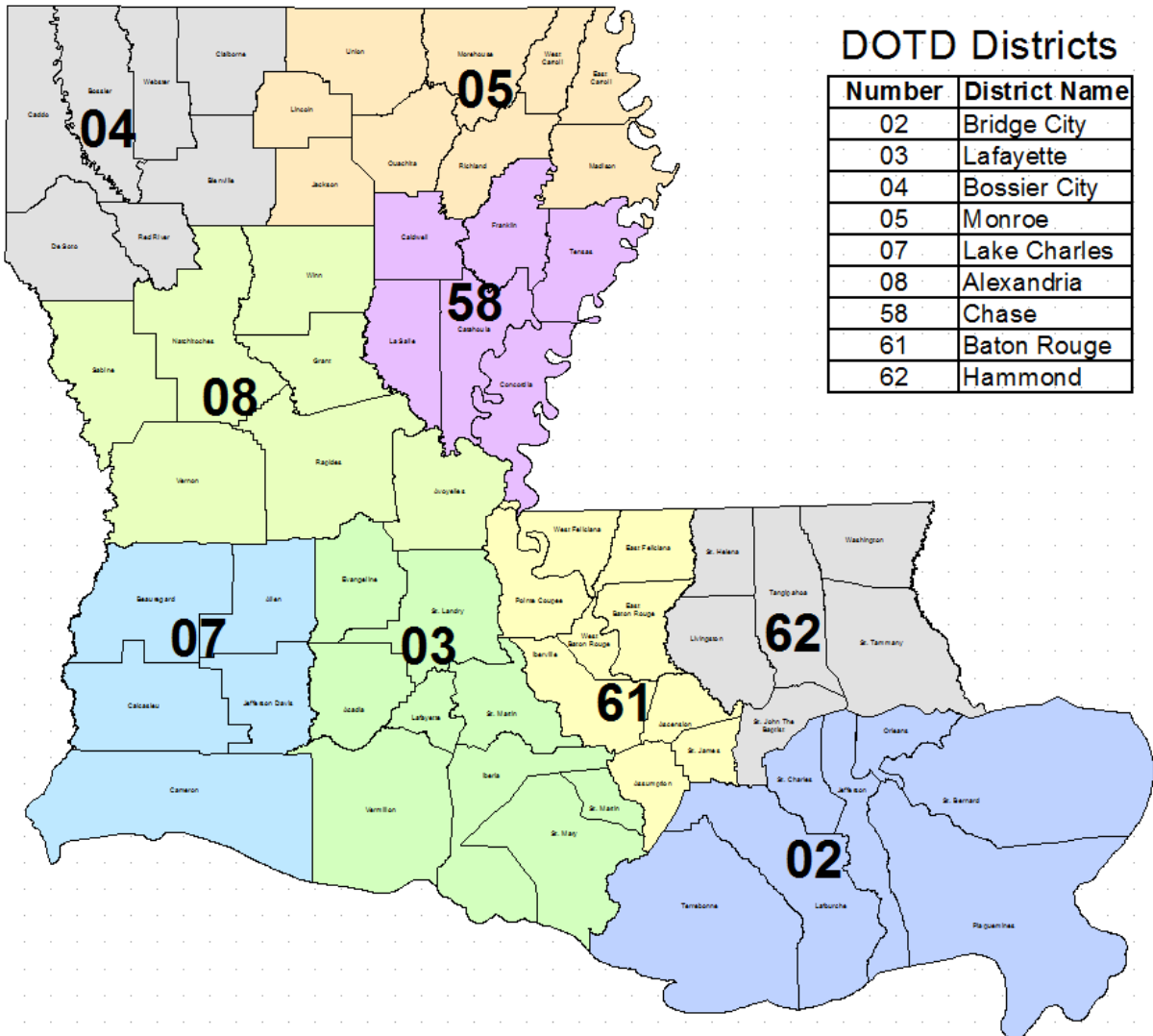
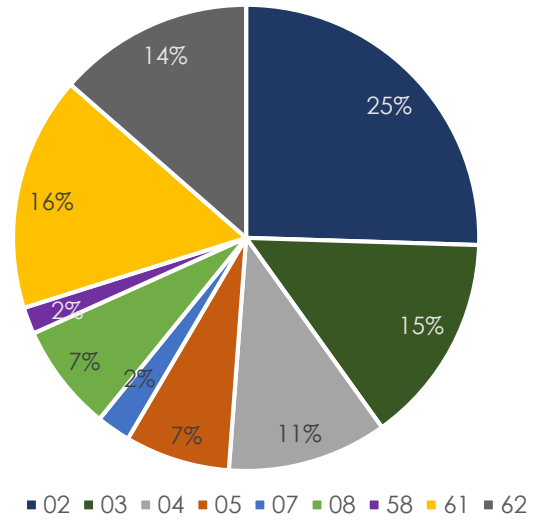
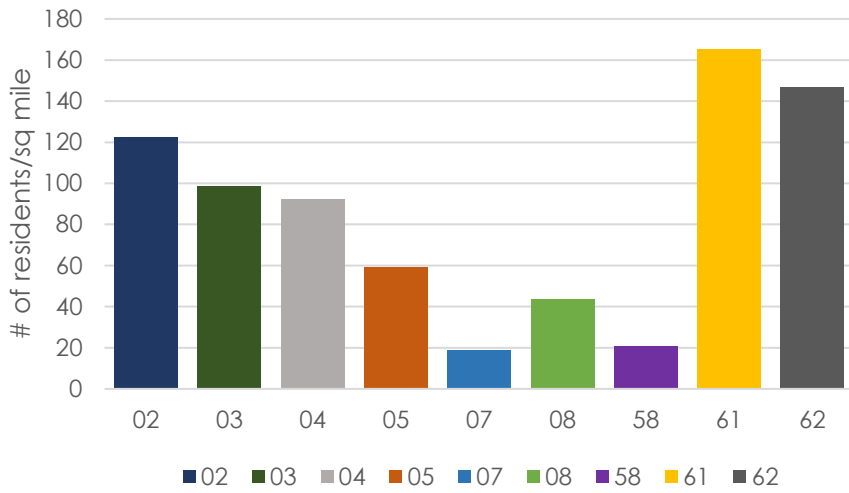




