ACADIANA MPO

COMPLETE STREETS PLAN

ACADIANA
PLANNING COMMISSION

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Overview

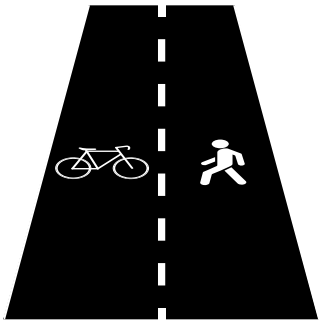
01

The Acadiana MPO is dedicated to increasing the lane miles of complete streets in the region.

The Acadiana MPO has a long history of planning for bike and pedestrian infrastructure in the MPO area. From the first bike and pedestrian plans in the 1970s to the adoption of the Complete Streets Policy in 2014, the MPO has worked diligently to promote non-motorized transportation and integrate bike and pedestrian infrastructure into MPO projects.

The MPO currently has over $10 million dollars funded under the TIP selection process for bike and pedestrian improvements in the region. In 2022, the MPO received a new funding source for bike and pedestrian projects, the Carbon Reduction Program funds. This will allow the MPO to fund an additional $750,542 a year in bike and pedestrian improvements. The MPO also obtain direct control over the Transportation Alternatives Program funds that are allocated to the area. With the availability of these new funding sources for bike and pedestrian infrastructure, it is pivotal for the MPO to set forth a roadmap for funding these project types.

This plan lays out the major factors for the identification and development of non-motorized transportation projects. The plan also outlines a list of locations that are the highest priority for funding in the region.

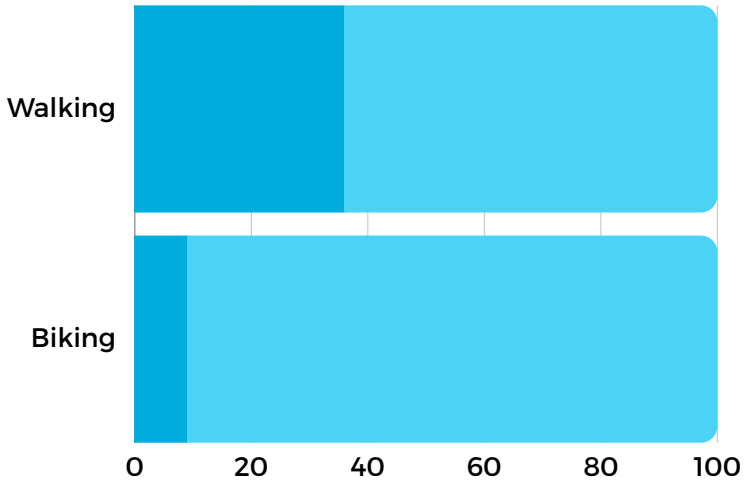


Facts and Figures

The National Highway Travel Survey (NHTS), the authoritative source on the travel behavior of the American public, provides some background on walking and biking in the United States.

Walking and Biking in the United States

Walking and Biking Trips by Americans over the past 30 Days



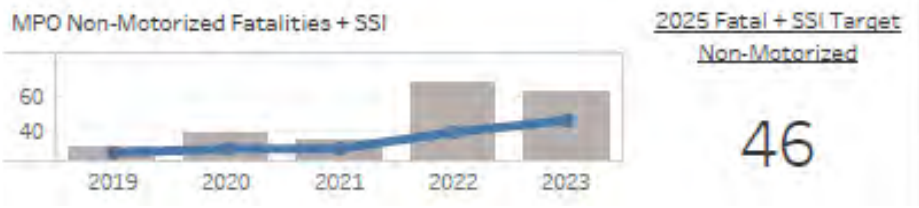
36%

9%

Most people incorporate a pedestrian trip or two into their day, primarily by walking into their place of business, shopping destination, or for recreation. Pedestrian trips are frequently a daisy chain to vehicle trips, as parking facilities mostly require a bit of walking in order to access a business, home, or school.

Non-motorized safety is a major focus for the MPO. The MPO is required to set Safety Performance Measure Target for fatal and serious injury crashes involving non-motorized users in the Acadiana region.

2025 SAFETY PERFORMANCE TARGETS



SOURCE: FEDERAL HIGHWAY ADMINISTRATION, 2022 NATIONAL HOUSEHOLD TRAVEL SURVEY (NHTS) TABULATION CREATED ON THE NHTS WEBSITE AT HTTPS://NHTS.ORNL.GOV

Walking and Biking Trip Facts

Table 1. Percentage of non-motorized trips by trip purpose and day of week.[1]

Trip Purpose	Weekday	Weekend
To/from work	9%	4%
Work-related business	2%	0%
Shopping	12%	19%
Family/personal business	16%	8%
School/church	12%	7%
Medical/dental	1%	0%
Visit with friends/relatives	6%	10%
Social/recreational	37%	49%
Other	5%	3%
Total	**100%**	**100%**

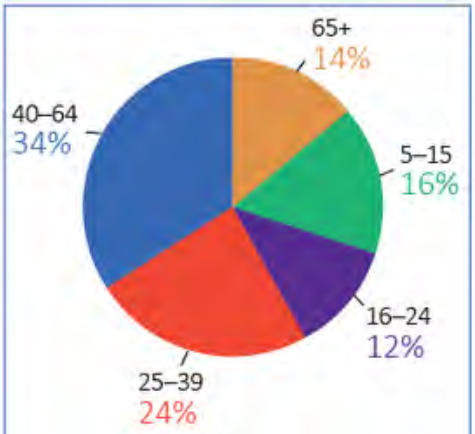


Figure 1. Age of persons reporting non-motorized travel per the 2017 NHTS.[1]

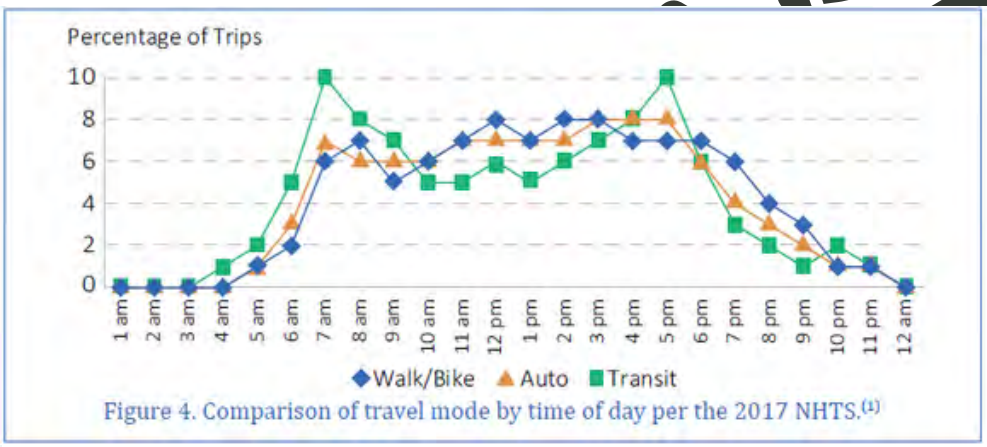
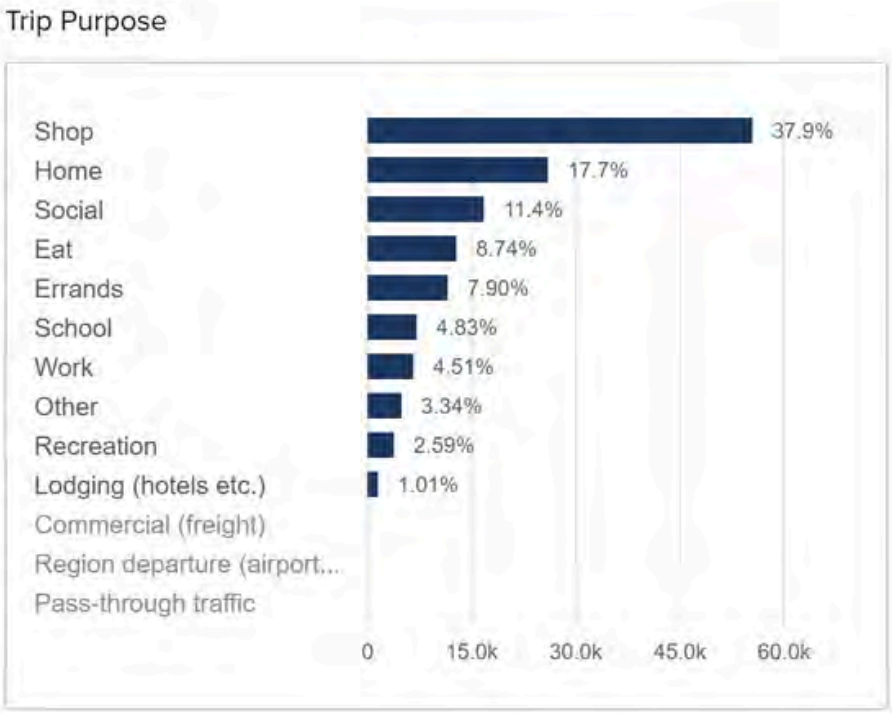


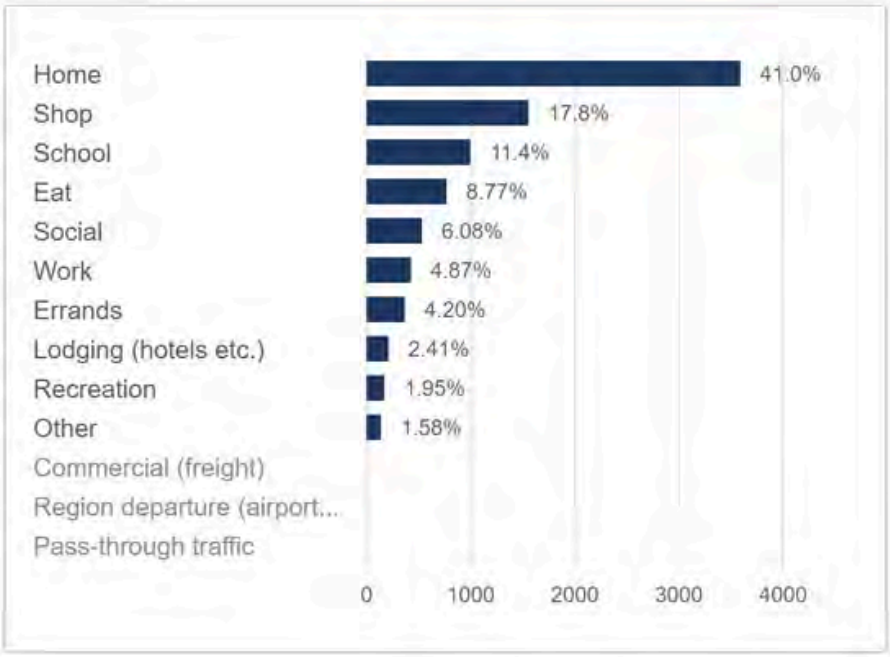
Figure 4. Comparison of travel mode by time of day per the 2017 NHTS.[1]

