



CONGESTION MANAGEMENT PROCESS

FEBRUARY 2024

RECORD OF CMP FY2023-2026 ADOPTION

Public Comment Period:
1.31.2024-2.14.2024

Adopted by MPO
Transportation Policy Committee:
2.21.2024

ABOUT:

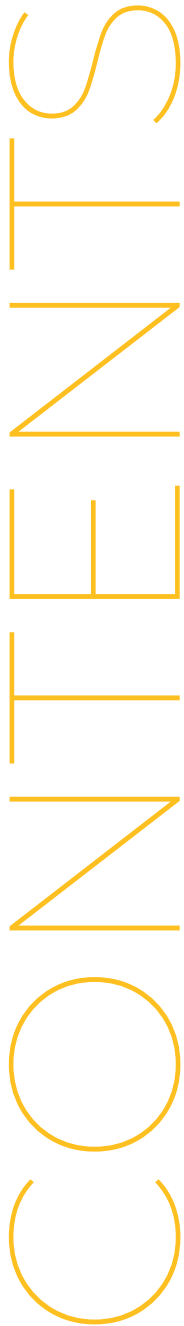
This report provides technical details and documents the Congestion Management Process in the Acadiana Transportation Management Area. It contains updated congestion, mobility and safety information as well as existing and potential strategies pertaining to the multi-modal transportation system. This report also addresses the process of integrating the Congestion Management Process into the Acadiana MPO entire planning process.

The preparation of this document was financed through grants from and disseminated under the sponsorship of the Federal Highway Administration and the Federal Transit Administration (US Department of Transportation). The United States Government assumes no liability for its contents or use thereof.

Prepared by Acadiana Planning Commission (APC)
in cooperation with the Federal Highway Administration, the Federal Transit Administration and the Louisiana Department of Transportation and Development

APC Office - 101 Jefferson St. - Lafayette, Louisiana 70501

Table of Contents



01.

Introduction

02.

Impact of 2018 CMP
Implementation

03.

CMP and the MPO
Transportation Planning
Process

04.

CMP Development

05.

Corridor Prioritization
Methodology

06.

Identification of High
Priority CMP Corridors

07.

Determination of
Improvement Needs

08.

CMP Improvement
Recommendations

09.

CMP Future Tasks and
Updates



Introduction

CMP Background

A Congestion Management Process (CMP) is an analytical process that measures the operational effectiveness of major transportation facilities located within a Transportation Management Area (TMA), an urbanized area with a population greater than 200,000 people. A CMP proposes strategies to address congested areas identified within a TMA. It is an effective tool that assists in the management of new and existing transportation facilities, mainly through travel demand reduction scenarios and supply management strategies that promote traffic mobility and accessibility in the metropolitan planning area (MPA).

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) required each TMA to develop a Congestion Management System (CMS). Subsequent legislation that has continued this requirement include:

1998

Transportation Equity Act for the 21st Century (TEA-21)

2005

Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)

2012

Moving Ahead for Progress in the 21st Century Act (MAP-21)

2021

Infrastructure Investment and Jobs Act (IIJA)

Congestion Definition

Congestion is defined as the delay compared to normal free-flow traffic conditions on major transportation systems that impedes traffic mobility and maneuverability. Traffic congestion has several negative side effects, such as an increase in transportation costs, increased fuel consumption, and lost work productivity. It also contributes to air pollution, negatively impacting the health of the MPA's residents, workers, and the environment.

Congestion Types and Causes

Congestion can generally be classified as either recurring or non-recurring. Recurring congestion is regularly occurring traffic congestion that happens at the same time every day during peak hours. This congestion happens due to traffic demand exceeding roadway capacity. Non-recurring congestion occurs due to accidents, adverse weather, special events, work zones, and other factors that do not follow a predictable pattern.




The previous CMP effort for the Acadiana MPA was conducted in 2018, and the primary tasks completed in the plan are as follows:

- Analyzed the Acadiana Metropolitan Planning Area's (MPA's) transportation system.
- Determined which areas experienced the greatest mobility and maneuverability issues associated with traffic congestion.
- Identified a wide range of congestion reduction scenarios that, if implemented, would aid in improving free flow traffic conditions.

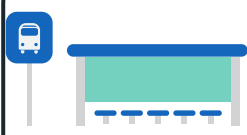
The prior CMP considered a corridor to be congested if the V/C ratio was greater than 1.0. The TransCAD model was used to perform an analysis, the model projected segments with high congestion as well as segments located between congested segments with little congestion or no congestion. Once the gaps were eliminated, the congested segments formed continuous corridors where speed deficit data was used to measure congestion.

Previous Congestion Management Strategies

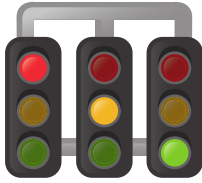
Four Levels of Mitigation Strategies



Temporal shift of home-based work travel behavior



Shifting trips from automobiles to other modes



Enhancing operations on existing roadway facilities



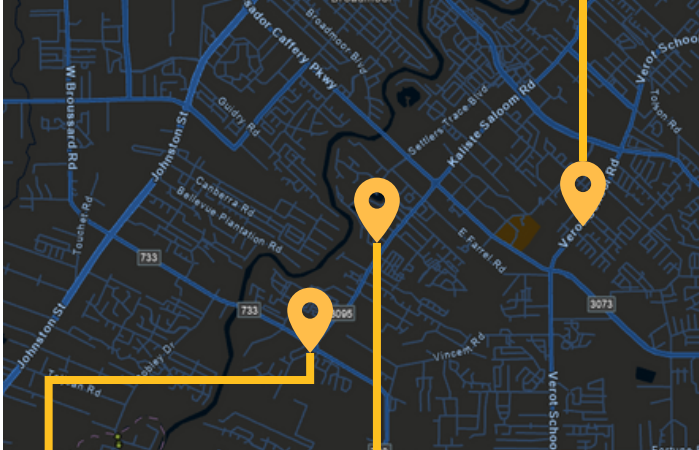
Increasing roadway capacity

Improvements since 2018 CMP Implementation

Verot School Road Widening

01

This corridor had a speed deficit of 26% over a length of 2.8 miles on the congested segments from Camelia Drive to Ambassador Caffery Parkway. With the widening of this road by LADOTD which started in 2015 the improvement has been significant. On these segments, the traffic has become free flowing.



The 2018 CMP identified corridors which had mobility and maneuverability issues associated with traffic congestion. Among them, Kaliste Saloom Road, E. Broussard Road and Verot School Road had projects planned for improvement at the time of the 2018 CMP development. The impacts of these projects are delineated here.

02

E Broussard Road Roundabout

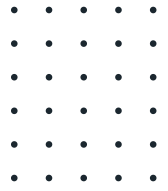
This corridor had a speed deficit of 30% over a length of 0.9 miles on the congested segments located between Johnston St and Kaliste Saloom Rd. With the construction of a roundabout which started in 2017 by LCG at E Broussard Rd and Kaliste Saloom Rd, E Broussard Road has experienced significant improvements. The speed deficit has decreased to 22% over a total of 0.46 miles on the congested segments between Johnston Street to Kaliste Saloom Road, and other segments have become free flowing.

03

Kaliste Saloom Road Widening

This corridor had a speed deficit of 31% over a length of 2.2 miles on the congested segments located between S College Street to E. Broussard Road. With the widening of this road by Lafayette Consolidated Government (LCG) which started in 2017, it has seen significant improvements. The speed deficit has decreased to 24% over 0.46 miles on the congested segments located between E Farrel Road and E Broussard Road, and the other segments have become free flowing.

Integration of the CMP into Acadiana MPO's Transportation Planning Process



The CMP is intended to be an integral part of the metropolitan transportation planning process, rather than a stand-alone program or system. The current national transportation bill, Infrastructure Investment and Jobs (IIJ) Act, which replaced Fixing America's Surface Transportation (FAST) Act, outlines similar requirements for addressing congestion in TMAs, mandating the incorporation of the CMP within the metropolitan transportation planning process. CMP integration into the planning process provides better tools for decision makers when prioritizing projects.

Acadiana MPO's Congestion Management Process will continue to be developed through a cooperative effort with the MPO Committees. The MPO staff provides planning guidance to the MPO's Transportation Policy Committee (TPC) and Technical Transportation Committee (TTC) in addressing issues of the MPO's transportation programs.