# DOTD DISTRICT DEMOGRAPHICS

% Population by District

Population Density by DOTD District



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

2019 Louisiana MPO Complete Streets Survey

	North Delta Regional Planning & Development District	Imperial Calcasieu Regional Planning & Development Commission	Capital Region Planning Commission	Rapides Area Planning Commission	Northwest Louisiana Council of Governments	New Orleans Regional Planning Commission	South Central Planning & Development Commission	Acadiana Planning Commission
What kind of data do you have that enumerates pedestrian, biking, and transit use in your area?	Transit routes are in GIS	Strava, U.S. Census, & Lake Charles Transit	CRPC has worked with local partners to conduct Bicycle and Pedestrian Counts throughout the Capital Area. CRPC has also worked with LTRC to assist with the Development of a Bicycle and Pedestrian Count Program throughout the state. Phase 1 has been completed with Phase 2 slated to begin before the end of the year. CRPC has also researched various vendors who specialize in video counting.	Census (ACS 2012-2016, National Household Survey Data 2009), National Transit Database, Transit Trips Info. (Atrans), STAARS data (Transit providers), Survey Data (MTP 2040, BPP 2016)	We have access to Strava data and our Large urban transit provider (SPORTTRAN) has an AVL technology which tracks passenger boardings/departures by bus stop location and time of day.	Census data and American Community Survey (ACS) data provide overall commute to work by mode data. We collect pedestrian and bicycle counts within individual feasibility studies that focus on a variety of corridors, intersections and subareas. Transit boarding and alightings are directly provided to the RPC by the Regional Transit Authority (RTA), Jefferson Transit (JeT) and St. Bernard Urban Rapid Transit (SBURT) as requested for evaluation of corridors, intersections or subareas. They also contribute to equity evaluation and provide an idea of where people are walking to reach transit stops. The RPC has recently advertised for a consultant to conduct a thorough Comprehensive Operations Assessment (COA) for the region. It will be a year-long transit study that will collect extensive data and analysis of regional needs, origins and destinations, demand/supply, condition, etc.	We have access to Strava data but it does not show very much in our region. We have transit ridership figures, transit routes and stops in GIS. No bicycle or pedestrian count figures or estimates.	Strava data purchased by the state for the statewide bike plan
Do you have data assessing pedestrian, biking, and transit infrastructure in your area? If yes, please describe Yes / No	No	Yes, Strava data for bike and pedestrian. Transit data comes from Lake Charles Transit.	Yes, we do not have data evaluating the conditions of the infrastructure but we have begun the process of capturing the demand data internally and looking with our partners to capture that on a region wide basis. CRPC also has a list of all of the transit stops, shelters in our area, the length of sidewalks, state/damage of sidewalks as well as the number of ADA ramps.	Yes, as part of the Bicycle Pedestrian Plan (2016) as well as Metropolitan Transportation Plan (2015), we have captured data in GIS format for assessing non-motorized as well as transit infrastructure.	No	Yes, Some infrastructure inventory collection is done through Parish Bike and Pedestrian plans and in individual feasibility or sub-area studies. For example, the St. Bernard Pedestrian and Bicycle Plan Update included an inventory of sidewalks and condition including ADA compliance within a large but limited area of urbanized St. Bernard Parish. A database design matrix was provided by RPC staff such that additional St. Bernard or multi-parish sidewalk data can be added as it is collected with the ultimate goal of a regional "picture". The St. Charles Parish Pedestrian and Bicycle Master Plan inventories mileage of existing sidewalks and bikeways but not condition data. However, the parish does a local assessment of roadway condition every two years that informs on-street bicycle route conditions.	Some but not all of our facilities are captured in GIS. We have our bus-stops inventoried with some associated pedestrian data that we collected several years ago. Most existing and planned bike infrastructure is captured in GIS. We do not have a comprehensive sidewalk inventory that I am aware of.	No
How do you rate progress towards ADA Compliance in your area?		Improving, with plans for additional infrastructural improvements for increased ADA compliance.	N/A – We leave that up to the local cities, parishes, and municipalities within our MPO area.	Although, the A/P MPO does not have a standalone Complete Streets Policy for the metro area but some jurisdictions within the metropolitan planning area like City of Alexandria have their Complete Streets Policies adopted. However, The Bicycle and Pedestrian Plan does outline certain policies to ensure progress in ADA compliance. In fact, most DOTD-08 roadway projects within the MPO investigate ADA compliance wherever possible, which is true for MPO initiated TIP projects.	At the MPO, we utilize an ADA compliance checklist for the building our offices are housed in; We don't participate in any local government entities or LADOTD District 04 ADA compliance efforts	There is no region wide ADA inventory of locations that are compliant or non-compliant. However, if an area is touched by a construction project it is brought into compliance. Although much has been accomplished there is a lot more to do. ADA transition plans are the responsibility of the parish or municipality and I believe only Orleans and Jefferson have created them. RPC updated hundreds of ramps in the CBD after an inventory approximately 2010. I would rank ADA progress "poor to moderate" as a whole.	Good progress. Many of our MPO projects at this time are actually focused on ADA compliance of existing sidewalks. Complete rehab of sidewalks on Main Street (LA 24 / LA 182) in downtown Houma, adding ramps and smoothing some surfaces in downtown Thibodaux, and rehabbing existing non-compliant sidewalks in Napoleonville, Chackbay, and Cut Off. Still lots more work to do.	Minimal
Are Complete Streets (bike, ped, or transit) initiatives called out in your UPWP?		Yes	Yes	Yes	Yes	Yes	Yes, implementation of Louisiana's Complete Streets Policy is mentioned as a strategy under FHWA Task 7: Safety Program	Yes
Are bike/ped injuries and/or fatalities called out in your regional safety coalition action plan?	No	No	Yes	Yes	No	Yes	Yes, this is a focus of our Coalition's Infrastructure and Operations subcommittee	Yes

2019 Louisiana MPO Complete Streets Survey

	North Delta Regional Planning & Development District	Imperial Calcasieu Regional Planning & Development Commission	Capital Region Planning Commission	Rapides Area Planning Commission	Northwest Louisiana Council of Governments	New Orleans Regional Planning Commission	South Central Planning & Development Commission	Acadiana Planning Commission
Has your organization consulted with DOTD re: Complete Streets implementation?	Yes/No	No	Yes	Yes	Yes	Yes	While we've had discussions and we are aware of the Policy, I don't think we've ever had a "Consultation" and developed any sort of official strategy for implementation.	No
Do your consultant teams have Complete Streets, bike, ped, or transit expertise?		Yes	Yes	Yes	Yes	Yes	Absolutely – Yes	No
Has your organization participated in Complete Streets training? If yes, please describe	No	Yes, Louisiana Complete Streets Peer Exchange, 2016; Designing Streets for Pedestrians and Bicyclists Workshop, 2016	Yes, CRPC has worked with the Sustainable Transportation Advisory Committee to develop a Complete Streets policy for East Baton Rouge Parish and continued to assist with the implementation by working with The Sustainable Transportation Action Committee. CRPC has also worked with the League of American Cyclists to conduct complete Streets workshops and partnered with Center for Planning Excellence (CPEX) to help facilitate Better Block Demonstrations in an effort to demonstrate complete streets concepts.	Yes, staff have attended various workshops and conferences focused on Complete Streets theme namely AMPO, ADA Compliance Training, Non-motorized Accessibility Training etc. Staff has membership with and attend the Complete Streets Advisory Council	No	Yes, RPC sponsored Complete Streets trainings for our parishes and facility design training for planners and engineers, funded by DOTD Safety funds, for multiple years. Nearly all RPC planners have attended the training.	Association of Pedestrian and Bicycle Professionals – Designing Pedestrian Facilities for Accessibility Various DOTD conference sessions Various AMPO and other conference sessions	Yes, Walkability workshop in 2014
What support does your organization or local jurisdictions need from DOTD to make progress in Complete Streets implementation in your areas?		Suggestions on whether the MPO should develop a Complete Streets plan instead of a Bike/Pedestrian plan, since the former encompasses transit and potentially freight. We assume the best approach is to begin a Complete Streets plan to avoid duplication of a Bike/Ped plan.	More emphasis on implementing Complete Streets outside of the urban core within the Capital Area	RAPC would need DOTD's aid in gathering bike/pedestrian count data along with possible count devices on a rolling basis. A state-wide contract with a private count data firm with minimal (20%) funding investment from MPO's could help. All MPO's could utilize the count devices on a specific rolling time interval basis. Additionally, a dedicated Safety fund or any other DOTD allocated funding pot dedicated to local roads could help alleviate potential bike/pedestrian related operational improvements type projects within the MPO planning area.	From an MPO perspective, one option would have the LADOTD, in concert with the MPOs, develop Complete Streets Performance Measures as it applies to TIP projects. Further, CS Targets are established in order to achieve the desired outcomes	We are finding access to the actual police crash reports would be helpful when doing a deep dive into analysis because the written summary portion of the crash report often supplies context or detail that is not discernable from the data. State use of more flexible design allowed in the NACTO guide or presumed next generation of the AASHTO bicycle design guide would be very helpful. DOTD might research how more progressive States approach the authority to deploy those designs today. State routes are often the hardest corridors to remediate fatalities and serious injuries due a number of obstacles: hesitation about creating a non-motorized friendly environment within congested/more urban sections of state routes, lack of dialogue between state DOTD and local parishes to coordinate land use, driveway widths, driveway frequency, stipulations on distance of a driveway from an intersection, illegal parking on state ROW and inflexibility around the MUTCD and current AASHTO guide, which is outdated. Often these are the same corridors that need lower speeds, enhanced pedestrian crossings, and count down signals to reduce the high number of fatal and serious injuries experienced on state routes. Additionally these routes generally qualify for separated paths due to the speed and volume of traffic but the state does not consider it their primary responsibility and ROW is often impinged upon by commercial parking.	Better access and understanding of various available GIS data. Was just recently made aware of DOTD's ADA Transition Plan Web Application. We need to be made aware of this information as it is made available. What other good GIS information does DOTD have that we aren't making use of? Better training and better understanding of what is available with FUGRO and other collected data. Help educating local officials.	Documentation of the benefits of a Complete Streets policy, funding to implement Complete Streets projects

