

# **LAFAYETTE PARISH TRANSPORTATION PLAN IMPLEMENTATION STRATEGY**

## **1.0 INTRODUCTION**

---

The foundation of this document is based on the LINC Steering Committee recommendations. The purpose of this implementation strategy is to both build on the planning work completed by the Lafayette Metropolitan Planning Organization (MPO) and to integrate transportation recommendations with the Land Use Plan Framework previously recommended by this committee.

The following recommendations have been approved by the LINC Citizen Committee:

- 1. LCG Adoption of a Modified Lafayette MPO Functional Classification Plan for New Construction on Major/Minor Arterials and Collectors that places Bike Lanes beside or on a Multi-Use Sidewalk with a Green Buffer Separation**
- 2. LCG Adoption of Lafayette MPO Roundabout Policy**
- 3. LCG Adoption of a Modified Lafayette MPO One Percent Utility Plan for Underground Utilities for Retrofitting Roadways and No New Above-Ground Utilities are to be Built on any Roadways (including Local Roads)**
- 4. LCG Adoption of Lafayette MPO Advanced Arterial Design Plan**
- 5. LTS will establish standards for bus stop spacing and permanency and for timing between buses, and the LTS will follow the standard operation procedures with respect to changes to routes, moving stops, timing, etc.**
- 6. Transit Planning should focus on improving Transit Services in the Urban Core and Target Nodes and Corridors**
- 7. LCG Adoption of Lafayette MPO 2035 Bikeway Plan**
- 8. Bikeway Plan Implementation should focus on improving the Bikeway Network in the Urban Core and Target Nodes and Corridors**
- 9. LCG Adoption of Lafayette MPO 2035 Pedestrian Plan**
- 10. Pedestrian Plan Implementation should focus on improving the Pedestrian Network in the Urban Core and Target Nodes and Corridors, and Mid-City**
- 11. Lafayette MPO Adoption of Revised Secondary Street Policies for New Construction**
- 12. LCG Adoption of Revised Secondary Street Policies for New Construction**
- 13. Secondary Street Policies for New Construction should include Provisions for Non-Vehicular Interconnectivity**

14. Development of Retrofit Interconnectivity Plan for Existing Roads for both Vehicular and Non-Vehicular Interconnectivity
15. Lafayette MPO Adoption of Amended Consolidated Thoroughfare Plan in a Timely Manner
16. LCG Adoption of Consolidated Thoroughfare Plan
17. Selection of Prioritized Nodes will be made using the recommended Criteria
18. Selection of Prioritized Corridors will be made using the recommended Criteria
19. Corridors Plans will consider the Inclusion of the recommended Components for Modifications within the Right-of-Way
20. Corridors Plans will consider the Inclusion of the recommended Components for Modifications to Adjacent Land
21. Plans and Policies developed by the Lafayette MPO should be considered for LCG adoption in a timely manner
22. Development of a Complete Streets Policy/Plan for Local Streets in the Urban Core
23. The Lafayette MPO Transportation Safety Plan should be used as a reference for identifying projects eligible for safety funding

## 2.0 MPO PLANS

---

### 2.1 Functional Classification Plan

Plan provides cross-sections for new construction on major/minor arterials and collectors. Adopted by Lafayette MPO on February 27, 2007.

<p><b>Transportation Recommendation No. 1</b> <i>(Adopted 8/12/2010)</i></p>	<p><b>LCG Adoption of a Modified Lafayette MPO Functional Classification Plan for New Construction on Major/Minor Arterials and Collectors that places Bike Lanes beside or on a Multi-Use Sidewalk with a Green Buffer Separation</b></p>
--	--

The Functional Classification Plan is not applicable to existing arterials and collectors because of the limited right-of-way available. A retrofit cross-section for these roadways is addressed in Corridor Planning Process recommendations to follow.

The Functional Classification Plan does not address local streets. Recommendations for these are discussed later.

## 2.2 Roundabout Policy

The Roundabout Policy requires that roundabouts are the preferred alternative at intersections being constructed or reconstructed. Adopted by Lafayette MPO on February 27, 2007.

<b>Transportation Recommendation No. 2</b> <i>(Adopted 8/12/2010)</i>	<b>LCG Adoption of Lafayette MPO Roundabout Policy</b>
--	--

## 2.3 One Percent Utility Plan for Underground Utilities

One percent of the gross revenues of utility providers should be put aside for the underground placement of existing and future utilities. Adopted by Lafayette MPO on June 26, 2006.

