COMPLETE STREETS WORK GROUP MEETING #1

Louisiana Department of Transportation and Development

State Project No. 736-99-1478
AGENDA

1:00  Introductions and Welcome
1:45  Overview of Senate Concurrent Resolution 110
2:15  -Break-
2:30  Work Group Objectives/Project Team Strategy
3:15  A Brief Introduction to Complete Streets
3:45  Next Steps/Schedule
4:00  Adjourn

Complete Streets Work Group
Louisiana Department of Transportation and Development
COMPLETE STREETS WORK GROUP

INTRODUCTIONS AND WELCOME
COMPLETE STREETS WORK GROUP

OVERVIEW OF SENATE CONCURRENT RESOLUTION NO. 110
SENATE CONCURRENT RESOLUTION 110
(Regular Session, 2009)

• “To urge and request formation of a Complete Streets Work Group in the Department of Transportation”
SENATE CONCURRENT RESOLUTION 110
(Regular Session, 2009)

What is the problem in Louisiana that we would like to solve?

Why Complete Streets?

[Page 1, Line 3 through Page 2, Line 9]
SENATE CONCURRENT RESOLUTION 110
(Regular Session, 2009)

What is Complete Streets?

[Page 2, Line 10 through Page 2, Line 17]
Q. What can the State Legislature do about it?

A. Form a Complete Streets Work Group

[Page 3, Line 13 through Page 3, Line 22]
What are the Goals of the Complete Streets Guidelines?

[Page 2, Line 18 through Page 2, Line 26]
SENATE CONCURRENT RESOLUTION 110
(Regular Session, 2009)

What should the Complete Streets Guidelines Accomplish?

[Page 2, Line 27 through Page 3, Line 12]
SENATE CONCURRENT RESOLUTION 110
(Regular Session, 2009)

Timing, Meetings, and Coordination

[Page 4, Line 22 through Page 5, Line 3]

Complete Streets Work Group
Louisiana Department of Transportation and Development
-Break-

2:30  Work Group Objectives/Project Team Strategy

3:15  A Brief Introduction to Complete Streets

3:45  Next Steps/Schedule

4:00  Adjourn
COMPLETE STREETS WORK GROUP

WORK GROUP OBJECTIVES AND PROJECT TEAM STRATEGY
Resolution

1. The development of model design guidelines for suburban, rural and urban contexts
2. The application of such guidelines to both new and reconstruction projects
3. A determination of what components of guideline implementation require administrative and legislative changes
4. The development of any necessary legislation for the 2010 legislative session
5. The coordination of Complete Street guidelines with metropolitan planning organizations
6. The balancing of costs with benefits
7. A prioritization of interventions to connect bike and pedestrian networks throughout the state
8. Building on the Department of Transportation and Development's draft revised bike and pedestrian plan
9. The development of model urban street design guidelines and model local ordinances

Project Team Strategy

• Complete Streets Guidelines
  – Discussion of implementing guidelines on new and reconstruction projects at LDOTD /Administrative Changes
  – Discussion of Coordination with MPOs
  – Discussion of benefits and costs
  – Priorities, with a focus on connectivity and intergovernmental issues
  – Recommendations for Bike/Ped Plan

• Identification of other state-level CS Programs and identification of two (2) models to summarize

• Model Design Guidelines and Model Local Ordinances

• Legislation for the 2010 Legislative Session
Resolution

1. The development of model design guidelines for suburban, rural and urban contexts
2. The application of such guidelines to both new and reconstruction projects
3. A determination of what components of guideline implementation require administrative and legislative changes
4. The development of any necessary legislation for the 2010 legislative session
5. The coordination of Complete Street guidelines with metropolitan planning organizations
6. The balancing of costs with benefits
7. A prioritization of interventions to connect bike and pedestrian networks throughout the state
8. Building on the Department of Transportation and Development's draft revised bike and pedestrian plan
9. The development of model urban street design guidelines and model local ordinances

