



Pedestrian



AMPO

Master

Plan

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INTRODUCTION

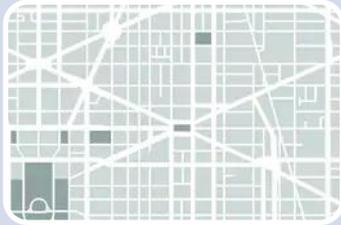
Pedestrian transportation is growing in popularity as a modal choice within the United States, as the population chooses to integrate active transportation into their daily lives. Planning for non-motorized users is a challenge under the current transportation planning paradigm, and pedestrians are among the most vulnerable users in the transportation system when it comes to transportation safety. The Acadiana Metropolitan Planning Organization is working hard to integrate these users in a safe and fair manner, with actions including the adoption of a Complete Streets Policy in 2014 and the allocation of Urban Systems funding towards the construction of sidewalks in the MPO area.

VISION AND PURPOSE OF THE PEDESTRIAN PLAN:

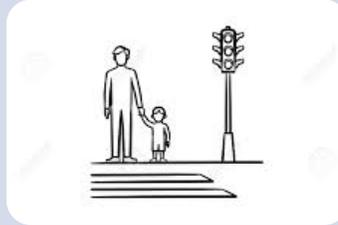
To create a transportation system that connects pedestrian roadway users across the Acadiana region in a safe environment.



GOALS



Encourage and
Develop a
Connected
Pedestrian-
Friendly
Network



Assure the
Safety of All
Pedestrian
Roadway Users



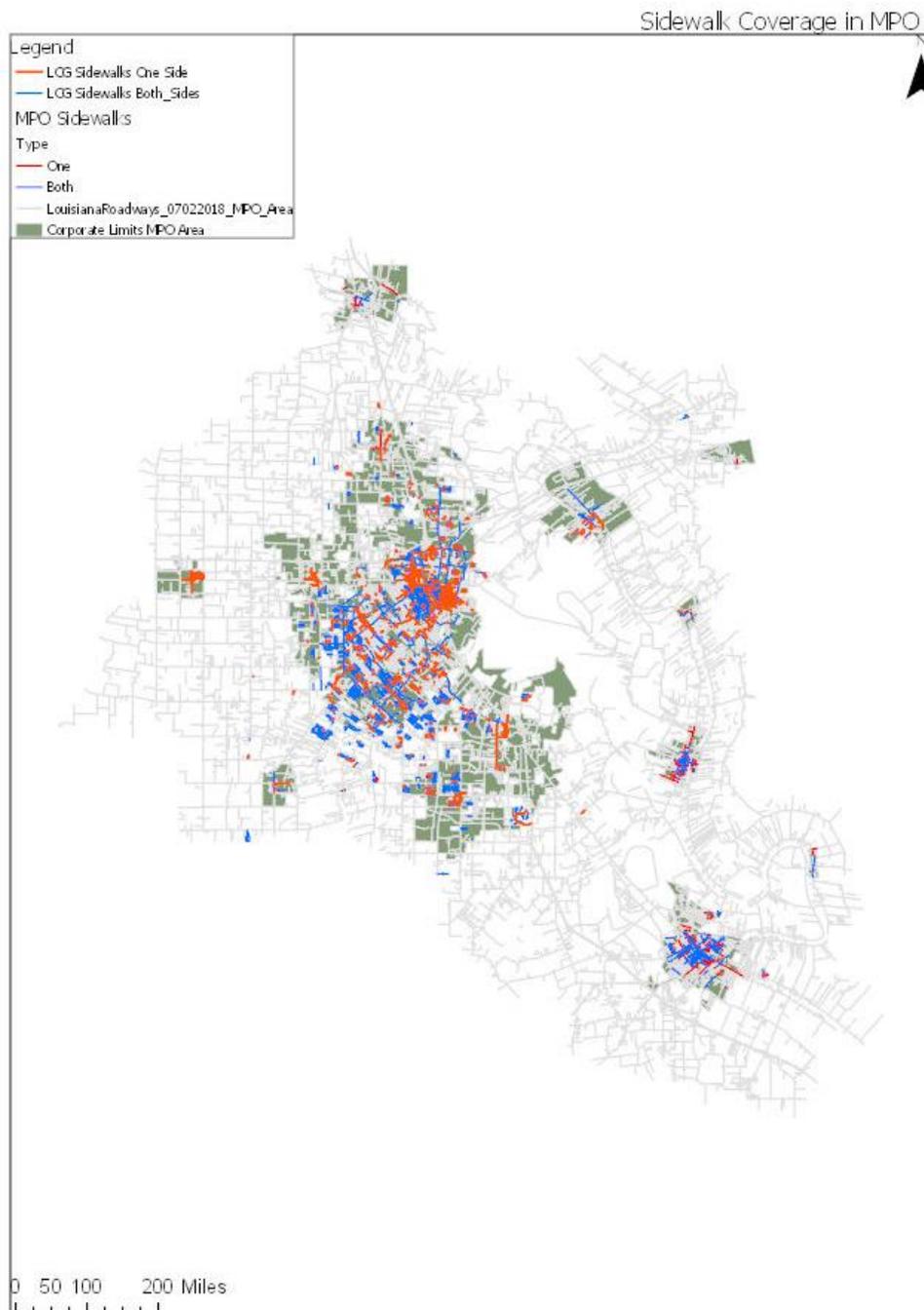
Provide
Choices for
Transportation
in Acadiana

The goals of the Pedestrian Plan are built upon federal transportation guidance and local priorities:

- Provide assistance to local governments to encourage and facilitate transportation projects that connect existing pedestrian facilities and provide funding for new projects that will further the pedestrian network in the area.
- Analyze crash data and target improvements to the roadway network to ensure that pedestrians have a safe path to school, work, and home.
- Develop a transportation system that allows all residents of Acadiana the freedom of mobility without having to rely on access to a motor vehicle.

