



*The City of*  
**Opelousas**  
LOUISIANA



City of Opelousas  
**Long-Range Transportation Plan**

DRAFT June 2024

Prepared by:





## City of Opelousas Long-Range Transportation Plan

This Plan was prepared as a cooperative effort of the City of Opelousas and the Louisiana Department of Transportation and Development (LADOTD). The contents of this document do not necessarily reflect the official views or policies of the LADOTD.

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## 1.0 Introduction

This Long-Range Transportation Plan (LRTP) serves as a strategic guide for improving the movement of people and goods from one place to another within the City of Opelousas, shown in **Figure 1.1**. The community's transportation system is woven into the fabric of the community's quality of life. The environment, education, economy, health care, and time enjoyed with family and friends are all, to varying degrees, affected by and dependent upon the transportation system.

### 1.1 Purpose of this Document and the Importance of Transportation Planning

**This plan analyzed existing conditions within the community and transportation system and engaged the public, stakeholders, and state agencies. It includes sustainable, prioritized, and implementable short- and long-range projects.**

It also provides a framework for developing and managing a transportation system that supports the community's goals and objectives and promotes a transportation system that is safe, efficient, and accessible to all users. The plan meets the community's needs for:

- mobility
- economic development
- environmental sustainability
- quality of life

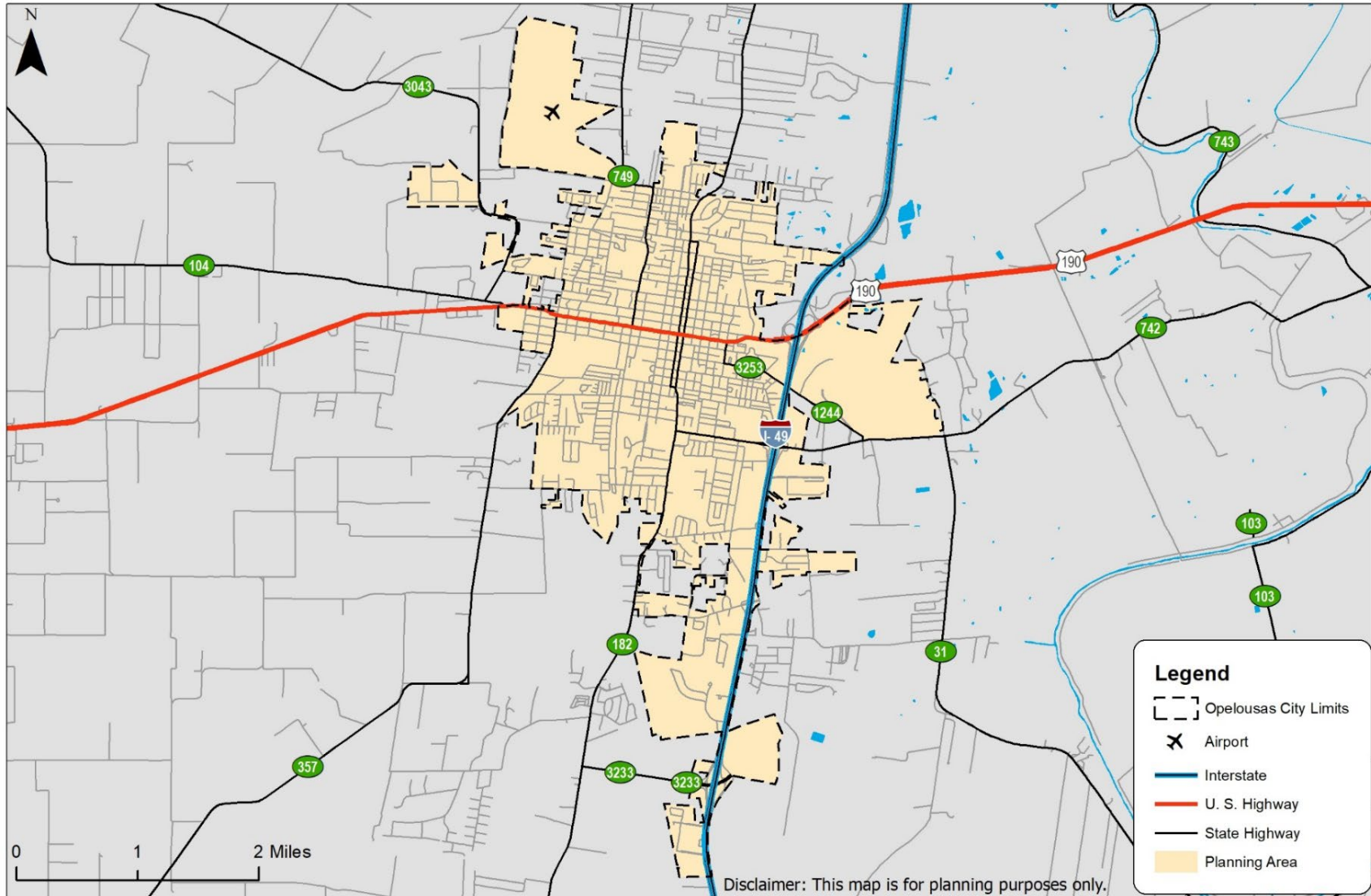
This plan will help guide future investments in transportation infrastructure and services and provide a basis for making informed decisions about resource allocation to maintain a livable and thriving community.





# City of Opelousas, LA Long-Range Transportation Plan

Figure 1.1: City of Opelousas Planning Area

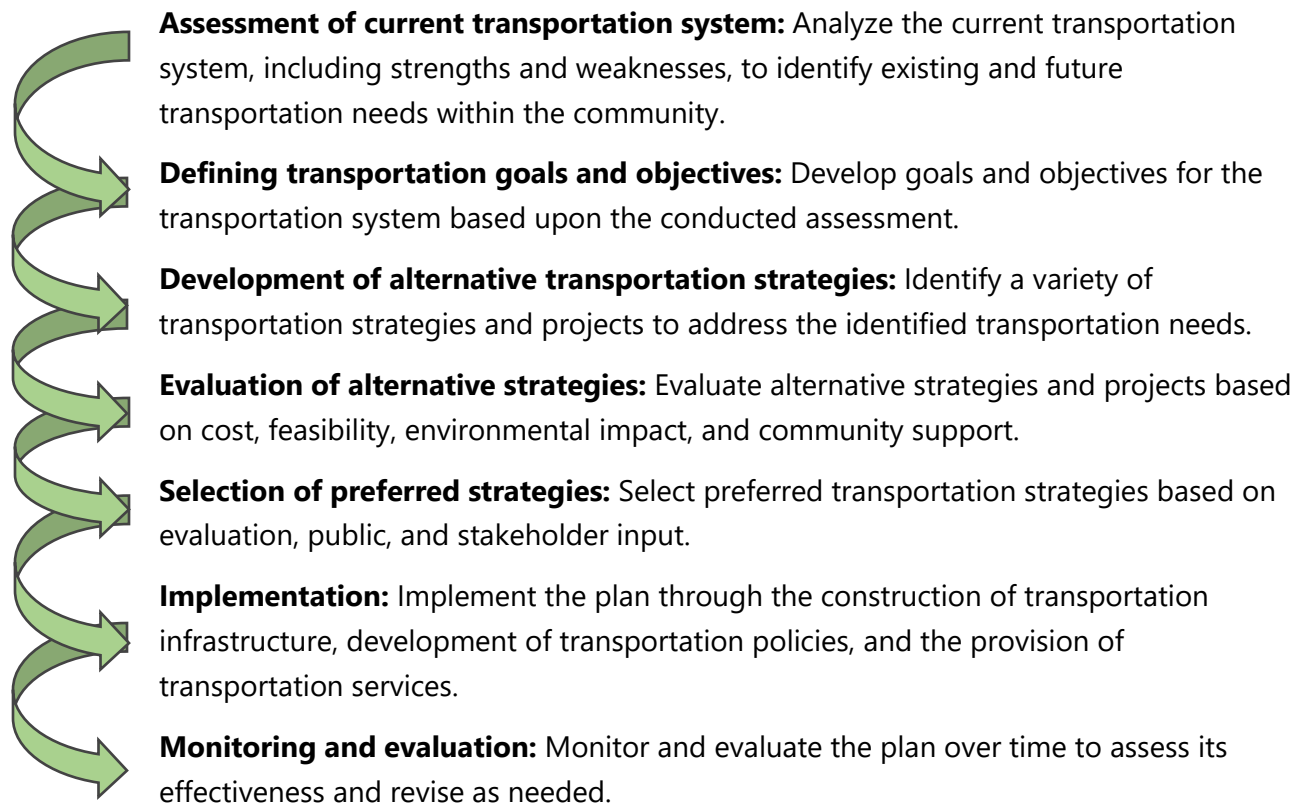


Source: LADOTD

## 1.2 Transportation Planning Process Overview

The plan development process was a systematic approach and is displayed in **Figure 1.2**.

**Figure 1.2: Transportation Planning Process**



The planning process was a collaborative effort that sought input from stakeholders, the public, local transportation providers, elected officials, and other agencies such as the Louisiana Department of Transportation and Development (LADOTD). It was designed to be flexible and adaptable with the ability to be updated over time with changing conditions and new challenges.

### Land Use and Transportation Cycle

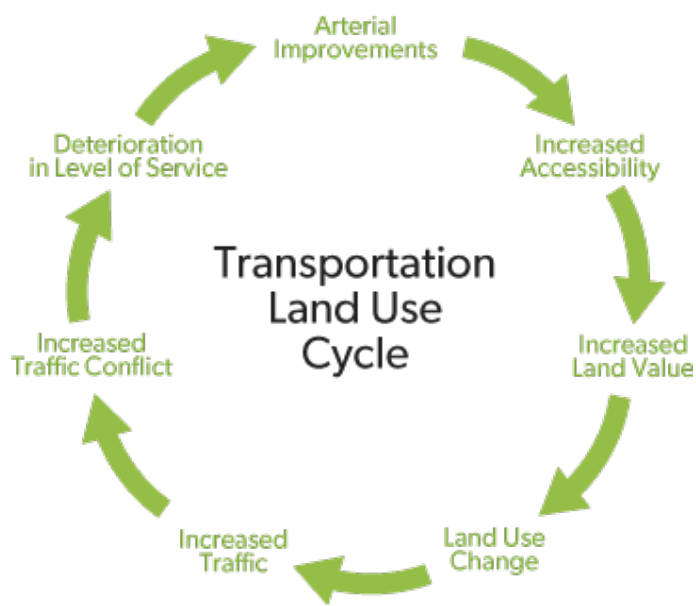
The land use and transportation cycle recognize the relationship between land use patterns and transportation systems. It is a cyclical process that involves:

- **Land use planning:** Land use plans are developed to guide the development of land for specific purposes, such as residential, commercial, industrial, or recreational uses.
- **Transportation planning:** Based on the land use plans, transportation plans are developed to support the land use patterns by offering mobility and access to the various land uses.

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- **Implementation:** The land use and transportation plans are implemented through the construction of transportation infrastructure, the development of land use policies, and the provision of transportation services.
- **Evaluation:** The effectiveness of the land use and transportation plans is evaluated over time to assess whether they are meeting the community's goals and objectives.
- **Revisions:** Based on the evaluation, revisions to the land use and transportation plans may be made to address changing conditions or to address deficiencies in the current plans.

