

New Orleans
Complete Streets Experience



CITY OF NEW ORLEANS

Louis Haywood

Department of Public Works

January 19, 2016



Complete Streets policies

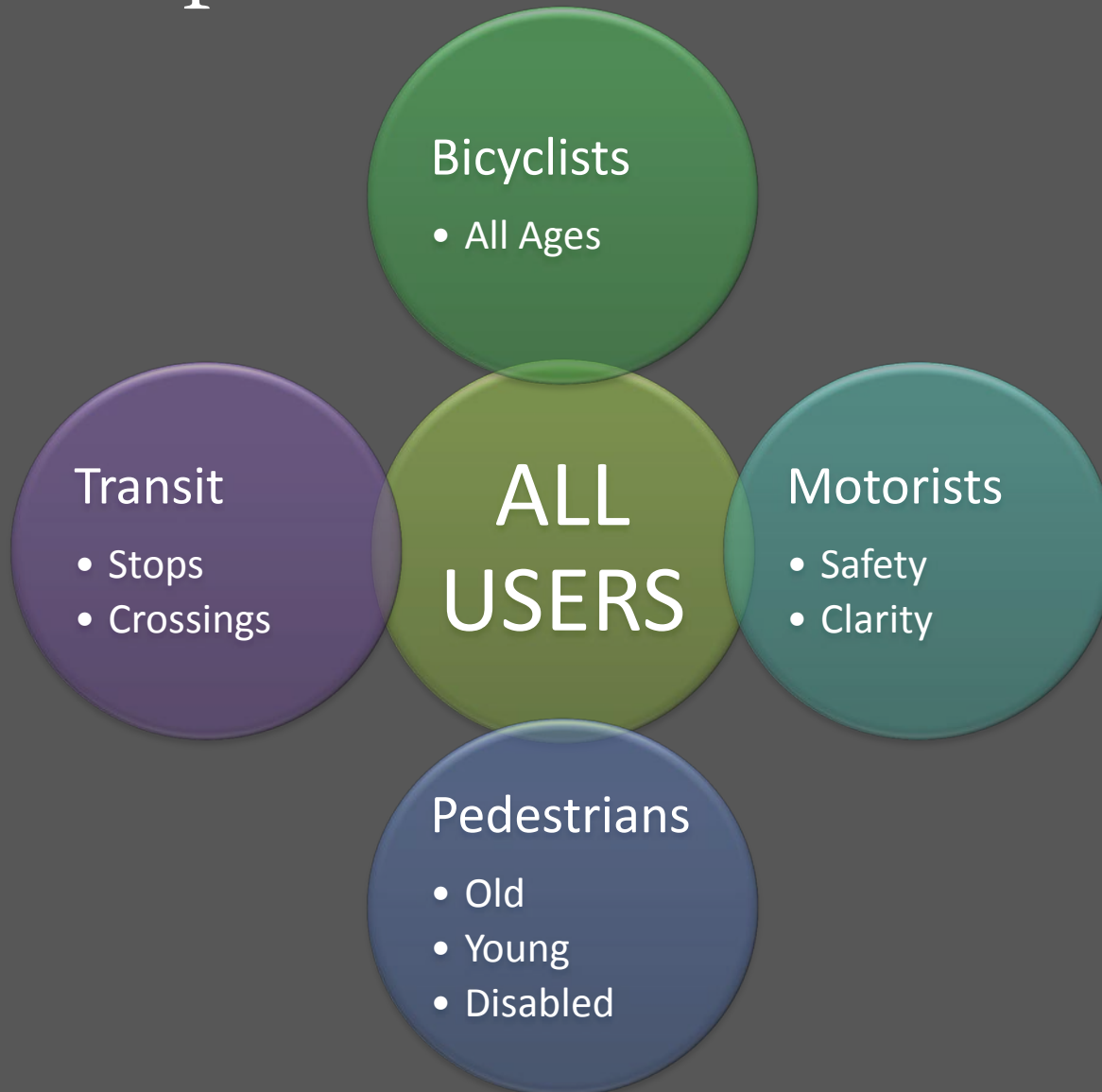
Ensure that the entire right-of-way is planned, designed, constructed, operated, and maintained to provide safe access for all users



New Orleans CS Program

- “...by requiring that all planning, designing, funding, operation and maintenance of the city's transportation system to accommodate and encourage travel for **all users in a balanced, responsible and equitable manner** consistent with, and supportive of, the surrounding community.”

