



# Louisiana Complete Streets Policy Overview and Status

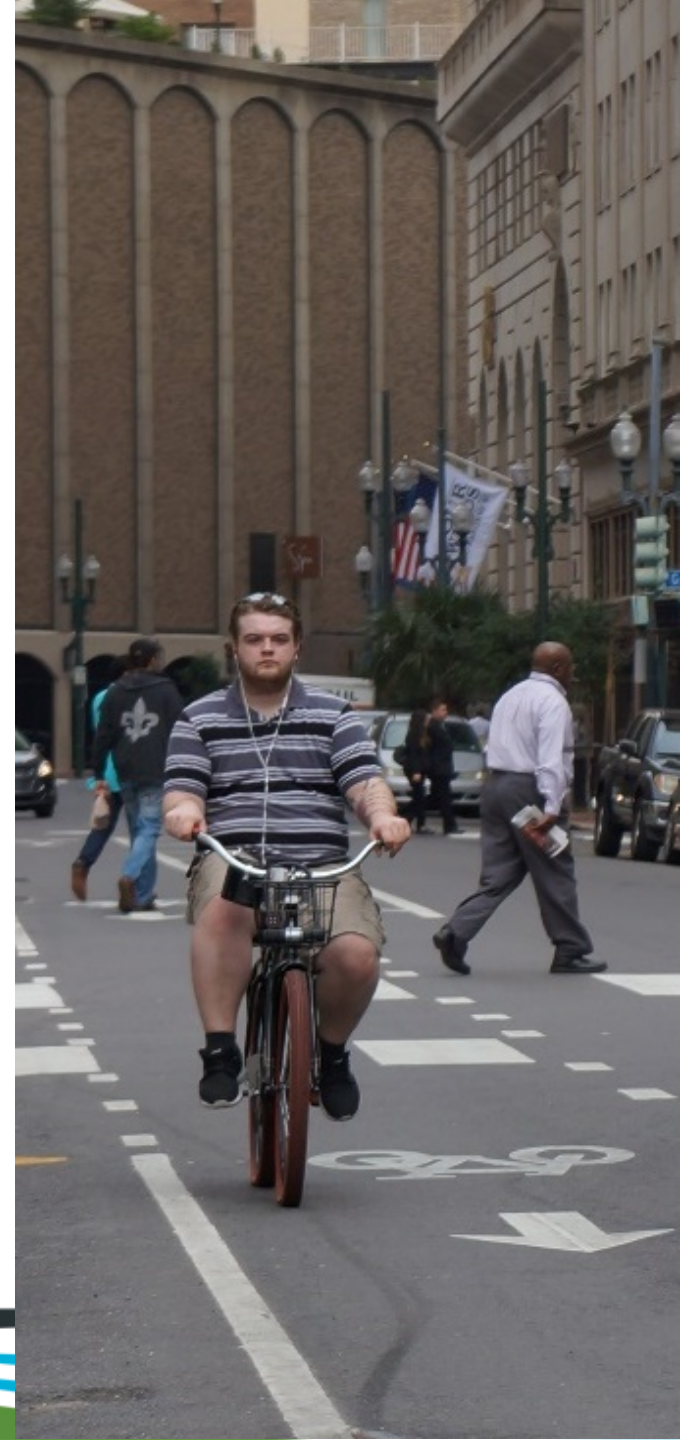
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Complete Streets Peer Exchange  
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# Louisiana's Complete Streets Policy

