

COMPLETE STREETS UPWP 2024 REPORT

I. INTRODUCTION

The Infrastructure Investment and Jobs Act (IIJA) defines Complete Streets as the “standards or policies that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles.”¹ The IIJA is the first federal law to define and establish requirements for Complete Streets standards. It requires states and metropolitan planning organizations to fund the development of Complete Streets policies and prioritization plans through the Metropolitan Planning Program and State Planning and Research Program. The IIJA also authorized discretionary grant programs such as Safe Streets and Roads for All and the Reconnecting Communities Pilot Program to advance Complete Streets goals.²

The term, Complete Streets, was created over twenty years ago by founding members of the National Complete Streets Coalition to establish a holistic approach to transportation planning and design that fully considers multi-modal users.³ The initial concept focused on improving safety and incorporating bicycle and pedestrian facilities within roadway improvement projects. Complete Streets principles have since expanded to address the transportation needs of people with disabilities, people taking transit, disadvantaged communities, and transportation network maintenance. Since the coalition’s inception, over 1,700 Complete Streets policies have been adopted by local, regional, and state governmental agencies. Applying a complete streets approach to transportation planning, design, and operations has now become a routine practice in many communities across the United States. In line with this comprehensive approach, the Federal Highway Administration (FHWA) has expanded Complete Streets goals to encompass the lifecycle of transportation projects and address systemic issues resulting from barriers to transportation. Goals are included below.

- Safety: Change roadway design to impact user behavior.
- Accessibility: Remove barriers of access to transportation.
- Equity: Provide transportation options across race, gender, age, ability, or class.
- Connectivity: Improve routes to destinations.
- Mobility: Ensure users of all modes can move around easily.
- Environment: Incorporate environmentally conscious elements in roadway designs.

Conforming to new IIJA directives, the purpose of this report is to improve and update Complete Streets practices at the Regional Planning Commission (RPC). This report conducts a review of RPC and Louisiana Department of Transportation (DOTD) Complete Streets policies, active transportation plans, and associated initiatives across the New Orleans metro region. The report also includes a review of peer MPO Complete Streets policies and best practices for policy implementation. Lastly, a draft scope of work outline is developed for a regional Complete Streets Guide, to be completed in FY 25. The guide will define Complete Streets through an updated MPO policy and provide a framework for identifying opportunities to fund and implement Complete Streets improvements along the region’s transportation network, both for use by RPC and member jurisdictions.

¹ Infrastructure Investment and Jobs Act, H.R. 3684, 117th Cong. (2021) - [https://www.congress.gov/bills/117th-congress/house-bill/3684](https://www.congress.gov/bills/117/congress/house-bill/3684)

² Marshall, J. (2024, March 7). *Complete Streets: A Primer*. Congressional Research Service. <https://crsreports.congress.gov/product/pdf/R/R47947>

³ McCann, B. (2024, March 4). *20 Years of Complete Streets: Reflections from Barbara McCann*. Smart Growth America. <https://smartgrowthamerica.org/20-years-of-complete-streets/>

Why is a Regional Complete Streets Policy Update needed?

In recent years there has been a significant rise in the number of people injured or killed while walking and biking across the New Orleans metro region, a trend that is occurring nationwide as well. From 2018 to 2022, there were 652 pedestrian crashes that resulted in 216 fatalities and 186 bicycle crashes that resulted in 46 fatal collisions in the eight-parish RPC service area.⁴ Per data from the League of American Bicyclists via the National Highway Traffic Safety Administration, the City of New Orleans has one of the highest rates of fatal bicycle crashes among major metro areas in the US. Factors that contribute to unsafe road conditions for bicyclists and pedestrians include high motor vehicle speeds, the lack of separation from vehicular traffic, unprotected intersections, and poor bicycle and pedestrian connectivity. Transportation networks that apply Complete Streets principles to design facilities for all modes and users result in environments where bicyclists and pedestrians become less vulnerable to collisions with motorists leading to increased bicycling and walking rates. In a National Association of City Transportation Officials (NACTO) study of seven cities that expanded their bikeway networks by 50%, bicycle ridership doubled while the risk of death or serious injury to bicyclists was halved over an eight-year period.⁵ The chart below includes FHWA’s proven safety countermeasures to reducing pedestrian and bicyclist fatalities and serious injuries along roadways.⁶

Pedestrian & Bicycle Facilities with Crash Countermeasures:

Design Treatment	Crash Reduction Rate
Provide minimum 4ft paved shoulders to avoid walking along roadway	71% (pedestrian crashes)
Install sidewalks to avoid walking along roadway	65-89% (pedestrian crashes)
Install pedestrian refuge islands	56% (pedestrian crashes)
Install raised medians and crosswalks	46% (pedestrian crashes)
Improve lighting at intersections	42% (pedestrian injury crashes)
Add exclusive pedestrian phasing to signalized intersections	34% (pedestrian crashes)
Restrict parking near intersections	30% (pedestrian crashes)
Convert unsignalized intersections to roundabouts	27% (pedestrian crashes)
Improve/install pedestrian crossings	25% (pedestrian crashes)
Provide bike lanes	36% (bicycle crashes)
Provide a bicycle box (advance stop bar for cyclists at intersections)	35% (bicycle crashes)

Building a transportation network with a Complete Streets approach also means investing in places that lack investment. People who rely on transit, biking, and walking often live in underserved areas without safe and convenient multi-modal infrastructure. In the New Orleans Region, 17.5% of residents live below the poverty line, and 9.3% of households lack access to vehicles, placing residents with limited means at a significant disadvantage for accessing local jobs and services.⁷ New Orleans neighborhoods with high rates of social vulnerability are also those that often lack sidewalks, bike lanes, crosswalks, and other multi-modal facilities, resulting in higher crash rates.⁸ Ensuring residents have access to transportation that is safe and convenient is fundamental to efforts reducing income equality. Applying Complete Streets principles to prioritize transportation projects in underserved communities will close network gaps and expand access to

⁴ Center for Analytics & Research in Transportation Study (CARTS). (2023). Pedestrian and Bicyclist Crash Report 2018 – 2022. <https://carts.lsu.edu/datareports/report/shspvulnerableusers>.

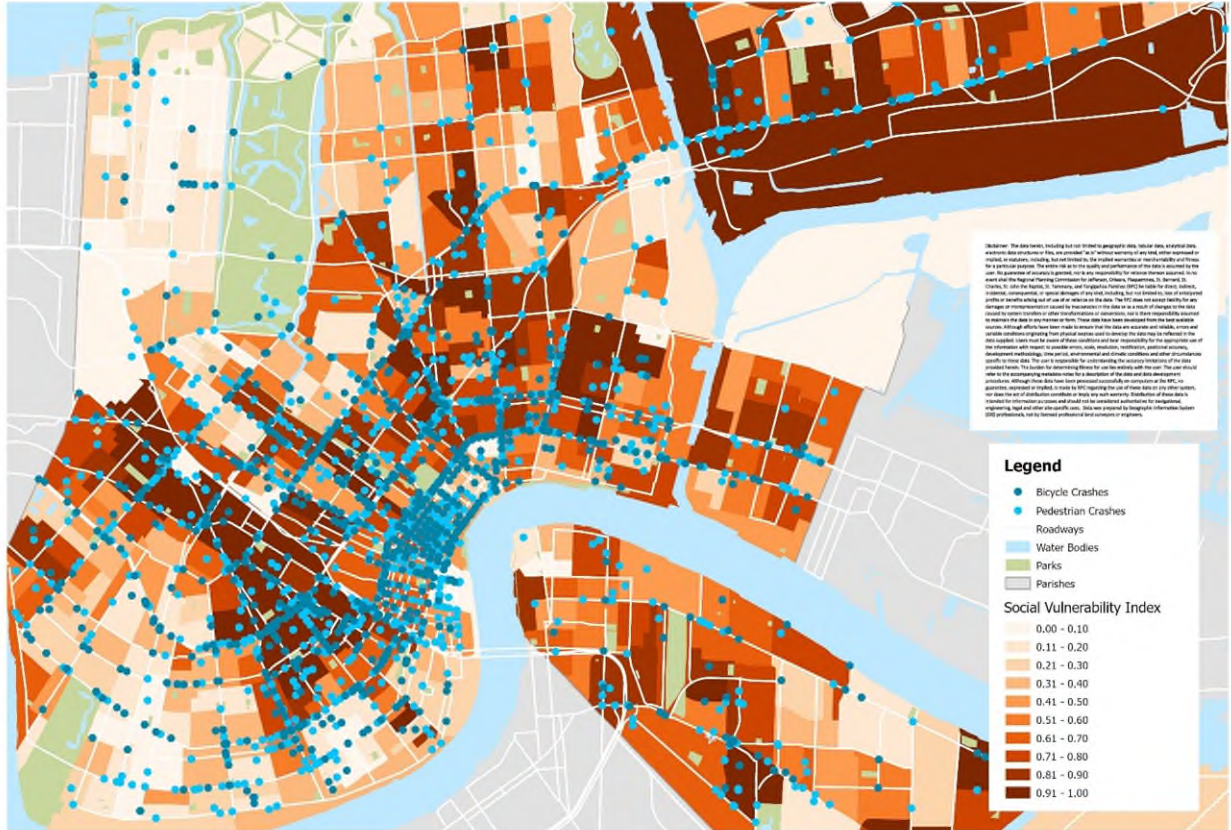
⁵ *Equitable Bike Share Means Building Better Places for People to Ride*. (2016, July). National Association of City Transportation Officials. https://nacto.org/wp-content/uploads/2016/07/NACTO_Equitable_Bikeshare_Means_Bike_Lans.pdf

⁶ Albee, M. and Bobitz, P. (2021, October). *Making Our Roads Safer One Countermeasure at a Time*. Federal Highway Administration. https://highways.dot.gov/sites/fhwa.dot.gov/files/Proven%20Safety%20Countermeasures%20Booklet_0.pdf

⁷ U.S. Census Bureau (2022). American Community Survey 5 Year Estimates (2017-2021). <https://www.census.gov/programs-surveys/acs>.

⁸ *Complete Streets for Health Equity: An Evaluation of New Orleans and Jefferson Parish*. (2017, December). Smart Growth America. https://smartgrowthamerica.org/wp-content/uploads/2017/12/Health-Equity_NOLA_JP.pdf

employment centers, medical services, schools, and parks for the region’s most vulnerable users. The map below illustrates areas in Orleans Parish with high rates of non-motorized crashes, many of which are clustered in neighborhoods with high SVI rates.



Orleans Parish Bicycle + Pedestrian Crash Rates in Vulnerable Neighborhoods
 Social Vulnerability refers to the demographic and socioeconomic factors that adversely affect communities. The Social Vulnerability Index is measured on a scale of 0 to 1, which classifies Census Blocks from least to most vulnerable.
 This map was prepared by the Regional Planning Commission for Jefferson, Orleans, Plaquemines, St. Bernard, St. Charles, St. John the Baptist, St. Tammany and Tangipahoa Parishes. June 2024.



II. STATEWIDE COMPLETE STREETS INITIATIVES

In July 2010, DOTD adopted a statewide Complete Streets Policy with guidance from the Complete Streets Working Group to implement a 2009 legislative directive on Complete Streets measures. The policy was updated in 2016 to reference DOTD’s new Complete Streets Design Guide and revise language to allow more flexibility in policy implementation and local government coordination. An overview of the policy and design guidance is included below.

DOTD Complete Streets Policy

Policy Adoption Year	2010, Updated 2016
Policy Statement	To create a comprehensive, integrated, connected transportation network that balances access, mobility, health, and safety needs of motorists, transit users, freight, bicyclists, and pedestrians of all ages and abilities.
Policy Application	The policy establishes provisions for all roadway users, taking a context sensitive approach to roadway design and rehabilitation. The policy states that DOTD should plan, fund, and design sidewalks and other pedestrian facilities on roadway projects that serve adjacent areas with existing or proposed development or transit service. DOTD should also provide bicycle accommodations on all new and reconstruction roadway projects. Facilities should take a context sensitive approach and be guided by input from local governments. The policy states that DOTD will ensure that roadway projects do not become barriers to pedestrian, bicyclists, and transit users by providing safe crossings, corridor continuity, and compliance with accessibility guidelines.
Policy Exemptions	Policy exemptions include facilities, such as interstates, where pedestrians and bicyclists are prohibited from using the roadway; projects where the cost of providing pedestrian and bicycle facilities would be excessively disproportionate to the need or probable use; projects with a documented absence of current and future need or use of the affected area by pedestrians, bicyclists, and transit users; and on projects that only consist of preservation, operations, rehabilitation, or replacement. DOTD may consider multi-modal improvements that do not require ROW acquisition, utility relocation, relocating drainage, or major reconstruction. Exceptions to the policy will require approval by the DOTD Chief Engineer. MPO’s and local jurisdictions may appeal policy requirements by passing a resolution adopted by the local governing body.
Design Guidance	DOTD’s Complete Streets design guidance emphasizes a context sensitive approach. The policy establishes a Complete Streets Minimum Design Guidelines for state-funded projects that follows design references from state and national best practices, which include DOTD guidelines and manuals, AASHTO, MUTCD, NACTO, and PROWAG.
Policy Implementation	DOTD will provide leadership to implement this policy on all transportation projects that involve federal or state funding or approval. DOTD will also offer training opportunities and resource tools for Complete Streets design and engineering, planning, and evaluation.

DOTD’s Minimum Complete Streets Design Guidelines provide guidance for bicycle and pedestrian accommodations along state owned and maintained roadways with an ADT greater than 1,000 vehicles. Facilities that meet pedestrian accommodations include sidewalks, sidepaths, and 4ft wide paved shoulders. Accommodations for bicyclists include bike lanes, cycle tracks, 4ft wide paved shoulders, and wide outside travel lanes (15ft minimum).

Complete Streets Design Guide

Complete Streets require an (x) in the column for bicycles and an (x) in the column for pedestrians. Complete Streets must accommodate bikes on the roadway, so although bikes may be accommodated by a sidepath, this does not substitute for an on roadway facility. On a roadway with ADT < 1,000 – Pedestrians, bicycles and vehicles can utilize the same travel lane. No special provisions are required to accommodate bikes and pedestrians. By nature of the low volume, this road is already considered complete.

		Requirements Accommodations Meet (x)				Notes	
		Bike		Pedestrian			
Accommodations	Sidewalk				X		
	Shoulder (4ft min paved)	X			X		
	Bike Lane	X				Raised objects shall not be used to separate bicycle lanes from adjacent travel lanes. Shall be placed in both directions. Required paved shoulder width can be reduced by width of bike lane. Required paved shoulder width can be reduced by width of cycle track.	
	Cycle Track	X				Required paved shoulder width can be reduced by width of cycle track	
	Sidepath				X	One way bike facility and 2 way pedestrian, and must be on both sides of the road. Two way bike facility is acceptable if all of the following is true; <ul style="list-style-type: none"> ▪ most suitable on side path analysis chart ▪ path is < ½ mile ▪ path connects two other good, high quality trail sections that would otherwise could not be connected. 	
	Wider Outside Travel Lane (15 ft.)	X					

Element	Freeway/ Expressway	Urban								Rural						
		Preferred	Acceptable	N/A						N/A						
Complete Streets Widths and Offsets (ft.)	All Other Classifications	Sidewalk			Sidepath		Cycle Track Width		Bicycle Lane Width	Sidewalk		Sidepath	Cycle Track (One Way Only)		Bicycle Lane Width	
		Offset of Sidewalk From Travel Lane	Usable Width	Width Adjacent to Curb	Usable Width	Offset of Sidepath From Travel Lane	Usable Width	Offset (From Through Lane)		Usable Width of Sidewalk	Offset of Sidewalk From Travel Lane		Usable Width	Offset of Cycle Track From Travel Lane		
		Preferred	≥ 8	5	7	10	5 ft. Landscaped buffer	5	5 ft. striped buffer	5	5	Clear zone	N/A	5	5 ft. striped buffer	5
		Acceptable	2									8				

Approved Jarvis P. Williams 3-6-2017
 Chief Engineer Date

In 2023 the Louisiana Transportation Research Center and the UNO Transportation Institute published an assessment of DOTD’s implementation of its Complete Streets Policy in the first 10 years following adoption. The study, entitled *Evaluate the Impacts of Complete Streets Policy in Louisiana*, examined the progress DOTD has made toward policy goals by reviewing other DOTD policies, guidelines, and manuals to determine the extent to which Complete Streets elements were incorporated.⁹ The project team also reviewed state-funded construction projects to investigate how many projects received Complete Streets exemptions and why pedestrian and bicycle components were exempted from projects. Additionally, the research team developed a survey and interviewed stakeholders to assess staff comprehension and perceptions of the policy. Through these efforts, the project team identified challenges to policy implementation and provided recommendations for future improvements to Complete Streets integration into DOTD practices.

Of the eighty action steps recommended to implement DOTD’s Complete Streets Policy, 33% have been completed over the last decade, and 54% are in the process of being implemented. Action steps that have not yet been completed include the assignment of a pedestrian and bicycle liaison at each district office to ensure full Complete Streets policy implementation; systematically upgrading pedestrian infrastructure and accessibility treatments along transit routes; a provision of bicycle detection at actuated traffic signals where appropriate; and facilitation of a statewide monitoring program for Complete Streets maintenance needs.

Of the fifty-nine policies, design guides, and manuals reviewed, 56% directly reference DOTD’s Complete Streets Policy. In 2010 the project scoping checklist for Stage 0 feasibility studies was updated to include a section referencing the Complete Streets policy. A new Complete Streets Engineering Directives and Standards Manual (EDSM) was developed and adopted by DOTD in 2016. The EDSM provides active transportation definitions for multi-modal facilities included in design guides and manuals. Most importantly, it outlines the process for how the Complete Streets policy will be incorporated into all DOTD projects and

⁹ Bian, R. (2023, June). *Evaluate the Impacts of Complete Streets Policy in Louisiana*. Louisiana Transportation Research Center. https://www.ltrc.lsu.edu/pdf/2023/ts_679.pdf

processes. Following the adoption of the EDSM, DOTD updated the Minimum Design Guidelines to include Complete Streets elements. However, Complete Streets guidance that is flexible and takes a context sensitive approach is still needed to ensure agency staff are implementing programs and projects that align with Complete Streets directives.

The project team also reviewed DOTD projects to determine the extent to which Complete Streets elements are included or exempt. Projects were reviewed in phases based on stage of development, funding program, and DOTD District. Complete Streets elements were more often considered at the earlier stages of development than later stages, and most projects were exempt from Complete Streets inclusion. Examining projects by District, the percentage of projects that have Complete Streets elements and meet the 2017 guidelines are as follows: 24% of projects in District 2, 14% of projects in District 3, 6% of projects in District 4, 23% of projects in District 5, 22% of projects in District 7, 12% of projects in District 8, 10% of projects in District 58, 14% of projects in District 61, and 16% of projects in District 62.

In addition to a review of policies, projects, and programs, the research team interviewed and surveyed DOTD staff and agency partners to understand Complete Streets policy comprehension and awareness. Key themes in interview and survey responses focus on barriers to policy implementation due to ambiguity, inconsistency, institutional inertia, and budget constraints. Participants remarked on ways DOTD could expand implementation measures by improving communication and coordination with local and regional agencies, investing in multi-modal data collection methods, developing staff and partner training on Complete Streets, including checkpoints within the project development process, and updating design guidelines with a more robust complete streets approach at all stages of project delivery.

DOTD has made significant progress in implementing elements of its Complete Streets Policy in the last decade, but shifting from an auto-oriented approach to a Complete Streets approach is a long-term challenge for the agency. Following the implementation assessment, the project team developed recommendations to improve rates of progress in building a statewide Complete Streets program. Key recommendations include updating and improving data systems to incorporate multimodal data collection and analysis, improving available right-of-way data, revising the Complete Streets Minimum Design Guidelines, creating context-dependent transit design guidance, integrating Complete Streets into the Pavement Preservation Program, revising and adopting the draft Complete Streets Implementation & Action Plan, publishing bicycle and pedestrian data, enhancing training opportunities for staff and partners, and providing local planning support.

III. REGIONAL COMPLETE STREETS POLICY INITIATIVES

RPC Complete Streets Initiatives – A History

The Regional Planning Commission has incrementally advanced planning for vulnerable users since the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991 and under multiple federal transportation bills since, due to new project eligibility and funding expansions. RPC pursued applications to a new funding program, the Transportation Enhancement Program (TEP) by working with south shore parishes, the Corp of Engineers and the Flood Authority Districts to allow design and construction of a 10' asphalt Mississippi River levee top path. The first three segments were constructed from the upriver boundary of the Audubon Zoo into Jefferson Parish. Additional segments have been planned and constructed incrementally over the intervening years on the east and west bank of Orleans, Jefferson, St. Bernard, St. Charles, and St. John Parishes to create a continuous levee top trail. Thus, the Mississippi River Trail expansion was the focus of available federal funding in the early years.

The bill expanded the authority of Metropolitan Planning Organizations to conduct continuing, comprehensive, and cooperative planning. Under this rubric, RPC facilitated discussions to pursue a rail-trail conversion of the abandoned Illinois Central Railroad line in St. Tammany Parish into the 31-mile Tammany Trace walking and biking trail, one of the first projects of its kind in the nation.

In 1998, under the Transportation Equity Act for the 21st Century (TEA-21), RPC encouraged the consideration of on-street accommodations. Growing concern about walking and biking safety as part of daily transportation challenges led RPC to turn its focus to on-street accommodations. Various citizen advocacy groups were actively contacting RPC and DOTD to voice their concerns with the stated DOTD 2010 Complete Streets standards and guidelines, noting policy was laudable but actual experiences while bicycling along or across state routes was unsafe.

The period between 2000 and 2012 reflects a major transition period for RPC to incorporate the needs of vulnerable roadway users in Unified Planning Work Program tasks and to prioritize funding to advance implementation of Complete Streets infrastructure. In 2000 RPC made an unusual request of DOTD to receive bicycle and pedestrian crash data, which had never been shared with outside state agencies. Special authorization was provided with the caveat that data could not be shared with other jurisdictions. Access to bicycle and pedestrian crash data spurred greater understanding of problems faced in on-street movements. Today the data are now readily available to all qualified agencies, and the database and software is more sophisticated and accessible. Law enforcement data collection has converted from paper to digital reporting, and the data is more user-friendly and integrated with mapping tools. However, over the intervening 24 years, the translation of crash information and federal policy into informed design and construction and improved behavior has been incremental and slow.

In 2003, RPC worked with the Tulane University Center for Bioenvironmental Research and the University of New Orleans College of Urban and Public Affairs to research and write portions of the New Orleans Regional Pedestrian and Bicycle Master Plan, completed in 2005 and adopted in 2006. This work included review of State laws, interviews of law enforcement officers, analysis of pedestrian and bicycle crash data, identification of regional bike connector corridors, and solidified a need for secure bicycle parking at businesses, schools, and recreation sites. A committee of citizen stakeholders guided the plan's development.