To integrate the CMP into the planning process the development of the CMP will periodically be discussed during the TPC and TTC meetings. The member agencies and groups represented on these committees include Louisiana Department of Transportation and Development (LADOTD), Local Transit Agencies, Planning and Public Works personnel, and elected officials or their appointees in the MPO area.

- The six primary components of the Acadiana MPO's CMP are:
- Area of application and system definition
 - System performance evaluation
 - Identification of areas of congestion through performance measures
 - Methodology to prioritize corridors/corridor improvement needs
 - Mitigation/Improvement strategy identification
 - On-going data collection and performance monitoring

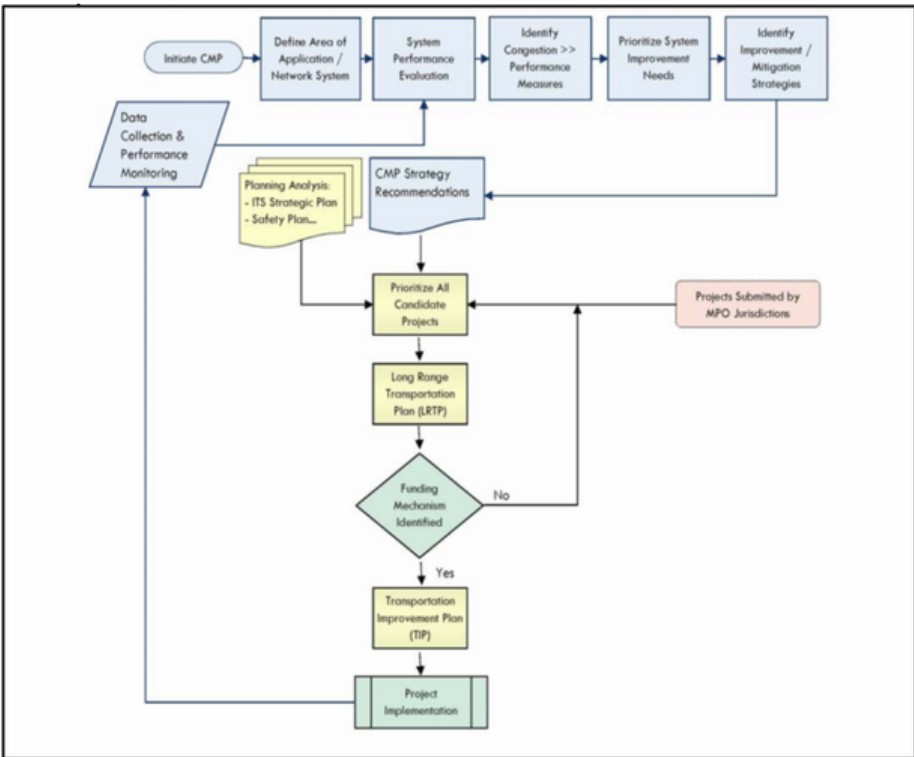


Figure 3.1 illustrates how elements are integrated into the overarching MPO transportation planning process. A critical element within the process occurs when the prioritization of all projects begins. At this point in the process improvement strategies are recommended, as well as the recommended improvements from the analysis efforts, and any improvement projects/strategies submitted by the MPO's member jurisdictions.

Acadiana MPO's CMP Development



CMP Area of Application

The CMP study area boundaries mirror the twenty-year urban growth area, also known as the Metropolitan Planning Area (MPA) boundary. The MPA's roadway network consists of five facility types: interstates, principal arterials, minor arterials, collectors, and local roads. Initially, all transportation infrastructures contained within the study area are considered through the CMP, however, it is impractical to provide performance analysis for all transportation systems, thus a prioritization process was developed.

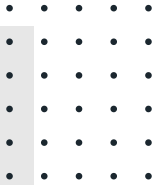
CMP System Evaluation – Performance Measures

The data requirements of a CMP are significant. To get a quantifiable reflection of the identified corridor, the following measures were observed to develop and evaluate the associated measures: V/C Ratio and Average Travelling Speed.

Capacity V/C Ratio

The roadway's volume to capacity ratio (V/C ratio) analysis was run with an in-house regional demand forecasting model utilizing TransCad 8.0, with a base year of 2020, and developed by Neel-Schaffer, Inc. One method of assessing congestion is to use the V/C ratio to determine a Level of Service (LOS). LOS is an alphabetized measure of congestion using letters A, B, C, D, E and F. A LOS of A indicates a free flow condition while LOS of F indicates the worst grade of congestion. The V/C of 1.0 is used as the initial performance threshold level; for Acadiana MPO, a V/C ratio of 1.0 is equal to a LOS of D, which is a congested condition. All segments with V/C ratio at and above 1.0 are identified as congested segments which require attention for congestion management purposes.





The model projected multiple segments with high congestion as well as gaps in between with little or no congestion. These gaps were eliminated and combined with the congested segments to form continuous corridors, as shown in Figure 4.1. This figure shows the congested corridors color coded in RED; while the roadway segments with a V/C ratio of 1.0 and greater, corresponding to LOS of D, E and F, color coded in BLUE.

Table 4.1 CMP Congested Corridors displays more information on these corridors, such as the corridor name, roadway extents, function classification and length in miles. Within the CMP study area, 28 corridors were developed equaling a total of approximately 205 miles. The Corridors Roadway functional classification ranges from principal/minor arterials to urban collectors or urban locals.

Average Travel Speed and Posted Limits

The self-serve web platform by STREETLIGHT is utilized to collect and analyze the average travel speed on identified corridor segments. Data ranged between April 30, 2022, to November 30, 2022, for both morning peak hours (6 AM - 10 AM) and afternoon peak hours (3 PM- 7 PM). The collected data was also used to calculate a "Speed Deficit" against posted speed to further identify problematic corridor segments.



Analysis Results

Analysis from TransCAD and STREETLIGHT are summarized in Table 4.2, Congested Corridor Segments which shows the high V/C and high speed-deficiency corridor segments. These segments are highlighted in YELLOW and indicate the presence of current and/or anticipated improvements. A volume/capacity map analysis results from TransCAD can be found in Appendix A, a snapshot of STREETLIGHT speed study can be found in Appendix B.