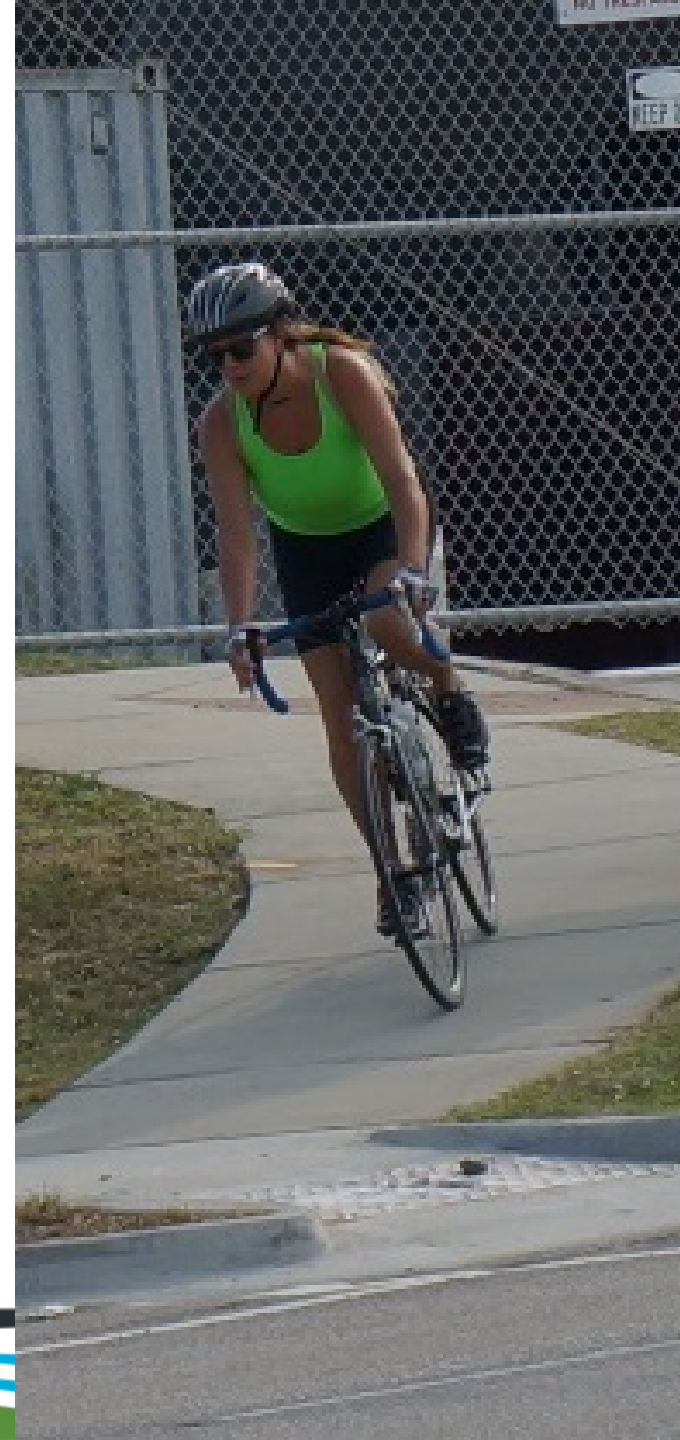
- Adopted by Secretary of Transportation in 2010
- Became law in 2014 to have the policy
  - **Applies to all state projects**
    - Different types of projects will be treated differently
    - Exceptions are allowed

[http://wwwsp.dotd.la.gov/Inside\\_LaDOTD/Divisions/Multimodal/Highway\\_Safety/Complete\\_Streets/Misc%20Documents/cs-la-dotpolicy.pdf](http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Multimodal/Highway_Safety/Complete_Streets/Misc%20Documents/cs-la-dotpolicy.pdf)



# What are the Goals of the Policy?

- Create a comprehensive, integrated, connected transportation network
- Balance access, mobility and safety needs
- Encourage people to walk, bike and use transit
- Safely accommodate pedestrians, bicyclists, transit users as well as motorists



# Why Does Louisiana need a Complete Streets Policy?

- SAFETY:

- 3rd highest child pedestrian fatality rate
- 5th highest pedestrian fatality rate in the US
- 16.6% of all traffic deaths were pedestrians in 2012

- HEALTH:

- 6th most obese state - 33.1% of adults are considered obese
- 4th in childhood obesity - 21.1% of children age 10-17 are obese

- GROWING ELDERLY POPULATION:

- by 2030, population over 65 is projected to be 17.6% (2010 was 12.5%)