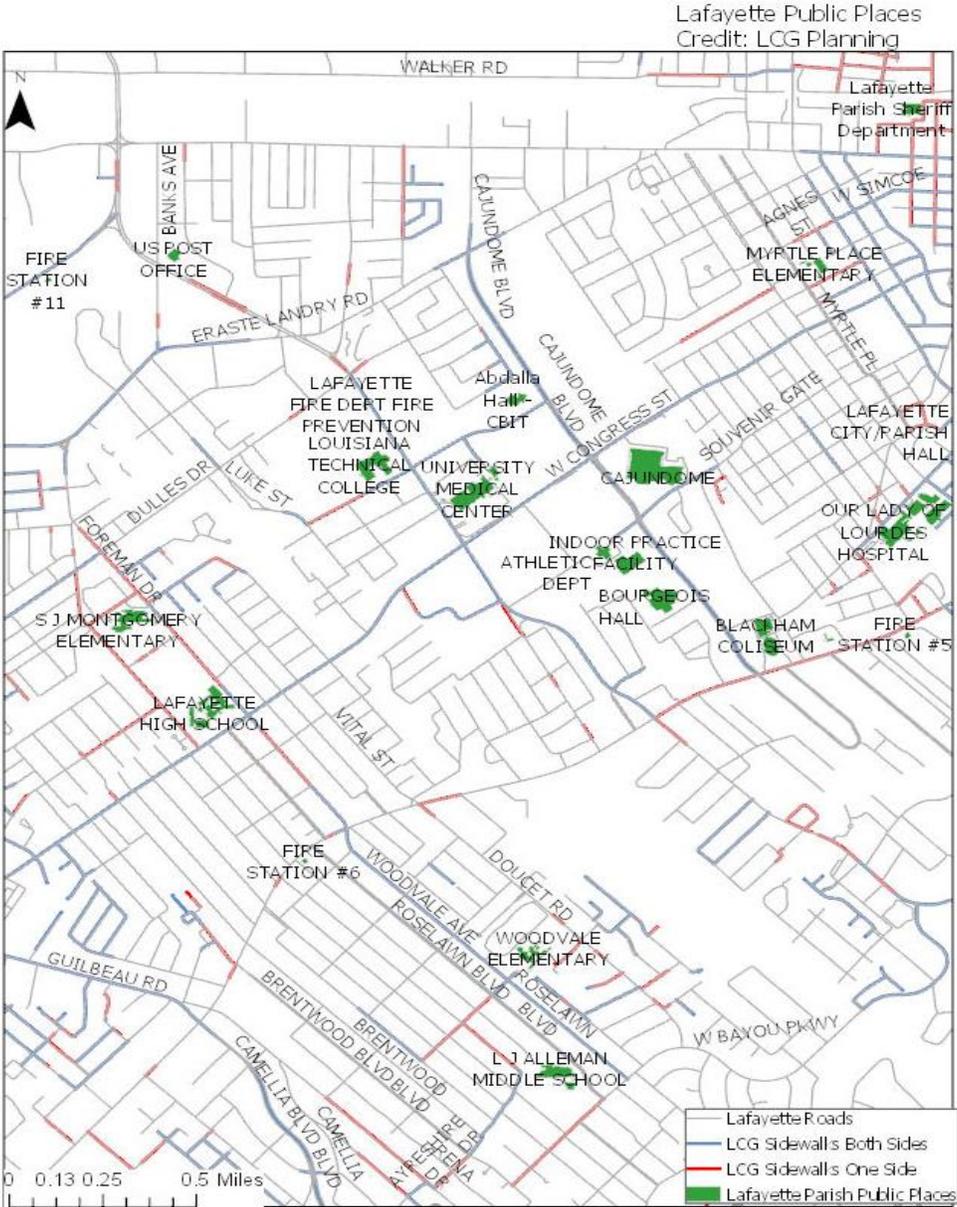
EXISTING CONDITIONS

The MPO has collected a significant amount of data on walking facilities in the MPO area. The sidewalk coverage is limited to the urban cores of the cities. Making connections between existing facilities and increasing pedestrian access to pedestrian generators is one of the primary goals of the pedestrian planning process. The MPO encourages sidewalk construction in subdivisions during the platting process and local planning activities by providing technical assistance and policy guidance to local public agencies in the MPO area.

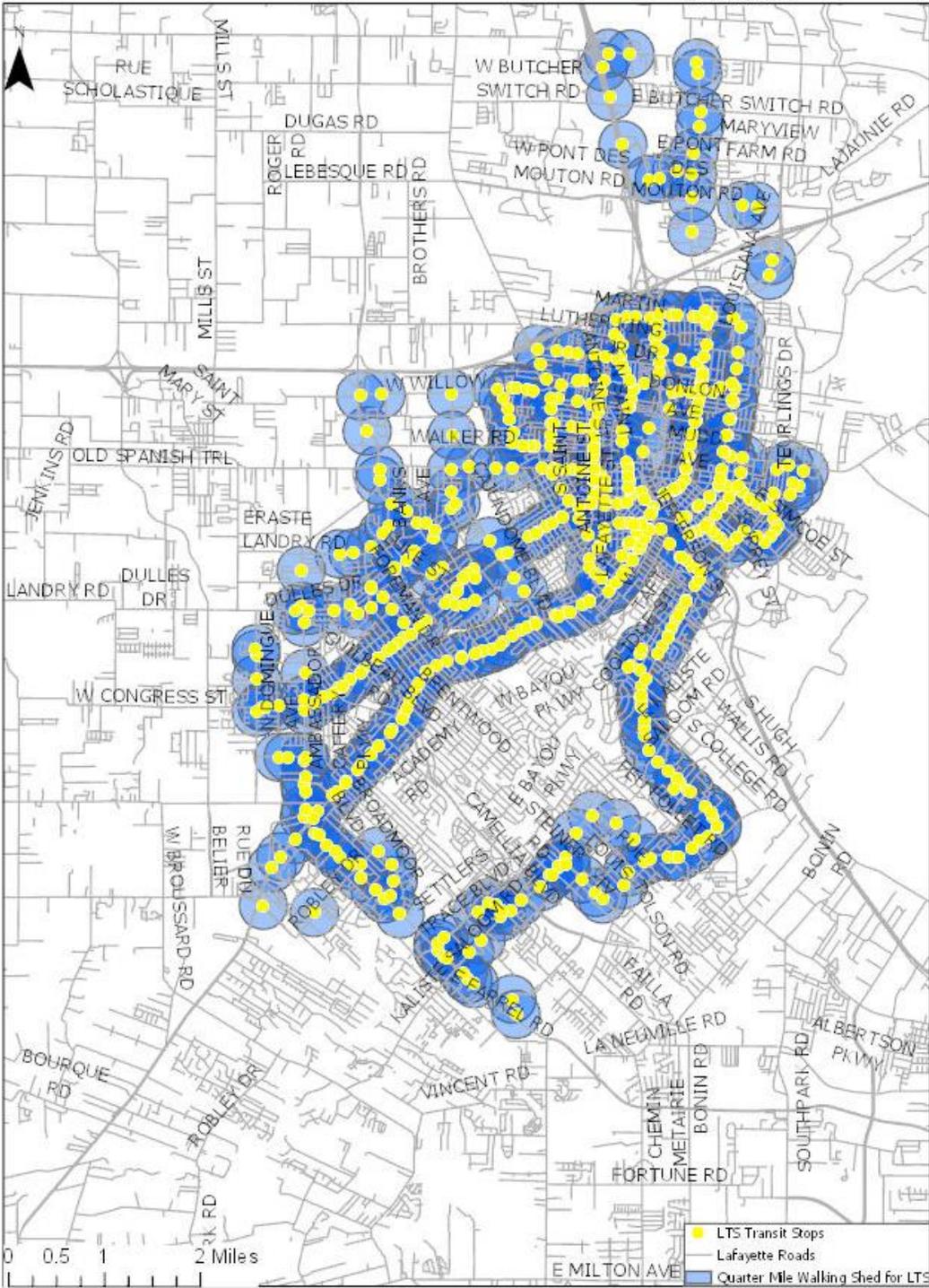


DEMAND ANALYSIS

Pedestrian generators are used to measure demand for pedestrian facilities. Land uses that are defined as pedestrian generators are facilities such as parks, schools, post offices, fire stations, libraries, and other community facilities. A 5-minute walk length, or pedestrian shed of ¼ of a mile, is the maximum length that is used to determine whether most people will choose walking for their transportation as opposed to driving. It is vital to document these distances and facilities contained in the pedestrian shed in order to encourage more pedestrian trips and ensure that those trips are facilitated in a safe environment.