SOURCE: FEDERAL HIGHWAY ADMINISTRATION, 2017 NATIONAL HOUSEHOLD TRAVEL SURVEY (NHTS) BRIEF: NON-MOTORIZED TRAVEL

Walking Trip Purpose

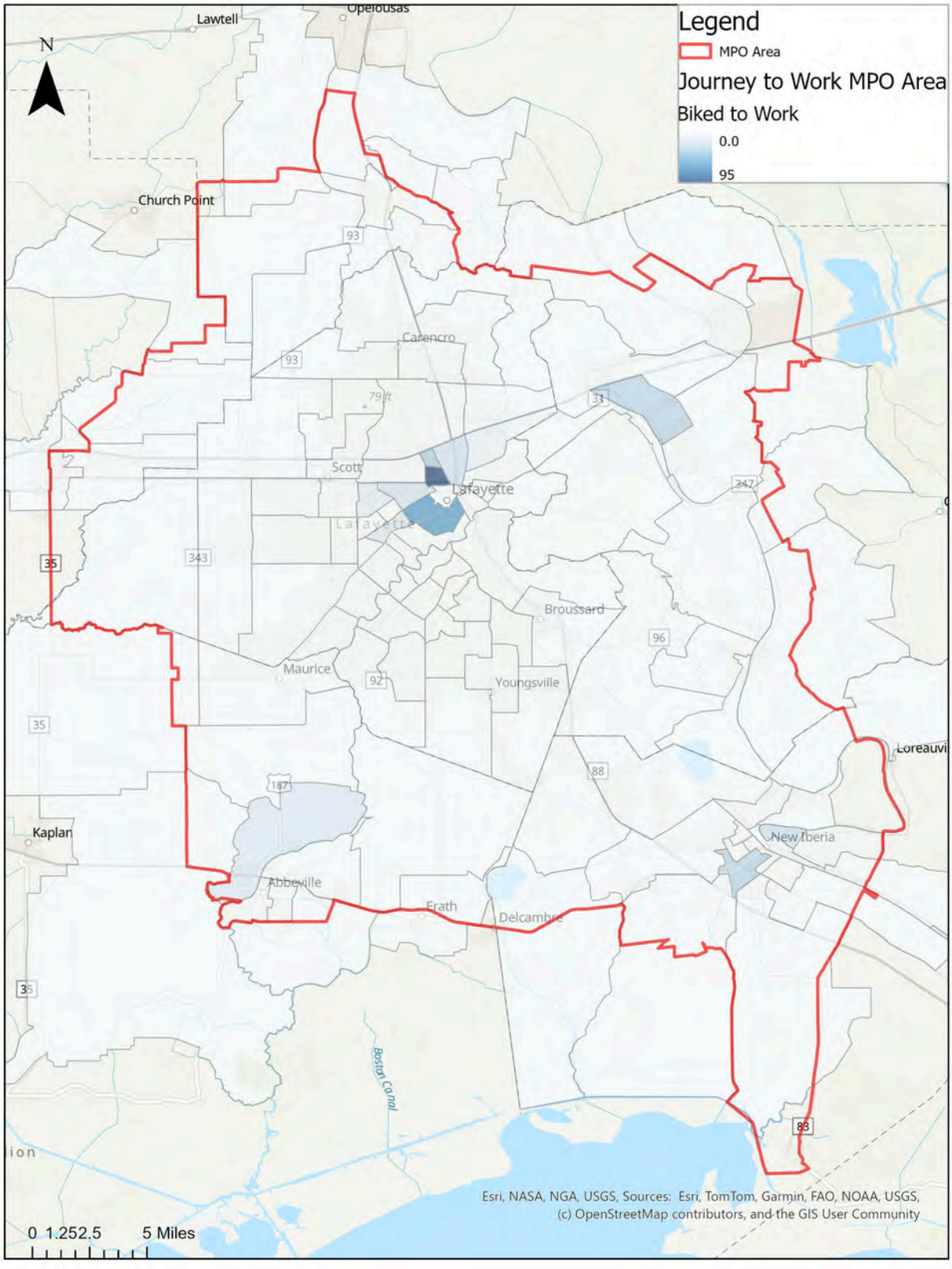


Biking Trip Purpose

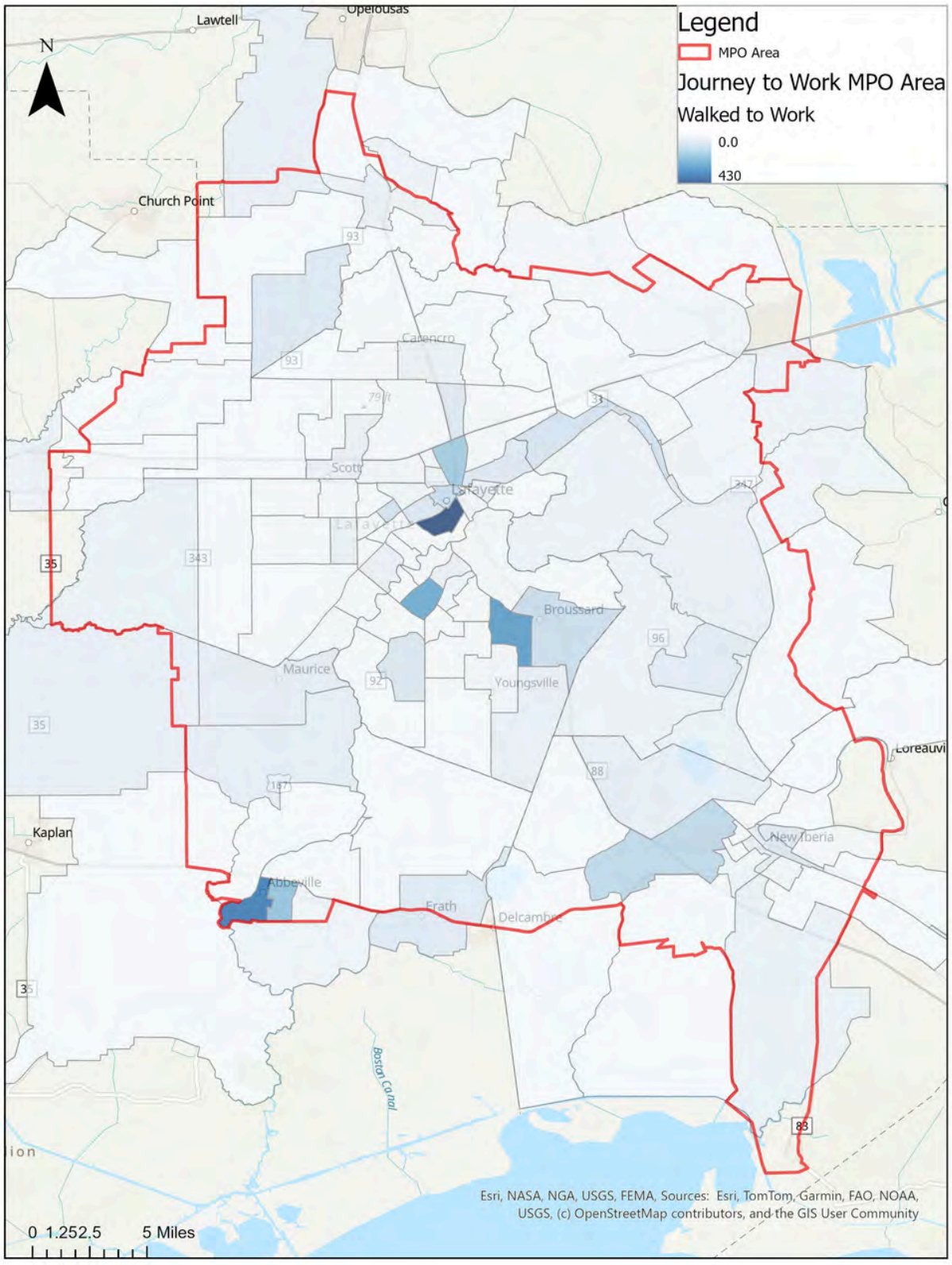


SOURCE: REPLICA

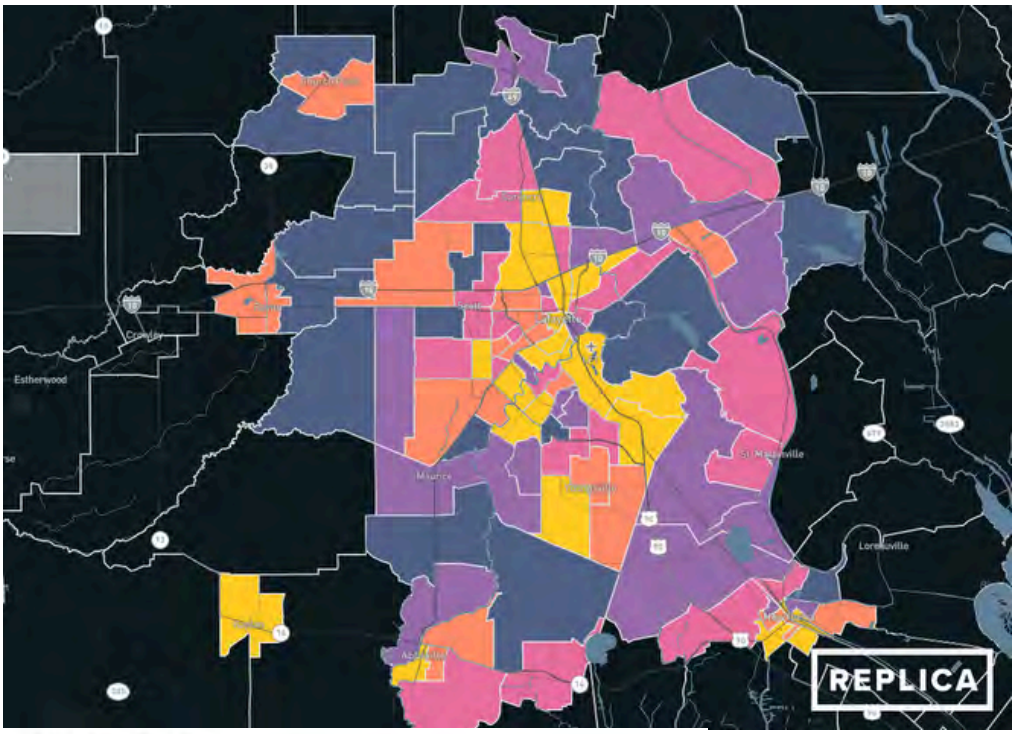
Biking Trips to Work 2021



Walking Trips to Work 2021



Crowdsourced Data on Walking Origins

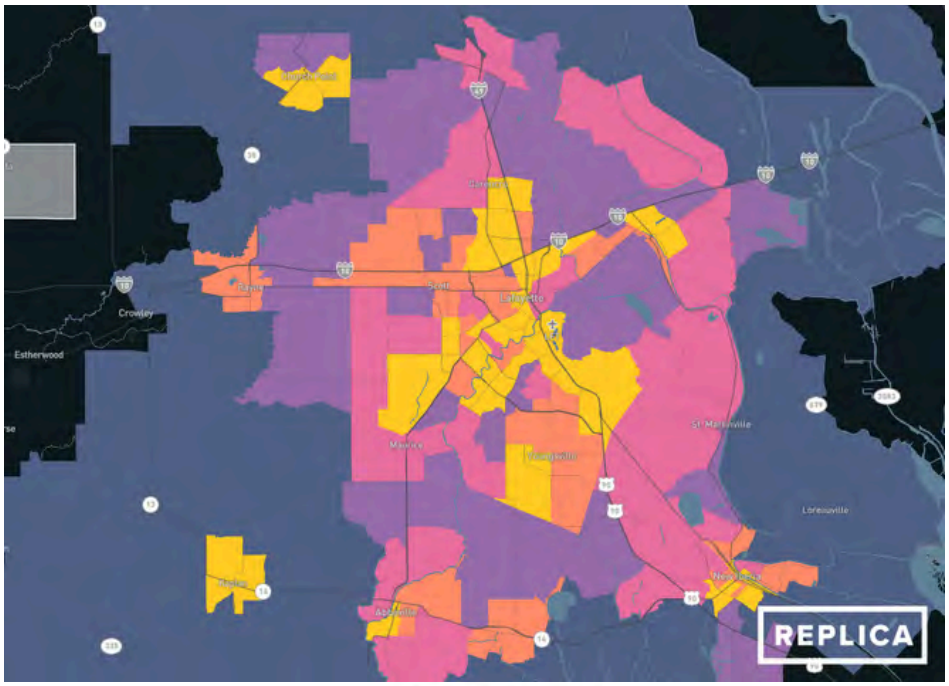


Trips by Origin

Number of trips starting in each area

144 695 994 1450 2110 5890

Crowdsourced Data on Walking Destinations

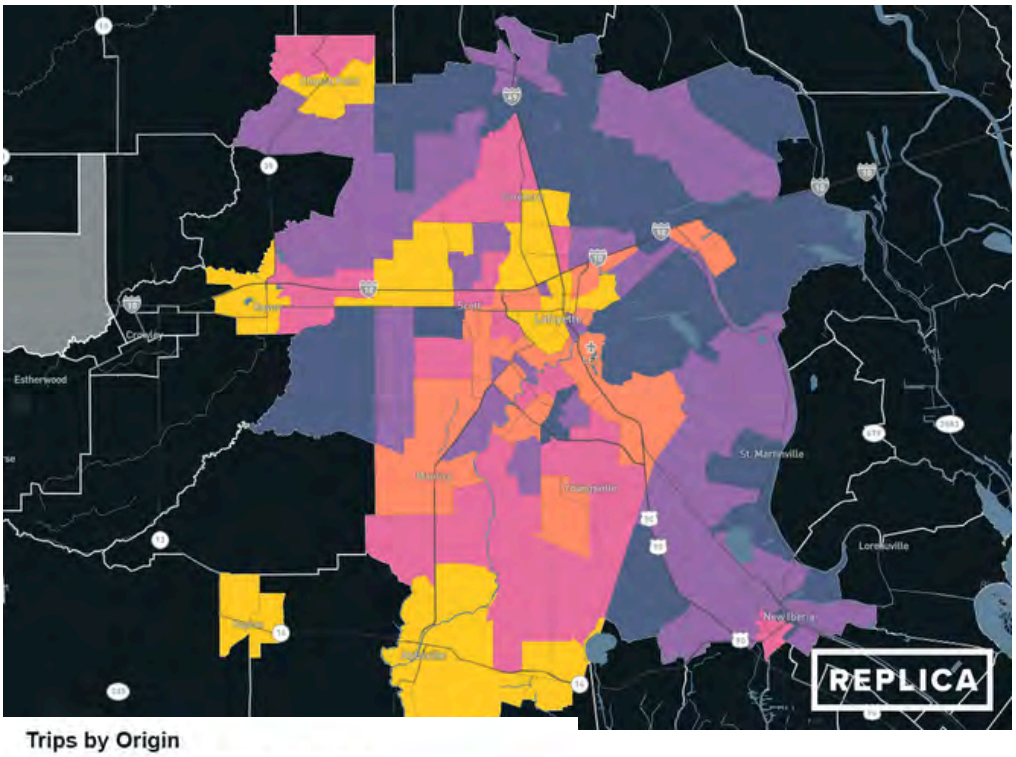


Trips by Destination

Number of trips ending in each area

1 274 826 1330 1990 5880

Crowdsourced Data on Biking Origins

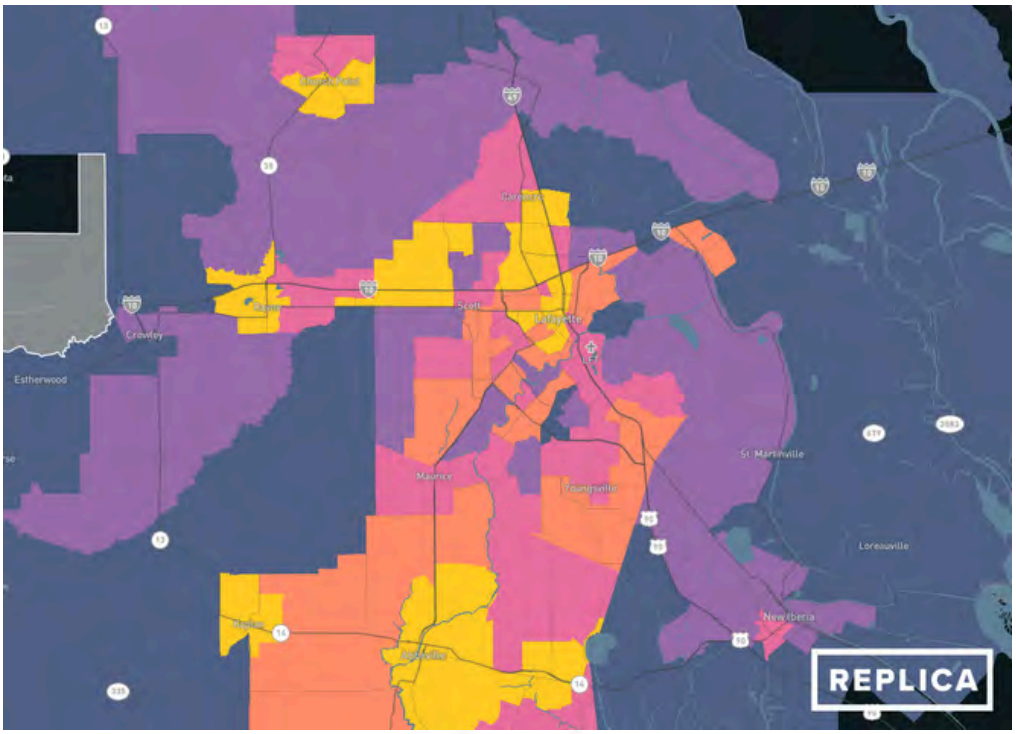


Trips by Origin

Number of trips starting in each area

4 24 52 84 136 374

Crowdsourced Data on Biking Destinations



Trips by Destination

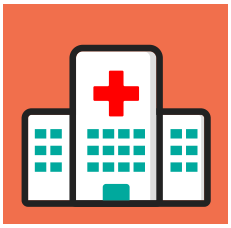
Number of trips ending in each area

1 22 48 81 138 367

02

Non-Motorized Attractions

Non-motorized attractions are land uses that are important destinations for non-motorized trips, as they facilitate important activities for life. These include grocery stores, workplaces, transit stops, schools, medical facilities, day cares, and more.

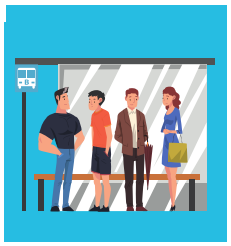


MEDICAL FACILITIES