# How did we get here?

- 2009: Work Group requested by legislature
- 2010: Policy Adopted
- 2011: Innovation for Sustaining Places Award: Best Practices and recognized for strong policy language in 2011 Complete Streets Policy Analysis Report
- 2012: Legislature requests the reconvening of the Work Group and reporting to legislature annually
- 2014: **Complete Streets Advisory Council** created legislatively and became law to have and maintain a policy



# Complete Streets Advisory Council

## Mission

- Work with the Department to adopt and maintain an up to date Complete Streets Policy that balances the access, mobility, health and safety needs of all users of the transportation system.
- Assist with the implementation of the Complete Streets policy by identifying opportunities for institutional change, including the development of performance measures and by monitoring progress through review of the annual progress report.
- Educate and engage interested citizens and stakeholders about Louisiana's Complete Streets Policy



# Complete Streets Advisory Council

## Members

### Legislatively Named

- DOTD
- FHWA
- MPO representative
- AARP
- Center for Planning Excellence

### Other interested parties selected through application process for 2-year term:

- UNO Transportation Institute
- Louisiana Engineering Society
- Louisiana Public Health Institute
- Local Gov't representative
- Ride New Orleans
- Bike Baton Rouge
- Fit Families for CENLA
- Monroe Advocates for Safe Streets



# Complete Streets Advisory Council Activities

- Meet 4 to 6 times per year
  - Technical information presented
    - Look at other states are implementing Complete Streets
    - Look at other states performance measures
  - “Bootcamp”
    - DOTD key personnel give overview of a section or process within DOTD
  - Working collaboratively with DOTD to develop Performance Measures and meet reporting requirements of state law





# What are those state law requirements?

## Department must

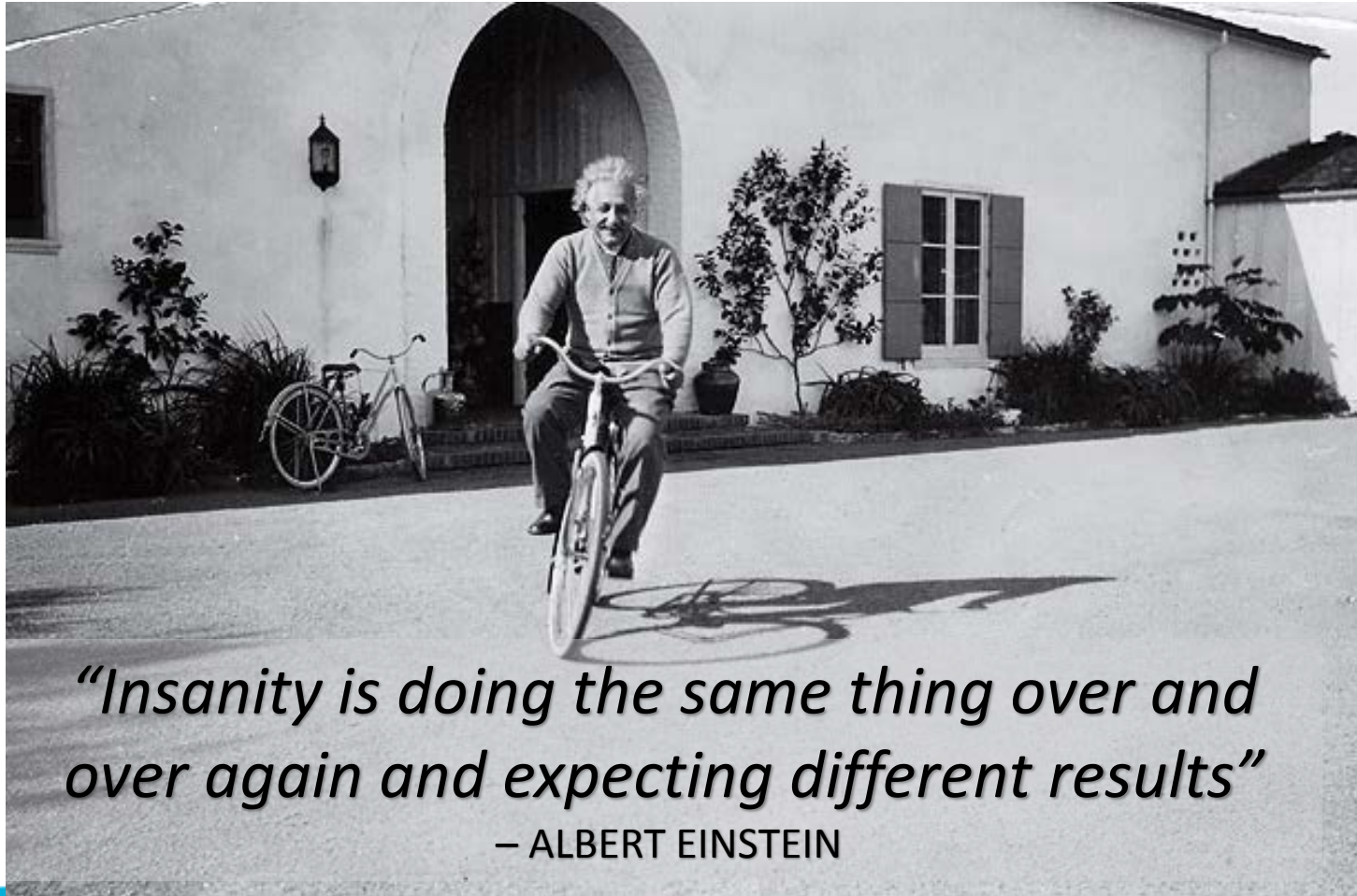
1. ...adopt and maintain a Complete Streets Policy
2. ...make reasonable efforts to engage interested stakeholders through an advisory group to be known as the Complete Streets Advisory Council



