

NEW ORLEANS

COMPLETE STREETS

COALITION

COMPLETE STREETS REPORT CARD



INTRODUCTION

The New Orleans Complete Streets Coalition is dedicated to advancing a vision of our city where streets are safe, accessible, and designed for everyone—whether walking, biking, taking transit, using mobility aids, or driving. The Complete Streets Report Card serves as a benchmark for evaluating how effectively our city is implementing policies and infrastructure that support this vision. The indicators reported, while not a comprehensive list of important metrics, represent issues that matter to the Coalition for which data is currently available to our members, and which we can use to track change over time.

By providing a transparent assessment of where we're making progress—and where we're falling short—this report card helps the City of New Orleans and its partners stay focused on building a transportation network that reflects our shared values of safety, equity, sustainability, and community health.

Overall Complete Streets Progress:

Walking and Bicycling: C-

While New Orleans has made significant progress improving ADA accessibility in recent years, and traffic fatalities overall appear to be trending down from a 2023 peak, significant challenges remain. Nearly $\frac{1}{3}$ of transit stops lack adequate sidewalk connections, few intersections have dedicated pedestrian signals, and progress toward building out a connected, low-stress bikeway network has

slowed significantly. Meanwhile, dozens of people walking and bicycling continue to be killed while trying to navigate our streets each year. A renewed commitment to safe, accessible streets for all is needed.

Transit: C+

After years of increasingly unreliable service due to fleet maintenance and other issues, the quality of transit service in New Orleans has recently been improving, with several exciting projects on the horizon, and the Opportunity Pass program entering its second year helping expand access to opportunities for more of our young people. However, low frequency, slow speeds, and long commute times continue to hinder access to jobs for people who rely on transit, with many riders stuck waiting at stops with no shelters. A long-term plan for supporting transit operations is needed to return to (or exceed) the level of service available in 2019.

Other Complete Streets Priorities: B-

Thanks to recent legislative actions, funding wins, and collaborative efforts between City departments, and with external advocates and coalitions, New Orleans' commitment to streets that support flood mitigation and climate resilience has never been stronger. Several projects successfully integrating pedestrian-friendly design with stormwater management have been completed, with more in the works. Meanwhile, New Orleans remains committed to investing our resources more equitably, and has been developing more transparent, data-driven processes for identifying and ranking projects and for identifying how we should build streets that meet our community's needs in the future. However, we still rank among the most climate-vulnerable cities in the nation, lack adequate tree canopy, are cost-burdened by transportation, struggle with routine maintenance issues, and fail to adequately evaluate the impacts of our investments. In a shifting national policy environment, it's time to reinforce our local commitments to climate action and to ensure that we are achieving equitable outcomes for all New Orleanians.

2026 Complete Streets Priorities:

- Complete and adopt the Safe Streets for All Action Plan (City of New Orleans)
- Complete, adopt, and disseminate updated Complete Streets project selection and design guidance (City of New Orleans)
- Fully implement School Zone safety systems and enforcement (City of New Orleans)
- Implement Complete Streets enhancements on at least 5 priority corridors (City of New Orleans, DOTD, RTA)

- **Develop a plan for sustainable transit funding, including the Opportunity Pass Program (City of New Orleans, RTA)**
- **Measure what matters - let's hold ourselves accountable by:**
 - **Monitoring and regularly reporting on maintenance issues identified and addressed**
 - **Expanding capacity for evaluating project and policy impacts and outcomes**
 - **Regularly convening (City Council Transportation Committee, Complete Streets Working Group, etc) and reporting out on progress toward goals**

WALKING & BIKING

This section examines the infrastructure and policies supporting walking and bicycling in New Orleans. We will assess the availability and quality of sidewalks, bike lanes, and pedestrian crossings. The analysis will also consider factors such as safety, accessibility, and connectivity of walking and bicycling routes. Furthermore, we will evaluate the effectiveness of programs and initiatives aimed at promoting walking and bicycling as viable transportation options.

Dimension	Policy Priority	Metric	Data Source	2025 Report Benchmark
Access	Complete our Sidewalk Network	% of transit stops that are connected to sidewalks	Ride (2024)	68%
	Prioritize improving pedestrian safety and accessibility through signal upgrades/ implementing APS program and other crossing upgrades	# and % of signalized intersections with functional pedestrian signals	UNOTI (2025)	14% of all traffic signals have dedicated pedestrian signals at all crossings
		# of Accessible pedestrian signals, RRFBs, PFBs	UNOTI (2025)	PHBs: 2 RRFBs: 17 APS: 2
		% of intersections with ADA-compliant Curb Ramps	City of New Orleans (2023)	4,435 fully compliant intersections (54%)
	Ensure well-marked crosswalks at all signalized intersections	% of signalized intersections with high-visibility crosswalks	UNOTI (2025)	44%
	Getting a fully operational school zone system off the ground	% of School zones with signage and lights operating	City of New Orleans (2025)	Beacons/Flashers: 62% Marked Active: 70% Both: 33%
	Finish the 75 miles of new protected bikeways promised in Moving New Orleans Bikes	Bikeway Mileage	UNOTI/DPW (2024)	159 miles of bikeways, 98 dedicated or protected
	Quality	Make walking and bicycling easy, safe, and fun: support efforts to eliminate fatalities and advance	Fatalities	Bike Easy, New Orleans Transporta

goal of 50% non-auto trips by 2030 through quality infrastructure and supportive programming		tion Safety	
	Participation in local bike events	Bike Easy	1,147 participated in Bike Easy bike safety education programs in 2024
	Annual users - permanent count locations	UNOTI (2024)	Overall trend: Down 2% from 2023 to 2024

TRANSIT

This section evaluates the state of public transit in New Orleans, focusing on accessibility, frequency, affordability, and overall rider experience. We will assess key performance indicators (KPIs) such as on-time performance, ridership numbers, and expansion of transit routes. Our analysis will also consider the connectivity between different transit modes and the integration of transit with other transportation options.

Dimension	Policy Priority	Metric	Data Source	Benchmark - 2025 report Card
Access	Sustainably fund transit so total service and overall access indicator can be expanded	Annual Vehicle Revenue Hours (VRH)	FTA - Annual Agency Profile (2023)	774,202 - not yet back to 2019 level
		Percentage of jobs within 60 minutes by transit for workers	Ride Open Data Portal (2024)	Orleans Parish: 33.6% Jefferson Parish: 16.9%
	Commit to building new shelters and transit priority corridors	# and % of stops with shelters	Ride Open Data Portal (2024)	293 out of 1,930 (15%)
		Mileage, dedicated transit ROW or transit priority lanes	UNOTI (2024)	26.71 lane miles streetcar .53 lane miles bus
	Support permanent funding for Opportunity Pass Program	# of opportunity pass users	Ride	Year 1 (Preliminary data): <ul style="list-style-type: none"> Over 6,000 registered Over 200,000 rides 75% of users report riding weekly or daily
Quality	Deliver high-quality transit service that works for our city	On-Time Performance	RTA (2024)	Overall: 76% OTP
		% of scheduled service delivered	RTA (2024)	Overall: 96.6% of scheduled service delivered (excluding long-term planned closures)
		Transit Reliability Index	UNOTI (2025)	Index Score: 73