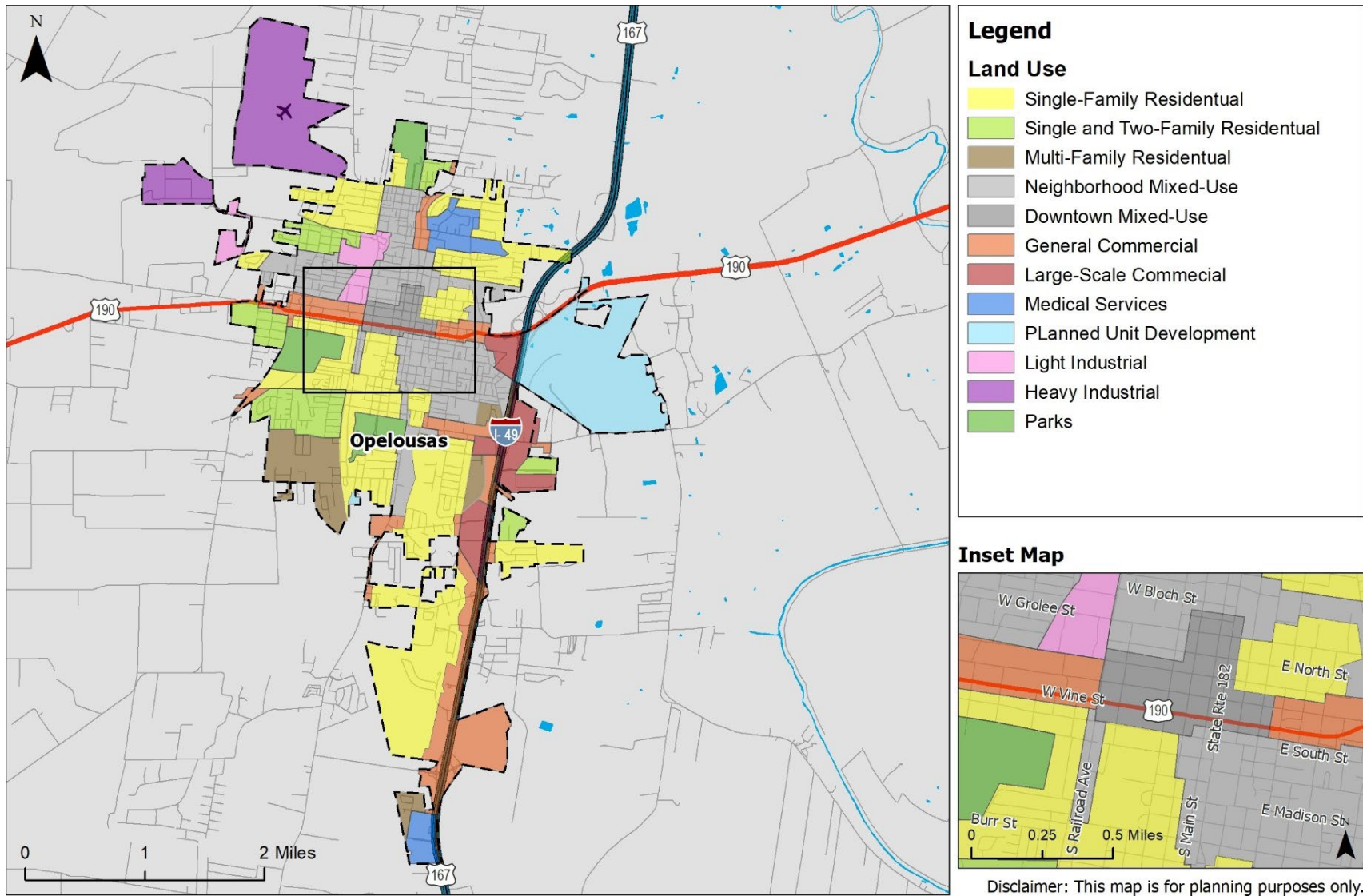
The cycle recognizes that land use patterns and transportation systems are interdependent and that changes in one will impact the other. Thus, it is important to coordinate land use and transportation planning to ensure that they are aligned and support each other. The existing land use within the City of Opelousas is displayed in **Figure 1.3**.



Source: <https://2050.oki.org/land-use-the-natural-environment/>

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Figure 1.3: City of Opelousas Planning Area



Source: City of Opelousas



### Induced Demand Considerations

Induced demand refers to the phenomenon of increased demand for transportation services due to improvements to the transportation system. As the transportation system becomes more convenient, accessible, and efficient, more people are likely to use it, resulting in increased demand for transportation services.

As a result, transportation planners must consider the potential for increased demand for transportation services during the planning process. This demand has implications for the transportation system's long-term sustainability as increased demand can result in increased congestion, emissions, and strain on limited resources.

To address induced demand, a variety of strategies are considered and explored. These strategies may include promoting alternative modes of transportation, such as public transit, walking, or bicycling, or implementing travel demand management strategies.



## 2.0 Establishing a Planning Team

### 2.1 Responsibilities of the Planning Team

The City's LRTP was guided by the Planning Team whose tasks included:

- Developing a succinct and easily understandable purpose statement for the plan.
- Serving as the primary point of contact throughout the planning process.
- Developing and maintaining a schedule of tasks involved in the planning process.
- Developing, revising, and finalizing the plan.
- Adopting and implementing the plan.

### 2.2 Plan Management

Development of the LRTP was conducted with a consulting partner, Neel-Schaffer, Inc. The consulting partner's tasks included managing and producing the plan while the Planning Team provided input and oversight of the plan's development and delivery.

### 2.3 Establishing the Planning Team

The City of Opelousas has taken a comprehensive approach to the organization of the Planning Team by assembling a diverse group of individuals with varied perspectives. This approach was effective in the planning process considering the needs and interests of the entire community, creating a balance of expertise and viewpoints when considering various aspects of city planning.

The Planning Team members were:

- Julius Alsandor; Mayor, City of Opelousas
- Anthony Daniel; City Manager, City of Opelousas
- Travis A. Van Wright; Director of Public Works, City of Opelousas
- Mark A. Guidry; Major, City of Opelousas Police Dept.
- Laina Brickly; President, St. Landry Chamber of Commerce
- Herman Fuselier; Executive Director, St. Landry Parish Tourist Commission
- Jerome Robinson; Assistant Superintendent, St. Landry Parish School Board
- Ashley Moran; Transportation Planner, Acadiana Planning Commission
- Jason Duet; LADOTD
- Tiffanie Lewis; CEO, J.S. Clark Leadership Academy
- Candice Papillion; Vice President/Branch Manager, The Evangeline Bank and Trust Company
- Tracy Colson-Antee; The Maven Consultant



## 3.0 Collecting Existing Data and Plans

The following key factors were considered while identifying existing conditions within the city:

- **Population:** The city's population is important as it affects growth, development, and travel patterns.
- **Economy:** The city's economic condition is crucial to its overall well-being and includes factors such as employment rates, average income, and the various industries within the city.
- **Infrastructure:** The local infrastructure, such as roads, bridges, storm drainage, and public transportation, plays a critical role in determining its overall existing condition.
- **Housing:** The availability and affordability of housing is important to existing conditions as it affects the quality of life for residents.
- **Land Use:** How the city develops and uses its land greatly impacts local travel patterns and the overall transportation system.
- **Environment:** The environmental conditions within the city, such as air and water quality, can significantly impact the health and well-being of residents.
- **Safety:** The safety of the city, such as crime rates, emergency services, and disaster preparedness, affects the transportation system's needs.
- **Community engagement:** The level of community engagement and participation in city affairs can indicate the overall existing condition and health of a city.

By analyzing these factors and more, stakeholders obtained a comprehensive understanding of the City's existing conditions and used this information to guide future development and planning decisions. This data is analyzed and summarized in Chapter 5.

### 3.1 Transportation Data and Plans

This chapter discusses the five (5) most common modes of transportation, shown in **Table 3.1**, that make up a region's infrastructure. For each mode, key data and plans were downloaded, analyzed, and mapped. This section discusses the data that was collected and where it was obtained.

Table 3.1: Transportation Modes

Mode	Description
Roadways and Bridges	Local and state-maintained
Bicycle and Pedestrian	Biking, walking, and accessibility for people with disabilities
Public Transportation	Local and intercity
Aviation	General aviation, commercial service, and military
Freight	Trucks, rail, water ports, airports, and pipelines

## 3.2 Roadways and Bridges

This section includes both local and state-maintained roads and bridges.

### Key Data Collected

- **Facility Inventory** - Used to identify existing roads and bridges and their attributes.
- **Traffic** – Used to understand local traffic patterns and trends.
- **Safety and Security** - Used to identify safety hotspots and areas of concern.
- **Maintenance** - Used to identify bridges and major roads in poor condition.

### Sources

- LADOTD
  - Roadways by Functional Class
  - Roadway Attributes
  - Historic Bridge Inventory
  - Average Daily Traffic (points on major roads)
  - Crash Data for the last 5 years for all modes
  - Pavement Condition Ratings (major roads only)
  - Statewide Long Range Transportation Plan
  - Statewide Transportation Improvement Program (STIP)
- U.S. Department of Transportation (USDOT)
  - National Bridge Inventory (NBI)
  - Strategic Highway Network (STRAHNET)

### 3.3 Bicycle and Pedestrian

This section includes bicyclists, pedestrians, and accessibility for people with disabilities.

#### Key Data Collected

- **Facility Inventory** - Used to identify existing bike facilities, sidewalks, and other infrastructure.
- **Traffic** - Used to understand local travel patterns and trends.
- **Safety and Security** - Used to identify safety hotspots and areas of concern.
- **Maintenance and Accessibility** - Used to identify bike/ped pavement and ADA issues.

#### Sources

- LA Travel
  - Bicycle Facilities
- LADOTD
  - Sidewalk Facilities
  - Crash Data for the last 5 years for all modes
  - Roadway Speed Limits
  - Pavement Condition Ratings (major roads only)
  - Sidewalk Conditions
  - Statewide Long-Range Transportation Plan
  - Statewide Transportation Improvement Program (STIP)
  - Statewide Bicycle and Pedestrian Master Plan
  - Bicycle Planning Tool (Demand, Level of Service, and Recommended Facility)

### 3.4 Public Transportation

This section includes local transit and intercity public transportation.

#### Key Data Collected

- **Routes and Services** - Used to identify local fixed route bus service, demand response, and other transit services.
- **Ridership** - Used to understand local ridership patterns and trends.
- **Safety and Security** - Used to identify safety and security concerns.
- **Asset Maintenance** - Used to inventory vehicles, equipment, and facilities and identify maintenance needs.

### Sources

- LADOTD
  - Local Transit Service Information
  - Statewide Long Range Transportation Plan
  - Statewide Transportation Improvement Program (STIP)
  - Transit Asset Management Plan
  - Coordinated Human Services Transportation Plan
- Greyhound
  - Intercity Transit Service Information

## 3.5 Aviation

This section includes general aviation, commercial service, and military flights.

### Key Data Collected

- **Facility Inventory** - Used to understand the general attributes of airports in the area.
- **Traffic** - Used to distinguish between general aviation, commercial, and military traffic.
- **Safety and Security** - Used to identify safety and security concerns.
- **Maintenance** - Used to review pavement conditions which are critical for airport operations.

### Sources

- USDOT
  - Airport Runways
  - Airport Pavement Condition Assessments
  - Statewide Long Range Transportation Plan
  - Airport Construction and Development Program
  - Statewide Aviation System Plan

## 3.6 Freight

This section includes trucks, railways, waterway ports, air freight, and pipelines.

### Key Data Collected

- **Facility Inventory** - Used to identify freight corridors and facilities in the area.
- **Traffic** - Used to understand where freight traffic and demand is higher.
- **Safety and Security** - Used to document freight safety hotspots or issues of concern.
- **Maintenance** - Used to identify where and how maintenance issues affect freight.

### Sources

- LADOTD
  - Truck Routes
  - State Freight Transportation Network
  - Crash Data for the last 5 years for all modes
  - Statewide Long Range Transportation Plan
  - Statewide Transportation Improvement Program (STIP)
  - Statewide Freight Mobility Plan
  - Statewide Rail Plan
- USDOT
  - National Multimodal Freight Network
  - Intermodal Connectors
  - Estimated Truck Traffic
  - Rail Incidents

## 3.7 Land Use Data and Plans

Development and land use decisions greatly impact local travel patterns and the overall transportation system within the City. Analyzing existing and future land use information is a critical part of plan development.

**Table 3.2** shows the typical “high-level” land use categories used by communities in Louisiana.

Table 3.2: Typical Land Use Categories

Land Use	Description
Rural and Preserved	Agriculture, forestry, preserved land, and sparse rural living
Parks and Open Space	Active and passive recreation areas
Residential	Single-family and multi-family homes
Commercial	Shopping, services, and offices
Mixed Use	Any mix of uses, such as residential and commercial
Industrial	Manufacturing, wholesale trade, and mining/extraction
Institutional	Education, public administration, health care, military, and other
Transportation and Utilities	Airports, rail yards, power stations, and more

### Purpose

- **Trip Generation** - Some land uses generate more trips than others. In general, land use patterns shape travel patterns.
- **Variation by Time** - Trip generation varies greatly by time of day or day of week with certain land uses, such as schools or offices.
- **Mode Choice** - Higher intensity and “mixed” land uses can make walking, biking, and public transit more attractive than driving.

### Sources

- City of Opelousas
  - Existing Zoning Map

## 3.8 Demographic Data

Demographic data displays the makeup of people living and working in the city and provides a better understanding of the community’s transportation needs. This section discusses the demographic data used in the planning process as shown in **Table 3.3**. The first three parts are related to the existing population, employment, and commuting patterns. The last part is related to future population and employment forecasts.



Table 3.3: Demographic Data Types

Type	Description
Population Data	Race/ethnicity, income, age, mobility, and communication trends
Employment Data	Industries, wage levels, major employers, and workforce trends
Commuting Data	Origin-destination flows, means of transportation, travel time
Growth Forecasts	Population and employment

## Population Data

### Purpose

- **Needs Analysis** - Transportation needs vary greatly within a community, especially when considering neighborhood density, income, age, and disability status.
- **Community Engagement** - Effective outreach looks different in every community. Understanding demographics and accessibility/language issues are critical.
- **Environmental** - Demographics help ensure that transportation projects do not negatively impact low-income households and people of color in a disproportionate manner.