It should be noted that new roadway construction along major arterials and new subdivisions are required to place all utilities underground.

<b>Transportation Recommendation No. 3</b> <i>(Adopted 8/12/2010)</i>	<b>LCG Adoption of a Modified Lafayette MPO One Percent Utility Plan for Underground Utilities for Retrofitting Roadways and No New Above-Ground Utilities are to be Built on any Roadways (including Local Roads)</b>
--	--

## 2.4 Advanced Arterial Design Plan

The Advance Arterial Design Plan establishes a framework for corridor preservation. Adopted by Lafayette MPO on February 27, 2007.

<b>Transportation Recommendation No. 4</b> <i>(Adopted 8/12/2010)</i>	<b>LCG Adoption of Lafayette MPO Advanced Arterial Design Plan</b>
--	--

## 2.5 2035 Transit Plan

Plan provides a blueprint for transit development over the next 20 years by addressing types of transit and funding sources as well as presenting short- and long-term plans. As the Lafayette Metropolitan Area expands beyond 200,000, the FTA funding guidelines will result in the reduction of transit operations funds by approximately \$1.3 million annually. Adopted by Lafayette MPO on April 27, 2010.

<b>Transportation Recommendation No. 5</b> <i>(Adopted 9/23/2010)</i>	<b>LTS will establish standards for bus stop spacing and permanency and for timing between buses, and the LTS will follow the standard operation procedures with respect to changes to routes, moving stops, timing, etc.</b>
--	---

<b>Transportation Recommendation No. 6</b> <i>(Adopted 9/23/2010)</i>	<b>Transit Planning should focus on improving Transit Services in the Urban Core and Target Nodes and Corridors</b>
--	---

The Corridor Planning Process discussed below will make recommendations on incorporating bikeways, pedestrian ways, transit improvements, and secondary street interconnectivity.

## 2.6 2035 Bikeway Plan

The MPO's Bikeway Plan identifies potential bike paths in the MPO area. Adopted by Lafayette MPO on July 28, 2009. Amendment No. 1 of the Lafayette 2035 Bikeway Plan is currently being reviewed by MPO Committees

<b>Transportation Recommendation No. 7</b> <i>(Adopted 8/12/2010)</i>	<b>LCG Adoption of Lafayette MPO 2035 Bikeway Plan</b>
--	--

<b>Transportation Recommendation No. 8</b> <i>(Adopted 8/12/2010)</i>	<b>Bikeway Plan Implementation should focus on improving the Bikeway Network in the Urban Core and Target Nodes and Corridors</b>
--	---

The Corridor Planning Process discussed below will make recommendations on incorporating bikeways, pedestrian ways, transit improvements, and secondary street interconnectivity.

## 2.7 2035 Pedestrian Plan

Plan provides policy recommendations and possible funding sources for sidewalk construction as well as an inventory of the existing pedestrian network.

<b>Transportation Recommendation No. 9</b> <i>(Adopted 8/12/2010)</i>	<b>LCG Adoption of Lafayette MPO 2035 Pedestrian Plan</b>
--	---

<b>Transportation Recommendation No. 10</b> <i>(Adopted 8/12/2010)</i>	<b>Pedestrian Plan Implementation should focus on improving the Pedestrian Network in the Urban Core and Target Nodes and Corridors, and Mid-City</b>
---	---

The Corridor Planning Process discussed below will make recommendations on incorporating bikeways, pedestrian ways, transit improvements, and secondary street interconnectivity.

## 2.8 Secondary Streets Policies

Secondary Streets Policies address street interconnectivity for new construction. Recommended by MPO committees but tabled by MPO.

**Revised Secondary Street Policies** for new construction include the following:

- Require subdivision developments exceeding one lot over the size of 10 acres singularly or in combination with adjacent property owned by the applicant for plat approval shall provide current or future street connectivity in the four general directions of the compass to the property line as a general policy subject to the following conditions: 1) topographical conditions, 2) environmental conditions, 3) property shape, and 4) property accessibility.
- Specifically for collector and/or adopted Secondary Street Plans land subdivision development bordering and/or adjacent to a drainage or coulee shall provide half the cost for a local public street bridge as part of the public infrastructure requirements

when a combined distance along the said coulee or drainage way lacks a bridge crossing within 1,500 feet. The developer shall be required to pay for the full cost of the bridge if the developer owns both sides of the coulee.

