



City of New Orleans Complete Streets Annual Report 2020-2023

March 2024

www.nola.gov/transportation/complete-streets



**Resilience +
Sustainability**
CITY OF NEW ORLEANS



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Martin Luther King Jr. Boulevard
protected bike lane

Executive Summary

This annual report highlights areas of achievement, outstanding needs, and future plans for New Orleans streets to safely and comfortably accommodate all users. Complete Streets are public rights-of-way that are planned, designed, constructed, operated, and maintained in an equitable way to allow for safe use by people of all ages, incomes, abilities and disabilities.

Metrics from this report aim to establish progress made achieving the City's nine Complete Streets policy goals.

Highlights since 2020 are:

- The City completed 193 miles of roadway reconstruction and rehabilitation projects, including 15 miles of bikeways
- Traffic fatalities increased 57% from 2017 to 2021, compared to 12% nationally.
- The proportion of ADA-compliant intersections citywide grew from 18% in 2017 to 40% in 2023
- Transit and bike share ridership rose from 2022 to 2023, but trips on off-street trails declined from 2020

Priorities and recommendations for 2024 are to:

- Design and construct complete streets improvements on several corridors
- Update the DPW Design Manual to incorporate Complete Streets guidelines
- Develop a Comprehensive Safety Action Plan (Safe Streets for All)
- Develop a Speed Management Program
- Expand reporting to include maintenance performance and access to multimodal networks

Introduction

The Office of Resilience and Sustainability and Department of Public Works are pleased to share this report of progress implementing the City's Complete Streets Policy. It highlights areas of achievement, outstanding needs, and future plans for our streets to safely and comfortably accommodate all users. The report follows directives from the Complete Streets Policy adopted in 2020, and reports on progress made since then.

“On an annual basis the Director of the Department of Public Works, in consultation with the Director of the Mayor's Office of Transportation, shall provide a written report to the Chief Administrative Officer on current and planned program goals, objectives, metrics and program achievements. Metrics shall address inputs, outputs, short-term impacts and long-term outcomes of the Complete Streets policy through an equity lens. The annual report shall include a listing of all exemptions provided. The annual report shall be publicly accessible on the City's website.”

-Section IV.E of the [Complete Streets Policy](#)

Introduction

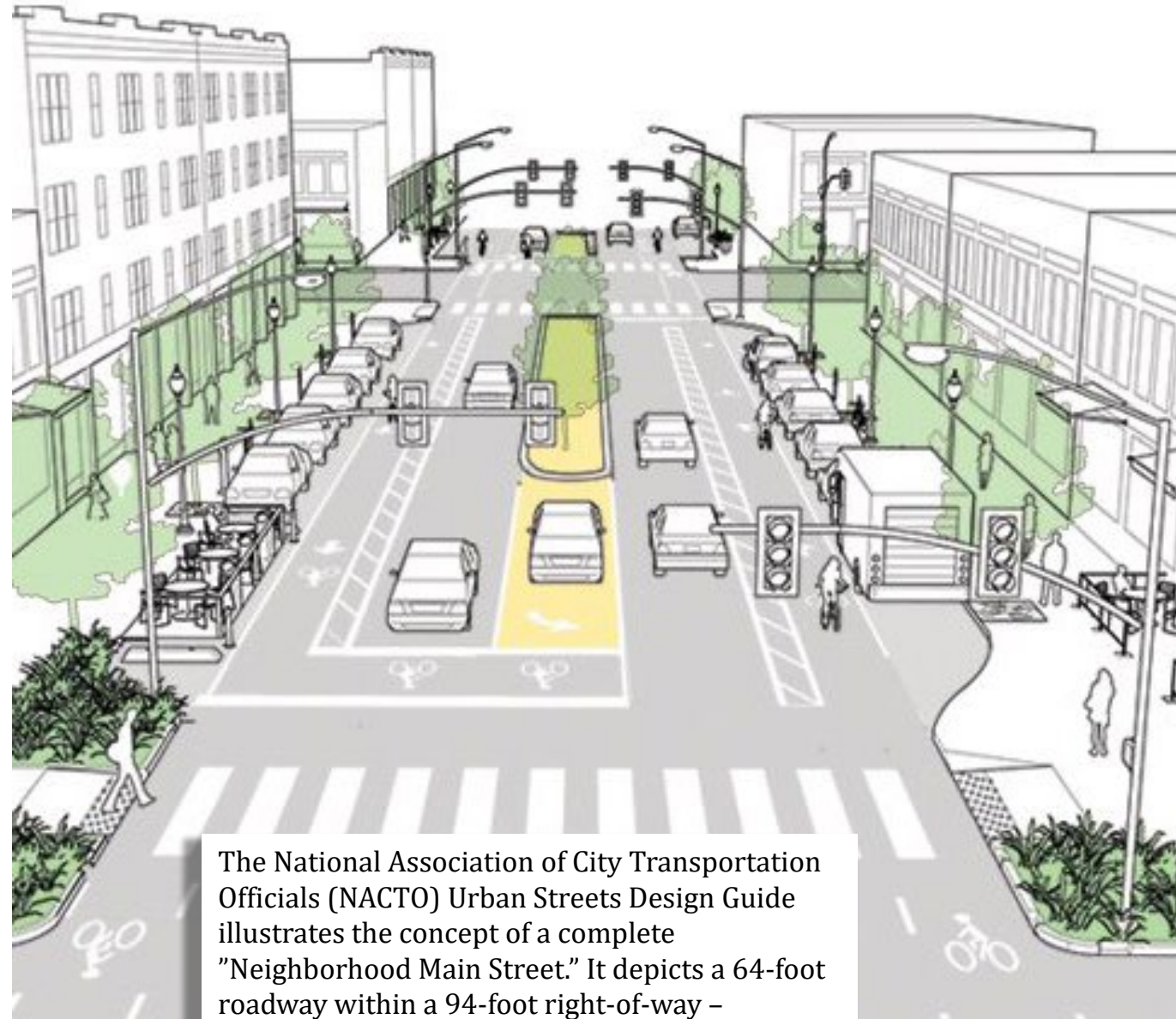
Definition

Complete streets are:

“Public rights-of-way that are **planned, designed, constructed, operated, and maintained** in an equitable way to allow for safe use **by people of all ages, incomes, abilities and disabilities.**”

Complete Streets create a comprehensive and connected transportation network that considers the needs of all users, including without limitation: **people walking, people bicycling, people with disabilities, transit users and vehicles, and people driving.**”