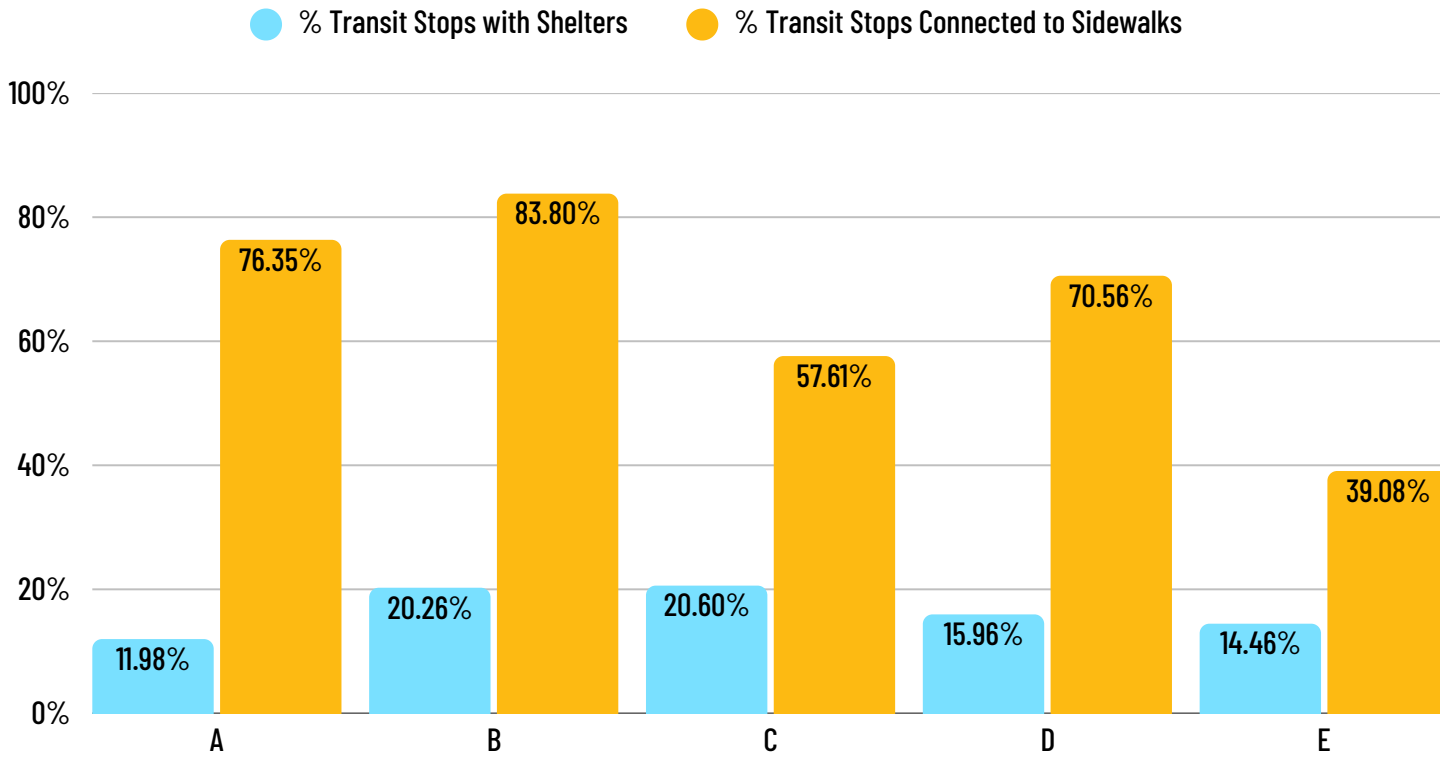
OTHER COMPLETE STREETS PRIORITIES

This section covers other relevant aspects of complete streets, including street design, traffic calming measures, and public engagement. We will assess how these elements contribute to creating safer and more accessible streets for all users. The analysis will also consider the integration of green infrastructure and the promotion of sustainable transportation practices. This section also contains an assessment of public opinion and community feedback.

Dimension	Policy Priority	Metric	Data Source	2025 Benchmark
Access	Make inclusion of green infrastructure the standard operating procedure for right-of-way projects	# of publicly-funded Green Infrastructure installations involving street right-of-way completed	UNOTI	72 small (lot level); 2 medium (block level); 3 large (corridor level)
		# of privately-funded GI installations involving street ROW completed	Urban Conservancy & other community partners	Urban Conservancy: 55 Front Yard Initiative projects to-date (2016-2025) 30+ projects by other community partners identified
	Prioritize maintenance of our drainage infrastructure	#/% of catch basins maintained/fixed	data.nola.gov	63% of catch basins inspected, 2017-2024
Quality	Support thriving, equitable, livable streets, neighborhoods, and communities	Climate Vulnerability Index	US Climate Vulnerability Index	Orleans Parish: 93rd percentile (top 10% in country for vulnerability)
		Housing and Transportation Cost	H+T Index	49% of income spent on housing + transportation
		Economic Impact of infrastructure	Bike Easy	We lack routine protocols for evaluating project impact. Case Study: Lafitte Greenway Over 350M in development along corridor, over 1,700 new housing units
		Equity of investments	City of New Orleans	Clear project prioritization criteria and a transparent public process are needed.

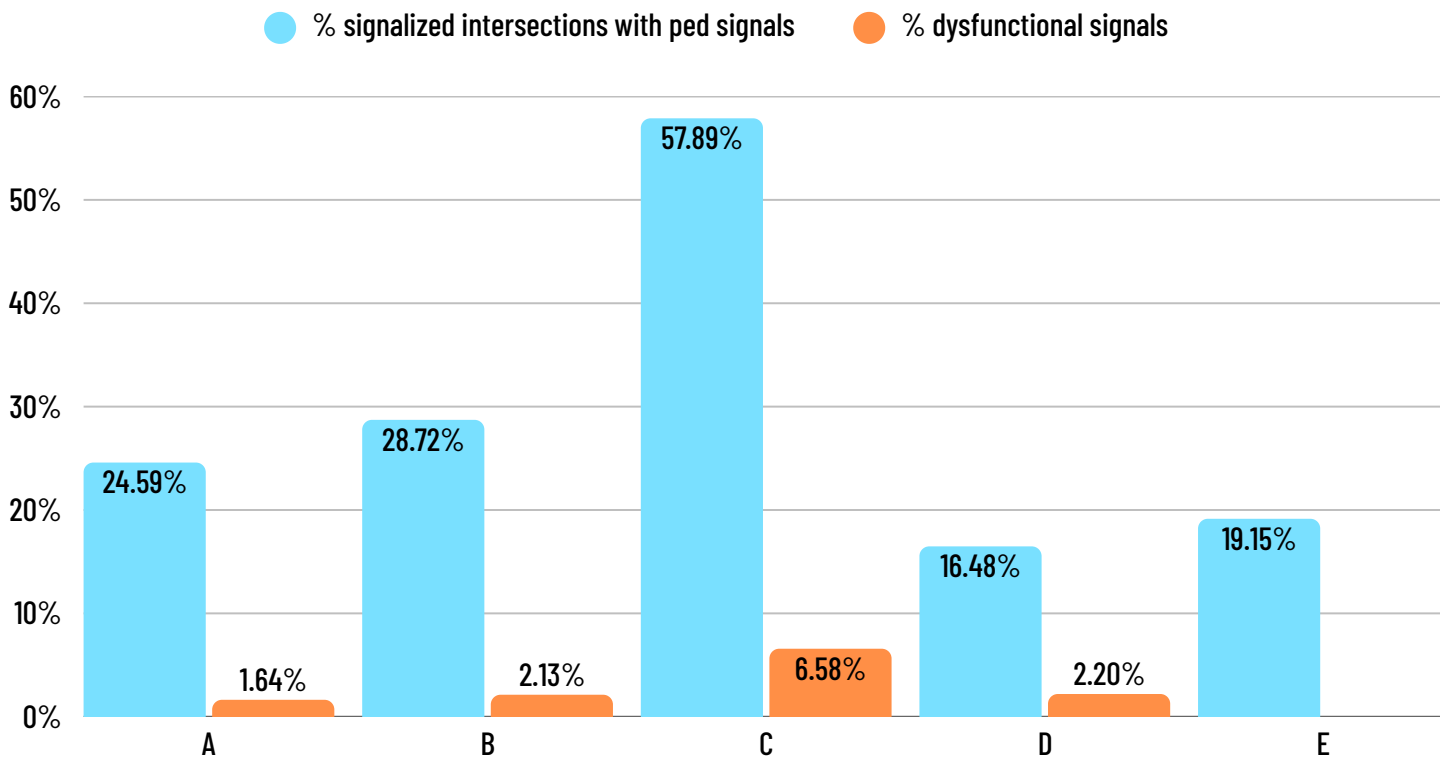
Supplemental Data: Walking and Bicycling