Complete Streets User Groups



Complete Streets:

Is a high-level policy direction

Changes the everyday decision-making processes and systems

Represents an incremental approach

Has long-term results

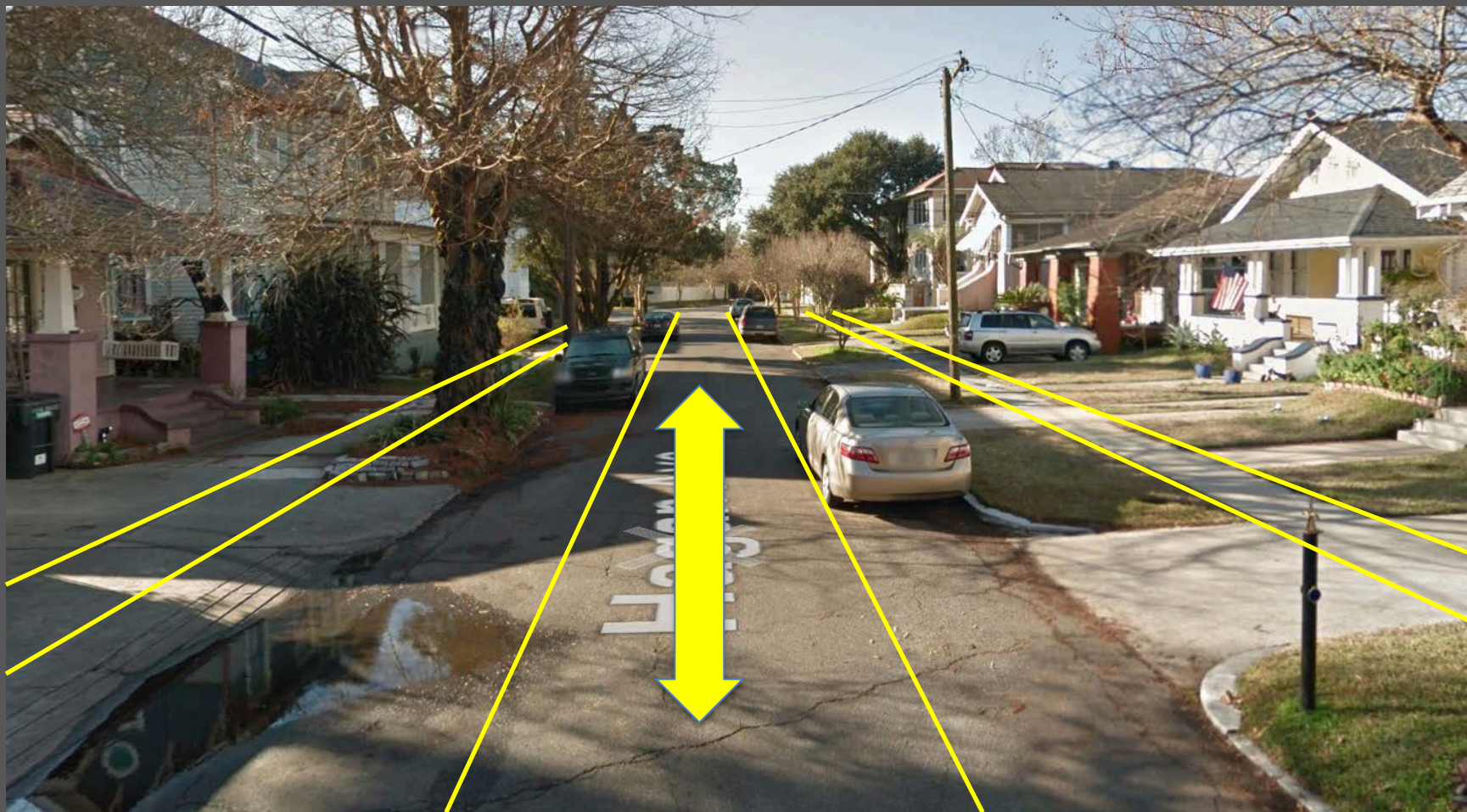




Complete Streets is not:

- A one-off “special” street project
- A design prescription
- A mandate for immediate retrofit
- A silver bullet; other issues must be addressed:
 - Land use (proximity, mixed-use)
 - Environmental concerns
 - Transportation Demand Management

Standard New Orleans Residential Street Complete? YES!



Streetscapes and Sidewalks



Oak Street Reconstruction



Oak Street Reconstruction



Bike Racks

Street Trees

Concrete Crosswalks

Curb Extensions
w/ Brick Accents!

Decorative Intersection

Benches

Freret Streetscape



Freret Streetscape



Bike Racks

Shared Lane Markings

Crosswalk Markings

Curb Extensions
w/ Brick Accents!

Lafayette: Jefferson Street



Lafayette: Jefferson Street

Photo Credit: Panoramio User ryanpadu



Street Trees

Curb Extensions

Decorative Intersection

Pedestrian Signals

Community Image



Good Ideas:

- Street furniture and trees
- Pavement Accents (fancy, implied value)
- Always Consider Transit
- Don't be afraid of unconventional and non-standard designs!
- Shorten crossing distances when you can

Lessons Learned:

- Never build brick ADA ramps!
- Never build brick crosswalks
 - Maintenance, maintenance, maintenance
- Avoid fancy stamped concrete (except as accents)
- Don't settle for sharrows investments, go for the bike lane or a separated path.