Figure 4.1 Congested Corridors

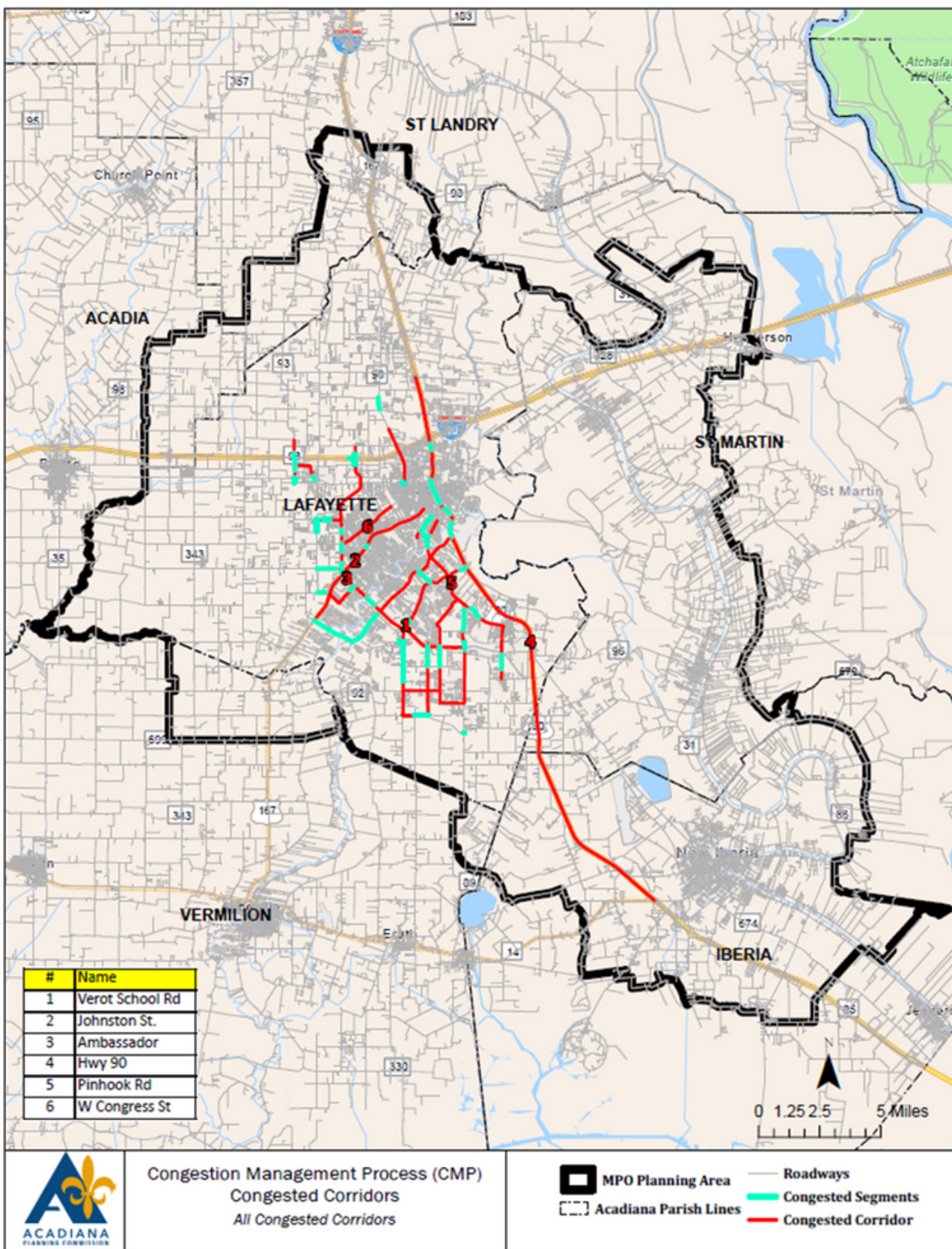


Table 4.1 CMP Congested Corridors

Corridor Name	Extent Description	DOTD Functional Classification	Length (Miles)
S Mary St	Ron Bon Secours to Cameron St	Urban Collector	2.25
I-49/US 90 *	W Gloria Switch Rd to Highway 14	Urban Arterial	25.04
N University Ave	Sonny Roy Ln to Cameron St	Urban Arterial	2.39
W Congress St *	Cajundome Blvd to Ambassador Caffery	Urban Arterial	2.58
E Broussard Rd	Johnston St to Kaliste Saloom Rd	Urban Arterial	1.82
Johnston St *	W University Ave to W E Broussard Rd	Urban Arterial	6.72
Youngsville Hwy	W Pinhook to Iberia St	Urban Arterial	4.06
Bonin Rd	W Pinhook to Prescott Blvd	Urban Collector	4.62
Verot School Rd *	Sw Frontage Rd to Savoy Rd	Urban Arterial	7.47
Ambassador Caffery Pkwy *	Renaud Dr to Youngsville Hwy	Urban Arterial	14.64
Kaliste Saloom	Hwy 90 to E Broussard Rd	Urban Arterial	6.15
Pinhook Rd*	E University Ave to S Morgan Ave	Urban Arterial	6.01
Apollo Rd	St Mary St to Old Spanish Trl	Urban Arterial	0.84
Rue Du Belier	Dulles Dr to Acadiana High School	Urban Arterial	0.5
Dulles Dr	Rue Du Belier to Ambassador Caffery Pkwy	Urban Arterial	0.99
Ridge Rd	Rue Du Belier to Johnston St	Urban Arterial	1.21
Duhon Rd	Rue Du Belier to Johnston St	Urban Arterial	0.5
Southcity Pkwy	Johnston St to Robley Dr	Urban Arterial	1.1
Robley Dr	Ambassador Pkwy to Southcity Pkwy	Urban Collector	1.74
Chemin Metarie Rd	Langley Dr to Savoy Rd	Urban Collector	4.05
Savoy Rd	Verot School Rd to Chemin Metarie	Urban Local	1.04
E Milton Hwy	Verot School Rd to Bonin Rd	Urban Arterial	1.56
Iberia St	Bonin Rd to W Pinhook	Urban Arterial	0.99
S Morgan Ave	E Main St to W Fairfield Dr	Urban Local	2.18
Bendel Rd	S College to W Pinhook Rd	Urban Collector	0.24
Girard Park Dr	E St Mary Blvd to S College Rd	Urban Local	0.87
Taft St	E University Ave to E St Mary Blvd	Urban Local	0.26
S Beadle Rd	Kaliste Saloom Rd to Verot School Rd	Urban Local	0.67

Table 4.2 Congested Corridor Segments

(* Cells highlighted in blue indicate corridor segments with projects identified for improvements)

Corridor Name (Jurisdiction)	Congested Segments Extent	Length (Miles)	Average Speed	Post Speed	Speed Deficiency (%)	Max Peak Hour VOC	Identified Projects for improvements (*)
North Ambassador Caffery Pkwy/ Ambassador Caffery Pkwy (Lafayette City)	On-Ramp W I-10 to W Willow St	0.39	24	35	31	1.26	
	Lenoie Dr to Guilbeau Rd	0.03	36	50	28	1.01	
	West Congress to Bonaire Dr	0.08	30	50	40	1.04	
	Westmark Blvd to Johnston St	0.08	21	40	48	1.19	
	Broadmoor Blvd to Settlers Trace Blvd	0.15	29	40	28	1.33	
Apollo Rd (Scott)	St Mary St to Specialty Ln	0.32	29	35	17	1.26	Widening (Considered intersection improvement)
	Cameron St to Old Spanish Trl	0.16	27	30	10	1.24	
Bonin Rd (Lafayette/Youngsville/Lafayette Parish)	Krieg Rd to Crestmont Blvd	0.31	31	40	23	1.14	
Cameron St (Lafayette City)	Crown St and N University Ave	0.07	22	30	27	1.07	
Chemin Metairie Rd (Lafayette City/ Parish)	Ambassador Caffery Pkwy to Fortune Rd	0.54	33	40	18	1.04	
Duhon Rd (Lafayette City/ Parish)	Ru Du Belier to Township Ln	0.32	35	55	36	1.14	Roadway widening, and adding roundabout: @ Duhon Rd and Rue De Belier in 2022.
Dules Dr (Lafayette City/City of Scott)	Westgate Rd to N Domingue Ave	0.17	23	40	43	1.08	Roadway widened to 2 travel lanes and 1 continuous turn lane; Added roundabout: @ Dules Dr and N Domingue Ave
E Broussard (Lafayette City/ Parish)	Johnston St (LA 167) and Kalite Saloom Rd	0.33	35	45	22	1.23	Adding roundabout @ E Broussard and Robley Dr
Kalite Saloom(Lafayette City/Parish)	E Broussard Rd to E Farrel Rd	0.46	34	45	24	1.38	Widened to 4 travel lanes and 1 continuous turn lane
	Verlander Cir. to Audubon Blvd	0.04	23	30	23	1.15	
Girard Park Dr/W Taft St (Lafayette City)	Oil Center Dr to E University Ave.	0.09	19	30	37	1.1	
US 90 /NW Evangeline Thruway/SW Evangeline Thruway (Lafayette City)	E I-10 Off Ramp to Chalmette Dr.	0.23	50	50	0	1	I-49 Connector
	Hobson St to W 2 nd St	0.06	28	50	44	1.11	
	Jefferson Blvd to E Taft St	0.06	28	50	44	1.06	
	E Park St to Vermillion River	0.32	40	50	20	1.02	
	E University Ave/Surrey St to E Kalite Saloom	0.18	34	50	32	1.1	
Johnston St (Lafayette City)	Frier Ln to Churchill Dr	0.07	25	40	38	1.23	
N University Ave (Lafayette City/ Lafayette Parish)	N Dugas Rd to Lebesque Rd	0.13	33	45	27	1.04	Widening Project (Intersection Improvement)
Coolidge St. (Lafayette City)	Hospital Dr. to S College Rd	0.06	14	30	53	1.25	
Bendel Rd (Lafayette City)	S College Dr. to W Pinhook Rd	0.18	17	30	43	1.16	
	S College Rd to Joe Olive St	0.23	27	40	33	1.02	Adding right turn lane onto Bendel from W Pinhook Rd (Intersection Improvement).
W Pinhook Rd (Lafayette City/ Lafayette Parish)	Mineral Rd to Thomas Nolan Dr	0.18	40	55	27	1.02	
Ridge Rd (Lafayette City/Parish)	Rue De Belier to Ambassador Caffery Pkwy	0.28	30	55	45	1.23	Widening roundabout: @ Rue De Belier and Ridge Rd
Robley Dr (Lafayette City)	Ambassador Caffery Pkwy to Stonington St	0.05	20	35	43	1.48	
Rue Du Belier (Scott)	Dules Dr to Acadiana Highschool	0.49	30	50	40	1.07	Traffic Study to widen Rue Du Belier, and to add roundabout at Dules and Rue Du Belier
S Bendle Rd (Lafayette City)	Kalite Saloom Rd to Verot School Rd	0.25	26	45	42	1	
S Mary St (Scott)	Doc Prejean St to Alfred St	0.04	20	30	33	1.2	
LA 93/St Mary (Scott)	E I10 On Ramp to Apollo Rd	0.35	24.5	30	18	1.29	LA93 Corridor Project
S Morgan Ave (City of Broussard)	Ambassador Caffery Pkwy to Sugar Trace Dr	0.25	30	35	14	1.08	
Savoy Rd (Youngsville)	Chemin Metairie Pkwy to Decon Rd	0.17	30	35	14	1.04	Identified on MTP to widen to 3 lanes (104)
	S College Rd to Evangeline Thruway	0.11	29	45	36	1.31	
Verot School Rd (Lafayette City/ Parish)	Vincent Rd to Grandview Terrace Dr	0.31	39	45	13	1.27	Identified on MTP to widen to 4 lanes from Vincent to LA92 (130)
Vincent Rd (Lafayette Parish)	Rustburg Dr to Verot School Rd	0.16	24	35	31	1.2	Identified on MTP to widen to 3 lanes (107)
	Wilam Dr to Albertson Pkwy (La Neuville Rd)	0.29	32	55	42	1.18	Identified on MTP to widen to 4 lanes from Ambassador to US 90
Youngsville Hwy (Lafayette City /Broussard)	Rue Des Vieux Chenes to Recovery Rd (Cross Young Street); Adding roundabout @ Youngsville Hwy and Fortune Rd; Extending Fortune Rd to connect Fairfield Dr. (3, 202, 203)	0.18	32	55	42	1.07	Widening to 4-lane from Ambassador Caffery Pkwy to Young Street); Adding roundabout @ Youngsville Hwy and Fortune Rd; Extending Fortune Rd to connect Fairfield Dr. (3, 202, 203)