In parallel, the City of New Orleans was completing the Transportation Element of the City's Master Plan in 2004, which further identified arterial bike routes and included the designation of \$4 million in bond funds for bicycle infrastructure for the first time. Both RPC and City transportation planning documents were the basis for inclusion of street retrofits in post Hurricane Katrina (August 2005) street resurfacing. They deployed a new road diet approach using RPC controlled funds (STP>200K) and local funds (bond funds) added to Stafford Act recovery funding to restripe available street right-of-way with bike lanes or include shared use emblems for faster implementation than would otherwise have occurred.¹⁰

The growing attention to vulnerable users in the transportation bills, by FHWA programming, and from the public spurred a new level of involvement across multiple agencies. DOTD and RPC hosted a 2004 Pedestrian and Bicycle Summit in New Orleans where the Mayor of New Orleans signed a Bicycle Friendly Communities resolution showing a commitment to enhance public safety and improve the health of the community. The Regional Transit Authority purchased bike-on-bus equipment. The Louisiana Public Health Institute received a substantial grant award from the Robert Wood Johnson Foundation to support active transportation. Their work plan included modifying institutional behaviors by hiring a bicycle and pedestrian engineer and placing

¹⁰ *At that time, the Stafford Act reimbursed repairs to damaged streets but only allowed replacement of what existed prior to a disaster.*

her within the City’s Department of Public Works to provide technical support such as guiding the first ADA Transition Plan, designing network modifications, and navigating and estimating real project costs in the post-Katrina environment. Approximately 50 miles of bikeway facilities were built between 2005 and 2012 in Orleans Parish.

Post 2005 RPC created and deployed programs identified in the Regional Pedestrian and Bicycle Plan that could be used by all MPO’s statewide, by applying for and receiving a series of DOTD Highway Safety Funds over a 10-year period. A Bicycle and Pedestrian Program Coordinator was hired to develop and manage multiple programs including media campaigns, police training, train-the-trainer program to teach interested individuals bicycle safety, initiate a bike and pedestrian count program, and host facility design workshops for engineers and planners. In addition, RPC successfully worked with the State legislature to modify out of touch state laws governing bicycling and walking. Notably, the first bike lane in the region was implemented in 2008 on 3 miles of St. Claude Avenue (LA 46), a state route, reflecting acknowledgement by DOTD that they had a role in on-street vulnerable user safety. An RPC Complete Streets Advisory Committee, made up of many of the regional planning stakeholders, was established and operated between 2010 and 2014, providing input to both State and local projects and RPC programs. These efforts were foundational to the original adoption of the 2012 RPC Complete Street policy. The Advisory Committee was not a standing committee of the of the MPO and therefore had no voting rights. However, their work informed study efforts and project investments over many years.

Other early successes included the retrofit of numerous ramps in the CBD to meet ADA compliance, the retrofit of Edward Hebert Blvd. to include a bike lane in Plaquemines Parish, the Wisner Trail construction and later, the Wisner Bridge replacement which included the first protected bike and pedestrian bridge accommodation (12’ wide); and the initial TEP application for the Lafitte Greenway Corridor, a long derelict strip of land that had once functioned as the Carondelet Canal waterway between Basin Street in the French Quarter and Bayou St. John, which together with the Wisner Trail, provide a connected path between Lake Pontchartrain and the Mississippi River.

RPC Complete Streets Policy – Overview and Assessment

In July 2012, RPC adopted a regional Complete Streets Policy with guidance from the Complete Streets Advisory Committee. The policy complements DOTD’s 2010 Complete Streets Policy and was developed in accordance with applicable regulations and best practices from state and national transportation entities. An overview of the policy is included below.

RPC Complete Streets Policy	
Policy Adoption Year	2012
Policy Statement	To create a comprehensive, integrated, connected transportation network that balances access, mobility, health, and safety needs of motorists, transit users, freight, bicyclists, and pedestrians of all ages and abilities.
Policy Application	The policy applies to all projects, including new construction, reconstruction, rehabilitation, maintenance, and planning, involving federal or state funding. For projects that are preservation only, RPC will only consider improvements that do not require ROW acquisition, utility relocation or major reconstruction, such as relocating or enclosing drainage, to provide bicycle and pedestrian accommodations. Retrofits, such as modified cross-sections, restriping, or other means of providing improved bicycle and pedestrian access will be considered on preservation projects. RPC will work with state and local governments to identify funding when an identified need or candidate requires ROW acquisition.
Policy Exemptions	Policy exemptions include facilities, such as interstates, where pedestrians and bicyclists are prohibited from using the roadway; projects where the cost of providing pedestrian and bicyclists facilities would be excessively disproportionate to the need or probable use (cost exceeding 20% of project cost); and projects with a

	documented absence of current and future need or use of the affected area by pedestrians, bicyclists, and transit users.
Design Guidance	RPC's Complete Streets design guidance emphasizes a context sensitive approach. Design guidance references state and national best practices, which include DOTD guidelines and manuals, AASHTO, MUTCD, NACTO, PROWAG, the Highway Capacity Manual, and the Highway Safety Manual.
Policy Implementation	The Complete Streets Advisory Committee will conduct an annual review of policy implementation practices. The policy applies to projects at or before Stage 0. Funding for policy implementation will derive from a variety of federal and state sources. RPC will dedicate resources to the following measures: train staff on Complete Streets guiding principles and best practices, collect and analyze data to guide decision making processes, continue support of bicycle and pedestrian planning, develop regional transit stop facility standards, develop regional PROWAG and ADA standards, and coordinate with regional agencies on stormwater management best practices.

RPC's Complete Streets policy is strong, comprehensive, and establishes commitment and intent. It applies to all users, modes, and project phases. Exemptions are specified and limited. It references state and national design standards, takes a context sensitive approach, and emphasizes safe crossings and corridor continuity. It also establishes a list of action steps to facilitate policy implementation. As for areas in need of improvement, the policy does not adequately define complete streets, nor does it incorporate equity as a key guiding principle. Goals and performance measures are not included but proposed to be developed with the Metropolitan Transportation Plan (MTP). Policy exemptions do not require approval or outline steps for the exemption process. Policy applications do not include design requirements and considerations, and the policy lacks tailored design guidance for the unique transportation needs of the region. Lastly, implementation measures are generalized and not prescriptive enough to implement the policy through RPC's annual work tasks and funding directives, and/or in direct coordination with DOTD.

IV. COMPLETE STREETS POLICY IMPLEMENTATION

Regional Planning Commission Planning Analysis

A planning analysis was conducted to determine the extent to which the Regional Planning Commission and its partner agencies have prioritized Complete Streets in planning efforts over the past decade. Active transportation and transit plans developed by RPC, DOTD, and local governments were reviewed to assess strengths and weaknesses in RPC policy implementation and conformity with IIJA guidance. Each review includes a plan summary of proposed multi-modal facilities and policies that adhere to Complete Streets principles. The IIJA defines Complete Streets as "an activity...to increase safe and accessible options for multiple travel modes for people of all ages and abilities."¹¹ Complete Streets activities may include the adoption of Complete Streets policies, development of Complete Streets project prioritization plans, and development of transportation plans with some or all of the following elements:

- Creates a network of active transportation facilities, including sidewalks, bikeways, or pedestrian and bicycle trails, to connect neighborhoods, especially those with high rates of social vulnerability, to destinations such as workplaces, schools, residences, businesses, recreation areas, healthcare and child services, or other community activity centers.

¹¹ Infrastructure Investment and Jobs Act, H.R. 3684, 117th Cong. (2021) - [https://www.congress.gov/bills/117th-congress/house-bills/3684](https://www.congress.gov/bills/117/congress/house-bills/3684)

- Integrates active transportation facilities with public transportation and/or improves access to public transportation.
- Establishes multi-modal connections between communities with active transportation infrastructure facilities, such as on-street bikeways or pedestrian and bicycle trails and shared-use paths.
- Increases transit ridership.
- Improves multimodal safety, especially for bicyclists and pedestrians.
- Addresses regional travel demand constraints through transportation alternatives to new highway capacity, including through intercity passenger rail.
- Supports Transit Oriented Development (TOD)/Communities through TOD plans and policies.

ADA Deficiency Analysis for Select Transit Corridors

Adoption Year	2012
Location	Orleans Parish
Planning Scale	Corridor Study (Transit)
Summary	This study evaluates improvements to pedestrian mobility and safety at twenty-five priority intersections along transit corridors in Orleans Parish. Transit corridors studied include Simon Bolivar Ave, S Saratoga St, S Rampart St, Oretha Castle Haley Blvd, Baronne St, Carondelet St, Clio St, Erato St, Martin Luther King Jr Blvd, Euterpe St, and Felicity St. The study also identifies physical obstacles to transit accessibility, such as ramps, inadequate sidewalk design, and lack of ADA compliant warning strips.
References Complete Streets	No
Complete Streets Elements	Integrates Active Transportation Facilities with Public Transportation Increases Transit Ridership Improves Multimodal Safety Supports Transit Oriented Development/Communities

N. Peters/Decatur Bike Lanes Traffic Analysis

Adoption Year	2012
Location	City of New Orleans
Planning Scale	Corridor Study
Summary	This report identifies the potential traffic impacts associated with the installation of bike lanes in each direction along N. Peters St/ Decatur St in New Orleans by eliminating the northbound travel lane. Studying existing traffic volumes, the analysis found the intersections of Canal at S Peters St and Bienville St at N Peters St are expected to operate at acceptable Level of Service (LOS) thresholds. The intersection of Iberville at N Peters St is also expected to operate at acceptable LOS thresholds except for eastbound traffic, which is projected to experience significant delays.
References Complete Streets	No
Complete Streets Elements	Creates a Network of Active Transportation Facilities Establishes Multimodal Connections Between Communities Improves Multimodal Safety Addresses Regional Travel Demand Constraints through Transportation Alternatives

Building a Framework for Regional Growth (Land Use & Transportation Plan)

Adoption Year	2012
Location	New Orleans Metro Area
Planning Scale	Regional Plan
Summary	This plan outlines the vision for land use and transportation in the Greater New Orleans area. The plan examines the challenges currently facing the region to identify

	action steps for implementing regional growth scenarios. Priority action steps include focusing on target growth areas and opportunities for transit-oriented development, funding and prioritizing multi-modal plans and studies to increase transportation options, developing policies that support Complete Streets, and providing educational opportunities and resources for smart growth development.
References Complete Streets	Yes, recommends adoption of regional and local Complete Streets policies.
Complete Streets Elements	Integrates Active Transportation Facilities with Public Transportation Establishes Multimodal Connections Between Communities Increases Transit Ridership Addresses Regional Travel Demand Constraints through Transportation Alternatives Supports Transit Oriented Development/Communities

City of Mandeville Transportation Plan Refinement Bicycle & Pedestrian

Adoption Year	2012
Location	City of Mandeville
Planning Scale	Citywide Plan
Summary	This plan evaluates recommendations in Mandeville's 2007 Bicycle and Pedestrian Plan to develop conceptual plans for missing links in the bicycle and pedestrian network, emphasizing connectivity improvements on the west side of the city. Conceptual designs were created for the following corridors: Monroe St at N Causeway Approach, a bicycle/pedestrian crossing of W Causeway Approach, and W Causeway Approach from Moore's Rd to Shadow Oaks Ln. The plan also gathered public input on proposed concepts and developed cost estimates of recommended facilities.
References Complete Streets	No
Complete Streets Elements	Creates a Network of Active Transportation Facilities Establishes Multimodal Connections Between Communities Improves Multimodal Safety Addresses Regional Travel Demand Constraints through Transportation Alternatives

Neighborhood Planning Canal Street Corridor Stage 0 Feasibility Study, Jefferson Parish

Adoption Year	2013
Location	Jefferson Parish
Planning Scale	Corridor Study
Summary	This study examines transportation and mobility issues along Canal St. between the 17th St Canal and the I-10 Service Rd in Metairie. Conceptual designs proposed for Canal St use a Complete Streets approach to incorporate bicycle lanes, sidewalks, linkages to the existing multi-use paths along the I-10 Service Rd and the 17th St Canal, streetscaping, and a redesign of vehicular travel lanes. The study provides three design alternatives for the corridor, which include a covered canal with shared use paths, a gabion canal with a walking path and on/off-street parking, and an open canal with a walking path and on/off street parking.
References Complete Streets	Yes, references RPC policy and developed a complete streets approach/concept for corridor.
Complete Streets Elements	Creates a Network of Active Transportation Facilities Establishes Multimodal Connections Between Communities Improves Multimodal Safety

Leake Ave Stage 0 Feasibility Study (Oak St to Broadway St) Orleans Parish

Adoption Year	2013
Location	Orleans Parish
Planning Scale	Corridor Study
Summary	This study evaluates active transportation improvements along Leake Ave between Oak St and Broadway St in New Orleans. The study analyzes the feasibility of widening sidewalks, incorporating bicycle facilities, creating a landscaped buffer between the

	<p>rail corridor and roadway, levee path connections, and stormwater management solutions. Design alternatives proposed for Leake Ave use a Complete Streets approach and include sidewalks, landscaped buffers with rain gardens, parallel parking, and narrowed 11ft travel lanes. Proposed intersection treatments along Leake Ave and the rail corridor provide connections to the levee path and improve bicycle and pedestrian safety.</p>
References Complete Streets	Yes, references DOTD Complete Streets design criteria and takes a Complete Streets approach to alternatives development.
Complete Streets Elements	<p>Creates a Network of Active Transportation Facilities</p> <p>Establishes Multimodal Connections Between Communities</p> <p>Improves Multimodal Safety</p>

Veterans Blvd Corridor Transit Mobility Plan Development

Adoption Year	2013
Location	Jefferson and Orleans Parishes
Planning Scale	Corridor Study (Transit)
Summary	<p>This study examines the potential for streetcar and Bus Rapid Transit (BRT) between New Orleans Regional Transit Authority's (RTA) Canal Blvd Transit Terminal at City Park Ave and Lakeside Shopping Center at Veterans Blvd and Severn Ave. Several transit alternatives were analyzed to determine feasibility. Based on the analysis, the most feasible streetcar alignment routes along Canal Blvd, Harrison Ave, and Canal Blvd, while the preferred BRT corridor routes along Canal Blvd, Delgado Community College, and Veterans Blvd. Sidewalks and crossing treatments are proposed along each alignment to improve pedestrian accessibility and safety.</p>
References Complete Streets	No
Complete Streets Elements	<p>Integrates Active Transportation Facilities with Public Transportation</p> <p>Establishes Multimodal Connections Between Communities</p> <p>Increases Transit Ridership</p> <p>Improves Multimodal Safety</p> <p>Addresses Regional Travel Demand Constraints through Transportation Alternatives</p> <p>Supports Transit Oriented Development/Communities</p>

Transportation Enhancement Study St. Bernard Parish

Adoption Year	2013
Location	St. Bernard Parish
Planning Scale	Corridor Study
Summary	<p>This study explores opportunities for transportation enhancements in St. Bernard Parish along the following corridors: St. Claude Ave from the St. Bernard Parish line to Lebeau St, Friscoville Ave from St. Claude Ave to North Peters St, Heights Park on West Judge Perez Dr at West Center St, West St. Bernard Highway (LA-46) from Lebeau St to Old Hickory Ave, and along the St. Bernard Parish Government Complex. Design solutions, such as lighting, signage, traffic calming, landscaping, and street furniture are proposed to improve the user experience for residents and visitors. Bicycle and pedestrian enhancements are also recommended, including bike lanes along St. Claude Ave and a shared use path along West St. Bernard Highway. Design concepts and cost estimates are provided for recommended infrastructure.</p>
References Complete Streets	Yes, references DOTD Complete Streets Design Guidelines
Complete Streets Elements	<p>Creates a Network of Active Transportation Facilities</p> <p>Improves Multimodal Safety</p>

Slidell Transportation Plan Bicycle and Pedestrian Element

Adoption Year	2013
Location	City of Slidell
Planning Scale	Citywide Plan

Summary	This study explores bicycle and pedestrian facility recommendations to be incorporated into the City of Slidell Transportation Plan. This study identifies priority bicycle and pedestrian connections between the Tammany Trace, Heritage Park, Olde Towne, Bayou Bonfouca, and Bayou Pattasat. Recommendations include routing alternatives, proposed facilities, intersection treatments, and implementation steps.
References Complete Streets	Yes, references DOTD Complete Streets Policy and Design Guidelines
Complete Streets Elements	Creates a Network of Active Transportation Facilities Integrates Active Transportation Facilities with Public Transportation Establishes Multimodal Connections Between Communities Improves Multimodal Safety Addresses Regional Travel Demand Constraints through Transportation Alternatives

Covington Transportation Plan Bicycle and Pedestrian Element

Adoption Year	2013
Location	City of Covington
Planning Scale	Corridor Study
Summary	This study examines opportunities for bicycle and pedestrian facilities along North Jefferson Ave between East Boston St and Columbia St in the City of Covington. The study also evaluates a proposed connection along 26th Ave between North Jefferson Ave and the Tammany Trace. The study utilizes Complete Streets principles and recommends sidewalks, bicycle lanes, and a shared use path along the corridor to enhance active transportation facilities in Covington’s urban core.
References Complete Streets	Yes, references DOTD Complete Streets Policy and takes a complete streets approach to design recommendations for roadway improvements.
Complete Streets Elements	Creates a Network of Active Transportation Facilities Establishes Multimodal Connections Between Communities Improves Multimodal Safety Addresses Regional Travel Demand Constraints through Transportation Alternatives

LA Highway 21: US 190/Covington to LA 22 Madisonville Bicycle and Pedestrian Improvement

Adoption Year	2013
Location	St. Tammany Parish
Planning Scale	Corridor Study
Summary	This study evaluates potential bicycle and pedestrian safety enhancements along LA-21 from US-190 to LA-22. Proposed roadway improvements will address increased traffic volumes spurred from large-scale residential and commercial development. The study also evaluates alternatives for crossing I-12, a key barrier to bicycle and pedestrian connectivity between Madisonville and Covington. Facility recommendations include bicycle lanes along LA-21 north of Madisonville, a combination of 10’ shared-use paths and on-street bicycle accommodations along parallel corridors across I-12, and 6’ sidewalks along LA-21 to Covington. The study also provides cost estimates and preliminary design concepts for proposed facilities.
References Complete Streets	No
Complete Streets Elements	Creates a Network of Active Transportation Facilities Establishes Multimodal Connections Between Communities Improves Multimodal Safety Addresses Regional Travel Demand Constraints through Transportation Alternatives

Jefferson Parish Bicycle Master Plan

Adoption Year	2014
Location	Jefferson Parish
Planning Scale	Parish-wide Plan
Summary	This plan outlines a vision for creating a bicycle friendly Jefferson Parish. The plan addresses parish-wide multi-modal safety concerns by creating a comprehensive bicycle network that meets the needs of bicyclists of all ages and abilities and

	prioritizes network recommendations for capital improvement funding. Recommendations and priorities were developed with input from Parish residents via public meetings, workshops, surveys, and a plan webpage. Key recommendations include proposed shared use paths along major roadway corridors, expanding connections to existing trails, an on-street bicycle boulevard network, and adopting a Parish-wide Complete Streets policy.
References Complete Streets	Yes, recommends a Complete Streets policy at the Parish level.
Complete Streets Elements	Creates a Network of Active Transportation Facilities Integrates Active Transportation Facilities with Public Transportation Establishes Multimodal Connections Between Communities Improves Multimodal Safety Addresses Regional Travel Demand Constraints through Transportation Alternatives Supports Transit Oriented Development/Communities

Jefferson Parish ADA Transition Plan for Public Rights-of-Way

Adoption Year	2014
Location	Jefferson Parish
Planning Scale	Parish-wide Plan
Summary	This plan evaluates pedestrian facilities within Jefferson Parish right-of-way to ensure facilities are accessible to people with disabilities in accordance with the Americans with Disabilities Act (ADA) and the US Access Board Public Right-of-Way Accessibility Guidelines (PROWAG). The plan identifies and prioritizes curb crossings and sidewalks in need of accessibility improvements. Prioritized locations were selected in coordination with the Citizen Advisory Committee using a methodology based on surrounding land use and the extent of non-compliant features. Cost estimates and implementation steps are provided for accessibility enhancements. The plan also describes and examines Jefferson Parish's existing policies and procedures for implementing accessible improvements in the public right-of-way.
References Complete Streets	No
Complete Streets Elements	Integrates Active Transportation Facilities with Public Transportation Increases Transit Ridership Improves Multimodal Safety Supports Transit Oriented Development/Communities

Transportation Enhancement Activities City of Kenner, LA

Adoption Year	2014
Location	City of Kenner
Planning Scale	Corridor Study
Summary	This study develops preliminary design concepts for roadway improvements along Power Blvd from West Esplanade Ave to Vintage Dr, Williams Blvd at the intersection with Airline Blvd, and Chateau Blvd from West Esplanade Ave to Vintage Dr. Proposed enhancements include bicycle and pedestrian facilities, traffic calming, intersection treatments, and streetscaping. The preferred alternative for Power Blvd includes a 12' wide concrete sidepath, landscaped entry points, high-visibility crosswalks, lighting, and street furniture. The preferred alternative for Chateau Blvd proposes the reallocation of the existing right-of-way to include four vehicular travel lanes, two dedicated bicycle lanes, and sidewalks. The preferred alternative for Williams Blvd includes high-visibility crosswalks and pedestrian signalization, medians with pedestrian islands, and gateway streetscaping treatments. Preliminary site plans and cost estimates were developed for the preferred alternative along each corridor.
References Complete Streets	No
Complete Streets Elements	Creates a Network of Active Transportation Facilities Integrates Active Transportation Facilities with Public Transportation Improves Multimodal Safety Addresses Regional Travel Demand Constraints through Transportation Alternatives Supports Transit Oriented Development/Communities

Severn Ave Corridor Jefferson Parish Stage 0 Feasibility Study

Adoption Year	2014
Location	Metairie Central Business District, Jefferson Parish
Planning Scale	Corridor Study
Summary	This study evaluates bicycle and pedestrian connectivity improvements along Severn Ave from Veterans Blvd to West Esplanade Blvd in Metairie's Central Business District. Conceptual designs use a Complete Streets approach to enhance pedestrian, bicyclist, and transit access along the corridor. Recommended facilities include wider sidewalks, pedestrian lighting, utility pole modifications, drainage and streetscape improvements, and buffered bicycle lanes. Preliminary site plans and cost estimates were developed for corridor enhancements.
References Complete Streets	Yes, proposes a complete streets approach to roadway improvements.
Complete Streets Elements	Creates a Network of Active Transportation Facilities Integrates Active Transportation Facilities with Public Transportation Improves Multimodal Safety Addresses Regional Travel Demand Constraints through Transportation Alternatives Supports Transit Oriented Development/Communities