2019 Louisiana MPO Complete Streets Survey

	North Delta Regional Planning & Development District	Imperial Calcasieu Regional Planning & Development Commission	Capital Region Planning Commission	Rapides Area Planning Commission	Northwest Louisiana Council of Governments	New Orleans Regional Planning Commission	South Central Planning & Development Commission	Acadiana Planning Commission
<b>Please provide other comments regarding the policy, performance measures, implementation plan, or other that would help DOTD make progress in CS Implementation.</b>		IMCAL/LCMPO's Complete Street Committee supports initiatives by the city of Lake Charles such as it's Bike & Pedestrian Plan (2012) and it's Complete Streets Policy (2017). Furthermore, we support the city's new striped bike lanes along Kirkman Street. The committee has worked with partners to implement Better Block demonstration projects in our area.	Within the Capital Area we are in the process of developing plans and policies that will be used as the basis for our ongoing efforts. We are working with the state to develop a Bicycle and Pedestrian Masterplan for East Baton Rouge Parish as well as a Pedestrian Safety Action Plan. In addition to beginning preliminary work on Bicycle and Pedestrian Masterplans for Baker and Denham Springs. The City of Gonzales also adopted a new comprehensive plan in 2015 with new street sections in 2016 that emphasize elements of Complete Streets. After all of these plans have been released and their performance measures are in the implementation phase we will be able to give these performance measures an appropriate evaluation.	The key policy initiative which needs immediate attention is to have mandatory addendum of 10-15 % cost to any DOTD roadway project so as to ensure sidewalks or bike trails or bike paths are considered for construction if they align with the local Bicycle & pedestrian Plan or Long Range Transportation Plan. Moreover, if the project lies within the metropolitan planning area, MPO's may be asked to contribute (STP dollars) towards the additional cost to build sidewalks, bike lanes etc. Also, the current safety performance measure pertaining to non-motorized trips needs overhauling; from taking into consideration crude crash numbers and shifting towards a more percentage-based measure. More bike/pedestrian facilities will induce more crashes. For MPO's who are developing and constructing new bike lanes/sidewalks, the number of bike/pedestrian related crashes will	As an MPO, we don't know who to contact or who at the LADOTD Dist. 04 or Headquarters advocates or is a point of contact for the integration of CS policies within the context of project delivery. We are aware of the CS considerations that're found within the Stage 0 Scope and Budget Checklist, however, are there any CS considerations in subsequent project delivery stages? Or is it the responsibility of the "Responsible Charge (LPA)" to follow through concerning CS guidelines?	Thus, we recommend more focus on state routes and the needed discussion to move DOTD toward progressive discussions internally and externally with the parishes. Adequate funding for accommodating non-motorized movements along and across state routes, especially where population density is highest and where crash data suggests there is a problem is needed. Next generation facility design solutions are needed. A higher priority and quicker turn-around time by DOTD for Parish interim approval permits requests is needed. St. Bernard Parish had to conclude the Judge Perez at Palmisano project before DOTD could move a request for innovative bike solutions/treatments through their system. The request was for authority to build green bike lanes, bicycle boxes and a two-stage left turn box. I believe this ultimately means the State, if it approved of using these new facilities, would have to write new design standards in order to authorize the permits. The evaluation of these requests was not a priority and the evaluation timeline outspanned the construction timeline. Funding of count equipment for widespread permanent or temporary deployment would be helpful along with funding for personnel to count would help close an existing data gap. Regular targeted enforcement of vehicles endangering bicycles and pedestrians should be a higher priority in Louisiana Highway Safety Commission grants to police. I believe some encouragement of local government to create their ADA transition plans would be helpful to move them forward.	Provide useful handouts and education materials to explain Complete Streets to elected officials and public	
<b>Major Metro Area</b>	Monroe	Lake Charles	Baton Rouge	Alexandria	Shreveport	New Orleans	Houma	Lafayette
<b>Contact</b>	Doug Mitchell, 318-387-2572, doug@northdelta.org	Walter Council, 337-433-1771, walter@imcal.la	J.T. Sukits JTSukits@crpcla.org 2253835203	Sooraz Patro, 318-487-5401x34, sooraz@rapc.info	Christopher Petro, 318.841.5950, chris.petro@nlcog.org	Jeff Roesel, Executive Director, jroesel@norpc.org or Karen Parsons, Principal Planner, kparsons@norpc.org	Joshua Manning, 985-851-2900, josh@scpdcc.org or Cassie Parker, 985-851-2900, cassie@scpdcc.org	Ashley Moran, (337) 806-9364

## 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

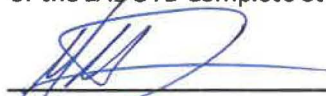
WHEREAS, the LADOTD has adopted Engineering Directives and Standards Memorandum II.2.1.14 to implement its Complete Street Policy; and

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 March 14, 2019 the LADOTD presented the 2018 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                      3/29/2019  
Date