CMP Corridor Prioritization Methodology



Speed deficit and V/C ratio data provides an acceptable measure of congestion, but it does not completely address a corridor's need for improvement. To prioritize congested corridors for improvement, ADT, transit measures, land use, safety, and projects listed on the Acadiana MPO's Transportation Improvement Program (TIP), including funded Local and DOTD projects, are all considered.

Average Daily Traffic

Corridors are prioritized by the amount of traffic they handle daily. Corridors with higher daily volumes were given priority over the less traveled network corridors. By utilizing ADT as a prioritization criterion, the corridors with the highest travel demand are recommended for improvement before less traveled corridors. ADT data was obtained through LaDOTD's data collection and analysis when available. In cases where LaDOTD data was not available, locally collected, unadjusted 24-hour volume counts, local permanent count stations or TransCAD model projections provided a reasonable estimate of daily traffic.

Existing TIP Projects

Congested corridors that are currently scheduled for improvements through the TIP are prioritized lower than corridors that are left unimproved. The scope of the improvement will be considered during the formulation of recommended mitigation strategies. Further, including programmed improvement projects in the need's prioritization process strengthens the linkage between the CMP and the MPO's overall transportation processes. The MPO does take into account a corridor's presence on the CMP when evaluating projects for selection for TIP funding, and recommends CMP improvements during the project scoping process.

Surrounding Land Use and Ranking in 2018 CMP

Corridors that have high presence of traffic generators like schools, hospitals, and other businesses and retail facilities with a high number of employees are prioritized. Below is a list of the Top five corridors from the 2018 CMP:

- Youngsville Highway (LA89) - W Pinhook Road (LA182) to Young Street
- Ambassador Caffery Parkway - Bertrand Drive to Guilbeau Road
- Ambassador Caffery Parkway (LA3073) - Bonaire Drive to Frem Boustany
- West Congress Street - Guilbeau Street to Domingue Road
- Pinhook Road (LA82) - Surrey Street to General Mouton

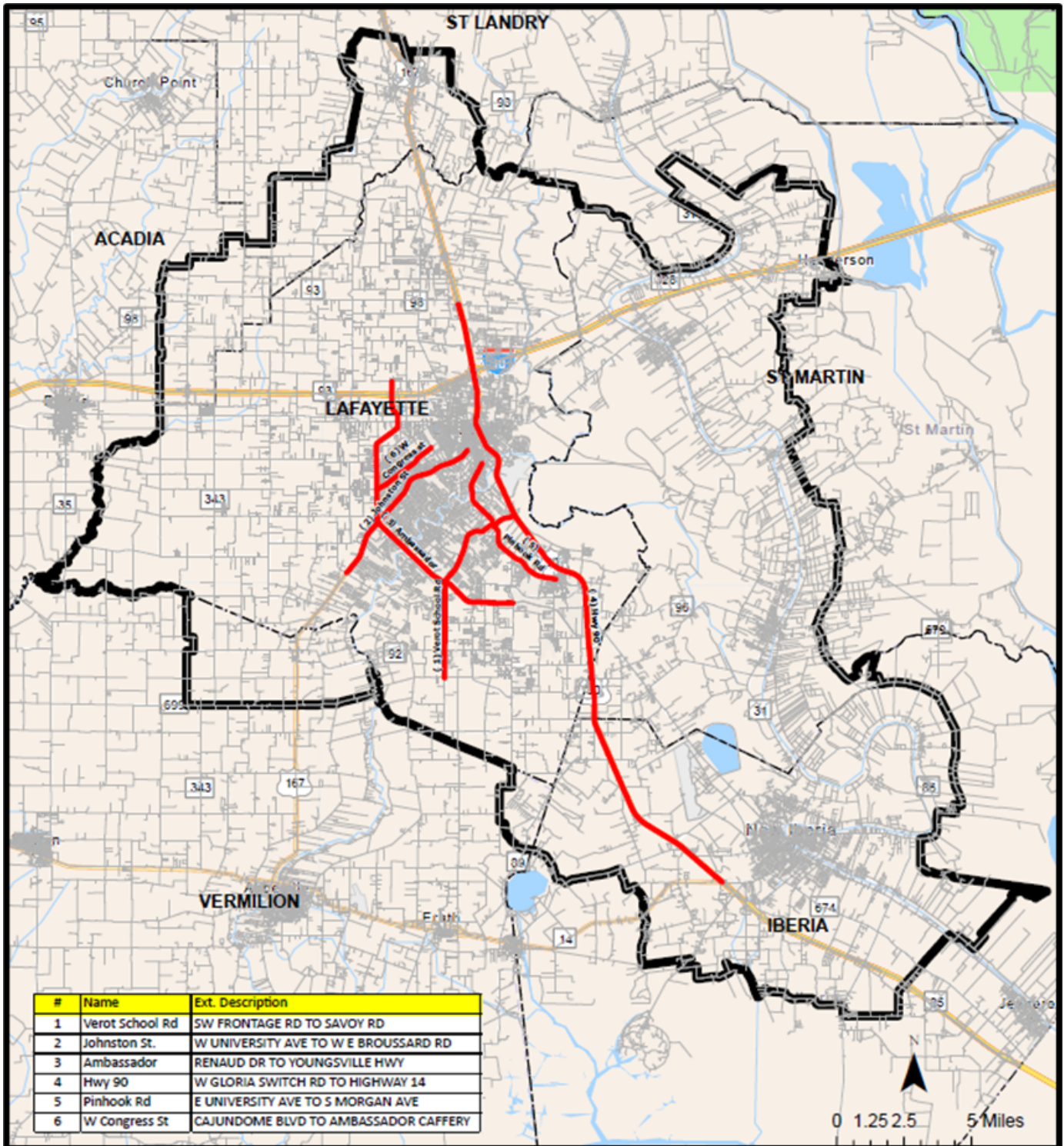
Identification of High Priority CMP Corridors

By integrating TIP projects, ADT and surrounding land use into a local prioritization strategy, a well-balanced and equitable approach is achieved. Following this methodology, Table 6.1 below was developed to identify the 6 highest priority locations (as shown in Blue) in terms of improvement needs. These six Corridors can be found as mapped in Figure 6.1.