New Orleans Bike Share Feasibility Study & Business Plan

Adoption Year	2014
Location	City of New Orleans
Planning Scale	Citywide Plan
Summary	This study outlines a vision for creating a city-wide bike share system in New Orleans. The study evaluates the network feasibility of two bike share systems types: a traditional station-based and a smart-dock system. This study also examines the system's ability to serve as a reliable transit service and address first-mile/last-mile connections to RTA's streetcar and bus network. After evaluating functionality, system sizing, costs, and revenue estimates, the study recommends the city develop a hub-based, smart-bike share system. Recommendations also include development of a non-profit corporation to implement proposed funding strategies, equity initiatives, and begin phase one of system development.
References Complete Streets	Yes, references the City's Complete Streets ordinance.
Complete Streets Elements	Creates a Network of Active Transportation Facilities Integrates Active Transportation Facilities with Public Transportation Increases Transit Ridership Improves Multimodal Safety Addresses Regional Travel Demand Constraints through Transportation Alternatives Supports Transit Oriented Development/Communities

City of New Orleans Pedestrian Safety Action Plan Part 1: Engineering Strategies

Adoption Year	2014
Location	City of New Orleans
Planning Scale	Citywide Plan
Summary	The City of New Orleans has consistently ranked among the highest for pedestrian crashes and fatalities in Louisiana. To counter this trend, this plan applies a data-driven, systematic approach to propose strategies for reducing and eliminating pedestrian crashes throughout New Orleans. Phase I of the plan identifies high-frequency, severe injury, and fatal pedestrian crash locations, investigates their cause, and proposes engineering solutions to apply to problem areas. Engineering recommendations include low-cost, easy-to-implement solutions, such as signal timing improvements, signage, striping, and minor concrete enhancements.
References Complete Streets	Yes, references Complete Streets Policies of LA DOTD, Regional Planning Commission, and City of New Orleans
Complete Streets Elements	Improves Multimodal Safety Supports Transit Oriented Development/Communities

Baton Rouge – New Orleans Intercity Rail Feasibility Study: Strategic Business Plan

Adoption Year	2014
Location	New Orleans and Baton Rouge Metro Regions
Planning Scale	Corridor Study (Transit)
Summary	This study develops a detailed business plan and strategy to implement intercity passenger rail service between Baton Rouge and New Orleans. The business plan evaluates intercity rail service opportunities and constraints, economic development opportunities, public-private organizational structures needed to implement new rail service, capital and operating costs, and financing strategies. The study also provides an overview of proposed rail operations, which include service schedules, station locations and design elements, and capital improvements needed along the rail corridor.
References Complete Streets	Yes, references Complete Streets principles for rail station planning.
Complete Streets Elements	Integrates Active Transportation Facilities with Public Transportation Establishes Multimodal Connections Between Communities Increases Transit Ridership Improves Multimodal Safety Addresses Regional Travel Demand Constraints through Transportation Alternatives Supports Transit Oriented Development/Communities

US-11 Access Management and Complete Streets Improvements Slidell,

Adoption Year	2014
Location	City of Slidell
Planning Scale	Corridor Study
Summary	This study identifies roadway improvements along US-11 from Spartan Dr to LA-433 in Slidell to implement multi-modal access management and enhance safety for all roadway users. Four alternatives were developed and use a Complete Streets approach to improve bicycle and pedestrian access along US-11. Alternative concepts include road diets, superstreets, signalization improvements, and roundabouts. Preliminary cross sections, design concepts and cost estimates were developed for each alternative. Alternatives determined to be most feasible include four travel lanes, roundabouts, j-turns, and shared bike/shoulder lanes.
References Complete Streets	Yes, references DOTD’s Complete Streets policy and proposes a complete streets approach to roadway improvements.
Complete Streets Elements	Improves Multimodal Safety

Jefferson Parish Smart Growth Conceptual Design Metairie Rd and Oakwood Area

Adoption Year	2015
Location	Jefferson Parish
Planning Scale	Corridor Study
Summary	This study proposes conceptual designs for smart growth enhancements along Upper Metairie Rd from Arlington Dr to Severn Ave and the area surrounding the Oakwood Center shopping mall. The process for conceptual design development included consultation with key stakeholders and community participation at the public meetings. Recommendations for the Oakwood study area includes a road diet with buffered bicycle lanes along Whitney Ave, high-visibility crosswalks and ADA-compliant curb ramps across the Westbank Expressway, and stormwater management improvements along Whitney Ave and Terry Pkwy. Upper Metairie Rd recommendations include shared lane markings and signage for bicyclists, on-street parking, bus stop improvements, bio-infiltration strips and sidewalks back of curb, pedestrian signalization at Causeway Blvd, high-visibility crosswalks, bike racks, and stormwater management improvements. Preliminary site plans and cost estimates were developed for corridor enhancements.
References Complete Streets	No
Complete Streets Elements	Creates a Network of Active Transportation Facilities

Integrates Active Transportation Facilities with Public Transportation
 Improves Multimodal Safety
 Addresses Regional Travel Demand Constraints through Transportation Alternatives
 Supports Transit Oriented Development/Communities

Andrew Higgins Corridor Stage 0 Feasibility Study, New Orleans, LA

Adoption Year	2015
Location	City of New Orleans
Planning Scale	Corridor Study
Summary	This study determines the type and extent of urban design and streetscaping features to improve safety, accessibility, and comfort for non-motorized users along Andrew Higgins Dr in New Orleans. The study corridor spans a half-mile from the National World War II Museum to the New Orleans Ernest N Morial Convention Center, two major activity centers in the Central Business District. Key design recommendations include a narrowed 11ft travel lane; parallel parking on both sides of the street; 6ft wide sidewalks; landscaping strips to accommodate light fixtures, signage, street furniture, and bike parking; bump-outs at intersections and key mid-block areas, and intersection improvements at Tchoupitoulas St. Preliminary site plans and cost estimates were developed for corridor enhancements.
References Complete Streets	Yes, references Complete Streets Policies of LA DOTD, Regional Planning Commission, and City of New Orleans.
Complete Streets Elements	Creates a Network of Active Transportation Facilities Improves Multimodal Safety

Broad Street Corridor Streetscape Improvements

Adoption Year	2015
Location	City of New Orleans
Planning Scale	Corridor Study
Summary	This study explores the feasibility of streetscape enhancements to improve bicycle, pedestrian, and transit access along Broad St from Tulane Ave to Bayou Rd. Broad Street, a vibrant commercial and mixed-use corridor with high volumes of multi-modal uses, are set to experience significant increases in traffic volumes following the construction of two nearby medical facilities. Recommendations aim to reduce crashes and existing modal conflicts. Proposed design concepts include bicycle lanes, high-visibility crosswalks, landscaping, street furniture, intersection improvements, and traffic calming measures. Preliminary site plans and cost estimates were developed for corridor enhancements.
References Complete Streets	Yes, references Complete Streets policies of DOTD and City of New Orleans and take a Complete Streets approach to design recommendations.
Complete Streets Elements	Integrates Active Transportation Facilities with Public Transportation Improves Multimodal Safety Addresses Regional Travel Demand Constraints through Transportation Alternatives Supports Transit Oriented Development/Communities

Mississippi River Trail Plaquemines Parish, LA Stage 0 Feasibility Study

Adoption Year	2015
Location	Plaquemines Parish
Planning Scale	Corridor Study (Non-motorized)
Summary	This study evaluates the feasibility of the Mississippi River Trail extension through Plaquemines Parish from F. Edward Hebert Blvd near Algiers to Oakville St in Belle Chasse. The Mississippi River Trail spans the course of the Mississippi River from its headwaters in Itasca, MN to the mouth of the river near Venice, LA. This study examines opportunities and constraints of a 10ft wide shared-use path along the river in the study area, primarily on the levee top, with routing alternatives near the

	Chevron Oronite Oak Point Plant in Belle Chasse. Preliminary design concepts include typical cross sections and cost estimates.
References Complete Streets	Yes, references DOTD Complete Streets policy.
Complete Streets Elements	Creates a Network of Active Transportation Facilities Establishes Multimodal Connections Between Communities Improves Multimodal Safety Addresses Regional Travel Demand Constraints through Transportation Alternatives

St. John the Baptist Parish Eastbank Mississippi River Trail, Phase 4 Stage 0 Feasibility Study

Adoption Year	2015
Location	St. John the Baptist Parish
Planning Scale	Corridor Study (Non-motorized)
Summary	This study evaluates the feasibility of the Mississippi River Trail extension along the Eastbank through St. John the Baptist Parish from W 10th St in Reserve to the St. James Parish line. The Mississippi River Trail spans the course of the Mississippi River from its headwaters in Itasca, MN to the mouth of the river near Venice, LA. This study examines opportunities and constraints of a 10ft wide shared-use path along the river in the study area, primarily on the levee top, with routing alternatives near the Port of South Louisiana in Reserve. Preliminary design concepts include typical cross sections and cost estimates.
References Complete Streets	No
Complete Streets Elements	Creates a Network of Active Transportation Facilities Establishes Multimodal Connections Between Communities Improves Multimodal Safety Addresses Regional Travel Demand Constraints through Transportation Alternatives

Traffic Circulation, Parking, and Safety Study for Downtown Covington

Adoption Year	2015
Location	City of Covington
Planning Scale	Small Area Study (Downtown)
Summary	This study conducts a comprehensive traffic circulation, parking, and safety study of Downtown Covington. Recommended Downtown improvements are based on a Complete Streets approach and contain the following design concepts: transportation systems management, street extensions, multimodal signage and striping, sidewalk improvements, parking pavement markings and policies, intersection modifications, and bicycle and pedestrian connections to existing bicycle facilities. Focus areas for roadway enhancements are intersection improvements along E. Kirkland St and E. Boston St and signage, striping, and traffic calming improvements at the E. Gibson St and Tammany Trace intersection. Preliminary design concepts include typical cross sections and cost estimates.
References Complete Streets	Yes, references the Complete Streets policies of DOTD and RPC and take a complete streets approach to recommendations.
Complete Streets Elements	Creates a Network of Active Transportation Facilities Improves Multimodal Safety Addresses Regional Travel Demand Constraints through Transportation Alternatives

5th Street Corridor Stage 0 Feasibility Study, Jefferson Parish

Adoption Year	2016
Location	City of Gretna
Planning Scale	Corridor Study
Summary	This study creates a streetscape improvement plan for the 5th St corridor from Richard St to Franklin Ave to revitalize the corridor into a vibrant main street in Gretna. Three design alternatives were developed that consider roadway, intersection, and sidewalk design treatments; streetscape improvements; parking accommodations; and enhanced bicycling facilities. The first design alternative proposes barrier curbs

	and raised cycle tracks along each side of 5th St. The second design alternative proposes a multi-use path along the riverside of 5th St and a raised cycle track along the southern side of the corridor. The third alternative also proposes a multi-use path and raised cycle track but with a median in the center of 5th St. Preliminary design concepts include typical cross sections and cost estimates for each alternative.
References Complete Streets	No
Complete Streets Elements	Creates a Network of Active Transportation Facilities Improves Multimodal Safety Addresses Regional Travel Demand Constraints through Transportation Alternatives

Harahan Streetscaping Improvements Stage 0 Feasibility Study

Adoption Year	2016
Location	City of Harahan
Planning Scale	Corridor Study
Summary	This study evaluates sidewalk and streetscape enhancements along Jefferson Highway from Folse St to Powerline Dr to improve connections between Harahan's town center, local neighborhoods, and commercial areas. Design recommendations take a Complete Streets approach and include closing sidewalk gaps, providing connections to bus stops along the corridor, new ADA-accessible curb ramps, and landscaping and wayfinding improvements. Preliminary design concepts include typical cross sections, project renderings, and cost estimates.
References Complete Streets	Yes, proposes a Complete Streets approach to design recommendations.
Complete Streets Elements	Creates a Network of Active Transportation Facilities Integrates Active Transportation Facilities with Public Transportation Establishes Multimodal Connections Between Communities Improves Multimodal Safety Addresses Regional Travel Demand Constraints through Transportation Alternatives Supports Transit Oriented Development/Communities

Tulane Avenue Corridor Stage 0 Feasibility Study

Adoption Year	2016
Location	City of New Orleans
Planning Scale	Corridor Study
Summary	This study evaluates corridor enhancements to revitalize the area surrounding the new Medical District along Tulane Ave. At the time of this study, Tulane Ave is under construction by DOTD to reconfigure lanes, add bicycle lanes, and widen the neutral ground but does not provide streetscape improvements. This study proposes lighting, landscaping, and pedestrian facility improvements to transition Tulane Ave into a more active pedestrian corridor and as a major gateway into Downtown New Orleans.
References Complete Streets	No
Complete Streets Elements	Improves Multimodal Safety

St. Claude Bridge Feasibility Study

Adoption Year	2016
Location	City of New Orleans
Planning Scale	Corridor Study
Summary	This study identifies bicycle, pedestrian, and transit facility improvements along the St. Claude Bridge from Poland Ave to Reynes St. Three design alternatives were developed for the corridor and use a Complete Streets approach for facility recommendations. All design alternatives include 10' wide ADA-compliant access ramps, lighting and streetscape improvements, and crosswalks at the intersections of Poland Ave and Reynes St. The first design alternative proposes widening the bridge span walkway, extended pedestrian access ramps, and resurfacing sidewalks along service roads. The second design alternative proposes 6' protected bike lanes in both directions that merge into an 8' shared-use path to cross the lift span and 6'

	cantilevered walkways along the bridge's approach roads. The third alternative proposes an 8' wide cantilevered shared-use path along the southside of the bridge and extended pedestrian access ramps. Preliminary design concepts for each alternative include project renderings and cost estimates. The study concludes that the second alternative would provide better accommodations for both bicycling and walking in the study area, while the third alternative could be implemented in the near term.
References Complete Streets	Yes, references the Complete Streets policies of DOTD, RPC, and City of New Orleans and takes a complete streets approach to design recommendations.
Complete Streets Elements	Creates a Network of Active Transportation Facilities Integrates Active Transportation Facilities with Public Transportation Increases Transit Ridership Improves Multimodal Safety Addresses Regional Travel Demand Constraints through Transportation Alternatives Supports Transit Oriented Development/Communities

Downtown New Orleans Wayfinding System Master Plan

Adoption Year	2016
Location	City of New Orleans
Planning Scale	Small Area Plan (Downtown)
Summary	This plan creates a comprehensive wayfinding master plan for Downtown New Orleans. Plan goals include improving accessibility, optimizing movement networks, assisting visitors, and reducing street clutter and congestion. Detailed recommendations provide sign locations and content hierarchy throughout Downtown, incorporating pedestrian, vehicular, and bicycle wayfinding systems.
References Complete Streets	No
Complete Streets Elements	Improves Multimodal Safety Supports Transit Oriented Development/Communities

Smart Growth IV Education and Outreach Plan

Adoption Year	2016
Location	New Orleans Metro Region
Planning Scale	Regional Plan
Summary	This plan seeks to build local and regional capacity for transportation and land use planning through the development of future smart growth scenarios for the New Orleans region. The plan assesses previous smart growth planning efforts to develop recommendations that build on earlier smart growth phases. Three areas of opportunity were identified by regional stakeholders to create scenarios for future growth. The focus areas include Metairie Rd from Severn Ave to Atherton Dr in Jefferson Parish, West Bank Expressway/Oakwood Mall area in Jefferson Parish, and St. Claude Ave from Esplanade Ave to Poland Ave and the Industrial Canal in Orleans Parish. The plan also develops recommendations for a smart growth tool kit as a resource for local governments to make transportation and land use decisions based on smart growth principles.
References Complete Streets	Yes, Complete Streets is an applicability theme in developing Smart Growth implementation strategies for the region.
Complete Streets Elements	Creates a Network of Active Transportation Facilities Integrates Active Transportation Facilities with Public Transportation Establishes Multimodal Connections Between Communities Increases Transit Ridership Improves Multimodal Safety Addresses Regional Travel Demand Constraints through Transportation Alternatives Supports Transit Oriented Development/Communities

Comprehensive Crash Analyses & Safety Studies, Multiple Intersections in Orleans and Jefferson Parishes

Adoption Year	2016
Location	New Orleans Metro Region
Planning Scale	Regional Study
Summary	This study analyzes ten high-crash locations in Orleans and Jefferson Parishes to develop near and long-term recommendations for improving roadway safety in the New Orleans region. Crash locations in Orleans Parish include US-90 (Gentilly Blvd) at Caton St, US-90 (Claiborne Ave) at Felicity St, and US-90 (Claiborne Ave) at Toledano. St. Jefferson Parish crash locations are US-90 BUS at LA-45 (Barataria Blvd), Manhattan Blvd at Gretna Blvd, Manhattan Blvd at Lapalco Blvd, Veterans Blvd at Houma Blvd, Veterans Blvd at Cleary Ave, Veterans Blvd at Transcontinental Dr, and Veterans Blvd at Lake Villa Dr. Following a thorough safety analysis at each crash location, countermeasures and intersection improvements were developed, along with near and long-term recommendations for each stakeholder to implement. Key stakeholders identified are DOTD Headquarters, DOTD District offices, the Regional Planning Commission, Parish governmental agencies, and members of the Safety Coalition.
References Complete Streets	No
Complete Streets Elements	Improves Multimodal Safety Supports Transit Oriented Development/Communities

US HWY 61 Streetscape Improvements Stage 0 Feasibility Study

Adoption Year	2016
Location	St. John Parish
Planning Scale	Corridor Study
Summary	This study evaluates sidewalk conditions, necessary ADA improvements, and bicycle and pedestrian safety enhancements along US-61 (West Airline Hwy) from LA-3188 (Belle Terre Blvd) to Main St in St. John the Baptist Parish. The Parish intends to establish Airline Hwy as an urban corridor and provide multi-modal access to destinations in Laplace. Applying a Complete Streets approach to recommendations, design concepts propose lane width reductions, curb-and-gutter, a shared-use path along the northside of the roadway, and marked crosswalks at key intersections. Preliminary design alternatives include typical sections, project renderings, and cost estimates.
References Complete Streets	Yes, references the DOTD Complete Streets Policy and takes a complete streets approach to design criteria and recommendations.
Complete Streets Elements	Creates a Network of Active Transportation Facilities Establishes Multimodal Connections Between Communities Improves Multimodal Safety Addresses Regional Travel Demand Constraints through Transportation Alternatives

St. Tammany Parish Roadway Enhancement Guide

Adoption Year	2016
Location	St. Tammany Parish
Planning Scale	Parish-wide Study
Summary	This study develops design guidelines for the roadway functional classification categories within the Metropolitan Planning Area (MPA) of St. Tammany Parish. The proposed guidelines comply with current roadway design procedures set by AASHTO and DOTD, but also include design and right-of-way considerations guided by local stakeholder input. Identified stakeholder needs include incorporating sidewalks, bicycle lanes, and shared-use paths in typical cross sections and green infrastructure initiatives in roadway designs. Cross sections were developed for each functional class roadway category, applying a Complete Streets approach to proposed design concepts.

References Complete Streets	Yes, references DOTD's Complete Streets policy and applies complete streets initiatives to cross section development.
Complete Streets Elements	Creates a Network of Active Transportation Facilities Integrates Active Transportation Facilities with Public Transportation Establishes Multimodal Connections Between Communities Improves Multimodal Safety Addresses Regional Travel Demand Constraints through Transportation Alternatives Supports Transit Oriented Development/Communities

US-190 (Gause Blvd) Sidewalk Study Front St-Lindberg Dr Stage 0 Feasibility Study

Adoption Year	2016
Location	St. Tammany Parish and City of Slidell
Planning Scale	Corridor Study
Summary	This study is the first in a multi-phase study to evaluate existing sidewalk conditions along US-190 (Gause Blvd) in the City of Slidell and St. Tammany Parish. The goal of this study is to prioritize pedestrian safety by providing continuous sidewalks along the entirety of Gause Blvd. Phase 1 begins at US-11 (Front Street) and extends east to Lindberg Dr/Kensington Blvd. The study identifies existing sidewalk locations in need of repair or replacement and infill areas to close sidewalk gaps along the corridor. Proposed sidewalk improvements include typical sections with intersection improvements, signage, and signalization enhancements that meet DOTD standards and ADA requirements.
References Complete Streets	No
Complete Streets Elements	Creates a Network of Active Transportation Facilities Establishes Multimodal Connections Between Communities Improves Multimodal Safety Addresses Regional Travel Demand Constraints through Transportation Alternatives

LA HWY 22 Corridor Improvements Stage 0 Feasibility Study

Adoption Year	2016
Location	City of Ponchatoula
Planning Scale	Corridor Study
Summary	This study identifies pedestrian improvements along Pine St to prove multi-modal connectivity between Historic Main St and adjacent neighborhoods in Ponchatoula. The project area consists of the Ponchatoula Historic District and is bounded by 7th street on the western side, 5th street on the eastern side, Oak Street on the south side, and Hickory Street on the north side. Design alternatives recommend improved crosswalks and signalization; pedestrian and railroad separation; bicycle lanes; shared-use paths along adjacent side streets; improved railroad crossing treatments; planted curb bump-outs; and improved on-street parking. Preliminary design alternatives include typical sections, project renderings, and cost estimates.
References Complete Streets	Yes, references the DOTD Complete Streets Policy and takes a complete streets approach to design criteria and recommendations.
Complete Streets Elements	Creates a Network of Active Transportation Facilities Improves Multimodal Safety

Hammond Bicycle Plan Feasibility Study

Adoption Year	2016
Location	City of Hammond
Planning Scale	City-wide Plan
Summary	This plan develops a strategy for short and long-term bicycle facility improvements for Hammond's urban core with Morrison Blvd as the western boundary, University Ave as the northern boundary, Range Rd as the eastern boundary, and I-12 as the southern boundary. The plan also examines sidewalk, crosswalk, signage, and parking conditions to identify gap segments in the pedestrian network and to ensure

	compliance with the Americans with Disabilities Act (ADA) standards. Proposed short-term facility recommendations consist of a network of shared lane markings and share-use paths along North Oak Street and a west-east connector along Minnesota Park Rd and CM Fagan Dr. Proposed long-term facility recommendations consist of a network of bicycle lanes and shared-use paths with shared lane markings as neighborhood connectors. Conceptual plans for recommended facilities include typical sections, visual renderings, traffic control and calming features, and pedestrian improvements.
References Complete Streets	Yes, references DOTD and RPC Complete Streets policies and applies a complete streets approach to design concepts.
Complete Streets Elements	Creates a Network of Active Transportation Facilities Integrates Active Transportation Facilities with Public Transportation Improves Multimodal Safety Addresses Regional Travel Demand Constraints through Transportation Alternatives Supports Transit Oriented Development/Communities