Disabled and elderly individuals are over-represented in populations without reliable access to motor vehicles, and these groups also federally defined as in need of medical transportation. Providing non-motorized access to medical facilities will facilitate low stress trips to the facilities for these populations.

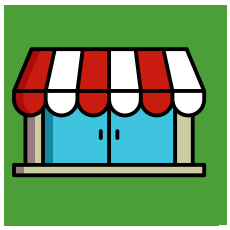
SCHOOLS

School based single vehicle trips is one of the major causes of AM and PM traffic congestion. Providing safe connections from homes to schools can provide positive impacts to area traffic patterns.



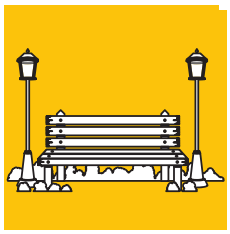
TRANSIT STOPS

Making connections from housing to transit stops will encourage transit usage, which will help with traffic congestion in the region. It will also ensure that transit users are not stranded with no linkages to their final destinations.



GROCERY STORES

Food-insecure residents walk or utilize transit to purchase food at grocery stores at significantly higher rates than the general public.



LEISURE AREAS

Public parks form a vital component of quality of life for a community. Providing non-motorized access enhances the recreational aspect of the facilities and allows residents of all ages to enjoy the park without relying on a motor vehicle.

Non-Motorized Originations

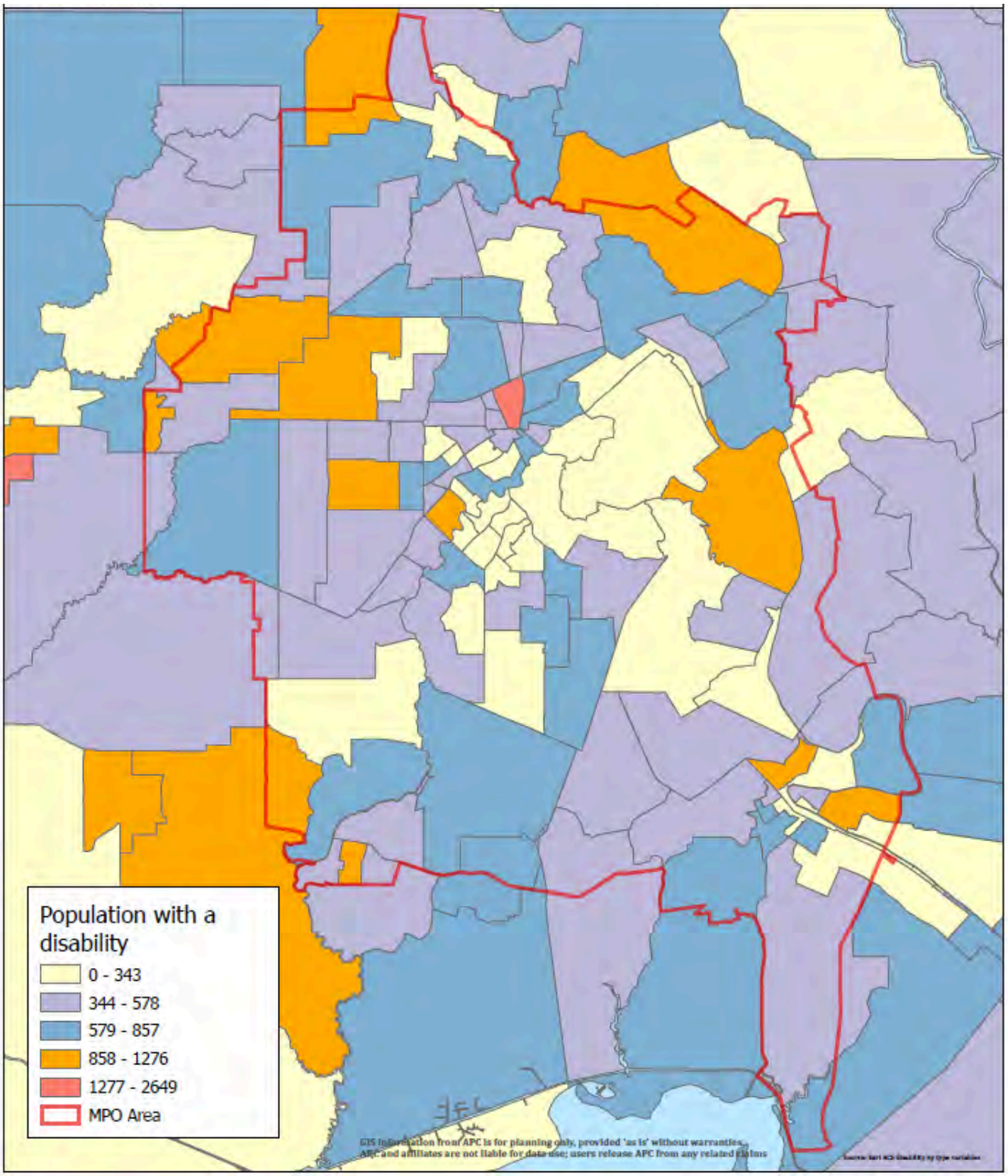
03

Concentrations of high density housing, zero vehicle households, and elderly and disabled populations in the MPO region