Table 6.1 CMP Congested Corridors Prioritization

Corridor Name	Extent Description	Length (Miles)
S Mary St	Ron Bon Secours to Cameron St	2.25
Hwy 90 *	W Gloria Switch Rd to Highway 14	25.04
N University Ave	Sonny Roy Ln to Cameron St	2.39
W Congress St *	Cajundome Blvd to Ambassador Caffery	2.58
E Broussard Rd	Johnston St to Kaliste Saloom Rd	1.82
Johnston St *	W University Ave to W E Broussard Rd	6.72
Youngsville Hwy	W Pinhook to Iberia St	4.06
Bonin Rd	W Pinhook to Prescott Blvd	4.62
Verot School Rd *	Sw Frontage Rd to Savoy Rd	7.47
Ambassador Caffery Pkwy *	Renaud Dr to Youngsville Hwy	14.64
Kaliste Saloom	Hwy 90 to E Broussard Rd	6.15
Pinhook Rd*	E University Ave to S Morgan Ave	6.01
Apollo Rd	St Mary St to Old Spanish Trl	0.84
Rue Du Belier	Dulles Dr to Acadiana High School	0.5
Dulles Dr	Rue Du Belier to Ambassador Caffery	0.99
Ridge Rd	Rue Du Belier to Johnston St	1.21
Duhon Rd	Rue Du Belier to Johnston St	0.5
South City Pkwy	Johnston St to Robley Dr	1.1
Robley Dr	Ambassador Pkwy to South City Pkwy	1.74
Chemin Metairie Rd	Langley Dr to Savoy Rd	4.05
Savoy Rd	Verot School Rd to Chemin Metairie	1.04
E Milton Hwy	Verot School Rd to Bonin Rd	1.56
Iberia St	Bonin Rd to W Pinhook	0.99
S Morgan Ave	E Main St to W Fairfield Dr	2.18
Bendel Rd	S College to W Pinhook Rd	0.24
Girard Park Dr	E St Mary Blvd to S College Rd	0.87
Taft St	E University Ave to E St Mary Blvd	0.26
S Beadle Rd	Kaliste Saloom Rd to Verot School Rd	0.67

Figure 6.1 Top 6 CMP Corridors for Improvements



Determination of Improvement Needs

The CMP mitigation strategies were formulated taking into account physical deficiencies (i.e. geometrics), travel demand, land-use, and fiscal issues. The intent of the recommended strategies is to supply decision-makers with cost-effective improvements aimed at reducing congestion. Improvements are not only developed to improve performance along a specific high priority Corridor; they must also benefit the entire network. The value based proposed mitigation strategies are categorized within one of four major levels of mitigation strategies summarized on this page.



01.

Temporal shift of home-based work travel behavior (Regional TDM strategies)

- MPO support of large employer (+500) compressed/staggered/flexible work hours

02.



Shifting trips from automobiles to other modes

- Promote Public Transit capital improvements
- Promote Public Transit operational improvements
- Encourage the use of non-motorized modes (MPO Bike/Ped. Committee, sidewalks and bicycle facilities)
- Funding projects for alternative transportation modes

03.



Enhancing operations on existing roadway facilities

- Traffic operations improvements (intersection widening, signal coordination, roundabouts, traffic surveillance and control systems)
- Incident Management, detection and clearing of incidents, deployed alternate route plan
- Access management strategies (installation of medians, signal and driveway spacing, frontage roads, inter-parcel connections - faster local jurisdiction participation)

04.

Increasing Roadway capacity

- Widening of existing roadways
- New roads
- Extension of existing roadways



There are many system management initiatives undertaken by jurisdictions with the common goal of managing congestion and improving the mobility of people in and across the region. However, in some cases more roadway capacity is needed to accommodate population growth.

CMP Improvement Recommendations

VEROT SCHOOL ROAD: SW FRONTAGE OF US 90 TO SAVOY ROAD

Average Daily Traffic - 33,000

Functional Classification -

Urban Minor Arterial

Traffic Control - Signals and Roundabout

Land Use - Residential and Commercial

Distance - 7.47 Miles

Major Traffic Generators - None

Primary Congested Segment- South of Vincent Road to Savoy Road

Reasons for Congestion: Frequent and high volume of turning movements between Vincent Road and Fortune Road cause constant interruption and backup to through traffic; the roundabout at crossing of Verot School Rd and Milton Ave doesn't have enough capacity to accommodate peak traffic.

Existing Preliminary Engineering/Projects: Segment from Vincent Road to Milton Ave has been studied for the addition of a center turn lane. DOTD will be adding turn lanes to Fortune Road as part of the Traffic Systems Management funding program.

RECOMMENDED IMPROVEMENTS

1. The segment from Vincent Rd to Savoy Rd would benefit with the addition of a center turn lane.
2. The roundabout at Verot School Rd and Milton Ave should be studied for alternatives to improve traffic congestion, such as widening the roundabout if ROW and utilities are able to be accommodated, or for signalization of this intersection.

Verot Corridor with Congested Segments



JOHNSTON STREET: W UNIVERSITY AVENUE TO W/E BROUSSARD RD

Average Daily Traffic - 33,000

Functional Classification -

Urban Principal Arterial

Traffic Control - Signals

Land Use - Mainly commercial, mixed with residential traffic feeding onto several collector routes that feed onto Johnston Street

Distance - 6.72 Miles

Major Traffic Generators -

Retail Stores, Restaurants, Movie Theater, etc.

Primary Congested Segment-

Cajundome Blvd to Camellia Blvd

Reasons for Congestion: High volume of frequency turning traffic exiting and entering, without corresponding accommodations.

Existing Preliminary

Engineering/Projects: Segment from S College St. to University Ave. is currently being studied for traffic improvements as part of a road transfer project through LA DOTD. LA DOTD has also added J-Turns from W/E Broussard Rd to Ambassador Caffery Pkwy, and reconfigured the intersection with W/E Broussard to right turn from only from Broussard onto Johnston in order to facilitate improved traffic movements.

RECOMMENDED IMPROVEMENTS

There are significant access management issues that should be addressed along the corridor:

1. Primarily prohibiting left turn movements from driveways for major traffic generators.
2. Connecting driveway access behind commercial properties.
3. Additional turn lanes at high volume intersections.
4. Curbside Pull-Out Stops for LTS buses should also be considered.

Johnston Corridor with Congested Segments



AMBASSADOR CAFFERY PARKWAY: RENAUD DRIVE TO YOUNGSVILLE HIGHWAY

Average Daily Traffic - 43,000 to 50,000

Functional Classification - Urban Principal Arterial from Guilbeau to Ambassador Caffery; Urban Minor Arterial from Ambassador Caffery to Domingue

Traffic Control - Signals

Land Use - Mainly commercial

Distance - 14.64 Miles

Major Traffic Generators - Retail stores, Restaurants, Prairie Elementary School, Regional Medical Center of Acadiana, Lourdes Hospital, and Women's and Childrens Hospital

Primary Congested Segment- Congress St to Verot School Rd

Reasons for Congestion: There are 3 segments of the corridor which are more congested than the rest: On-ramp W I-10 to W Willow Street; Lenoine Dr to Guilbeau Rd; West Congress to Verot School Rd, which is the most congested among the three. Some factors contributing to the congestion are listed here: The northern part of this corridor provides pass-through trips for the Acadiana Mall and I-10; the adjacent area to the southern part has been heavily developed in recent years, particularly from Settler's Trace to Frem Boustany Rd., with more coming in the future beyond Frem Boustany Rd, even beyond Verot School Rd. Large outlets, retail establishments and hospitals have significantly increased the traffic on the mainline portion of Ambassador Caffery, and the multiple access points to Ambassador Caffery Parkway further complicated the traffic. This corridor was a top five corridor on the 2014 and 2018 study.