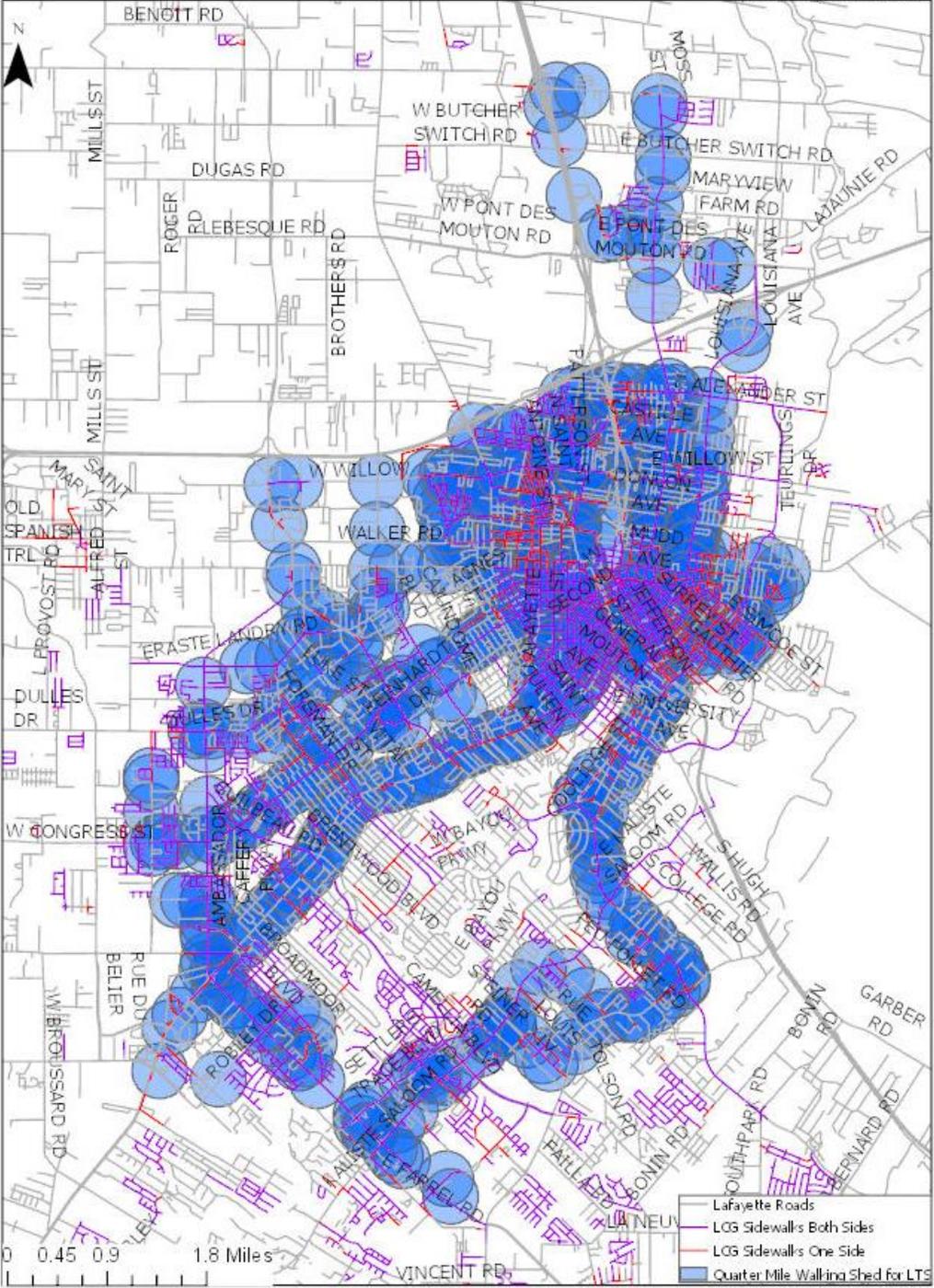


Lafayette Transit
Stops and Walking Shed
Credit: LTS



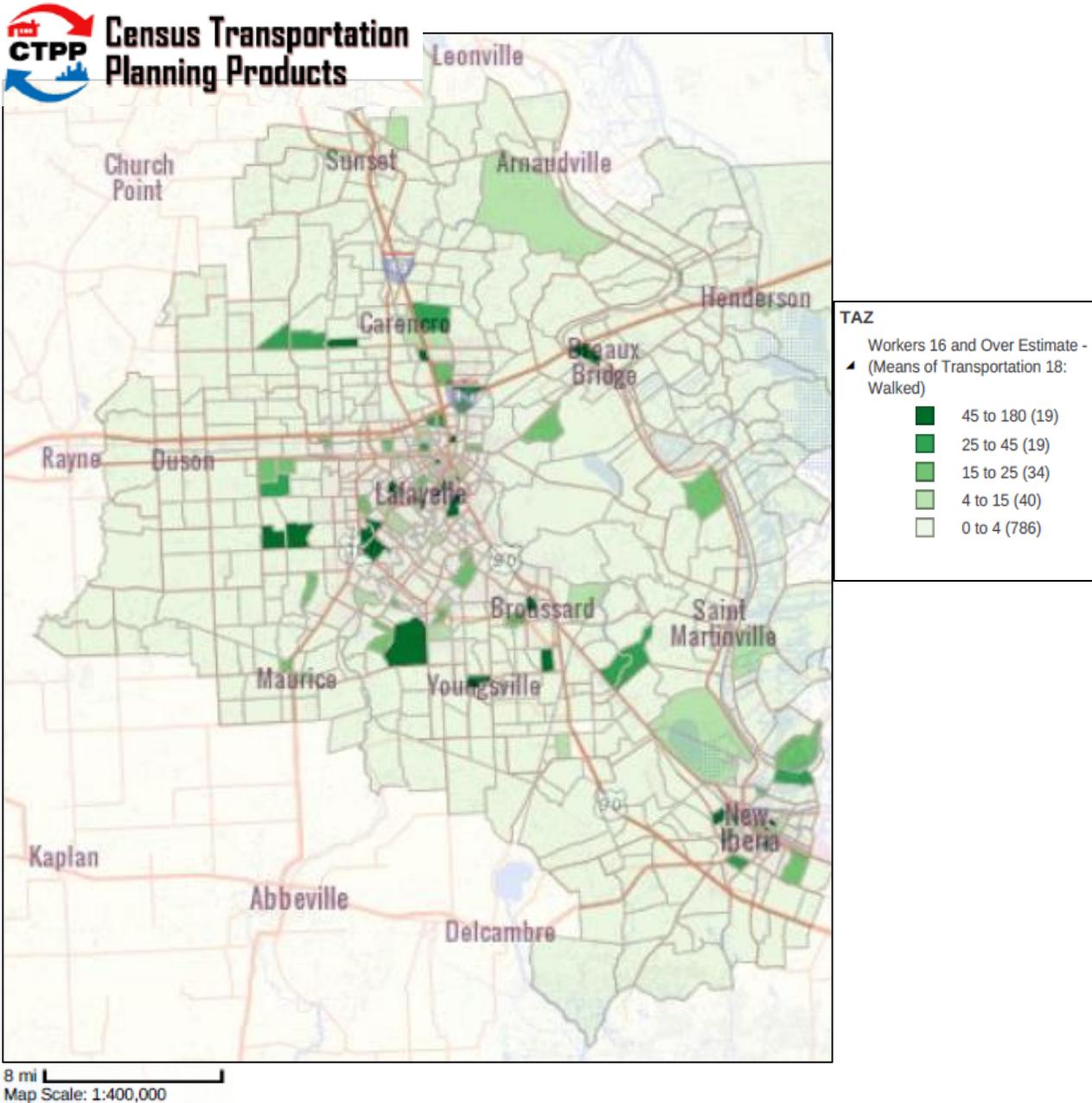
One of the most significant demands for pedestrian facilities is transit stop locations. The Acadiana MPO has one fixed route transit provider, Lafayette Transit System. This system operates inside the City of Lafayette corporate limits. Plotting a quarter mile walking shed around the transit stops demonstrates important connections for pedestrian facilities.

LTS Walking Shed
Sidewalk Coverage



The City Center of Lafayette has significant coverage for both transit and sidewalk facilities, but outside of the City Center the coverage is spotty and inconsistent. Improving connections to the transit stops and providing safe pedestrian facilities along the urban arterials in Lafayette is a priority for facilitating pedestrian movements