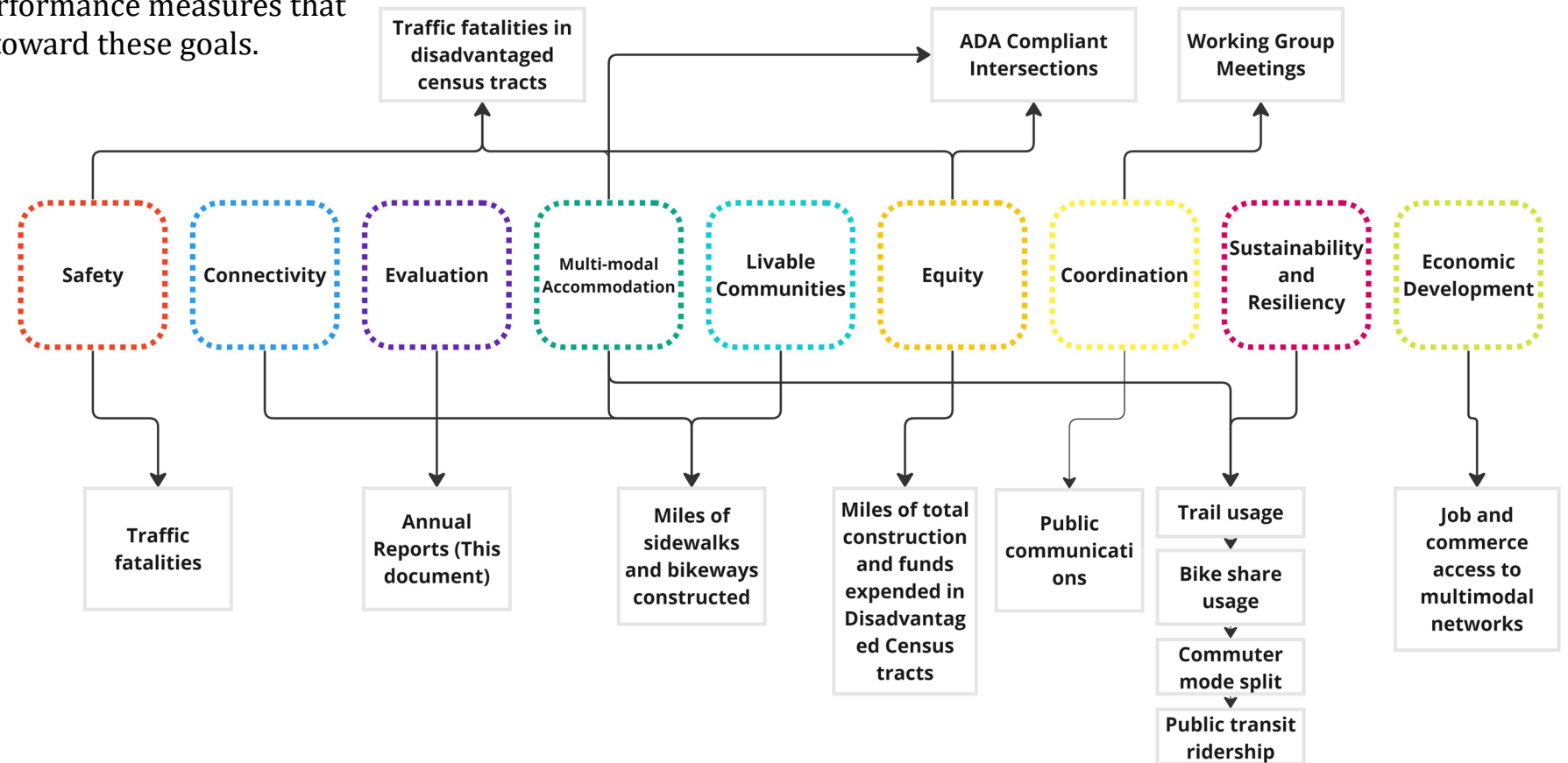
- [Policy Memorandum No. 134 \(R\) Sec. C. Definitions](#)



The National Association of City Transportation Officials (NACTO) Urban Streets Design Guide illustrates the concept of a complete “Neighborhood Main Street.” It depicts a 64-foot roadway within a 94-foot right-of-way – equivalent to Oretha Castle Haley Boulevard.

Policy Goals

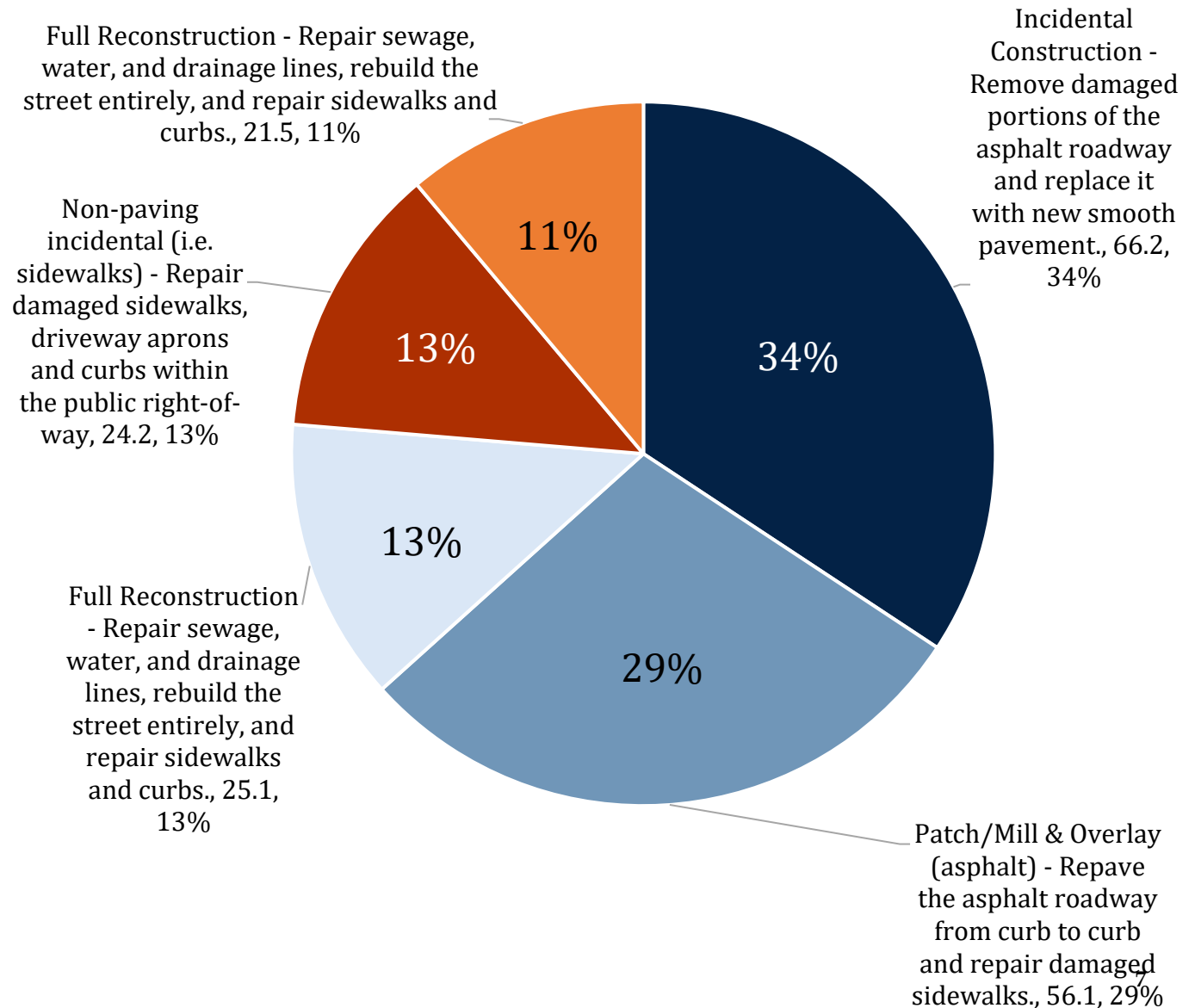
The Complete Streets Policy specifies nine goals to guide implementation. In compliance with the Policy mandate to report on “current and planned program goals, objectives, metrics and program achievements. This report presents performance measures that evaluate progress toward these goals.



Construction Achievements/DPW Status Update

- The Department of Public Works has completed a range of roadway repairs, rehabilitation and reconstruction over the last four years, totaling 193 miles of roadway, funded by local, FEMA, and other federal programs.
- Projects included 50.7 miles of water line replacements, 26.4 miles of sewer line replacements, and 21.5 miles of drain line replacements.