Existing Preliminary Engineering/Projects: LCG is building a parallel road system from Settlers Trace to Verot School Rd. This would reroute some traffic movements to the east side of the corridor. LCG is also adding additional traffic improvements to Ridge Rd and Rue De Belier, which should create a less congested corridor to the west.

RECOMMENDED IMPROVEMENTS

1. The signal timing should be reviewed for optimized movements along the corridor.
2. Channelizing the turn lanes and driveway access along the segment between Robley Dr and the Vermilion Bridge should be considered.
3. Consolidation of driveways between Johnston St and Vermilion River Bridge would also be beneficial in alleviating congestion.
4. A limited backage road system exists for the segment between Robley Dr and the Vermilion River Bridge, but it is partially gravel. The road could be improved to a full public facility to provide an alternate route for low-speed local traffic.
5. Widening and straightening the curved segments of E Farrel Rd would be another beneficial local project to create an attractive alternative to Ambassador Caffery Pkwy

Ambassador Corridor with Congested Segments



Average Daily Traffic - 38,000 to 72,000

Functional Classification - Urban Principal Arterial

Traffic Control - Signals and J-Turns

Land Use - Mainly commercial

Distance - 25.04 Miles

Major Traffic Generators -

Lafayette Regional Airport, I-10, and numerous commercial and office facilities along the roadway corridor

Primary Congested Segment-

Willow St to Kaliste Saloom Rd

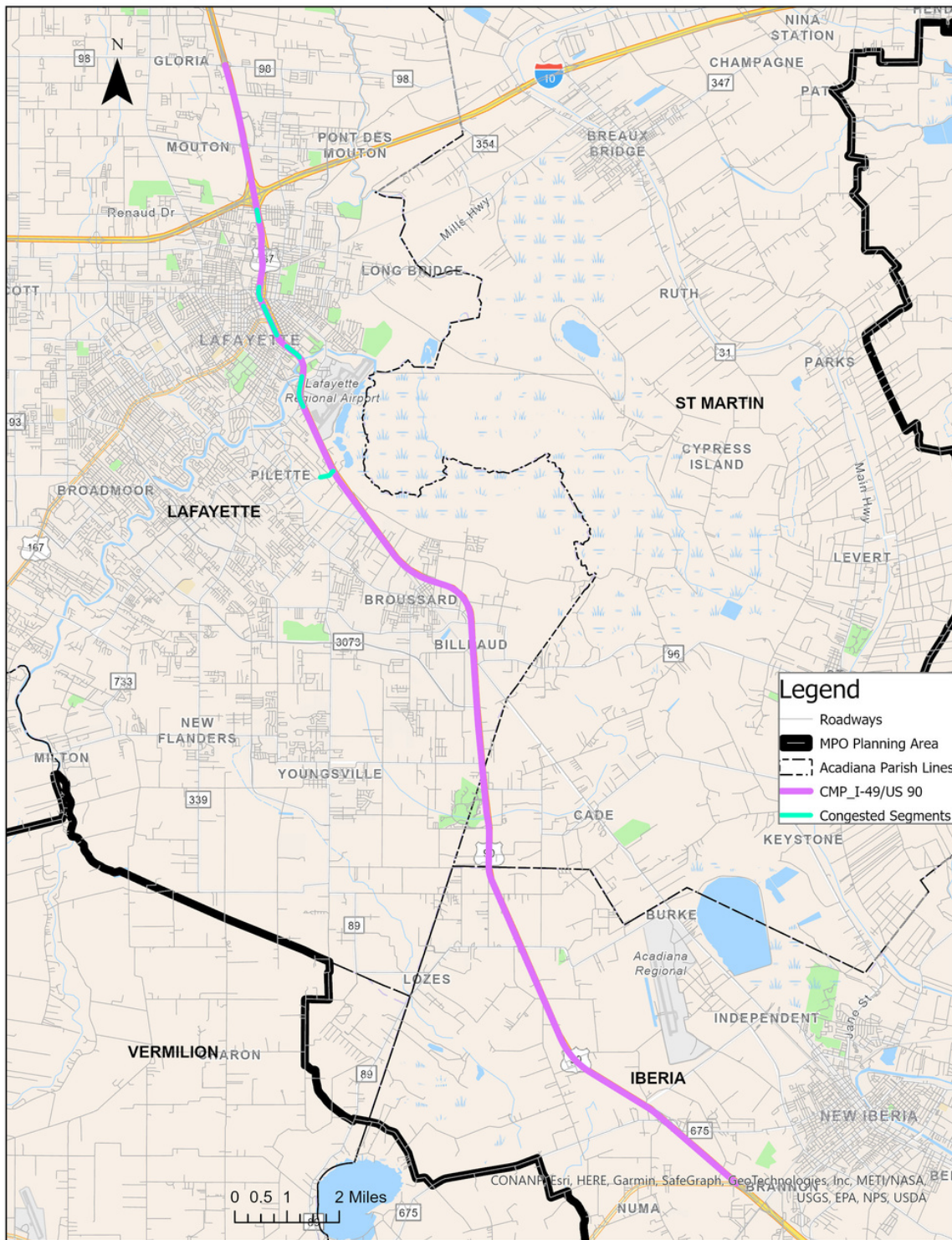
Reasons for Congestion: I-49 is the major north/south connection for Lafayette Parish, and ties in US 90 at Cameron Street. This corridor has boomed because of the proliferation of business servicing the oil and gas industry along its route and its connection to I-20 and I-10 for coastal freight traffic. The initial geometrical and traffic control design have been overwhelmed by the ever-growing traffic demand.

Existing Preliminary Engineering/Projects: LA DOTD is currently upgrading the segment to an interstate facility. An overpass is currently under construction at Ambassador and US 90. A similar project is being designed for Verot School Road and US 90.

RECOMMENDED IMPROVEMENTS

1. Removing the local traffic intersections from US 90 is the most beneficial project for traffic flow in the Acadiana MPO area. The MPO supports all efforts to remove local traffic interactions with the heavy freight movements and traffic congestion along the segment from Willow St to Kaliste Saloom Rd.
2. The MPO has an unfunded project to widen US 90 from the intersection of Wellhead to LA 88, where is currently transitions from 3 lanes to 2 lanes. Widening to 3 lanes into Iberia Parish would provide more lanes to accommodate freight movements and ensure travel time reliability along the corridor.

I-49/US 90 Corridor with Congested Segments



PINHOOK: E UNIVERSITY AVENUE TO S MORGAN AVENUE

Average Daily Traffic - 20,000 - 41,000

Functional Classification - Urban Principal Arterial from E University to LA 89, Urban Minor Arterial from LA 89 to Morgan

Traffic Control - Signals

Land Use - Light commercial and residential

Distance - 25.04 Miles

Major Traffic Generators - Retail, food service, connections to Lafayette General, the Oil Center and Downtown Lafayette

Primary Congested Segment- E University Ave to Verot School Rd

Reasons for Congestion: High volume of frequency turning traffic exiting and entering, without corresponding accommodations.