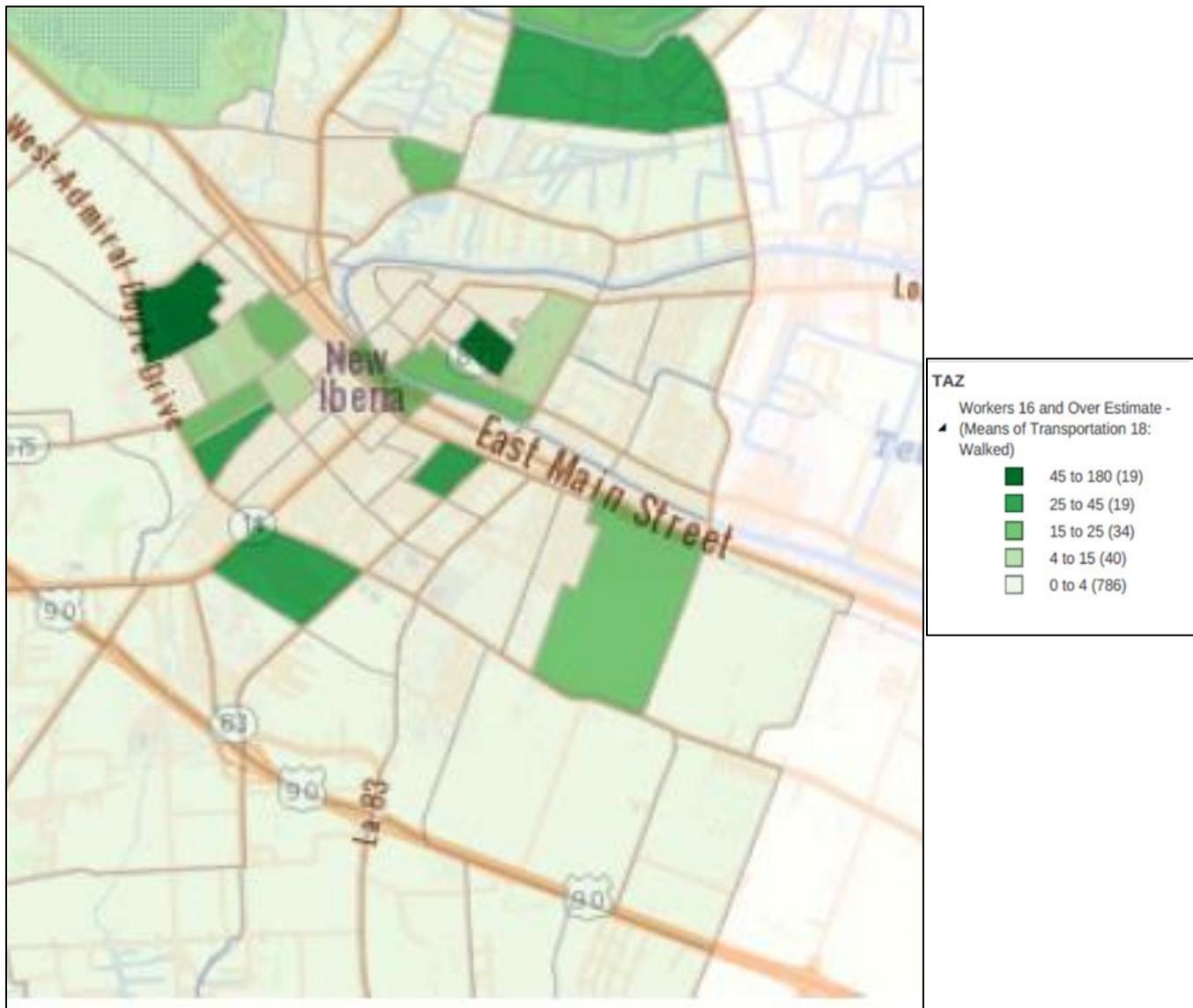
Walkers to Work by Traffic Analysis Zone



The highest representation of pedestrian movements by Traffic Analysis Zone (TAZ) is found in the dense, urban areas of Lafayette. The US Census Data shows the highest number of pedestrian journeys to work occurring in the urban core, the University area, the Johnston and Ambassador section of Lafayette, the City of New Iberia, the City of Breaux Bridge, and concentrated pockets around the MPO area. However, due to the small amount of data collected in these areas and the statistical extrapolation used to develop these numbers, this data set should be used only as a guide for evaluation potential pedestrian movements. Enhanced data collection such as pedestrian movement count data and pedestrian observations should be performed when it comes to take the next step in project development in these areas.

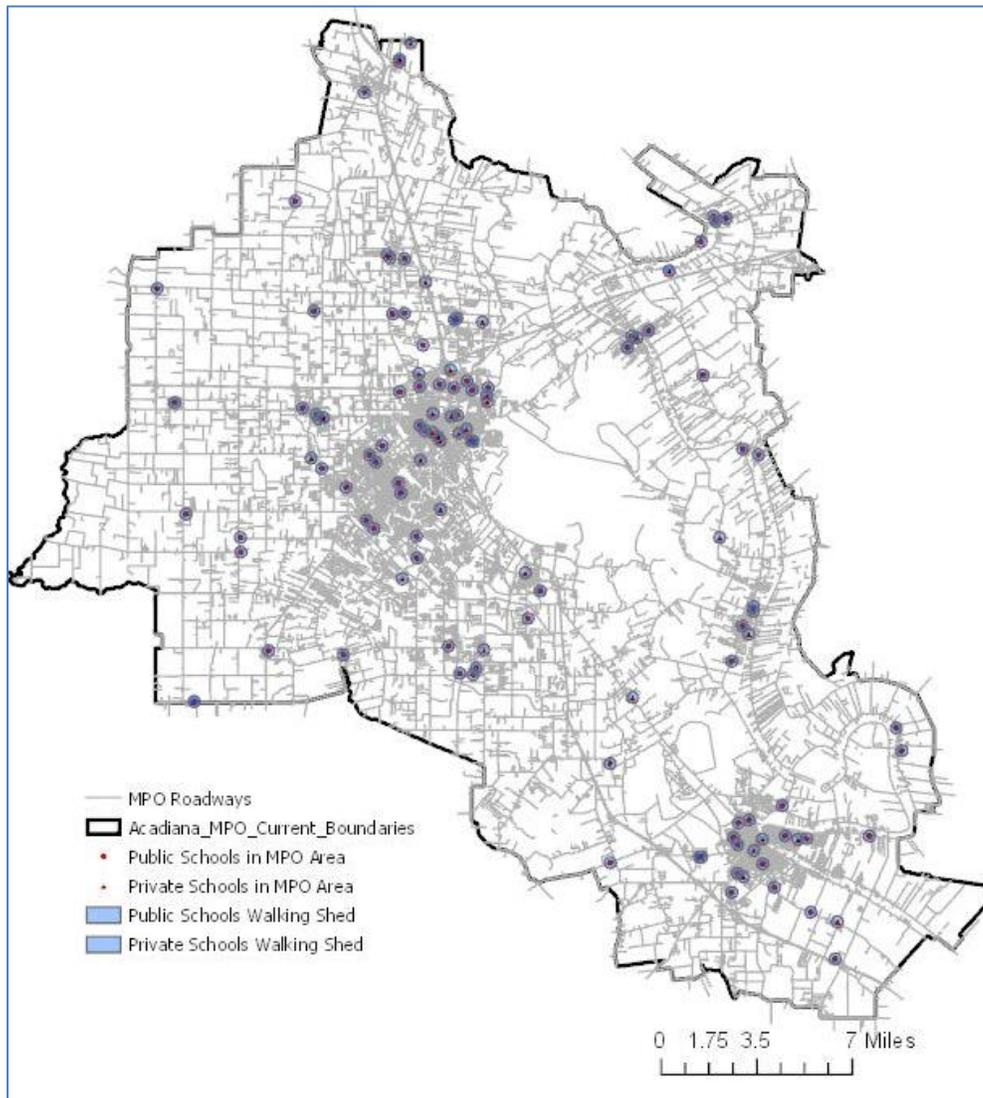


Workers utilizing pedestrian movements for transportation were found in the Milton, Judice, Scott, Carencro, and Youngsville areas.



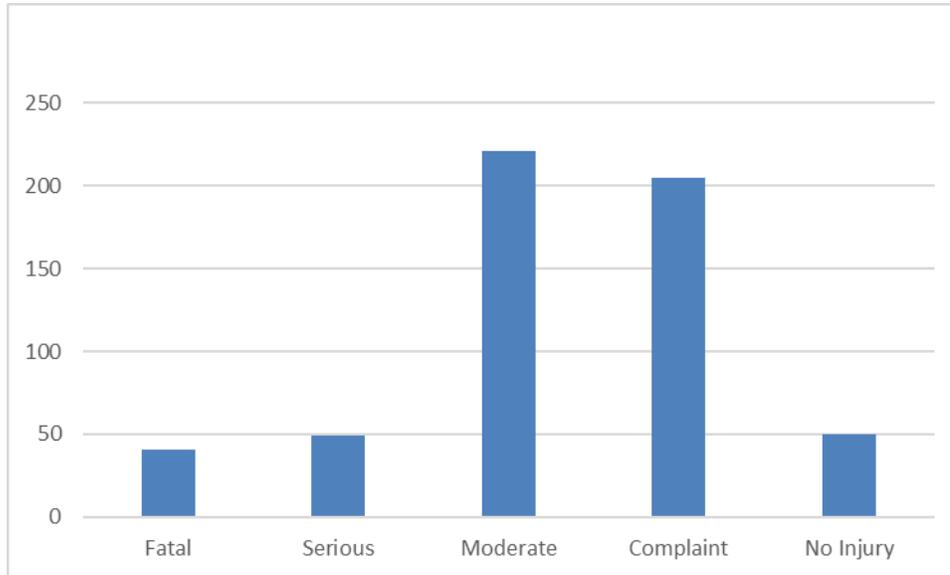
In the southern region of the MPO area, the eastern and northern sections of New Iberia had the highest number of workers walking to work outside of the Lafayette area. Smaller communities in Acadiana were primarily developed before the advent of motorized vehicles as the primary form of transportation. As such, the dense development, abundant sidewalks, and short blocks favor walking-based trips more than many of the neighborhoods in Lafayette that were developed in the 1970s and 1980s.