West End Redevelopment Area Stage 0 Feasibility Study

Adoption Year	2017
Location	Jefferson and Orleans Parishes
Planning Scale	Small Area Plan
Summary	This study analyzes bicycle and pedestrian connections for the West End Redevelopment Area in New Orleans. The study is bounded by the permanent pump station to the south, West Roadway St to the east, and Lake Pontchartrain to the west and north. Conceptual plans explore opportunities for restaurants, residential units, parking, pedestrian access, bicycle facilities, and access to the waterfront. Site plans and renderings were developed for three alternative concepts, which include zoning requirements, traffic estimates, and utility needs. The preferred site plan proposes a two-way cycle track along the northside of West Roadway St, intersection improvements and traffic calming measures, landscaping, pedestrian access throughout the site, schematic building footprint of 44,000 square feet, a public plaza, boardwalk with boating access, and parking to accommodate over 200 spaces.
References Complete Streets	No
Complete Streets Elements	Creates a Network of Active Transportation Facilities Establishes Multimodal Connections Between Communities Improves Multimodal Safety

Geaux Ride NOLA Rideshare Report

Adoption Year	2017
Location	New Orleans Metro Region
Planning Scale	Regional Plan
Summary	This study analyzes the benefits of rideshare for low-income communities, carless populations, and commuters in the New Orleans region. Additionally, the study provides recommendations to increase visibility and awareness of the rebranded regional rideshare system GeauxRide NOLA through marketing and outreach efforts. Recommendations for rideshare platform growth include website improvements, hosting annual workshops for employers about federal commuter tax credits, offer one-time trips for new users, and other marketing promotions.
References Complete Streets	No
Complete Streets Elements	Addresses Regional Travel Demand Constraints through Transportation Alternatives Supports Transit Oriented Development/Communities

Greater New Orleans Pedestrian and Bicycle Count Report

Adoption Year	2017
Location	New Orleans Metro Region
Planning Scale	Regional Study

Summary	This study is led by the Pedestrian Bicycle Resource Initiative (PBRI), a partnership of the Regional Planning Commission and the University of New Orleans Transportation Institute and evaluates the gains and trends in walking and bicycling in the New Orleans Region. This study expands on previous counts conducted from 2010 to 2015 in Orleans, Jefferson, and St. Bernard Parishes by observing 46 locations in 2017. The number of bicyclists observed has increased by 51% since 2010 at the twelve core count locations. The most notable gains and highest observed volumes for bicycles have been on major arterial corridors that include dedicated bicycle facilities (i.e. bike lanes), including Basin St, Esplanade Ave, Gentilly Blvd, and Nashville Ave. Total pedestrian activity has also increased by 73%, with net gains at all but one of the twelve core count locations. The investments and policies made over the last decade appear to have encouraged and facilitated increased active transportation use in many communities, and interest in bicycling and walking has expanded throughout the region.
References Complete Streets	Yes, references the Complete Streets policies of DOTD, RPC, and New Orleans.
Complete Streets Elements	Improves Multimodal Safety Addresses Regional Travel Demand Constraints through Transportation Alternatives

St. Bernard Parish Bikeway & Pedestrian Plan Update

Adoption Year	2017
Location	St. Bernard Parish
Planning Scale	Parish-wide Plan
Summary	This plan builds upon Complete Streets and other planning efforts in St. Bernard Parish to sure roads are safe for all ages and abilities. The plan update identifies improvements to the existing bicycle and pedestrian network, estimates project costs for prioritized facilities, and recommends strategies for implementation. The plan utilizes Complete Streets principles and recommends a connected network of sidewalks, bicycle lanes, and shared use paths to enhance active transportation facilities throughout the Parish. The plan also includes policy and program recommendations to facilitate network development and community support.
References Complete Streets	Yes, references St. Bernard Parish Complete Streets Policy and applies a complete streets approach to network and implementation recommendations.
Complete Streets Elements	Creates a Network of Active Transportation Facilities Integrates Active Transportation Facilities with Public Transportation Establishes Multimodal Connections Between Communities Increases Transit Ridership Improves Multimodal Safety Addresses Regional Travel Demand Constraints through Transportation Alternatives Supports Transit Oriented Development/Communities

Land Use and Transportation Study: East Laplace: Sub-Area Analysis Stage 0 Feasibility Study

Adoption Year	2017
Location	St. John the Baptist Parish
Planning Scale	Small Area Study
Summary	This study develops conceptual plans for bicycle and pedestrian network improvements along Main Street and adjacent neighborhoods in Laplace, which is undergoing revitalization efforts to service the proposed Baton Rouge to New Orleans commuter rail line. The study area is bounded by Airline Hwy (US-61) to the north; Walnut St to the east; Main St, Spruce St, and Redbud St to the west; and the Mississippi River Levee to the south. Three alternatives were developed to provide a multi-modal connection between Main St and the Mississippi River Trail. The preferred alternative includes a combination of two-way separated bike lanes, a shared use path, sidewalks, and on-street accommodations and routes along the proposed Main St/West 5th St roundabout to Spruce St to Capt. Bourgeois St. and Emily Watkins Park and along Redbud St to the Mississippi River Trail. The study also proposes sidewalk recommendations to improve connectivity between residential areas to Main St.

	Preliminary design alternatives include typical sections, project renderings, and cost estimates.
References Complete Streets	Yes, references DOTD Complete Streets Policy and applies Complete Streets principles to reduce traffic conflicts and increase multi-modal safety.
Complete Streets Elements	Creates a Network of Active Transportation Facilities Integrates Active Transportation Facilities with Public Transportation Establishes Multimodal Connections Between Communities Improves Multimodal Safety Addresses Regional Travel Demand Constraints through Transportation Alternatives Supports Transit Oriented Development/Communities

US-190 (Gause Blvd) Sidewalk Study Lindberg Dr-Frederick Dr Stage 0 Feasibility Study

Adoption Year	2017
Location	St. Tammany Parish and City of Slidell
Planning Scale	Corridor Study
Summary	This study is the second in a multi-phase study to evaluate existing sidewalk conditions along US-190 (Gause Blvd) in the City of Slidell and St. Tammany Parish. The goal of this study is to prioritize pedestrian safety by providing continuous sidewalks along the entirety of Gause Blvd. Phase 2 begins east to Lindberg Dr to Frederick Dr, including the I-10 interchange. The study proposes continuous sidewalks along both sides of US-190. Due to the complexity of installing sidewalks through the I-10 interchange, recommendations also include significant modifications to the five traffic signals to safely accommodate pedestrians. Proposed sidewalk improvements include typical sections with intersection improvements, signage, and signalization enhancements that meet DOTD standards and ADA requirements.
References Complete Streets	No
Complete Streets Elements	Creates a Network of Active Transportation Facilities Establishes Multimodal Connections Between Communities Improves Multimodal Safety Addresses Regional Travel Demand Constraints through Transportation Alternatives

Land Use & Transportation New Covington Sub-Area Analysis

Adoption Year	2017
Location	City of Covington
Planning Scale	Small Area Plan
Summary	This plan examines traffic circulation, intersection, and safety improvements for all modes in the New Covington neighborhood in Covington. The New Covington neighborhood, bounded by West 22nd Ave, West 12th Ave, S Jefferson Ave, and S Filmore St, is experiencing increasing congestion as a result of economic growth and land use changes. Proposed short-term facility recommendations consist of a network of shared lane markings, sidewalks, crosswalks, and signage. Proposed long-term facility recommendations consist of a couplet design along S Tyler St and expanded bicycle and pedestrian connections to nearby schools and recreational facilities. Conceptual plans for recommended facilities include typical sections, visual renderings, traffic control and calming features, and cost estimates.
References Complete Streets	Yes, references DOTD and RPC Complete Streets Policies and applies a complete streets approach to design recommendations.
Complete Streets Elements	Creates a Network of Active Transportation Facilities Improves Multimodal Safety

Minnesota Park (ICRR to Range Rd) Stage 0 Feasibility Improvements Study

Adoption Year	2017
Location	City of Hammond
Planning Scale	Corridor Study

Summary	This study evaluates traffic and safety improvements along Minnesota Park Rd from the Illinois Central Railroad (ICRR) to Range Rd in Hammond. Five design alternatives were developed and propose intersection improvement at the Range Rd intersection, widen the roadway to include dedicated turning lanes along Minnesota Park Rd, and sidewalks along both sides of Minnesota Park Rd. The preferred alternative includes a roundabout at the Range Rd intersection with a sidewalk along the southside of Minnesota Park Rd. Conceptual plans for recommended facilities include typical sections, renderings, and cost estimates.
References Complete Streets	Yes, references DOTD's Complete Streets policy and applies a complete streets approach to design concepts.
Complete Streets Elements	Creates a Network of Active Transportation Facilities Improves Multimodal Safety

Access Management and Complete Streets Improvements For US-90 and LA 611 from Causeway to the Parish Line Study

Adoption Year	2018
Location	Jefferson Parish
Planning Scale	Corridor Study
Summary	This study identifies multi-modal transportation improvements to facilitate the Ochsner Medical Center campus expansion. The study area is bound by Earhart Expressway to the north, LA-611 (River Rd) to the south, Causeway Blvd to the west and the Jefferson/Orleans Parish Line to the east which includes the US-90 (Jefferson Hwy) corridor. Several alternatives were developed for Jefferson Hwy and River Rd, which include dedicated turn lanes, intersection and signalization improvements, pedestrian crossing treatments, landscaping, and a 10ft shared-use path along Jefferson Hwy. Conceptual plans for recommended facilities include typical sections, renderings, and cost estimates.
References Complete Streets	Yes, applies complete streets principles to design concepts.
Complete Streets Elements	Creates a Network of Active Transportation Facilities Establishes Multimodal Connections Between Communities Improves Multimodal Safety Addresses Regional Travel Demand Constraints through Transportation Alternatives

Safe Streets for Everyone: Transportation Safety Campaign for Orleans Parish, LA

Adoption Year	2018
Location	Orleans Parish
Planning Scale	Parish-wide Plan
Summary	Orleans Parish is ranked among the Louisiana parishes with the highest number of pedestrian and bicycle crashes and fatalities. Due to a pedestrian fatality rate (per 100,000 residents) of 2.6 exceeding the national average (1.4), New Orleans was designated as a "Pedestrian Safety Focus City" and Louisiana as a "Pedestrian Safety Focus State" by the Federal Highway Administration (FHWA) in 2012. As part of this designation, communities were encouraged to identify safety problems and implement solutions as part of a Pedestrian Safety Action Plan (PSAP), which was complete in 2014. A significant strategy of the Orleans Parish PSAP recommended public education and awareness campaigns in combination with engineering and enforcement countermeasures to reduce crashes. This planning effort developed a transportation safety campaign that includes messaging targeting unsafe driving, bicycling, and walking behaviors. Safety campaign measures were geographically, demographically, and communicationally targeted so that the messages resonated with potential crash participants across all modes. The plan also includes follow-up action steps to measure the success of the safety campaign in reducing crashes.
References Complete Streets	No
Complete Streets Elements	Improves Multimodal Safety Supports Transit Oriented Development/Communities

Marconi Drive (Robert E. Lee to Zachary Taylor, Orleans Parish) Stage 0 Feasibility Study

Adoption Year	2018
Location	Orleans Parish
Planning Scale	Corridor Study
Summary	This study identifies multi-modal safety improvements along Marconi Dr from Robert E. Lee Blvd to Zachary Taylor Dr in New Orleans' City Park neighborhood. Using Complete Streets principles, three design alternatives were developed to include bike lanes, turning lanes, and intersection improvements along Marconi Dr. The preferred alternative includes bike lanes, narrowed travel lanes, a dedicated left turning lane, and high visibility crosswalks at key intersections. Conceptual plans for recommended facilities include typical sections, renderings, and cost estimates.
References Complete Streets	Yes, references DOTD and City of New Orleans Complete Streets policies and applies complete streets principles in design concepts.
Complete Streets Elements	Creates a Network of Active Transportation Facilities Improves Multimodal Safety Addresses Regional Travel Demand Constraints through Transportation Alternatives

St. John the Baptist Parish Westbank Mississippi River Trail, Phase 2 Stage 0 Feasibility Study

Adoption Year	2018
Location	St. John the Baptist Parish
Planning Scale	Corridor Study (Non-motorized)
Summary	This study evaluates the feasibility of the Mississippi River Trail extension along the Westbank through St. John the Baptist Parish from E 13th St in Lucy to Graugnard Court in Edgard. The Mississippi River Trail spans the course of the Mississippi River from its headwaters in Itasca, MN to the mouth of the river near Venice, LA. This study examines opportunities and constraints of a 10ft wide shared-use path along the river in the study area, primarily on the levee top. Preliminary design concepts include typical cross sections and cost estimates.
References Complete Streets	No
Complete Streets Elements	Creates a Network of Active Transportation Facilities Establishes Multimodal Connections Between Communities Improves Multimodal Safety

Covington Bicycle Plan and Complete Streets Policy Feasibility Study

Adoption Year	2018
Location	City of Covington
Planning Scale	Citywide Plan
Summary	This plan identifies short and long-term conceptual designs for bicycle and pedestrian improvements and develops a city-wide Complete Streets Policy for the City of Covington. The plan addresses parish-wide multi-modal safety concerns by creating a comprehensive bicycle network that meets the needs of bicyclists of all ages and abilities and prioritizes and phases network recommendations for capital improvement funding. The plan also recommends the adoption of a Complete Streets policy guided by implementation criteria for facility recommendations based on roadway speed and volume, existing network and roadway classification, and surrounding land use.
References Complete Streets	Yes, develops a Complete Streets policy for Covington and applies Complete Streets principles to bicycle and pedestrian network recommendations.
Complete Streets Elements	Creates a Network of Active Transportation Facilities Establishes Multimodal Connections Between Communities Improves Multimodal Safety Addresses Regional Travel Demand Constraints through Transportation Alternatives Supports Transit Oriented Development/Communities

LA-1040 (Klein Dr to US 51) Bicycle and Pedestrian Improvements Hammond, LA

Adoption Year	2018
Location	City of Hammond
Planning Scale	Corridor Study
Summary	This study evaluates bicycle and pedestrian improvements along LA-1040 from Klein Dr to US-51 via Chauvin Rd on the west side of Hammond. The study develops design alternatives to close missing links in the bicycle and pedestrian network and connect surrounding residential communities. The preferred alternative includes a 10' shared use path along the southside of LA-1040 from Klein Dr to Old Baton Rouge Hwy and an 8' shared use path along Chavin Rd to US-51, which connects to existing bike lanes along Del Mar Blvd and Rue Simone. Conceptual plans for recommended facilities include typical sections, renderings, and cost estimates.
References Complete Streets	Yes, references the DOTD and RPC Complete Streets policies.
Complete Streets Elements	Creates a Network of Active Transportation Facilities Improves Multimodal Safety

Stage 0 Feasibility Study Selected Corridors Bicycle and Pedestrian Improvements Hammond, LA

Adoption Year	2018
Location	City of Hammond
Planning Scale	Corridor Study (Multiple Corridors)
Summary	This study examines multi-modal safety enhancements to provide connections to schools, parks, commercial districts, and essential services along several corridors in Hammond. The corridors include W. Church St from US-90 to Morrison City, Cornin Rd from Morrison Blvd to Mooney Ave, Mooney Ave from Coleman Ave to Phoenix Square, E Coleman Ave from Mooney Ave to the rail corridor, and W Coleman Ave from the rail corridor to S Range Rd. Streetscape designs were develop to improve bicycle and pedestrian circulation along each corridor and propose landscaping improvements, infill sidewalk gaps, ADA-compliant intersection improvements, and shared lane markings. Conceptual plans for recommended facilities include typical sections, renderings, and cost estimates.
References Complete Streets	Yes, references DOTD Complete Streets policy.
Complete Streets Elements	Creates a Network of Active Transportation Facilities Improves Multimodal Safety Addresses Regional Travel Demand Constraints through Transportation Alternatives

LA 3234 (University Ave) Sidewalk Study Stage 0 Feasibility Study

Adoption Year	2018
Location	City of Hammond
Planning Scale	Corridor Study
Summary	This study identifies pedestrian facility improvements to provide multi-modal connectivity from the University of Southeastern Louisiana to nearby commercial and residential areas along University Ave in Hammond. The study conducted a field analysis of utilities, traffic signals, signage, pavement markings, curb types, and other pedestrian obstructions to determine facility recommendations. Four design alternatives were developed, and the preferred alternative proposes narrowing existing lane widths to construct an 8" curb, 8' sidewalks along both sides of University Ave, and 5'-6' sidewalks with handrails along bridges. Conceptual plans for recommended facilities include typical sections, renderings, and cost estimates.
References Complete Streets	Yes, references DOTD's Complete Streets policy and applies a complete streets approach to design concepts.
Complete Streets Elements	Creates a Network of Active Transportation Facilities Improves Multimodal Safety Addresses Regional Travel Demand Constraints through Transportation Alternatives

General Meyer Complete Streets Study Stage 0 Report

Adoption Year	2019
Location	City of New Orleans
Planning Scale	Corridor Study
Summary	This study evaluates safety concerns along General Meyer Ave in Algiers to promote a Complete Streets enhancement of the corridor, incorporating sidewalks, bike lanes, and transit stop improvements. The study area is a 3-mile segment of General Meyer Ave from Behrman Ave and Woodland Dr and divides recommendations into three sections: the Upper Avenue from Behrman Ave to Merrill St, Middle Avenue from Merrill St to Wiltz Ln, and Lower Avenue from Wiltz Ln to Woodland Dr. Proposed recommendations for the Upper Avenue segment include 6' bike lanes, 4' sidewalks, a bus stop loading area and parking lane, 12' travel lanes, and 12' median. Middle Avenue recommendations include 6' bike lanes, 5' sidewalks with 5' landscape buffers, bus stop loading areas and green buffers on each side of the street, and 12' travel lanes. Proposed recommendations for the Lower Avenue segment include 6' bike lanes, 4' sidewalks, bus stop loading areas and green buffers on both sides of the street, and narrowed 11.5' travel lanes. Conceptual plans for recommended facilities include typical sections, renderings, and cost estimates.
References Complete Streets	Yes, references the DOTD and City of New Orleans Complete Streets Policies and applies Complete Streets principles to design concepts.
Complete Streets Elements	Creates a Network of Active Transportation Facilities Integrates Active Transportation Facilities with Public Transportation Improves Multimodal Safety Addresses Regional Travel Demand Constraints through Transportation Alternatives Supports Transit Oriented Development/Communities

Regional Transportation Resilience Analysis

Adoption Year	2019
Location	New Orleans Metro Region
Planning Scale	Regional Plan
Summary	This plan initiates a regional transportation resilience analysis to identify vulnerabilities in the transportation system to environmental hazards and incorporate resilience into RPC's transportation planning processes. The plan recommends that transportation practices, frameworks, and performance metrics need to be standardized for use across planning bodies and be required to include resilience measures in all plans, studies, and projects. Programmatic recommendations also include suggestions for interagency coordination, examples of global best practices for resilience planning, and numerous funding sources that could be used to augment the RPC's resilience budget.
References Complete Streets	Yes, references the RPC Complete Streets policy and recommends that projects apply Complete streets design standards to improve bicycle and pedestrian safety within the regional transportation network.
Complete Streets Elements	Improves Multimodal Safety Addresses Regional Travel Demand Constraints through Transportation Alternatives Supports Transit Oriented Development/Communities

Bucktown to West End Multi-Use Path/Complete Streets Feasibility Study

Adoption Year	2019
Location	Jefferson and Orleans Parishes
Planning Scale	Corridor Study
Summary	This study analyzes the feasibility of reestablishing a multi-use path between the Jefferson Parish Lakefront Bike Path in Bucktown and the West End area over the 17th St Canal in New Orleans. The previous bridge connecting Orpheum Ave and West End was demolished after Hurricane Katrina when temporary flood control structures were constructed. Three design alternatives were developed to restore bicycle and pedestrian access in the area. The preferred alternative consists of a multi-use path

	and bridge that enters Lake Marina Drive near the center of the curve just south of the existing floodwall and a two-way cycle-track and sidewalks along Lake Marina Dr and W. Roadway St with ADA-compliant intersection treatments. Conceptual plans for recommended facilities include typical sections, renderings, and cost estimates.
References Complete Streets	Yes, references DOTD Complete Streets policy and applies Complete Streets principles to design concepts.
Complete Streets Elements	Creates a Network of Active Transportation Facilities Establishes Multimodal Connections Between Communities Improves Multimodal Safety Addresses Regional Travel Demand Constraints through Transportation Alternatives

Jefferson Parish Public Transit Strategic Plan

Adoption Year	2019
Location	Jefferson Parish
Planning Scale	Parish-wide Plan
Summary	This plan provides guidance for transit operations and route development in Jefferson Parish over the next twenty years. The plan evaluates current ridership data and surveys the transit-riding community to develop an action plan and performance measures to improve service and phase growth strategies. Near-term recommendations include fleet upgrades, real-time tracking and service information for riders, piloting micro-transit options in low-demand areas, and decreasing travel times along congested corridors. Recommendations to be implemented within ten years include expanding partnerships with major employers and schools, increasing the number of transit stops, and constructing additional transit transfer facilities. Long-term recommendations proposed are completing the bus fleet upgrades, providing wider distribution of transit service options, and completing sidewalk and crosswalk connections to transit stops.
References Complete Streets	No
Complete Streets Elements	Integrates Active Transportation Facilities with Public Transportation Establishes Multimodal Connections Between Communities Increases Transit Ridership Supports Transit Oriented Development/Communities

St. Charles Parish Comprehensive Pedestrian & Bicycle Master Plan

Adoption Year	2019
Location	St. Charles Parish
Planning Scale	Parish-wide Plan
Summary	This plan outlines a vision for creating a comprehensive bicycle and pedestrian network in St. Charles Parish. The plan addresses barriers to implementing a safe, multi-modal transportation system by developing infrastructure and policy recommendations to meet the needs of bicyclists and pedestrians of all ages and abilities. Recommendations and priorities were developed with input from Parish residents via public meetings, workshops, surveys, and a plan webpage. Key recommendations include proposed shared use paths along major roadway corridors, expanding connections to existing trails, an on-street bicycle boulevard network, and adopting a Parish-wide Complete Streets policy.
References Complete Streets	Yes, references DOTD Complete Streets Policy, develops a parish-wide Complete Streets policy and applies Complete Streets principles to network recommendations.
Complete Streets Elements	Creates a Network of Active Transportation Facilities Integrates Active Transportation Facilities with Public Transportation Establishes Multimodal Connections Between Communities Improves Multimodal Safety Addresses Regional Travel Demand Constraints through Transportation Alternatives Supports Transit Oriented Development/Communities