Brick Sidewalks: Prepare for Maintenance



Find the Goat Trails



Find gaps in the sidewalk!



Build the sidewalk



Maintenance



Thoughtful Design



Thoughtful Design



Thoughtful Design



Thoughtful Design



Better yet: **AVOID** Pedestrian Push Buttons if at all possible!

Scoping is Important!



Scoping is Important!



Open Drainage Ditch

Crosswalk

Transit Stops



Transit Stops



Intersections



Intersections



Decatur Street



Decatur Street



Narrow Lanes,
Defined Space

Pedestrian Refuge
w/ Brick Accents!



Bayou Road



132 feet

Bayou Road



Bike Lanes and Road Diets



If we build it...?

2010-2014:

Bike Lanes: 125%

Shared Lanes: 49.6%

No facility: 22.5%



St. Claude Avenue

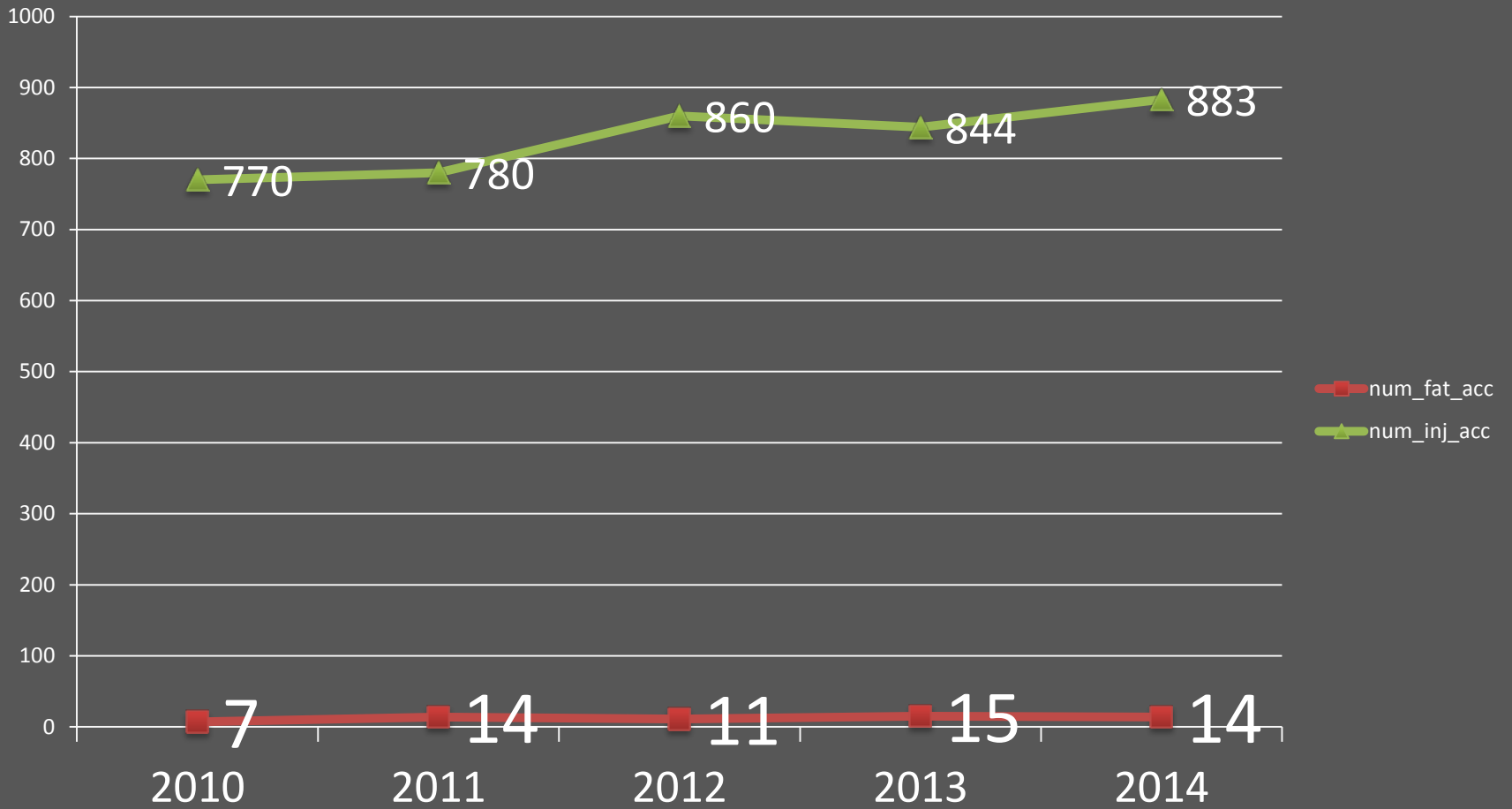
- 2007-2008 Study
- High Volume State Highway (LA 46)
- 4 Lanes Divided
- Lanes narrowed, 5' bike lanes added
- **56% Increase in total cyclists**
- **75% Increase in correct direction cycling**
- **133% Increase in female cyclists**
 - Parker, Kathryn M., Jeanette Gustat, and Janet Rice.
“Installation of Bicycle Lanes and Increased Ridership in an Urban, Mixed-Income Setting in New Orleans, Louisiana