Transit Shelters and Sidewalk Connections by Council District



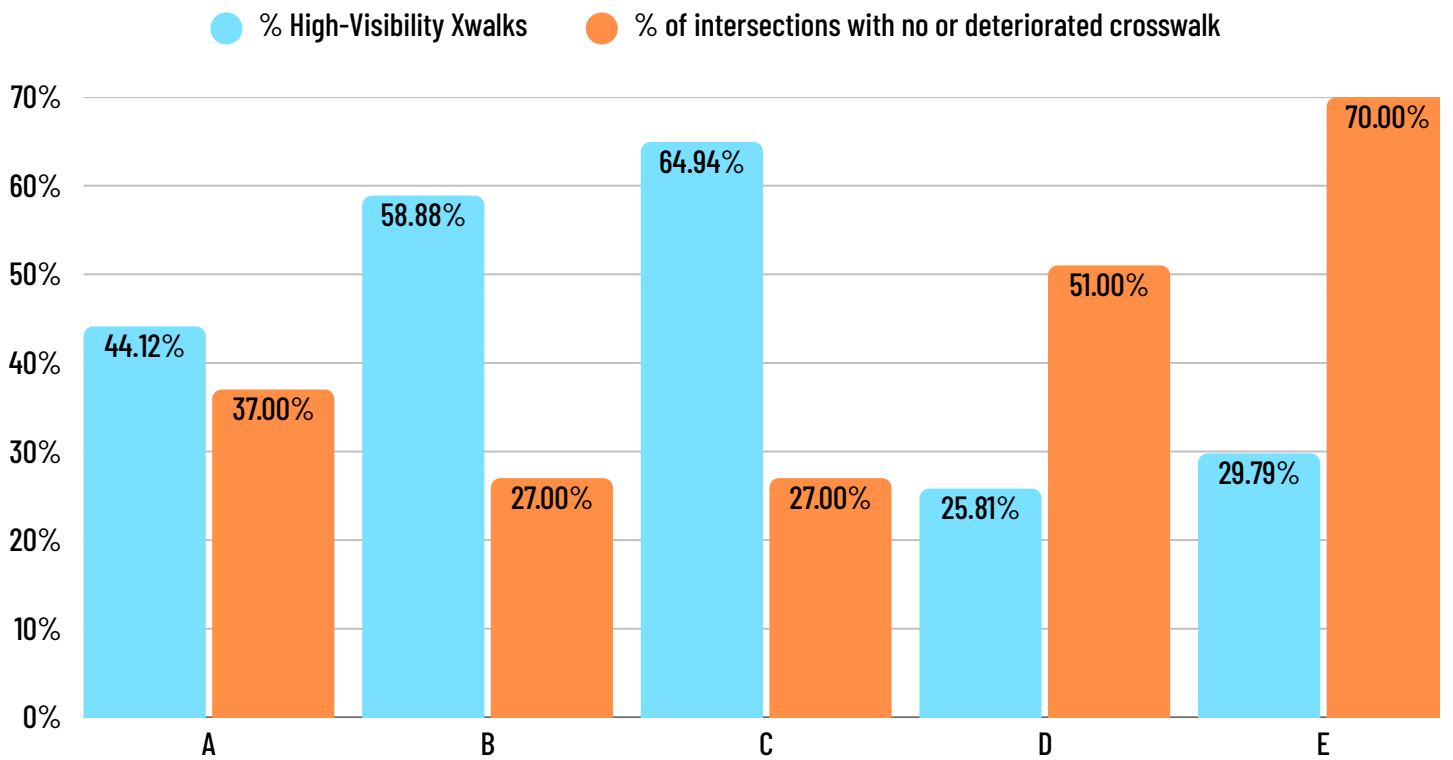
Data Source: Ride New Orleans

Pedestrian Signals by Council District



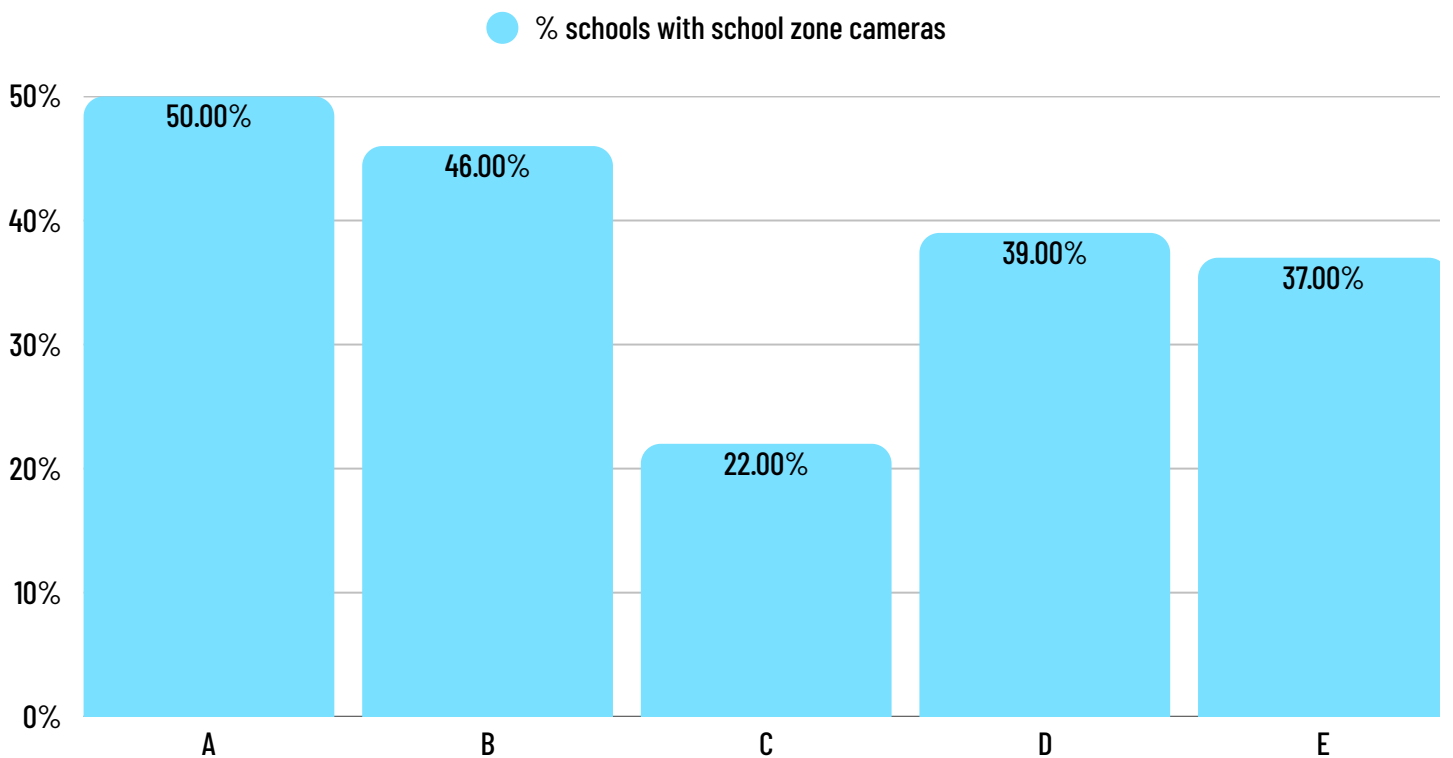
Data Source: UNO Transportation Institute

Crosswalks at Signalized Intersections by Council District



Data Source: UNO Transportation Institute

School Zone Cameras by District

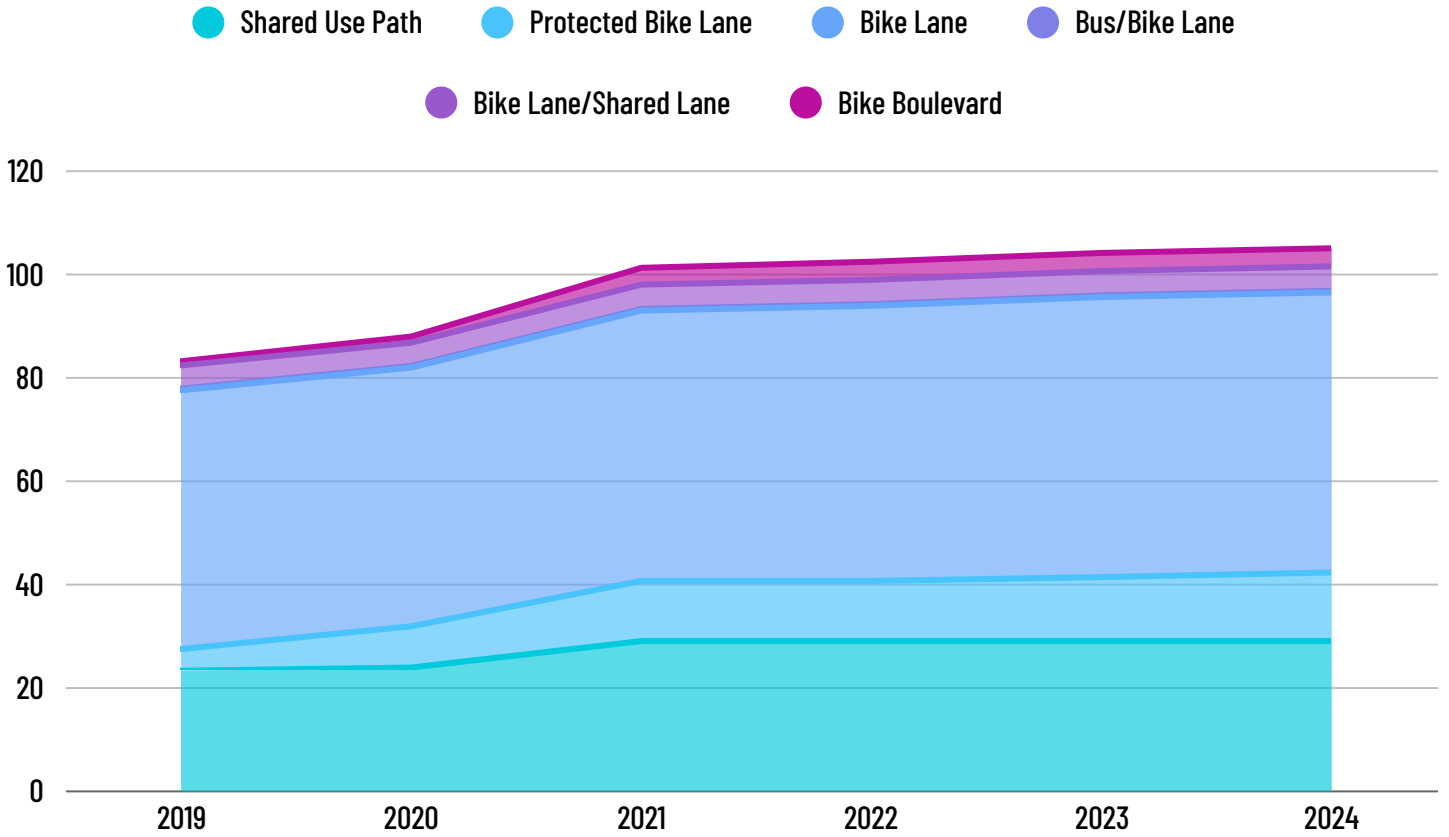


Data Source: City of New Orleans

Note: approximate; some cameras may support multiple schools; data last updated March 2025

