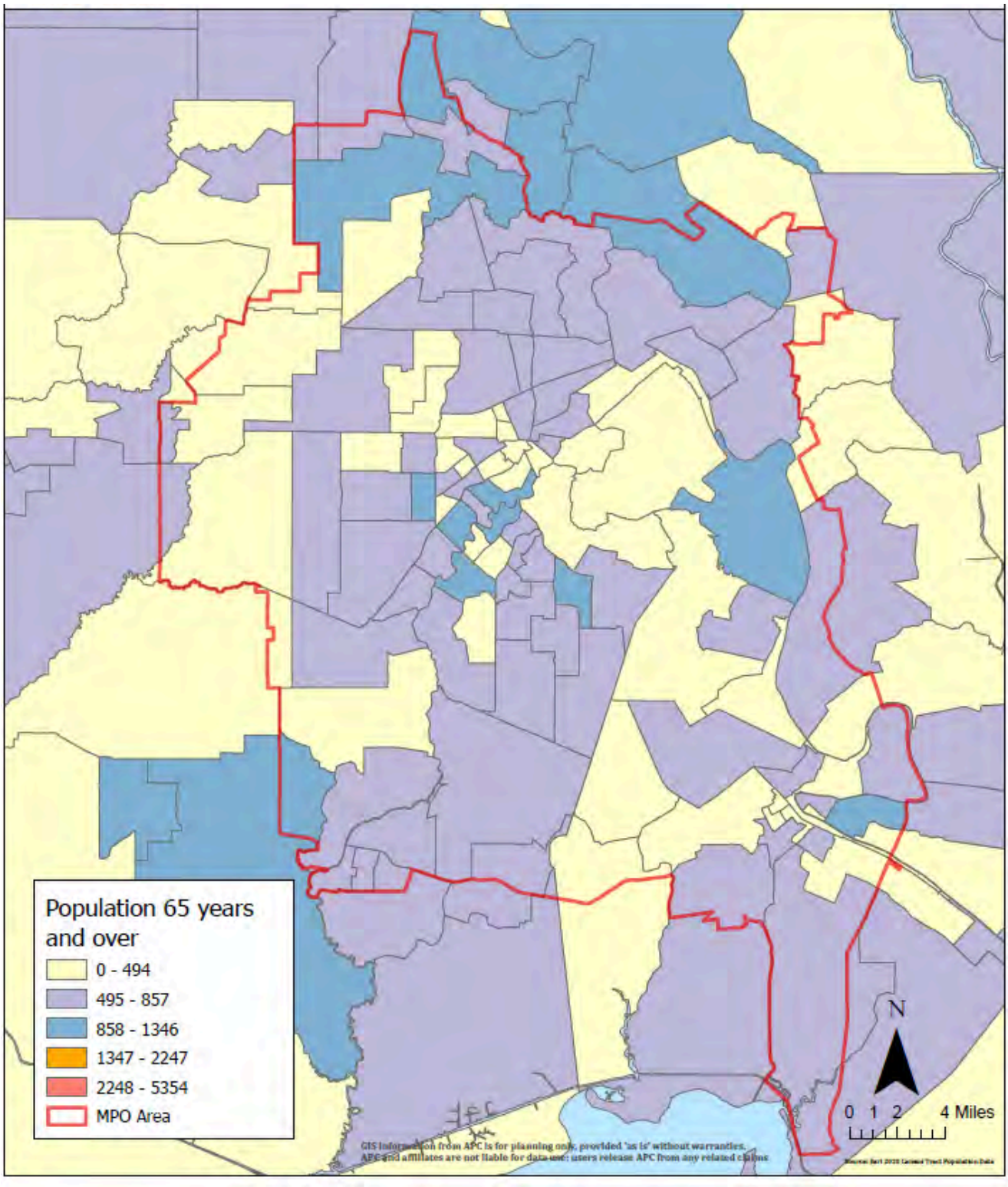
Focusing on the most likely areas where people are utilizing active transportation to navigate the area will produce the most impactful results for non-motorized transportation investments.

Targeted Areas	Purpose	Methodology
Elderly and Disabled Populations	Populations that typically cannot obtain driving privileges	• Coordinate with Human Service Public Transit operators to ID areas with high demand
Areas with High Density Housing	Easiest to leverage for demand for connections to attractions	• Coordinate with local governments to identify focus areas in the region and ID areas where constituents have made requests for non-motorized infrastructure due to housing density
Zero Vehicle Households	Studies show residents with cars were twice as likely to find a job and four times as likely to remain employed as opposed to those without access to vehicles	• Utilize census mapping to ID households without access to vehicles and cross-reference with equity data files to ID areas where income limitations can make vehicle ownership prohibitive