US 190 (S Military Rd) Turtle Creek Blvd to US 190 (E Gause Blvd) Stage 0 Feasibility Study

Adoption Year	2019
Location	City of Slidell
Planning Scale	Corridor Study
Summary	This study evaluates bicycle and pedestrian connectivity improvements along S Military Blvd (US-190) from Turtle Creek Blvd to E Gause Blvd (US-290) in Slidell. Conceptual designs use a Complete Streets approach to enhance pedestrian, bicyclist, and transit access along the corridor. Recommended facilities include sidewalks, ADA-accessible intersection improvements, shared use paths, and paved shoulders. The preferred alternative adheres to the Complete Streets memorandum developed for the study and includes a 10ft shared use path along the southside and 5' sidewalk along the northside of S Military Blvd from Gause Blvd to Turtle Creek Blvd, a shared use path along the northside of S. Military Blvd from Turtle Creek Blvd to Cross Creek Dr, ADA crosswalk enhancements at the Gause Blvd intersection, and a new crossing signal at Turtle Creek Blvd intersection. Preliminary site plans and cost estimates were developed for corridor enhancements.
References Complete Streets	Yes, references DOTD Complete Streets Policy, develops a Complete Streets memorandum for the study corridor to guide design alternative development.
Complete Streets Elements	Creates a Network of Active Transportation Facilities Integrates Active Transportation Facilities with Public Transportation Improves Multimodal Safety Addresses Regional Travel Demand Constraints through Transportation Alternatives Supports Transit Oriented Development/Communities

Selected Corridors for Pedestrian & Bicycle Improvements, Covington, LA

Adoption Year	2019
Location	City of Covington
Planning Scale	Corridor Study
Summary	This study identifies roadway improvements to enhance multi-modal safety and expand bicycle and pedestrian access in Covington. Selected corridors include 11th Ave, N Tyler St, 32nd Ave, 19th Ave, Florida St, and S Jefferson Ave, all of which provide connections to existing and proposed activity centers, schools, parks, essential services, and downtown. The study proposes relatively low-cost, high impact roadway, bicycle, and pedestrian facility improvements, such as constructing new and infill sidewalks; restriping roadways to include bike lanes, shared lane markings, and crossing improvements; and installing signage. Conceptual plans for recommended facilities include typical sections and cost estimates.
References Complete Streets	Yes, references the DOTD Complete Streets policy and the City of Covington Policy proposed in the City's bicycle and pedestrian plan and applies Complete Streets principles to design concepts.
Complete Streets Elements	Creates a Network of Active Transportation Facilities Establishes Multimodal Connections Between Communities Improves Multimodal Safety Addresses Regional Travel Demand Constraints through Transportation Alternatives

Madisonville Pedestrian and Bicycle Master Plan Feasibility Study

Adoption Year	2019
Location	City of Madisonville
Planning Scale	Corridor Study (Multiple)
Summary	This study develops streetscape improvements along LA-21 and LA-22 in Madisonville. Traffic calming measures, bicycle and pedestrian facilities, and landscaping are proposed to lower vehicular speeds and improve multi-modal access to civic spaces and recreational areas along both state routes. Roadway enhancements include a roundabout at the new intersection of LA-22 and LA-21, bike lanes and a shared use path to connect to the Tammany Trace along LA-22, and sidewalks and intersection treatments along LA-21 and Main St. Preliminary site

	plans, renderings, and cost estimates were developed for corridor enhancements. The study also develops a draft Complete Streets policy for the City of Madisonville to guide current and future projects within the public right-of-way.
References Complete Streets	Yes, references DOTD's Complete Streets policy, develops a Complete Streets policy for the Town of Madisonville, and applies Complete Streets principles to design concepts.
Complete Streets Elements	Creates a Network of Active Transportation Facilities Establishes Multimodal Connections Between Communities Improves Multimodal Safety

City of Gretna Westbank Expressway (US 90) Access Roads and Primary Intersection Improvements Stage 0 Feasibility Study

Adoption Year	2020
Location	City of Gretna
Planning Scale	Corridor Study
Summary	This study improves bicycle and pedestrian connectivity across the Westbank Expressway (US-90) between General De Gaulle Dr and the western boundary of the City of Gretna. Major intersections and approaches along the Westbank Expressway include Whitney Ave, Stumpf Blvd, Terry Pkwy, and Lafayette St. At the Lafayette St intersection, proposed recommendations include shared lane markings along Lafayette St approaching the intersection, high-visibility crosswalks, curb ramps, bicycle crossing striping, and bike boxes. Recommendations at the Stumpf Ave and Terry Pkwy intersections include bike lanes, bicycle crossing striping, bike boxes, high-visibility crosswalks, and curb ramps. At the White Ave approach, recommendations include protected bike lanes, bike boxes, bicycle crossing striping, high-visibility crosswalks, and curb ramps. Preliminary site plans, renderings, and cost estimates were developed for corridor enhancements.
References Complete Streets	No
Complete Streets Elements	Creates a Network of Active Transportation Facilities Improves Multimodal Safety Addresses Regional Travel Demand Constraints through Transportation Alternatives

South Carrollton Ave Non-Motorized Transportation Enhancements Stage 0 Feasibility Study

Adoption Year	2020
Location	City of New Orleans
Planning Scale	Corridor Study
Summary	This study examines bicycle, pedestrian, and transit enhancements along South Carrollton Ave near the I-10 interchange, which joins I-10 with Tulane Ave, Airline Hwy, and South Carrollton Ave. The study develops two conceptual alternatives for non-motorized users along the Carrollton underpass. Both concepts share many of the same roadway enhancements, which include lane-width reductions, high-visibility crosswalks, ADA-compliant curb ramps, widening sidewalks along the underpass to 10ft, eliminating the right-turn northbound lane along Tulane Ave to provide a curb extension and bus landing pad, and green-painted bike lanes throughout the study area. The first design concept proposes enhancements to the Palmetto St/Washington Ave bus stop and improves I-10 ramp crossings with pedestrian activated signals. The second design concept proposes shifting the Palmetto St/Washington Ave bus stop to Dixon St and installs traffic signals at the I-10 on ramps. Preliminary site plans, renderings, and cost estimates were developed for corridor enhancements.
References Complete Streets	Yes, references the DOTD and City of New Orleans Complete Streets policies and applies Complete Streets principles to design concepts.
Complete Streets Elements	Creates a Network of Active Transportation Facilities Integrates Active Transportation Facilities with Public Transportation Increases Transit Ridership Improves Multimodal Safety

Addresses Regional Travel Demand Constraints through Transportation Alternatives
Supports Transit Oriented Development/Communities

LA 39 West Judge Perez Drive: Vehicle, Pedestrian, and Bicycle Safety Enhancement Study

Adoption Year	2020
Location	St. Bernard Parish
Planning Scale	Corridor Study
Summary	This study determines the feasibility of multi-modal improvements along W. Judge Perez Dr (LA-39), which is identified as priority corridor in the 2017 St. Bernard Parish Bikeway and Pedestrian Plan Update. Sidewalks and shared use path alternatives with modifications to transit stops were considered for corridor improvements. Design concepts are proposed in four phases of project development. Phase one includes a 10ft shared use path along the north side of W. Judge Perez Dr with improved intersection treatments from the Gueringer Canal to the 9000 block of W. Judge Perez Dr. Phase two includes a 10ft shared use path along the south side of W. Judge Perez Dr from the Gueringer Canal to Dr. Meraux Blvd. Phase three includes intersection improvements such as upgraded curb ramps, sidewalks, crosswalks, and pedestrian signals at the following intersections: Dr. Meraux Blvd, De La Ronde Dr, and Pakenham Dr. Phase four includes 5ft sidewalks along the south side of W. Judge Perez Dr from Dr. Meraux Blvd to Pakenham Dr. Preliminary site plans, renderings, and cost estimates were developed for corridor enhancements.
References Complete Streets	Yes, references the DOTD and St. Bernard Parish Complete Streets policies and applies Complete Streets principles to design concepts.
Complete Streets Elements	Creates a Network of Active Transportation Facilities Integrates Active Transportation Facilities with Public Transportation Increases Transit Ridership Improves Multimodal Safety Addresses Regional Travel Demand Constraints through Transportation Alternatives Supports Transit Oriented Development/Communities

Land Use, Transportation & Resilience Scenario Planning Study for East Tangipahoa, LA

Adoption Year	2020
Location	Tangipahoa Parish
Planning Scale	Small Area Plan
Summary	This plan initiates a land use and transportation resilience analysis for the South Tangipahoa Urbanized area to identify future smart growth scenarios in the portion of Tangipahoa Parish south of LA-40 and east of the Tangipahoa River in recognition of significant developing occurring in the area. Three growth scenarios were developed around high-density, medium-density, and low-density development. The high-density development scenario proposes multi-family residential housing and larger, small-lot residential developments, mixed-use commercial development, and an enhanced transportation network with a Complete Streets approach. The medium density and low-density growth scenarios both propose commercial hubs for residential convenience and establishing a network for bicycle and pedestrian facilities but propose differing residential densities. The medium density growth scenario proposes larger single-family residential lots with some multi-family housing, while the low-density growth scenario includes the fewest homes per acre. The plan also includes recommendations for land use and transportation programs, policies, and performance metrics to implement growth scenarios.
References Complete Streets	Yes, applies a Complete Streets approach to proposed transportation growth scenarios.
Complete Streets Elements	Establishes Multimodal Connections Between Communities Improves Multimodal Safety Addresses Regional Travel Demand Constraints through Transportation Alternatives

RPC TDM Services Assignment Model Review

Adoption Year	2021
Location	New Orleans Metro Region
Planning Scale	Regional Plan
Summary	This report assesses the ability of New Orleans' regional transportation model, SELATRAM, to incorporate transportation demand management services, which provide opportunities for commuting alternatives to single-occupancy vehicles, into future model iterations. The analysis found that the current model design can be improved to increase model efficiency, especially for non-motorized modes. The report develops a three-phased approach for replacing model components to meet active transportation planning needs. The first phase updates select features and functions of SELATRAM to support current multi-modal planning efforts. The second phase proposes to adapt the model to include non-motorized trips in the model stream, add motorized versus non-motorized choice, develop a GIS-based bicycle and pedestrian composite index enhancement, and produce trip ends and routing. The third phase is to develop a Simplified Tour-Based Model (STM) to handle complex transportation planning issues.
References Complete Streets	No
Complete Streets Elements	Addresses Regional Travel Demand Constraints through Transportation Alternatives Supports Transit Oriented Development/Communities

New Links: Comprehensive Operational Analysis, Regional Transit Authority

Adoption Year	2021
Location	Orleans and Jefferson Parishes
Planning Scale	Regional Plan
Summary	This plan provides guidance for regional transit operations and route development for the largest transit providers in the New Orleans region: Regional Transit Authority (RTA) and Jefferson Transit (JET). RTA operates over forty bus, streetcar, and ferry routes in New Orleans and the City of Kenner, and JET operates eleven bus routes in Jefferson Parish. The plan develops short-term recommendations for improving transit service that can be implemented using existing funding. Recommendations involve two major components: a Comprehensive Operations Analysis (COA) of RTA and JET's transit operations and a planning process for a network redesign of the region's transit system. The recommended regional network includes improved frequency, more equitable and efficient service, better access to jobs across parish lines, and new transfer hubs. To make these improvements the plan eliminates or consolidates some existing transit routes, reducing coverage.
References Complete Streets	No
Complete Streets Elements	Integrates Active Transportation Facilities with Public Transportation Establishes Multimodal Connections Between Communities Increases Transit Ridership Improves Multimodal Safety Addresses Regional Travel Demand Constraints through Transportation Alternatives Supports Transit Oriented Development/Communities

Goodbee/West St. Tammany LA-1077 Corridor

Adoption Year	2021
Location	St. Tammany Parish
Planning Scale	Corridor Study
Summary	This study evaluates corridor improvements along LA-1077 to expand multi-modal accessibility to adjacent civic, commercial, and residential destinations. LA-1077 spans from LA-21 in Madisonville north to LA-25 south of Folsom through a rapidly growing area of West St. Tammany Parish. The study develops two near-term and two long-term conceptual alternatives. Recommendations include adding a second lane for both the east and westbound I-12 off-ramps, constructing a roundabout at the intersection of LA-1077 and LA-1085, converting LA-1077 north of the roundabout into

	a four-lane roadway with an 8' shoulder, a 12' shared use path along LA-1077 from Seymour Meyers Dr to US-190, and multi-modal intersection improvements. Preliminary site plans, renderings, and cost estimates were developed for corridor enhancements.
References Complete Streets	Yes, references the DOTD and RPC Streets policies and applies Complete Streets principles to design concepts.
Complete Streets Elements	Creates a Network of Active Transportation Facilities Improves Multimodal Safety Addresses Regional Travel Demand Constraints through Transportation Alternatives

Stage 0 Feasibility Study: Old Covington Highway Safety and Operational Enhancements

Adoption Year	2021
Location	Tangipahoa Parish
Planning Scale	Corridor Study
Summary	This study identifies pedestrian and vehicular safety improvements along Old Covington Hwy between US-51B (SW Railroad Ave) and LA-3158 (S. Airport Rd) in Tangipahoa Parish. Three alternatives were developed, which include a roadway widening and/or curb and gutter, sidewalk expansion, a shared-use path, and lighting enhancements along the entire corridor. The preferred alternative proposes a roadway widening with 2ft shoulders and roadside ditches, a sidewalk from S. Chestnut to the bridge and a multi-use path from the bridge to LA-3158, intersection improvements, and lighting enhancements. Preliminary site plans, renderings, and cost estimates were developed for corridor enhancements.
References Complete Streets	No
Complete Streets Elements	Creates a Network of Active Transportation Facilities Establishes Multimodal Connections Between Communities Improves Multimodal Safety

New Orleans East Industrial Canal Pedestrian and Bicycle Crossing: Safety and Access Planning

Adoption Year	2022
Location	City of New Orleans
Planning Scale	Corridor Study
Summary	This study evaluates the feasibility of a bicycle and pedestrian crossing of the Industrial Canal, connecting New Orleans East to the remainder of the city. The study focuses on four potential bridge crossings of the upper segment of the Industrial Canal between Lake Pontchartrain and the Intercoastal Waterway, which include Seabrook Vehicular Bridge (Leon C. Simon Dr/LA-1264), Danziger Bridge (Chef Menteur Hwy/US-90), I-10 Highrise Bridge, and the Almonaster Ave Bridge. The recommended conceptual design proposes a two-way shared use path on the north/westbound side of the Seabrook Bridge with access points to Lakeshore Dr and along Leon C. Simon Dr. Conceptual site plans, renderings, and cost estimates were developed for corridor enhancements.
References Complete Streets	No
Complete Streets Elements	Creates a Network of Active Transportation Facilities Integrates Active Transportation Facilities with Public Transportation Improves Multimodal Safety Addresses Regional Travel Demand Constraints through Transportation Alternatives Supports Transit Oriented Development/Communities

Manchac Greenway Stage 0 Study (Frenier Rd to Mississippi River Trail), St. John the Baptist Parish

Adoption Year	2023
Location	St. John the Baptist Parish
Planning Scale	Corridor Study
Summary	This study evaluates routing alternatives for the Manchac Greenway along US-51 from Frenier Rd to the Mississippi River Trail in LaPlace St. The Manchac Greenway is a part

	of Louisiana’s Bootlace Trail, a regional trail network connecting the New Orleans and Baton Rouge Metro regions and spans the I-55/US-51 corridor in the Manchac Wildlife Management Area from Downtown Ponchatoula to the Mississippi River Trail. The proposed concept includes two phases of greenway development. Phase I focuses on developing a shared use path across the I-10/I-55/Airline Hwy interchange to Main St, and the second phase recommends neighborhood connections through LaPlace to the Mississippi River Trail. Conceptual site plans and cost estimates were developed for corridor enhancements.
References Complete Streets	Yes, references Complete Streets projects in the study area and applies Complete Streets principles to design alternatives.
Complete Streets Elements	Creates a Network of Active Transportation Facilities Establishes Multimodal Connections Between Communities Improves Multimodal Safety

LA DOTD Plans and Studies:

New Orleans Pedestrian Safety Feasibility Study: Improvements for Elysian Fields Ave at St. Claude Ave

Adoption Year	2017
Location	City of New Orleans
Planning Scale	Corridor Study
Summary	This study performs a safety assessment for twenty intersections identified as having the highest need for pedestrian safety enhancements in New Orleans. The study develops short-term and long-term facility recommendations to improve multi-modal safety for all road users at these intersections. The first of four feasibility studies, this project evaluates enhancements at the intersection of Elysian Fields Ave and St. Claude Ave. Short-term improvements include minimizing the turn radii at the intersection; providing a raised buffer space between the sidewalk and roadway; implementing lane line markings, white line extensions into the intersection, and yield lanes; installing “Yield to Pedestrians” signage; installing curb ramps; and installing traffic signal improvements. Long-term improvements include upgrading pedestrian signals for automated detection and countdown times, right-turn on red restrictions, raised pedestrian crosswalks, delineating sidewalk-driveway conflict areas, bike boxes with bicycle detection, and upgrading bicycle lanes along St. Claude Ave to a curb-separated shared use path. Conceptual site plans and cost estimates were developed for corridor enhancements.
References Complete Streets	No
Complete Streets Elements	Creates a Network of Active Transportation Facilities Integrates Active Transportation Facilities with Public Transportation Improves Multimodal Safety Addresses Regional Travel Demand Constraints through Transportation Alternatives Supports Transit Oriented Development/Communities

New Orleans Pedestrian Safety Feasibility Study: Improvements for MLK Jr Blvd at S. Claiborne Ave (US-90)

Adoption Year	2018
Location	City of New Orleans
Planning Scale	Corridor Study
Summary	This study performs a safety assessment for twenty intersections identified as having the highest need for pedestrian safety enhancements in New Orleans. The study develops short-term and long-term facility recommendations to improve multi-modal safety for all road users at these intersections. The second of four feasibility studies, this project evaluates enhancements at the intersection of MLK Blvd and S Claiborne Ave (US-90). Short-term recommendations include improving signage and striping, restricting turn movements at Felicity St and Willow St, delineating sidewalks,

	improving and/or installing accessible pedestrian signals at all approaches, providing bike accommodations through the intersection, and prohibiting right turn on red. Long-term recommendations include installing a signal at the merge location on southbound Clairborne Ave, restricting left turn lanes at the main intersection, reconstructing sidewalk areas near the intersection to ensure ADA-compliance, providing high-visibility crosswalk markings at intersections and driveways, and improving intersection lighting. Conceptual site plans and cost estimates were developed for corridor enhancements.
References Complete Streets	No
Complete Streets Elements	Creates a Network of Active Transportation Facilities Integrates Active Transportation Facilities with Public Transportation Improves Multimodal Safety Addresses Regional Travel Demand Constraints through Transportation Alternatives Supports Transit Oriented Development/Communities

New Orleans Pedestrian Safety Feasibility Study: Improvements for CBD Intersections

Adoption Year	2018
Location	City of New Orleans
Planning Scale	Corridor Study
Summary	This study performs a safety assessment for twenty intersections identified as having the highest need for pedestrian safety enhancements in New Orleans. The study develops short and long-term facility recommendations to improve multi-modal safety for all road users at these intersections. The third of four feasibility studies, this project evaluates enhancements at seven intersections in the Central Business District (CBD). The intersections studied are S Claiborne Ave at Gravier St, Poydras St at Camp St, Iberville St at North Peters St, Canal St at Carondelet St/Bourbon St, S Peters St at Poydras St, Canal St at North/South Peters St, and North Peters St at Conti St. Short-term improvements at the intersections of Iberville Street at North Peters Street and Conti Street at North Peters Street include a road diet on North Peters Street, which would modify the existing three-lane section (two northbound lanes, one southbound lane) into a two-lane section, with dedicated bike lanes on both sides from Iberville Street through St. Louis Street. Other short-term improvements implemented at the CBD intersections include installing high-visibility crosswalks, ADA-compliant curb ramps and bulb-outs, and lighting and signage improvements. Two intersections are identified with long-term improvements: Canal Street at Carondelet Street/Bourbon Street and Canal Street at North/South Peters Street. Long-term improvements at these intersections include converting Canal Street to a four-lane roadway with buffered bike lanes in both directions. Conceptual site plans and cost estimates were developed for corridor enhancements.
References Complete Streets	No
Complete Streets Elements	Creates a Network of Active Transportation Facilities Integrates Active Transportation Facilities with Public Transportation Improves Multimodal Safety Addresses Regional Travel Demand Constraints through Transportation Alternatives Supports Transit Oriented Development/Communities

New Orleans Pedestrian Safety Feasibility Study: Improvements for Remaining Intersections

Adoption Year	2018
Location	City of New Orleans
Planning Scale	Corridor Study
Summary	This study performs a safety assessment for twenty intersections identified as having the highest need for pedestrian safety enhancements in New Orleans. The study develops short and long-term facility recommendations to improve multi-modal safety for all road users at these intersections. The last of four feasibility studies, this project evaluates enhancements at the following intersections: Esplanade Ave at N Claiborne Ave, Read Blvd at I-10, S Carrollton Ave at Ulloa St, US-61 at Monroe Dr, St.