South Carrollton Ave

- S. Carrollton repaved; included new bike lane
- **325% Increase in corridor cycling**
- **475% Increase in female cyclists using the street**
- Less than \$15,000 investment on \$3M project

Parker, Kathryn M., Janet Rice, and Jeanette Gustat. "Impact of Bicycle Infrastructure Improvements in New Orleans, Louisiana" Tulane University. February 2013.

Overall Injury Accidents Orleans Parish



Esplanade Ave



9.5' 9.5' 7'

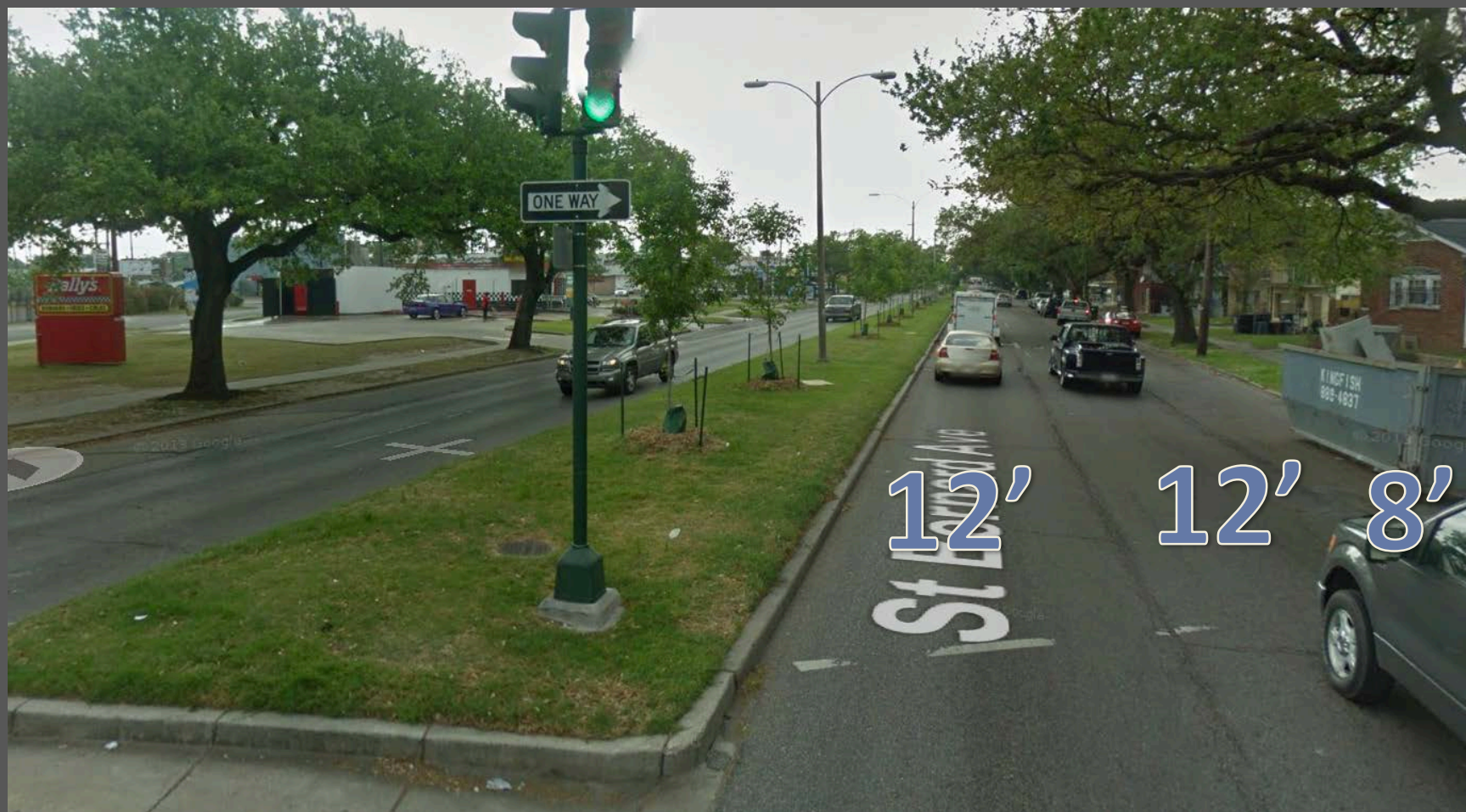
Esplanade Ave

UNOTI: 199%
Increase in
Cycling from
2010 to 2014
2014: 1,076 EDT

11' 6' 9'