Bikeway Mileage by Facility Type

























Estimated Centerline Miles



Data Source: City of New Orleans/UNO Transportation Institute

Known Walking and Bicycling Fatalities 2020-2025

Unknown		4/20/2024	8500 block of the I-10 Service	State			Y	E
Unknown		4/16/2024	Canal St and S Claiborne St	State			N	B
Unknown		3/12/2024	Paris Road and Chef Menteur Highway	State			Y	E
Chris Williams		2/29/2024	Alvar and Abundance				Y	D
Unknown		1/12/2024	Wall Boulevard and Westbend Parkway			Protected Bike Lane	N	C
Unknown		1/4/2024	Chef Menteur Highway and Wilson Avenue	State				E
Unknown		11/25/2023	US 90 above Earhart Boulevard	State			Y	B
Unknown		11/10/2023	Chef Menteur Highway and Laine Avenue	State				E
Reuben Eric Hayes		10/1/2023	N. Claiborne and Touro Street	State			N	C/D
Unknown		9/21/2023	N Claiborne Avenue and St. Phillip St	State				C/D
Unknown		9/5/2023	I-10 East near Bullard Avenue exit	State				E
Unknown		8/31/2023	Esplanade Avenue and N Broad St	State				A/C
Desiree Latil-Hawthorne		8/20/2023	I-10 Eastbound near Dwyer Road	State			Y	E
Charlie Hampton "Eddie"		8/4/2023	?					
Dustin Strom	36	6/13/2023	St Claude Ave and Marigny Street	State		Bike Lane	N	C
Belle Adelman-Cannon	17	6/3/2023	100 block of Zachary Taylor Drive					A
Ralph Brooks		5/30/2023	N Claiborne & St Louis St	State				B/C/E
Unknown		5/14/2023	Canal and N Rampart				Y	B
Unknown		5/3/2023	I-10 West at the exit to I-610 West	State			Y	D
Unknown		3/4/2023	Elk Place and Canal St.					B
Unknown		2/22/2023	eastbound on-ramp to I-10 near the Howard Avenue exit	State				B
John Patton		1/18/2023	St. Claude and Alvar St	State		Bike Lane		C
Unknown		12/30/2022	I-10 Service Road and Winchester Park Drive	State				E
Unknown		12/7/2022	Woodland Bridge			Bridge		C
Unknown		11/21/2022	9300 block of S I-10 Service Road	State				E
Unknown		11/14/2022	South Peters St and Poydras St					B
Unknown		10/24/2022	Claiborne Ave and Josephine St	State				B
Unknown		10/10/2022	Chef Menteur Highway and Warner Drive	State			Y	E
Unknown		10/2/2022	2600 block of Paris Avenue					D
Unknown		8/20/2022	I-510 N & I-10 W	State				E
Unknown		8/15/2022	N Robertson St & Music St					C
Unknown		5/10/2022	Chef Menteur Highway and Downman Road	State				E

Unknown		3/29/2022	I-10 East at I-510 exit southbound	State				E
Unknown		3/19/2022	12900 block of Chef Menteur Highway	State				E
Unknown		1/9/2022	100 block of Boubon St					C
Unknown	74	12/25/2021	13800 Chef Menteur Highway	State				E
Unknown		10/28/2021	Loyola Ave and Earhart Boulevard					B
Unknown		10/16/2021	Chef Menteur Highway and Gawain Drive	State				E
Reagan Gurney	41	10/8/2021	Bruxelles St and Law St				Y	D
Rob Bowles		10/1/2021	St. Bernard Ave & Law St			Bike Lane		D
Unknown		9/16/2021	Elysian Fields Ave and N Peters St					C
Fearhar	62	7/18/2021	General De Gaulle Dr at Westbend Pkwy	State			Y	C
Unknown		7/18/2021	I-10 W just past the Norman C Francis overpass	State				B
Sher Stewart	74	7/16/2021	St. Claude Ave at Pauger St	State		Bike Lane	Y	C
Unknown		6/13/2021	610 by the Elysian Fields exit	State			N	D
Unknown		5/20/2021	I-10 East just past the Michoud Boulevard exit	State				E
Unknown	31	2/27/2021	St. Charles Ave and Harmony St					B
Al Franklin		2/12/2021	Gentilly Blvd at Aubry St			Bike Lane	N	A/D
Reginald Hilliard		1/10/2021	Harrison Ave at St. Bernard Ave				N	D
M, unknown		12/29/2020	St. Charles Ave at Delachaise St			Bike Lane	N	B
45 y/o M, unknown	45	12/22/2020	N. Claiborne at St. Bernard	State			Y	C/D
Unknown		11/22/2020	3100 block of Rue Parc Fontaine					
Carl Odoms		8/27/2020	General De Gaulle Dr at Westbend Pkwy	State			N	C
Marc Davison		5/1/2020	Elysian Fields Ave at Rampart St				Y	C
M, Unknown		3/16/2020	Hayne at Reelfoot	State			Y	E
Lloyd Smith	58	1/9/2020	Canal St at Rendon				Y	B

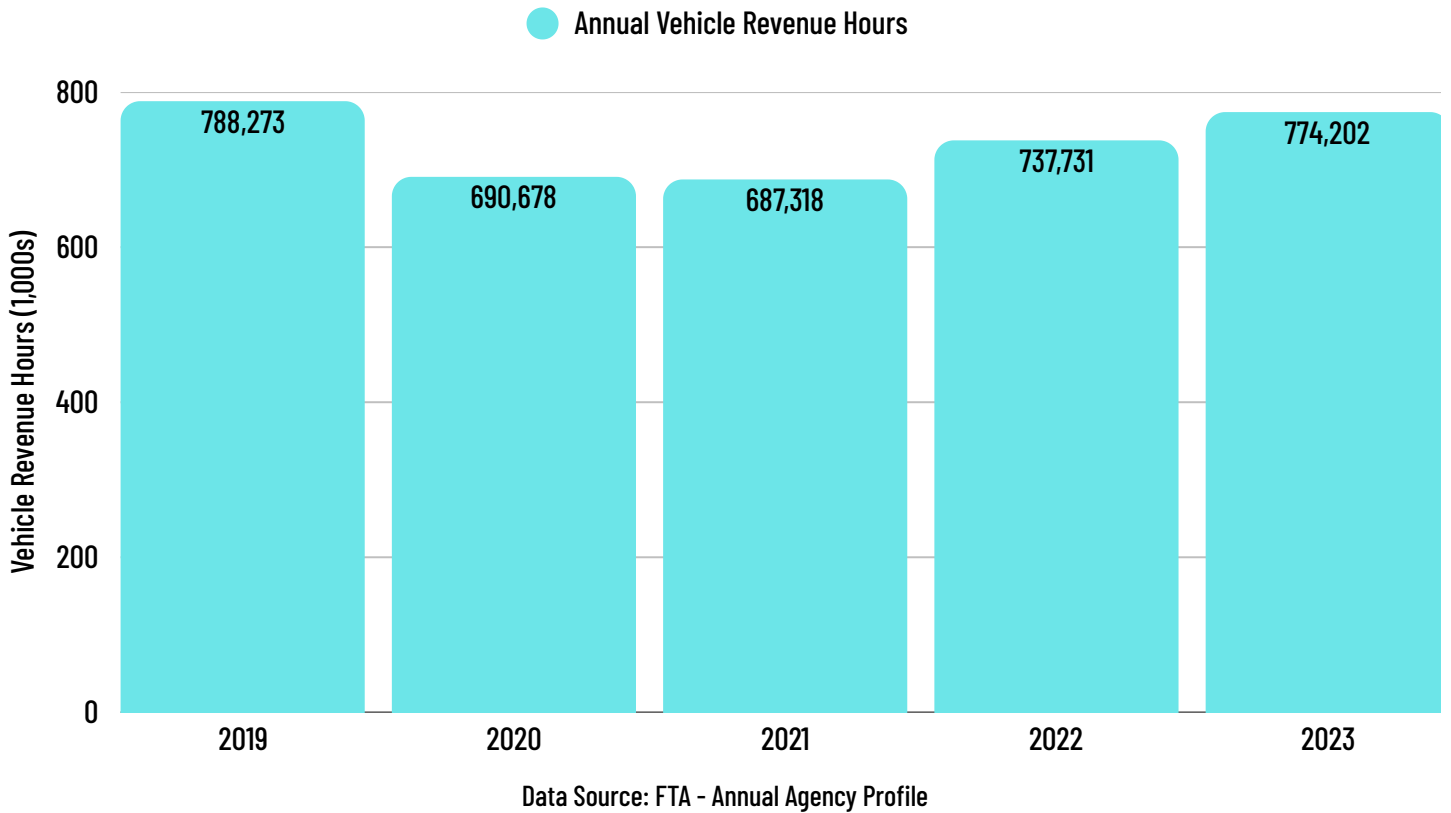
Average Daily Users - Long-Term Count Locations