### Sources

- <https://www.census.gov/programs-surveys/popest.html>
  - Total Population
- <https://data.census.gov/cedsci/>
  - Race
  - Hispanic or Latino Origin
  - Age Cohorts by Sex
  - Household by Type
  - Annual Household Income
  - Median Household Income
  - Households in Poverty
  - Vehicle Availability by Household
  - Internet Availability by Household

### Employment Data

#### Purpose

- **Needs Analysis** - It is important to understand the prevalence of different industries and workforce issues in the region and how that might impact freight or alternative transportation needs.
- **Community Engagement** - Major employers provide critical input on transportation needs and future growth.
- **Strategies** - Major employers and job centers may present unique opportunities like carpooling or sponsoring public transportation.

#### Sources

- <https://onthemap.ces.census.gov/>
  - Total Employment
  - Employment by Industry
  - Employment by Wage Level
- <http://www.laworks.net/LaborMarketInfo/LMIMainM>
  - Major Employers
- <https://data.census.gov/cedsci/>
  - Workforce Data (Labor Participation, Unemployment, etc.)
  - Workforce by Occupation

### Commuting Data

#### Purpose

- **Needs Analysis** - Communities can have unique commuting patterns or large groups of commuters with unique needs.
- **Community Engagement** - Planners may need to increase outreach in areas with significant commuting by walking, biking, or public transit.
- **Strategies** - Areas with many trips between them may be ideal for new transportation connections or options.

#### Sources

- <https://onthemap.ces.census.gov/>
  - Inflow/Outflow
  - Travel Distance
  - Origins/Destinations
- <https://data.census.gov/cedsci/>

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- Means of Transportation to Work
- Travel Time to Work

### Growth Forecasting Data

#### Purpose

- **Needs Analysis** – Planners use forecasts and stakeholder input to identify growth areas that may increase or shift transportation needs.
- **Strategies** - Growth and decline both present unique transportation opportunities and challenges for communities.
- **Visioning** - Areas experiencing high rates of growth or decline may set goals or objectives related to the way they want to grow.

#### Sources

The City of Opelousas is located within St. Landry Parish. Population and employment forecasts for the parish and State of Louisiana are displayed in **Table 3.4**. However, it should be noted that these forecasts are based on the analysis of multiple data sources and reflect best estimates, not guaranteed change.

**Table 3.4: Population and Employment Forecasts for St Landry Parish, 2018-2045**

Extent	Population			Employment		
	2018	2045	Annual Growth Rate	2018	2045	Annual Growth Rate
St. Landry Parish	82,782	79,410	-0.2%	36,746	49,815	1.1%
State of Louisiana	4,659,690	5,359,769	0.5%	2,733,239	3,495,650	0.9%

### 3.9 Environmental Resource Data

All transportation projects have environmental impacts. As part of the planning process, planners undertook an “environmental scan” of resources in the community and identified potential environmental issues both generally and for specific projects being considered. The plan provides a general overview of environmental concerns, so a detailed environmental analysis will need to be conducted for individual projects as they advance towards implementation. The purpose of the “environmental scan” in the context of this plan is to identify potential issues upfront and identify alternatives if possible.

This section breaks down environmental resources into natural resources and cultural resources as shown in **Table 3.5**.

Table 3.5: Environmental Resource Categories

Resource Type	Description
Natural Resources	Water and wetlands, protected areas and species, and agriculture and mining
Cultural Resources	Religious places and graves, historic places, scenic and heritage areas

## Natural Resources

### Purpose

- **Community Engagement** - Planners may consult with appropriate state and local agencies when encountering significant natural resources in a community.
- **Environmental** - Planners should compare their draft plans with other conservation plans and inventories of natural resources.
- **Project Development** - Even in the early stages of project development, planners should be careful to avoid high and adverse impacts to the natural environment.

### Sources

- U.S. Geological Survey (USGS)
  - Water Bodies
  - Land Cover
- Federal Emergency Management Agency (FEMA) and Louisiana State University (LSU)
  - Flood Hazard Zones
- U.S. Fish and Wildlife Services (USFWS)
  - Wetlands
- Louisiana Department of Wildlife and Fisheries (LDWF)
  - Protected Areas

## Cultural Resources

### Purpose

- **Community Engagement** - Planners should consult with appropriate state and local agencies when encountering significant cultural resources in a community.
- **Environmental** - Planners should compare their draft plans with other cultural plans and resources.
- **Project Development** - Even in the early stages of project development, planners should be careful to avoid high and adverse impacts to the cultural environment.

### Sources

- U.S. Department of the Interior (USDOI) and Geographic Names Information System (GNIS)
  - Places of Worship (churches, etc.)
  - Known Cemeteries
  - National Heritage Areas
- Louisiana Department of Culture, Recreation & Tourism (LDCRT)
  - National Register of Historic Places (building, district, object, site, structure, etc.)
  - Local Historic Places (districts, etc.)

## 3.10 Community Facility Data

Community facilities like schools and parks are valuable assets that should be accessible and functional from a transportation perspective. The planning process involved collecting data and contact information for these facilities to assist planners in coordinating with the people responsible for operating and maintaining them.

This section breaks down community facilities into the four categories shown in **Table 3.6**.

**Table 3.6: Community Facility Categories**

Category	Description
Government and Public Safety	Government administration offices, courthouses, post offices, fire and rescue, and law enforcement
Education and Recreation	K-12 schools, colleges and universities, libraries, and parks and recreation
Healthcare and Social Services	Hospitals and medical services, councils of aging, employment, and social services
Utilities and Infrastructure	Electric, gas, communications, water, sewer, waste management, and flood control and drainage

### Government and Public Safety

#### Purpose

- **Needs Analysis** - Public services need appropriate transportation infrastructure to operate and should be accessible for citizens and visitors.
- **Community Engagement** - Government and public safety officials will have unique insights into transportation needs.
- **Strategies** - The location of public services may present unique opportunities or challenges.

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### Sources

- USDOJ (verified with USPS)
  - Post Offices
  - Fire Stations
  - Police Stations
- Louisiana Department of Public Safety & Corrections (LDPSC)
  - Office of Motor Vehicles Locations



### Education and Recreation

#### Purpose

- **Needs Analysis** - These places have unique transportation needs, often by time of day or by users (especially biking and walking).
- **Community Engagement** - Students, parents, and staff at schools offer critical input. Recreational users and staff will also have unique insights.
- **Project Development** - Planners should avoid negative impacts to schools and recreational facilities.

#### Sources

- U.S. Department of Education (ED)
  - Primary and Secondary (K-12) Schools
  - Colleges and Universities
- LDCRT
  - Public Libraries
  - National and State Parks
- City of Opelousas
  - Local Parks and Recreational Facilities (Trails and Community Centers) (parish and municipal)

### Healthcare and Social Services

#### Purpose

- **Needs Analysis** - Public services need appropriate transportation infrastructure to operate and should be accessible for citizens and visitors.
- **Community Engagement** - Healthcare and social service officials will have unique insights into transportation needs.



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- **Strategies** - The location of public services may present unique opportunities or challenges.

### Sources

Healthcare and social services data were obtained from the following sources:

- USDOJ
  - Hospitals
- Louisiana Department of Health (LDH)
  - Parish Health Units
  - Medicare
  - Dialysis Facilities
  - Emergency Medical Transportation Providers
- Louisiana Governor's Office of Elderly Affairs (LGOEA)
  - Councils on Aging
- Louisiana Workforce Commission (LWC)
  - LWC locations (Youth services, Employment Services)
- Social Security Administration (SSA)
  - Social Security offices

## Utilities and Infrastructure

### Purpose

- **Needs Analysis** - Utilities may have unique transportation needs, especially freight or service vehicles.
- **Community Engagement** - It will be important to have contacts for major utilities and infrastructure in the area prior to project implementation.
- **Project Development** - The location of utilities and infrastructure affects the feasibility and costs of potential projects.

### Sources

- Internet search
  - Electric Providers
  - Gas Providers
  - Communication Providers
  - Water and Sewer Providers
  - Waste Management
  - Levee System

### 3.11 Mapping Existing Conditions

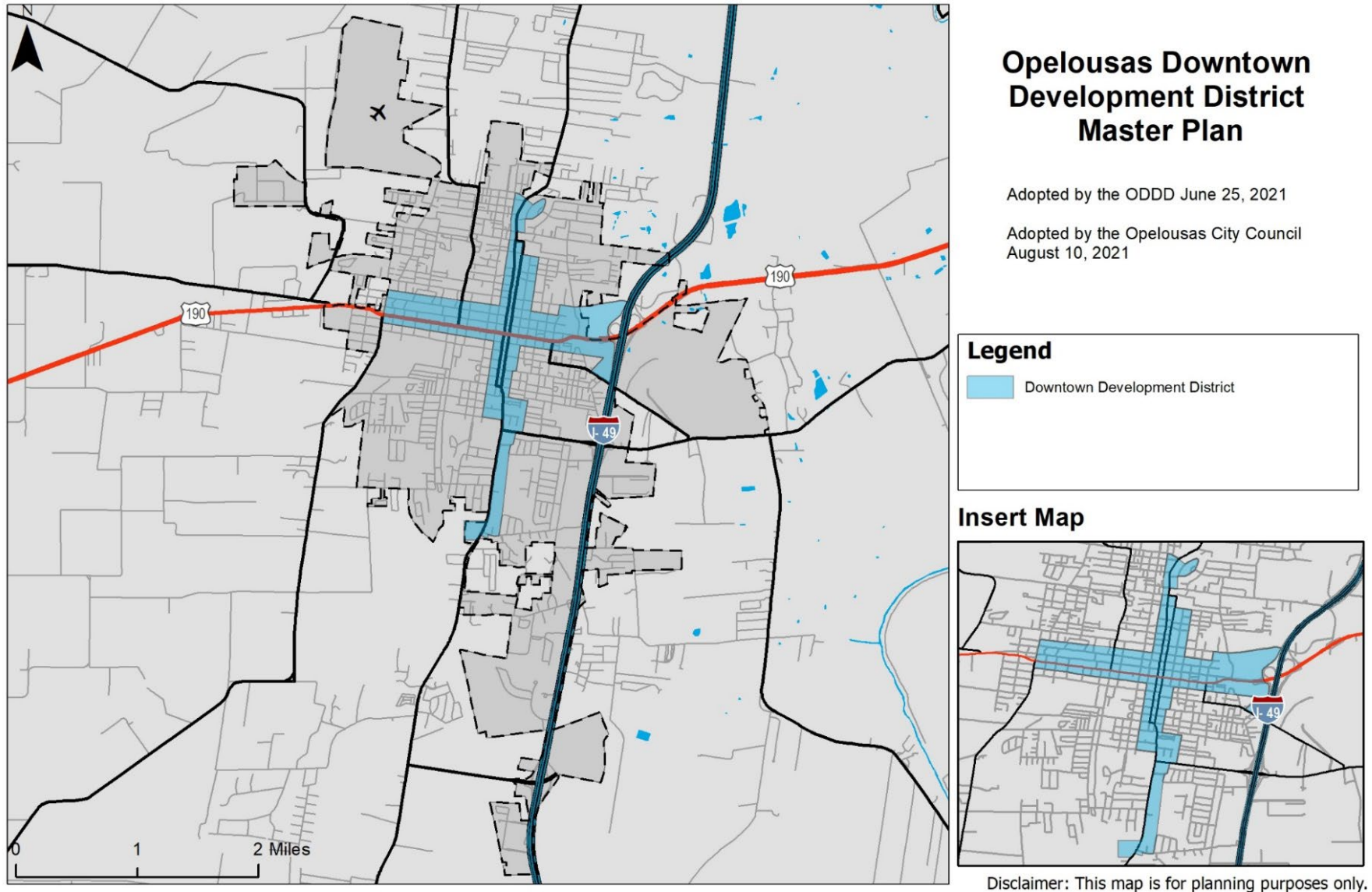
The existing conditions data was mapped which allowed planners to understand where potential issues or opportunities are concentrated within the planning area. For this effort, the Planning Team utilized ArcMap, a Geographic Information System (GIS) software developed by ESRI.

### 3.12 Opelousas Downtown District Development Plan

The LRTP also considers the Opelousas Downtown District Development Plan. Specific considerations include:

- **Transportation and Economic Development:** The Opelousas Downtown District Development Plan contains provisions and strategies to improve transportation infrastructure and connectivity within the downtown area. Enhancing transportation options and accessibility can promote economic development by attracting businesses, tourists, and residents to the region.
- **Urban Revitalization:** Downtown areas serve as economic and cultural hubs for communities. Including the Opelousas Downtown District Development Plan in the LRTP demonstrates a commitment to revitalizing the City's urban core and preserving its historic and cultural assets. Upgrading transportation infrastructure can make downtown areas more vibrant, pedestrian-friendly, and economically viable.
- **Multimodal Connectivity:** The LRTP aims to create a well-connected and efficient transportation network that accommodates various modes of transportation. The Opelousas Downtown District Development Plan proposes improvements to pedestrian walkways, bicycle lanes, public transit systems, and other transportation modes to foster multimodal connectivity. This approach enhances accessibility and promotes sustainable transportation options.
- **Community Input and Engagement:** The inclusion of the Opelousas Downtown District Development Plan will incorporate local community aspirations and priorities into the transportation plan.

