Complete Streets policies

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

Credit: National Complete Streets Coalition
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.”

Credit: National Complete Streets Coalition
Complete Streets User Groups

- **Bicyclists**
  - All Ages

- **Motorists**
  - Safety
  - Clarity

- **Pedestrians**
  - Old
  - Young
  - Disabled

- **Transit**
  - Stops
  - Crossings
Complete Streets:

Is a high-level policy direction

Changes the everyday decision-making processes and systems

Represents an incremental approach

Has long-term results

Credit: National Complete Streets Coalition
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

Credit: National Complete Streets Coalition
Standard New Orleans Residential Street
Complete? YES!
Streetscapes and Sidewalks
Oak Street Reconstruction
Oak Street Reconstruction

- Curb Extensions
- Bike Racks
- Concrete Crosswalks
- Street Trees
- Decorative Intersection
- Benches w/ Brick Accents
Freret Streetscape
Freret Streetscape

Bike Racks
Shared Lane Markings
Crosswalk Markings
Curb Extensions w/ Brick Accents!
Lafayette: Jefferson Street
Lafayette: Jefferson Street

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

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

Overall Injury Accidents
Orleans Parish

Year | num_fat_acc | num_inj_acc
---|------------|------------
2010 | 7          | 770        
2011 | 14         | 780        
2012 | 11         | 860        
2013 | 15         | 844        
2014 | 14         | 883        

The chart above shows the number of fatalities and injuries in Orleans Parish from 2010 to 2014.
Esplanade Ave

9.5' 9.5' 7'
Esplanade Ave

UNOTI: 199% Increase in Cycling from 2010 to 2014
2014: 1,076 EDT
St. Bernard Ave
St Bernard Ave

3’  14’  6’  9’
St Bernard Crashes

2013 Construction

UNOTI: 15% Increase in Cycling from 2013 to 2014
Nashville Avenue

10’ 10’ 8’
Nashville Avenue

11’ 6’+3’ 8’
Nashville Avenue

2 sideswipes: one scooter, one bicycle

UNOTI: 222% Increase in Cycling from 2013 to 2014
Baronne Street

8’ 12’ 12’ 8’
Baronne Street

9\'  12\'  3\'+6\'  10\'
Baronne Street

82% decrease

2013

2014 Construction

2015

Moderate or Severe
Basin Street
UNOTI: 102% Increase in Cycling EDT from 2013 to 2014
N Galvez Street

10’ 16’
Gentilly Boulevard

9.5' 9.5' 9.5' 7'
Gentilly Boulevard
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
  – Best Complete Streets Policies
  – Local Policy Workbook

• Implementation resources

• Latest news

  www.completestreets.org
  www.smartgrowthamerica.org

Credit: National Complete Streets Coalition