(unadjusted/no imputed values for missing data)

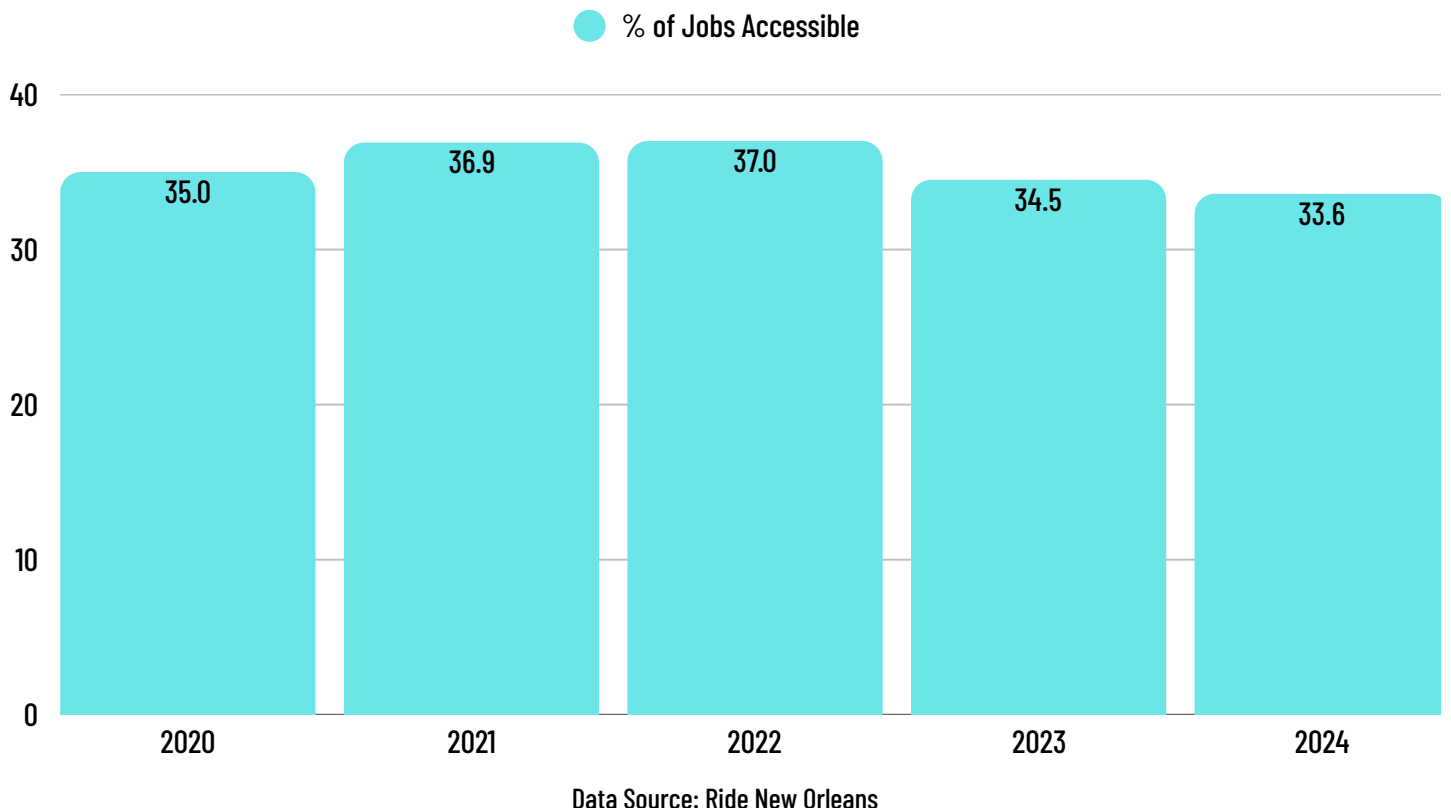
		2020	2021	2022	2023	2024	
Norman Francis Parkway	Bikes	546	365	355	333	316	
	Peds	391	326	327	312	367	significant ped data loss 2024; may skew data
	Average Daily Users	937	691	682	649		
Lafitte Greenway	Bikes	722	597	627	648	599	
	Peds	378	339	337	312	356	some ped undercount issues 2023
	Average Daily Users	1100	936	964	960	953	
Baronne St	Bikes	151	127	133	130	98	
Wisner Trail	Bicycles	294	166	113	108		no data 2024
	Pedestrians	327	210	252	219		
	Average Daily Users	621	376	365	327		
Esplanade Ave	Bikes	530	383	351	365	324	

Supplemental Data: Transit

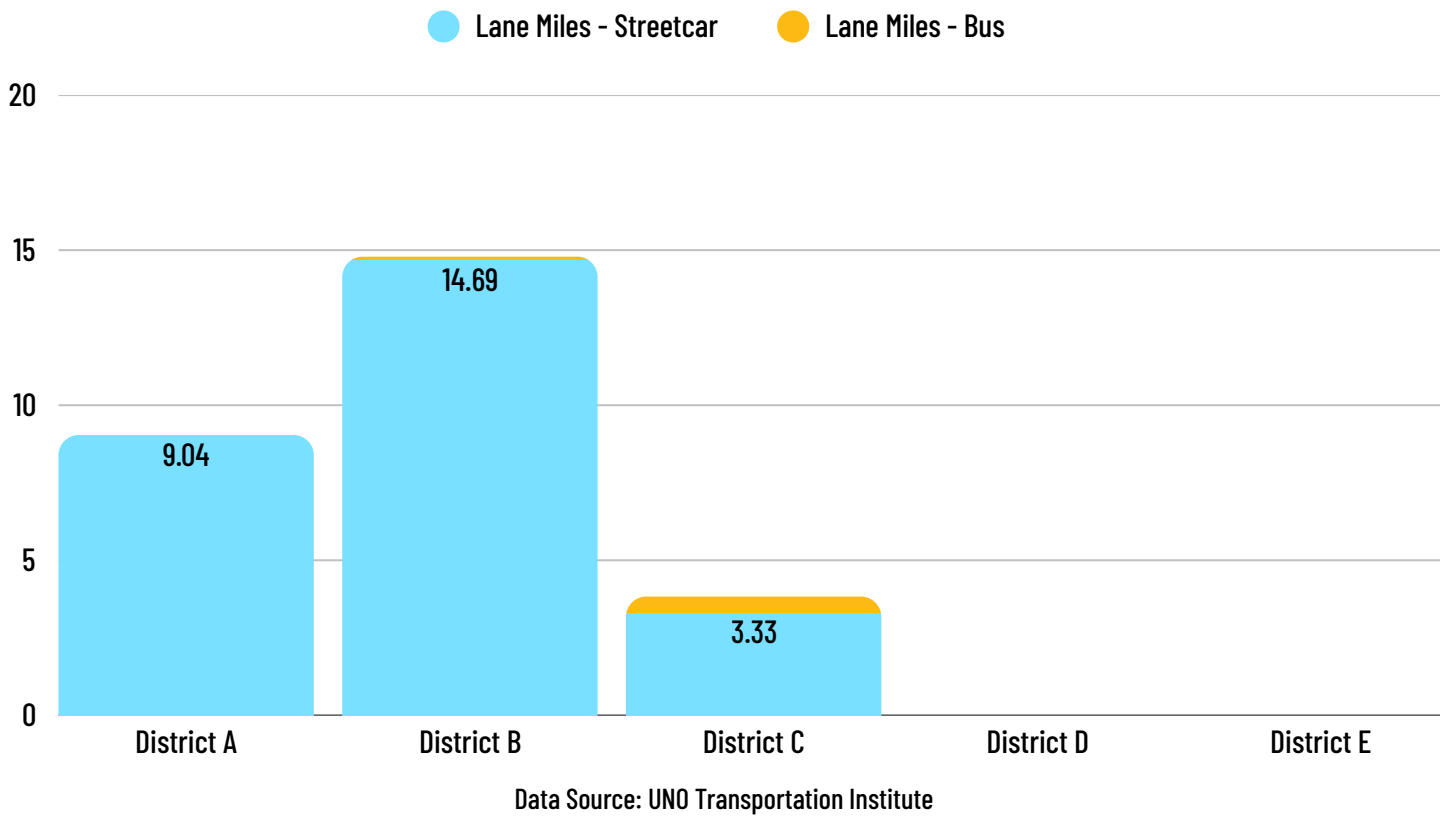
RTA: Annual Vehicle Revenue Hours, 2019-2024