- Land subdivision developments shall be required to conform to the Secondary Street Plan identified within adopted LINC Designated Neighborhoods where such exist.
- Land subdivision developments fronting existing local or collector streets, and not constructing or including new local public streets may be required to provide public street right-of-way access to the un-platted property adjacent and to the rear of the proposed development if the proposed development exceeds one thousand linear feet frontage on the existing local street.
- Cul-de-sacs shall not be used to avoid connection with an existing street or to avoid future extension. Cul-de-sacs are permitted only where one or more of the following conditions offer no practically alternative for connectivity: 1) topographical conditions, 2) environmental conditions, 3) property shape, and 4) property accessibility.
- In approving land subdivision development, the local planning commission shall consider any conflict with the Secondary Street Plan of the Lafayette Metropolitan Planning Organization (MPO) and/or the Local Public Street Interconnectivity Policies adopted by a local planning commission or a local government in their Comprehensive Master Plan.
- Local public streets within the development that are identified as a minor collector street for the development shall provide one or more of the following as determined by the local planning commission: 1) Construction of sidewalks, 2) Installation of traffic calming devices.
- A super-majority is required in the local planning commission (e.g. 4 out of 5, or 75% of members in attendance) and/or the local city, parish council (police jury) (e.g. 7 out of 9, or 75% of members in attendance) to override the policies listed above.

<b>Transportation Recommendation No. 11</b> <i>(Adopted 10/14/10)</i>	<b>Lafayette MPO Adoption of Revised Secondary Street Policies for New Construction</b>
--	---

<b>Transportation Recommendation No. 12</b> <i>(Adopted 10/14/10)</i>	<b>LCG Adoption of Revised Secondary Street Policies for New Construction</b>
--	---

<b>Transportation Recommendation No. 13</b> <i>(Adopted 10/14/10)</i>	<b>Secondary Street Policies for New Construction should include Provisions for Non-Vehicular Interconnectivity</b>
--	---

<b>Transportation Recommendation No. 14</b> <i>(Adopted 10/14/10)</i>	<b>Development of Retrofit Interconnectivity Plan for Existing Roads for both Vehicular and Non- Vehicular Interconnectivity</b>
--	--

## 2.9 Consolidated Thoroughfare Plan

Plan identifies the major and minor arterials and major and minor collectors and their existing and proposed alignment. The current adopted Consolidated Thoroughfare Plan (CTP) dates from 1997. An amended CTP has been under review by MPO committees since 2006.

<b>Transportation Recommendation No. 15</b> <i>(Adopted 9/9/2010)</i>	<b>Lafayette MPO Adoption of Amended Consolidated Thoroughfare Plan in a Timely Manner</b>
--	--

<b>Transportation Recommendation No. 16</b> <i>(Adopted 9/9/2010)</i>	<b>LCG Adoption of Consolidated Thoroughfare Plan</b>
--	---

## 3.0 CORRIDOR PLANNING PROCESS

The Corridor Planning Process is intended to comprehensively plan for the redevelopment of targeted corridors. Corridor planning includes both the roadway and the adjacent land uses.

- **Roadway** – Planning the roadway improves safety, reduces congestion and emissions, and minimizes right-of-way acquisition. Using a complete streets approach to corridor planning creates the opportunity to improve bicycle and pedestrian facilities and to improve transit operations.
- **Adjacent Land Uses** – Corridor planning also includes good site planning practices: pedestrian friendly building orientation, connections from neighborhoods to commercial

developments, vehicular and non-vehicular site circulation, landscape buffering, etc. Ultimately, the goal is to maximize the utilization of existing facilities and to determine the appropriate facilities for the context of the roadway.

The intent is for municipalities to adopt a Master Plan for each designated corridor that will direct roadway modifications, set streetscape design parameters, modify site plan regulations, set standards for development review, guide capital investment decisions, and identify incentives to encourage development/redevelopment to achieve the overall objectives of the master plan.

### 3.1 Node Selection Criteria

The Land Use Framework and Implementation Strategy recommended by the LINC Citizen Committee listed potential locations of nodes at intersections throughout the parish (see table below) but did not offer a process to select and/or prioritize nodes for the development of plans.