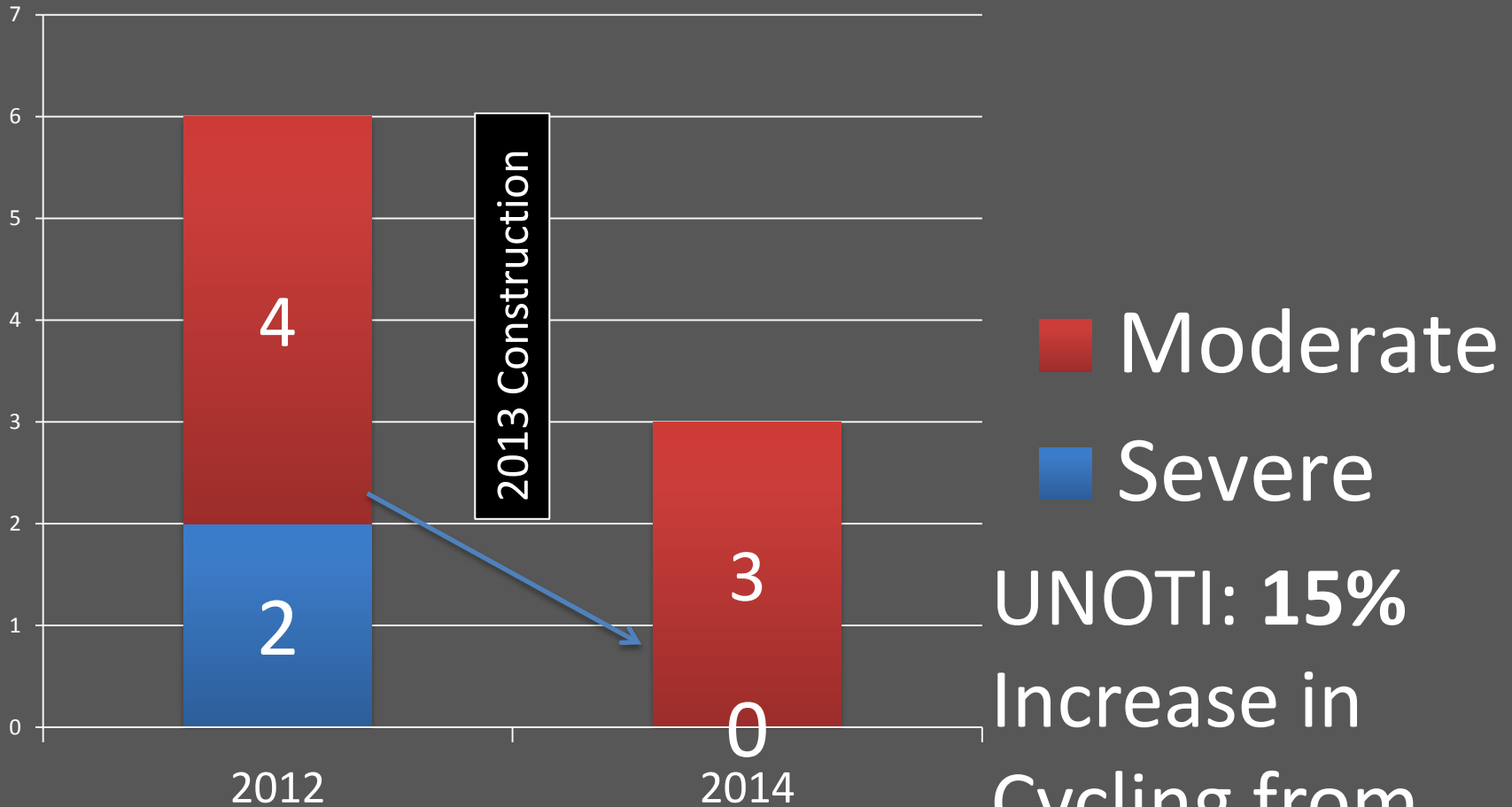
St. Bernard Ave



St Bernard Ave



St Bernard Crashes



UNOTI: **15%**
Increase in
Cycling from
2013 to 2014

Nashville Avenue



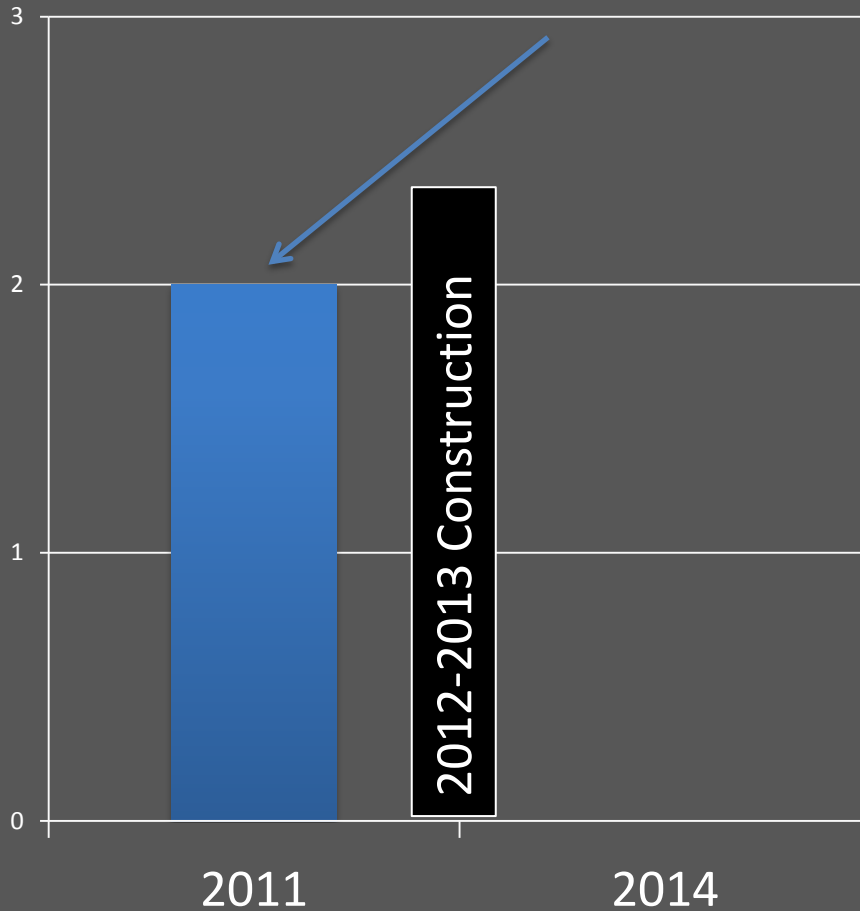
Nashville Avenue