Figure 3.1: Opelousas Downtown Development District Master Plan



Source: City of Opelousas

## 4.0 Engaging the Public and Stakeholders

Wide-ranging community outreach that incorporates fair, inclusive opportunities is the backbone of a successful plan. Public participation assists in developing the plan’s vision, goals, and possible solutions for the community’s needs. Additionally, through sharing the results of the community outreach, local and state officials are informed about the concerns and priorities of their constituents.



### 4.1 General Public and Stakeholders

Development of the LRTP was guided by input from the public, stakeholders, and local and state partners. These groups provided insight into local and regional concerns and priorities related to transportation. Input was solicited through public outreach surveys, social media, and government websites. The goal of the outreach process was to understand the needs of the Opelousas area and assist with developing short- and long-term strategies and projects for improvements. Public surveys were conducted throughout the city to provide a better understanding of public opinions about the existing transportation system, safety, and funding.

### 4.2 Public and Stakeholder Involvement Phase I

Phase 1 of community engagement focused on introducing the Long-Range Transportation Plan and listening and learning to seek input on the community’s goals, needs, concerns, and priorities for transportation improvements.

Input collected during this phase was also used to develop the Vision, Goals, and Objectives discussed in Chapter 6.

During Phase 1, input was requested from local officials, community leaders, and the public.

**During this phase, the team engaged with over 240 people.**

The primary goals for this phase of engagement were to:

- Inform residents and workers in the City of Opelousas about the development of the LRTP.
- Educate the public about the plan and how it will affect the community and future transportation.
- Notify and provide opportunities for the public to actively engage in the development process.
- Encourage and collect meaningful feedback from stakeholders and the public to help identify transportation needs and prioritize improvement projects and strategies.

A public input survey was launched to gather input from residents and employees on transportation priorities and concerns within the city, ideas for improving safety on the city's transportation system, and specific areas where improvements are needed. The survey was promoted using:

- business cards with a QR code,
- the City's website,
- social media, and
- emails to the stakeholder database and local community groups.

The survey, provided in paper and online formats, was open for input from October 2, 2023, through December 11, 2023. It asked respondents to provide their input on transportation infrastructure challenges, which are discussed below.

### Identifying Transportation Challenges

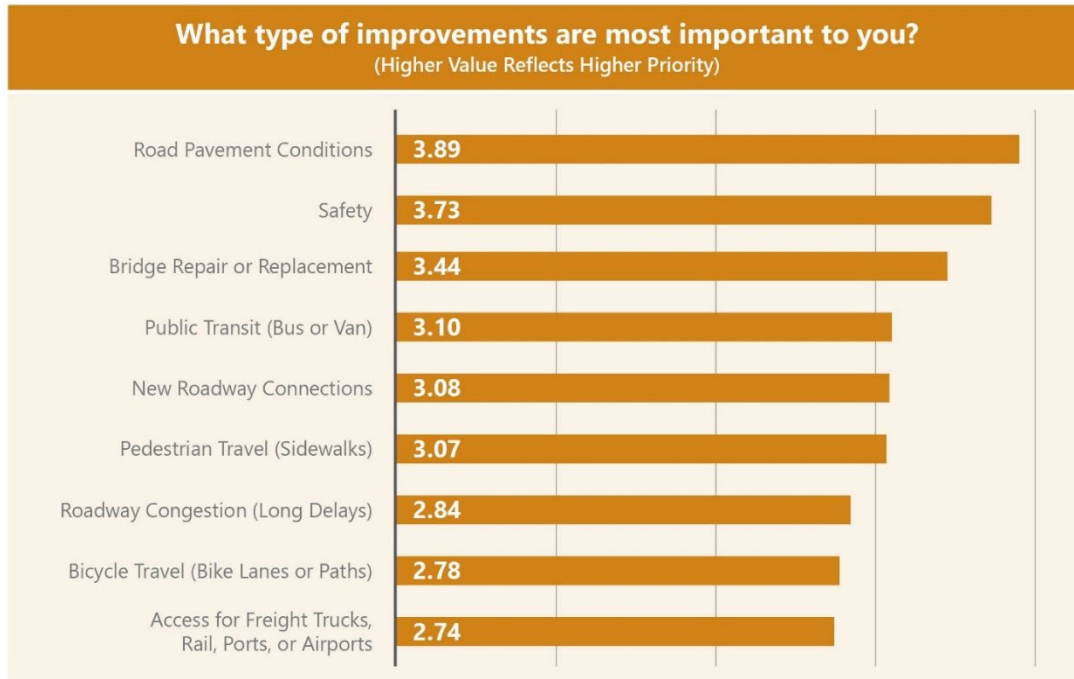
Participants were asked to provide input on:

- transportation improvement priorities,
- their greatest environmental impact concerns,
- how to invest transportation funds,
- identifying the most congested roadways or intersections,
- identifying locations in need of safety improvements, and
- specific ideas for improving transportation.

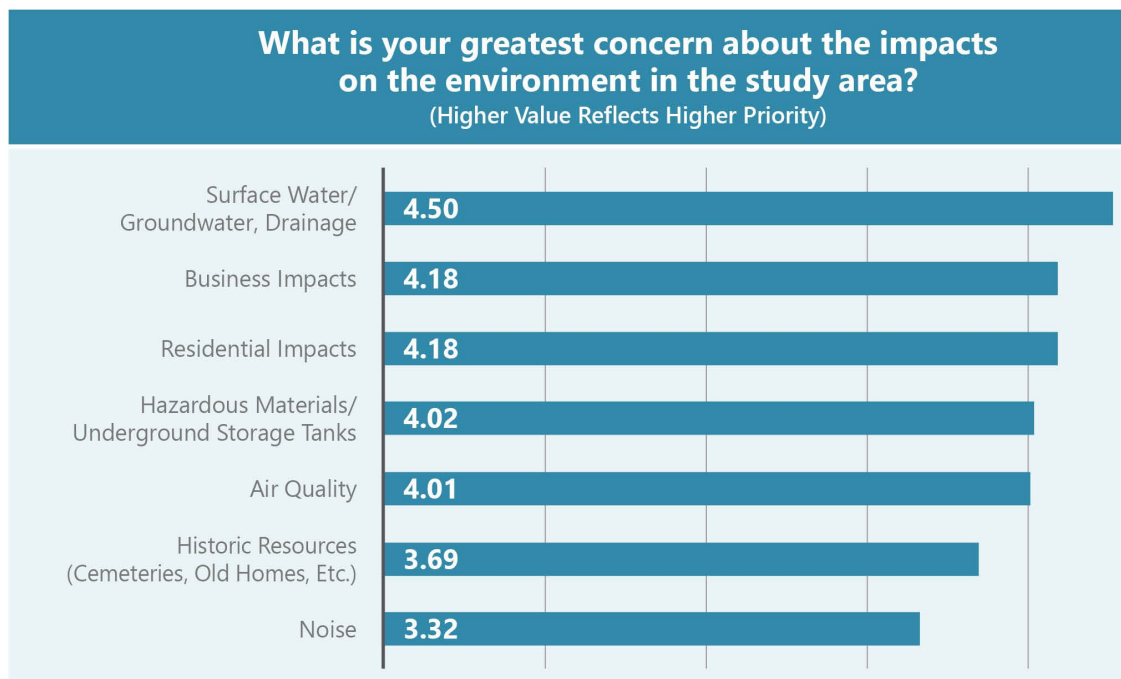
## Survey Responses

**Figure 4.1** through **Figure 4.7** display the results of the first round of public outreach for the L RTP.

**Figure 4.1: Transportation Improvement Priorities**



**Figure 4.2: Environmental Concerns**





# City of Opelousas, LA Long-Range Transportation Plan

As shown in **Figure 4.3**, respondents were asked how they would allocate available funds for transportation improvements if they were given \$100.