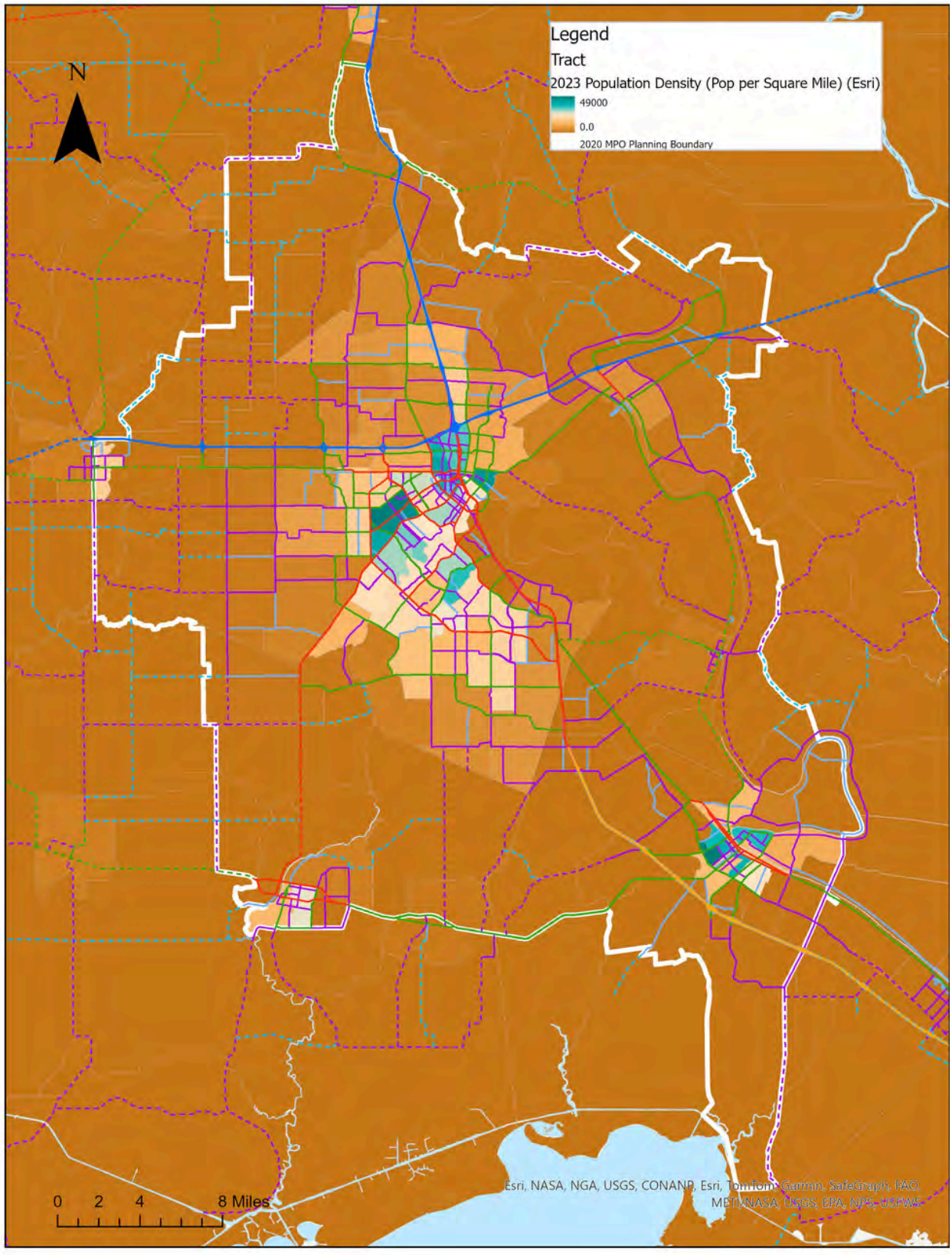
Disabled Population



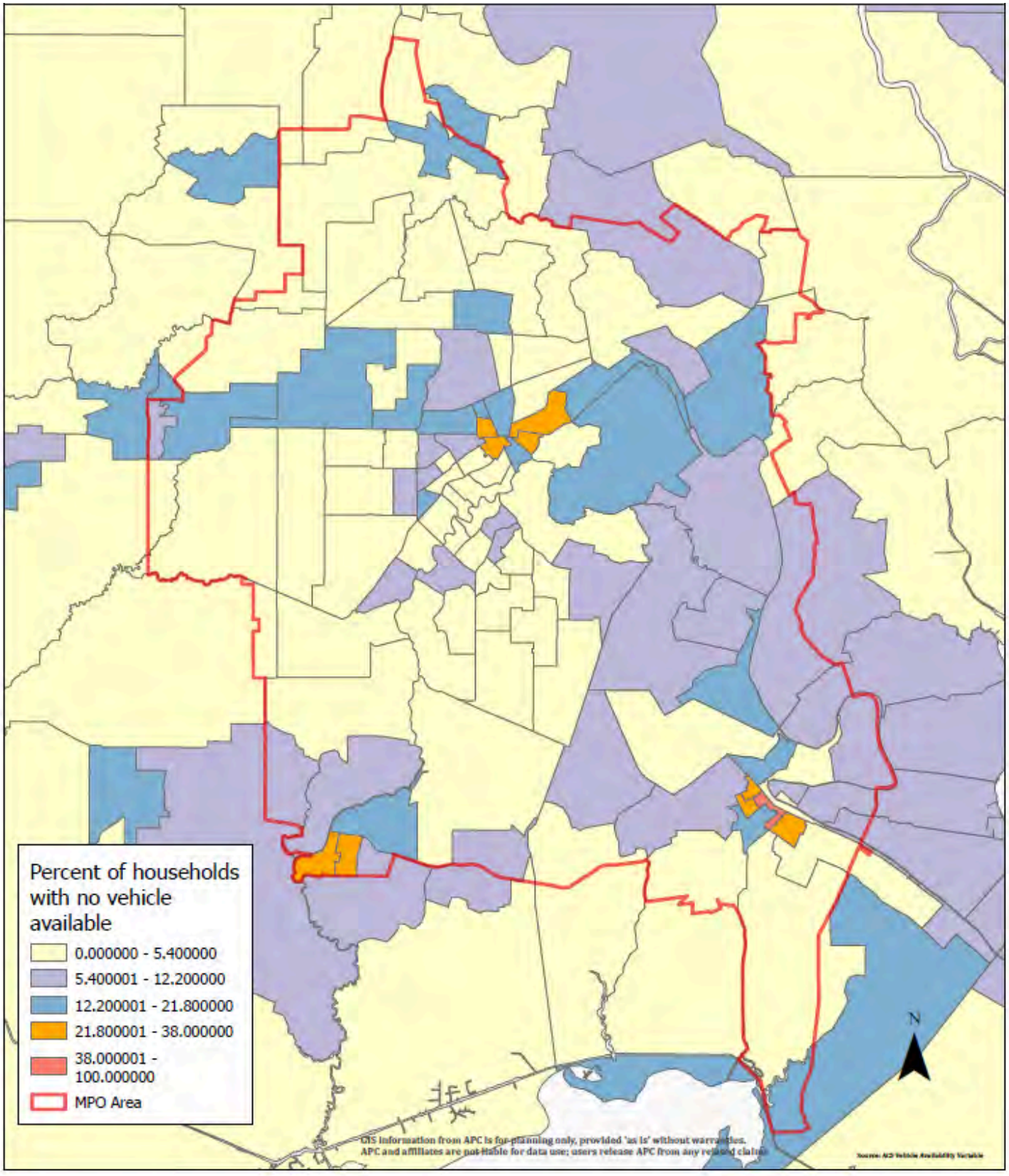
Elderly Population



Housing Density

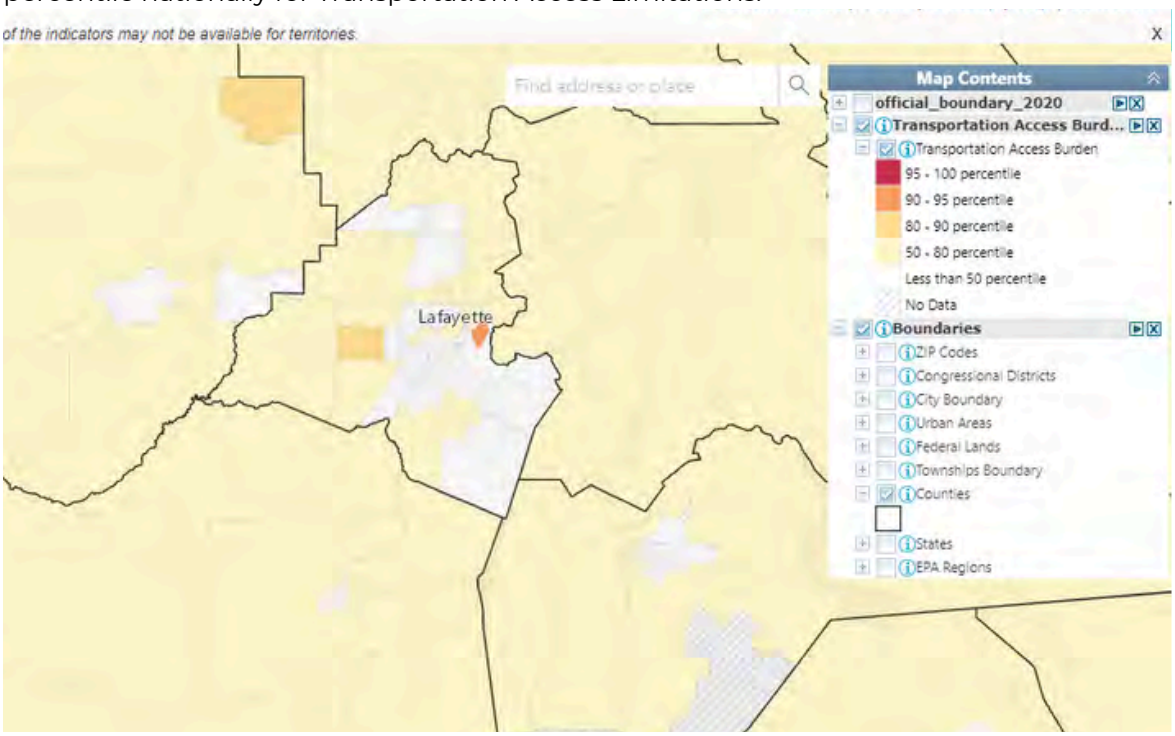


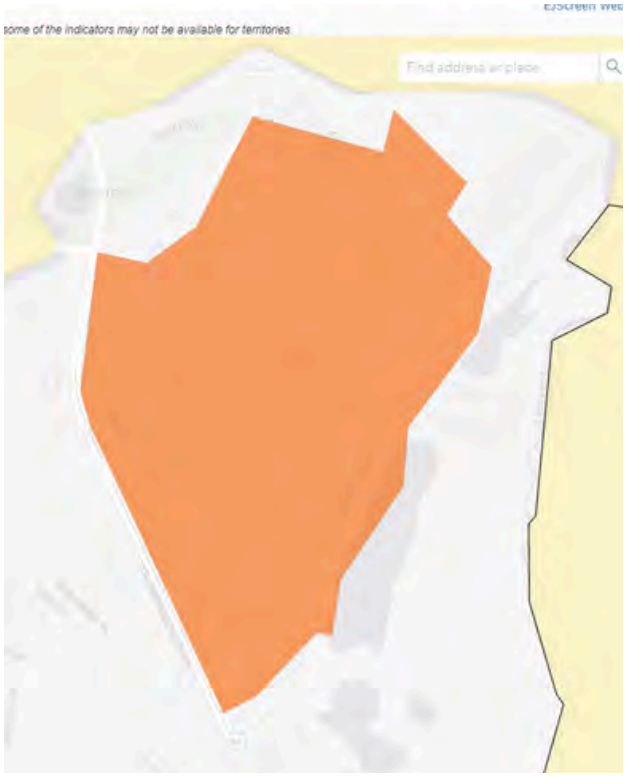
Zero Vehicle Households



Transportation Access

The Census identified one tract in particular in Lafayette as being in the 91st percentile nationally for Transportation Access Limitations.





This is the tract in the immediate area of the Lafayette Airport. It is likely designated as such due to the isolation of the airport facilities, with US 90 on the west side and wetlands to the south and north. The populated sections have a fraction of the population of the City of Lafayette.

The other tract rating higher on the national scale is in the western section of Lafayette Parish. This tract has Landry/Dulles and RIdge to the north and south and Fieldspan and Rue du Belier to the east and west.

This section of the parish has experienced rapid suburban growth in the past 20 years, without sufficient roadway infrastructure to accommodate it. Several roadway projects are under development and soon to be let to construction, but the projects have a vehicle focus with no non-motorized component. Given the presence of schools and recreational facilities in this area, this community would be an excellent location for non-motorized transportation facilities.

Project Development Factors

05

Assessment of the current street conditions must occur for a successful project

Complete Streets project can incorporate a range of non-motorist facility types, so utilizing the existing roadway layout and determining ROW impacts is an essential aspect of the project development process. Then importance of properly assessing costs from drainage improvements, relocating utilities, and acquiring ROW cannot be overstated - these factors can make a sidewalk project infeasible from a funding standpoint.

01

Drainage

Closing roadway drainage facilities can provided needed space for sidewalk improvements, but it can also add extensive costs to the project.

02

Utilities

Utilities frequently impede the space adjacent to the roadway where non-motorized facilities would be locating. The utilities can be relocated, but property impacts and costs must be determined prior to the construction of the project.

03

Right of Way

Right of way can make or break a non-motorized project. Depending on the orientation of the roadway to the existing properties and driveway access, it can render a project unfeasible due to the cost of takings that would be required.

Legal Sidewalk Standards

Americans with Disability Act (ADA) and Sidewalks

The ADA has guidelines to ensure that sidewalks are accessible to all members of the community, such as blind individuals, wheelchair users, and other people who face barriers to accessing and using pedestrian facilities. in 2024, the US government updated the ADA standards with the Public Right-of-Way Accessibility Guidelines (PROWAG) Link to Guidelines

Sidewalk Width

The continuous clear width of pedestrian access routes must be a minimum of 4 feet and 60 inches in medians and pedestrian refuge islands. 60x60 inches passing spaces will be provided at 200 feet intervals.

Grades and Cross Slopes

Grades: Typically 1:20 (5.0% max) in direction of pedestrian travel. Some allowed exceptions to match but not exceed adjacent street grade.
Cross slopes outside crossings: 1:48 (2.1%) maximum.
Cross slopes within crossings: STOP-, YIELD-controlled: 1:48 (2.1%) max; Uncontrolled, signalized, PHB: 1:20 (5.0%) max; Midblock, roundabout: May match but not exceed street grade

Curb Ramps at All Intersections

Curb ramps or blended transition required for each pedestrian crossing. In alterations, where existing physical constraints make compliance technically infeasible, a single curb ramp is permitted at the corner. Detectable Warning Surfaces (DWS) required.

Ramp Clear Areas and Landings

Clear areas intended to allow wheelchair to bypass ramp.
Landings intended to allow wheelchair to turn without tipping at the top of perpendicular ramps and bottom of parallel ramps .Width Requirements: 48 inches min. For shared-use paths: Equal to width of shared-use path.

Multilane Roundabout Crossings and Multilane Channelized Turn Lanes

Each multilane segment with a crossing shall have one or more of the following treatments:

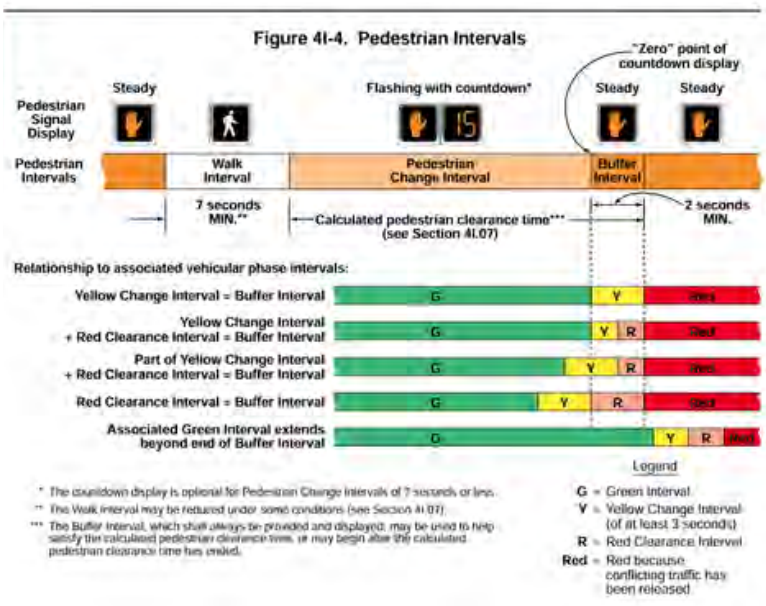
- Traffic control signal with pedestrian signal head
- Pedestrian hybrid beacon (PHB)
- Pedestrian-actuated rectangular rapid flashing beacon (RRFB)
- Raised crossing

Crosswalks: Pedestrian Signal

- All new and altered pedestrian signal heads must include Accessible Pedestrian Signals (APS) with audible and vibrotactile indications. Additional pedestrian push button required on pedestrian refuge island if pedestrian clearance interval is timed to the island.

Crosswalks: Pedestrian Signal Timing

- Pedestrian clearance time using walking speed of 3.5 ft/s or less, unless passive pedestrian detection used to adjust clearance time based on actual clearance of crossing. The walk interval shall be 7 seconds minimum, per the MUTCD.



MUTCD, 11th Edition

Funding Programs

There is a wide variety of federal transportation funding programs for non-motorized facilities. These programs range from sub-allocations within broader transportation funding to specialized transportation alternatives to competitive federal grant programs. Matching a project with the most appropriate funding source is a major part of project development.

+ Transportation Alternatives

+ Safe Routes to Public Places

+ STP>200K/Carbon Reduction

+ Recreational Trails

Transportation Alternatives

Administered by: LA DOTD

Transportation Alternatives is one of the oldest programs dedicated primarily to bike and pedestrian infrastructure. It is administered by LA DOTD, but the Acadiana MPO gets a set aside of funding for it's own use due to changes in the Bipartisan Infrastructure Law. In theory, there is a wide variety of eligible uses allowable under law such as renovating historic transportation structures, but in practice the majority of funding is for bike and pedestrian infrastructure.

Phases Federally Funded:

- Dependent on FHWA approval on cost sharing
- Greater than 200k – will only cover Construction Phase at 80%
- Less than 200k – dependent on DOTD's ability to cover cost sharing in other phases
- Project has limits on much drainage improvements can be facilitated through the program – cannot be more than 50% of construction costs
- Project are reimbursement

Project Types:

- Non-motorized transportation facilities along public roadway
- Conversion and use of abandoned railroad corridors
- Construction of turnouts, overlooks, and viewing areas
- Community improvement activities, including:
  - (i) inventory, control, or removal of outdoor advertising
  - (ii) historic preservation and rehabilitation of historic transportation facilities

Funding Cycle:

- Every Two Years
- 2025 Funding Cycle

Success Criteria:

- Incorporates equity analysis, demand analysis, proximity to walking destinations and other pedestrian generators

Budget:

- Successful projects are typically under $1,000,000 for total cost

Contact Information:

For any queries or additional information, please contact:

Program Manager: Brian Nunes

Brian.Nunes@LA.GOV

DOTD TAP Program

Safe Routes to Public Places

Administered by: LA DOTD

Safe Routes to Public Places is a set aside of Highway Safety Improvement Program funding to facilitate safe non-motorized transportation facilities. All projects have to meet a safety threshold for reducing fatal and serious injury crashes along the designated project roadway.

Phases Federally Funded:

- All phases are funded at 100%, including:
  - Initial feasibility analysis
  - Engineering design
  - Construction
  - Construction engineering

Project Types:

- Must use proven safety countermeasures, such as:
  - Highly reflective signs and striping
  - Roundabouts
  - Signal backplates
  - Flashing yellow arrows

Funding Cycle:

- Dependent on DOTD's Safety Section
- Last project call was in Winter 2024

Success Criteria:

- Projects must address an identified safety need
- Project location must be within an identified radius of pedestrian and cyclist crashes

Project Funding Cap:

- Projects are capped at $500,000 for Construction phase
- All other phases are covered at no cost by DOTD

Contact Information:

For any queries or additional information, please contact:

Program Manager: Carrie Wiebelt

Carrie.Wiebelt2@LA.GOV DOTD SRTPP

STP>200K/Carbon Reduction

Administered by: Acadiana MPO

The Surface Transportation Program Greater than 200 Thousand is administered by the Acadiana MPO through the LA DOTD, with projects selected by the Transportation Policy Board of the MPO. The projects allowed under this program have a great deal of flexibility for developing and incorporating active transportation facilities. The Carbon Reduction Program is a separate program that uses the same process, with the additional requirement that project types must reduce carbon emissions.