Miles of Roadway Construction by Type

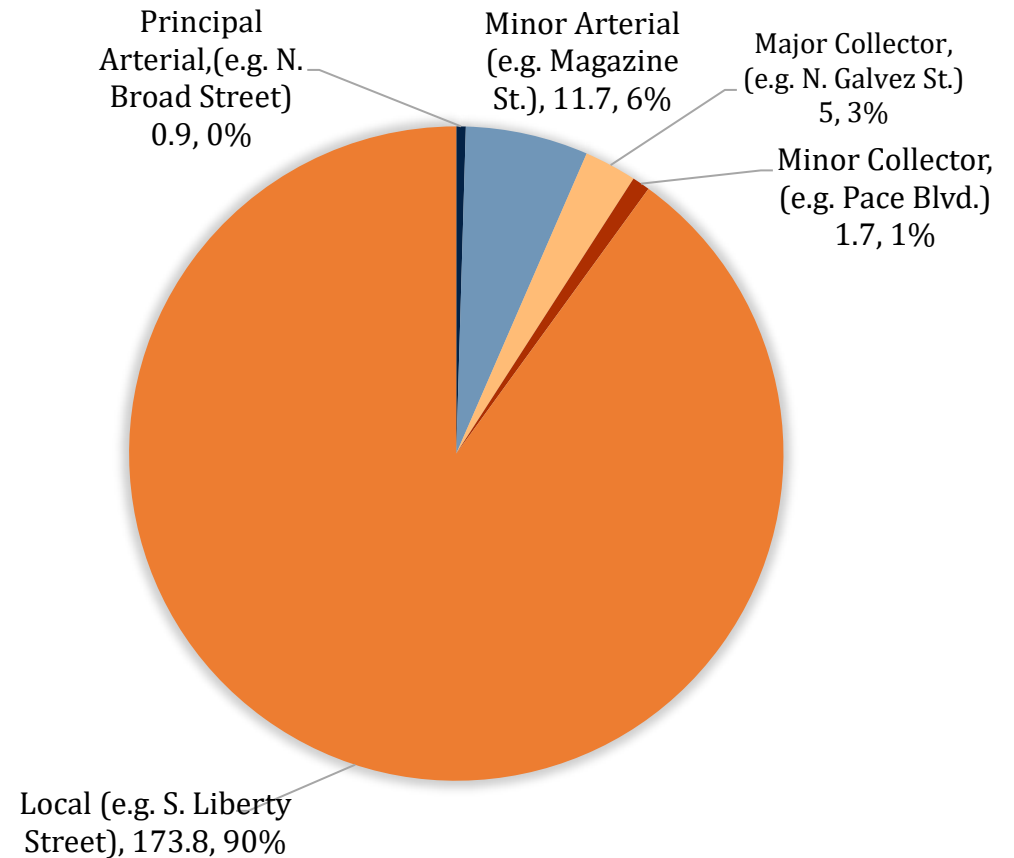


Construction Achievements/DPW Status Update

Roadway Type

- Most of these projects are funded by the Joint Infrastructure Recovery Request (JIRR) program, a multi-year program to repair and replace local roads, drainage and subsurface utilities damaged from Hurricane Katrina.
- **Local roads** comprised 173.8 miles (90%) of the roadways impacted.

MILES OF CONSTRUCTION BY ROADWAY CLASSIFICATION

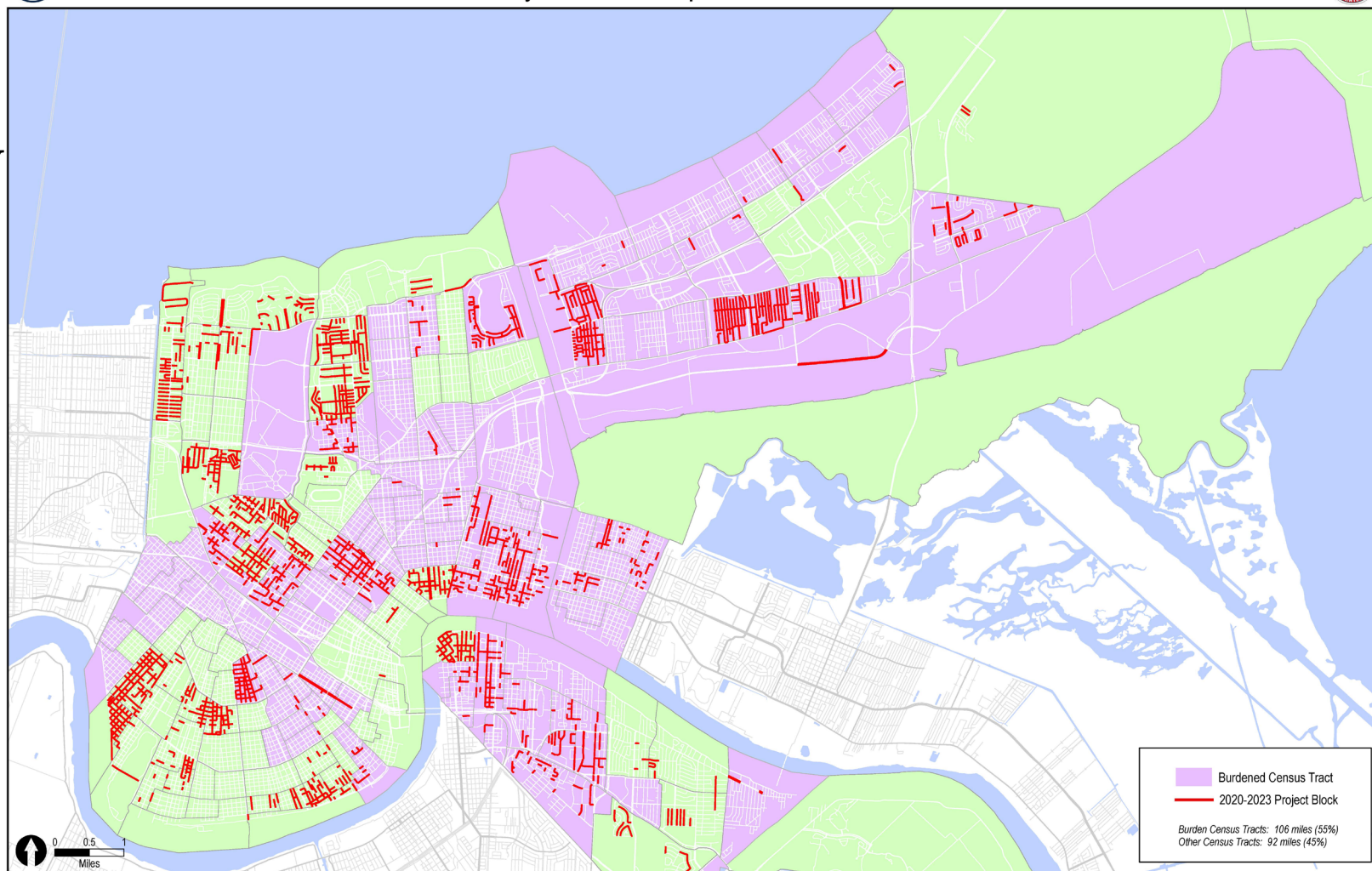




Construction Achievements/DPW Status Update

Equity

- 165 miles of roadway construction (61% of total) and \$382 million (60% of total) expended occurred in disadvantaged (burdened) communities, which comprise 58% of New Orleans residents and 58% of all census tracts.*