  
Lynn Maloney-Mujica, Vice-Chairman                      3/26/2019  
Date

# Louisiana Complete Streets Advisory Council

## Officers

### Chairman

Matt Johns

*Rapides Area Planning  
Commission*

### Vice-Chairman

Lynn Maloney-Mujica, AICP  
*AARP*

## Members

Ryan Benton

*Center for Planning Excellence*

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*LA Tech University*

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*City of New Orleans*

Matt Hendrickson

*RIDE New Orleans*

Alan Krouse, PE

*Louisiana Engineering Society*

Mary Stringfellow

*FHWA*

JT Sukits

*Capital Region Planning  
Commission*

Tara Tolford, AICP

*UNO Transportation Institute*

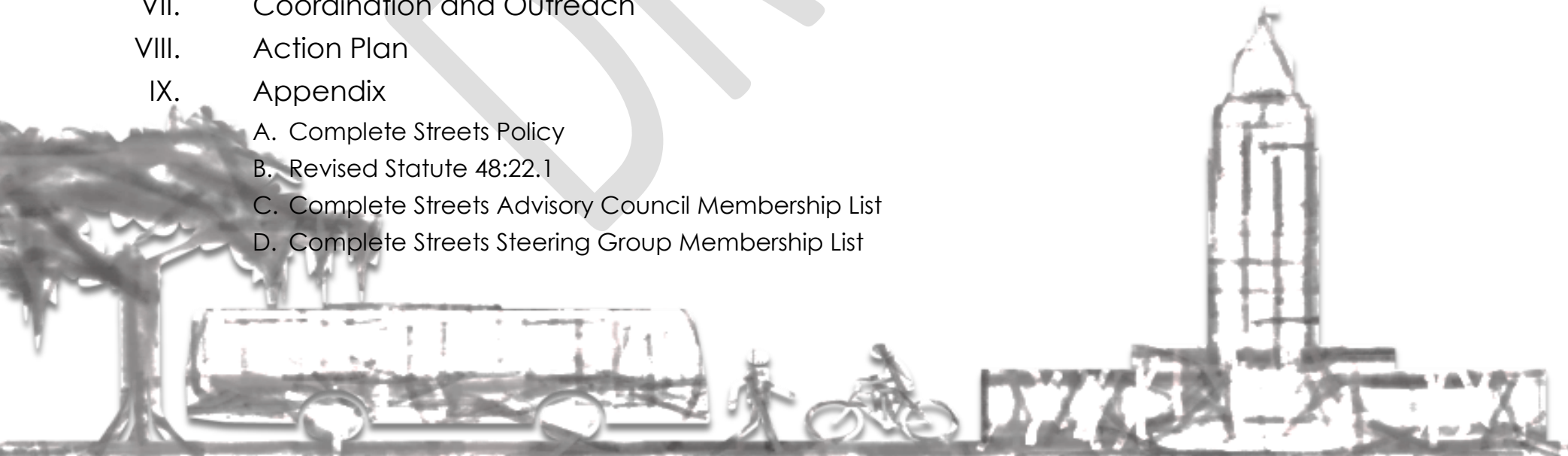
Ed Wedge, PE, PTOE

*LADOTD*

LOUISIANA'S  
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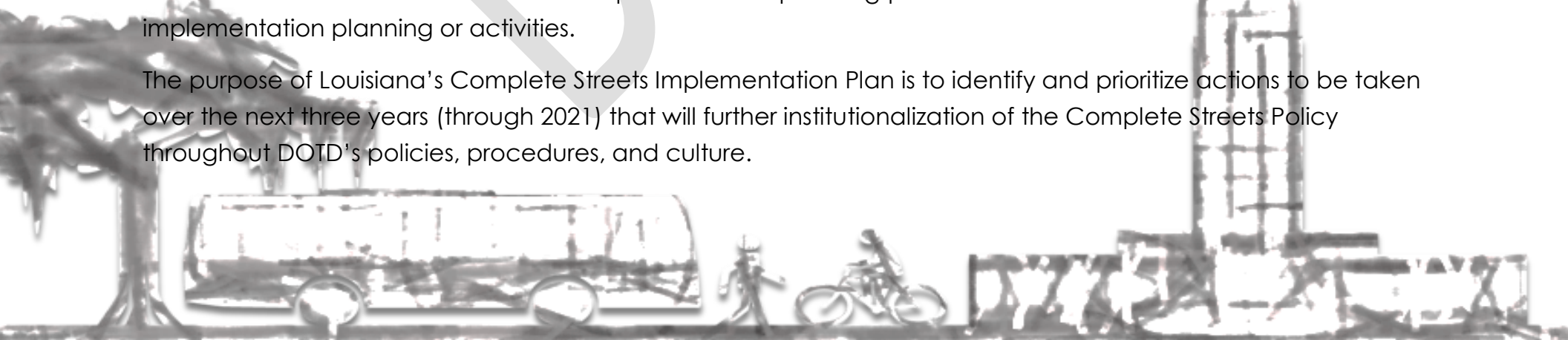
## I. INTRODUCTION

### A. Overview and Purpose

During the 2009 Louisiana State Legislative Session, Senate Concurrent Resolution 110 was passed requesting the Louisiana Department of Transportation and Development (DOTD) to convene a Work Group to study the development of a Complete Streets Policy for Louisiana. In 2010, DOTD adopted a Complete Streets Policy. This policy was adopted to create a comprehensive, integrated, and connected transportation network for Louisiana that balances the access, mobility, and safety needs of pedestrians, bicyclists, transit users, and motorists of all ages and abilities. The Complete Streets Act was signed into law during the 2014 State Legislative Session (R.S. 48:22.1).

Adoption of the policy, however, is just the first step towards achieving its goals. Implementation of the policy includes both formalized strategic activities as well as informal activities that DOTD engages in to further the goals of the policy. In 2016, Engineering Directives and Standards Manual (EDSM) II.2.1.14 was created to implement the Complete Streets Policy. Because the Complete Streets policy applies to all projects and all stages of the project delivery process, the responsibility for implementation falls to many individuals within the Department. The EDSM formalized and clarified the implementation planning process. Formal roles were created to oversee implementation planning or activities.

The purpose of Louisiana's Complete Streets Implementation Plan is to identify and prioritize actions to be taken over the next three years (through 2021) that will further institutionalization of the Complete Streets Policy throughout DOTD's policies, procedures, and culture.

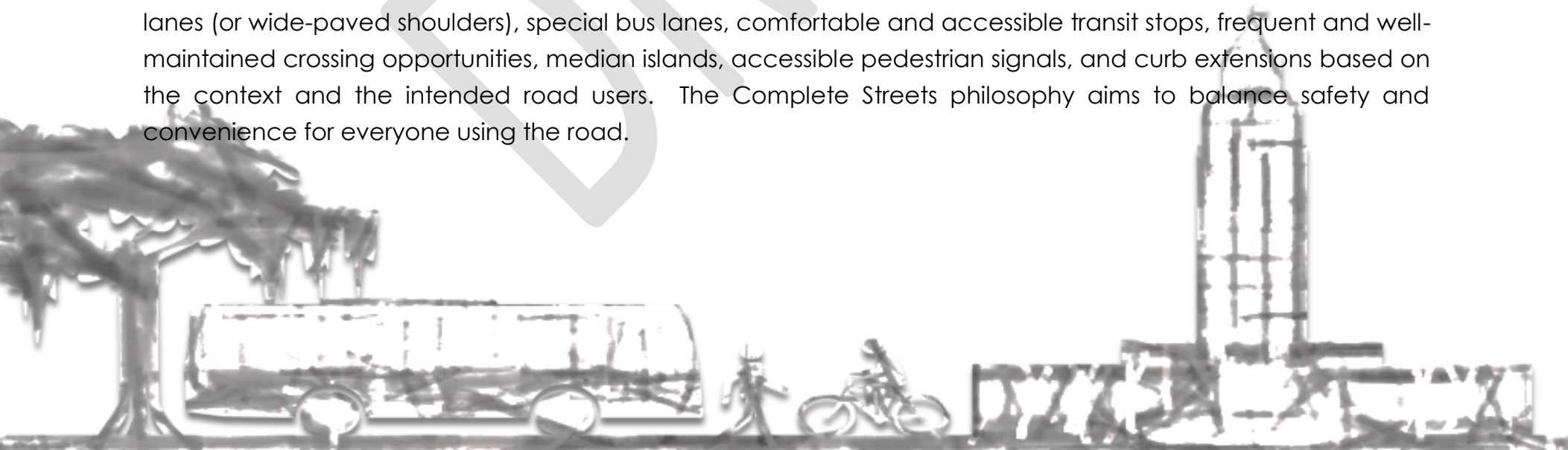




## B. Background

In its most basic form, transportation is the movement of people and goods. As humans evolved, so did their modes of transportation. As cities were formed, streets were created, enhancing mobility, economic activity, and social functions. Streets were designed to accommodate motorized vehicles, at the expense of pedestrians or bicyclists. As traffic congestion becomes increasingly problematic, walking, bicycling, and use of transit are becoming more popular for transportation for short distance trips, especially in urban settings. Today, streets are viewed as a means of connecting within the community by providing access by car, transit, bicycle, and foot. A highway serves as an efficient means of travel for vehicles for longer distances and higher speeds. The design of both streets and highways should take into consideration the needs of all road users and accommodate them in a safe and efficient manner.

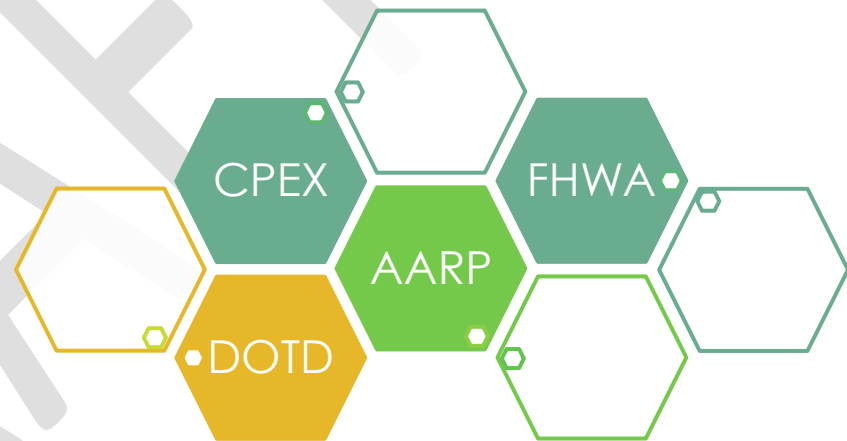
With this in mind, the concept of Complete Streets was developed to allow for the design of elements into roadway plans that accommodate non-motorized traffic with uniform and regulated policies and procedures. Complete Streets, also known as a universal design, is defined as roadways that are designed and operated to enable safe access and travel for all users, including pedestrians, bicyclists, motorists, and transit users of all ages and abilities, within a transportation facility. A Complete Street may include any combination of sidewalks, bike lanes (or wide-paved shoulders), special bus lanes, comfortable and accessible transit stops, frequent and well-maintained crossing opportunities, median islands, accessible pedestrian signals, and curb extensions based on the context and the intended road users. The Complete Streets philosophy aims to balance safety and convenience for everyone using the road.