Phases Federally Funded:

- Feasibility/Traffic Study
- Design Engineering
- Construction
- Construction Engineering and Inspection
- All projects are funded at 80% federal and 20% local
- Projects are disbursement

Project Types:

- Standalone active transportation projects, including sidewalks and bike facilities that reduce carbon emissions
- Pedestrian heads and pedestrian crossing improvements at intersections
- All STP>200K/Carbon Reduction projects must include complete streets facilities or an explanation as to why the project is excluding accommodations for pedestrians and cyclists

Funding Cycle:

- The MPO holds project selection cycles when funding is available for programming

Success Criteria:

- The local public agency sponsoring the project must show a commitment to seeing the project through to construction
- Project must be feasible and help the MPO meet federal performance measures

Project Funding Cap:

- No cap, but projects must puzzle into the allocated funding amount
- Scope changes and reductions may be necessary to fit into the overall funding allocation

Contact Information:

For any queries or additional information, please contact:

MPO Manager of Planning and Programming:
Ashley Moran

amoran@planacadiana.org MPO Website

Recreational Trails

Administered by: CRT

Recreational Trails is a program administered by the Louisiana Department of Culture, Recreation, and Tourism to build facilities for a purely recreationally purpose. These projects cannot be associated with a vehicular transportation facility. These trails can include uses for motorized vehicles, such as a golf carts or dirt bikes. It can also include trailside and trailhead facilities, such a wayfinding, parking, restrooms, fencing, and bike racks.

Phases Federally Funded:

- NO Planning or environmental phase funding
- NO gardening or landscaping

- Engineering Design
- Construction

- 80/20 federal and local share

Project Types:

- Construction of new trails on state, parish, municipal or private lands, where a recreational need for such construction is shown
- Development of trailside and trailhead facilities. This includes trail components or associated facilities which serve the purpose and safe use of the recreational trail, and may include, but are not limited to, the following: drainage, crossings, stabilization, parking, signage, controls, shelters, hitching rails, bike racks, fencing, motorized access barriers, water, restroom facilities

Funding Cycle:

- Funding applications are due by July 1st every year

Success Criteria:

- Further a trail-related goal in the Statewide Comprehensive Outdoor Recreation Plan (SCORP) or local/regional strategic/comprehensive plan

Project Funding Cap:

- Non-motorized projects: $100,000
- Motorized projects: $419,990

Contact Information:

For any queries or additional information, please contact:

Program Manager: Michael Domingue

mdomingue@crt.la.gov

LA Recreational Trails Program

07

Regional Project Priorities

Several of the communities in the Acadiana MPO area have created their own planning products to develop bike and pedestrian facilities. These plans should be considered when funding transportation projects, either for funding a complementary non-motorized facility as part of a larger improvement or as a standalone project.

Imagine Abbeville

Abbeville developed a plan to improve the walkability of the community. Several non-motorized projects have been identified through this process.

Bicycle Lafayette

Lafayette Consolidated Government developed a plan specifically around increasing the number of bicycle lane miles around the City of Lafayette.

Master Transportation Plan

The City of Scott is developing a Master Transportation Plan. This plan includes transportation planning for the future: regarding roadways, sidewalks, bicycle paths, extensions, etc.

New Iberia Now Plan

The New Iberia Now plan lays out district by district community improvements geared towards improving the quality of life for residents. These include several non-motorized improvements throughout the community.

St. Martinville Vision Plan

The City of St. Martinville is working with the Community Design Studio at the University of Louisiana to develop a vision plan for growth in the community. This plan will identify locations for improvements like sidewalks to enhance the growth of the city.

Transportation Master Plan

The City of Youngsville developed a transportation master plan in 2022 that includes a Complete Streets component and a goal to promote active transportation.

Stand Alone Projects of Regional Significance

After consultation with area governments, the MPO identified these projects of having regional significance and require documentation in the Complete Streets Plan to receive additional consideration for funding.

Johnston Street

Local Public Agency: LCG
Limits: US 90/Thruway to Ambassador Caffery
Project Type: Complete Street

Willow Street

Local Public Agency: LCG
Limits: Cora to Clifton Building, Home Depot to MLK
Project Type: ADA Compliant Sidewalks and Crosswalks

Lafayette High Area

Local Public Agency: LCG
Limits: Streets around Lafayette High - Marie Antoinette, Foreman, Pandora, Susan
Project Type: ADA Compliant Sidewalks and Crosswalks

Castille Street

Local Public Agency: LCG
Limits: US 90/Thruway to Moss
Project Type: ADA Compliant Sidewalks and Crosswalks

St. John Street

Local Public Agency: LCG
Limits: Congress to University
Project Type: ADA Compliant Sidewalks and Crosswalks

Berard Street

Local Public Agency: Breaux Bridge
Limits: Mills to Refinery
Project Type: ADA Compliant Sidewalks

Stand Alone Projects of Regional Significance

Mills Avenue

Local Public Agency: Breaux Bridge
Limits: Berard to Rees
Project Type: ADA Compliant Sidewalks

St. Louis Street

Local Public Agency: Scott
Limits: Alfred to Lafayette
Project Type: New Sidewalk

Alfred Street

Local Public Agency: Scott
Limits: Scott Park to St. Mary
Project Type: New Sidewalk

Lafayette Street

Local Public Agency: Scott
Limits: St. Louis to Delhomme
Project Type: New Sidewalks

Delhomme Avenue

Local Public Agency: Scott
Limits: Apollo to Lafayette
Project Type: ADA Compliant Sidewalk Rehabilitation

Westgate Road

Local Public Agency: Scott
Limits: Cameron to Dulles
Project Type: New Sidewalk

Stand Alone Projects of Regional Significance

Arceneaux Road

Local Public Agency: Carencro
Limits: N University to Potier
Project Type: ADA Compliant Sidewalks

Prejean Road

Local Public Agency: Carencro
Limits: University to Tournament
Project Type: ADA Compliant Sidewalks

Church Alley - Phase II

Local Public Agency: New Iberia
Limits: From the end of pedestrian walkway to East St. Peter St
Project Type: Vehicular

Center Street - Highway 14

Local Public Agency: New Iberia
Limits: Chili's to Hebert Property
Project Type: ADA Compliant Sidewalk

Acadian Acres

Local Public Agency: New Iberia
Limits: Santa Clara Street
Project Type: ADA Compliant Sidewalk

West End

Local Public Agency: New Iberia
Limits: Along Hopkins Street
Project Type: ADA Compliant Sidewalk Upgrades

Stand Alone Projects of Regional Significance

Ann Street

Local Public Agency: Carencro
Limits: Dale Street to Admiral Doyle Drive
Project Type: ADA Compliant Sidewalk

Youngsville Highway

Local Public Agency: Youngsville
Limits: Youngsville City Limits
Project Type: New Sidewalk

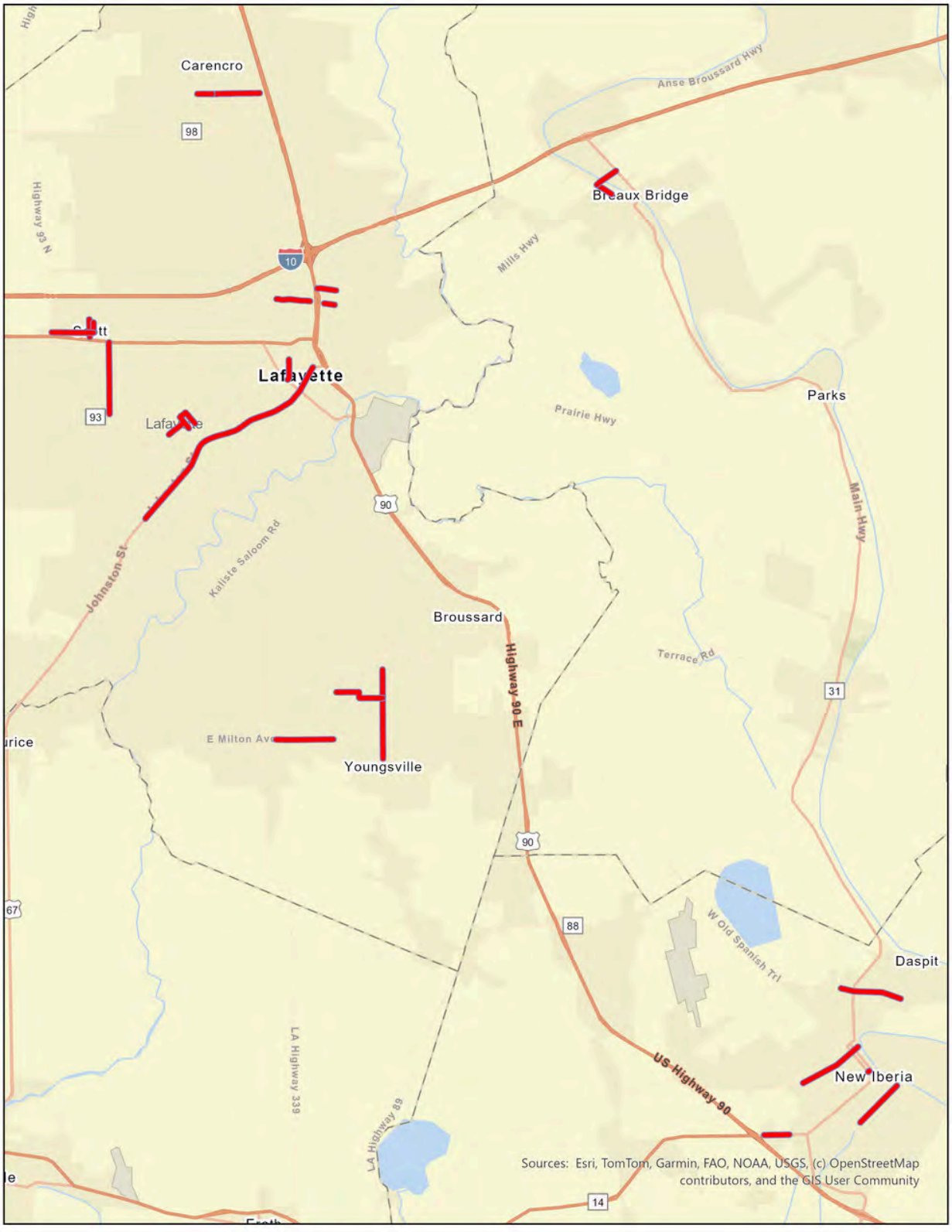
Fortune Road

Local Public Agency: Youngsville
Limits: Bonin to Youngsville Hwy
Project Type: New Sidewalk

E Milton Avenue

Local Public Agency: Youngsville
Limits: Bonin to Windemere
Project Type: New Sidewalk

Project Location Map



Resources

Project Development Toolkits

Click on these links for more information on how to integrate facilities into local government roadway networks.

SEPARATED BIKE LANES ON HIGHER SPEED ROADWAYS

Click this link to utilize FHWA's Bike and Pedestrian Program Toolkit for separated facilities on high speed roadways.

ACTIVE TRANSPORTATION FUNDING AND FINANCE

Click this link for a toolkit with a complete list of funding and finance opportunities for federal active transportation investments.

PLANWORKS

PlanWorks provides documentation on integration of bike and pedestrian infrastructure in the overall planning process.

COMPLETE STREETS DEISGN MANUAL

DOTD has developed a design manual for complete streets facilities.

Plan Updates and Maintenance

The plan will be updated as needed, per the request of participating local governments in the MPO area. As projects come on and off the plan, it will documented here as Plan Amendments.