School Walking Sheds in Acadiana



School related walking trips accounts for many of the pedestrian movements in the MPO area. Schools that are located within a neighborhood context in the urban areas, such as Lafayette Middle and Broadmoor Elementary, report significant numbers of children walking to school. Ensuring children have a safe path to school is one of the major priorities in the development of sidewalk projects.

Table 1: Pedestrian Crashes by Injury Type in MPO Area, 2013-2017



PEDESTRIAN SAFETY

Pedestrians are the road's most vulnerable users. Even vehicles going a moderate speed can inflict a fatal injury in the event of a crash with a pedestrian. A pedestrian involved in a motor vehicle crash has a 6% chance of dying in a crash when compared to a driver in a motor vehicle, which has less than a 1% chance of becoming a fatality. In 2017, 12% of the fatalities on Acadiana's roadways were pedestrians. This is a significant over-representation of pedestrians as a modal share on the roads, as pedestrian trips make up less than 1% of all trips in the Acadiana area.

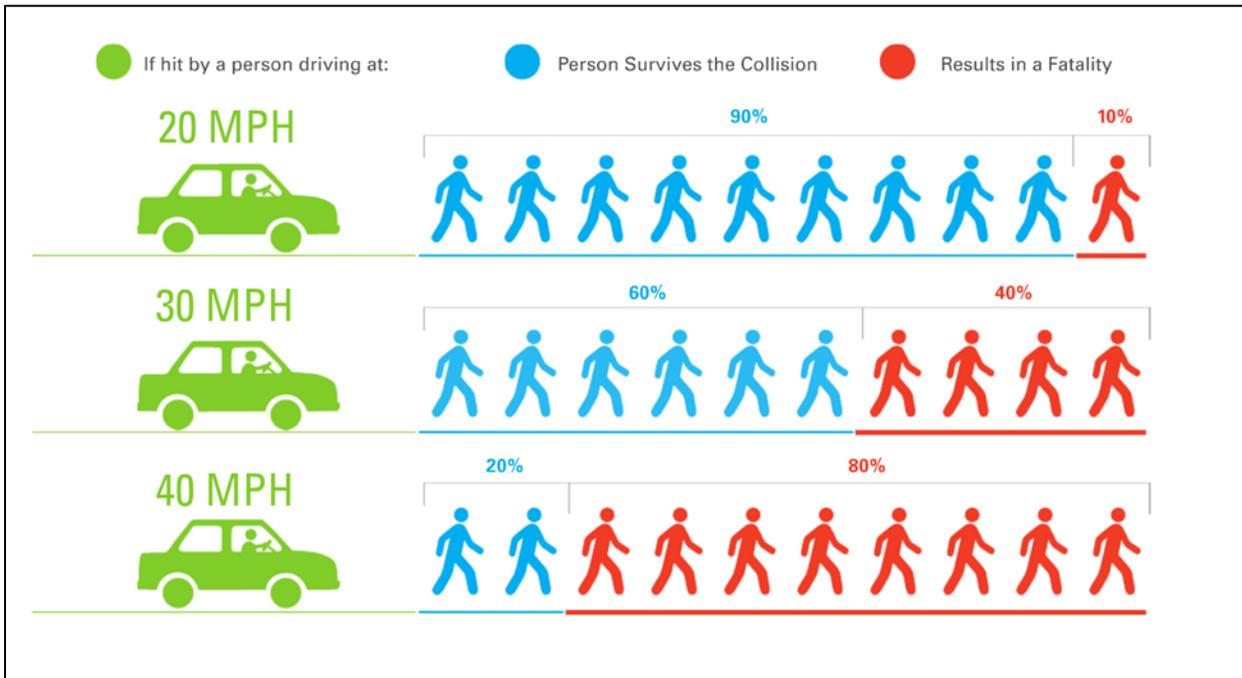
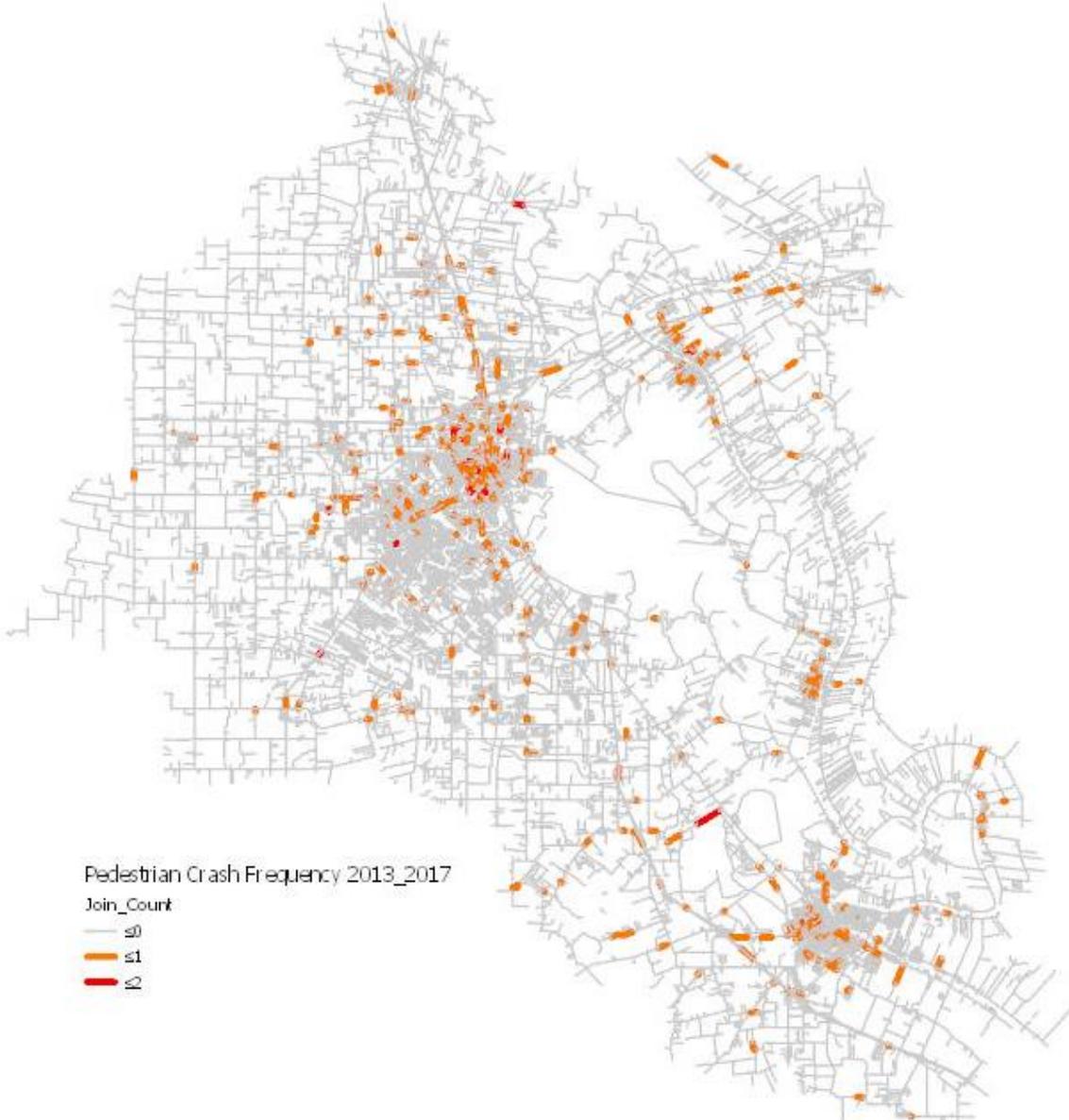


Figure 1 - Source: San Francisco's Vision Zero Campaign

Speed is a major factor in fatal and serious injury crashes. As vehicle speed increases, the chance of a pedestrian surviving an impact with a vehicle decreases. A significant number of pedestrian crashes from 2013-2017 occurred on high speed roadways, including the interstate system where pedestrian movement are explicitly prohibited.