Project Team Strategy

- Complete Streets Guidelines
  - Discussion of implementation on new and reconstruction projects at LDOTD/Administrative Changes
  - Discussion of Coordination with MPOs
  - Discussion of benefits and costs
  - Priorities, with a focus on connectivity and intergovernmental issues
  - Recommendations for Bike/Ped Plan
- Identification of other state-level CS Programs and identification of two (2) models to summarize
- Model Design Guidelines and Model Local Ordinances
- Legislation for the 2010 Legislative Session
Resolution

1. The development of model design guidelines for suburban, rural and urban contexts
2. The application of such guidelines to both new and reconstruction projects
3. A determination of what components of guideline implementation require administrative and legislative changes
4. The development of any necessary legislation for the 2010 legislative session
5. The coordination of Complete Street guidelines with metropolitan planning organizations
6. The balancing of costs with benefits
7. A prioritization of interventions to connect bike and pedestrian networks throughout the state
8. Building on the Department of Transportation and Development's draft revised bike and pedestrian plan
9. The development of model urban street design guidelines and model local ordinances

Project Team Strategy

- Complete Streets Guidelines
  - Discussion of implementing guidelines on new and reconstruction projects at LDOTD/Administrative Changes
  - Discussion of Coordination with MPOs
  - Discussion of benefits and costs
  - Priorities, with a focus on connectivity and intergovernmental issues
  - Recommendations for Bike/Ped Plan

- Identification of other state-level CS Programs and identification of two (2) models to summarize

- Model Design Guidelines and Model Local Ordinances

- Legislation for the 2010 Legislative Session
Resolution

1. The development of model design guidelines for suburban, rural and urban contexts
2. The application of such guidelines to both new and reconstruction projects
3. A determination of what components of guideline implementation require administrative and legislative changes
4. **The development of any necessary legislation for the 2010 legislative session**
5. The coordination of Complete Street guidelines with metropolitan planning organizations
6. The balancing of costs with benefits
7. A prioritization of interventions to connect bike and pedestrian networks throughout the state
8. Building on the Department of Transportation and Development’s draft revised bike and pedestrian plan
9. The development of model urban street design guidelines and model local ordinances

Project Team Strategy

- **Complete Streets Guidelines**
  - Discussion of implementing guidelines on new and reconstruction projects at LDOTD /Administrative Changes
  - Discussion of Coordination with MPOs
  - Discussion of benefits and costs
  - Priorities, with a focus on connectivity and intergovernmental issues
  - Recommendations for Bike/Ped Plan
- Identification of other state-level CS Programs and identification of two (2) models to summarize
- **Model Design Guidelines and Model Local Ordinances**
- **Legislation for the 2010 Legislative Session**
Resolution

1. The development of model design guidelines for suburban, rural and urban contexts
2. The application of such guidelines to both new and reconstruction projects
3. A determination of what components of guideline implementation require administrative and legislative changes
4. The development of any necessary legislation for the 2010 legislative session
5. The coordination of Complete Street guidelines with metropolitan planning organizations
6. The balancing of costs with benefits
7. A prioritization of interventions to connect bike and pedestrian networks throughout the state
8. Building on the Department of Transportation and Development’s draft revised bike and pedestrian plan
9. The development of model urban street design guidelines and model local ordinances

Project Team Strategy

- Complete Streets Guidelines
  - Discussion of implementing guidelines on new and reconstruction projects at LDOTD /Administrative Changes
  - Discussion of Coordination with MPOs
    - Discussion of benefits and costs
    - Priorities, with a focus on connectivity and intergovernmental issues
    - Recommendations for Bike/Ped Plan
- Identification of other state-level CS Programs and identification of two (2) models to summarize
- Model Design Guidelines and Model Local Ordinances
- Legislation for the 2010 Legislative Session
Resolution

