

LOUISIANA COMPLETE STREETS POLICY



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How is the

LOUISIANA COMPLETE STREETS POLICY

a success story in context sensitivity?

Louisiana's Policy

- Related state legislation
 - 2009 - SCR 100 called for Work Group to study policy adoption
 - 2012 - HCR 110 called for Work Group to be reconvened, initiated reporting requirements
 - 2014 - SB 527 called for Advisory Council and performance based reporting, made policy law
- Awards and accolades
 - Rated second “strongest” state administrative policy in 2011
 - Recipient of APA Louisiana Excellence Award for Process 2010





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

A complete street in a rural area will look different from a complete street in an urban area.

Both are designed to balance safety and convenience for everyone using the road.

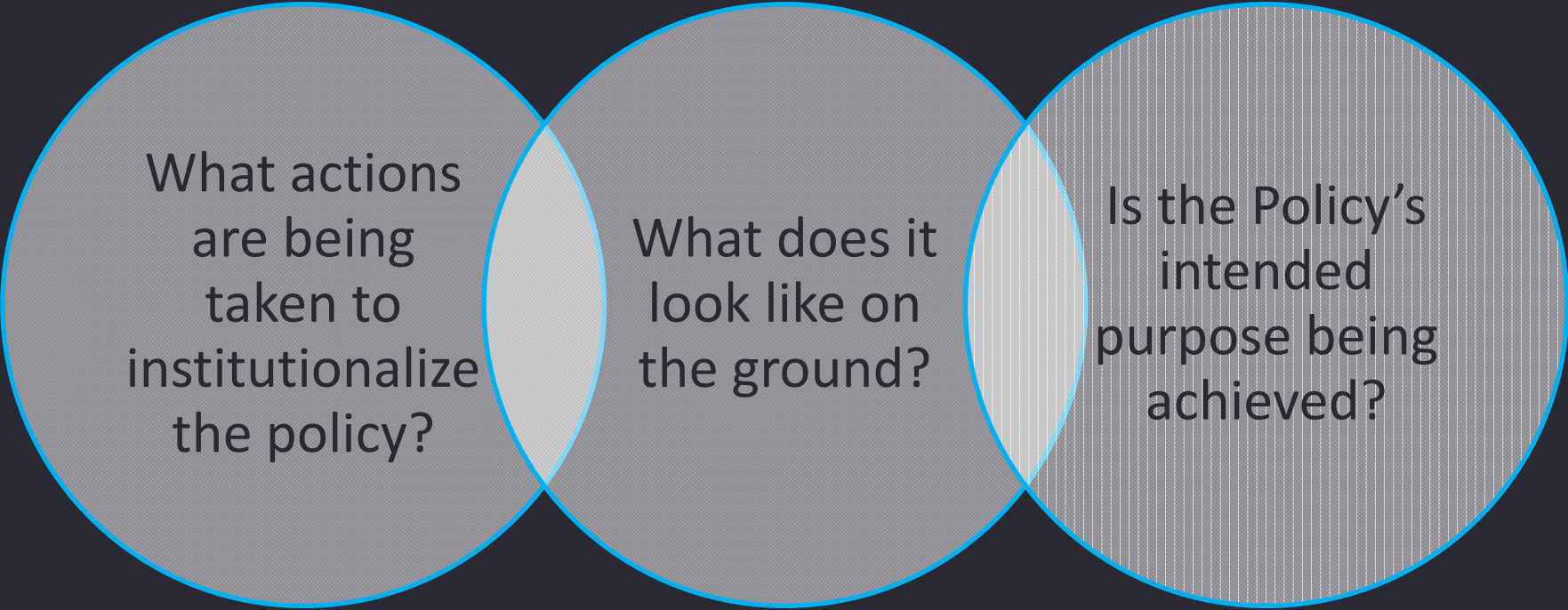




Louisiana's Policy

- Policy signed in 2010
 - http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Multimodal/Highway_Safety/Complete_Streets/Misc%20Documents/cs-la-dotpolicy.pdf
- Applies to all projects
 - Different types of projects will be treated differently
 - Exceptions are allowed
- Implementation Plan / Complete Streets Report
 - Restructure the Procedures
 - Rewrite the Design Manuals
 - Retrain the Planners and Engineers
 - Retool the measures to track outcomes

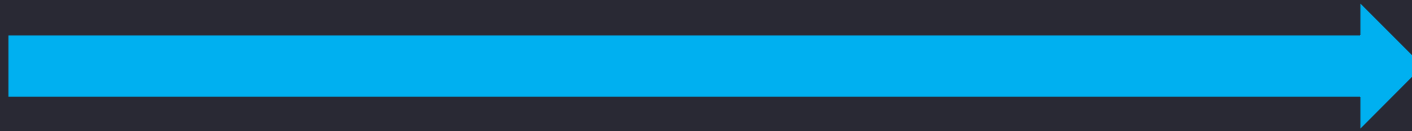
How do we measure success?