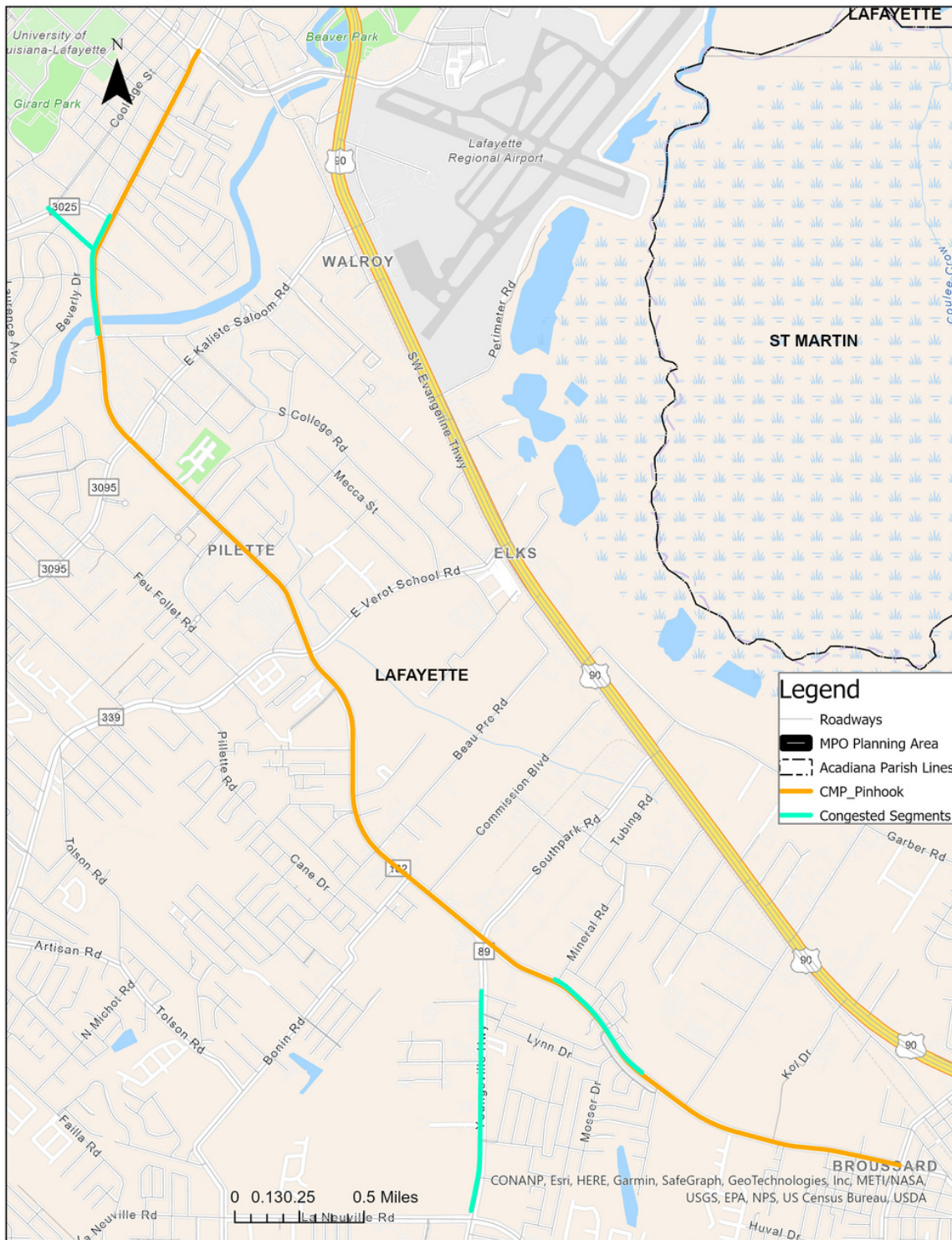
Existing Preliminary

Engineering/Projects: LCG is adding a turn lane on the Southbound segment from S College Rd to Bendel Rd. LCG is also studying the possibility of reconfiguring the intersection of Pinhook and Kaliste Saloom to an off set left/reduced phase intersection configuration.

RECOMMENDED IMPROVEMENTS

1. Prohibiting left turns by incorporating access management solutions at Travis St, Oil Center Dr, and Auburn Ave.
2. There is a parallel system of roadways from S College Rd to University Ave, so all northbound left-turn movements should be restricted to the currently signalized intersections.
3. The segment between La Rue France and Verot School Rd has a parallel segment in S College Rd, so promoting it as an alternate route through signing at the La Rue France and the S College Rd and Verot School Rd intersection could be helpful in removing traffic movements from that segment.

Pinhook Corridor with Congested Segments



Average Daily Traffic - 23,000-30,000

Functional Classification - Urban Principal Arterial

Traffic Control - Signals

Land Use - Mainly commercial

Distance - 2.58 Miles

Major Traffic Generators - Lafayette High School, two medical centers, retail, the Cajundome surface lot serves as the primary parking facility for UL students

Primary Congested Segment- Cajundome Blvd to Foreman Dr

Reasons for Congestion: The corridor has high volumes for the sections with a 4 lane roadway configuration, with no turning accommodations into many of the major traffic generators. This leads to travel time reliability issues during the peak travel periods.

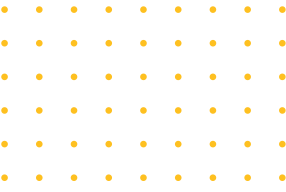
Existing Preliminary

Engineering/Projects: : LCG added lane delineators to prohibit left turn movements to Vital St. due to high levels of congestion.

RECOMMENDED IMPROVEMENTS

1. Reconfiguring the driveway to Raising Cane's to utilize the backage road system behind the commercial businesses from Bertrand Dr to Westwood Dr.
2. Local improvements to the backage road could remove traffic from this segment and direct it to the local businesses that are along the north side of the roadway by connecting it to Bertrand Dr.
3. Prohibit left turns along the entire segment from Foreman Dr to Coulee Milne by incorporating access management solutions.