Pedestrian Crashes by Segment



Pedestrian Crash Frequency 2013_2017

Join_Count

— 0

— 1

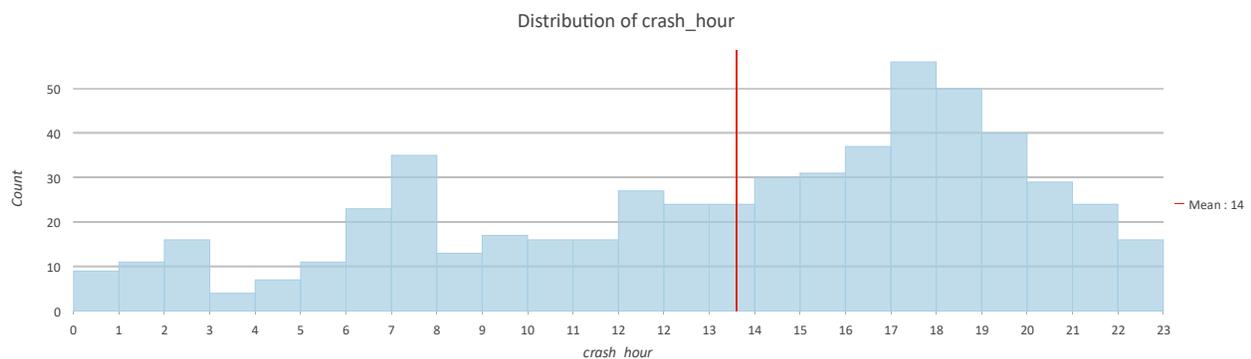
— 2

0 1.75 3.5 7 Miles

WHEN/WHERE/HOW/WHY

Pedestrian crashes in the MPO area occur more frequently during evening hours, peaking at 6 pm with a mean crash hour of 2 pm. The lighting and time of day of the crash had a significant impact on crash severity. 29% of all fatal and serious injury crashes occurred in daylight conditions as opposed to 53% of all pedestrian crashes. 37% of fatal and serious injury crashes occurred in dark conditions with no streetlights, as opposed to 18% of all pedestrian crashes, along with 12% of fatal and serious injuries occurred in the dark with streetlights at intersection only as opposed to 5% of all crashes. 20% of fatal and serious injuries occurred in the dark with continuous streetlights, which was the same rate as all pedestrian crashes.

Table 2: Pedestrian Crashes by Hour of Crash in the MPO Area, 2013-2017



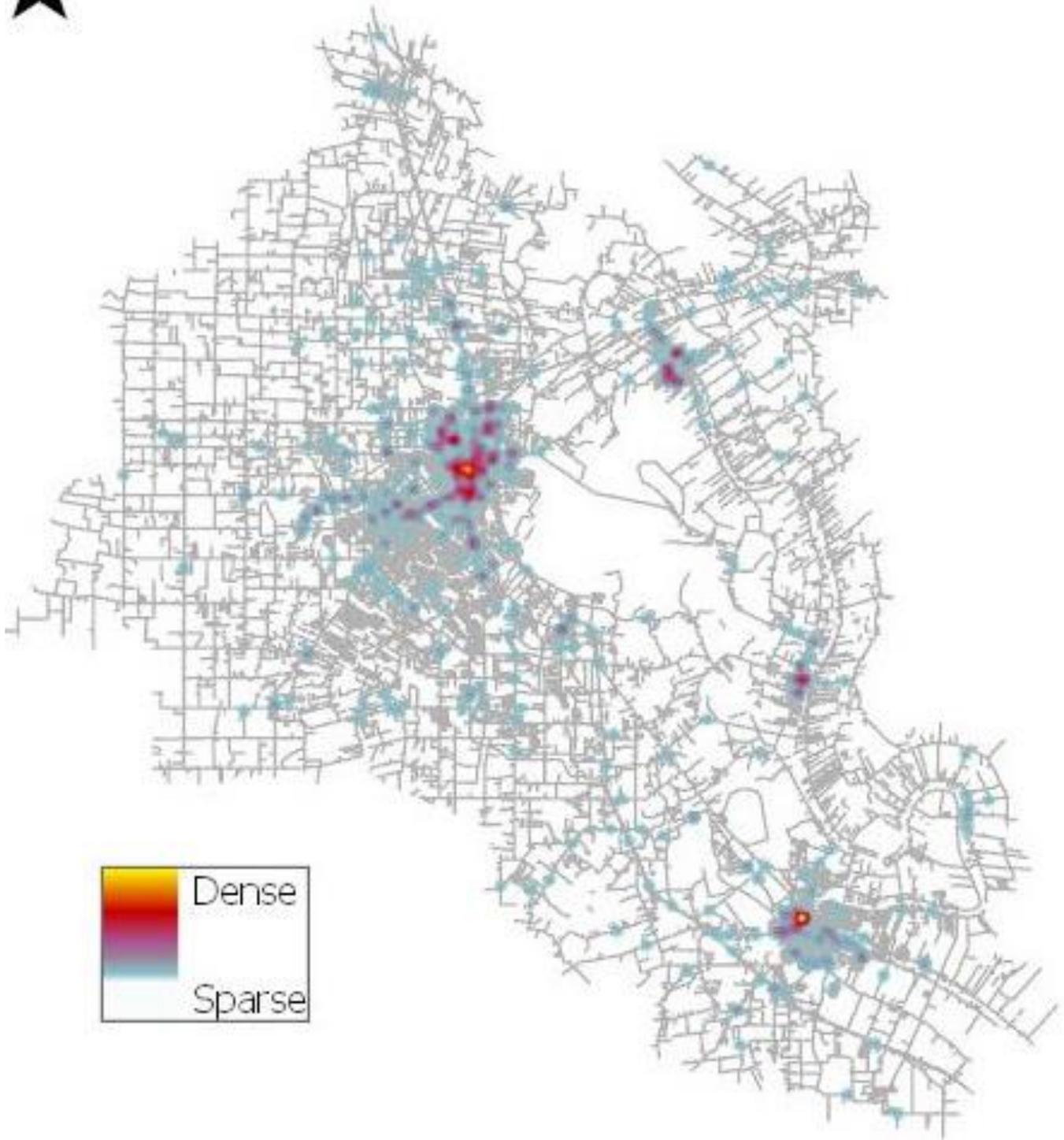
Lafayette Parish had most of the pedestrian crashes in the MPO area during the time period 2013-2017, with 63% of all pedestrian crashes.

Table 3: Pedestrian Crashes in the MPO Area, 2013-2017

Parish	Number of Crashes, 2013-2017	Percentage of Crashes
Iberia	112	19.79%
Lafayette	359	63.43%
St Landry	5	0.88%
St Martin	83	14.66%
Vermilion	7	1.24%
Total	566	100.00%



MPO Area Pedestrian Crashes Heat Map



Pedestrian crashes were focused in the downtown areas of the cities, with most crashes from 2013-2017 occurring in and around downtown Lafayette, Breaux Bridge, St. Martinville, and New Iberia.



The most frequent causes for pedestrian crashes are crossing outside of a designated intersection at the midblock, walking in the travel lane, and motorists hitting pedestrians crossing at intersections while making turning movements.

As part of a detailed crash analysis, the MPO received funding to develop a cyclist and pedestrian safety campaign to target the most common crash types. The MPO distributes these materials on an annual basis via social media and performs outreach to college students during orientation season at the University of Louisiana at Lafayette.

