Greater New Orleans Pedestrian & Bicycle Program

Louisiana Transportation Conference
January 11, 2011
Outline

• Introduction to Regional Planning Commission
• Bike/Pedestrian Programs
• Bike/Pedestrian Infrastructure
• Complete Streets & Legislation
• Regional Progress
Program Goals

1. Reduce the number of pedestrian and bicycle crashes in the region
2. Create a culture shift towards respect for pedestrians and cyclists
3. Refine process for collection of bicycle and pedestrian crash data and analysis
4. Train key public and private sector employees to improve conditions for bicycling and walking in their jobs
5. Encourage the use of non-motorized transportation
Program History

- Master Pedestrian and Bicycle Plan 2005
- Initial Program 2005-2008
- Funded by State Highway Safety Dept
- 2nd Round 2009-2011
- 3rd Round 2011-2013/In Process
Main Program Elements

• Design Workshop
• Law Enforcement Training
• Media and Outreach Campaign
• Pedestrian Bicycle Resource Initiative
• Bicycle Commuter Workshop
• Fleet Driver Training
• Technical Assistance
Designing Streets for Pedestrian & Bicycle Safety

- 3-day workshop is a mixture of lecture, discussion, exercises and fieldwork
- Targets private and public sector employees
- Professional Development Credit
- Annual workshops every Spring in New Orleans since 2006
- Began offering workshops in other cities in Fall 2008
Enforcement for Pedestrian & Bicycle Safety

- Training manual developed for statewide use
- 2-day course
- Printed materials for distribution within departments and to public
- Bicycle Safety Kits
- Institutionalize overtime enforcement with the HSC
- “Train the Trainer” Program
Media Campaign

- 3 Campaigns
  - Fall 2007: Radio, 3 weeks (Motorists/cyclists)
  - Spring 2008: Radio, 2 months (Motorists/cyclists), corresponded with HSC enforcement week
  - Spring 2009: Radio and print, 3 months (Motorists/pedestrians)

- Market Research & Focus Groups
  - Determine knowledge and attitude of public
  - Help craft message development
  - Post media campaign follow up research

- Spring 2011
  - Focus on pedestrians
  - Radio and print prints
  - Target: Yield to peds/ped use crosswalks
Pedestrian Audit Tool

- User friendly
- Prioritize limited funds
- Four audit tools
  - Pedestrian Audit
  - Signalized Intersection Audit
  - Non-signalized Intersection for Major Streets
  - Non-signalized Intersection for Minor Streets
- Five test locations
  - Orleans: French Quarter, 7th Ward, Central City, Gert Town
  - Jefferson: Kenner
Pedestrian Bicycle Resource Initiative (PBRI)

- Collection and analysis of crash and mode share data
- Establish a website to serve as clearinghouse for Louisiana pedestrian and bicycle info
- Facilitate RPC Complete Streets Advisory Committee
- http://www.planning.uno.edu/BikePed/index.html
Bicycle Commuter Workshop

- Provide training to current and/or prospective bicycle commuter
- Based on League of American Bicyclists educational programs
- Train local instructors as League Certified Instructors (LCI)
- Launch workshops in 2011
Fleet Driver Training

• Target drivers of public vehicle fleets
• Focus on common crash types, causes and driver behavior
• Flexible program based on time commitment of organizations
• Local governments & National Safety Council
Complete Streets Advisory Committee

- Citizen committee
- Represents 7 parishes
- Meets quarterly
- Review projects and policies
- Working with RPC and DOTD to implement Complete Streets Policy
Technical Assistance & Public Outreach

- Provide technical information and advise community organizations & agencies
- Represent bicycle & pedestrian interests in setting policy
Pedestrian & Bicycle Infrastructure

- Transportation Enhancements Program
- Local Roads Safety Program
- Submerged Roads Program
- Safe Routes to School Program
- Recreational Trails Program
Submerged Roads
New Orleans Bicycle Design Guidance

[Diagram of bicycle design guidelines with dimensions and signage details.]
New Orleans Bicycle Design Guidance
State Highways

- St. Claude Hwy
- 3 miles/first in region
- Bike Lane retrofit
- Complete Streets Advisory Committee reviewing all projects in State Program in District 02 and 62 in partnership with District Traffic Engineers
Program Funding Secured

- Transportation Enhancements – $25.1M
  - 56 projects in 7 parishes since 1991
- Submerged Roads Program – $10M+
  - 25 miles of bike facilities and sidewalks
- Safe Routes to School Program – $2.1M
  - 7 projects: Jefferson, Orleans, St. Charles, St. Tammany
- Local Roads Safety Program – $930,000
  - CBD Pedestrian Improvements
- Recreational Trails Program – $187,000
  - Jefferson Parish Lake to River
  - Gentilly Bicycle Blvd Project
- DOTD Highway Safety Department - $1.9M
  - RPC Pedestrian/Bicycle Safety Program
• Comprehensive, integrated, connected transportation network for all users
• DOTD adopted the Complete Streets Policy in July 2010
• Supporting legislation signed by Governor Jindal in June 2010
• Implementation and integration underway
  – Project Delivery Process
  – State Overlay Projects
• Working with MPOs and local governments
2010 Legislative Session

- HB 298 (Act 813)
  - Allow bicyclists to ride on the shoulder
  - Require bicycles to have a rear light
- HB 494 (Act 92)
  - Allow construction of trails adjacent to flood control structures
- HB 759 (Act 275)
  - Clarifies the definition of an intersection
- HB 1125 (Act 840)
  - Create a “Share the Road” license plate
- HB 1137 (Act 618)
  - Comprehensive changes to laws concerning bicycles and pedestrians
Policy Issues – Lane Widths

- The measured saturation flows rates are similar for lane widths between 10’ and 12’ (on urban arterials). Thus, capacity is not diminished unless reduced to less than 10’ width.
- Florida Dept of Transportation Conserve Bike Program Study
- Narrower lane widths were associated with lower rather than higher crash frequencies
- Midwest Research Center/TRB 2007
Regional Progress

- Total Bicycle Mileage, 7 Parishes:
  - Complete: 114 miles
  - Funded: 56 miles
- Fatalities & Injuries Statewide 2005-2009:
  - Bicycle fatalities: down 45%; injuries down 12.35%
  - Pedestrian fatalities: up 0.93%; injuries down 5.64%
- Trained:
  - Engineers/Planners: 150
  - Police: 31 (8 jurisdictions)
- Bicycle Safety Kits Distributed: 1,000
- Mode Share: New Orleans is 6th in the nation

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<th>Metro Area</th>
<th>Louisiana</th>
<th>USA</th>
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<tr>
<td>Walk</td>
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<td>2.01%</td>
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Contact Information

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Greater New Orleans Pedestrian & Bicycle Program

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