	Claude Ace at Franklin Ave, Behrman Pl at Holiday Dr, Press Dr at Chef Menteur Hwy, Willow St at Cambronne St, Louisiana Ave at Saratoga St, Claiborne Ave at Leonidas St, and South Broad St at Gravier St. Short-term improvements implemented at these intersections include installing high-visibility crosswalks, ADA-compliant curb ramps and bulb-outs, and lighting and signage improvements. Several intersections were identified for potential long-term improvements, which include corridor-wide implementation of road diets to accommodate dedicated bike lanes, re-alignment of intersection approaches, and comprehensive changes to intersection operations such as the installation of a roundabout. Design guidance and cost estimates were developed for corridor enhancements.
References Complete Streets	No
Complete Streets Elements	Creates a Network of Active Transportation Facilities Integrates Active Transportation Facilities with Public Transportation Improves Multimodal Safety Addresses Regional Travel Demand Constraints through Transportation Alternatives Supports Transit Oriented Development/Communities

Local Plans and Studies:

Livable Claiborne Communities Report

Adoption Year	2014
Location	City of New Orleans
Planning Scale	Small Area Plan
Summary	This study identifies opportunities for community revitalization and economic development along Claiborne Ave. The 3.9-mile corridor spans nine neighborhoods between Napoleon Ave to Elysian Fields Ave and between Broad St on the lake side to Daneel St, Oretha Castle Haley Blvd, Rampart St, and St. Claude Ave at the riverside. The study engaged residents, interested groups, and neighbors to explore development potential and recommend land use and transportation strategies that prioritize community needs. In addition to land use-based recommendations such as neighborhood-serving retail and increased residential density, the study proposes transportation enhancements that expand transit and bicycle and pedestrian facilities in Claiborne Ave neighborhoods. The study evaluates three scenarios that remove I-10 ramps and/or the elevated expressway over Claiborne Ave to improve neighborhood connectivity and safety along the corridor. The study also provides implementation action steps based on a 5-year planning horizon.
References Complete Streets	Yes, references the City of New Orleans Complete Streets policy study recommendations support compliance with Complete Streets design principles.
Complete Streets Elements	Integrates Active Transportation Facilities with Public Transportation Increases Transit Ridership Improves Multimodal Safety Addresses Regional Travel Demand Constraints through Transportation Alternatives Supports Transit Oriented Development/Communities

New Orleans Rapid Build Bikeway Design Guide

Adoption Year	2019
Location	City of New Orleans
Planning Scale	Citywide Plan
Summary	This Rapid Build Bikeway Design Guide describes recommended strategies and treatments for the rapid planning, design, construction, and operation of on-street bikeways in New Orleans. The design guide provides direction for decision-makers to determine appropriate bicycle facilities informed by rapid implementation principles, which include facilities that are low stress for all ages and abilities, integrate with existing or planned bicycle infrastructure, compatible with the local context, meet the diverse needs of bicyclists, and can be implemented in the short-term. The design guide provides design considerations for linear bikeways, intersection treatments,

	protected bike lanes, bicycle boulevards, and street reconfigurations. Design considerations include facility specifications, typical sections, and renderings.
References Complete Streets	No
Complete Streets Elements	Creates a Network of Active Transportation Facilities Integrates Active Transportation Facilities with Public Transportation Establishes Multimodal Connections Between Communities Improves Multimodal Safety Addresses Regional Travel Demand Constraints through Transportation Alternatives Supports Transit Oriented Development/Communities

Resilient New Orleans Plan

Adoption Year	2015
Location	City of New Orleans
Planning Scale	Citywide Plan
Summary	This plan initiates a citywide resilience analysis to identify vulnerabilities in the city systems to environmental hazards and incorporate resilience and equity into the City of New Orleans' planning processes. The programmatic approach to resiliency is organized into three sections: adapt to thrive, connect to opportunity, and transform city systems. Recommendations within these sections include advancing coastal protection and restoration, investing in comprehensive urban water management, expanding access to safe and affordable housing, lowering barriers to workforce participation, redesigning the regional transit system to connect people to employment and essential services, improving reliability in energy infrastructure, and investing in pre-disaster planning for post disaster recovery.
References Complete Streets	No
Complete Streets Elements	Addresses Regional Travel Demand Constraints through Transportation Alternatives Supports Transit Oriented Development/Communities

Moving New Orleans Transportation Action Plan

Adoption Year	2019, Updated 2021
Location	City of New Orleans
Planning Scale	Citywide Plan
Summary	This plan develops an action plan to establish clear short-term transportation goals for New Orleans and defines transportation initiatives by four key themes: safety, efficiency, equity, and connectivity. Safety initiatives focus on creating a safer street network for all road users by improving the sidewalk network, preventing traffic crashes, prioritizing school safety conditions, and developing a transportation safety dashboard. Efficiency initiatives focus on making travel through the city easier and more reliable by improving traffic signals, evaluating parking and curbside activities, establishing policy guidelines for new mobility, and upgrading the transit fleet. Equity initiatives focus on making the roadway accessible to all users and modes by increasing access to jobs, linking transportation to affordable housing, expanding the bike share program, and maintaining transit-fare affordability. Connectivity initiatives focus on improving local and regional connections by planning and building a complete bike network, expanding the transit network, connecting to the airport, and supporting the movement of freight and cargo. To implement these action steps, the city plans to establish an Office of Transportation, improve public information and communications, and ensure implementation of the Complete Streets Program.
References Complete Streets	Yes, references the City of New Orleans Complete Streets policy and includes recommendations for Complete Streets implementation in all roadway reconstruction projects.
Complete Streets Elements	Creates a Network of Active Transportation Facilities Integrates Active Transportation Facilities with Public Transportation Establishes Multimodal Connections Between Communities Increases Transit Ridership Improves Multimodal Safety

Addresses Regional Travel Demand Constraints through Transportation Alternatives
Supports Transit Oriented Development/Communities

Climate Action Strategy

Adoption Year	2022
Location	City of New Orleans
Planning Scale	Citywide Plan
Summary	This plan sets a science-based target to reduce climate pollution by implementing initiatives to achieve net-zero emissions by 2050. This plan refreshes the City of New Orleans’ priorities and provides an update to the first Climate Action Plan, which was adopted in 2017. Key climate action priorities include specific sector areas for reductions: energy, transportation, and waste, as well as prioritizing adaptation and nature-based solutions and investments in the local climate action economy. Transportation initiatives to reduce transportation emissions include diversifying travel choice to increase non-auto trips by implementing Complete Streets programs and increase the share of zero emissions vehicles on roadways. The plan also outlines monitoring and reporting steps to ensure the city is meeting its emission reduction targets.
References Complete Streets	Yes, references the City of New Orleans Complete Streets policy and recommends implementing the Complete Streets policy as a key climate action priority.
Complete Streets Elements	Addresses Regional Travel Demand Constraints through Transportation Alternatives Supports Transit Oriented Development/Communities

Transit Oriented Communities Study

Adoption Year	2023
Location	City of New Orleans
Planning Scale	Citywide Plan
Summary	This study develops the framework for planning Transit Oriented Communities in New Orleans. Transit Oriented Communities are characterized as developments, corridors, or hubs within a municipality that incorporate compact human-scale design such as a mix of housing choices, businesses, institutions, and amenities that are all located within easy access of safe multi-modal transportation infrastructure that encourage people to walk, bike, or take high-quality transit to reach destinations. The study outlines goals and action steps that will better align land use policy with multi-modal transportation infrastructure investments. Key recommendations for Transit Oriented Communities include continuing to convene an internal working group and establish an external engagement group to guide its transit-oriented development activities in an equitable manner; developing transit-oriented communities overlay districts and enhance provisions within the city’s Comprehensive Zoning Ordinance; and collaborating with the Complete Streets Working Group and community stakeholders to guide public right-of-way enhancements.
References Complete Streets	Yes, references the City of New Orleans Policy and recommends implementing Complete Streets design principles to develop transit-oriented communities.
Complete Streets Elements	Integrates Active Transportation Facilities with Public Transportation Increases Transit Ridership Improves Multimodal Safety Addresses Regional Travel Demand Constraints through Transportation Alternatives Supports Transit Oriented Development/Communities

The Big Green Easy: A Citywide Park and Recreation Vision Plan for New Orleans

Adoption Year	2024
Location	City of New Orleans
Planning Scale	Citywide Plan

Summary	This plan develops a community-driven framework to establish an equitable and resilient parks and recreation system for New Orleans by evaluating existing recreational assets and identifying disparities in park quality and accessibility. The plan drafts a prioritization model to implement park projects over a 10-year planning horizon. Project priorities are parks, recreational centers, and greenways that serve areas of the city with a history of underinvestment, improve park access and experience for neighborhoods that have no or low-quality parks, leverage existing opportunities, and align with public health goals in areas with higher crime rates. The plan also develops a one-year plan with action steps for City staff to implement the most pressing needs in the twelve months following adoption.
References Complete Streets	Yes, recommends implementation of Complete Streets projects that improve safe routes to parks and fill gaps in the existing and proposed greenway trail network.
Complete Streets Elements	Creates a Network of Active Transportation Facilities Integrates Active Transportation Facilities with Public Transportation Improves Multimodal Safety Supports Transit Oriented Development/Communities

Regional Transit Authority Accessibility Study

Adoption Year	2015
Location	City of New Orleans and City of Kenner
Planning Scale	City-wide Plan
Summary	This plan performs an accessibility analysis of transit stops served by Regional Transit Authority (RTA) bus and streetcar lines in New Orleans and Kenner. The accessibility compliance evaluation is based on federal standards established in the 2010 ADA Accessibility Guidelines and the 2011 PROWAG Accessibility Guidelines. Over 2,350 transit stops were surveyed, of which there are approximately 2,200 bus stops and 150 streetcar stops. Accessibility improvements to transit stops are determined based on prioritization criteria, which include daily ridership; potential use by persons with disabilities; low-income populations; non-white populations; job density; and proximity to medical facilities, grocery stores, civic centers, schools, parks, senior housing, and transportation terminals. Design guidance and cost estimates were developed for accessibility enhancements.
References Complete Streets	No
Complete Streets Elements	Integrates Active Transportation Facilities with Public Transportation Establishes Multimodal Connections Between Communities Increases Transit Ridership Improves Multimodal Safety Addresses Regional Travel Demand Constraints through Transportation Alternatives Supports Transit Oriented Development/Communities

Regional Transit Authority Transit Facility Design Guidelines

Adoption Year	2015
Location	City of New Orleans
Planning Scale	City-wide Plan
Summary	This study develops a set of design guidelines for the Regional Transit Authority (RTA) when designing transit facilities at bus and streetcar stops. These guidelines serve to promote consistency in transit stop placement through the RTA service area, meet operational and service requirements, and encourage transit use through the development of safe and convenient transit facilities. This manual provides design criteria for transit stop placement, configuration, and amenities based on the 2010 ADA Accessibility Guidelines and the 2011 PROWAG Accessibility Guidelines. Design considerations include facility specifications, typical sections, and renderings.
References Complete Streets	No
Complete Streets Elements	Integrates Active Transportation Facilities with Public Transportation Establishes Multimodal Connections Between Communities Increases Transit Ridership

Improves Multimodal Safety
 Addresses Regional Travel Demand Constraints through Transportation Alternatives
 Supports Transit Oriented Development/Communities

Regional Transit Authority Strategic Mobility Plan

Adoption Year	2018
Location	City of New Orleans
Planning Scale	City-wide Plan
Summary	This plan develops a framework for improving transit in the New Orleans region over the next twenty years. The plan identifies a set of strategies and actions to accomplish regional transit goals, which include improved comfort and convenience, better accessibility, improved and simplified service, investment in new mobility options, better service information and communication, and stronger regional partnerships. Service improvements propose bus-rapid transit, light rail, and expansion of existing bus and streetcar service; stop frequency of 10-15 minutes; service provided 18-24 hours a day depending on the routes; transit stops every quarter to half-mile; pay before boarding options; and use of dedicated roadway space and coordinate traffic signals. Implementation guidance is provided for recommendations based on five-, ten-, and twenty-year timeframes. Short-term recommendations focus on developing a new foundation for transit service. Medium-term recommendations focus on building the improved transit system, and long-term recommendations provide a complete mobility system for all transit users.
References Complete Streets	Yes, proposes that transit-focused roadway improvements are designed in accordance with the City of New Orleans Complete Streets Policy.
Complete Streets Elements	Increases Transit Ridership Addresses Regional Travel Demand Constraints through Transportation Alternatives Supports Transit Oriented Development/Communities

St. Tammany Parish Major Streets Plan

Adoption Year	2017
Location	St. Tammany Parish
Planning Scale	Parish-wide Plan
Summary	This plan prioritizes local and regional transportation improvements in St. Tammany Parish to meet mobility needs that support residents and economic growth. Using conceptual land use planning based on existing Parish zoning, a refined transportation network was developed consisting of resilient collector, arterial, and highway facilities that better correspond with existing and future land use and nodes of anticipated development. Implementation strategies provide a framework to phase and fund network improvements. Design considerations include facility specifications, typical sections, and renderings for proposed roadway classifications.
References Complete Streets	Yes, recommends incorporating Complete Streets principles to roadway design of key corridors and adopting a Parish-wide Complete Streets Policy for St. Tammany Parish.
Complete Streets Elements	Establishes Multimodal Connections Between Communities Improves Multimodal Safety Addresses Regional Travel Demand Constraints through Transportation Alternatives Supports Transit Oriented Development/Communities

St. Tammany Parish Bikeshare Plan

Adoption Year	2019
Location	St. Tammany Parish
Planning Scale	Parish-wide Plan
Summary	This study outlines a vision for creating a multi-city bike share system in St. Tammany Parish. The study evaluates the feasibility of various bikeshare systems and business models to determine appropriate network structures, operating models, and funding mechanisms. To establish the bikeshare system coverage area, the study conducts a

	demand analysis using indicators, such as employment density, population density, attractions/destinations, transit, and existing bicycle network. After evaluating functionality, system sizing, costs, and revenue estimates, the study recommends the parish develop a hub-based bike share system with approximately 200 smart bicycles and 50 hub locations. The study proposes that St. Tammany Parish consider a privately-owned and operated model to address governmental funding shortfalls for proposed capital and operational costs.
References Complete Streets	Yes, references local Complete Streets policies to address active transportation facility needs to implement a regional bikeshare system.
Complete Streets Elements	Integrates Active Transportation Facilities with Public Transportation Establishes Multimodal Connections Between Communities Addresses Regional Travel Demand Constraints through Transportation Alternatives Supports Transit Oriented Development/Communities

City of Slidell Bicycle Master Plan

Adoption Year	2014; Updated 2024
Location	City of Slidell
Planning Scale	City-wide Plan
Summary	This plan outlines a vision for establishing Slidell as a bicycle-friendly community. The plan addresses city-wide multi-modal safety concerns by creating a comprehensive bicycle network that meets the needs of bicyclists of all ages and abilities. The proposed network consists of eight key bicycle paths, which are the Northern Loop, Middle Loop, Southern Loop, Heritage Park-Camp Salmen, Bayou Patassat, Kensington-John Slidell Park, Oak Harbor Connector, Tammany Trace Extension, and Southwest Loop. Facility recommendations for prioritized bicycle paths include shared-use paths, sidepaths, bicycle lanes, and shared lane markings.
References Complete Streets	No
Complete Streets Elements	Creates a Network of Active Transportation Facilities Establishes Multimodal Connections Between Communities Improves Multimodal Safety Addresses Regional Travel Demand Constraints through Transportation Alternatives

Slidell 2040 Comprehensive Plan

Adoption Year	2022
Location	City of Slidell
Planning Scale	Citywide Plan
Summary	This plan guides decisions and actions affecting the growth and development of the City of Slidell over the next twenty years. The plan is organized by elements, each with a guiding principle that represents high-level goals with key strategies and actions for implementation. The elements are land use, housing, transportation, infrastructure, economic development, cultural resources, public health and safety, and natural environment. The transportation element aims to improve safety, connectivity, and accessibility by creating a balanced transportation system with a comprehensive bicycle and pedestrian network. A key goal of this element is to adopt a city-wide Complete Streets policy to ensure Slidell's roadways are safe and accessible for users of all abilities and modes.
References Complete Streets	Yes, recommends adopting a Complete Streets policy and developing design standards for future street improvements.
Complete Streets Elements	Integrates Active Transportation Facilities with Public Transportation Establishes Multimodal Connections Between Communities Improves Multimodal Safety Addresses Regional Travel Demand Constraints through Transportation Alternatives Supports Transit Oriented Development/Communities

City of Gretna Comprehensive Plan

Adoption Year	2018
Location	City of Gretna
Planning Scale	Citywide Plan
Summary	This plan guides decisions and actions affecting the growth and development of the City of Gretna over the next twenty to thirty years. The plan addresses ten key planning realms, each with a set of goals and objects to guide the community's development. The planning realms include resiliency, land use, economic development, housing, transportation, infrastructure, community design, parks and recreation, environmental, and historic preservation. The transportation realm provides recommendations to facilitate the efficient and safe movement of goods and improve the transportation network to accommodate the needs of all users. A key component of this realm is updating the planned bicycle and pedestrian network and proposing the adoption of a Citywide Complete Streets policy to implement multi-modal facility recommendations.
References Complete Streets	Yes, recommends adopting a Complete Streets policy and developing design standards for future street improvements.
Complete Streets Elements	Creates a Network of Active Transportation Facilities Integrates Active Transportation Facilities with Public Transportation Establishes Multimodal Connections Between Communities Improves Multimodal Safety Addresses Regional Travel Demand Constraints through Transportation Alternatives Supports Transit Oriented Development/Communities

2045 Tangipahoa Comprehensive Plan

Adoption Year	2023
Location	Tangipahoa Parish
Planning Scale	Parish-wide Plan
Summary	This plan develops a shared vision for the future development and prosperity of Tangipahoa Parish over the next twenty years. The plan formulates a focused approach to planning in the following areas: infrastructure and critical facilities, economic development, land use planning, and environment and quality of life. Within the infrastructure and critical facilities focus area, the plan develops a transportation network analysis to better enable residents to reach destinations via all modes and to ensure goods are safely transported throughout the parish and region. A key element of the network analysis proposes development of a comprehensive bicycle and pedestrian plan that is guided by Complete Streets principles.
References Complete Streets	Yes, recommends that Complete Streets principles and practices are integrated into the parish's planning efforts and project development.
Complete Streets Elements	Establishes Multimodal Connections Between Communities Improves Multimodal Safety Addresses Regional Travel Demand Constraints through Transportation Alternatives Supports Transit Oriented Development/Communities

St. John Comprehensive Plan: One Parish, One Future

Adoption Year	2014
Location	St. John Parish
Planning Scale	Parish-wide Plan
Summary	This plan guides decisions and actions affecting development and resiliency principles for St. John Parish over the next twenty years. The plan is organized by elements, each with key strategies and actions for implementation. The elements are land use, resiliency, housing, economic development, hazard mitigation, natural environment, parks and recreation, historic preservation, and implementation. Within the land use element, the plan provides transportation recommendations to improve bicycle and pedestrian access, roadway safety, corridor beautification, and public

	transit investments. A key element of transportation recommendations proposes enhancements to the transportation network for evacuation routes and resiliency efforts.
References Complete Streets	No
Complete Streets Elements	Improves Multimodal Safety Addresses Regional Travel Demand Constraints through Transportation Alternatives Supports Transit Oriented Development/Communities

Local Complete Streets Policies Review

Nine plans include recommendations for developing local Complete Streets policies. The City of New Orleans, St. Bernard Parish, the City of Covington, and the Town of Madisonville have each adopted a Complete Streets Policy to guide transportation planning and design efforts. These local policies are summarized below.

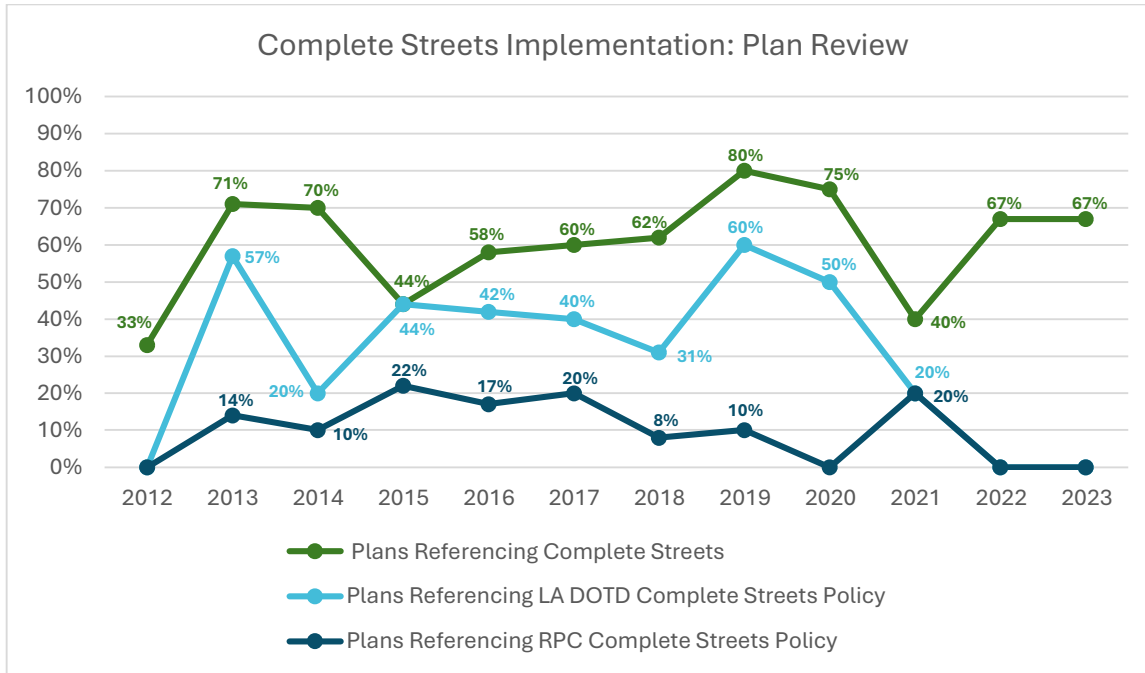
The City of New Orleans Complete Streets policy, adopted in 2020, establishes a Complete Streets program to create a more comprehensive and integrated transportation network that balances the needs of all users to promote equity, improve safety, and foster livable and resilient communities. The policy applies to planning, design, construction, operation, and maintenance of all projects within the public right-of-way. The policy specifies exemptions with a process requiring approval and establishes a Complete Streets Working Group to guide policy implementation.

Adopted in 2016, the St. Bernard Parish Complete Streets Policy provides safe access for all users of all roadways to improve travel, accessibility, connectivity, health, economic growth, and the quality of life of parish residents. The policy applies to the planning, design, construction, and resurfacing of all new roadway construction and drainage projects. The policy specifies exemptions, establishes an Implementation Working Group to guide policy implementation, and will be evaluated annually.

Using St. Bernard’s policy as a template, the City of Covington’s Complete Streets Policy was adopted in 2018 and applies to all new roadway construction and drainage projects. However, Covington’s policy does not apply to roadway resurfacing or maintenance projects. City agencies are responsible for policy implementation and will review policy procedures, practices, and regulations on an as-needed basis.

The Town of Madisonville’s Complete Streets Policy, adopted in 2019, provides for the accommodation of safe and convenient travel by all users and modes. The policy applies to any development, project, program, or practice that occurs in the public right-of-way and affects the transportation network, drainage, or utilities along roadways, bridges, and other elements of the transportation system. The policy specifies project exemptions and requirements and provides design guidance from national best practices. The policy also establishes a framework for implementation and evaluation with action steps and evaluation criteria to measure progress annually.

Assessment of Complete Streets Implementation



Of the ninety-two plans reviewed, seventy-one plans reference Complete Streets elements, while fifty-seven plans directly reference state, regional, or local Complete Streets Policies. Of these plans, DOTD’s policy is referenced in thirty-two plans, and eleven reference the RPC policy. The low percentage of references to the regional policy demonstrates the implementation challenges faced by RPC, particularly the lack of regulatory control over projects beyond the planning stage.