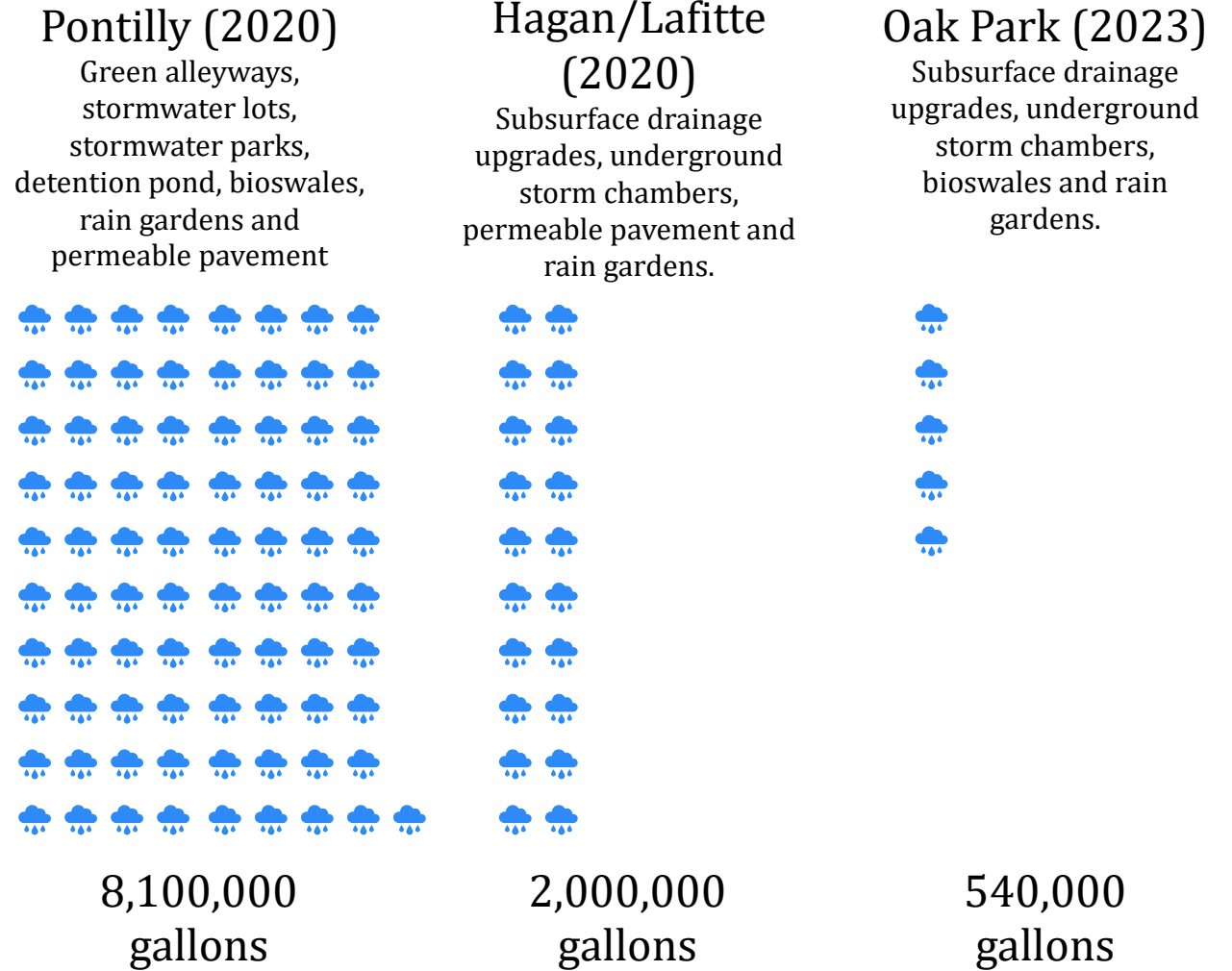



*The Council on Environmental Quality's Climate and Economic Justice Screening Tool defines overburdened and underserved communities with indicators across eight themes: climate change, energy, health, housing, legacy pollution, transportation, water and wastewater, and workforce development.

Construction Achievements/DPW Status Update

Stormwater Management

Three projects completed in the last three years store 10,640,000 gallons of water, and another 665,766 gallons in capacity is under construction (St. Roch).



 = 100,000 gallons stored

Construction Achievements/DPW Status Update

Walking & Bicycling Infrastructure

- 43 miles of sidewalks were newly constructed or replaced from 2020 to 2023, totaling 344,403 square yards (about 54 football fields).



Garden Oaks Drive
sidewalk and bike lane



Camp Street rain garden
and sidewalk

Construction Achievements/DPW Status Update

Walking & Bicycling Infrastructure

- Projects included 15 miles of new and improved bike lanes. This includes 11.4 miles of low-stress bikeways:
 - Martin Luther King Jr. Blvd.: 1.8 miles (right)
 - Tulane Avenue: 0.6 miles
 - Basin Street: 0.5 miles
 - Marconi Drive: 1.6 miles
 - Gentilly Boulevard: 2.6 miles
 - Paris Avenue (I-610 underpass) 0.4 miles
 - Garden Oaks Drive: 1.0 mile
 - Old Behrman highway: 2.9 miles
- These projects increase the total mileage of low-stress bikeways to 32 miles – nearly half-way to the City goal of providing 75 miles of low-stress bikeways by 2025.



Martin Luther King Jr. Boulevard

Construction Achievements/DPW Status Update

Walking & Bicycling Infrastructure

- The City installed its first pedestrian hybrid beacon (PHB) at the Lafitte Greenway crossing of N. Carrollton Avenue in Mid City.
- The push-button-activated device makes it safer and easier for people to walk and bike across the six-lane thoroughfare.



Pedestrian Hybrid Beacon installed at Lafitte Greenway and N. Carrollton Avenue

Performance Evaluation

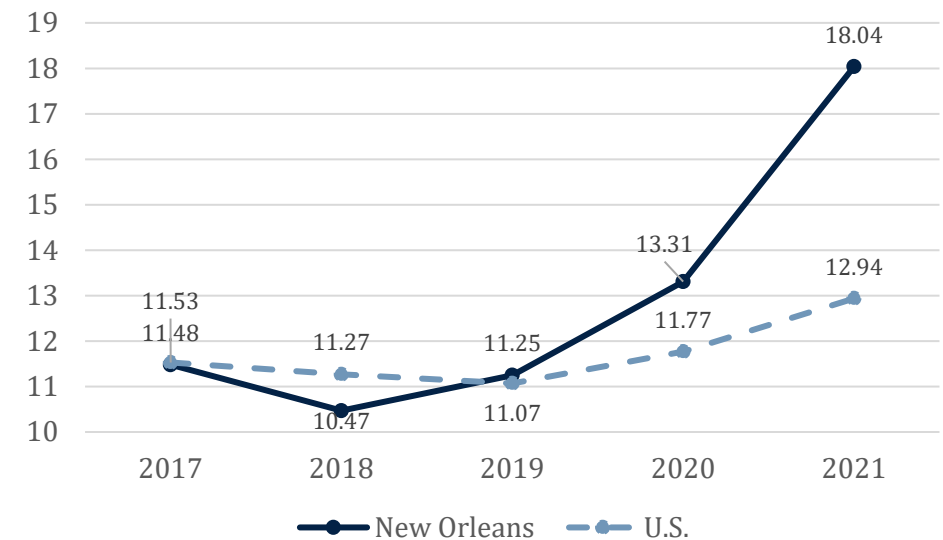
The following slides report safety, accessibility, and multimodal usage of New Orleans Streets.

Performance Evaluation

Safety

- The United States has experienced an increase in total and pedestrian traffic fatalities in the last several years
- Nationally, the annual rate of traffic deaths grew by 12% from 2017 to 2021
- During the same period, the New Orleans traffic death rate grew by 57%
- New Orleans' 2021 rate of 18 traffic deaths per 100,000 residents was the 20th highest of the country's 176 largest cities

Annual Traffic Death Rate per 100,000 Residents



Source: National Highway Traffic Safety Administration's Traffic Safety Facts Annual Report

Safety Goal: Reduce hazards and prioritize safety, including during construction and repair work, for all users traveling in the public right-of-way, especially vulnerable users including persons with disabilities, children, seniors, people walking, and people bicycling through best practices and effective countermeasures.

Performance Evaluation

Safety

- Total roadway fatalities on Orleans Parish roadways have increased significantly over the last five years.
- The 73 fatalities from 2022 are an 82.5% increase from the 40 fatalities in 2018.
- Pedestrian and bicyclist fatalities increased at a faster rate than overall crashes from 2019-2022 and represented over half of all roadway fatalities in 2022.

Roadway Fatality Trends, 2017-2022

	Total Roadway Fatalities	Pedestrian fatalities	Bicyclist fatalities	Pedestrian/Bicyclist % of total
2017	44	12	1	29.5%
2018	40	18	0	45.0%
2019	44	11	5	36.4%
2020	51	10	6	31.4%
2021	69	22	7	42.0%
2022	73	35	4	53.4%
Total	321	108	23	40.8%

Source: Center for Analytics & Research in Transportation Safety at Louisiana State University

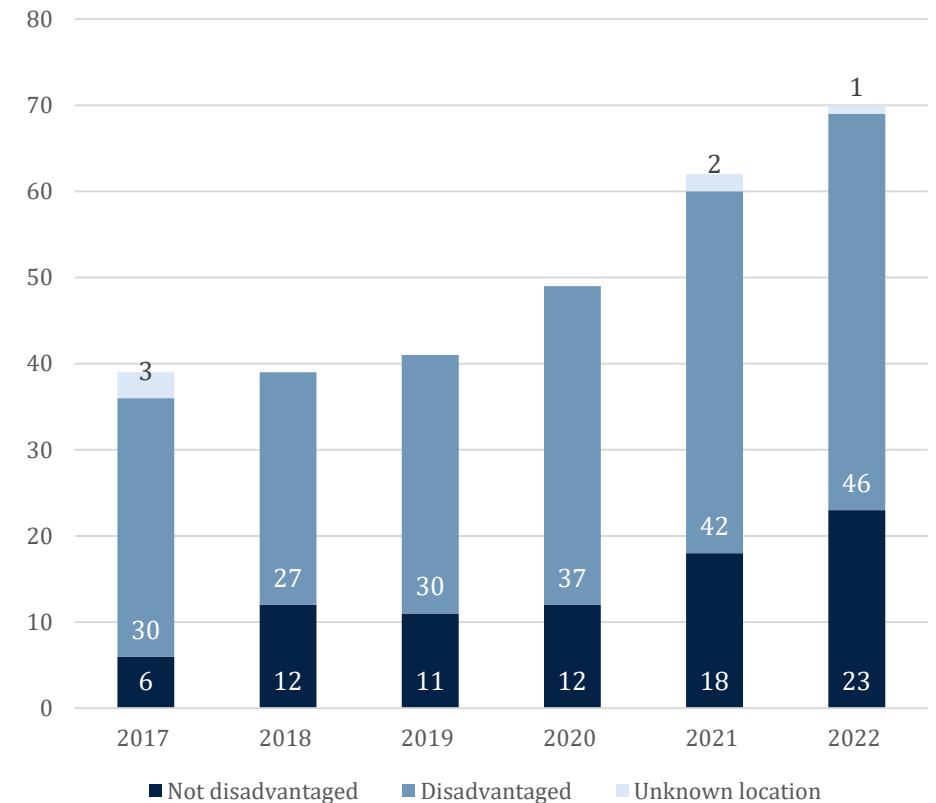
*The Council on Environmental Quality's Climate and Economic Justice Screening Tool uses indicators across eight categories to identify overburdened and underserved communities: climate change, energy, health, housing, legacy pollution, transportation, water and wastewater, and workforce development.