# What are those state law requirements?

- ...**establish goals** to be incorporated into practical projects within the highway priority program and shall track the progress by department district.
- ...**submit a written progress report** annually in conjunction with the department's submission of the Highway Priority Program to the House and Senate committees on transportation, highways and public works and to the Complete Streets Advisory Council
- ...**shall adopt performance measures to evaluate the effectiveness of the Complete Streets Policy.** These performance measures shall include both **process** and **outcome** oriented indicators as determined by the department in conjunction with the Complete Streets Advisory Council

In other words, to make sure the Complete Streets Policy is being implemented, and that it is changing outcomes.



*“Insanity is doing the same thing over and over again and expecting different results”*

– ALBERT EINSTEIN

# Implementation

- Complete Streets Policy addressed need for action to implement
- Complete Streets Report identified 60+ actions
  1. Assigning Responsibility
  2. Changing Processes
  3. Training
  4. Updating Design Guidance
  5. Developing Performance Measures



# Implementation

## Assigning Responsibility

- Complete Streets Advisory Council
  - Bicycle and Pedestrian Coordinator DOTD chairman
- Complete Streets Steering Committee formed
  - High level Chairman (Assistant Chief Engineer)
  - Sections designating members
  - Serve as liaison between CSAC and executive level



# Implementation

## Changing Processes

- Ad Hoc Examples:
  - Stage 0 and Stage 1 Checklists updated to reflect Complete Streets or Bicycle and Pedestrian Needs
  - Solicitation of Views process updated to include Bicycle and Pedestrian advocacy groups
  - Rumble strips design guidance updated to reflect spacing needs of cyclists
- Steering Committee is responsible for initiating the development of a 3 year implementation plan