Target Nodes ( <i>appx.. ¼-mile from intersection</i> ) - alphabetical	Jurisdiction	Council District(s)
Ambassador Caffery & Verot School	City of Lafayette/Uninc. Parish	7, 9
Ambassador Caffery S & Morgan	Broussard	9
Ambassador Caffery S. & Youngsville Hwy	Broussard/Youngsville/Uninc. Parish	9
Camellia & Johnston Street	City of Lafayette	6, 8
Cameron & Richfield	Uninc. Parish/Duson	1
Congress & University	Urban Core	3, 6
Gloria Switch & University	City of Lafayette/Carencro	1, 2
Johnston & Ridge	City of Lafayette	6, 8
Kaliste Saloom & Ambassador Caffery	City of Lafayette	7, 8
LA 726 & University	Carencro	1, 2
Lafayette & Young	Youngsville	9
Morgan & Main	Broussard	7
S. College & Johnston	partial Urban Core/City of Lafayette	6
Surrey & Pinhook	Urban Core	4
University & Cameron	partial Urban Core/City of Lafayette	3, 6
University & Johnston	Urban Core	3
University & Willow	partial Urban Core/City of Lafayette	3
W. Congress & Ambassador Caffery	City of Lafayette/Uninc. Parish	5, 6
W. Congress & N. College	partial Urban Core/City of Lafayette	1, 6
W. Pinhook & E. Kaliste Saloom	City of Lafayette	7
W. Pinhook & Verot School	City of Lafayette/Uninc. Parish	7
Willow & Moss	partial Urban Core/City of Lafayette	4
<p>Notes:</p> <ol style="list-style-type: none"> <li>Urban Core is in City of Lafayette</li> <li>Where Target Node overlaps Urban Core, the land could be governed by Target Core standards in conjunction with a Neighborhood Plan.</li> <li>Where Target Nodes overlap other Municipal Boundaries (Broussard, Carencro, Duson, Scott, Youngsville), Node standards are recommendations only.</li> </ol>		

The following criteria are recommended for the selection and/or prioritization of targeted nodes:

1. Nodes should be located near transit. In order to decrease the use of the automobile transit has to be considered as an alternative mode of transport.

2. Nodes should be located in areas with mixed zoning or land use. Zoning, in part, reflects the uses on the ground so a mix of commercial and residential zoning is desirable.
3. Nodes should be located within proximity to residential populations. Good nodal developments need people within the one quarter mile pedestrian shed of the intersection.
4. The intersections should have good circulation measured by street interconnectivity. Street interconnectivity refers to the network of direct and indirect street connections which affects the accessibility to the intersection and the adjacent neighborhood.
5. A good sidewalk network is important to give an option to driving for customers shopping at the node and residents in a targeted node.
6. Nodes that are not in a floodplain are more desirable for development.
7. Nodes should be located near public services including schools, parks, and public buildings/areas.
8. In order to accommodate higher densities and mixed uses the adequacy of the water and sewer infrastructure should be evaluated.
9. Other more subjective criteria for prioritization need to be considered like path of least resistance; proximity to population centers; existing permanent land uses (i.e., cemeteries); obstructions like railways; availability of underutilized or vacant land; t-junction intersections, etc.
10. Location near municipalities is seen as an advantage in terms of implementation and the efficient use of land.

<b>Transportation Recommendation No. 17</b>	<b>Selection of Prioritized Nodes will be made using the recommended Criteria</b>
---	---

### **3.2 Corridor Selection Criteria**

The Land Use Framework and Implementation Strategy recommended by the LINC Citizen Committee previously listed target and future corridors throughout the parish (see table below) but did not offer a process to select and/or prioritize corridors for the development of plans.