1. The development of model design guidelines for suburban, rural, and urban contexts
2. The application of such guidelines to both new and reconstruction projects
3. A determination of what components of guideline implementation require administrative and legislative changes
4. The development of any necessary legislation for the 2010 legislative session
5. The coordination of Complete Street guidelines with metropolitan planning organizations
6. The balancing of costs with benefits
7. A prioritization of interventions to connect bike and pedestrian networks throughout the state
8. Building on the Department of Transportation and Development's draft revised bike and pedestrian plan
9. The development of model urban street design guidelines and model local ordinances

Project Team Strategy

- Complete Streets Guidelines
  - Discussion of implementing guidelines on new and reconstruction projects at LDOTD/Administrative Changes
  - Discussion of Coordination with MPOs
  - Discussion of benefits and costs
    - Priorities, with a focus on connectivity and intergovernmental issues
    - Recommendations for Bike/Ped Plan
- Identification of other state-level CS Programs and identification of two (2) models to summarize
- Model Design Guidelines and Model Local Ordinances
- Legislation for the 2010 Legislative Session
Resolution

1. The development of model design guidelines for suburban, rural and urban contexts
2. The application of such guidelines to both new and reconstruction projects
3. A determination of what components of guideline implementation require administrative and legislative changes
4. The development of any necessary legislation for the 2010 legislative session
5. The coordination of Complete Street guidelines with metropolitan planning organizations
6. The balancing of costs with benefits
7. A prioritization of interventions to connect bike and pedestrian networks throughout the state
8. Building on the Department of Transportation and Development’s draft revised bike and pedestrian plan
9. The development of model urban street design guidelines and model local ordinances

Project Team Strategy

• Complete Streets Guidelines
  – Discussion of implementing guidelines on new and reconstruction projects at LDOTD/Administrative Changes
  – Discussion of Coordination with MPOs
  – Discussion of benefits and costs
  – Priorities Discussion, with a focus on connectivity and intergovernmental issues
  – Recommendations for Bike/Ped Plan

• Identification of other state-level CS Programs and identification of two (2) models to summarize

• Model Design Guidelines and Model Local Ordinances

• Legislation for the 2010 Legislative Session
Resolution

1. The development of model design guidelines for suburban, rural and urban contexts
2. The application of such guidelines to both new and reconstruction projects
3. A determination of what components of guideline implementation require administrative and legislative changes
4. The development of any necessary legislation for the 2010 legislative session
5. The coordination of Complete Street guidelines with metropolitan planning organizations
6. The balancing of costs with benefits
7. A prioritization of interventions to connect bike and pedestrian networks throughout the state
8. Building on the Department of Transportation and Development's draft revised bike and pedestrian plan
9. The development of model urban street design guidelines and model local ordinances

Project Team Strategy

- Complete Streets Guidelines
  - Discussion of implementing guidelines on new and reconstruction projects at LDOTD /Administrative Changes
  - Discussion of Coordination with MPOs
  - Discussion of benefits and costs
  - Priorities, with a focus on connectivity and intergovernmental issues
  - Recommendations for Bike/Ped Plan
- Identification of other state-level CS Programs and identification of two (2) models to summarize
- Model Design Guidelines and Model Local Ordinances
- Legislation for the 2010 Legislative Session
### Resolution

1. The development of model design guidelines for suburban, rural and urban contexts
2. The application of such guidelines to both new and reconstruction projects
3. A determination of what components of guideline implementation require administrative and legislative changes
4. The development of any necessary legislation for the 2010 legislative session
5. The coordination of Complete Street guidelines with metropolitan planning organizations
6. The balancing of costs with benefits
7. A prioritization of interventions to connect bike and pedestrian networks throughout the state
8. Building on the Department of Transportation and Development's draft revised bike and pedestrian plan
9. The development of model urban street design guidelines and model local ordinances

### Project Team Strategy

- **Complete Streets Guidelines**
  - Discussion of implementing guidelines on new and reconstruction projects at LDOTD/ Administrative Changes
  - Discussion of Coordination with MPOs
  - Discussion of benefits and costs
  - Priorities, with a focus on connectivity and intergovernmental issues
  - Recommendations for Bike/Ped Plan

- **Identification of other state-level CS Programs and identification of two (2) models to summarize**

- **Model Design Guidelines and Model Local Ordinances**

- **Legislation for the 2010 Legislative Session**
A BRIEF INTRODUCTION TO COMPLETE STREETS
WHAT ARE COMPLETE STREETS?