Performance Evaluation

Equity in Safety

72% of roadway fatalities occurred in disadvantaged communities*, while the area and population of these communities make up only 58% of the city.

Fatalities by Community Advantage/Disadvantage



Source: Center for Analytics & Research in Transportation Safety at Louisiana State University; Analysis by ORS

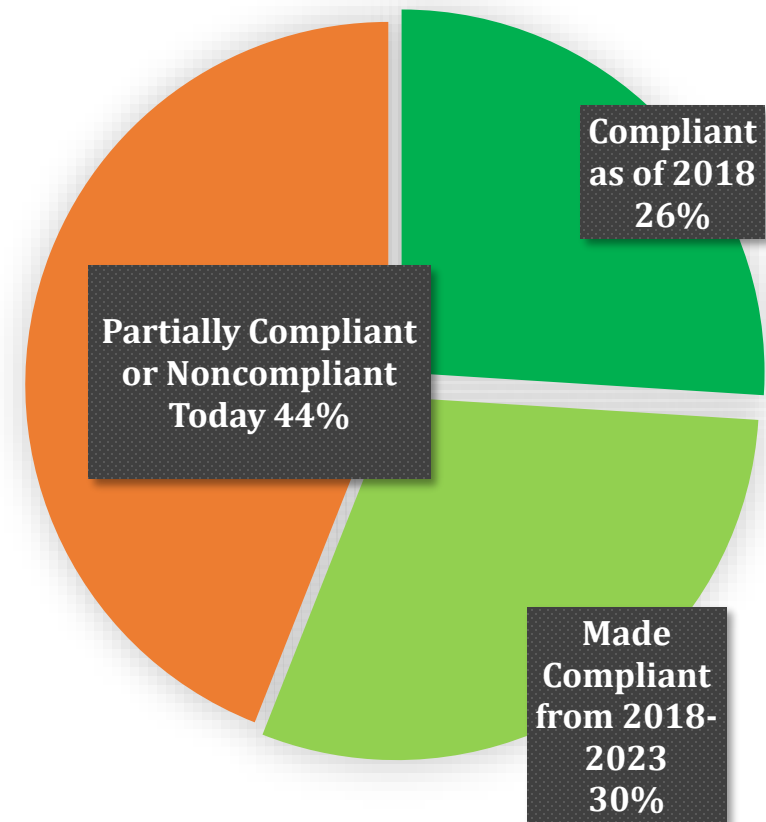
Performance Evaluation

Multimodal Accessibility

The percentage of fully **ADA-compliant intersections** increased from 26% in 2018 to 56% in 2023.

[Visit: New Orleans Accessibility Dashboard](#)

ADA Compliant Intersections



Source: Department of Public Works

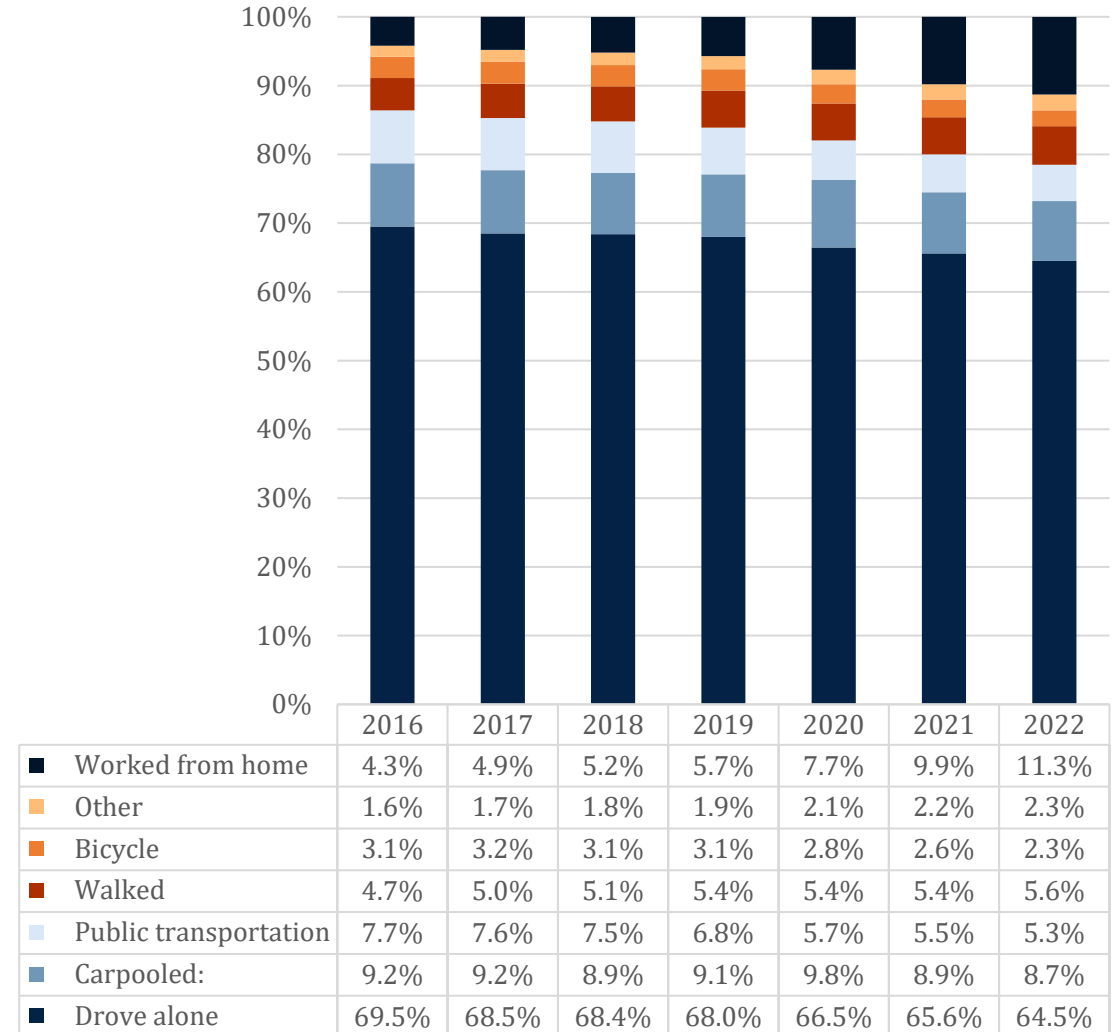
Performance Evaluation

Multimodal Accommodation: Commuting

Meanwhile, increases in people working from home from 2020 and 2022 led to decreases in people commuting to work using public transportation, bicycling, and driving alone.

The City's "Climate Action for a Resilient New Orleans" plan sets a goal of reducing trips by car to be half of all trips (with the rest by walking, bicycling, or riding transit) by 2030. This figure was 73.2% for commuters in 2022.