# Implementation

## Provide Training



# Implementation

## Updating Design Guidance

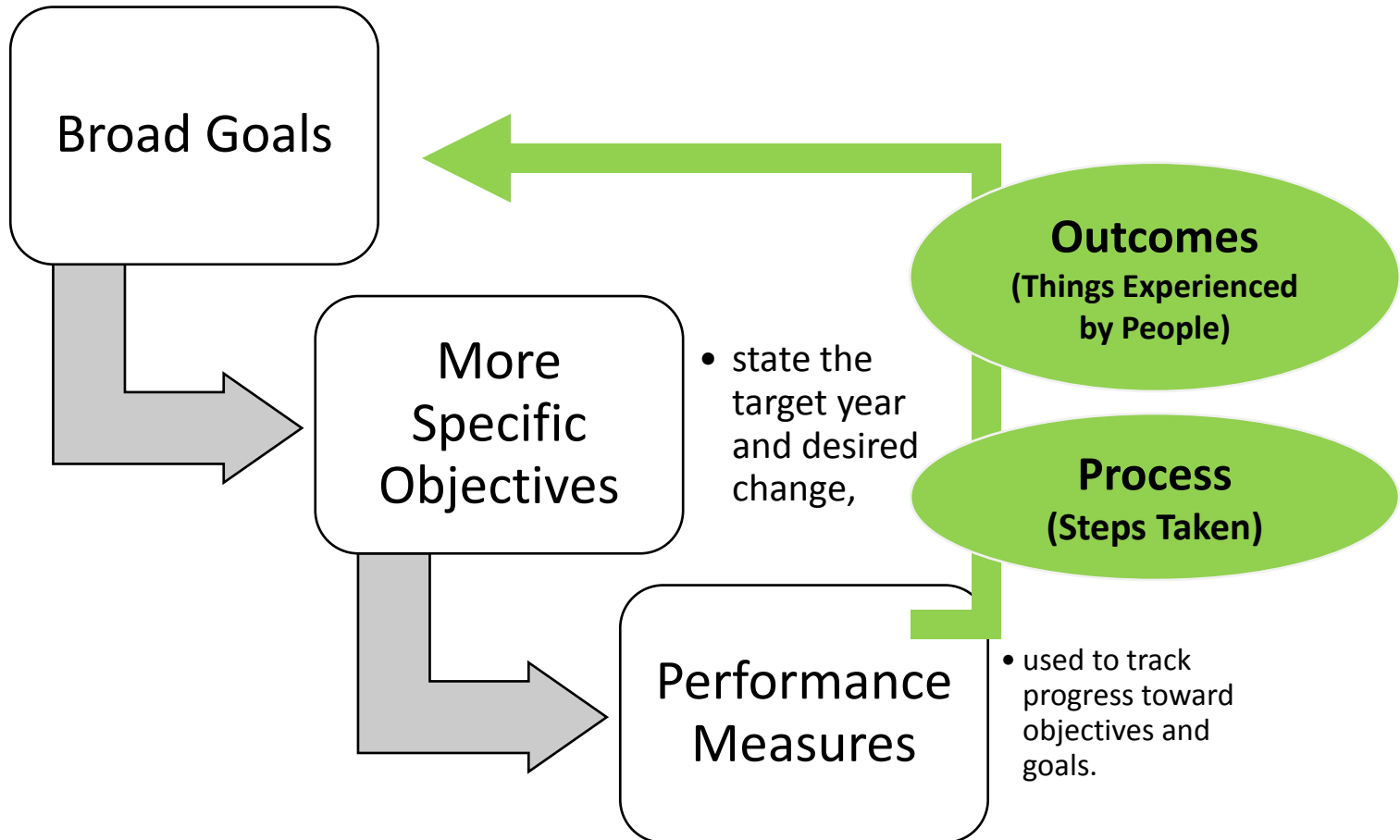
- Team working internally on updating various components such as:
  - Engineering Directive and Standard
    - Assigns the authority for exceptions
  - Design Standards/Manual
  - Pavement Marking Details





# Implementation

## Adopting Performance Measures



# Implementation

## Adopting Performance Measures

- *Is it getting SAFER?*
  - Serious injuries and fatalities going down
- *Is the network of walkable, bikeable facilities being expanded?*
  - Projects or miles of facilities
- *Are more people walking? Are more people biking?*
  - Counts, surveys, etc.



# Conclusion