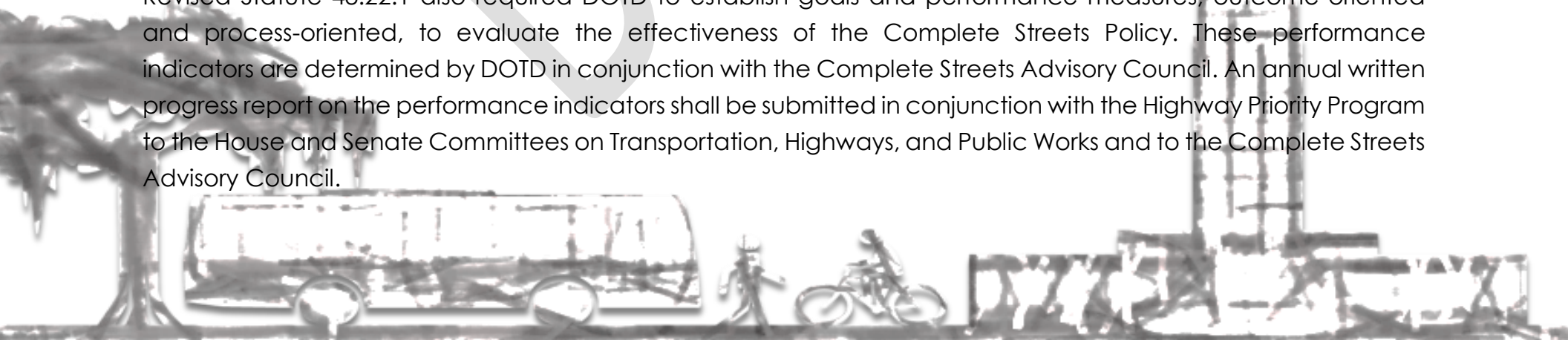
## C. Complete Streets Advisory Council

During the 2014 Louisiana Legislative Session, Act 470 enacted Revised Statute 48:22.1 which directed the DOTD to adopt and maintain a Complete Streets Policy and to engage interested stakeholders through an advisory group to be known as the Complete Streets Advisory Council (CSAC). The CSAC shall consist of a representative appointed by each of the following organizations and may include other persons or representatives of organizations selected by the Council:

- a. The Department of Transportation and Development;
- b. AARP Louisiana;
- c. The Center for Planning Excellence;
- d. The Federal Highway Administration;
- e. Any research center based at a university in Louisiana that is interested in the Complete Streets Policy;
- f. A member appointed by a majority of the metropolitan planning organizations; and
- g. Other interested Complete Streets advocacy groups.



Revised Statute 48:22.1 also required DOTD to establish goals and performance measures, outcome-oriented and process-oriented, to evaluate the effectiveness of the Complete Streets Policy. These performance indicators are determined by DOTD in conjunction with the Complete Streets Advisory Council. An annual written progress report on the performance indicators shall be submitted in conjunction with the Highway Priority Program to the House and Senate Committees on Transportation, Highways, and Public Works and to the Complete Streets Advisory Council.

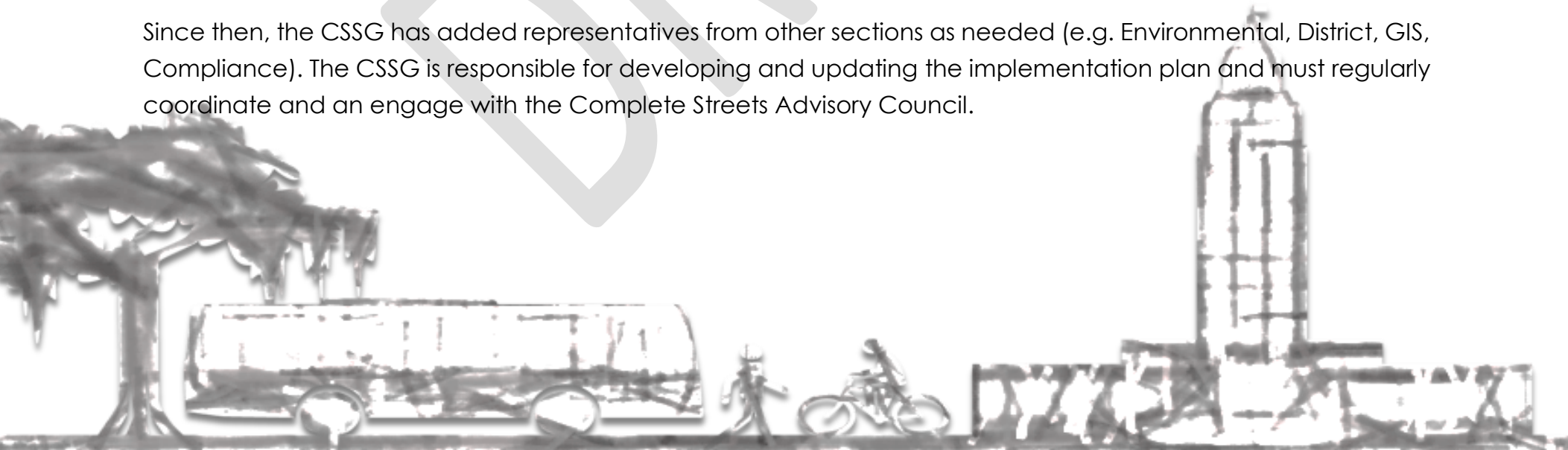


## D. Complete Streets Steering Group

In December of 2015, DOTD Executive Staff (Chief Engineer, Deputy Chief Engineer, Assistant Secretary for Planning, Deputy Assistant Secretary for Planning, Highway Safety Administrator, Traffic Engineering Administrator, and Federal Highway Administration representative) created an internal steering group to lead the development of the Complete Streets Policy performance indicators and to guide implementation of the Complete Streets Policy throughout the agency's policies and procedures. The Complete Streets Steering Group (CSSG) includes representatives from the following sections/divisions:

- i. Deputy Chief Engineer (Chair);
- ii. Traffic Engineering;
- iii. Highway Safety (Vice-Chair);
- iv. Planning;
- v. Data Collection and Management Systems;
- vi. Road Design;
- vii. Project Management;
- viii. Transit; and
- ix. LPA Programs.

Since then, the CSSG has added representatives from other sections as needed (e.g. Environmental, District, GIS, Compliance). The CSSG is responsible for developing and updating the implementation plan and must regularly coordinate and an engage with the Complete Streets Advisory Council.

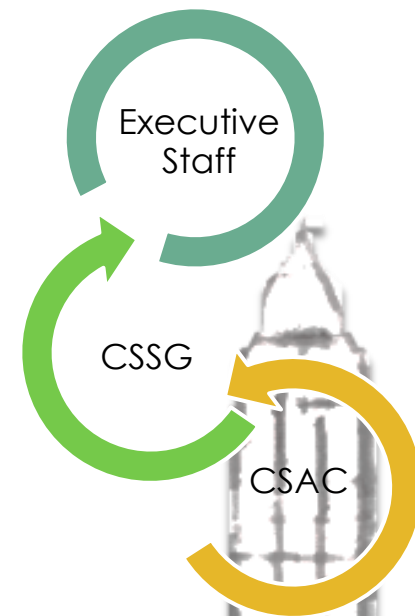


Responsibilities of CSSG members include:

- a. Attending regularly scheduled meetings;
- b. Identifying opportunities to incorporate and implement the complete streets philosophy within current policies/procedures/guidance/manuals;
- c. Providing direction, guidance, and/or feedback on Complete Streets implementation activities;
- d. Making recommendations for executive level decisions when appropriate;
- e. Participating in relevant education/training opportunities on complete streets implementation;
- f. Reviewing projects to ensure proper documentation of the Complete Streets Policy consideration;
- g. Serving as a liaison to his/her section/district; and
- h. Communicating changes to current policies and procedures as it relates to the implementation of the Complete Streets Policy within the project delivery process.

CSSG members may be requested to attend Complete Streets Advisory Council meetings to discuss on-going efforts that support implementation of the Complete Streets Policy. CSSG members may also be requested to provide training to others within and outside the DOTD.

The Chair of the CSSG may recommend changes to the CSSG based on levels of participation and engagement. For issues that cannot be resolved within the CSSG, the Chair may also elevate decisions to the Executive Staff. CSSG membership will change due to position and staff changes and a current membership list will be maintained in the Appendix.