Plan Amendments

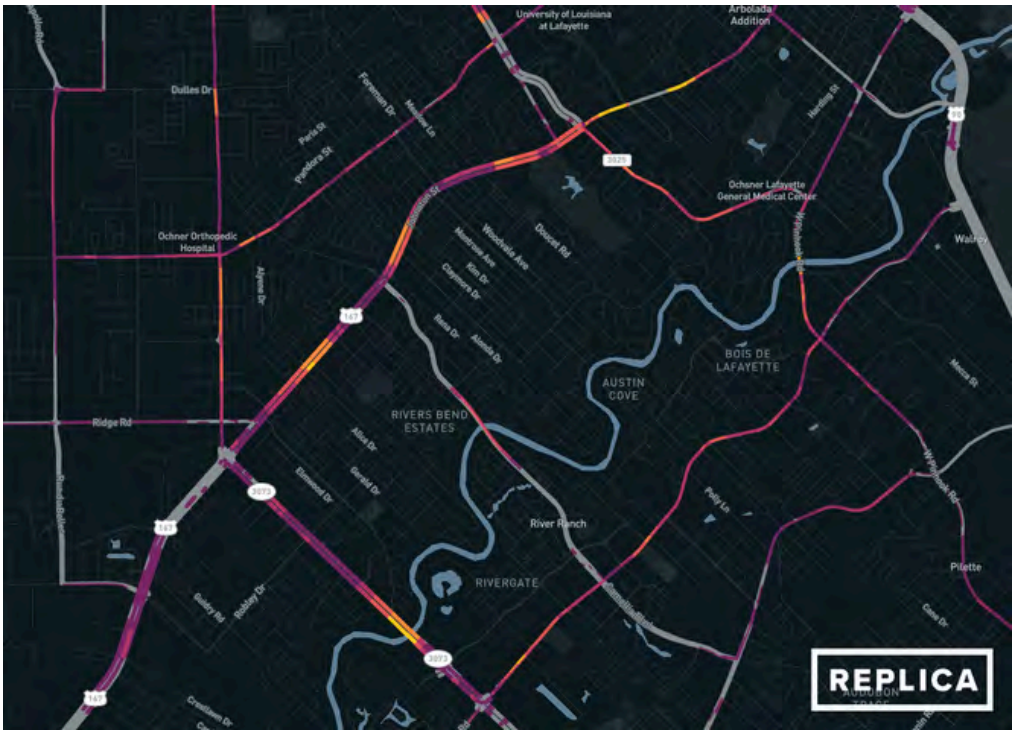
Plan Adoption

June 18, 2025

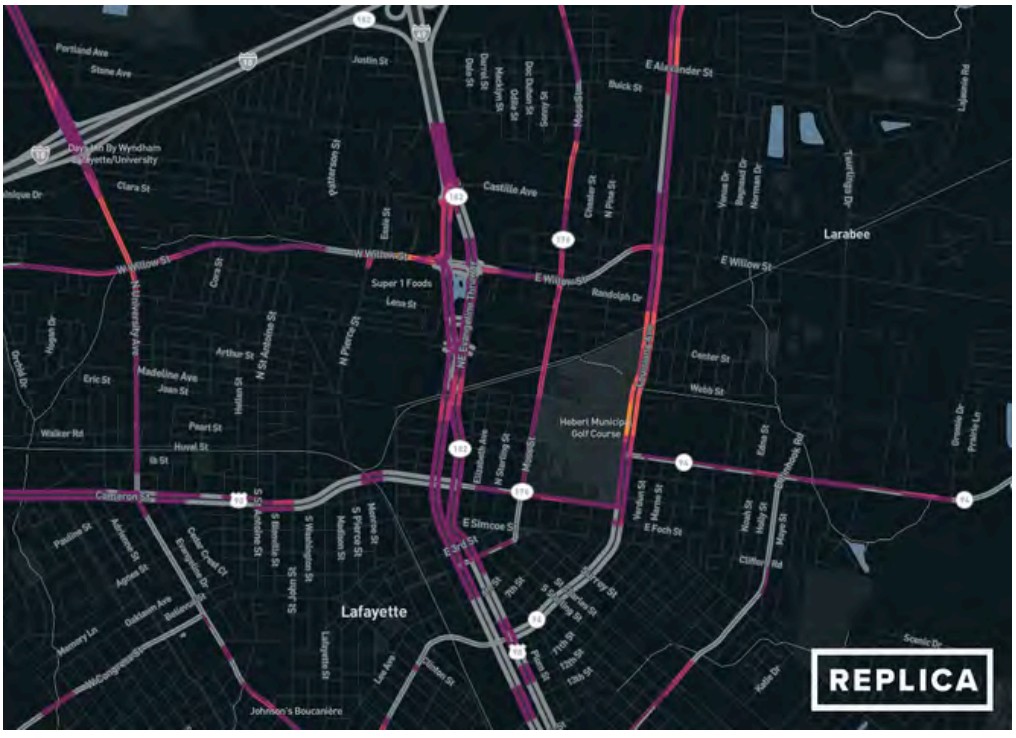
Appendix

Network Links for Walking Trips

Network Links for Walking Trips



LAFAYETTE NETWORK LINKS

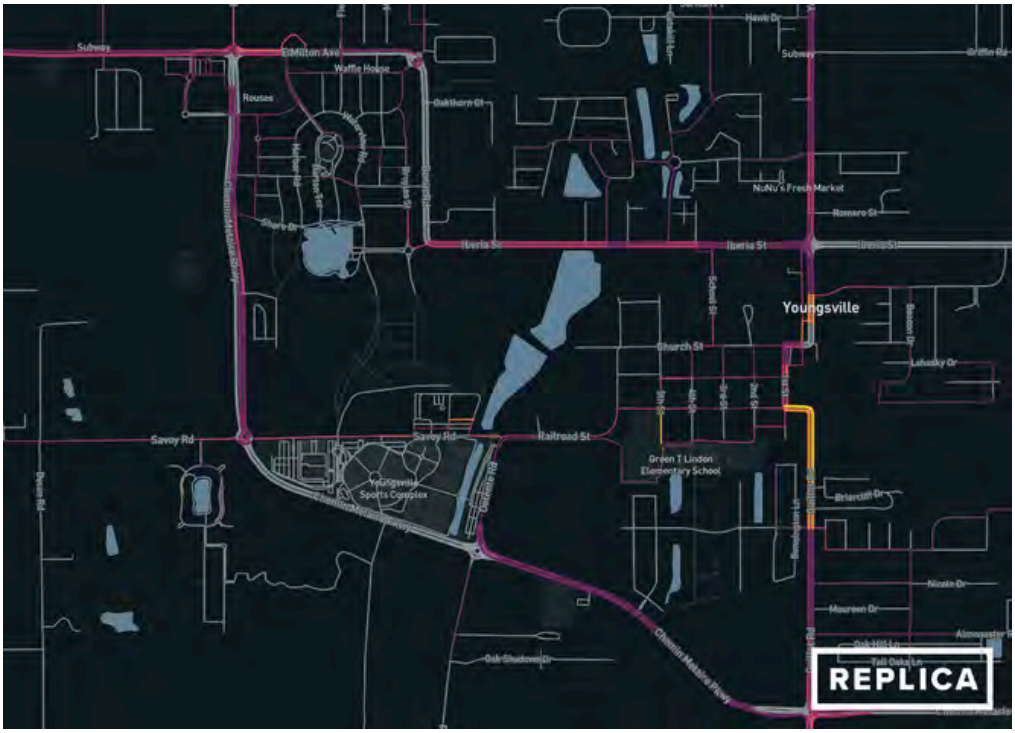


Network Link Volume

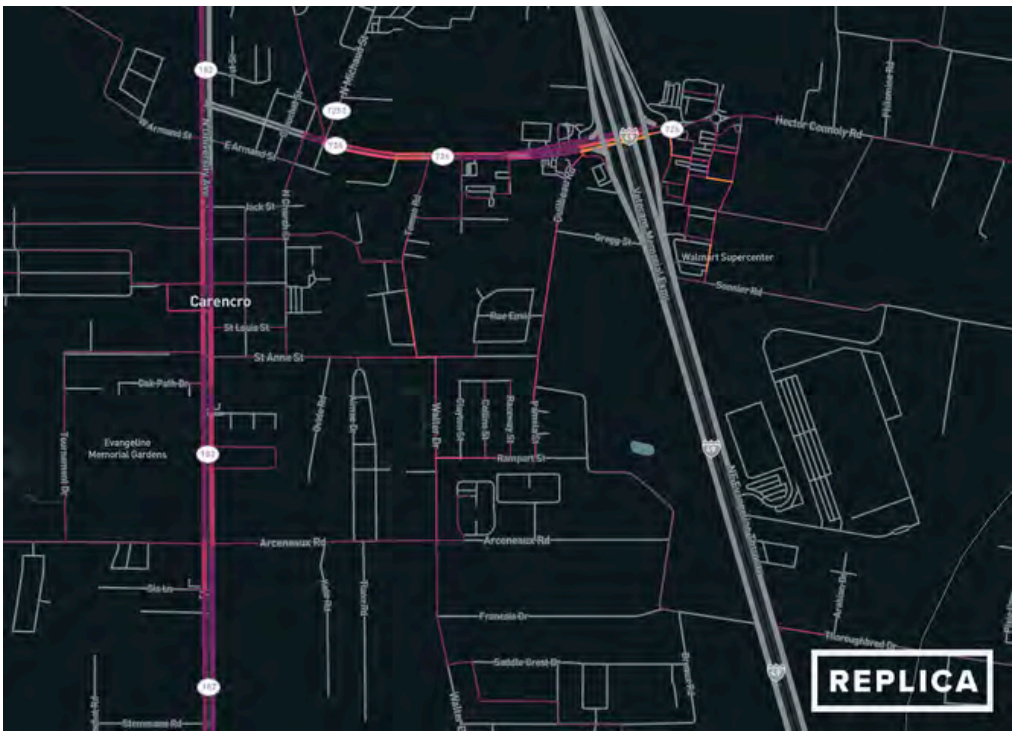
Number of trips that pass through each network link

30 89 148 207 270 483

Network Links for Walking Trips



YOUNGSVILLE NETWORK LINKS



CARENCRO NETWORK LINKS

Network Link Volume

Number of trips that pass through each network link

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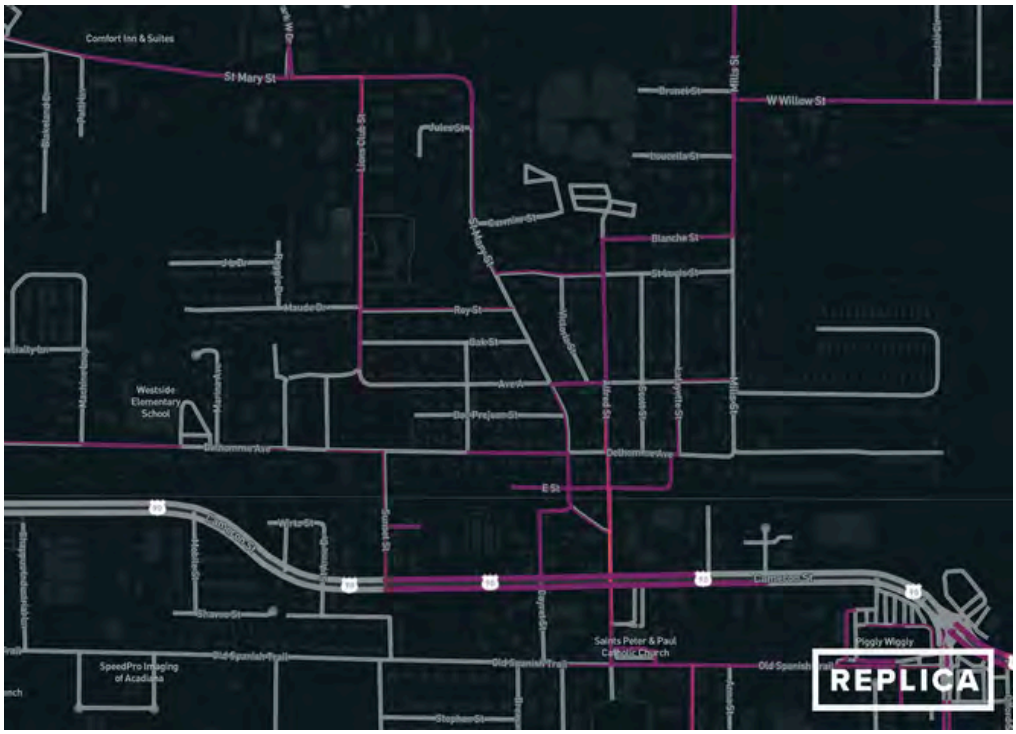
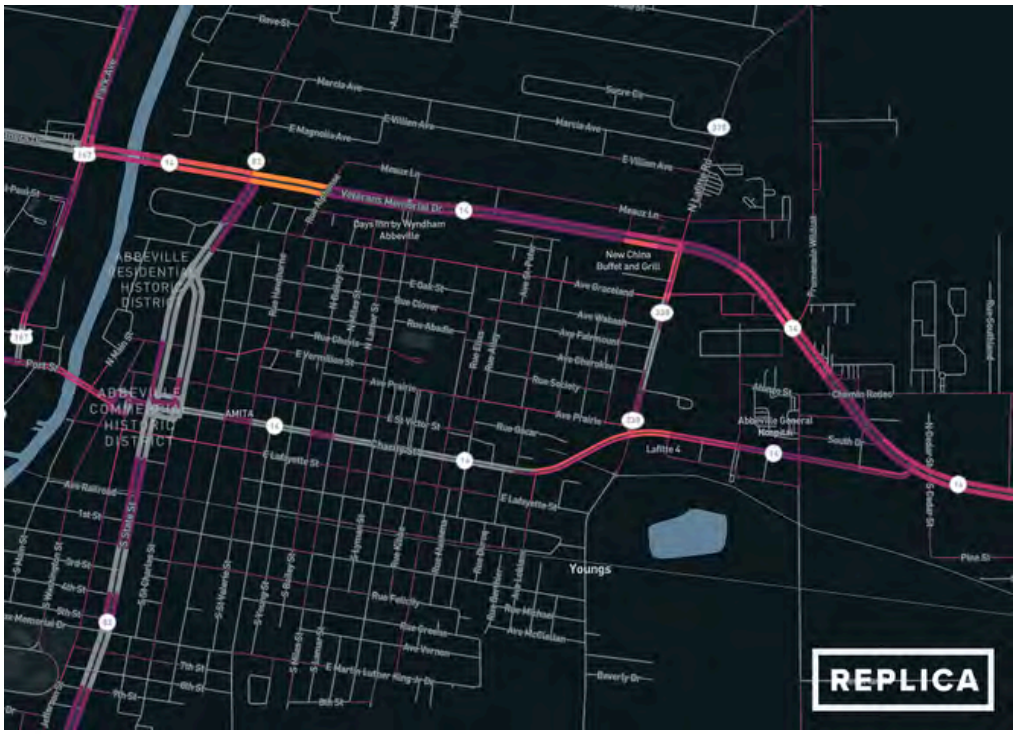
Network Links for Walking Trips