PROVEN SAFETY COUNTERMEASURES

The Federal Highway Administration has developed a list of safety treatments and strategies chosen on proven effectiveness and benefits to the transportation system. FHWA encourages widespread implementation of these treatments, called “Proven Safety Countermeasures”, in all relevant transportation projects to reduce fatal and serious injuries. Four of the twenty countermeasures are specifically targeted to pedestrians:



Pedestrian Leading Intervals:
60% Reduction in Pedestrian Crashes



Pedestrian Hybrid Beacons:
55% Reduction in Pedestrian Crashes



Medians and Pedestrian Crossing Island in Urban and Suburban Areas:
46- 56% Reduction in Crashes



Walkways:
65-89% Reduction in Pedestrian Crashes

Source: FHWA

The MPO will incorporate the pedestrian proven safety countermeasures into all projects where possible. The MPO will provide assistance and guidance to local governments looking to develop pedestrian safety countermeasures into locally funded transportation projects and transportation systems.

COMPLETE STREETS

Complete Streets are public and private streets that include some combination of appropriate infrastructure, as determined by the surrounding context, that accommodate all modes of transportation, including private vehicles, mass transit, walking, and bicycling. Local entities are encouraged to adopt a Complete Street policy to help build the pedestrian networks in their communities. The Acadiana MPO adopted a Complete Street policy in 2014 and Lafayette Consolidated Government adopted their Complete Street policy in 2018.

FUNDING PROGRAMS

Pedestrian safety is a major factor in initiating pedestrian improvements. DOTD has developed a new pedestrian improvement funding program, named Safe Routes to Public Places. This program will be driven by identifying high pedestrian crash locations and developing effective countermeasures for those locations, including sidewalk construction and pedestrian crossings improvements. This program will pay for up to \$350,000 of design and construction of the project. This program is moving to a systemic system of project identification, based on roadway characteristics that lead to fatal and serious injury crashes for pedestrians. These factors include posted speed of the facility and the class of the facility.

Transportation Alternatives Program, managed by the LA Department of Transportation and Development, is a semi-annual funding program for pedestrian improvements on all roadways. The program provides 80% of the funding for the construction, right of way acquisition, and utility relocation for sidewalk projects. Local entities must provide a match of 20% of the project cost, excluding engineering of the sidewalk. The entity is responsible for the entire engineering costs associated with the design of the project.

Urban Systems is the primary funding opportunity provided through the Acadiana Metropolitan Planning Organization. Funds are allocated through an annual competitive process. The program provides 80% of the funding for all aspects of the sidewalk project, including engineering. The entity must provide a 20% match of funding for the entire project cost. The project evaluation and selection processes prioritize the facilitation of pedestrian transportation as an aspect of all projects funded through this program.

CURRENT PEDESTRIAN PROJECTS FUNDED IN MPO AREA

The MPO area currently has six sidewalk projects funded under the Urban Systems program:

Table 4: Urban Systems Pedestrian Projected Funded in MPO Area

State Project Number	Project Name	Sponsoring Entity
H.011833	St. Mary Street Sidewalks	Scott
H.012866	South College Rd. (La. 3025)	Lafayette
H.012864	LA 94/Carmel Drive	Lafayette
H.013517	E Saint Peter St. Sidewalks	Carencro
H.012016	Ed Broussard Rd. Sidewalks	Loreauville
NA	Doucet Road Sidewalks	Lafayette

Under the Transportation Alternatives Program, there are 4 projects currently funded in the Acadiana MPO area:

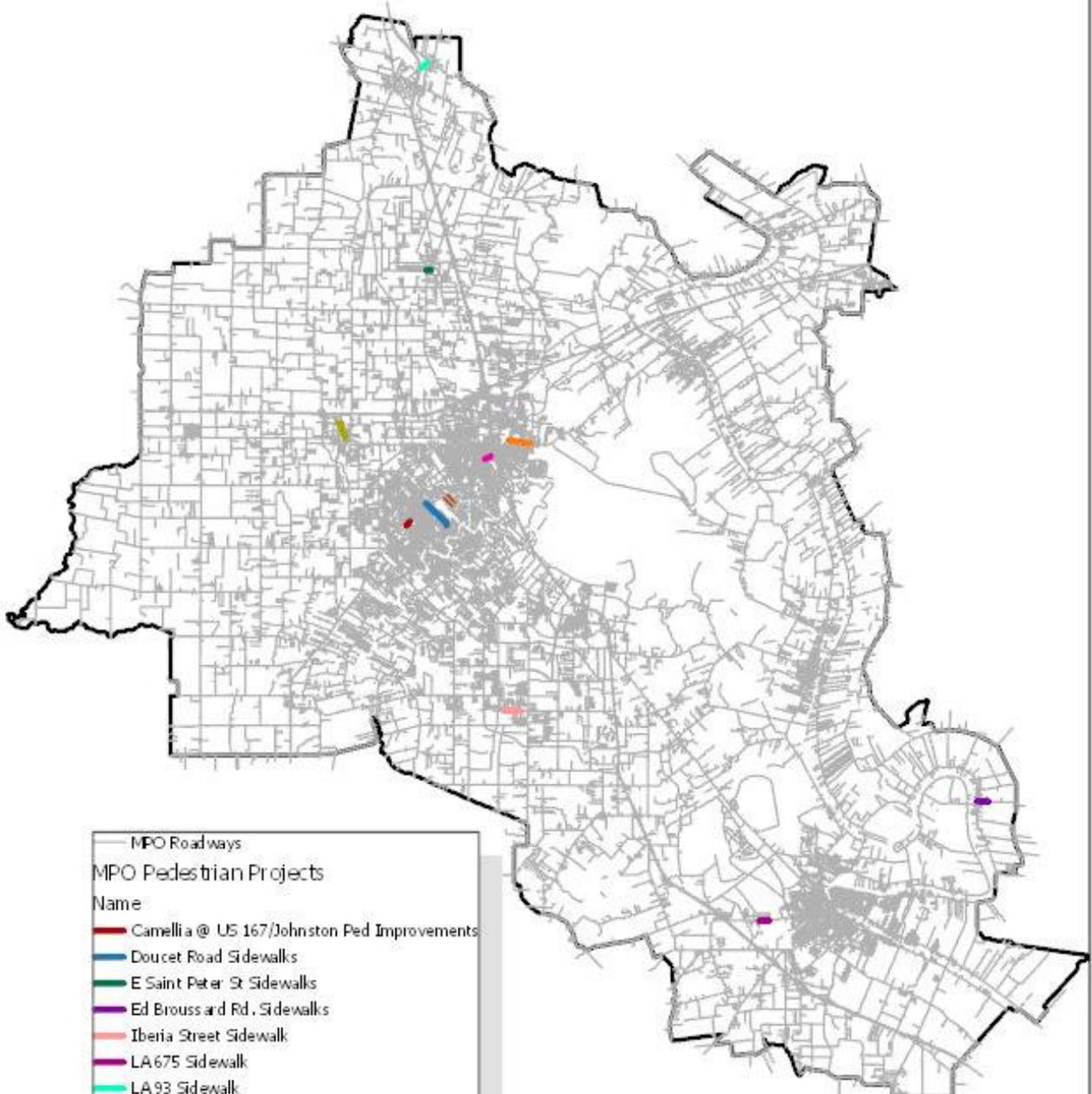
- Grand Coteau
 - LA 93 Sidewalk
- Lafayette
 - Northside High Pedestrian and Bikeway Plaza
 - Sixth Street Sidewalk
- Youngsville
 - Iberia Street Sidewalk

Under the Safe Routes to Public Places Program, there are two projects currently funded in the Acadiana MPO area:

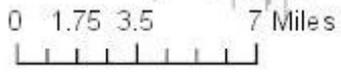
- Iberia Parish
 - LA 675 Sidewalk
- Lafayette
 - Camellia @ US 167/Johnston Pedestrian Improvements



MPO Pedestrian Projects



MPO Roadways	
MPO Pedestrian Projects	
Name	
	Camellia @ US 167/Johnston Ped Improvements
	Doucet Road Sidewalks
	E Saint Peter St Sidewalks
	Ed Broussard Rd. Sidewalks
	Iberia Street Sidewalk
	LA 675 Sidewalk
	LA 93 Sidewalk
	LA 94/Carmel Dr
	Northside High School Pedestrian and Bike Plaza
	Sixth Street Sidewalk
	South College Rd (LA 3025) Sidewalks
	St Mary Street Sidewalks



Sidewalk Evaluation (1/2 mile radius) Case No.