## II. DATA & PERFORMANCE MEASURES

### A. Adopted Goals and Performance Measures

Revised Statute 48:22.1 requires DOTD to adopt and report on goals and process-oriented and outcome-oriented complete streets performance measures (CSPM), developed with coordination from the CSAC. CSPMs provide quantitative evaluation to see how well implementation actions are achieving the established goals shown below. CSPMs are metrics that DOTD will monitor and are categorized as 1) process-oriented CSPMs, which track actions taken to change institutional processes (e.g. rewriting design guidelines, updating manuals, providing training and education) or 2) outcome-oriented, which track salient physical features that change as a result of changes being made to processes and procedures. The Executive Staff and CSAC adopted the following goals:

#### 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).

#### Goal #2

- Create a network that balances integration of context sensitivity, access and mobility for all road users.

#### Goal #3

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



The first annual Complete Streets Performance Measure Report was completed in 2018 (available on DOTD's Complete Streets webpage). The need to automate the reporting became apparent through its development. Therefore, the CSSG should reevaluate the performance measures to ensure accuracy, accessibility, and consistency across years. Also, if the performance measures are not meaningful in terms of indicating progress, the CSSG should submit their findings to Executive Staff. Revisions to the performance measure framework must be vetted through a formal process with coordination with Executive Staff and the CSAC.

## B. Potential Performance Measures and Data Needs

More meaningful performance measures can be established, depending on availability, accessibility, and accuracy of data. Examples include crash rates and mode share/mode shift. Reliance on external stakeholders for data collection efforts may be necessary to enable the reporting of these types of CSPMs (e.g. crash rates, mode share/mode shift would require pedestrian/bicyclist/transit ridership volumes).



### III. POLICY INTEGRATION IN MANUALS, GUIDES, EDSMs

**DOTD's Vision Statement:**

To move Louisiana onward by delivering a safe and innovative multimodal transportation and infrastructure system.

**DOTD's Mission Statement:**

Plan, design, build, and sustain a safe and reliable multimodal transportation and infrastructure system that enhances mobility and economic opportunity.

**DOTD's Values:**

Efficiency

Ability to accomplish goals with the minimal use of resources.

Honesty

Moral character connoting integrity, truthfulness, and straightforwardness.

Inclusion

Valuing the perspective and contributions of all people, and striving to incorporate the needs and viewpoints of diverse communities into all aspects of the organization.

Quality

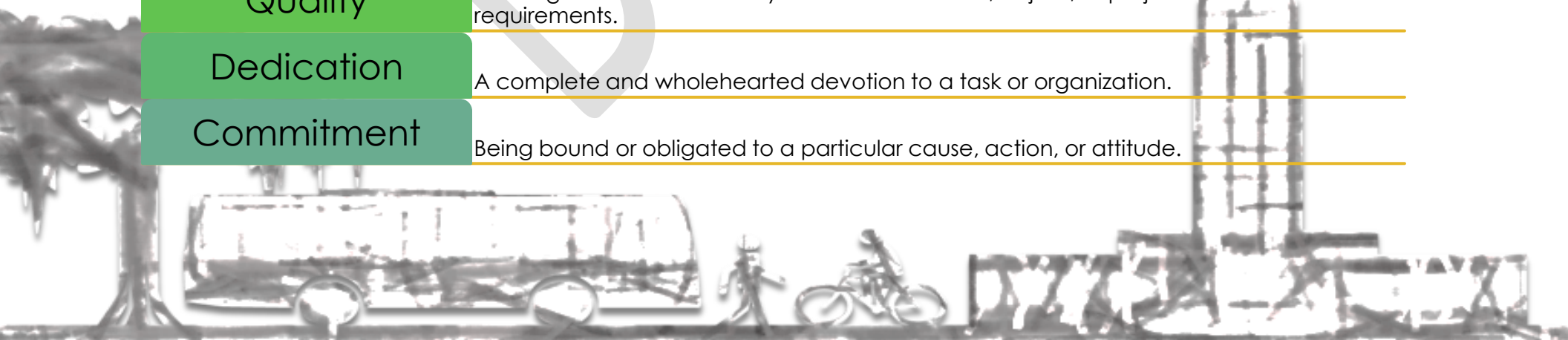
The degree of excellence by which an individual, object, or project meets or exceeds requirements.

Dedication

A complete and wholehearted devotion to a task or organization.

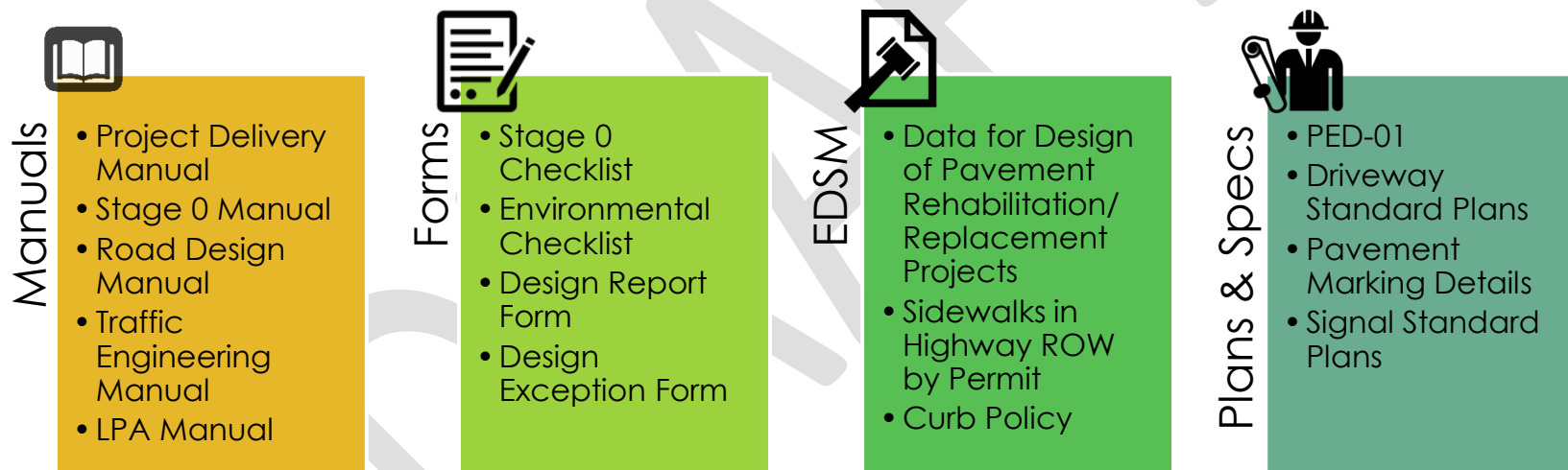
Commitment

Being bound or obligated to a particular cause, action, or attitude.



The philosophy of complete streets fits the vision and mission statements to view all transportation projects as opportunities to create safer, more accessible streets for all road users. Under this approach, even small projects can make meaningful improvements. For example, a pavement preservation project may consider a simple restriping to reduce the number of lanes or lane width in order to provide an adequate shoulder or a bike lane.

It is a goal of the CSSG to ensure this philosophy is reflected in current practice in accordance with DOTD's Vision, Mission, and Values. Documents that may be considered for revision include but are not limited to those identified in the chart below.





## IV. TRAINING AND EDUCATION

### A. Agency-wide Complete Streets Training

In 2016 the Office of Engineering developed EDSM Volume II, Chapter 2, Section 1, Directive 14 to clarify the roles and responsibilities of individuals as it relates to the Complete Streets Policy. Exceptions to the policy and EDSM require approval from the Chief Engineer.

Formalized training intends to ensure consistency in understanding and application of policies and procedures. The CSSG is responsible for overseeing the development and delivery of a standardized Complete Streets training program in coordination with the Louisiana Transportation Research Center's Training and Education Center and the Transportation Curriculum Council (TCC).

### B. Implementation of Research Results

The CSSG members should make concerted efforts to keep abreast of the latest research and publications from FHWA, AASHTO, NACTO, and other transportation focused organizations. Knowledge gained should be brought to discussions regarding implementation activities. It is envisioned that the CSSG members become subject matter experts and offer guidance to others within the DOTD seeking assistance. The CSSG will update Complete Streets training program as determined through latest research.