Travel Mode to Work, 2016-2022



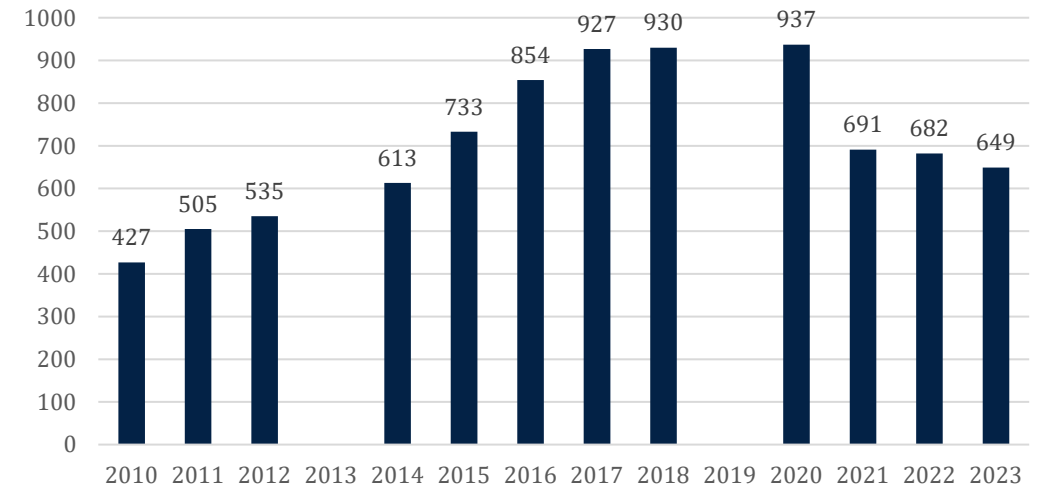
Source: American Community Survey 1-year Estimates (2016-2019, 2021 and 2022) and 5-year Estimates (2020)

Performance Evaluation

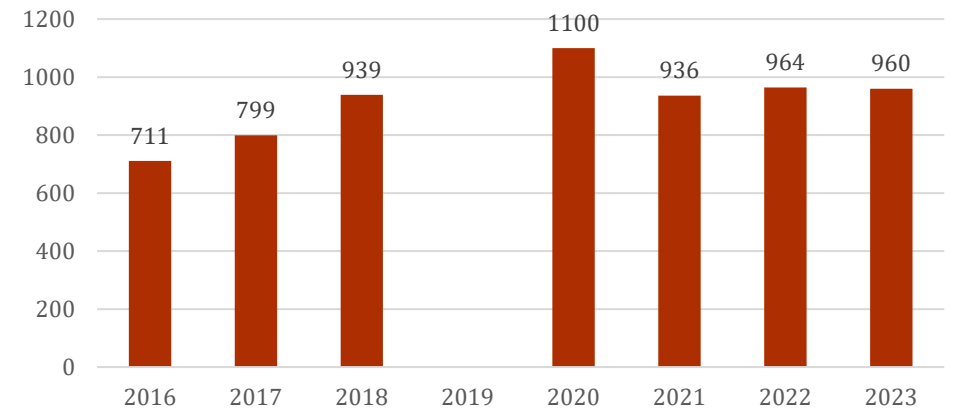
Multimodal Accommodation: Off-Street Trails

Declines in rates of walking and bicycling are also visible in observations of people walking and bicycling in the City’s two most frequently used off-street trails. Each reports peak usage in 2020 followed by declines from 2021 to 2023.

Norman C. Francis Parkway Trail – Average Daily Users, 2010-2023



Lafitte Greenway – Average Daily Users, 2016-2023

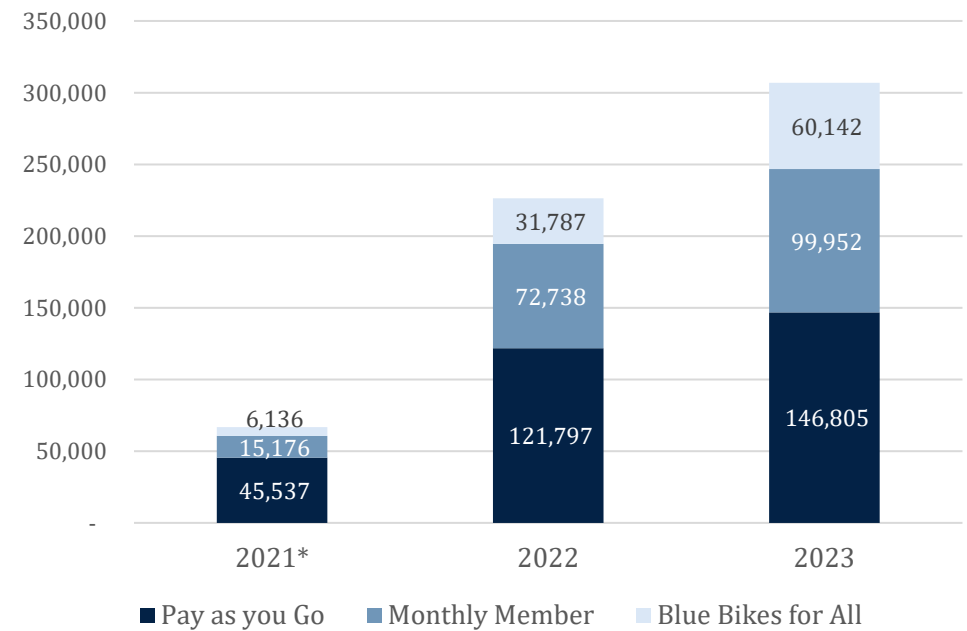


Performance Evaluation

Multimodal Accommodation: Bike Share

Trips taken on Blue Bikes – the City’s bike share system – have continued to rise consistently since the relaunch in September 2021, and grew by 32% from 2022 to 2023. Trips by Blue Bikes for All members – who qualify for a reduced monthly membership by being eligible for SNAP or Medicaid benefits – have held steady even as the overall trips fall during the summer season.

Annual Blue Bikes Rides, by Membership Type



*Four months of operations

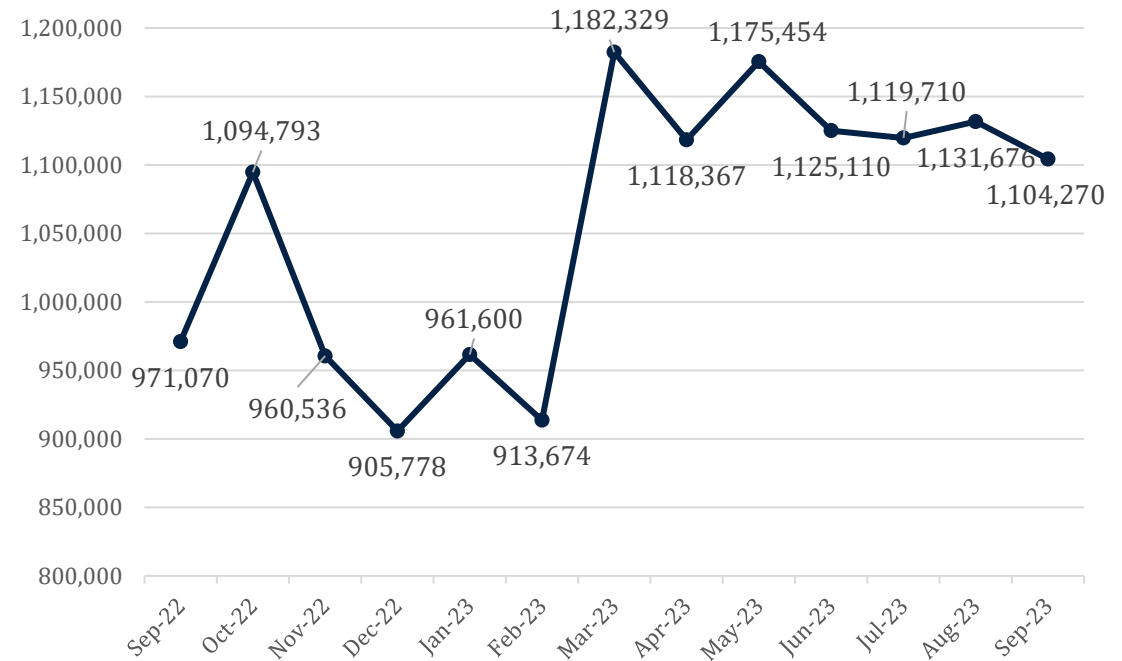
Source: Blue Krewe

Performance Evaluation

Multimodal Accommodation: Transit Ridership

- Public transit ridership grew significantly in spring of 2023 and has since hovered between 1.1 million and 1.2 million trips per month since.
- This usage remains lower than the approximately 1.5 million average riders per month prior to the COVID-19 pandemic.
- Service reductions occurring in 2023 and 2024 due to lower vehicle availability may slow the full recovery of riders, underscoring the importance of reducing delays caused by special events, construction, and congestion.