What actions
are being
taken to
institutionalize
the policy?

What does it
look like on
the ground?

Is the Policy's
intended
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Performance Measures

process

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outcome

What Actions are Being Taken to Institutionalize the Policy?

POLICY IMPLEMENTATION

Training

Course Offered	# of Times	# of attendees
Designing Streets for Pedestrians and Bicycles	15	373
Designing Pedestrian Facilities for Accessibility	7	155
Complete Streets Policy Workshops	3	64

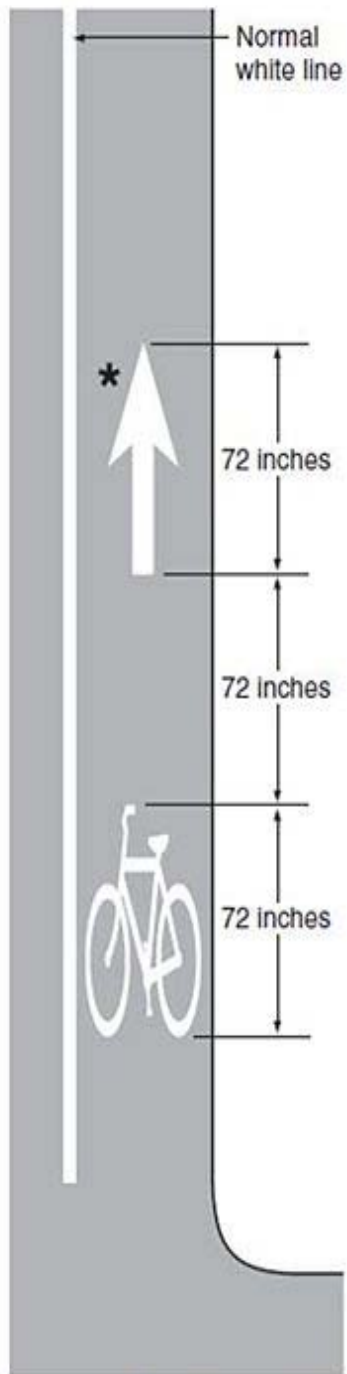
- Course in Bicycle and Pedestrian Design (3-day) will become part of minimum manpower requirement for consultant design contracts
- Currently working on setting up ½ day course for LA DOTD key personnel



Procedures

- 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
- Complete Streets TECHNICAL Advisory Committee formed





A - Bike Symbol

Design Guidance

- Updating Bicycle and Pedestrian guidance
 - Develop process for exceptions
 - Provide guidance for selecting appropriate level of protection



What does it look like on the ground?

PROJECT DESIGN

St. Claude Ave (LA 39)

- Lane width reduction 2008
 - Urban Context
 - 25,000 (approx. ADT)
 - 35 mph posted speed
 - 4 travel lanes (narrowed)
 - Median divided
 - On street parking
 - Bike lane added
 - 57% increase in ridership initially
 - “right way riding” increased from 9% to 82%



Gentilly Boulevard (US 90)

- Road Diet in 2011
 - ADT 10,000 (approx.)
 - Suburban Context
 - 35 mph posted speed
 - Median divided
 - No on-street parking
 - 6 to 4 lane reduction
 - Buffered bike lane added
 - 234% increase in ridership



*Estimated Daily Traffic change 2010-2013, Pedestrian and Bicycle Count Report 2013

Is the Policy's intended purpose being achieved?

MEASURING OUTCOMES



What is the policy supposed to do?

- Create a comprehensive, integrated, connected transportation network
- Balance access, mobility and safety needs
- Encourage pedestrians, bicyclists, and transit users
- Safely accommodate pedestrians, bicyclists, and transit users

Performance Measures

- Create a network:
 - Miles of facilities
 - Number of Projects
 - \$\$\$ spent
 - Mode share
- Encourage use
 - Mode share
 - Ridership increase
- Safety
 - Level of Service improvement
 - Crash and fatality reduction



Potential Performance Measure Matrix

Performance Measure	Metric	Data Needed	Near Term Goal	Long Term Goal
# of "Complete Streets" Projects	Miles added annually of <ul style="list-style-type: none"> • Bike Lanes • Side paths • Sidewalks • Paved Shoulders CS Intersection improvements Bridges with CS Improvements	Inventory by District	TBD	TBD
Bicyclist and Pedestrian serious injury and fatality rates	Total number and crash rates compared with mode share split	Statewide crash data and commute mode share	Reduce rate by xx%	Reduce rate by xx%

“Life is like riding
a bicycle.
You don’t fall off
unless you stop
pedaling”.



Thank You

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