Title??

-  Bike Crash 2009-2019
-  Ped Crash 2009-2019

Pedestrian Generators

-  Schools
-  Hospitals
-  Church
-  Library
-  Bus Stops
-  Recreation Centers
-  Private Parks
-  Public Parks
-  Bike Infrastructure

Street Classification

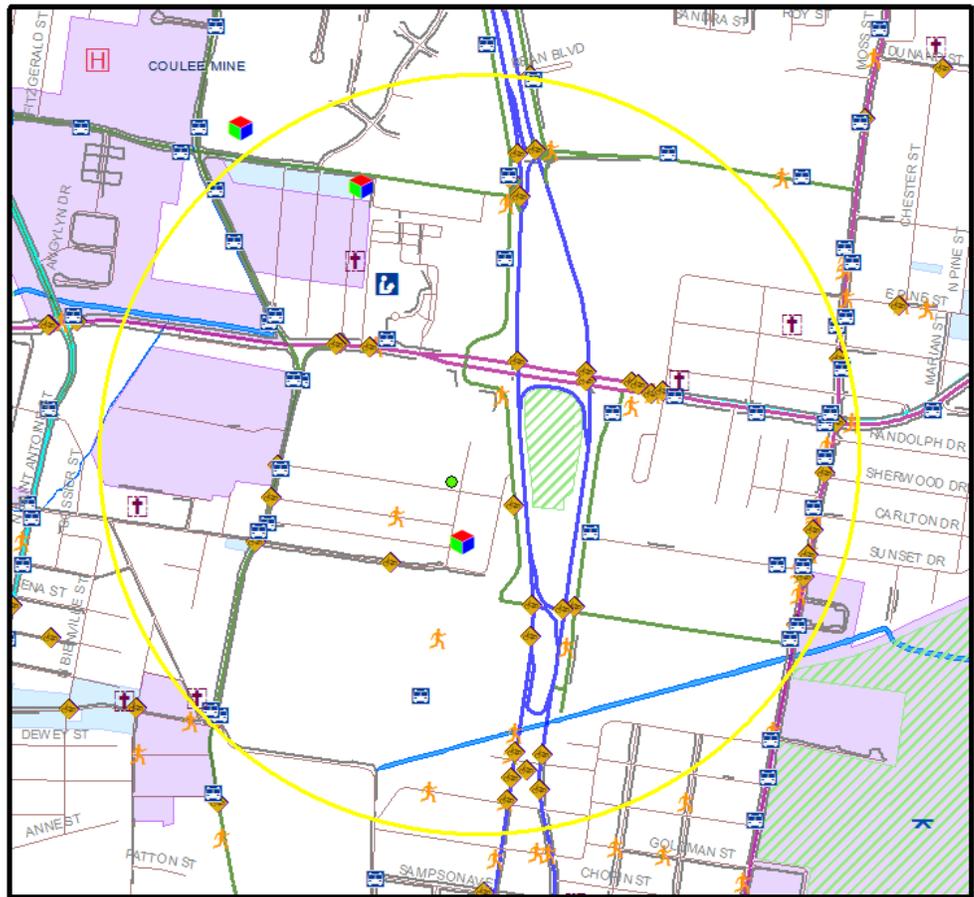
-  Interstate
-  Local
-  Major Collector
-  Minor Arterial
-  Minor Collector
-  Principal Arterial

Pedestrian Connectivity

-  Sidewalks
-  Bike Lanes

Zoning (Urban/Density)

-  CM
-  D
-  MN-1
-  RM-1



Source: LCG Planning

GAP ANALYSIS

The project selection process for the Transportation Improvement Program, the primary funding document of the MPO, highly values sidewalk projects as part of its evaluation system. Analyzing gaps for project development and increasing access to transit stops, schools, employment centers, and retail facilities is a priority of the MPO. Performing a Gap Analysis creates a snapshot of the current system and outlines where gaps in the system are currently located so projects can be selected that are the best at facilitating pedestrian trips in the MPO area.

As of 2020, the Planning Division of Lafayette Consolidated Government has performed a considerable Gap Analysis of the sidewalk infrastructure and identified 611 locations for potential sidewalk projects. These locations have been evaluated and ranked by priority for sidewalk development. The Planning Division has developed a GIS tool with 17 different attributes to evaluate development for the importance of pedestrian facilities. These attributes include Recreation Centers, Libraries, Churches, Presence of Pedestrian Crashes, Zoning, and more to provide greater clarity to decision making officials on the significance of pedestrian facilities in the area impacted by the proposed development. The MPO provides support for the tool by supplying the necessary crash data and other roadway characteristic data collected by LA-DOTD that is useful for this analysis. LCG has provided the tool to the MPO to use when evaluating sidewalk projects in Lafayette Parish for MPO funding. The tool is a model for local governments in the Acadiana region, and the MPO will share its example to area local government planning departments.

LOCATION PRIORITIES

When developing pedestrian projects, the MPO uses the following criteria to prioritize locations and facility type:

- Project Located on Roadway with Pedestrian Crashes
- Project Located on Transit Route
- Project Located on Roadway with Retail Developments
- Project Located on Roadway with High Building Density Area
- Project Located on Roadway with Employment Centers
- Project Located on Roadway with Arterial or Collector Street Classification
- Project Located on Roadway with Connections to Existing Sidewalk Network
- Existing Foot Path without Sidewalk
- Project Located within ¼ of a Mile from a School
- No Grade Issues
- Limited Obstacles Issues
- Limited Drainage Issues

Depending on the grade, obstacles in the right of way, and existing drainage facilities along the roadway sidewalk construction can be difficult to impossible, due to funding constraints and the government's responsibility to ensure proper drainage to the service area. Obstacles can impede and again make sidewalk development infeasible. Safety remains a major factor in project selection, as sidewalks are a significant countermeasure in reducing pedestrian crashes.

LOCAL AGENCY COORDINATION

The MPO coordinates pedestrian improvements and provides technical assistance for project development through cooperation and participation in local agency planning activities. The MPO is working with St. Martin Parish and the City of St. Martinville through the LSU Agricultural Center's Healthy Living Club. The MPO assisted the Club in developing pedestrian facilities around two schools and a state park in St. Martinville and provided community outreach and education on safe walking through a Turkey Trot event held in November of 2019.

The MPO serves on Lafayette Consolidated Government's Pedestrian Committee and provides technical assistance on pedestrian crashes and proven safety countermeasures to gain support for the development of pedestrian facilities in the Lafayette area. As part of the development of the plan, the MPO has collected a priority list of locations for sidewalk improvements developed by a Gap Analysis from Lafayette Consolidated Government. The MPO will use this list as a reference when evaluating potential sidewalk locations for funding under the project selection process.

DEVELOPMENT ROLE IN SIDEWALK CONSTRUCTION

Local agencies in the MPO area have adopted standards and requirements for the construction of pedestrian facilities as part of the development process. This is the most common way that new sidewalks are constructed in the MPO area. Lafayette Consolidated Government, St. Landry Parish, Breaux Bridge, Scott, Carencro, Youngsville, and Broussard require sidewalks to be built when properties are subdivided for development. Many of the other communities in the MPO area encourage sidewalk construction as part of the development process but do not have an active requirement for constructing sidewalks in their development regulations.

SUMMARY

Providing safe transportation choices for all users on the roadway is a major priority of the Acadiana MPO. The MPO will work to achieve that vision by utilizing the best data and processes for funding and facilitating critical pedestrian connections. By working with local public agencies to identify those areas of concern, providing policy guidance, and pairing funding to pedestrian projects, the MPO can develop the path to a walkable Acadiana.