

**THE LAFAYETTE METROPOLITAN AREA 2030 TRANSPORTATION PLAN  
and  
THE COMPREHENSIVE PLAN: LAFAYETTE IN A CENTURY (LINC)**

**Secondary Street Plan and Local Street Interconnectivity**

**Reference One:** LINC Steering Committee Transportation Element Recommendation No. 9

“Secondary Street System and Plan should be developed and adopted for long term growth and development of the Parish.”

**Commentary:** One of the critical transportation network needs throughout Lafayette Parish is the lack of inter-connectivity among Lafayette residential developments. The Planning Commission appears to work diligently requiring new developments to provide stub-outs and interconnecting streets as the urban area expands. The problem is centered on the pervasive desire of many residents to live on dead end streets or cul-de-sacs and limit interconnectivity to the greatest degree possible. The current Subdivision Regulations require cross streets every 1,500 feet along major arterials. This regulation is difficult to pinpoint and is frequently omitted or waived. The committee recommends that a comprehensive parish wide Secondary Street Plan be developed. The Plan should clearly identify minimal secondary streets within a given area.”

**Reference Two:** MPO 2030 Transportation Plan Element on Secondary Street Plan proposes development of a Secondary Street Plan within each LINC Designated Neighborhood Plan.

**Reference Three:** The General Advisory Panel (GAP), an advisory subcommittee to the Planning Commission, has recommended to the Planning Commission Smart Growth Initiatives for Lafayette parish detailing specific street interconnectivity strategies for implementation.

**Reference Four:** Charlotte, North Carolina adopted a prohibition on permanently designed dead end streets and cul-de-sacs in new development projects.

**Draft Policy Recommendations:**

Statement: Local street interconnectivity is an important transportation factor with direct impact on the capacity of the arterial network. French Linear land divisions along the Bayou Vermilion and other local bayous and coulees have magnified the lack of street connectivity in MPO Urban Study Area.

- A) 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 to provide current or future street connectivity in the four directions of the compass to the property line as a general policy.
- B) Land subdivision development must have at least one direct public street access to a major/minor arterial or collector roadway unless private streets are proposed as the primary development access, in which case a binding private street maintenance and access agreement is submitted and adopted as part of the platting process.
- C) Land subdivision development either singularly or in combination with adjacent development exceeding a total of 110 lots or units shall have two functioning public street accesses.

- D) 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.
- E) Abandonment of required or provided land subdivision development “stub-outs” or right-of-way, intended for future extension shall be reviewed by the MPO for recommendation prior to abandonment actions by the local government.
- F) Land subdivision developments shall be required to conform to the Secondary Street Plan identified within adopted LINC Designated Neighborhoods where such exist.
- G) 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.
- H) The local planning commission shall prohibit cul-de-sac local streets designed and proposed as a permanent installation. Cul-de-sacs shall not be used to avoid connection with an existing street or to avoid future extension. Cul-de-sacs are permitted where one or more of the following conditions offer no practically alternative for connectivity:
  - 1. Topographical conditions
  - 2. Environmental conditions
  - 3. Property shape
  - 4. Property accessibility
- I) The local planning commission shall consider denial of land subdivision development determine to be in 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.
- J) The local planning commission may consider local public street right-of-way dedication in lieu of full street construction in the approval of land subdivision development plans, under extenuating circumstances, and with the exception of drainage and coulee bridge crossings (reference # D). The lots shall be assessed for construction at an appropriate time as established by the local planning commission. Until the roadway is constructed, maintenance of the dedicated right of way shall be the responsibility of the property owner and shall be clearly stated on the final plat.
- K) 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. Increased right of way width with sidewalks, and/or
  - 2. Installation of traffic calming devices as part of the construction of the subdivision.
- L) 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.