**Figure 4.3: Funding Allocation Results**

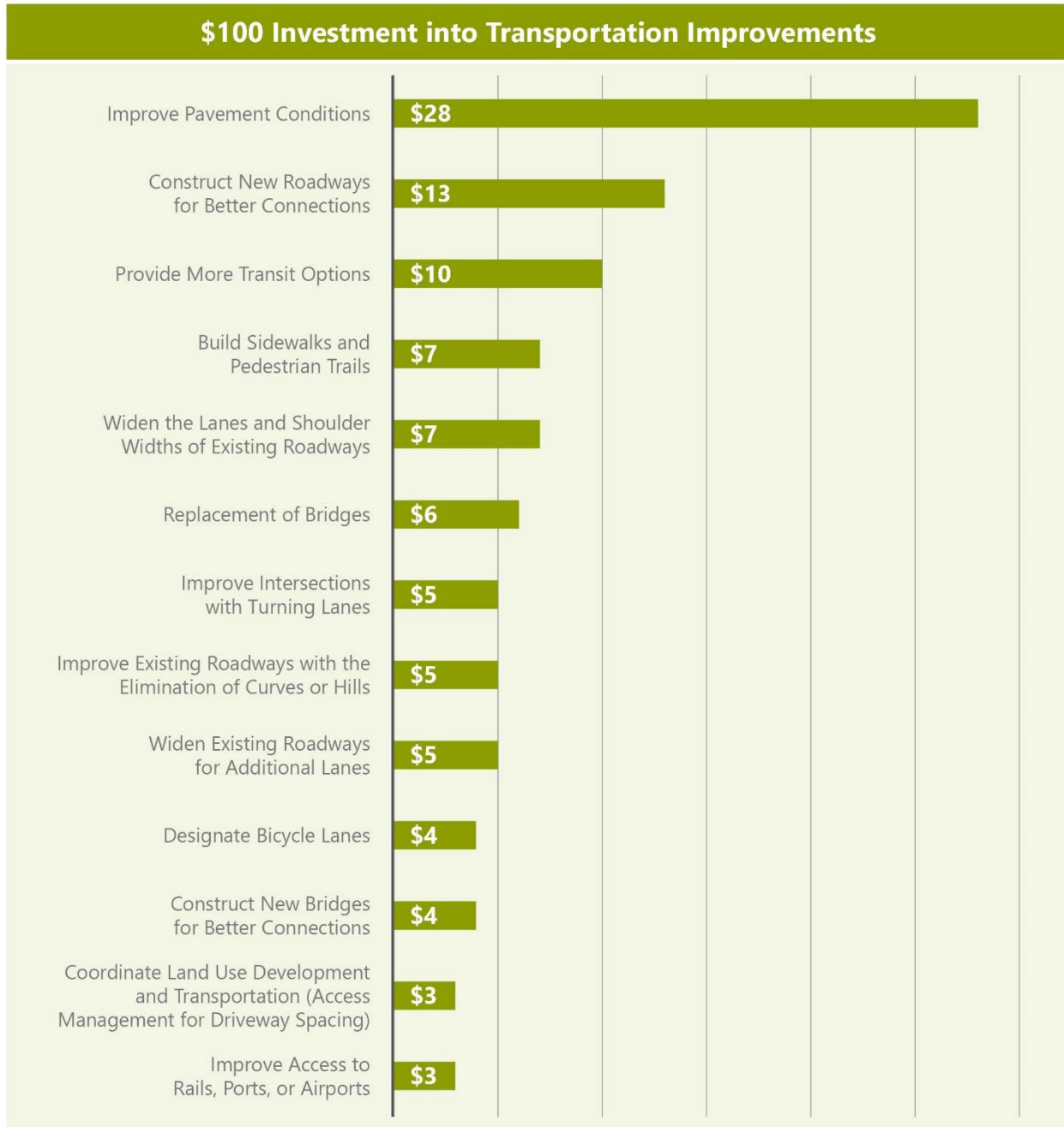


Figure 4.4: Locations of Concern for Transportation Congestion

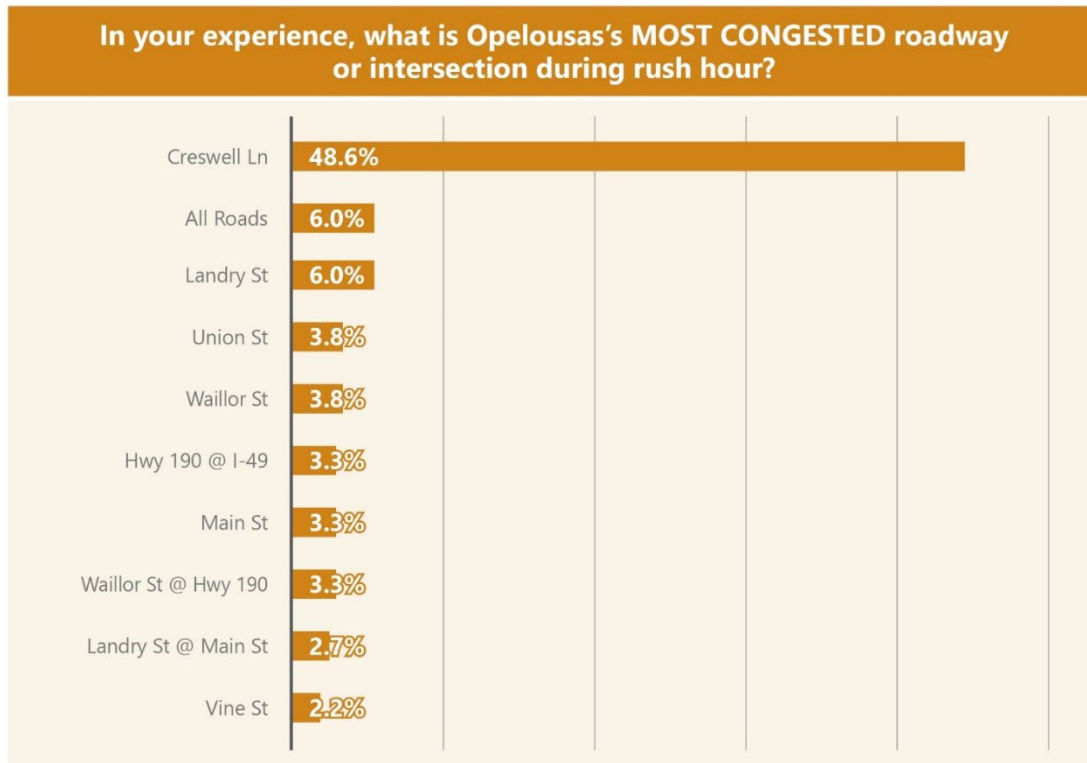


Figure 4.5: Locations of Concern for Transportation Safety

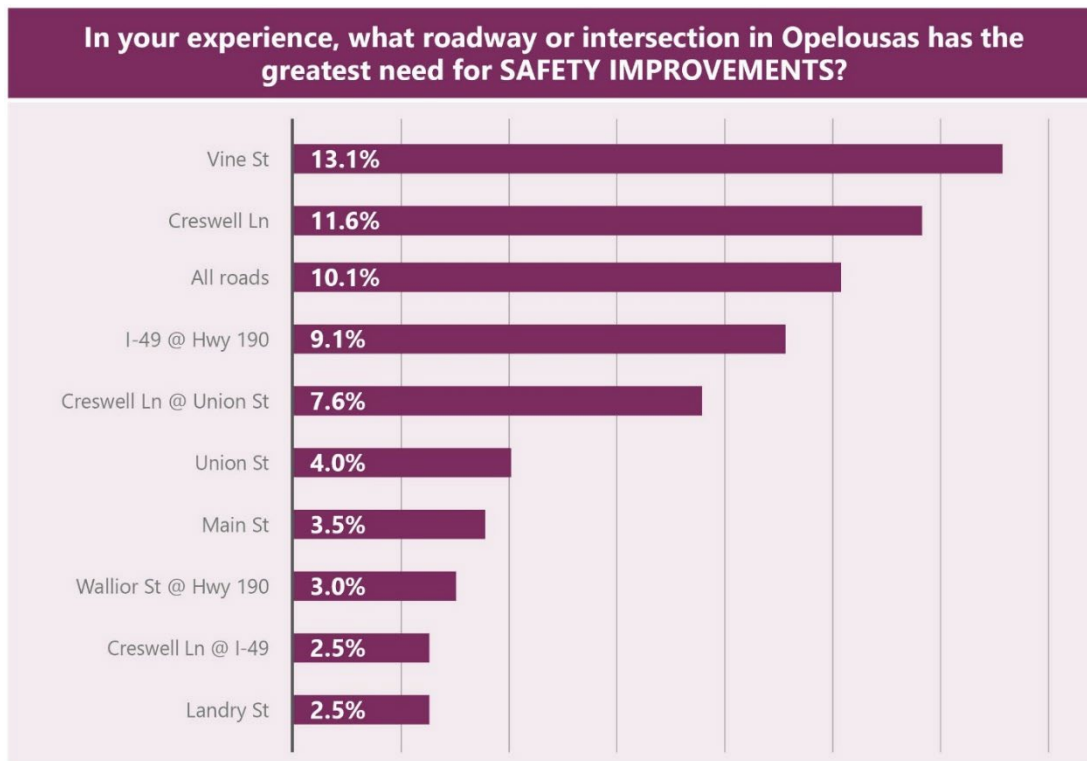


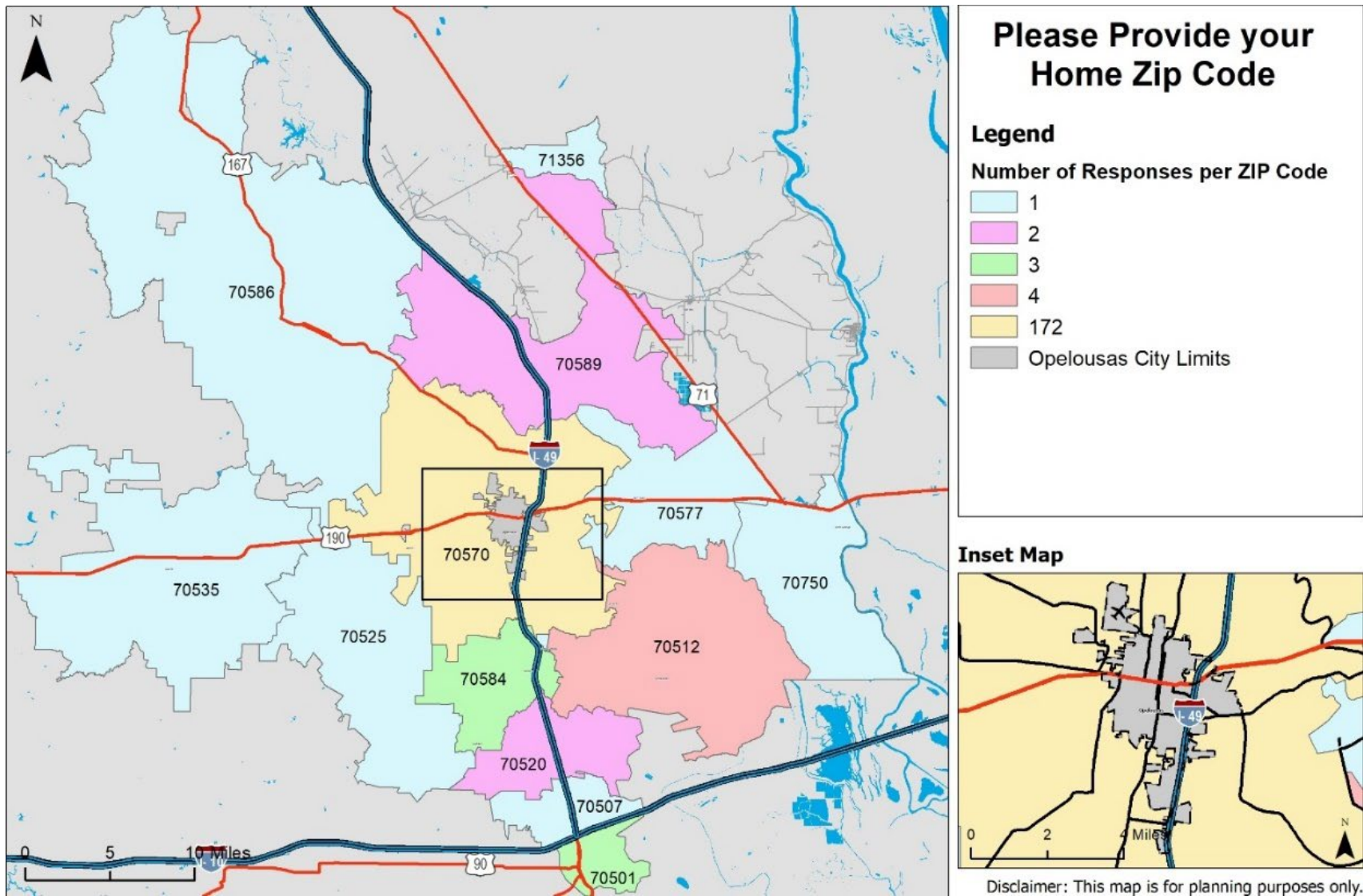
Figure 4.6: Transportation Improvements Recommended by Public

**What BIG IDEAS do you have for improving transportation in Opelousas?**

Think about getting around by all modes - driving, riding transit, walking, biking, etc.

**add bike lanes**, add bike lanes in Downtown, add bike lanes on Creswell, add bike lanes on Hwy 182, add bike lanes on Hwy 190, add bike path I-49 service roads, **add bike paths**, add crosswalk , add crosswalk on Hwy 190 (Walmart), add dedicated turn lanes to intersections, add lanes, **add sidewalks**, add sidewalks in Downtown , add sidewalks on Creswell, add sidewalks on major highways, **add traffic lights**, additional street lighting, address drainage issues, better road connectivity, build bike paths, build complete streets, build electric charging stations, build greenway trails, build Hwy 190 bypass, build new roads, **build pedestrian bridge on I-49 (Walmart)**, build airport connector from I-49, clean up Historic District, create bicycle network, dedicate lanes for emergency vehicles, eliminate one-way streets, extend Harry Guibeau Rd to LA 31, improve sidewalks, **improve street lighting**, increase connectivity from I-49 corridor to Hwy 182, install roundabouts, install traffic light I-49 @ Hwy 190, install turn lane at intersection, maintain sidewalks, maintain traffic cameras, **make ADA-compliant sidewalks**, need sidewalks, provide alternative ways of crossing I-49, provide bike sharing docking stations, provide more off-street downtown parking, **provide public transportation**, provide public transportation to Lafayette, provide public transportation to nearby towns, **redesign Creswell @ I-49 intersection**, redesign Hwy 190 @ I-49 intersection, repair sidewalks, **repair waterlines**, repair/maintain pavement on Hwy 104, repair/maintain pavement on Hwy 190, **repair/maintain roads**, replace 4-way stops with roundabouts, widen Creswell Ln, widen Hwy 182, widen Hwy 190, **widen lanes**, widen major roads, **widen roads**, wider lanes on one-way streets

Figure 4.7: Respondent ZIP Codes



## 4.3 Community and Stakeholder Involvement Phase II

Phase 2 of community engagement focused on presenting a master list of projects based on recommendations from the public. The master list and accompanying map was reviewed by the stakeholders on April 29th, 2024, and used to refine the list of projects.

**The primary goals for this phase of engagement were to:**

- Identify which transportation projects have public and stakeholder support.
- Identify roadways and intersections that the public and stakeholders determine to be high priorities for transportation improvements.

## 4.4 Community and Stakeholder Involvement Phase III

Phase 3 of the public and stakeholder involvement included presenting the LRTP draft to the City Council at the June 11<sup>th</sup> meeting and posting the draft on the City of Opelousas's website, in Opelousas City Hall, and the Opelousas Library from June 11th through June 25th. Comments were submitted to City Hall or by email. The comments submitted during this time are displayed in **Appendix A**.

## 5.0 Conducting the Needs Analysis

Major transportation corridors are essential to all forms of transportation in the City of Opelousas for several reasons:

- **Connectivity:** These corridors act as the primary links connecting different parts of the city and facilitating the movement of people and goods from one area to another. Efficient transportation networks allow for easy access to various destinations, such as residential areas, commercial districts, industrial zones, educational institutions, and recreational centers.
- **Traffic Management:** Concentrating traffic along major corridors helps manage and regulate the flow of vehicles. By designating specific routes for different types of transportation, traffic congestion can be minimized to improve overall efficiency and reduce travel times.
- **Economic Vitality:** Major transportation corridors often run through key economic hubs, promoting business activities and supporting local commerce. Businesses, especially those dependent on logistics and transportation, tend to establish themselves along these routes to take advantage of easy accessibility and higher visibility.
- **Public Transportation:** Public transportation, such as buses, trains, or trams, can utilize major corridors as dedicated transit routes. This designation allows more efficient public transportation services, attracts more commuters to use public transit options, reduces the dependence on private vehicles, and helps alleviate congestion.
- **Emergency Services:** During emergencies or critical situations, quick and easy access to major corridors is vital for emergency service vehicles, such as ambulances and fire trucks, to reach their destinations promptly.
- **Urban Planning:** Major transportation corridors often serve as focal points for urban planning and development. City planners and policymakers can concentrate resources and infrastructure improvements around these corridors to enhance connectivity and accessibility, leading to more organized and sustainable urban growth.
- **Multi-Modal Transportation:** Major corridors can accommodate various forms of transportation, including cars, buses, bicycles, and pedestrians. Integrating multiple modes of transportation along these corridors promotes a more balanced and environmentally friendly transportation system.