11' 6" + 3' 8"

Nashville Avenue

2 sideswipes: one scooter, one bicycle



■ Moderate

UNOTI: **222%**
Increase in
Cycling from
2013 to 2014

Baronne Street



8' 12' 12' 8'

Baronne Street



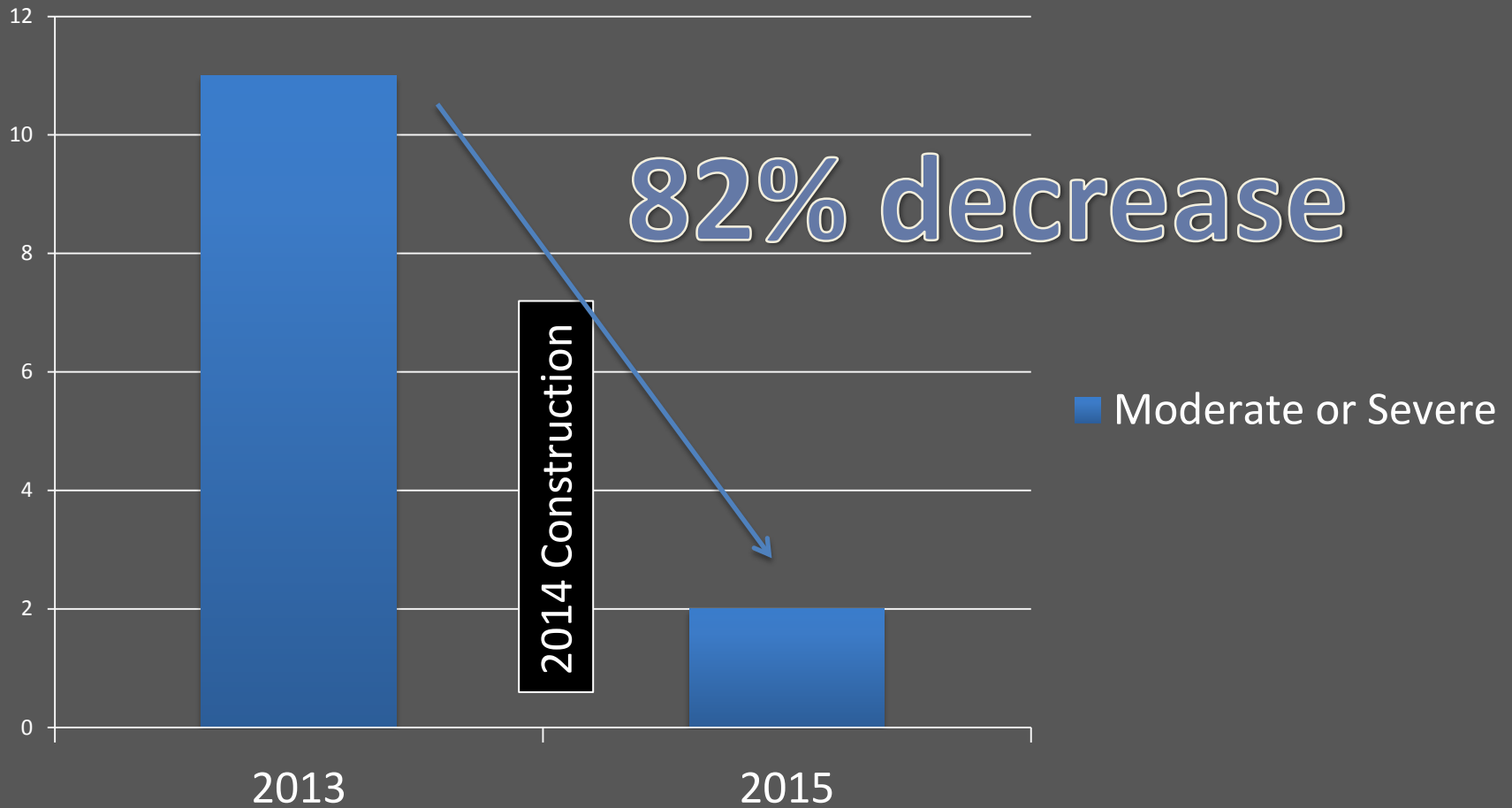
9'