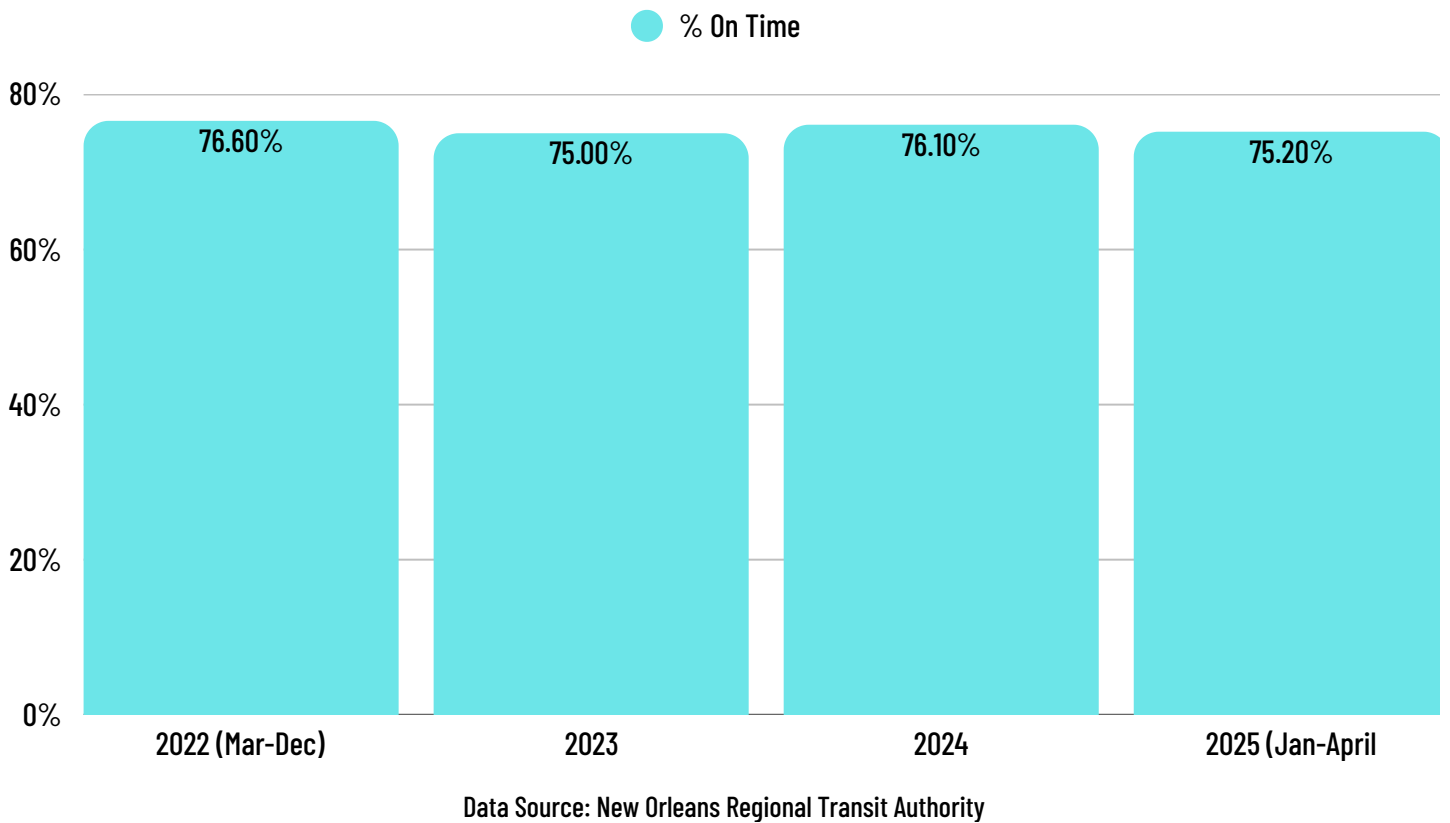
Percentage of jobs within 60 minutes by transit for Orleans Parish workers (7am-9am and 11am-1pm averages)