SCOTT NETWORK LINKS



ABBEVILLE NETWORK LINKS

Network Link Volume

Number of trips that pass through each network link

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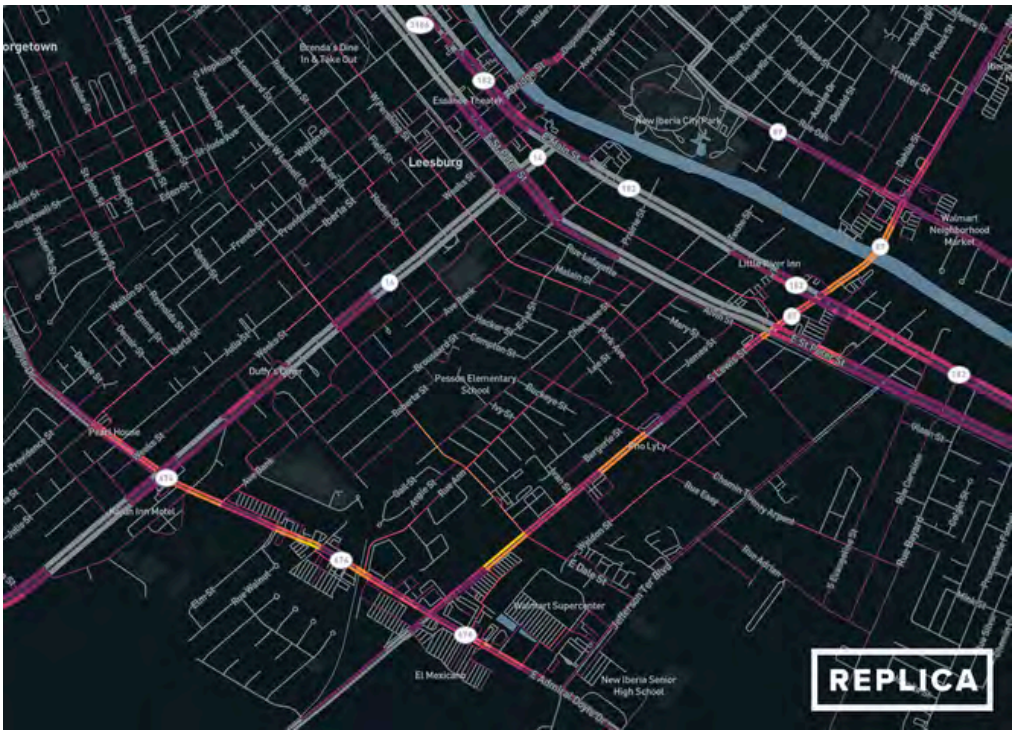
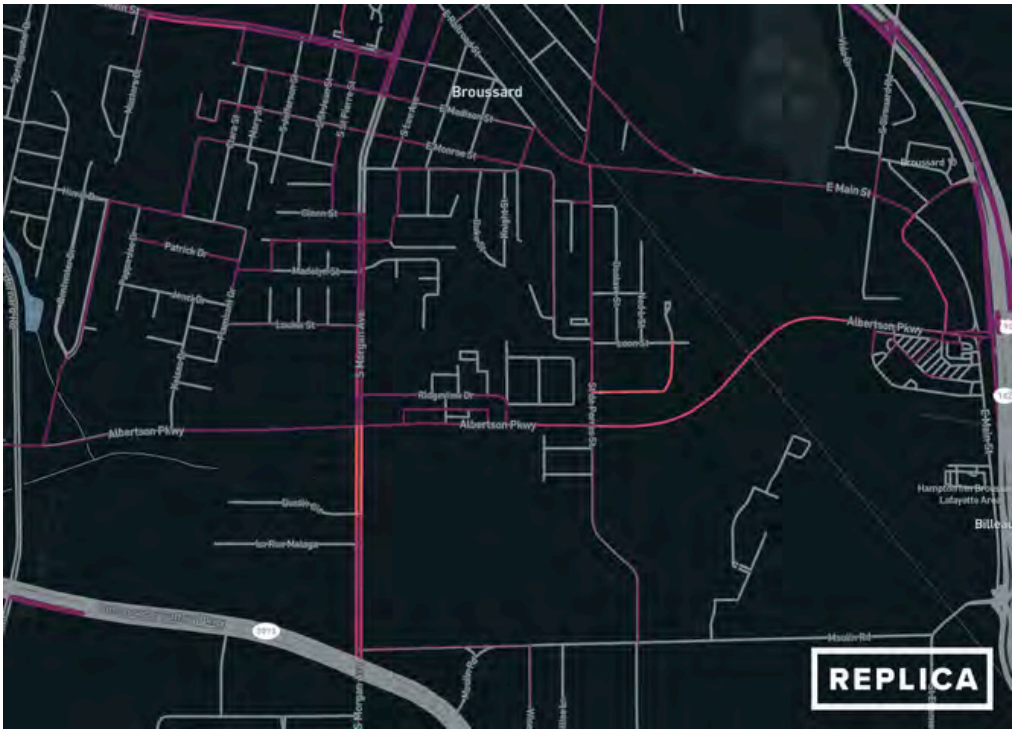
Network Links for Walking Trips



NEW IBERIA NETWORK LINKS



BROUSSARD NETWORK LINKS

Network Link Volume

Number of trips that pass through each network link

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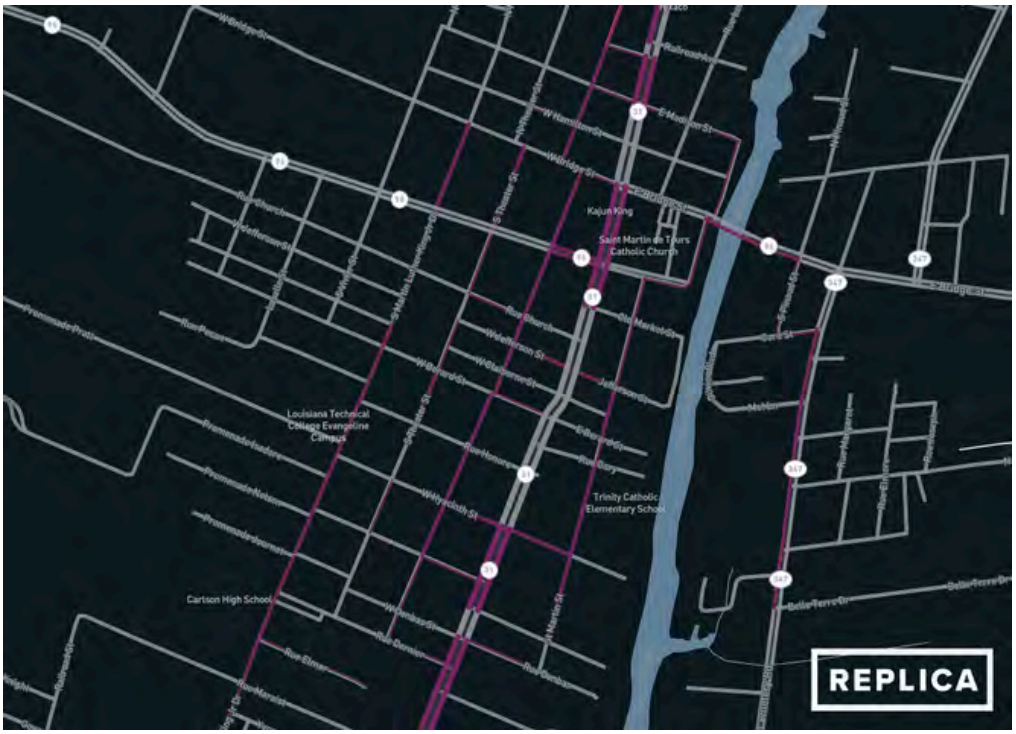
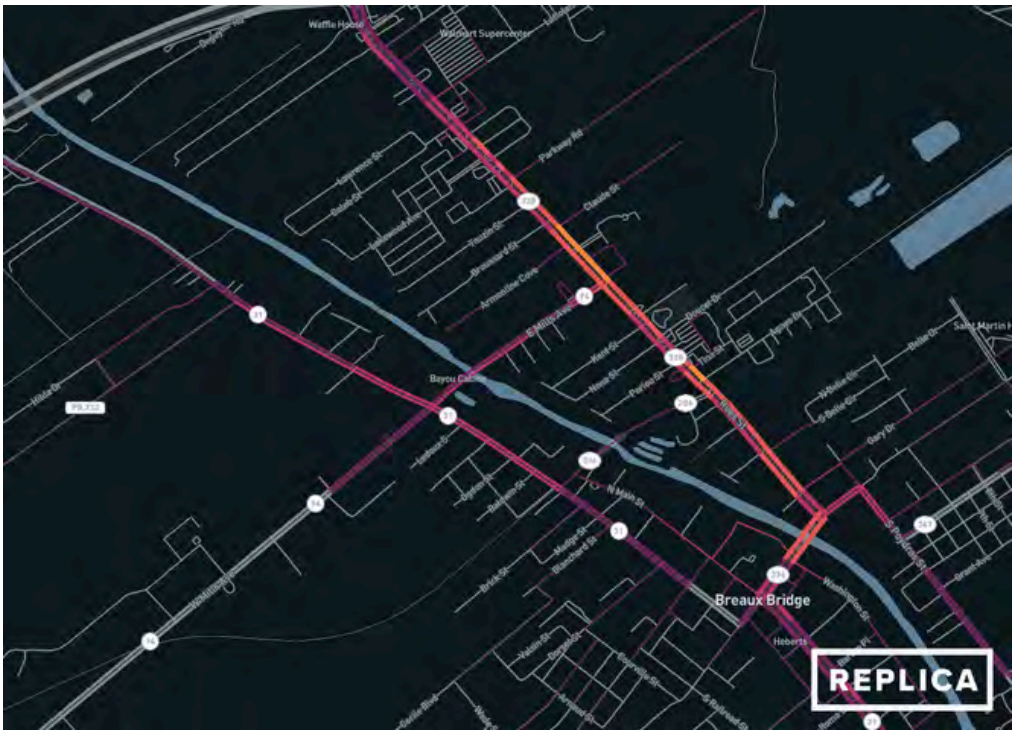
Network Links for Walking Trips



ST. MARTINVILLE NETWORK LINKS



BREAUX BRIDGE NETWORK LINKS

Network Link Volume

Number of trips that pass through each network link

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