Target Corridors -- <i>alphabetical</i>	Future Corridors -- <i>alphabetical</i>
<b>Ambassador Caffery Pkwy</b> ( <i>Cameron to Verot School</i> ) <b>Bertrand Rd/S College Road</b> ( <i>Cameron to Pinhook</i> ) <b>Cameron St</b> ( <i>Urban Core to Lafayette City Boundary</i> ) <b>Johnston St</b> ( <i>Urban Core to Lafayette City Boundary</i> ) <b>Kaliste Saloom Rd</b> ( <i>US 90 to E Broussard</i> ) <b>Louisiana Ave</b> ( <i>Urban Core to Gloria Switch</i> ) <b>Moss St</b> ( <i>Urban Core to Gloria Switch</i> ) <b>Pinhook Rd</b> ( <i>Urban Core to Lafayette City Boundary</i> ) <b>University Ave</b> ( <i>Willow to Lafayette City Boundary</i> )	<b>Ambassador Caffery Parkway S</b> ( <i>Verot School to US 90</i> ) <b>Ambassador Caffery Pkwy N</b> ( <i>Cameron to I-49</i> ) <b>Cameron St</b> ( <i>Lafayette City Boundary to Parish Boundary</i> ) <b>Carmel Dr</b> ( <i>Urban Core to Parish Boundary</i> ) <b>Johnston St</b> ( <i>Lafayette City Boundary to Parish Boundary</i> ) <b>Pinhook Rd</b> ( <i>Lafayette City Boundary to US 90</i> ) <b>University Ave</b> ( <i>Lafayette City Boundary to I-49</i> )
<p><i>Notes:</i></p> <ol style="list-style-type: none"> <li><b>a.</b> Target Corridors exist only in City of Lafayette.</li> <li><b>b.</b> Future Corridors exist only in Unincorporated Lafayette Parish and surrounding municipalities.</li> <li><b>c.</b> Where Target Corridor overlaps with the Urban Core, the land would be governed by Urban Core standards.</li> <li><b>d.</b> Since Future Corridors pass through Unincorporated Parish land, land would be governed by Unincorporated Parish standards</li> <li><b>e.</b> Where the Future Corridor passes through other municipalities (Broussard, Carencro, Duson, Scott, Youngsville), Corridor standards are recommendations only.</li> </ol>	

The following criteria are recommended for the selection and/or prioritization of targeted corridors:

1. As more roads are planned, their roadway classification on the Consolidated Thoroughfare Plan should be considered.
2. Roadways with issues of safety problems and accidents should be prioritized for corridor planning to institute medians, pedestrian refuge, access management, etc.
3. Targeted corridors with a poor Level of Service should be prioritized for traffic improvements.
4. Roadways that are planned for improvements due to poor road condition should be prioritized to address the complete street components in the construction project.
5. Targeted corridors that are crucial to economic development may be targeted for corridor planning associated improvements first.
6. Corridors that have a current or future transit line should be prioritized to decrease the use of the automobile transit has to be considered as an alternative mode of transport.
7. Corridors should be located in areas with mixed zoning or land use. Zoning, in part, reflects the uses on the ground so a mix of commercial and residential zoning is desirable.
8. Street interconnectivity refers to the network of direct and indirect street connections which affects the accessibility to the roadway/corridor and the adjacent neighborhood. Good street interconnectivity allows more walking and biking to the corridor.
9. Existing or planned sidewalk and bikeway paths are important to give an option to driving for customers and residents in the targeted corridor.
10. Corridors that are not in a floodplain are more desirable for development.

11. Corridors should be located near public services including schools, parks, and public buildings/areas.

<b>Transportation Recommendation No. 18</b>	<b>Selection of Prioritized Corridors will be made using the recommended Criteria</b>
---	---

### 3.3 Corridor Plan Recommendations

Recommendations for corridor planning are divided into two categories:

- **Modifications within Right-of-Way.** Modifications within the municipal right-of-way will follow a Complete Streets approach being developed by the Lafayette MPO. In addition, The LCG Department Traffic & Transportation is developing an Access Management Ordinance that will be incorporated into the Complete Streets approach. Implementation of the proposed modifications may require the modification of existing regulations.
- **Modifications to Adjacent Land.** Consideration of the adjacent land use and surrounding land use and the connections of these land uses to the roadway. Implementation of the proposed modifications may require the modification of existing regulations.

#### 3.3.1 Modifications within Right-of-Way

The following components should be considered in any corridor plan.

1. **Medians** – A raised median reduces conflict points because turning movements are limited thereby increasing safety. Desired turning movements need to be carefully provided so that motorists are not forced to travel on inappropriate routes, such as residential streets, or make unsafe U-turns. In some environments, medians can be constructed in sections, creating an intermittent rather than continuous median.
2. **Pedestrian Refuges** – Raised islands placed in the center of the street at intersections or midblock to help protect crossing pedestrians from motor vehicles. Center crossing islands allow pedestrians to deal with only one direction of traffic at a time, and they enable them to stop partway across the street and wait for an adequate gap in traffic before crossing the second half of the street. If there is enough width, center crossing islands and curb extensions can be used together to create a highly improved pedestrian crossing.
3. **Sidewalks** - Widths vary from 5 feet to 12 feet. Eight feet is desirable if the sidewalk is shared with bikes or if it is an urban sidewalk with people passing in both directions. *Regulation modification may be required.*