12'

3'+6'

10'

Baronne Street



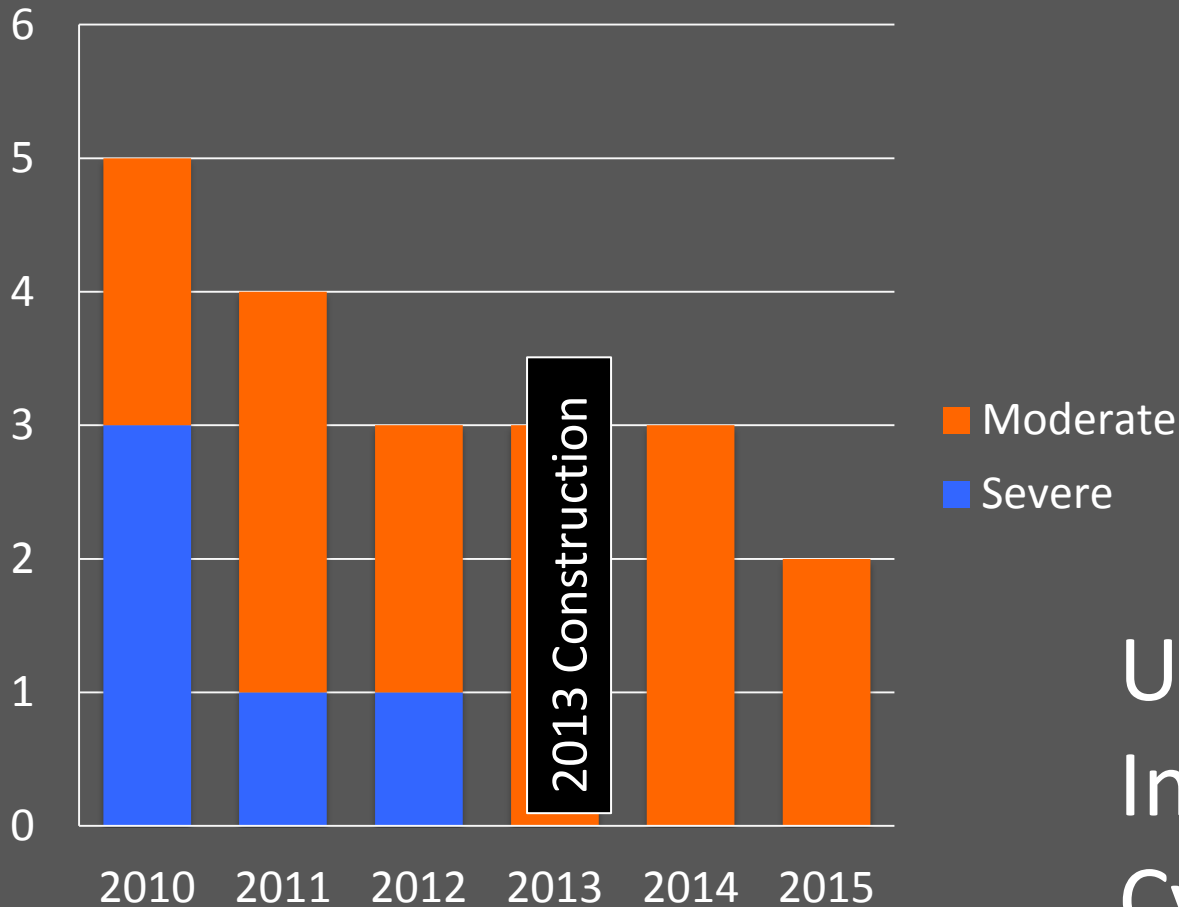
Basin Street



Basin Street



Basin Street



UNOTI: **102%**
Increase in
Cycling EDT from
2013 to 2014

N Galvez Street



N Galvez Street



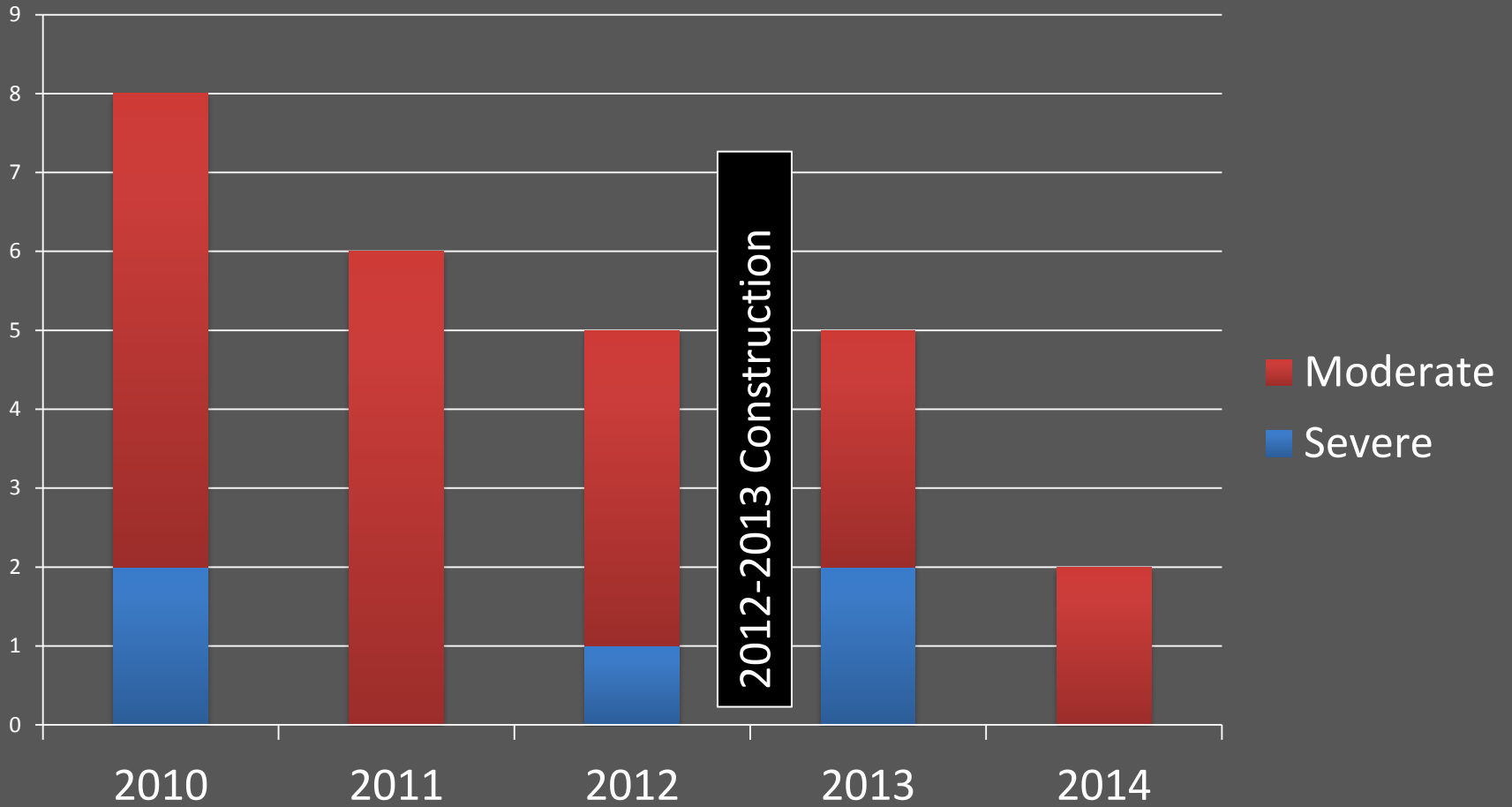
Gentilly Boulevard



Gentilly Boulevard



Gentilly Boulevard



Filmore Avenue



Filmore Avenue



What's Next?

- Improving the sidewalk maintenance program
- Identifying more missing sidewalks
- Building the next 100 miles of bike facilities



For more information

- Model policies & reports
 - *UNO TI Complete Streets Policy Manual (2012)*
 - *New Orleans Pedestrian and Bicycle Count Report (2014)*
 - *Best Complete Streets Policies*
 - *Local Policy Workbook*
- Implementation resources
- Latest news

www.completestreets.org

www.smartgrowthamerica.org