• Complete streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street.

Complete Streets Work Group
Louisiana Department of Transportation and Development
A few things to keep in mind about Louisiana...

- **Safety**: There were a disproportionately high number of fatalities (107, 10.8% of all fatalities) on state highways in 2007 when compared to the pedestrian mode split (2% of all trips).

- **Equity**: 12% of households in Louisiana don’t have access to a car (2000 Census).

- **Mode Alternatives**: Louisiana ranks 46th in terms of population without a drivers license. (LDOTD Statewide Transportation Plan, 2003). 0.4% (6,648) workers over 16 bicycled to work, 2.2% (40,184) walked to work and 2.4% took transit (43,277).

- **Access**: In Louisiana, in 2000, 21.8% (880,047) of the population over age 5 had a disability. (2000 Census).
WHAT DOES IT MEAN TO HAVE A COMPLETE STREETS POLICY?

• Creating complete streets means transportation agencies must change their orientation toward building primarily for cars.

• Instituting a complete streets policy ensures that transportation agencies routinely design and operate the entire right of way to enable safe access for all users.
WHAT DOES A COMPLETE STREET LOOK LIKE?

• Since each complete street is unique, it is impossible to give a single description.

• A complete street might include sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable and accessible transit stops, frequent crossing opportunities, median islands, accessible pedestrian signals, curb extensions, and more.

• A complete street in a rural area will look quite different from a complete street in a highly urban area. But both are designed to balance safety and convenience for everyone using the road.
Is it a Complete Street?

Robert E. Lee, New Orleans
Is it a Complete Street?

Johnston Street (US 167), Lafayette
Is it a Complete Street?
LA Highway 1, Houma
Is it a Complete Street?

New Natchitoches Road (LA 838), Monroe, LA
Is it a Complete Street?

General Meyer Avenue, New Orleans, LA
COMPLETE STREETS WORK GROUP

NEXT STEPS/SCHEDULE
Work Group Meetings

– Meeting #2:
  • September 22\textsuperscript{nd} tentatively from 8AM to 4PM in the LDOTD Annex Classroom

– Meeting #3:
  • tentatively for October 13\textsuperscript{th} (AM or PM?)

– Meeting #4:
  • tentatively for November 17\textsuperscript{th} (AM or PM?)

Complete Streets Work Group
Louisiana Department of Transportation and Development
Task Development

• **Now to October:**
  – Identify Model Guidelines and Outline the Complete Streets Guidelines, Discussion items, Model Ordinances, Legislation

• **October – November:**
  – Initial Interim Draft to Work Group
  – Work Group Feedback

• **December – January**
  – Finalize the Interim Draft Report
  – Secretary to Present to Legislative Committees

• **February – March**
  – Final Report

• **Before the End of the Legislative Session**
  – Secretary to Present to Legislative Committees

• **By July 2010**
  – Project Wrap up
Thank You for your Participation!

Ellen Wilmer Soll
Burk-Kleinpeter, Inc.
4176 Canal Street
New Orleans, LA 70119
504-486-5901
esoll@bkiusa.com

Brian Parsons
Louisiana Department of Transportation and Development
1201 Capital Access Drive
Baton Rouge, LA 70804
225-379-1954
Brian.Parsons@LA.GOV

Complete Streets Work Group
Louisiana Department of Transportation and Development
PHOTO CITATIONS

1. www.pedbikeimages.org / Dan Burden
2. www.pedbikeimages.org / Dan Burden
3. www.pedbikeimages.org / Dan Burden
4. www.pedbikeimages.org / Dan Burden
5. www.pedbikeimages.org / Laura Sandt
6. www.pedbikeimages.org / Jan Moser
7. www.pedbikeimages.org / Dan Burden

Complete Streets Work Group
Louisiana Department of Transportation and Development