4. **Sidewalk Buffers** – The space between the sidewalk and closest lane of moving vehicles is the sidewalk buffer. Types of sidewalk buffers include: planting strip of grass and trees providing a more pleasant, shaded environment to walk; parked cars (where the road context allows) that can provide a buffer between pedestrians and motor vehicles, but can also create a visual screen for pedestrians as they cross at midblock; or street furniture including benches, newspaper boxes, street lighting and public art. *Regulation modification may be required.*
5. **Pedestrian Crossings** – Visible markings at intersections give clear direction where pedestrians should walk and give cars a visible warning of where pedestrians are. Pedestrians should be given priority thereby giving them an incentive to use the crossing instead of crossing the road at other places. Sites with extremely high traffic, may instead be crossed via pedestrian bridges or tunnels.
6. **Roundabouts** – Roundabouts reduce traffic conflict points, reduces the severity of crashes, and move traffic more efficiently.
7. **Location and frequency of driveways (*Access Management*)** – As the number of driveways increase the number of stops cars make to complete turns increases thereby slowing down traffic, decreasing roadway capacity, and increasing the possibility of a crash occurring. Driveways close to intersections can back traffic up and may be dangerous because people maybe unprepared to stop or may back up cars into the intersection. LCG should implement the draft access management plan as developed by the Traffic and Transportation Planning Division. *Regulation modification may be required.*
8. **Shared Access (*Access Management*)** – To reduce the number of driveways along the arterial road more than one business could share the same access. This is especially important when dealing with long and narrow lot configurations. LCG should implement the draft access management plan as developed by the Traffic and Transportation Planning Division. *Regulation modification may be required.*
9. **Sheltered Bus Stops** – Providing land for sheltered bus stops allows someone to sit in shade and protected from the rain.
10. **Street Tree Planting** – Street trees shade sidewalks, can provide a buffer from the roadway, reduces the maintenance of asphalt, reduces emissions from car exhaust, and provides storm water retention. Street trees are located in the buffered area between the curb and the sidewalk. *Regulation modification may be required.*

<b>Transportation Recommendation No. 19</b>	<b>Corridors Plans will consider the Inclusion of the recommended Components for Modifications within the Right-of-Way</b>
---	--

### **3.3.2 Modifications to Adjacent Land**

The following components should be considered in any corridor plan:

**1. Interconnectivity** – The more connections the road network has the more options cars, bicycles, and pedestrians have to get around. For cars it means less volume on the arterial roads because short trips can be made on alternative streets. For bikes and pedestrians it means that accessibility to destinations is improved and there may be shorter routes to get places. A good secondary street system, also known as backage roads, increases options for cars and reduces volume on the arterial. Recommendations 11-14 described above should be followed in development of corridor plans. . *Regulation modification may be required.*

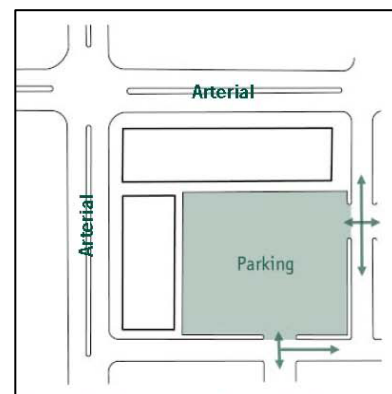
**2. Neighborhood Connections** – Providing connections from residential development to commercial development reduces car trips on the arterial road as it gives people an opportunity to walk to the store from their residence. Commercial development should consider bike and pedestrian connectivity. This could be a bike only trail, a shared road trail, or a shared sidewalk path between commercial properties and adjacent neighborhoods. *Regulation modification may be required.*



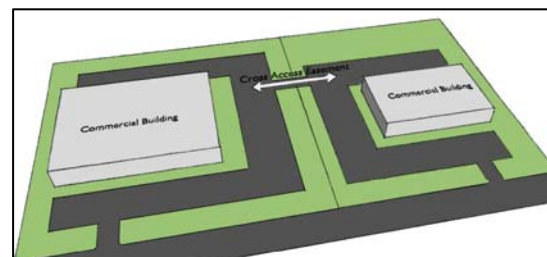
**3. Site Circulation** – Consideration of directing people with designated walkways and covered areas, canopies, trees, etc. to entrances of the commercial buildings. *Regulation modification may be required.*