- **Community Interaction:** Corridors often serve as social spaces, facilitating community interaction and local events. They can be transformed into pedestrian-friendly boulevards with green spaces, shops, and entertainment venues which encourage people to gather. These gathering spaces can also foster a sense of community.

Overall, major transportation corridors play a pivotal role in shaping the mobility and development of a city like Opelousas. They are essential for efficient transportation, economic growth, urban planning, and fostering a thriving and interconnected community.

## 5.1 Existing Conditions Analysis

This section reviews and assesses the existing transportation system. The LRTP reviews five different modes, shown in **Table 5.1**.

**Table 5.1: Transportation Modes**

Mode	Description
Roadways and Bridges	Local and state-maintained
Bicycle and Pedestrian	Sidewalks, bike lanes, and other bike/ped facilities
Public Transportation	Local and intercity transit service
Aviation	General aviation and commercial service
Freight	Trucks, rail, water ports, and airports

### Roadway and Bridge Conditions

#### Roadway Maintenance

Pavement condition data taken from the Federal Highway Administration's (FHWA) Highway Performance Management System (HPMS) provides coverage of major roads in the country and uses data provided by state departments of transportation. The HPMS data shows that within the City Limits of Opelousas, there are:

- 9.2 miles of Interstate
- 3.3 miles of U.S. Highway
- 12.5 miles of Louisiana State Highway

The LRTP used the most recent HPMS dataset (2017-2021) and the International Roughness Index (IRI) attribute field to determine a roadway condition rating, shown in **Table 5.2** and displayed in **Figure 5.1**. Roadways in Poor condition are shown in **Table 5.3**.

# City of Opelousas, LA

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**Table 5.2: Pavement Condition Rating Thresholds**

Pavement Condition	IRI Rating
Good	<95
Fair	95-170
Poor	>170

**Table 5.3: Roadways in Poor Condition**

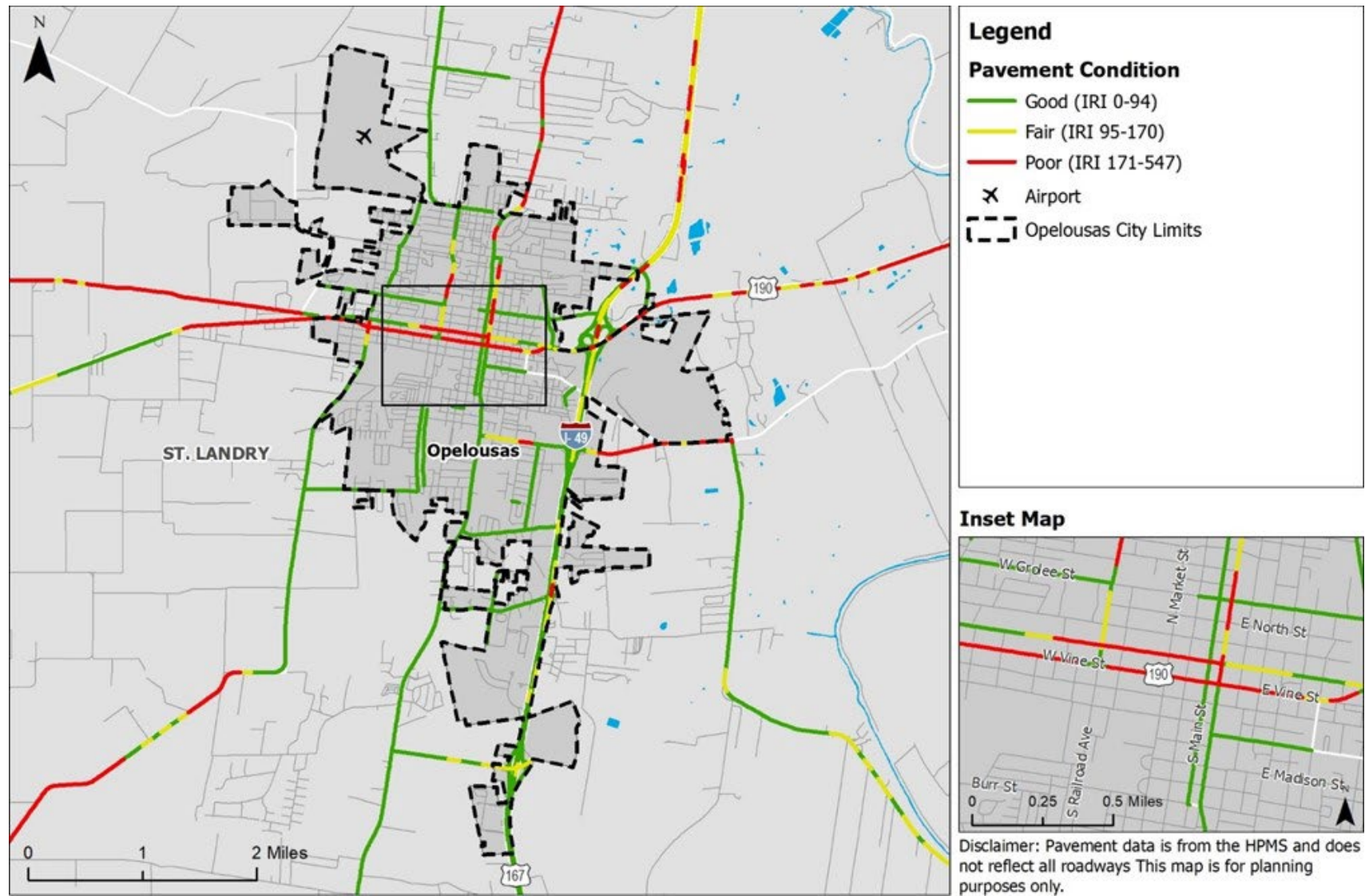
Roadway	Direction	From	To
I-49	Northbound	Judson Walsh Dr Overpass	.10 miles North
US 190 (W St. Landry St)	Westbound	N Union St	Madella St
US 190 (W Vine St)	Eastbound	West City Limits (US 190 Split)	Stelly St
US 190 (W Vine St)	Eastbound	Railroad Ave,	South Cane St
US 190 (E Vine St)	Eastbound	High St	E Landry Street
US 190*	Eastbound & Westbound	Prudhomme St exit (East City Limits)	Wallior St
LA Hwy 182 (N Main St)	Southbound & Northbound	Natchez Blvd	E Coleman St
LA Hwy 182 (N Union St)	Northbound	Thompson St	Convent St
LA Hwy 182 (N Union St)	Northbound	E North St	E Bloch St
LA Hwy 182 (S Union St)	Northbound	E Vine St	E Landry St
LA Hwy 749 (N Railroad Ave)	Southbound & Northbound	Guidry St	Pine Ave
LA Hwy 31 (Creswell Ln)	Eastbound & Westbound	School Board Ln	Jasmine Dr

\*Recently repaved



# City of Opelousas, LA Long-Range Transportation Plan

Figure 5.1: Opelousas Pavement Conditions



Source: HPMS

### Bridge Maintenance

Data for the bridge maintenance analysis was obtained from the National Bridge Inventory (NBI), Year 2020. The database includes condition data that allows each bridge to be categorized as Good, Fair, or Poor based on the lowest of the deck, superstructure, substructure, and culvert scores. The condition thresholds are shown in **Table 5.4** and bridge conditions within the city are displayed in **Figure 5.2**.

**Table 5.4: Bridge Condition Rating Thresholds**

Condition	Deck	Superstructure	Substructure	Culvert
Good	≥7	≥7	≥7	≥7
Fair	5 or 6	5 or 6	5 or 6	5 or 6
Poor	≤4	≤4	≤4	≤4

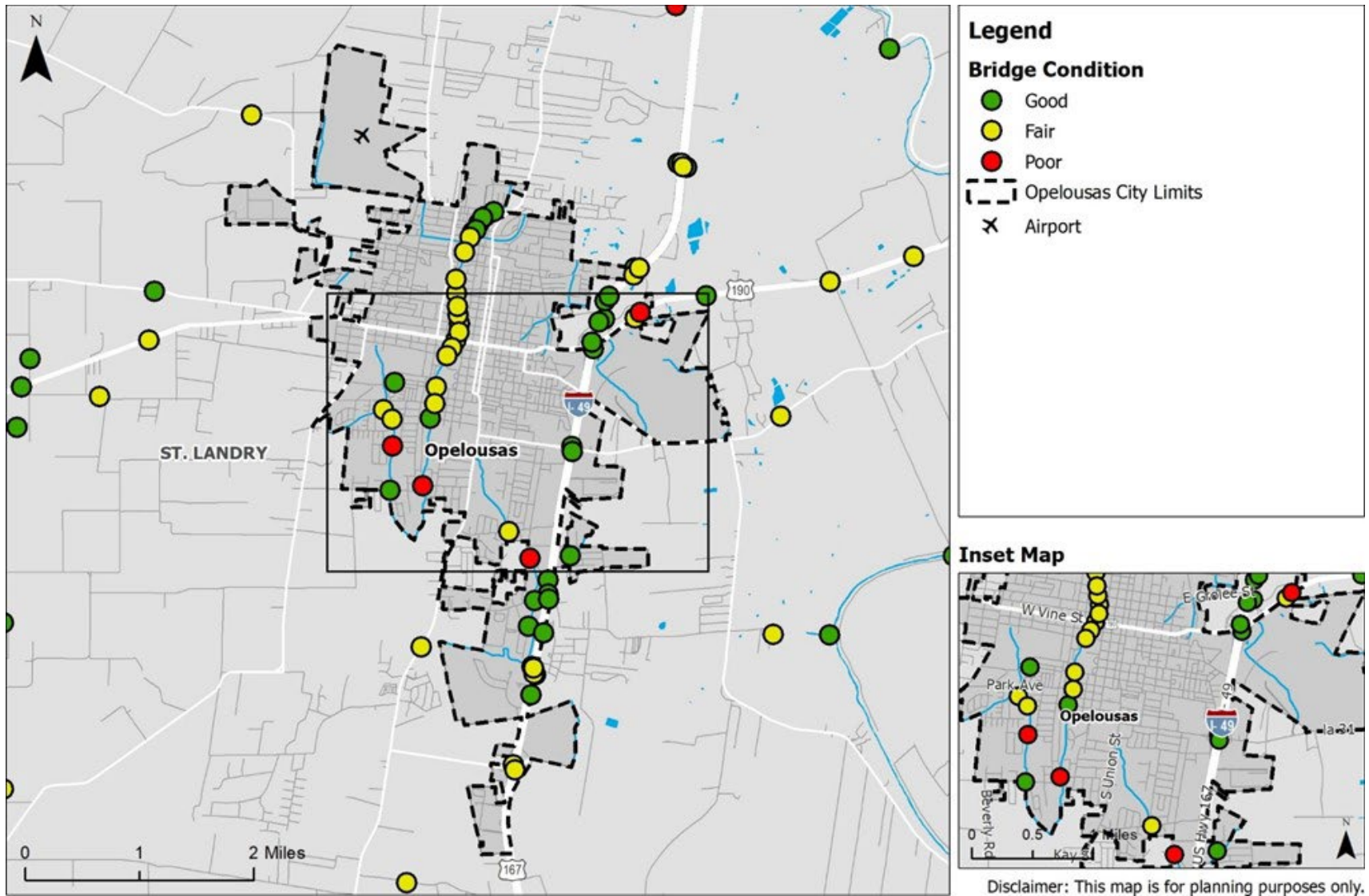
Within the City Limits, there are four bridges in Poor condition:

- W. Dunbar Ave. over Bayou Tesson
- Ducharme Rd. over Drainage Bayou
- U. S. Hwy. 190 over Railroad tracks
- Phillip St. over Drainage Bayou

**These ratings do not indicate that the bridges cannot be used or are unsafe; however, they are in need of maintenance and rehabilitation and may require restrictions or closure in the future.**

# City of Opelousas, LA Long-Range Transportation Plan

Figure 5.2: 2020 Opelousas Bridge Conditions



Source: NBI

### Roadway Safety Analysis

**Disclaimer:** This document and the information contained herein is prepared solely for the purpose of identifying, evaluating and planning safety improvements on public roads which may be implemented utilizing federal aid highway funds; and is therefore exempt from discovery or admission into evidence pursuant to 23 U.S.C. 407.

The LRTP safety analysis was conducted using crash data obtained from LADOTD for the last five (5) available years, from 2017 through 2021. Key information in this database includes:

- year
- time
- alcohol involvement
- lighting
- severity
- intersection related

A summary of crashes within the City Limits was generated to detail general statistics within the City. This analysis was used to identify crash trends and areas of concern. **Figure 5.3** through **Figure 5.12** display the observed trends.