DOTD appropriates FHWA formula funds, such as Transportation Alternatives (TA), Recreational Trails, and Safe Routes to Public Places through annual calls for projects. Additionally, corridor studies funded by RPC are primarily along state routes. DOTD appropriates funds and manages these projects beyond the Phase 0 feasibility study stage. While DOTD coordinates with RPC on prioritizing projects included in the TIP and in later stages of project development, coordination typically occurs on an ad-hoc basis depending on funding and project needs. Although RPC requires inclusion of Complete Streets elements for projects within its service area, the agency does not have oversight authority to ensure adherence to the policy in later stages of project development. Given the current funding and project development structure, local governments are more likely to reference and follow DOTD Complete Streets policy guidance and requirements, as opposed to RPC requirements.

Proposed RPC Complete Streets study recommendations may continue to face implementation challenges through the DOTD project development process. As previously mentioned in the overview of statewide Complete Streets initiatives, the vast majority of DOTD projects lack Complete Streets elements. In Districts 02 and 62 respectively, over 75% of projects have been exempt from Complete Streets inclusion. Multimodal infrastructure is frequently not prioritized by DOTD, despite demonstrated needs from local and regional agencies. Measures to improve coordination efforts between the state and local and regional agencies on Complete Streets practices must be a key component of an updated regional policy and implementation guide.

V. BEST PRACTICES + POLICY UPDATE APPROACH

The National Complete Streets Coalition provides guidance and best practices for communities establishing Complete Streets policies. In consultation with national stakeholders consisting of engineers, planners, researchers, and advocates, the Coalition identifies ten elements of a successful Complete Streets policy. These elements, included below, serve as a model for creating a policy that can be implemented at any level of government.¹²

- Establish a commitment and vision.
- Prioritize underinvested and underserved communities.
- Apply to all projects and phases.
- Allow only clear exceptions.
- Mandate coordination.
- Adopt excellent design guidance.
- Require proactive land-use planning.
- Measure progress.
- Set criteria for choosing projects.
- Create a plan for implementation.

Using policy framework guidance from the National Complete Streets Coalition, regional Complete Streets policies from peer Metropolitan Planning Organizations (MPOs) were reviewed to serve as precedents and provide valuable lessons-learned for the development of RPC’s updated policy and guide. Each policy evaluation includes a review of the extent to which the policy defines Complete Streets, establishes a vision, applies and implements policy requirements and recommendations, specifies exemptions, provides design guidance, and establishes performance measures and evaluation criteria. Peer agencies include the Mid-Ohio Regional Planning Commission, Mid-America Regional Council, Gulf Regional Planning Commission, Metropolitan Transportation Commission, Regional Transportation Commission of Southern Nevada, San Diego Association of Governments, Spokane Regional Transportation Council, Toledo Metropolitan Area Council of Governments, Indianapolis Metropolitan Planning Organization, and the National Capital Region Transportation Planning Board.

Mid-Ohio Regional Planning Commission (MORPC)

Service Area	MORPC is Central Ohio’s regional council for more than 80 communities and regional partners. The Metropolitan Planning Organization serves the City of Columbus and Counties of Franklin and Delaware and portions of Fairfield and Licking. The Rural Planning Organization serves the Counties of Knox, Morrow, Marion, Union, Madison, Pickaway, and Fairfield.
Service Area Population	2.2 million
Funding	Annual project application cycle for attributable federal funds
Policy Adoption Year	2021
Policy Definition	MORPC defines Complete Streets as roadways designed, implemented, operated, and maintained in an equitable and context-sensitive manner so that people of all ages, incomes, and abilities can use them safely.
Policy Vision	The policy’s vision and guiding principles include commitments to equity, connectivity, and context sensitive design solutions for all ages, abilities, and modes.
Policy Application	The policy applies to all projects receiving MPO-attributable federal funding, including new construction, reconstruction, rehabilitation, repair, maintenance, or planning of roadways, trails, and other transportation facilities. Projects on facilities where walking and bicycling is prohibited by law are still required to comply with the policy

¹² Hanzlik, M. and Davis, S. (2023, April). *The Complete Streets Policy Framework*. Smart Growth America. <https://smartgrowthamerica.org/wp-content/uploads/2018/02/Complete-Streets-Policy-Framework.pdf>

	<p>as it pertains to connections across them, as well as other modes of transportation that may travel along them, such as transit. Additionally, projects limited to maintenance activities are required to comply with the policy but may be permitted to include low-cost accommodations that can feasibly be incorporated within the extent of the maintenance project.</p>
Policy Requirements	<p>Designs must include accommodation for people using all modes of transportation and should be context sensitive. People of all ages and abilities using all modes shall be accommodated during the entire life cycle of the project. Safety must be prioritized for the most vulnerable roadway users. A systems approach must be used to ensure regional connectivity throughout the project limits. All projects must consider planned facilities and services and future demand for all modes. All projects must involve the local transit agency in the design process to ensure accommodation of transit vehicles and access to transit services. Lastly, all projects must meet or exceed design standards set by the Ohio and US Departments of Transportation.</p>
Policy Recommendations	<p>In addition to policy recommendations, project sponsors should consider implementing traffic calming measures and/or road diets to encourage safer speeds, incorporating high visibility crossing treatments at intersections; incorporating street furniture and landscaping along the project corridor; and incorporating access management strategies to eliminate sight distance issues. Beyond project design considerations, recommendations for non-infrastructure enhancements include establishing education and encouragement programs, reviewing existing land use policies to align with development of Complete Streets, and adopting a local Complete Streets Policy to align with the regional policy.</p>
Policy Exemptions	<p>As the policy applies to all projects receiving MPO-attributable federal funding, exemptions are granted only on a case-by-case basis through an appeal process. Projects sponsors may request an exemption to the Appeals Committee for review. If an exemption is not granted, the Appeals Committee may require a lower level of accommodation or accommodation along a parallel route.</p>
Design Guidance	<p>MOPRC provides FHWA-supported guidelines and resources, which include guidance by AASHTO, ITE, NACTO, and FHWA. Project sponsors are required to coordinate with MOPRC and ODOT on design to ensure adherence to federally required standards.</p>
Policy Implementation	<p>Applicants of MORPC-funded projects are required to participate in a Complete Streets review process. Steps include attending an applicant workshop that provides an overview of the Complete Streets Policy, acknowledging how their project adheres to the policy, and working with MORPC staff throughout the project development process to ensure Complete Streets policy requirements are met.</p>
Evaluation & Performance Measures	<p>MORPC must evaluate the policy every two years in alignment with updates to the Policies for Managing MORPC-Attributable Funds.</p>
Key Policy Takeaways	<p>Strong, comprehensive policy that establishes commitment, intent, and a clear vision.</p> <p>Prioritizes underserved communities.</p> <p>Mandates coordination with ODOT, MOPRC, and local transit agencies to ensure equity and accessibility goals are met. Access to public transportation is an integral part of policy requirements.</p> <p>Applies to all projects and phases and ensures alignment with policy requirements through MPO oversight and coordination. Requires documentation of adherence to policy through submittal process. Complete Streets training and resources are provided to member jurisdictions.</p> <p>Encourages proactive land-use planning and a context sensitive approach to facility design.</p> <p>Exemptions are only allowed through an appeal process but are not clearly defined.</p> <p>Policy must be evaluated every two years, but performance measures are not established.</p>

Mid-America Regional Council (MARC)

Service Area	MARC is the regional council for 9 counties and 119 cities in the bistate Kansas City Region. The Metropolitan Planning Organization serves the City of Kansas City, Counties of Leavenworth, Wyandotte, Johnston and Miami in Kansas, and the Counties of Platte, Clay, Ray, Jackson, and Cass in Missouri.
Service Area Population	2.1 million
Funding	Program application cycles for STP Funds and TA Set-Aside Funds
Policy Adoption Year	2015
Policy Definition	MARC defines Complete Streets as streets, highways, bridges, and facilities that are planned, designed, operated, and maintained for the needs and safety of all users along and across the entire public right of way. This includes people of all ages and abilities who are walking; using powered, street-legal vehicles such as cars, trucks, motorcycles, or buses; bicycling; using transit or mobility aids; and freight shippers.
Policy Vision	The policy's vision is guided by the vision established in the Transportation Outlook 2040 Plan, which emphasizes a safe, balanced, regional multimodal transportation system that is coordinated with land use planning, supports equitable access to opportunities, and protects the environment. MARC aims to achieve this vision by implementing Complete Streets and context-sensitive solutions for all users and modes.
Policy Application	The policy applies to all MARC planning activities that involve public rights-of-way, including the Metropolitan Transportation Plan and activities conducted by MARC to program federal funds for projects in the Transportation Improvement Program.
Policy Requirements	Planned and programmed projects are required to provide safe bicycle and pedestrian accommodations for users who have legal access and who may be reasonably expected to use the facilities. The policy applies to all phases of the project, including planning, design, right-of-way acquisition, construction, operations, and maintenance. Planned and programmed projects must use design standards that reflect best practices. MARC specifies that this policy does not supersede any federal, state, or local policy or law and that project sponsors retain design decision authority over projects.
Policy Recommendations	MARC provides recommendations for local governments to develop strategies for education and enforcement, review national and regional design guidelines, adopt performance measures for local Complete Streets policies, and participate in interjurisdictional coordination to enhance regional connectivity.
Policy Exemptions	Non-roadway projects and programs funded by the MPO are exempt from the policy, but exemptions require MPO approval. Roadway projects may also be exempt where specific modes of travel are prohibited. However, connectivity improvements and access across barriers should be considered. Projects may also be exempt when the cost of providing Complete Street facilities is excessively disproportionate to the need or use of the facility and where population scarcity or other factors indicate lack of need now and in the future.
Design Guidance	Design resources are not provided in the policy. However, the policy references MARC's Complete Streets Handbook, which includes a Complete Streets design framework and guidelines.
Policy Implementation	MARC outlines the following implementation steps: Transportation Modal Committees will develop procedures to incorporate the policy into their work; MARC staff will review all project applications seeking federal transportation funding for policy compliance; MARC staff will monitor all projects receiving federal funding for policy compliance; and MARC staff will coordinate with projects sponsors on incorporating Complete Streets elements into TIP projects that receive federal funding outside of the MPO's programming processes. MARC will also provide technical assistance to member jurisdictions on local policy development, Complete Streets best practices, and interjurisdictional coordination.
Evaluation + Performance Measures	The policy should be evaluated prior to adopting each new or updated Metropolitan Transportation Plan. Performance measures are not provided in the policy.
Key Policy Takeaways	Strong, comprehensive policy with a vision guided by goals established in the MTP. Considers the needs and safety of users of all ages and abilities.

Applies to all MPO-led planning activities and projects programmed with federal funds.
 Applies to all project phases.
 Exemptions are clearly defined and require MPO approval.
 Includes a Complete Streets Handbook to assist member jurisdictions with local Complete Streets policies, programs, design standards, implementation, and performance measures.
 Policy to be evaluated prior to each new or updated MTP.

Gulf Regional Planning Commission (GRPC)

Service Area	The Gulf Regional Planning Commission (GRPC) provides general planning support to fifteen-member governments, which include twelve cities: Gulfport, Biloxi, Waveland, Bay St. Louis, Diamondhead, Pass Christian, Long Beach, Ocean Springs, D’Iberville, Gautier, Pascagoula, and Moss Point, as well as the three coastal Mississippi counties: Hancock, Harrison, and Jackson.
Service Area Population	420,000
Funding	Application cycle to program projects in the TIP
Policy Adoption Year	2015
Policy Definition	The GCMPO defines Complete Streets as making all roadways in the urban area suitable for bicycle and pedestrian travel.
Policy Vision	While a vision is not specified, the policy states that a Complete Streets approach will be used to change the paradigm in the region from “moving cars quickly” to “providing safe mobility for all modes”.
Policy Application	The Complete Streets policy applies to new construction and reconstruction projects within the MPO’s urban planning area that will use federal funds for any phase of project implementation, including planning, design, right-of-way acquisition, and construction.
Policy Requirements	The policy prescribes bicycle and pedestrian facility requirements based on the roadway’s typical section. If the project includes existing or planned fixed transit routes, project sponsors must request comments from Coast Transit Authority.
Policy Recommendations	Recommendations are not included in the policy.
Policy Exemptions	Policy exemptions include maintenance projects, projects along roadways where bicycle and pedestrians are prohibited, projects with extensive environmental constraints, projects where a reasonable alternative already exists or is programmed as a separate project, cost to provide facility is disproportionate, the project sponsor’s governing board deems the facility inappropriate or contrary to public safety, or lack of need now and in the future.
Design Guidance	A bicycle facility guidance matrix based on roadway traffic volume and speed is included in the policy to determine which bicycle amenities should be included. Sidewalks are required for pedestrian accommodations.
Policy Implementation	Project descriptions submitted for programming will be reviewed by MPO staff prior to being submitted to the Technical Coordinating Committee and Transportation Policy Committee for their consideration to adopt into the TIP. MPO staff will confirm that relevant projects are Complete Streets compliant unless a project receives an exemption.
Evaluation + Performance Measures	Evaluation methods and performance measures are not provided in the policy.
Key Policy Takeaways	Applies to all projects receiving MPO-attributable federal funding and most project phases except maintenance. Requires adherence to policy through the TIP submittal process. Mandates coordination with local transit agencies to ensure access to public transportation. Exemptions are specified. However, inclusion of allowing the project sponsor’s governing board to deem facilities inappropriate could dampen policy implementation. Complete Streets and a policy vision are not clearly defined. Evaluation methods and performance measures are not established.

Design guidance is prescriptive and not based on context-sensitive solutions. The bicycle facility guidance matrix included in the policy is based on roadway speed and traffic volume thresholds established by the MPO rather than standards set by FHWA. Facility recommendations in the matrix would create unsafe conditions for bicyclists using on-street facilities.

Metropolitan Transportation Commission (MTC)

Service Area	The Metropolitan Transportation Commission (MTC) is the transportation planning, financing, and coordinating agency for the San Francisco Bay Area. MTC serves the Counties of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma and the Cities of San Francisco, Oakland, Berkeley, San Jose, and Richmond.
Service Area Population	7.7 million
Funding	Project Application Cycles for Attributable Federal Funds, which include regionally administered programs such as STBGP funding, CMAQ funding, TA set-aside/ATP funding, regional bridge tolls, and TIP funding.
Policy Adoption Year	2022
Policy Definition	MTC defines Complete Streets as roadways planned, designed, constructed, reconstructed, operated, and maintained to be safe and comfortable for everyone, regardless of age, ability, ethnicity, race, sex, income, disability or chosen transportation mode. Complete Streets provide safe mobility and improved connectivity to community destinations for all users, and especially for people walking, rolling, biking, and riding transit, while maximizing the use of the existing public right-of-way by prioritizing space-efficient forms of mobility (walking, cycling, shared mobility and public transit) over space intensive modes (single occupancy auto travel).
Policy Vision	The goal of MTC’s Complete Streets policy is to ensure people biking, walking, rolling, and taking transit are safely accommodated within the transportation network.
Policy Application	Projects funded all or in part with regional discretionary funding or receiving MTC endorsements must adhere to the policy.
Policy Requirements	All projects must implement Complete Streets as recommended in recently adopted local or countywide plans. If a project is on the regional Active Transportation Network, it should incorporate design principles based on “All Ages and Abilities” guidance issued by NACTO and PROWAG. Projects must not degrade or remove existing bicycle or pedestrian access within a project. Bicycle and pedestrian enhancements must be completed within a timeframe consistent with other mode enhancements. The policy also outlines coordination requirements with adjacent public and private property owners to improve network accessibility. Projects must address the entire lifecycle, including operations and maintenance.
Policy Recommendations	Projects are encouraged to utilize MTC’s Vision Zero safety analyses, High-Injury Network (HIN), and Bay Area Vision Zero tools to include traffic calming or speed management features. Projects located in Equity Priority Communities should document meaningful engagement efforts within the community to advance the project. Local agencies should integrate green infrastructure into roadway improvements to manage flooding of transportation facilities, stormwater/urban runoff, and foster climate resilience.
Policy Exemptions	Policy exemptions include projects where bicyclists and pedestrian are prohibited by law, in which accommodations shall be made along parallel or intersecting routes; the costs of providing accommodations are excessively disproportionate; alternate plans to implement Complete Streets elements are in development; fire and/or safety specifications are unable to be met; and spatial conflicts with transit or environmental or topography constraints are present.
Design Guidance	The policy specifies adherence to “All Ages and Abilities” guidance provided by NACTO and PROWAG. Design resources are also provided in the Complete Streets Checklist, an administrative guidance document for member jurisdictions. Design resources from the following agencies and organizations are provided: AASHTO, PROWAG; FHWA, ADAAG, and NACTO.

Policy Implementation	MTC requires all projects in public right-of-way and seeking \$250,000 or more in regional discretionary funding or endorsement to submit a Complete Streets Checklist. The checklist is a form to help ensure local compliance with the Complete Streets Policy and is submitted to MTC online as part of a grant application process. Project sponsors must coordinate with their respective Transportation Agency and its Bicycle and Pedestrian Advisory Committee (BPAC) or equivalent to complete and review the checklist prior to submittal to MTC. If a project includes a transit stop or station or is located along a transit route, the checklist must be signed by the relevant transit agencies to confirm transit agency coordination and acknowledgement of the project. After the Complete Streets Checklist is completed, submitted online, and reviewed, it will be made available to the public through MTC website.
Evaluation + Performance Measures	MTC will develop project evaluation metrics to track progress toward developing the Active Transportation Network. MTC will develop a report every 4 years to summarize funded projects, provide key performance indicators, and recommend updates to the policy. MTC will also provide technical assistance to project sponsors and implementing agencies.
Key Policy Takeaways	<p>Strong, comprehensive policy that establishes commitment, intent, and a framework for implementation.</p> <p>Prioritizes equity, safety, and resiliency in its Complete Streets approach.</p> <p>Mandates coordination with local transit agencies to ensure access to public transportation.</p> <p>Applies to all projects and phases and ensures alignment with policy requirements through MPO oversight and coordination. Requires submittal of a Complete Streets Checklist with grant applications.</p> <p>Complete Streets resources and technical assistance are provided to member jurisdictions.</p> <p>Requires adherence to “all ages and abilities” design standards.</p> <p>Exemptions are clearly defined and require approval.</p> <p>Evaluated routinely and requires a Complete Streets report every 4 years.</p>

Regional Transportation Commission of Southern Nevada (RTC)

Service Area	The Regional Transportation Commission of Southern Nevada (RTC) is the transit agency and Metropolitan Planning Organization for the Las Vegas Region. It serves the City of Las Vegas and Clark County.
Service Area Population	2.3 million
Funding	Attributable Federal Funds, which include STBGP, CMAQ, and FTA 5307
Policy Adoption Year	2012
Policy Definition	Complete Streets are roadways designed to accommodate all users safely and comfortably, regardless of age, ability, or mode of transportation. Users include motorists, cyclists, pedestrians, and all vehicle types, including public transportation, emergency responders, and freight and delivery trucks among others.
Policy Vision	The policy’s vision is to provide a safe, convenient, and effective regional transportation system that enhances mobility and air quality for citizens and visitors.
Policy Application	RTC’s policy is included in the Regional Complete Streets Study. The study develops guidelines and implementation strategies for Complete Streets projects in the region. The policy serves as a framework for RTC to provide technical assistance to member jurisdictions.
Policy Requirements	Requirements include actions RTC must take to provide technical assistance to member jurisdictions, such as promoting Complete Streets design concepts in roadway projects, providing guidance and funding for Complete Streets implementation, providing support on the development of local Complete Streets policies, and providing technical support for local entities to develop processes for prioritizing and evaluating Complete Streets projects.
Policy Recommendations	RTC should consider modifications to the Master Plan of Streets and Highways or the Roadway Functional Classification to incorporate Complete Streets design elements.

Policy Exemptions	Exemptions include public roadways where complete street concepts conflict with existing laws, codes, or ordinances and where compliance would conflict with goals and physical aspects of the project location.
Design Guidance	Design guidance is provided in Chapter 5 of the study, which includes recommended Complete Streets design concepts for roadway projects in the region. Roadway cross-sections with Complete Streets elements are established for each standard right-of-way width.
Policy Implementation	Following policy adoption, RTC will fund demonstration projects. Eligible projects include sidewalk enhancements, crosswalk enhancements, bulb-outs, road diets, medians, landscaping, bicycle facilities and amenities, transit amenities, and safe routes to school infrastructure. Project sponsors submitting demonstration projects must fill out a Complete Streets project checklist, confirm project review by various agencies, and commit a local match. This initial set of projects will allow government agencies to become comfortable with the process and to build community support. After completion of the demonstration projects, the RTC Complete Streets Program will become a funded program with a process for nominations, selections, and project oversight.
Evaluation + Performance Measures	While evaluation methods are not provided for the regional policy, RTC provides evaluation criteria for member jurisdictions when determining what roadways are prime candidates for Complete Streets design concepts. Criteria include safety, mobility, roadway design, block pattern and connectivity, and land use context.
Key Policy Takeaways	<p>Policy guides RTC to provide technical assistance to member jurisdictions rather than specify how Complete Streets projects are implemented with MPO-attributable funding.</p> <p>Complete Streets are clearly defined.</p> <p>Exemptions are provided but are vague and could limit implementation.</p> <p>Includes a Complete Streets guide to assist member jurisdictions with local Complete Streets policies, programs, design standards, implementation, and performance measures.</p> <p>Design guidance is prescriptive but considers surrounding land use and allows a context sensitive approach.</p> <p>Implementation strategies are well defined and will be evaluated through a project demonstration process.</p> <p>Evaluation methods and performance measures are not established for the policy.</p>

San Diego Association of Governments (SANDAG)

Service Area	The San Diego Association of Governments (SANDAG) serves as the metropolitan planning organization and council of governments for the San Diego Region, which is comprised of 18 communities within San Diego County including the Cities of San Diego and Chula Vista.
Service Area Population	3.3 million
Funding	Application cycles to program projects in the RTIP utilize Federal discretionary funds from FTA, FHWA, and other sources. SANDAG also administers funds from TransNet, which is the half-cent sales tax to fund local transportation projects proposed in the Regional Plan.
Policy Adoption Year	2015
Policy Definition	Complete Streets is a process for ensuring the transportation system is safe, useful, and attractive for all users of the transportation network, including motorists, pedestrians, bicyclists, transit users, and freight. Complete Streets provides valuable flexibility in street design, so the transportation system is appropriate for the existing and planned environmental context.
Policy Vision	SANDAG is committed to attaining the goal of a safe, balanced, multimodal transportation system that supports compact and sustainable development.
Policy Application	The policy applies to all transportation infrastructure projects across the region at all phases of development, including planning, land use decisions, scoping, design, implementation, and evaluation.