CMP Future Tasks and Updates

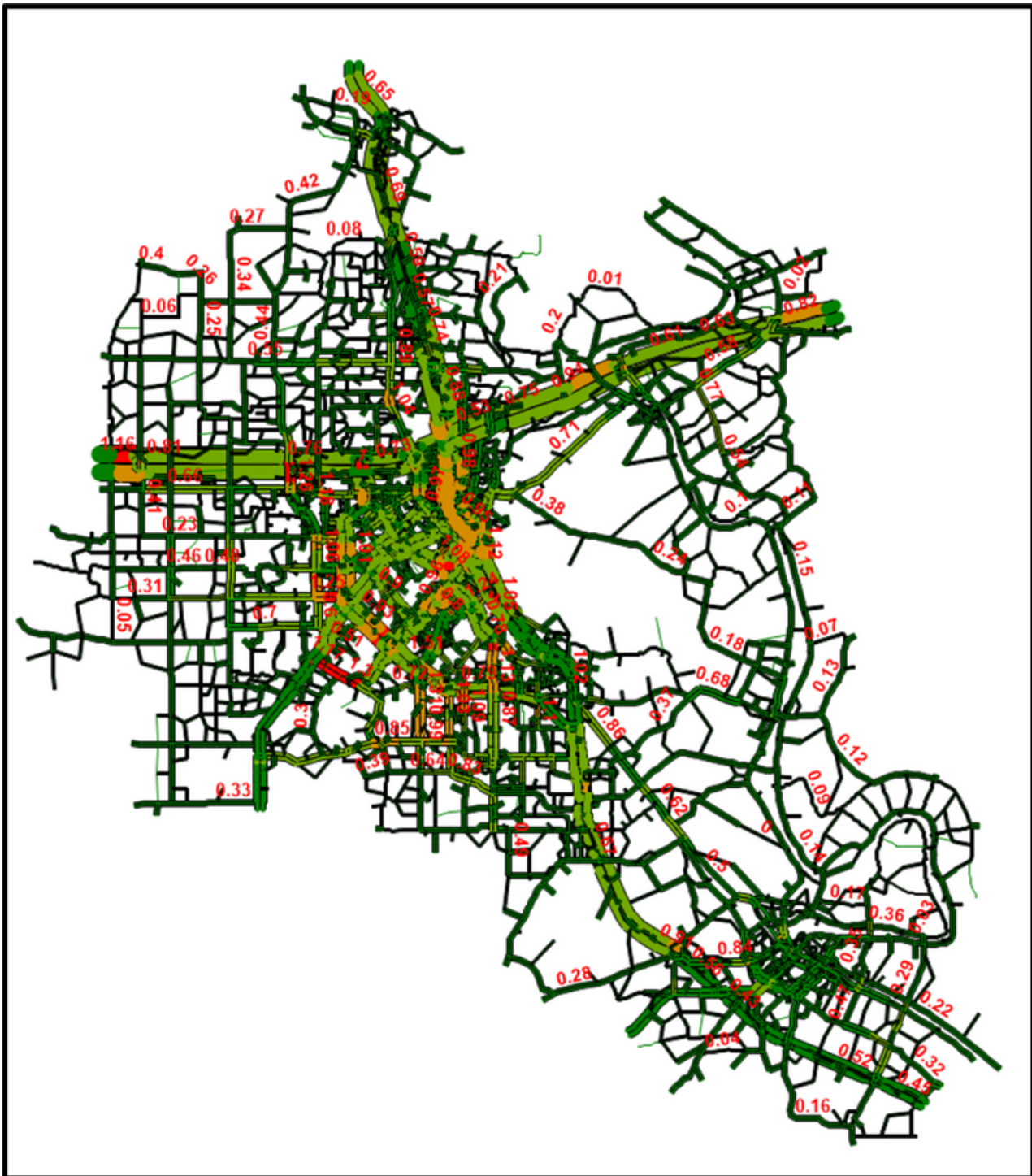


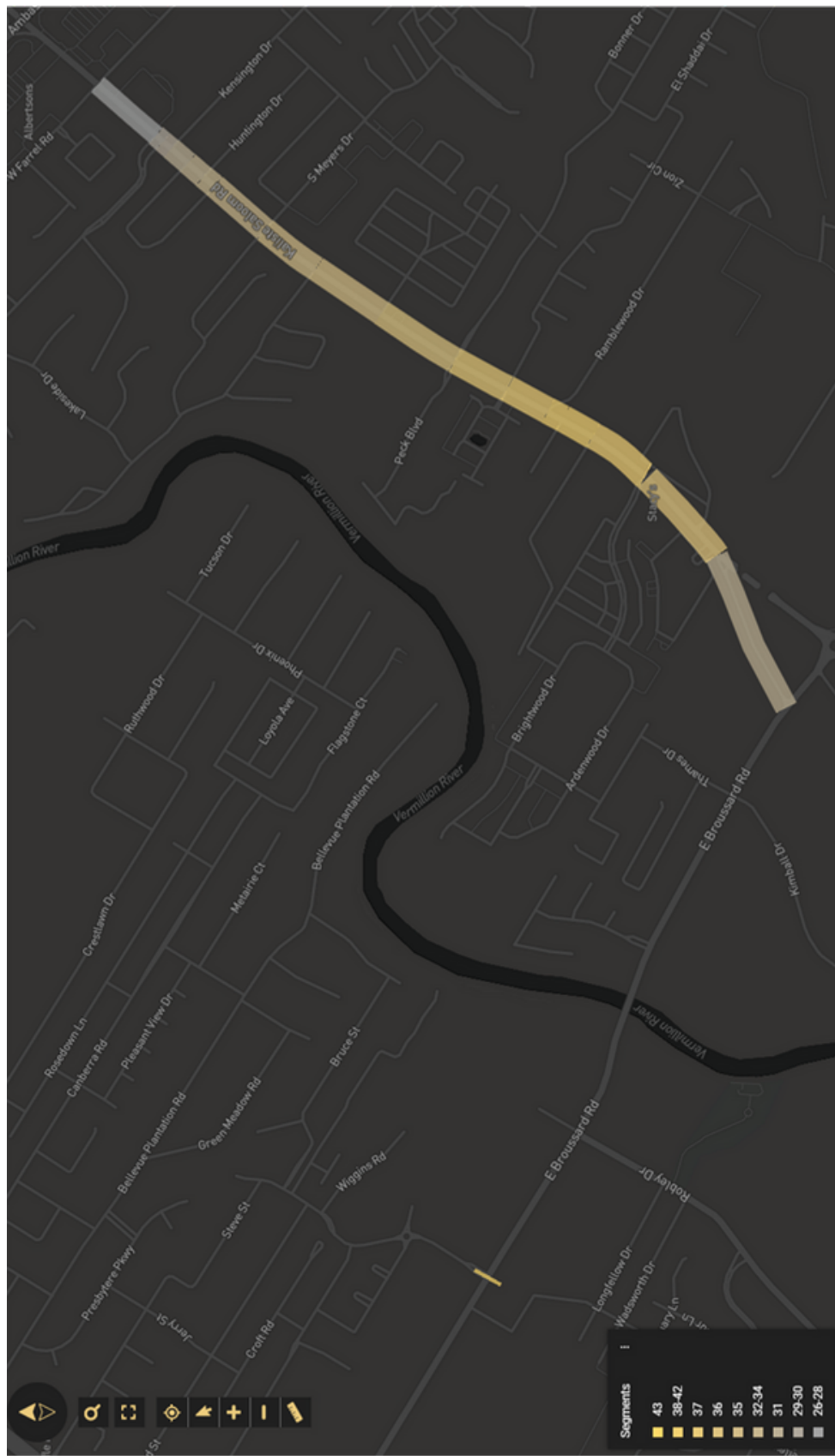
Federal requirements state that updates to the CMP must be made every five years. Over the next five years following through on the recommendations, will require Acadiana MPO staff to perform periodic traffic flow data collection activities (i.e. travel times), as well as occasional traffic surveillance. Working with the Lafayette Transit System, LADOTD, major employers and our Technical Committee the Acadiana MPO will be able to rationally develop more CMP projects for implementation. During the annual development of the Unified Planning Work Program (UPWP), CMP monitoring and maintenance activities will be included, and any additional special projects needed to carry the CMP objectives forward will be included.

ONGOING TASKS

- Update the CMP on the recommended five-year cycle.
- Follow data collection methodology for updating travel time on study corridors as well as expenditure of funds to monitor more travel time locations.
- Include CMP monitoring/maintenance activities in the UPWP.
- The MPO will conduct outreach to major employers, surrounding or on identified corridors, to discuss merits of carpooling and participating in the ridesharing program set up through the Travel Demand Management Program.
- Recommend access management and development traffic impact mitigation for new developments along the corridors.

Appendix A: TransCAD Roadway Capacity Study





Appendix C: TPC and TTC Membership

ACADIANA METROPOLITAN PLANNING ORGANIZATION Transportation Technical Committee Members AMPO-TTC

Acadia Parish
Roads Supervisor
Corey Vincent

Iberia Parish
Public Works Director
Dexter Miguez

Public Works Staff

Lafayette Consolidated Government
Capital Improvements Engineer
Jessica Cornay

Development Manager
Neill LeBouef

TRB Director
Warren Abadie

St. Landry Parish
Consulting Engineer
Karl Aucoin

Bike & Pedestrian Engineer
Consulting Engineer
Lucius Broussard

Lafayette Regional Airport
Airport Director
Steven Picou

Breaux Bridge
Consulting Engineer
Chris Richard

ULL Transportation Office
Transportation Director
Stuart Glaser

Broussard
Code Enforcement
Ben Theriot

Statewide Planning Engineer
Dawn Sholmire

Carencro
Consulting Engineer
Andy Sellers

Scott
City Planner
Bonnie Anderson

Youngsville
Consulting Engineer
Pamela Gonzales-Granger

DOTD District 03
Assistant Engineer Administrator
Brent Domingue

Transit Representative
Planner, LTS Transit
Terry Hurd

Federal Highway Administration

St. Martinville
Grants Coordinator
Danielle Fontenette

FTA
DOTD Program Manager
Tina Athalone

City of New Iberia
Public Works Director
Joenathan Livingston

St. Martin Parish
Public Works Director
Wes Dupuis

Appendix C: TPC and TTC Membership

**Acadiana Metropolitan Planning Organization
Transportation Policy Committee Members
AMPO-TPC**

Acadia Parish

Vacant

Lafayette Consolidated Government

Josh Guillory – Mayor-President

Nanette Cook – City Council Member

Andy Naquin – City Council Member

A B Rubin – Parish Council Member

Kevin Naquin – Parish Council Member

Patrick Lewis – City Council Member

Brett Mellington – City Council Rep.

Patrick Trahan – City Council Rep.

Kevin Normand – City Council Rep.

Roddy Bergeron – City Council Rep.

St. Landry Parish

Jessie Bellard – Parish President

St. Martin Parish

Wes Dupuis, PW Director

Vermilion Parish

Keith Roy – Police Jury Administrator

Breaux Bridge

Ricky Calais - Mayor

Broussard

Ben Theriot – Code Enforcement

City of New Iberia

Jane Braud – Planning and Zoning Director

Joenathan Livingston - PW Director

Carencro

Purvis Morrison, CAO

St. Martinville

Jason Willis, Mayor

Scott

Doyle Boudreaux - Council Member

Youngsville

Clint Simoneaux – Director of Planning

Iberia Parish

Larry Richard – Parish President

Eugene Olivier, Council Member

DOTD District 03

Eric Dauphine – District Administrator

Transit Representative

Michael Mitchell – Parking and Transit Admin.

Federal Highway Administration