**Figure 5.3: Crashes by Year, 2017-2021**

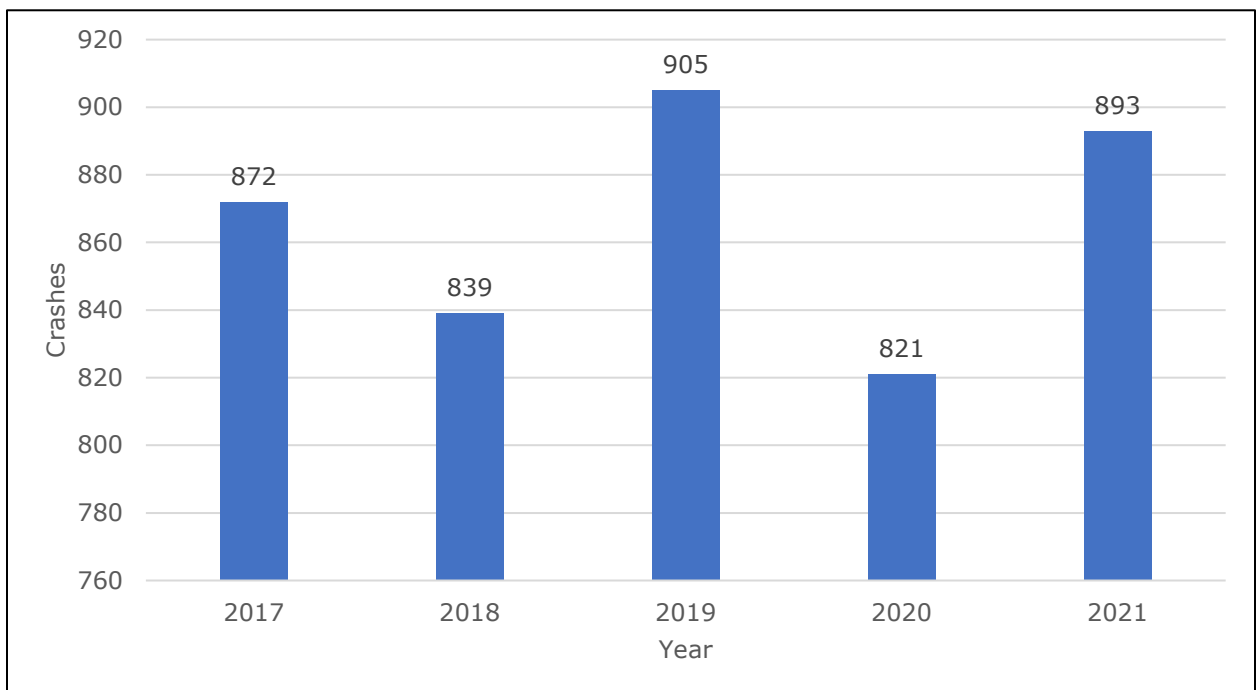


Figure 5.4: Crashes by Hour, 2017-2021

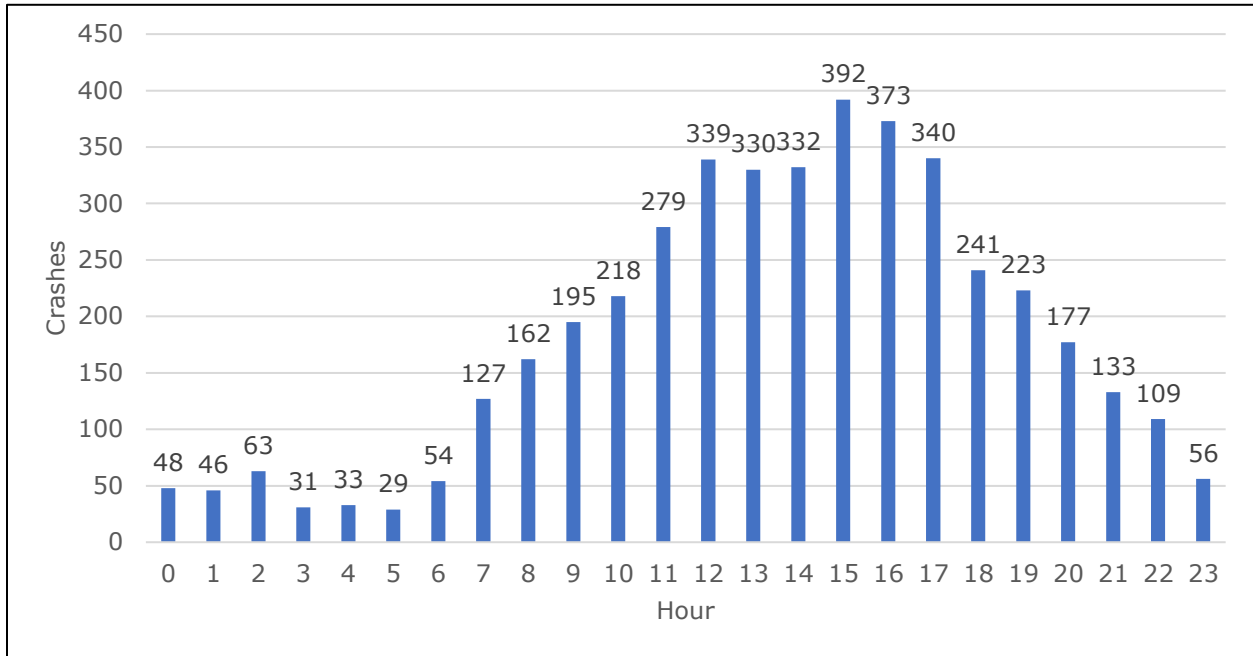


Figure 5.5: Crashes by Alcohol Involvement, 2017-2021

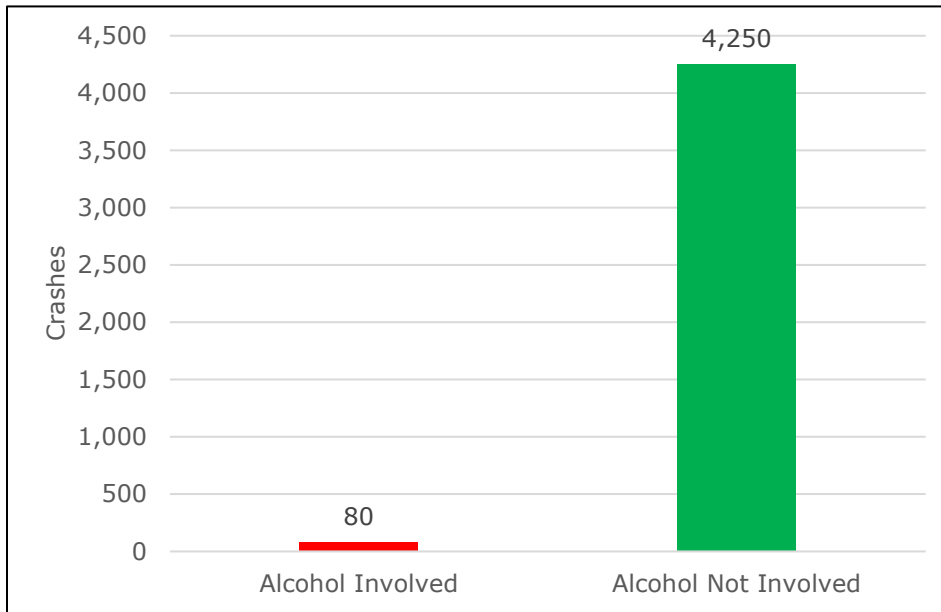


Figure 5.6: Fatal and Severe Crashes with Alcohol Involvement, 2017-2021

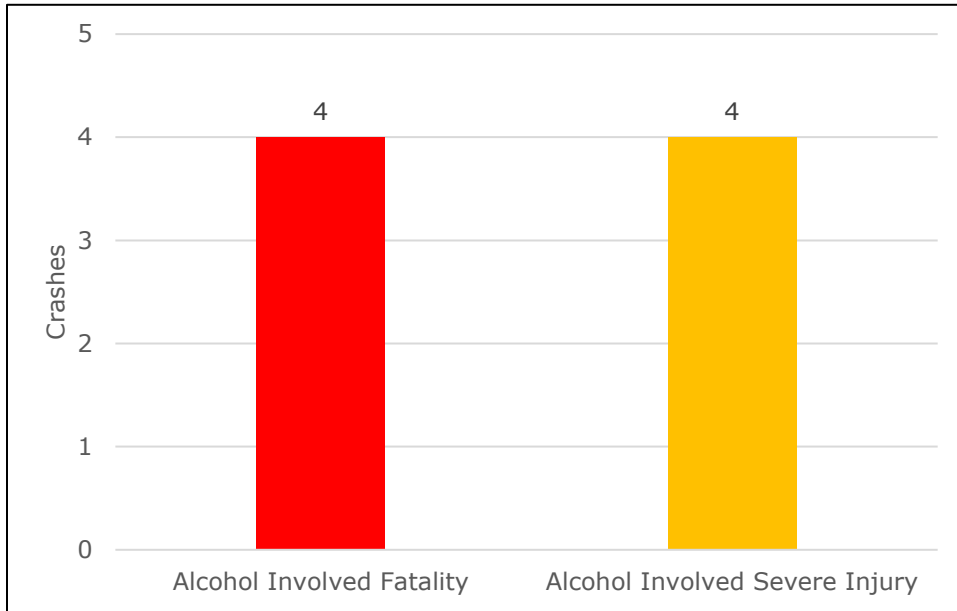


Figure 5.7: Intersection Related Crashes, 2017-2021

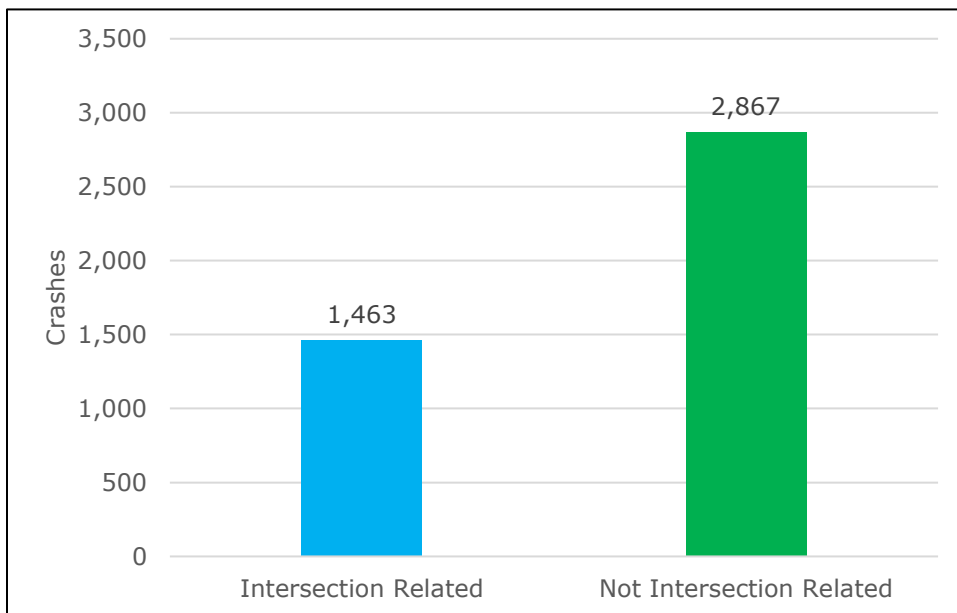


Figure 5.8: Crash Severity, 2017-2021

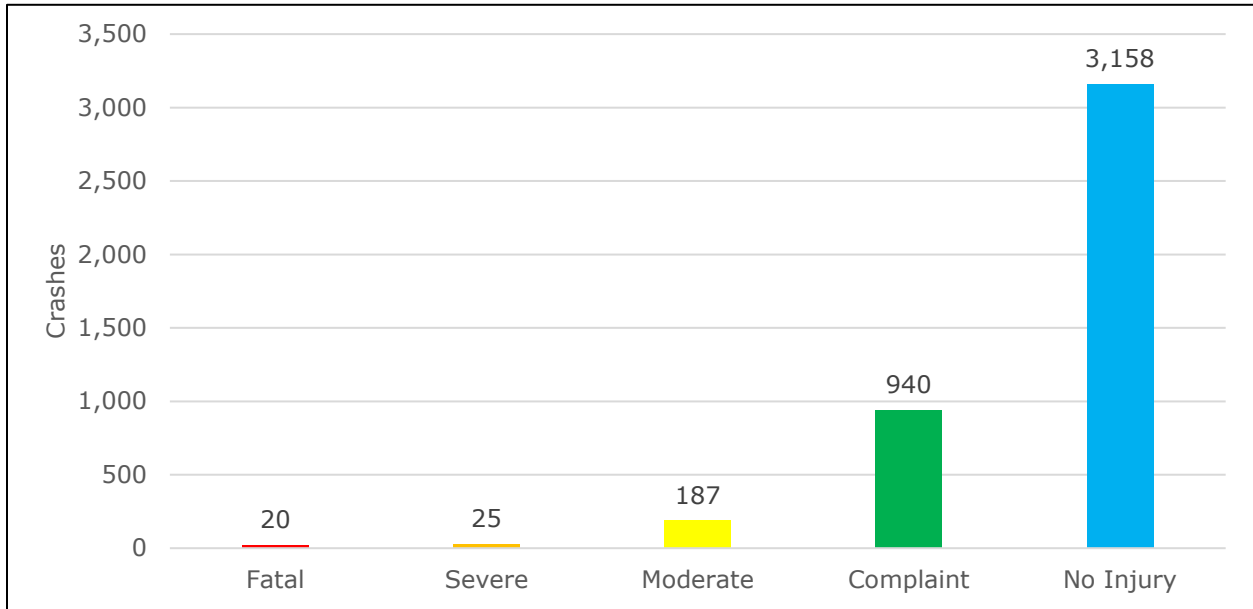


Figure 5.9: Crashes by Lighting, 2017-2021

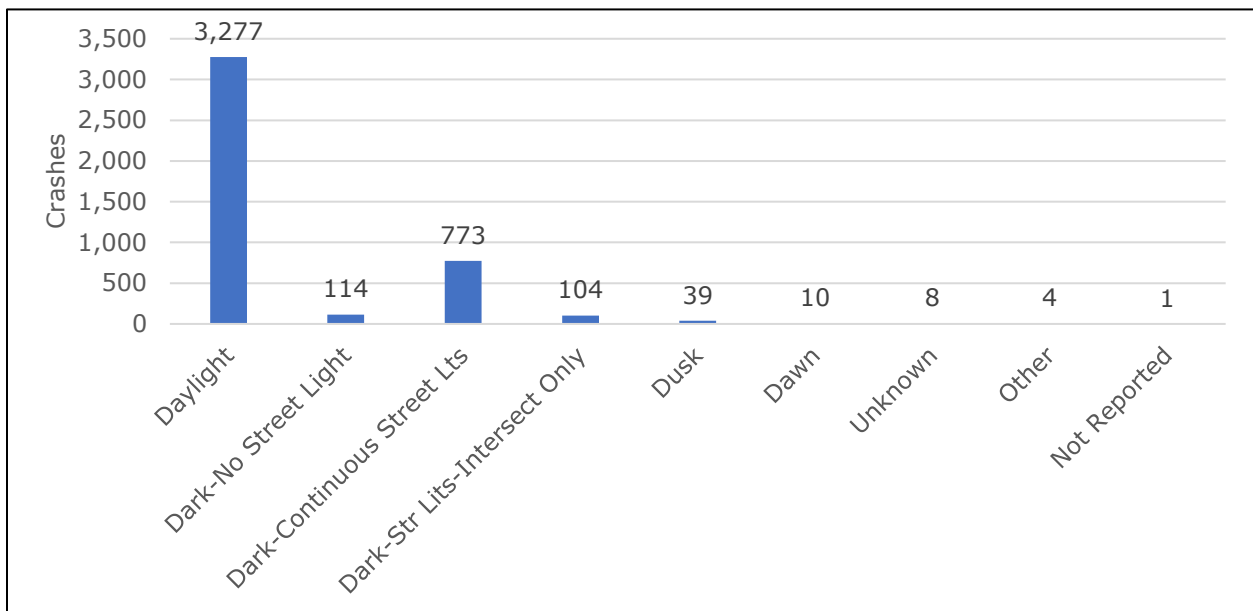


Figure 5.10: Crashes by Collision Type, 2017-2021

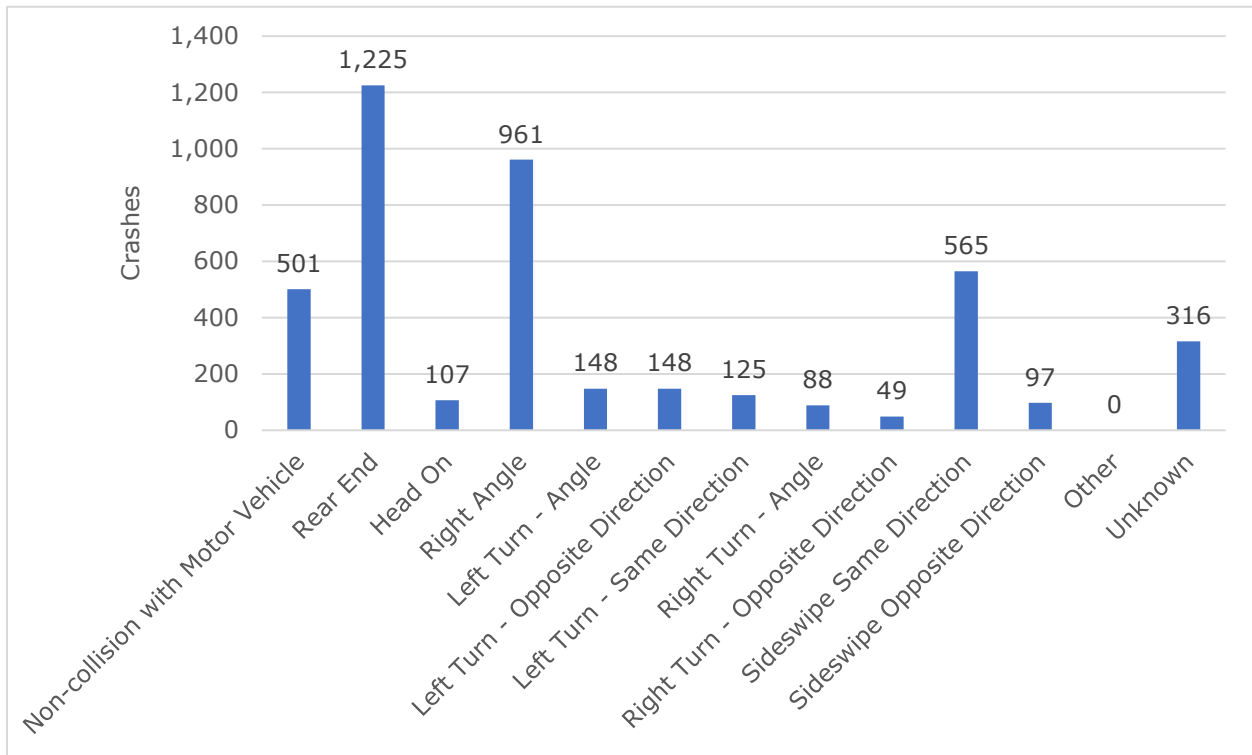


Figure 5.11: Crashes by Surface Condition, 2017-2021

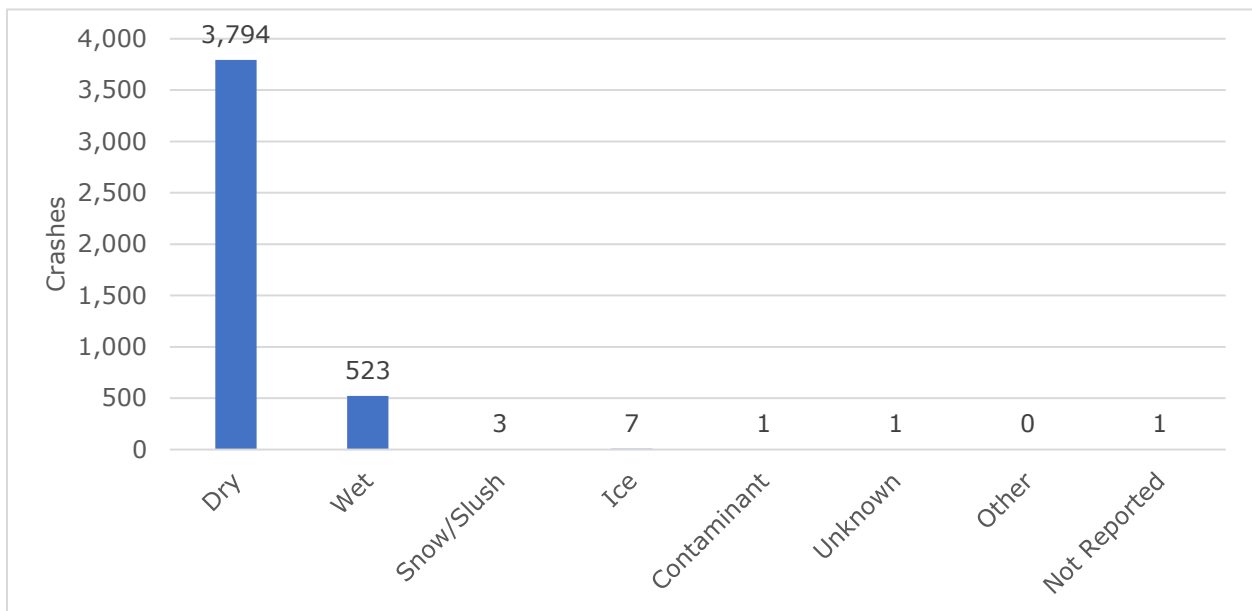
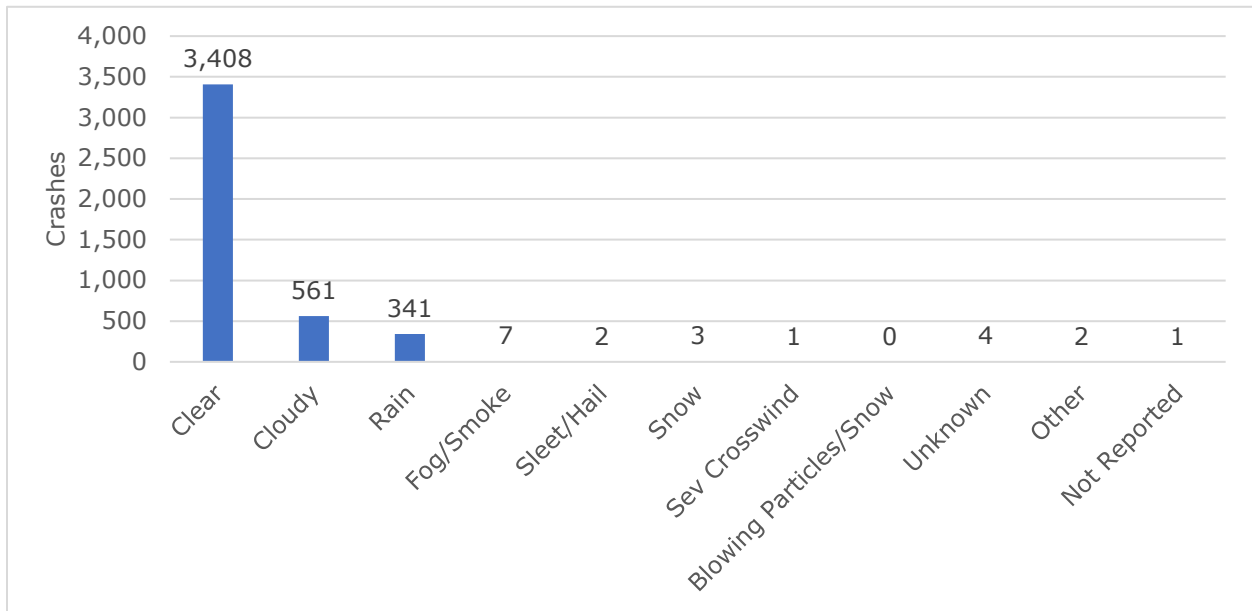




Figure 5.12: Crashes by Weather Condition, 2017-2021



Intersections that frequently experience auto crashes within the city are displayed in **Table 5.5**. Note that these locations experience a high crash frequency but may not experience a high rate of serious injury or fatal crashes.