**4. Building Orientation** – When reviewing land use regulations for arterial corridors building orientation is important for encouraging walking and biking. Especially in hot climates vast asphalt parking lots discourage walking to retail establishments. Locating buildings closer to the street not only eliminates the need to walk across a parking lot to access a building but also begins to create a wall that perceptually makes walking easier and more inviting. *Regulation modification may be required.*

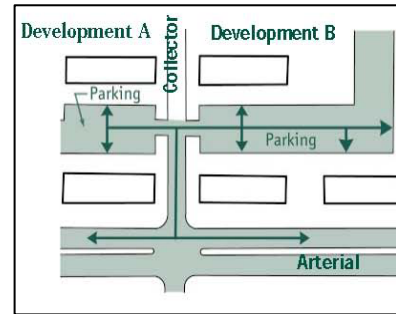


**5. Connected Parking** – In addition to secondary roads, connections can be made between parking lots that allow an option to get from one property development to another without having to get back onto the

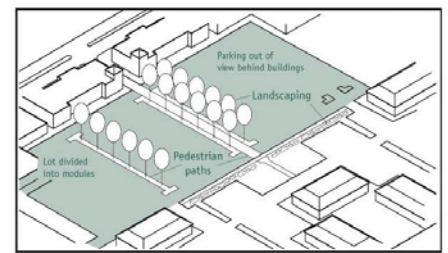


arterial road. *Regulation modification may be required.*

- 6. **Shared Parking** – As a roadway is used by more pedestrians and bicyclists there is the opportunity to reduce the number of parking spaces necessary for a business. Parking that is shared by a business that operates during the day with a nighttime business like a restaurant by a shared parking agreement can reduce the amount of parking necessary. Shared parking also connects parking. *Regulation modification may be required.*

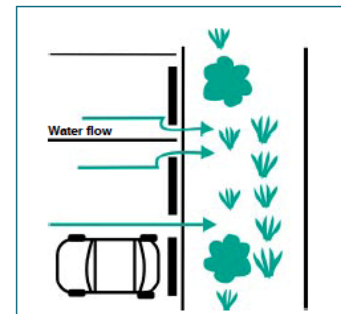


- 7. **Softening Parking** – To reduce the heat island effect and soften walking through commercial properties and parking lots there are designated walking areas, for example, using different material than asphalt, more trees and landscaped areas breaking up the parking lot. Landscaped areas also reduce and filtrate some of the runoff from a parking lot. *Regulation modification may be required.*



*Break large parking areas into modules using pedestrian paths, topography, and landscaping.*

- 8. **Rain Gardens** – Man-made depressions where water loving plants are planted and the purpose is to hold runoff back from the street to reduce runoff and clean water in as it percolates into the ground.



<b>Transportation Recommendation No. 20</b>	<b>Corridors Plans will consider the Inclusion of the recommended Components for Modifications to Adjacent Land</b>
---	---

## 4.0 OTHER TRANSPORTATION RECOMMENDATIONS

The Lafayette MPO develops transportation policies and plans through an extensive public committee process and then recommends adopted polices and plans to local governments located within the Lafayette Metropolitan Study Area (comprised of the Parish of Lafayette as well as portions of the Parishes of Acadia, Vermilion, Iberia, and St. Martin) for their respective review, consideration, and adoption. To date, no adopted polices and plans have been locally adopted.

**Transportation  
Recommendation No. 21**

*(Adopted 11/11/10)*

**Plans and Policies developed by the  
Lafayette MPO should be considered for  
LCG adoption in a timely manner**

The Lafayette MPO Functional Classification Plan does not address local streets. The Corridor Planning Process discussed above does not address local streets. The LINC Neighborhood Planning Process currently being conducted in areas within the Lafayette Urban Core develops transportation recommendations for local streets. These could be incorporated into a Complete Streets Policy/Plan that would help guide other areas of the parish.

**Transportation  
Recommendation No. 22**

*(Adopted 11/11/10)*

**Development of a Complete Streets Policy/Plan for Local  
Streets in the Urban Core**

The Lafayette MPO has developed a Transportation Safety Plan that presents potential projects that may be funded through safety funding from local, state, and federal sources.

**Transportation  
Recommendation No. 23**

*(Adopted 11/11/10)*

**The Lafayette MPO Transportation Safety Plan should be  
used as a reference for identifying projects eligible for  
safety funding**