Dedicated Transit Right-of-Way, by Council District

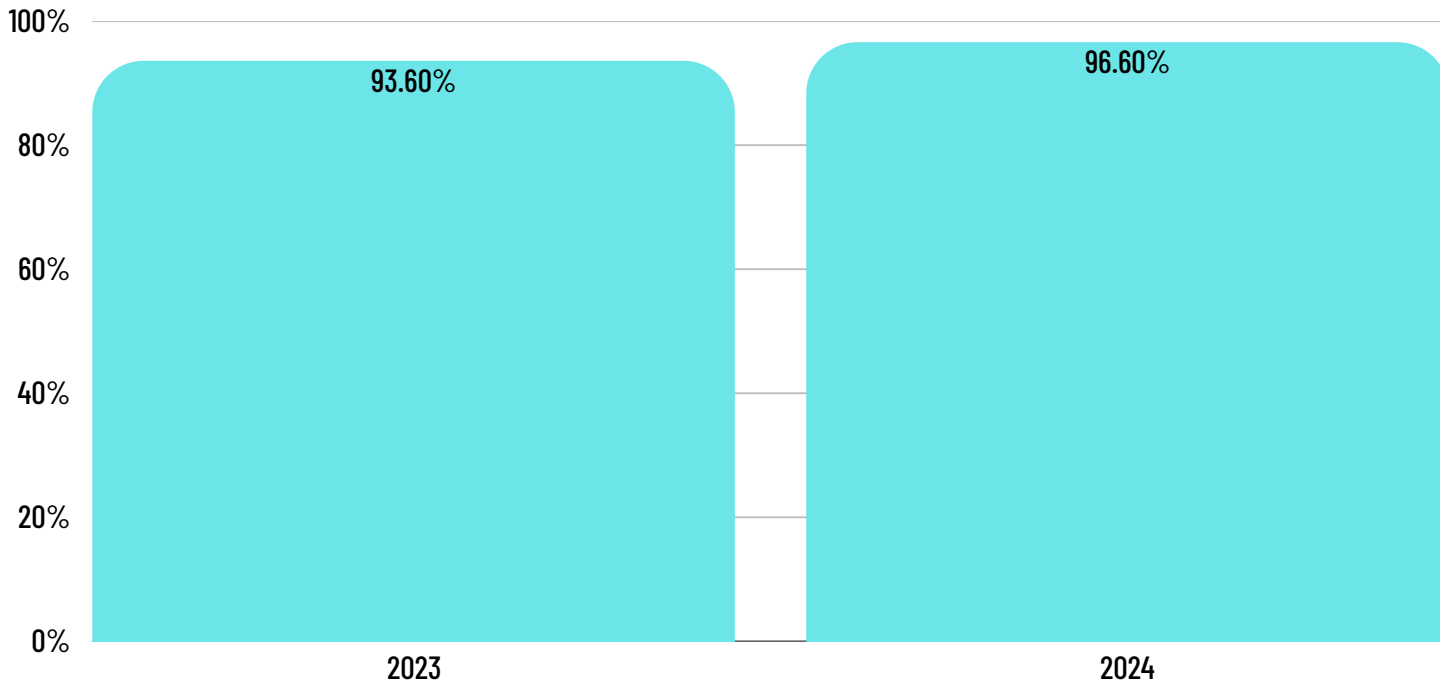


RTA Percent On-Time Performance



Percent of Scheduled Service Delivered - All Bus Routes

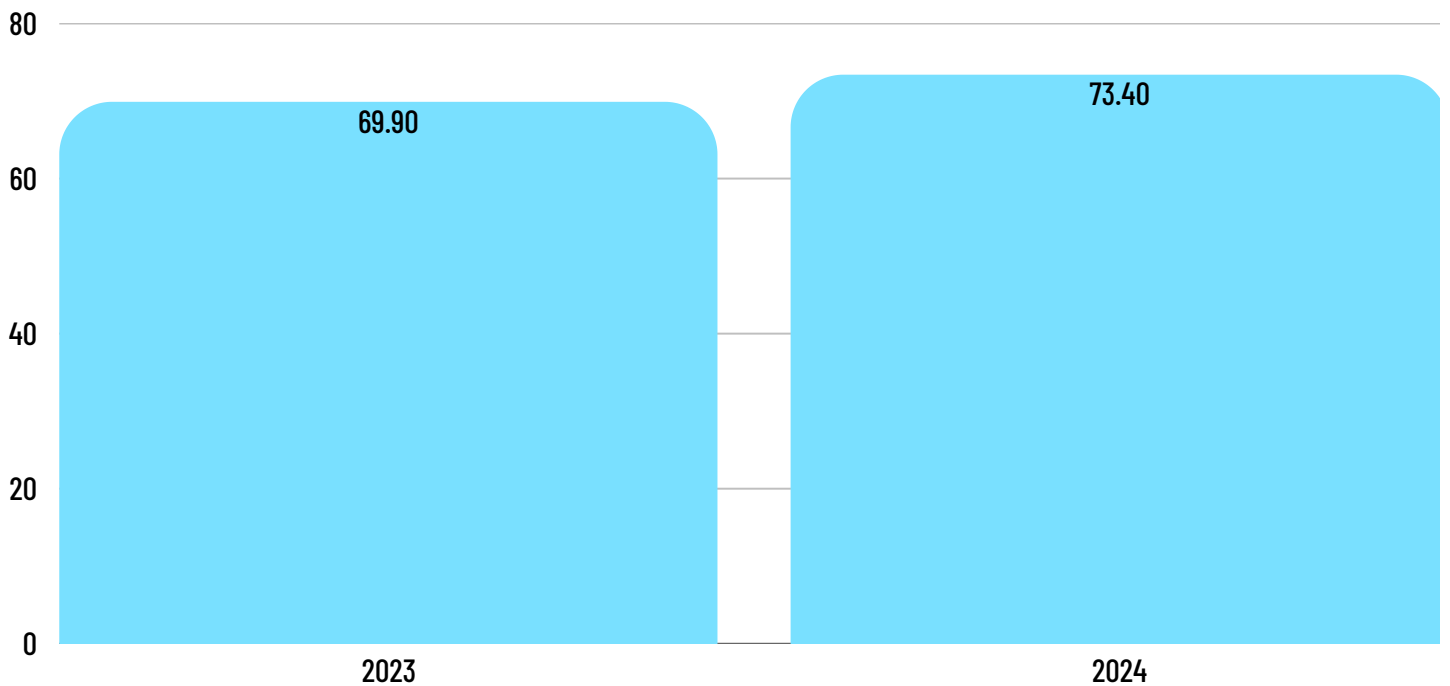
● % Service Delivered



Data Source: New Orleans Regional Transit Authority

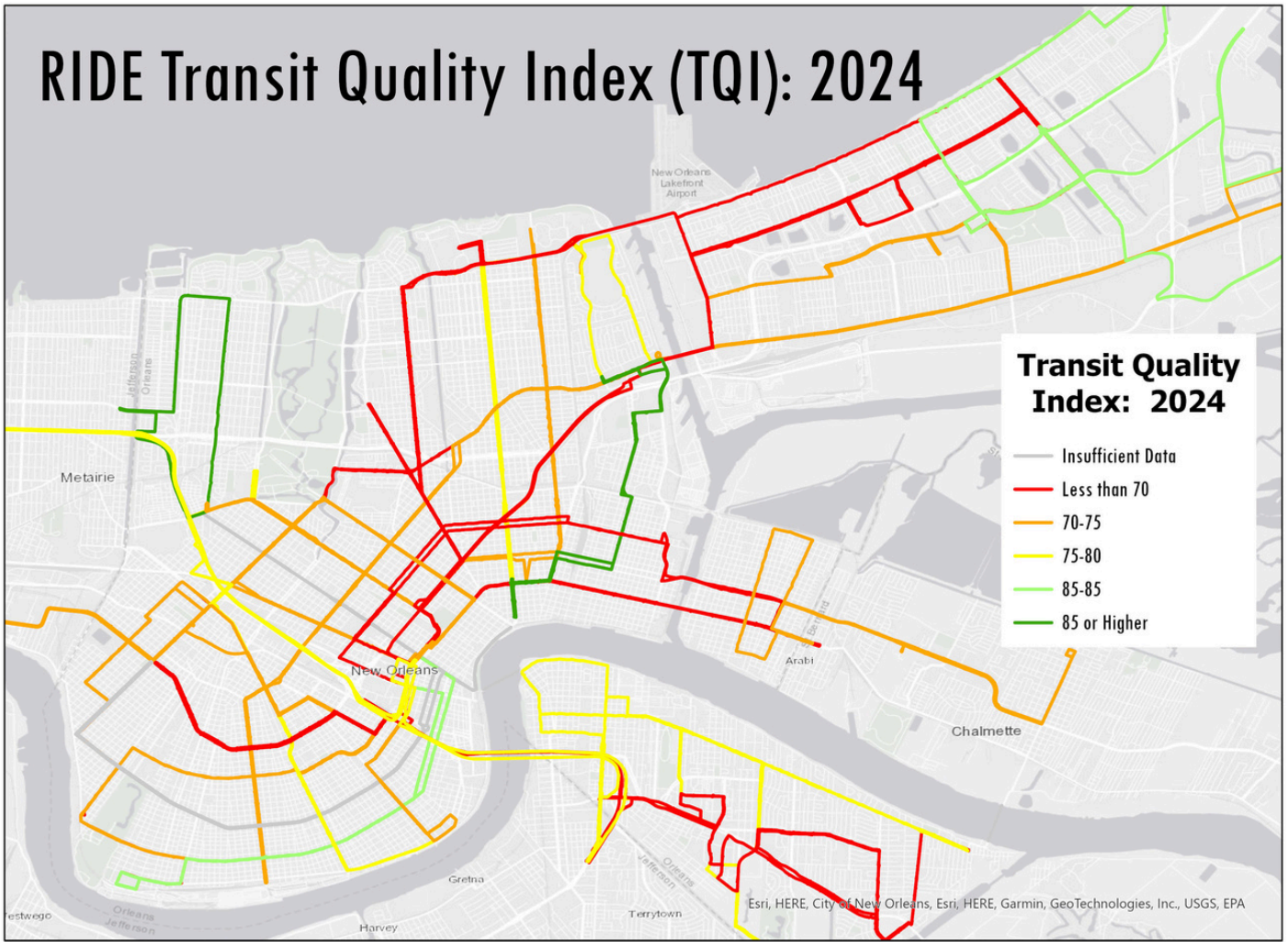
Transit Service Quality Index (OTP x % Service Delivered)