## V. PLANNING TOOLS AND RESOURCES

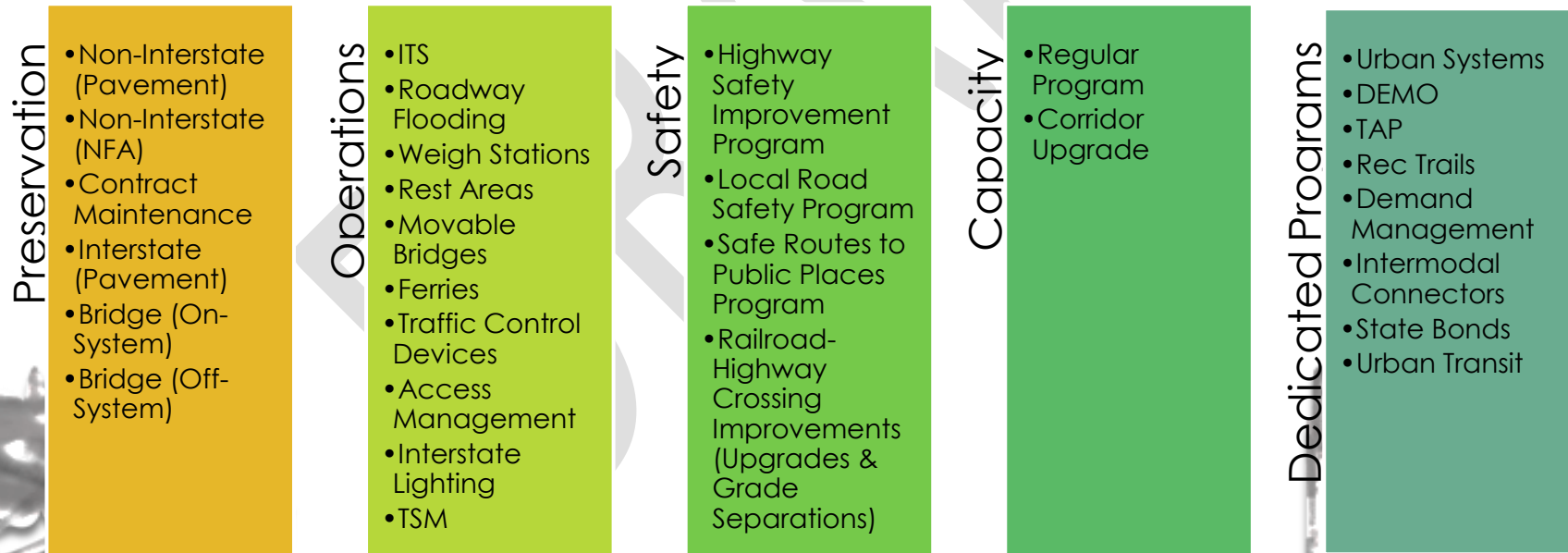
- A. Statewide Transportation Plan
- B. MPO Plans
- C. LPA Plans/Policies
- D. Bicycle Planning Tool
- E. ADA Transition Plan
- F. Strategic Highway Safety Plan and Highway Safety Improvement Program
- G. Safe Routes to Public Places Program
- H. Transportation Alternatives Program
- I. Urban Systems
- J. Congestion Mitigation & Air Quality Program
- K. ADA Program



# VI. PROGRAMMING, PROJECT SCOPING & DELIVERY

## A. Louisiana's Project Delivery Process

The Project Delivery Manual (PDM) describes DOTD's overall process for project delivery and management principles vital to success. The Project Delivery Process defines, classifies, and establishes annual and long-range programs and projects within the budget partition categories shown in the chart below.

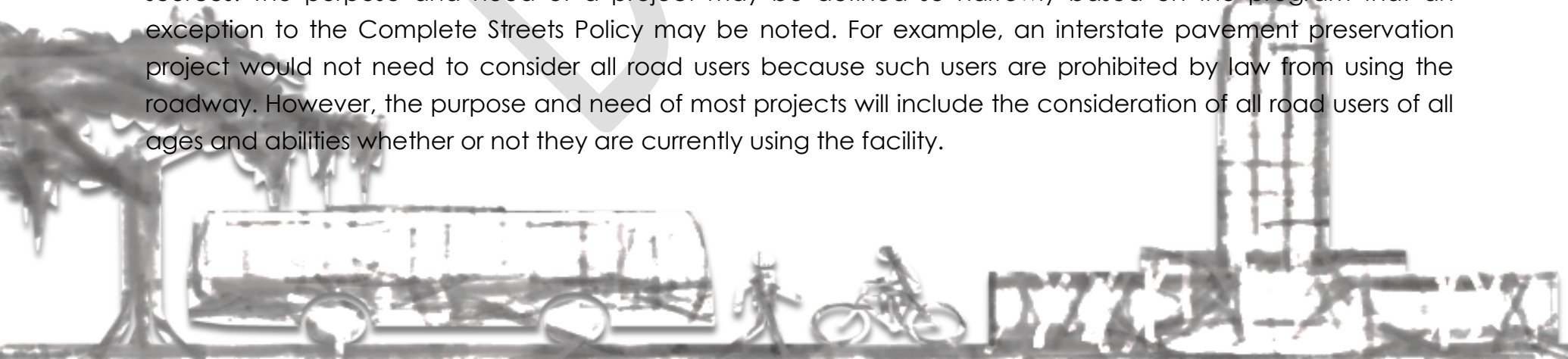


DOTD provides an annual program to the State Legislature with a list of projects proposed to begin within the next five fiscal years. Each program consists of its own project selection process and depends on the goals of that program. For example, preservation projects are determined using primarily pavement condition information and District input whereas safety projects are selected and prioritized using a safety data-driven project score. All projects require some form of feasibility report, known as a Stage 0 Study. Once a project is approved by the program's project selection team and adopted by the Legislature, it moves through the project delivery process as shown below.



## B. Purpose/Need and Project Scoping

Although each stage of project delivery is vital to the project delivery process, "Stage 0: Feasibility" initiates the consideration of the Complete Streets Policy and develops the purpose and need of the project. Stage 0 also includes initial project concepts, preliminary environmental review, project estimate and anticipated funding sources. The purpose and need of a project may be defined so narrowly based on the program that an exception to the Complete Streets Policy may be noted. For example, an interstate pavement preservation project would not need to consider all road users because such users are prohibited by law from using the roadway. However, the purpose and need of most projects will include the consideration of all road users of all ages and abilities whether or not they are currently using the facility.



The CSSG is responsible for overseeing updates to documents and guidance related to the Stage 0 process to ensure implementation of the Complete Streets Policy and coordination with local stakeholders.

## VII. COORDINATION & OUTREACH

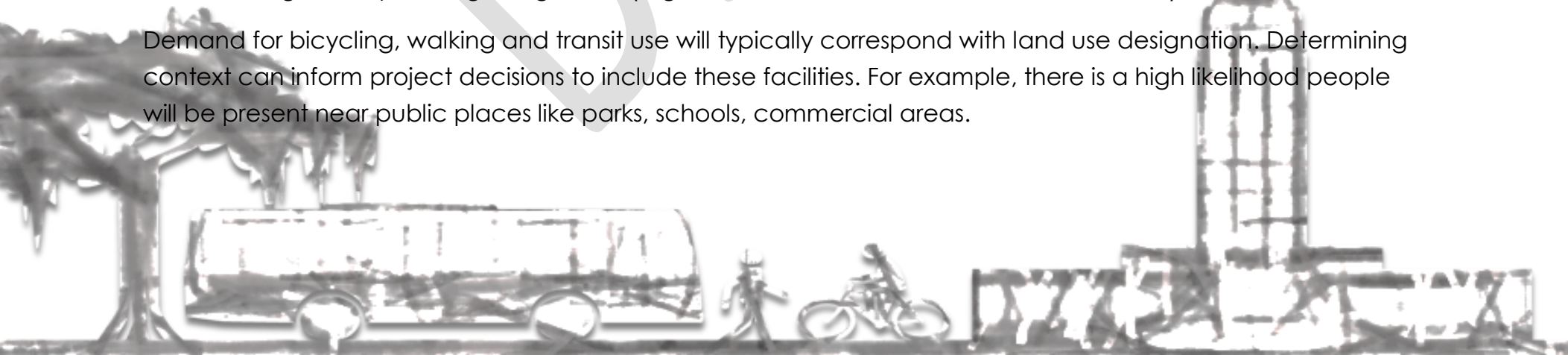
### A. Local Plans & Coordination

The consideration of local plans is vital to the success of a project and is necessary during pre-construction activities. Local plans provide a view into the community values and needs that were identified through a formal stakeholder input process. If a new construction project is planned, identifying any local plans or policies related to the project will assist the designer in coordinating with the appropriate stakeholders. Coordinating with local agencies is key to the development of successful projects that include complete streets components. It also allows the local agency to partner with DOTD if funding is unavailable to construct the project in its entirety.