Policy Requirements	All projects included and/or updated in the Regional Transportation Improvement Program (RTIP) should be planned, designed, and constructed to accommodate all foreseeable users.
Policy Recommendations	SANDAG encourages member jurisdictions submitting projects to the RTIP to implement a community engagement process to get feedback on whether projects follow Complete Streets principles.
Policy Exemptions	Exemptions include projects where specific modes are prohibited by law; where the cost of providing facilities for all travelers would be excessively disproportionate to the need or likely use; where approved plans/policies or market conditions indicate a lack of need; and where detrimental environmental impacts outweigh the need for multi-modal accommodations. Approval is required for exceptions.
Design Guidance	SANDAG prescribes a context-sensitive approach to Complete Streets and encourages member jurisdictions to use flexible design standards that integrate land use with transportation. Following policy adoption, SANDAG will compile a design guidance library of national and state Complete Street best practices. The policy also defines regional network principles, which is a network that provides safe and convenient transitions from one mode to another, one jurisdiction to another, and one type of infrastructure to another. A well-connected network also considers connectivity throughout the lifecycle of the project and addresses the needs of current and future users.
Policy Implementation	To ensure policy implementation, SANDAG will create a project development checklist, develop a process for coordination with local and regional Complete Streets initiatives and projects, develop a regional database and mapping tool to facilitate Complete Streets plans, participate in Complete Streets trainings, develop Complete Streets reference guidance materials; continue to invest in safe routes to school and transit initiatives, develop a benchmarking process for internal staff to monitor policy implementation, and develop annual reports.
Evaluation + Performance Measures	SANDAG will conduct a biennial review measuring the effectiveness of the policy based on the following metrics: increase in number of projects that include multi-modal connections; increase in miles of new or upgraded bicycle and pedestrian facilities, crossing improvements, and traffic calming measures; increase in jurisdictions adopting Complete Streets policies; increase in staff participating in Complete Streets training; and progress in accomplishing implementation activities.
Key Policy Takeaways	Strong, comprehensive policy that establishes intent and framework for implementation and evaluation. Prioritizes context sensitive solutions in its Complete Streets approach. Applies to all projects and phases but does not specify requirements and/or recommendations for policy applications. Complete Streets resources and technical assistance are provided to member jurisdictions. Design standards emphasize regional network connectivity and design guidance library available for member jurisdictions. Exemptions are clearly defined and require approval. Robust implementation and evaluation process with action steps and evaluation criteria to measure progress.

Spokane Regional Transportation Council (SRTC)

Service Area	The Spokane Regional Transportation Council (SRTC) is the lead agency for transportation planning services in Spokane County, Washington. SRTC serves the City of Spokane, Spokane Valley, and all towns within the county.
Service Area Population	550,000
Funding	Attributable Federal Funds; Application cycle to program projects in the TIP.
Policy Adoption Year	2013
Policy Definition	Complete Streets is not defined in the policy.
Policy Vision	SRTC aims to achieve a safe, balanced, affordable, multi-modal, and equitable transportation system by implementing safe and complete streets with context-sensitive solutions within diverse urban, suburban, and rural communities.

Policy Application	The policy applies to all roadway construction and reconstruction projects that are required to be included in SRTC's TIP.
Policy Requirements	Project sponsors are required to submit a Complete Streets checklist for applicable projects submitted to the TIP.
Policy Recommendations	Additional project-based recommendations are not included in the policy, but SRTC encourages member jurisdictions to adopt local Complete Streets policies.
Policy Exemptions	Projects exempt from the policy include roadway preservation, Intelligent Transportation Systems, projects located along a facility that prohibits bicyclists and pedestrians and lacks transit routes, non-motorized projects, transit projects, safety projects, programs, and planning studies.
Design Guidance	Design guidance is not included in the policy.
Policy Implementation	Project sponsors are required to submit a Complete Streets checklist for applicable projects submitted to the TIP. Sponsors are also required to report any significant scope changes to roadway projects, which may affect the projects accommodations of multi-modal user groups. SRTC staff then reviews the project checklist prior to a project being amended into the TIP or considered for funding through an SRTC Call for Projects. All projects must be labeled as either meeting the Complete Streets Policy or being exempt.
Evaluation + Performance Measures	Performance measures include, but are not limited to, miles of sidewalk and bicycle network added to the regional transportation system.
Key Policy Takeaways	<p>Policy lacks a clear definition of Complete Streets.</p> <p>Considers the needs and safety of all users and encourages context-sensitive solutions.</p> <p>Applies to all roadway construction and reconstruction projects that are required to be included in SRTC's TIP.</p> <p>Exemptions are provided but are vague and could limit implementation.</p> <p>Policy lacks comprehensive design guidance.</p> <p>Implementation strategies are well defined through a prescribed project selection process. All submitted TIP projects are required to submit a Complete Streets checklist.</p> <p>Evaluation criteria are included to measure progress.</p>

Toledo Metropolitan Area Council of Governments (TMACOG)

Service Area	The Toledo Metropolitan Area Council of Governments is a regional planning partnership made up of governmental agencies serving northwest Ohio and southeast Michigan. TMACOG members work on transportation planning, water quality, and economic development initiatives in the Greater Toledo Region.
Service Area Population	650,000
Funding	Annual project application cycles for attributable federal funds, including STBG and TA
Policy Adoption Year	2020
Policy Definition	Complete streets are streets, highways, and bridges that are routinely planned, designed, operated, and maintained to safely and comfortably accommodate all transportation system users along and across the entire public right-of-way. This includes but is not limited to motorists, cyclists, pedestrians, transit and school bus riders, delivery and service personnel, freight shippers, and emergency responders. "All users" includes people school-aged to the elderly, and individuals of all abilities including those who use mobility aids.
Policy Vision	TMACOG aims to create a better transportation system that is more equitable, balanced, and effective, and which offers every user of the public right-of-way safe, connected, and sustainable transportation options.
Policy Application	The policy applies to all projects, including new construction, reconstruction, rehabilitation, repair, maintenance, or planning of roadways, trails and other transportation facilities that will use federal funds allocated through TMACOG.
Policy Requirements	Project sponsors are required to submit the Complete Streets Checklist as part of the funding application. All requests for exemptions require review and approval. Projects must coordinate with other adjacent projects; provide connections to nearby

	destinations, over major barriers, transit corridors; and coordinate with utilities and telecommunications infrastructure. All projects that have non-motorized improvements and receive TMACOG-managed funds must consult with the Pedestrian and Bikeways Committee at TMACOG to receive input and guidance.
Policy Recommendations	Projects should consider the life cycle of project, street furniture, traffic calming elements, streetscape improvements, movement of goods and curbside deliveries, education and encouragement programming, and evaluate land use and zoning policies as it related to a Complete Streets approach.
Policy Exemptions	Exemptions include projects where bicyclists and pedestrians are prohibited from using the roadway; where the roadway is already designed to accommodate all users; where the cost of providing facilities for all travelers would be excessively disproportionate to the need or likely use; where the project consists of maintenance, repair, or resurfacing of an existing cross section only; where the project consists primarily of the installation of traffic control or safety devices; where the AADT is projected to be less than 1,000 vehicles and speed limit 25mph or less; where population scarcity or other factors indicate lack of need; and where roadway standards or bicycle and pedestrian standards cannot be met due to topography constraints.
Design Guidance	Each project must use appropriate design standards such as those developed by Ohio DOT, USDOT, AASHTO, and ADA. Designs must accommodate all users and be context sensitive.
Policy Implementation	The adopted policy will become part of TMACOG’s planning process and the scoring process for TMACOG-attributable funding project selection. Policy guidance and resources, including a Toolkit, are available on the TMACOG website to assist project sponsors in developing Complete Streets projects. The Toolkit contains information on model policies, sample design standards, examples for land use and zoning practices, and educational and enforcement strategies.
Evaluation + Performance Measures	The policy will be evaluated periodically and in parallel with the TMACOG Long Range Transportation Plan revision. The success of the policy will be measured in the following ways: an increase in the percentage of project applications which include Complete Streets elements, an increase in the total number of miles of on-street bicycle facilities, an increase in the percentage of transit stops accessible via sidewalks and curb ramps, an increase in member jurisdictions which adopt Complete Streets policies, and an increase in the number of jurisdictions in the region achieving or pursuing Bike-Friendly and/or Walk-Friendly Community status.
Key Policy Takeaways	Strong, comprehensive policy that establishes commitment, intent, and a clear vision. Applies to all projects and phases and ensures alignment with policy requirements through MPO oversight and coordination. Requires documentation of adherence to policy through submittal process via a Complete Streets Checklist. Includes a Complete Streets Toolkit to assist member jurisdictions with local Complete Streets policies, programs, design standards, implementation, and performance measures. Encourages proactive land-use planning and a context sensitive approach to facility design. Exemptions are clearly defined and require approval. Policy to be evaluated periodically and prior to each new or updated MTP.

Indianapolis Metropolitan Planning Organization (IMPO)

Service Area	The Indianapolis Metropolitan Planning Organization (IMPO) is Central Indiana’s federally designated regional planning organization. The IMPO creates and implements short- and long-range plans to advance the region’s goals in transportation, economic development, housing, safety, sustainability, and other quality of life issues.
Service Area Population	1.78 million
Funding	Project Application Cycles for Attributable Federal Funds, which include regionally administered programs such as STBG, HSIP, CMAQ, TA, and CR funding.

Policy Adoption Year	2014; Modified 2024
Policy Definition	Complete Streets are roadways designed to safely and comfortably accommodate all users, of all ages and abilities, including but not limited to motorists, cyclists, pedestrians, transit users, school bus riders, delivery and service personnel, freight haulers, and emergency responders.
Policy Vision	IMPO is committed to creating a safe, balanced, and effective transportation system where every roadway user can travel safely and comfortably and where multi-modal transportation options are available to everyone.
Policy Application	The policy applies to projects applying for STGB and TAP funding within the urbanized area boundary. Applicable projects include all roadway and/or intersection reconstruction projects, added travel lane(s) projects, new roadways, and new or rehabilitated bridges (including bridge decks reconstructed over the Interstate and underpasses under reconstructed/new interchanges). Projects funded under HSIP and CMAQ are excluded from this policy. For LPAs that have adopted their own Complete Streets Policies, the strictest regulations of any involved Complete Streets Policy applicable to a jurisdiction shall apply.
Policy Requirements	Applicable projects are required to include a continuous ADA-compliant sidewalk on one side of the roadway or bridge; or designated bicycle lanes within the roadway project, if the inclusion of a sidewalk is anticipated to be overly burdensome to the project and therefore infeasible; or multi-use path of a sufficient width to accommodate both pedestrian and bicycle travel simultaneously. Design treatments at intersections and crossings should follow the design guidance of the NACTO Urban Bikeway Design Guide.
Policy Recommendations	There are no additional recommendations for this policy.
Policy Exemptions	Exemptions include projects where specified users are prohibited; maintenance activities; lack of current or future need; a project that would not otherwise need to acquire ROW would require ROW acquisition in order to provide a sidewalk or multi-use path; the affected roadway has a functional class of Interstate or Other Freeways or Expressways; conflict with adjacent planned projects; affects public safety or is cost prohibitive; or a county or municipality's Zoning or Subdivision Control ordinances requirements would suit the future installation of facilities as development occurs. Exemptions will be reviewed by the Complete Streets Taskforce and require approval.
Design Guidance	Projects should take a context sensitive approach and follow design guideline references from state and national best practices provided by the MPO.
Policy Implementation	LPAs should indicate compliance with the Complete Streets policy at the time of project application process or request an exemption with supporting rationale. Projects will be reviewed during the selection and prioritization process for compliance with the Complete Streets policy.
Evaluation + Performance Measures	The policy will be evaluated every two years with the following criteria: total miles of bike lanes and trails constructed, linear feet of new pedestrian accommodation, number of new curb ramps installed along city streets, crosswalk and intersection improvements, percentage of transit stops accessible via sidewalks and curb ramps, rate of crashes and fatalities by mode, and number of approved and denied exceptions.
Key Policy Takeaways	Complete Streets are clearly defined. Applies to all MPO-led projects programmed with STGB and TAP funds but does not specify requirements and/or recommendations for policy applications. Exemptions are clearly defined and require approval. Design guidance requires network connectivity, considers surrounding land use, and allows a context sensitive approach. Implementation strategies are well defined through a prescribed project selection process. Robust implementation and evaluation process with evaluation criteria to measure progress.

National Capital Region Transportation Planning Board (TPB)

Service Area	The National Capital Region Transportation Planning Board (TPB) is the federally designated metropolitan planning organization (MPO) for metropolitan Washington. Working with local, state, regional, and federal partners, the TPB coordinates planning efforts, provides data and analysis to decision makers, and coordinates regional programs to advance safety, land-use coordination, and transportation. The TPB is housed at and staffed by the Metropolitan Washington Council of Governments (COG).
Service Area Population	6.37 million
Funding	Attributable federal funds; Annual project application cycle for TA-set aside funds
Policy Adoption Year	2012
Policy Definition	This policy includes definitions for a Complete Street, Complete Streets Policy, and Complete Streets Principle. A Complete Street is defined as a street that safely and adequately accommodates motorized and non-motorized users, including pedestrians, bicyclists, motorists, freight vehicles, emergency vehicles, and transit riders of all ages and abilities, in a manner appropriate to the function and context of the facility.
Policy Vision	TPB aims to encourage walking, bicycling, and the use of public transportation as safe, convenient, environmentally friendly, and affordable to enhance economic development and promote physical activity, health and independence for all people.
Policy Application	The policy serves as a guiding document for member jurisdictions and does not apply to projects. The policy states that it encourages member jurisdictions to adopt Complete Streets policies.
Policy Requirements	There are no requirements associated with this policy.
Policy Recommendations	This policy does not include additional recommendations.
Policy Exemptions	The policy serves as a guiding document for member jurisdictions and does not apply to projects. Exemptions are not included in the policy.
Design Guidance	Design guidance is not included in the policy, but the policy references providing design guidance to member jurisdictions.
Policy Implementation	TPB will sponsor training on Complete Streets best practices for personnel responsible for the design, construction, and maintenance of streets. The policy also includes a policy template for member jurisdictions to use in drafting local policies.
Evaluation + Performance Measures	TPB will survey member jurisdictions every two years regarding their adoption and implementation of Complete Streets policies, and adopted Complete Streets policies will be documented in the TIP via the TIP submission form. Every two years, TPB will also report in the Regional Bicycle and Pedestrian Project Database on the pedestrian and bicycle facilities created and improved; create a design guideline and resource database for member jurisdictions; and offer training on Complete Streets best practices for design, construction, and maintenance.
Key Policy Takeaways	<p>Complete Streets are clearly defined.</p> <p>Policy guides TPB to provide technical assistance to member jurisdictions rather than specify how Complete Streets projects are implemented with MPO-attributable funding.</p> <p>Policy applications, requirements, recommendations, and exemptions are not included.</p> <p>Policy lacks comprehensive design guidance.</p> <p>Complete Streets policy template developed for member jurisdictions to use as a draft for local policies.</p> <p>Complete Streets resources and technical assistance are provided to member jurisdictions.</p> <p>Robust implementation and evaluation measures with evaluation criteria to measure policy success as a guiding document.</p>

Complete Streets Policy Element	MORPC	MARC	GRPC	MTC	RTC	SANDAG	SRTC	TMACOG	IMPO	TPB
Definition	X	X		X	X	X		X	X	X
Vision	X	X		X	X	X	X	X	X	X
Intent	X	X		X		X		X	X	
Diverse Users	X	X		X			X	X		X
All Modes	X	X		X	X	X		X	X	X
All Projects	X	X		X		X		X		
Clear Exemptions	X	X		X		X		X	X	
Network/Connectivity	X	X	X	X	X	X		X	X	
Design Guidance	X	X		X	X	X		X	X	
Implementation	X	X	X	X	X	X	X	X	X	X
Performance Measures						X	X	X	X	X

Defining the Complete Streets Elements:

Definition: Clearly defines Complete Streets in the policy.

Vision: Establishes a vision for how and why the MPO will take a complete streets approach to development. Specifies an intent to create a connected network that considers the needs of all users.

Intent: Establishes commitment and intent by using phrases such as “shall” and “will” rather than “consider”.

Diverse Users: Prioritizes all users equitably, especially vulnerable users and the most under-served communities.

All Modes: Applies to all modes of transportation, including walking, bicycling, transit, automobiles, assisted-mobility devices, utility vehicles, EMS vehicles, rail, freight, etc.

All Projects: Applies to the entire lifecycle of all transportation projects, including new construction, reconstruction, rehabilitation, repair, maintenance, planning, and evaluation.

Clear Exemptions: Allows only specific exemptions with a clear procedure for approval.

Network/Connectivity: Prioritizes multi-modal connectivity across the regional transportation network.

Design Guidance: Directs project sponsors to the use of the latest and best design criteria and guidelines from state and national resources.

Implementation: Includes specific next steps for implementation of the policy.

Performance Measures: Establishes measures and frequency to evaluate the policy. Measures are specific, equitable, and transparent.

Based on MPO policy assessments, there are several elements of peer Complete Streets policies that RPC should consider adopting in a policy update. In developing new policy goals, RPC should prioritize equity and resiliency to ensure that projects enhance active transportation in the region’s most vulnerable communities and integrate infrastructure that fosters climate resilience. RPC may reference MTC’s policy for guidance in taking an equitable and resilient approach to Complete Streets initiatives. Similarly, MORPC mandates coordination with DOT and local transit agencies to ensure equity and accessibility goals are met.

RPC should also consider expanding guidelines for policy requirements and exemptions by requiring a Complete Streets Project Checklist and formalize how projects are submitted to the Transportation Improvement Plan (TIP). RPC should explore establishing an approval process for policy exemptions that requires MPO oversight and coordination at each stage of project development. SRTC’s policy serves as a helpful reference in its application of requiring a Complete Streets Checklist for TIP submittals. Similarly, RPC

should standardize scopes of work for regionally funded Stage 0 feasibility studies and plans to ensure that all planning documents reference state, regional, and local Complete Streets policies and incorporate Complete Street design principles in proposed projects where feasible. Implementation action steps and performance measures should be revised to ensure measurable outcomes and encourage member jurisdictions to support the regional policy and implement their own Complete Streets policies and practices. RPC should reference the implementation and evaluation processes established by TMACOG and IMPO. Both MPO's developed comprehensive evaluation criteria and prioritized data collection efforts to ensure successful policy implementation.

Given the challenges in implementing a regional Complete Streets policy due to the project development structure established by DOTD, RPC may consider taking another approach in its policy update and guide. In addition to specifying how Complete Streets projects are implemented with attributable federal funds, the updated policy should establish an institutional framework for providing technical assistance to member jurisdictions in developing local Complete Streets policies and improving coordination with DOTD on statewide Complete Streets initiatives. RPC should reference the Complete Streets policies adopted by TPB, MORPC, and RTC for guidance on providing robust technical assistance to local agency partners. TPB provides a policy template to member jurisdictions and surveys local agencies every two years regarding their adoption and implementation of Complete Streets policies. MORPC staff provide Complete Streets training and workshops for local governments. RTC's policy focuses on providing technical assistance to member jurisdictions rather than specifying how Complete Streets projects are implemented with MPO-attributable funding. RTC also includes a detailed chapter on design in its policy guide. Design guidance includes recommended multi-modal design concepts for roadway projects in the region. Roadway cross-sections with Complete Streets elements are established for each standard right-of-way width. In exploring this approach, RPC should draft a policy template and Complete Streets Guidebook for member jurisdictions to adopt and implement local policies. Updated design guidance should consider connectivity requirements between existing and planned facilities and across jurisdictions. RPC should also review MTC's Complete Streets Checklist and MARC's Complete Streets Handbook, both of which are administrative guidance and design resource documents for member jurisdictions in their respective service areas.

Scope of Work Outline for Complete Streets Policy Update and Guide

RPC staff will scope a Regional Complete Streets Policy Guide, to be completed in FY 25. The guide will define Complete Streets through an updated regional policy and provide a framework for identifying opportunities to fund and implement Complete Streets improvements on the region's roadways, both for use by RPC and local governments. The proposed outline for the Scope of Work is included below.

- I. RPC Complete Streets Policy + Project Implementation Review
 - a. Policy Assessment (Brief Review of this Report)
 - b. Project Implementation Assessment
 - ii. Review of Complete Streets Projects Proposed in Plan and Studies since 2012
 - iii. Complete Streets Projects in Development (Funded, Design, Construction) and Completed (Mapping Assessment)
- II. Stakeholder + Community Engagement
 - a. Complete Streets Working Group
 - i. Working Group Meetings

- b. Stakeholder Meetings
 - i. RPC Member Jurisdictions Meetings/Survey
 - 1. State and Regional Coordination Efforts on Complete Streets Projects
 - 2. Local Needs Assessment for Complete Streets Implementation
 - ii. DOTD Meetings
 - iii. Advocacy Groups Meetings (Coordinate with RPC's Outreach Coordinator to ensure engagement from historically underrepresented groups)
 - c. Public Engagement
 - i. Defining Complete Streets (explaining its importance to the community via website/introductory campaign)
 - ii. Community Survey
 - iii. Public Meetings and Community Pop-Up Events
 - d. Presentations to RPC Board
- III. RPC Complete Streets Policy Update
- a. Refine Definition, Purpose, Background
 - b. Draft Vision, Goals, Objectives
 - c. Resiliency Initiatives
 - d. Refine Policy Applications
 - i. Requirements
 - ii. Recommendations
 - iii. Exemptions
 - e. Refine Design Guidance
 - i. National/State Resources and Best Practices (include Stormwater Management, Resiliency Best Practices, Freight and Emergency Vehicle Operations)
 - f. Refine Implementation, Evaluation Performance Measures
 - i. Process Framework
 - ii. Complete Streets Project Checklist (TIP Submittals)
 - iii. RPC-Funded Plans and Studies
 - 1. Standardized Scope of Work Language (Complete Streets Requirements, Data Requirements, etc.)
 - 2. Evaluation of Adopting Stage 0 Feasibility Studies
 - iv. Evaluation/Performance Measures
 - 1. Frequency
 - 2. Criteria
- IV. Complete Streets Guide
- a. What are Complete Streets?
 - b. Benefits of Complete Streets
 - c. Complete Streets Policy Development
 - i. Complete Streets Policy Template for Member Jurisdictions
 - d. Complete Streets Implementation
 - e. Design & Maintenance Guidance
 - i. National and State Best Practices
 - ii. Design Guidance for Region (Coordination w/DOTD, Green Infrastructure, Typical Sections, etc.)
 - f. Evaluation & Performance Measures