Total RTA Ridership (Bus, Streetcar, Ferry, Paratransit)



Source: New Orleans Regional Transit Authority

Performance Evaluation

Coordination: Working Group

25 representatives of city and partner agencies and community-based organizations gathered November 13th as the Complete Streets Working Group to discuss and recommend actions around: 1) Equitable project selection, 2) Ways to improve community engagement; and 3) Methods of performance measurement. Recommendations from this meeting are shown on the next slide.

Four quarterly meetings are planned for 2024.

The purpose of the Complete Streets Working Group is “to ensure that the Complete Streets policy is applied in the planning, design, construction, operations, and maintenance of all Projects, to monitor execution of the Complete Streets Program, and to provide input, as appropriate, into policies, procedures, and regulations as they are developed within the context of the Complete Streets Program.”



Complete Streets Working Group Meeting Nov. 13, 2023

Performance Evaluation

Coordination: Working Group

Community Engagement Recommendations

- Use yard signs to advertise public meetings, as many street users do not live in the neighborhood to receive direct mail advertisements.
- Provide more advanced notification for construction about to occur
- Give neighborhoods opportunities to provide feedback on transportation needs before project designs are developed.
- Use easy to understand graphics and terminology in City communications
- Translate communications into other languages.
- Evaluate community satisfaction with the design and construction process and resulting improvements after completion.

Equity and Project Development Recommendations

- Score potential capital projects – particularly those funded by flexible sources – using a criteria matrix that considers multiple factors
- Balance resident complaints/requests with objective measures of need, so as not to unfairly prioritize “squeaky wheel” concerns
- Prioritize maintenance with a methodology similar to capital project selection
- Dedicate a minimum of 40% of capital and maintenance funds to low income neighborhoods consistent with the federal Justice40 initiative

Evaluation and Reporting Recommendations

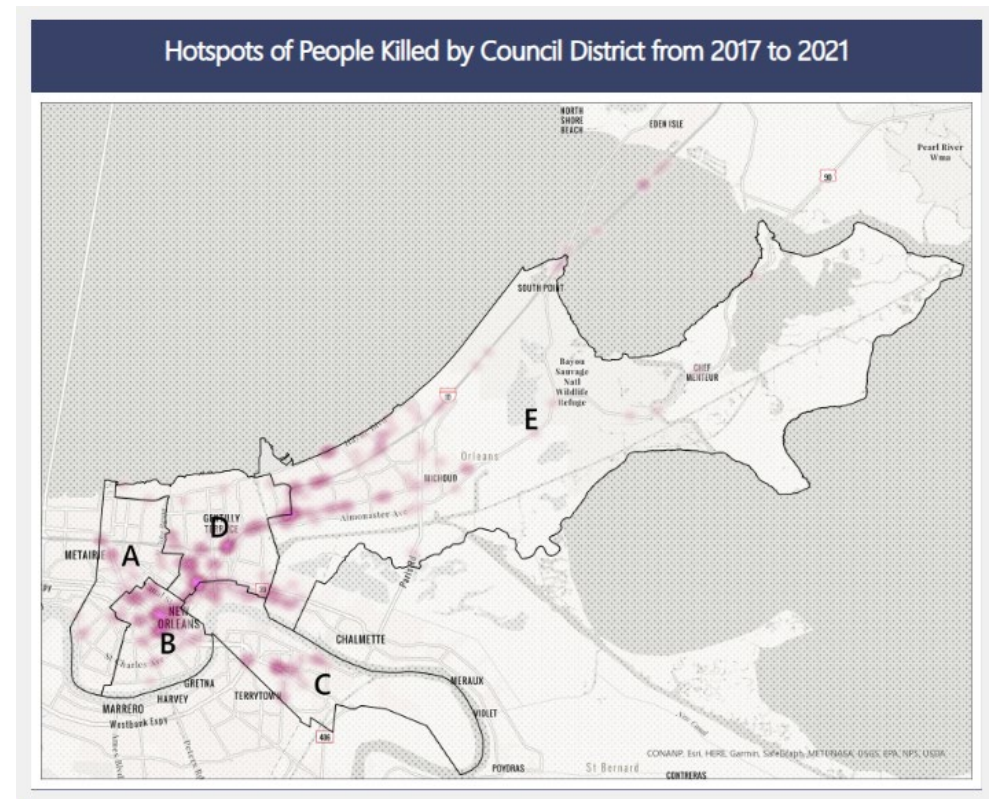
- Obtain historical construction data to fully understand the scale of the last three years of work.
- Understand to what extent the policy has driven decision making around street design – what would be different today if not for the Complete Streets policy?
- Reorganize performance measures into logic model that guides design decisions in project development.
- Select projects based on a priority system that incorporates metrics.
- Embed metrics in the DPW Design Manual

Performance Evaluation

Public Communications

The [Moving New Orleans website](#) offers general information regarding the City's Complete Streets program and the Moving New Orleans Bikes vision for a connected network of low-stress bikeways.

The New Orleans Health Department, launched a publicly available [Transportation Safety dashboard](#) to bring attention to the rise in traffic crashes, especially those that result in a fatality or injury occurring within the city. The online tool lets viewers see who, when, and where the most severe traffic crashes have occurred in New Orleans.



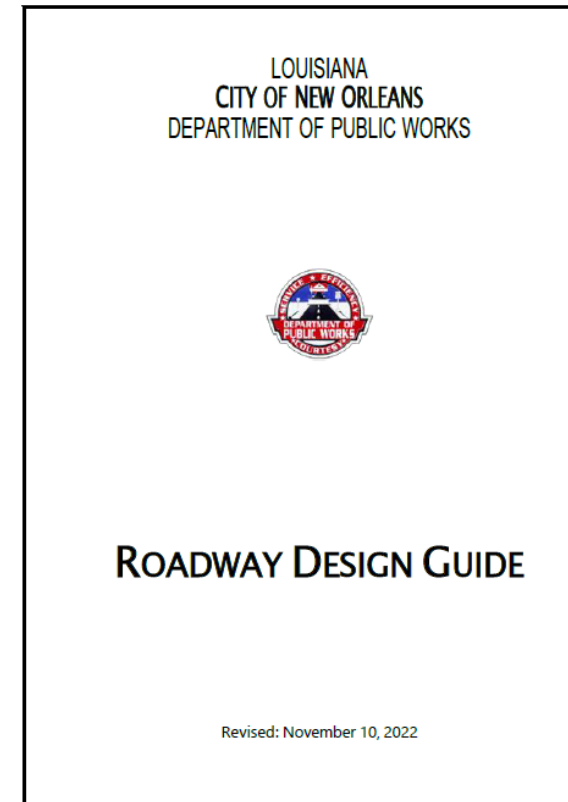
Source: [New Orleans Transportation Safety Dashboard](#)

Performance Evaluation

Design Procedures

DPW's current roadway design guide does not detail how the City's Complete Streets Policy impacts roadway design procedures. However, DPW recently added the DPW Mobility and Safety Lead Engineer into the pre-bid design review for all roadway projects to improve project delivery.

Recommendation. Update the DPW Roadway Design Guide to specify complete streets treatments for City streets based on their functional classification, context, usage, and other criteria.