### B. Land Use/Context Coordination

Local and/or regional planning entities play a large role in defining the context and land use for an area. This is typically achieved through zoning, which regulates land uses and intensity of development by zones or districts based on legislative planning designation (e.g. industrial, commercial, residential, natural).

Demand for bicycling, walking and transit use will typically correspond with land use designation. Determining context can inform project decisions to include these facilities. For example, there is a high likelihood people will be present near public places like parks, schools, commercial areas.



DOTD does not have input in how a community chooses to zone and develop the land. However, by working with a community, DOTD can determine the present and future transportation uses that the community envisions and design accordingly.

## VIII. ACTION PLAN

The following action plan is a summarized list of actions to be taken by the Complete Streets Steering Group from now until 2021 to facilitate the integration of Complete Streets within the Department. The action plan is a living document and is subject to update based on implementation successes, challenges, and priorities.



# DRAFT

## COMPLETE STREETS STEERING GROUP ACTION PLAN 2018-2021

### Data and Performance Measures

#	Action Step	Goal/Objective	Division	Action Description	Target Completion Date	Lead Individual
1	Annual Report	All	CS Steering Group	Produce an annual progress report to be submitted to the House and Senate Joint Transportation Committee in conjunction with the Highway Priority Program and in accordance with Revised Statute 48:22.1.	Annual -1st day of spring legislative session April 8, 2019	
2	Annual Non-Motorized User Safety Report	Goal 1/Objective 1.2	Office of Planning, Highway Safety	Produce an annual report of non-motorized user fatalities and serious injuries that identifies risk factors that may be addressed through the SRTPPP, including whether or not they are occurring at uncontrolled crossing locations.	Annual - end of each year	
3	Pedestrians and Bicyclists Count!	Goal 1/Objective 1.2	Office of Planning, Data Collection and LTRC	Develop new pedestrian and bicyclist count and observation procedures along with policies for using the information. Explore opportunities for encouraging local agencies to complete more pedestrian and bicyclist counts and share the data.		
4	Complete Streets Network Inventory	Goal 2/Objective 2.1	Office of Planning, Data Collection and Highway Safety	Establish a baseline of number and type of Complete Streets components (including but not limited to sidewalks, marked crosswalks, bike lanes, transit stops) existing on the state network.		
5	Evaluate and Modify Performance Measures	n/a	CS Steering Group/CS Advisory Council	Evaluate existing performance measures for applicability and validity. Revise and add performance measures as determined by DOTD and the Complete Streets Advisory Council.	4/1/2020	

# DRAFT

Guidance, Manuals, and Policies						
#	Action Step	Goal/Objective	Division(s)	Action Description	Target Completion Date	Lead Individual
1	Comprehensive List of DOTD Documents	Goal 1/ Objective 1.1	CS Steering Group	Review the list of documents to determine the need to be updated to integrate the complete streets policy. Prioritize the schedule of updates.	12/1/2018	
2	Low-Cost Complete Streets Countermeasures	Goal 2/Objective 2.1	CS Steering Group, LTAP	Develop list of potential low-cost complete streets countermeasures for easy incorporation to projects with restricted funding.		



# DRAFT

Training and Education						
#	Action Step	Goal/Objective	Division	Action Description	Target Completion Date	Lead Individual
1	Agency-wide Policy-Level Training	Goal 1/Objective 1.1	Office of Planning, Highway Safety	Develop and deliver statewide training for the Complete Streets Policy and relative legislation. It is envisioned that this course be a web-based introduction and a prerequisite to planning and design training.		
2	Pedestrian/Bicycle/Transit Design Training	Goal 1/Objective 1.1 & Goal 3/Objective 3.2	Office of Engineering	Develop pedestrian/bicycle/transit design training for designers, project managers, and consultants (target audience TBD) upon completion of manual and guidance updates.		
3	Review recent national publications	n/a	Complete Streets Steering Group	Review recent publications, including but not limited to FHWA Guide for Improving Pedestrian Safety at Uncontrolled Locations (2017), AASHTO Guides for the Development of Bicycle/Pedestrian/Transit Facilities, for recent research to determine which DOTD policies/guidance/manuals need to be updated for consideration of best practices.		
4	Request technical assistance	Goal 1/PM 1.1	CSSG	Request technical assistance/training (e.g. NCHRP 803 ActiveTrans Tool) for enhanced knowledge of pedestrian/bicycle/transit design considerations.		
5	Consultant Minimum Personnel Requirements	n/a	Office of Engineering, Consultant Contracts Services	Develop minimum personnel requirements that include pedestrian/bicycle/transit expertise for future advertisements.		

# DRAFT

Planning Tools and Resources						
#	Action Step	Goal/Objective	Division	Action Description	Target Completion Date	Lead Individual
1	Bicycle Planning Tool	Goal 1/Objective 1.3	Office of Planning, Highway Safety	Provide information/training on the use of the bicycle planning tool at professional development activities, like the Statewide Traffic Engineers Meeting, Road Design Squad meetings, etc.		
2	ADA Transition Plan	Goal 1/Objective 1.4	Office of Engineering, Compliance	Provide information/training on the use of the ADA compliance map at professional development activities, like the Statewide Traffic Engineers Meeting, Road Design Squad meetings, etc.		
3	SHSP & SRTPPP	n/a	Office of Planning, Highway Safety	Provide information on Louisiana's Strategic Highway Safety Plan and the Safe Routes to Public Places Program at professional development activities.		
4	Project/Plan Database/Portal	Goal 2/Objective 2.2	Office of Planning, Data Collection	Develop a public portal with maps of plans and planned and/or proposed projects.		
5	Policy and planning guide	Goal 3/Objective 3.1	Office of Planning, LPA Programs, LTAP, LPC	Develop guidance for local jurisdictions and MPOs on implementing a Complete Streets policy and/or plan to improve connectivity.		



# DRAFT

Coordination and Outreach						
#	Action Step	Goal/Objective	Division	Action Description	Target Completion Date	Lead Individual
1	Complete Streets Advisory Council Meetings	n/a	Office of Planning, Highway Safety	Hold quarterly coordination meetings with the Complete Streets Advisory Council, in accordance with Revised Statute 48:22.1.	Quarterly	
2	Website	Goal 3/Objective 3.2	Office of Planning, Highway Safety	Update the Complete Streets webpage with current information. This will also be where the Complete Streets Implementation Plan will be posted.	12/1/2018	
3	Local Public Agency Outreach	Goal 3/Objective 3.2	LTAP	Develop a one-page informational flyer to direct local public agencies to appropriate policy, planning and design manuals, and relevant guidance documents for implementation of Complete Streets Policy.		
4	LMA, LPESA, PJAL	Goal 3/Objective 3.2	LTAP, LPA Programs	Provide information at LMA/LPESA/PJAL meetings on Complete Streets Policy and updated guidance.		
5	LMA, LPESA, PJAL	Goal 3/Objective 3.2	LMA, LTAP	Investigate the creation of a transportation committee that would strengthen the relationship between LADOTD and LMA.		
6	Project Planning and Scoping	Goal 3/Objective 3.1	Office of Planning	Investigate current project selection and development process (including PRR projects) to determine how to ensure <b>early</b> stakeholder coordination and collaboration.	On-going	
7	Project Coordination	Goal 3/Objective 3.1	Office of Planning	Create guidance/flow chart/consultation process for stakeholders to establish consistent communication between agencies regarding all projects and implementation of the Complete Streets Policy.		