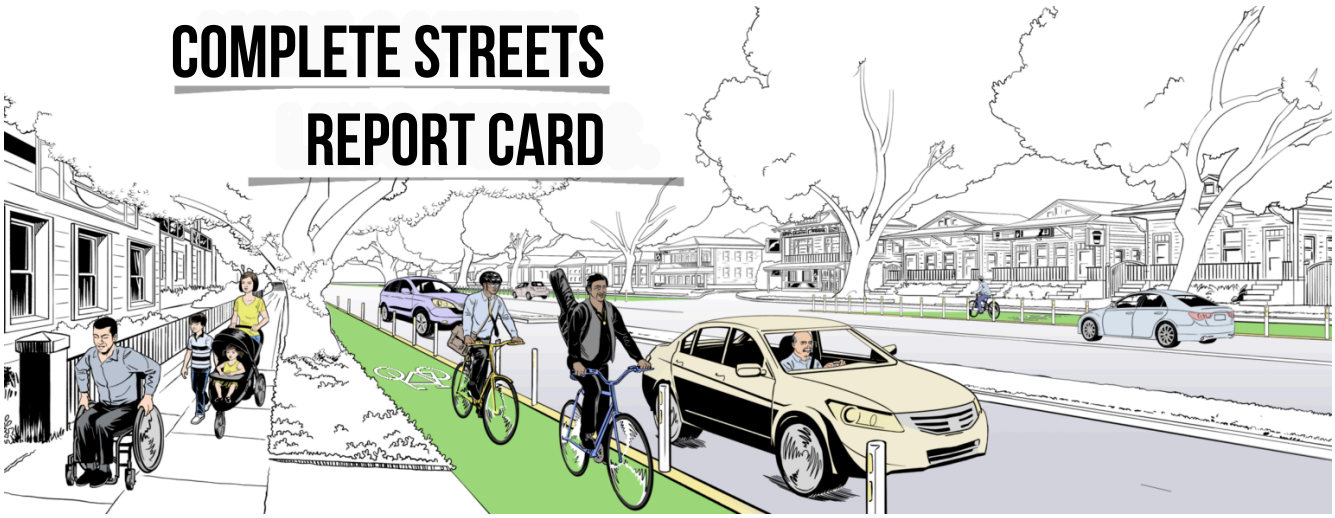
NEW ORLEANS
COMPLETE STREETS
COALITION



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 ⅓ 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 Comprehensive Safety 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, including the availability and quality of sidewalks, bike lanes, and pedestrian crossings. We consider factors such as safety, accessibility, and connectivity of walking and bicycling routes, as well as 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

Dimension	Policy Priority	Metric	Data Source	2025 Report Benchmark
Quality	Make walking and bicycling easy, safe, and fun: support efforts to eliminate fatalities and advance goal of 50% non-auto trips by 2030 through quality infrastructure and supportive programming	Fatalities	Bike Easy, New Orleans Transportation Safety Dashboard	**29 fatalities in 2024** (at least 12 of which were reported in news) in 2024, at least **26 fatalities** in 2025 through July. *Names not reported: 18*
		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 assess key performance indicators (KPIs) such as on-time performance, ridership numbers, and expansion of transit routes, and 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): • 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 green infrastructure, maintenance, resilience, and public engagement that contribute to creating safer and more accessible streets for all users.

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.**