● Transit Service Quality Index



Data Source: RTA, UNO Transportation Institute

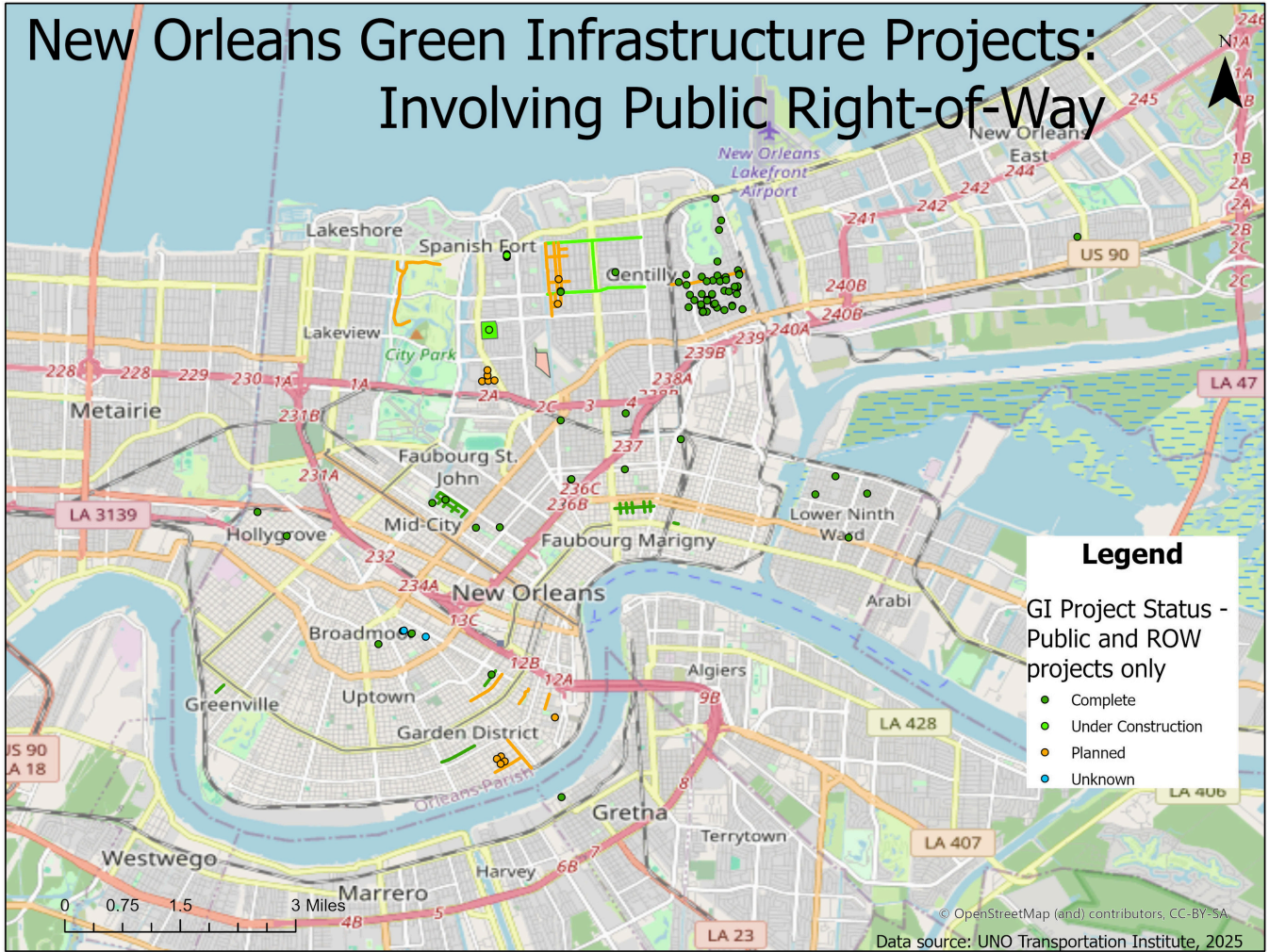
RIDE Transit Quality Index (TQI): 2024



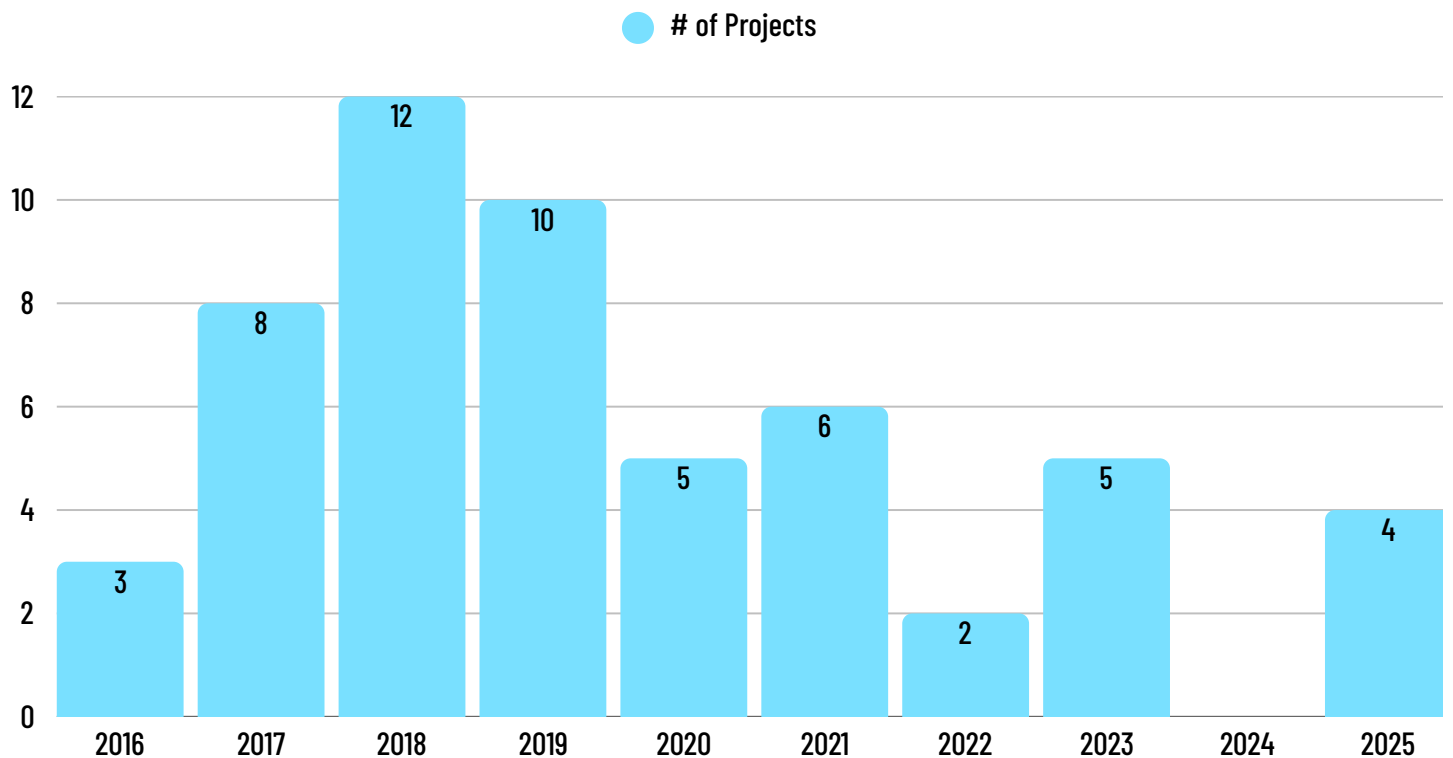
Data Source: New Orleans Regional Transit Authority; UNO Transportation Institute

Supplemental Data: Other Complete Streets Priorities

New Orleans Green Infrastructure Projects: Involving Public Right-of-Way



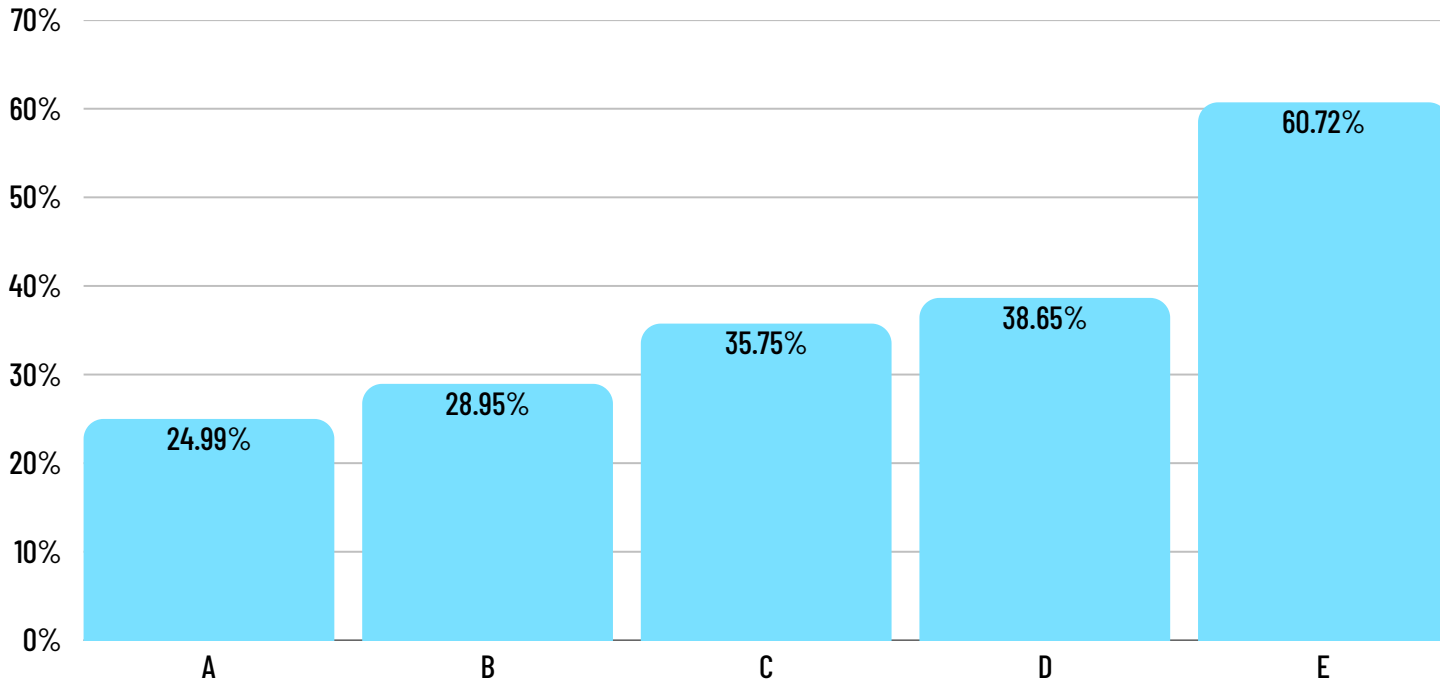
Front Yard Initiatives Involving Sidewalks, Public Right-of-Way



Data Source: Urban Conservancy

Uninspected/Unserviced Catch Basins by Council District

● % of catch basins not inspected or maintained 2017-2024



Data Source: City of New Orleans

Climate Vulnerability: Census Tracts in 90th Percentile or Higher, Nationally:



Data Source: US Climate Vulnerability Index

Lafitte Greenway Economic Impacts

Housing Units Built (Total)	1,752
Market Rate Rentals	635
Affordable Rentals	1,114
Short Term Rentals	3
Non-Residential Development (Square Feet)	440,164

Development Type	Total Development Cost	Total Assessment (2023)	Total Assessment (2022)	% Change (2022-2023)
Bar/Restaurant/Cafe	\$9,558,456	\$8,571,200	\$6,978,720	22.8
Entertainment/Cultural	\$5,778,453	\$4,426,200	\$3,705,600	19.4
Residential	\$196,470,195	\$15,408,500	\$14,696,900	4.8
Mixed Use	\$83,109,285	\$47,419,800	\$45,003,000	5.4
Office	\$11,808,655	\$6,750,320	\$5,259,010	28.4
Public Improvement	\$3,620,000	-	-	-
Retail	\$46,905,103	\$16,755,100	\$16,085,100	4.2
TOTAL	\$357,250,146	\$99,331,120	\$91,728,330	8.3

Data Source: Laura Harris