Looking Ahead

Major Street Projects

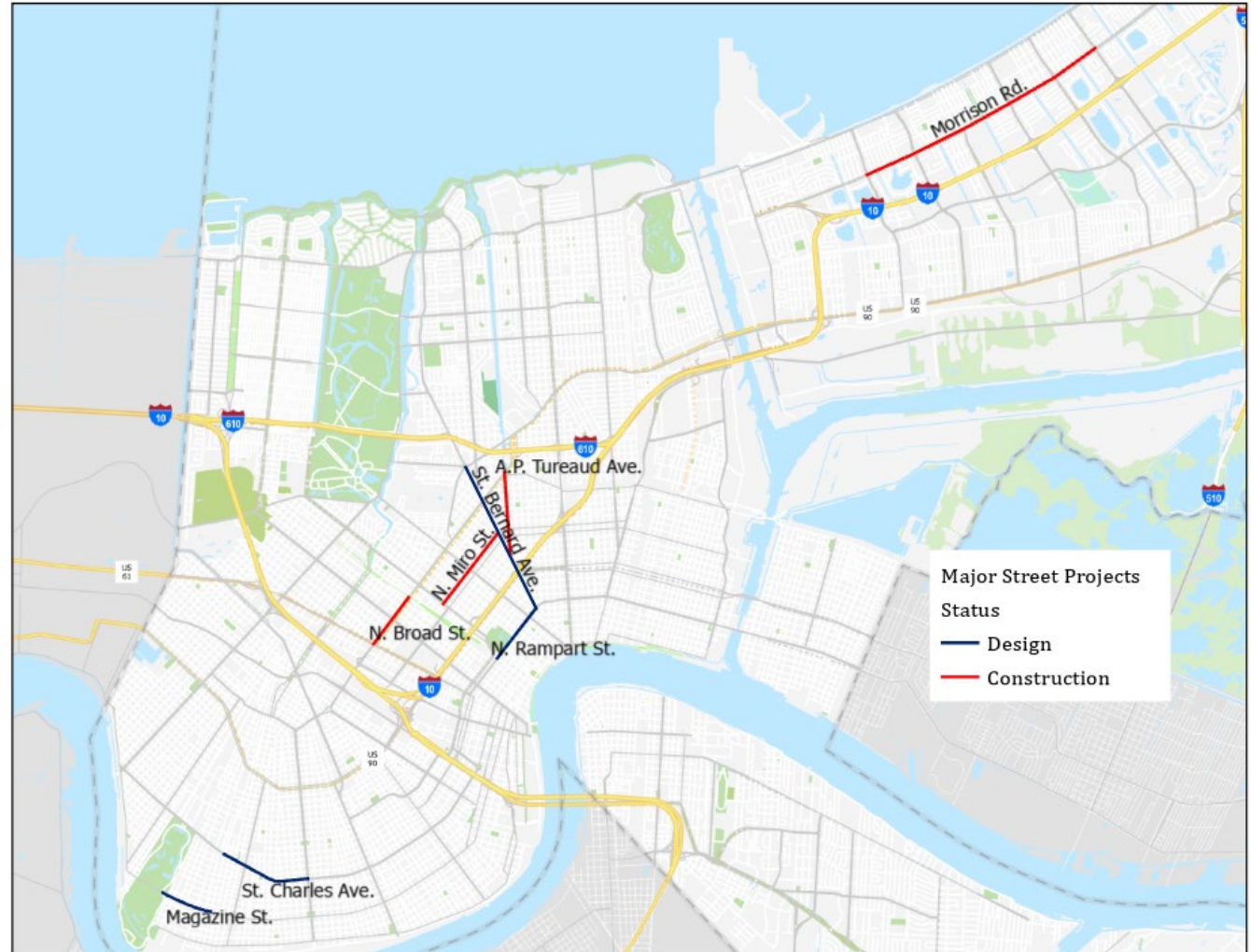
Several major street projects are under design or construction, presenting opportunity to make capital improvements that meet goals for **Safety, Multimodal Accommodation, and Connectivity**.

Design

- Andrew Higgins Drive from Magazine Street to Convention Center Boulevard
- N. Rampart Street from Toulouse Street to St. Bernard Ave.
- Magazine Street from Nashville Avenue to East Drive
- St. Charles Avenue from Napoleon Avenue to Nashville Avenue

Construction

- A.P. Tureaud Avenue from St. Bernard Avenue to N. Broad Street
- Broad Street from Tulane Avenue to the Lafitte Greenway
- Morrison Road from Mayo Road to Bullard Avenue
- N. Miro Street from St. Bernard Avenue to Orleans Avenue



Note: Some of these projects area retrofits for safety, multimodal accommodation, and connectivity versus major roadway construction.

Looking Ahead

Safe Routes to Public Places

Several locations are under design for complete street improvements as part of this federally-funded program, which provides up to \$500,000 for **Safety and Multimodal Accomodation** enhancements.

- N. Broad Street from Tulane Avenue to the Lafitte Greenway
- Airline Highway and Monroe Street
- Read Boulevard at I-10
- Behrman Place and Holiday Drive
- S. Carrollton Avenue at I-10



SRTPPP Projects

Looking Ahead

Planning and Policy

The City is undertaking a handful of initiatives in 2024 to fulfill **Safety, Multimodal Accessibility, Connectivity,** and other Complete Streets goals:

- Launch the planning process for the **Safe Streets for All** comprehensive safety action plan, which will identify safety countermeasures to build at locations of frequent crashes causing severe injuries and fatalities.
- Develop a **Speed Management Program** that will specify criteria for building engineering countermeasures, including traffic speed monitoring, crash history, traffic volumes, neighborhood land use and demographics, and citizen requests for traffic calming.
- Build a comprehensive **sidewalk condition database**



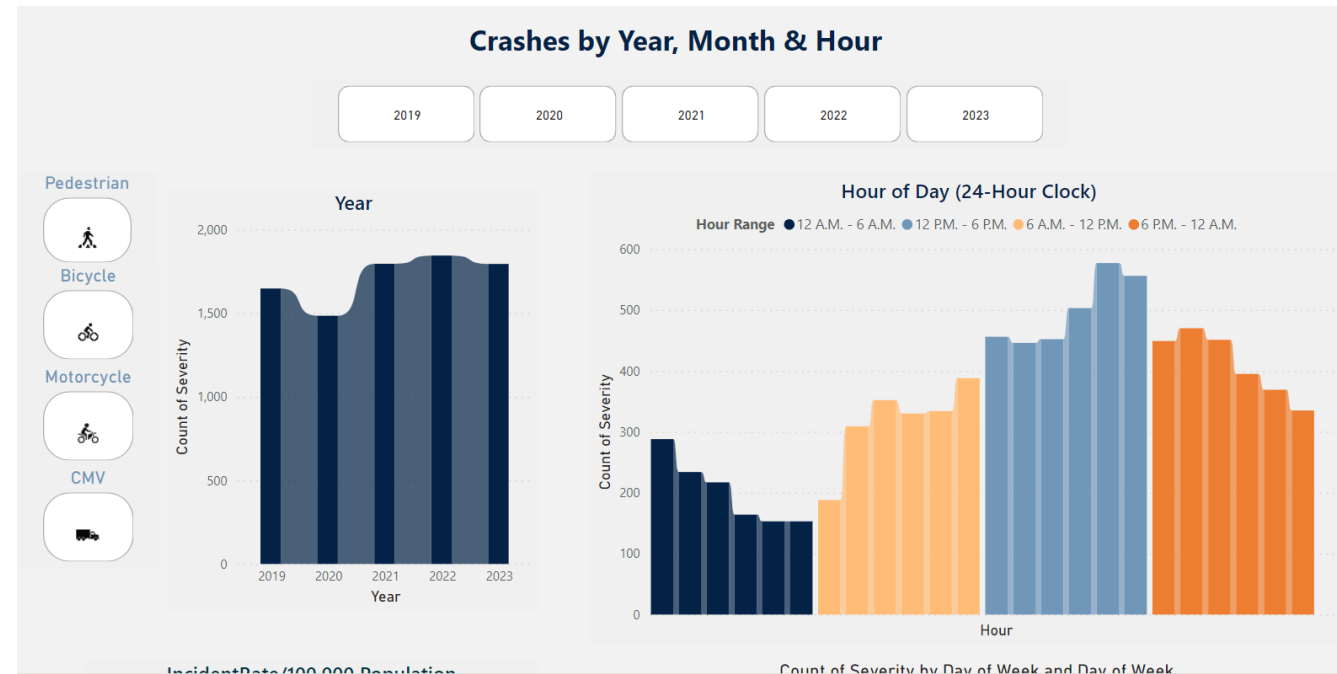
Credit: Sophia Germer, The Times-Picayune | The New Orleans Advocate

Looking Ahead

Expanded Reporting

To further the **Evaluation** goal, the City will continue to update existing Safety and Accessibility dashboards and report additional performance measures, including:

- Maintenance activities (e.g. restriping, bike lane sweeping)
- Transit shelters installation
- Household, school, and grocery store access to the bike network



New Orleans Transportation Safety Dashboard



www.nola.gov/transportation/complete-streets