**Table 5.5: High Crash Frequency Intersections**

Intersection	Total Crashes	Crash Frequency
LA 31 (Creswell Ln) @ LA 182 (S Union St)	126	25.2
US 190 (E Landry St/E Vine St) @ LA 182 (S Union St)	122	24.4
US 190 (E Landry St/E Vine St) @ LA 182 (S Main St)	121	24.2
US 190 (W Landry St/W Vine St) @ LA 749 (S Railroad Ave)	120	24.0
LA 31 (Creswell Ln) @ I-49 W Service Rd	90	18.0
LA 182 (S Main St/s Union St) @ E Jefferson St	89	17.8
LA 31 (Creswell Ln) @ I-49	87	17.4
US 190 (W Landry St/W Vine St) @ LA 357 (S Bullard St)	75	15.0
LA 182 (N Main St/N Union St) @ E Grolee St	75	15.0
LA 182 (S Union St) @ Heather Dr	69	13.8

Source: LHSC, LADOTD

## Bicycle and Pedestrian Conditions

### Bike/Ped Inventory and Maintenance Analysis

The maintenance of sidewalks, bike lanes, or other bike/ped infrastructure was identified as a focus area for possible repaving, restriping, and other maintenance activities. This process began by developing pedestrian and bicycle facility inventories within the City Limits, shown in **Figure 5.13** and **Figure 5.14**.

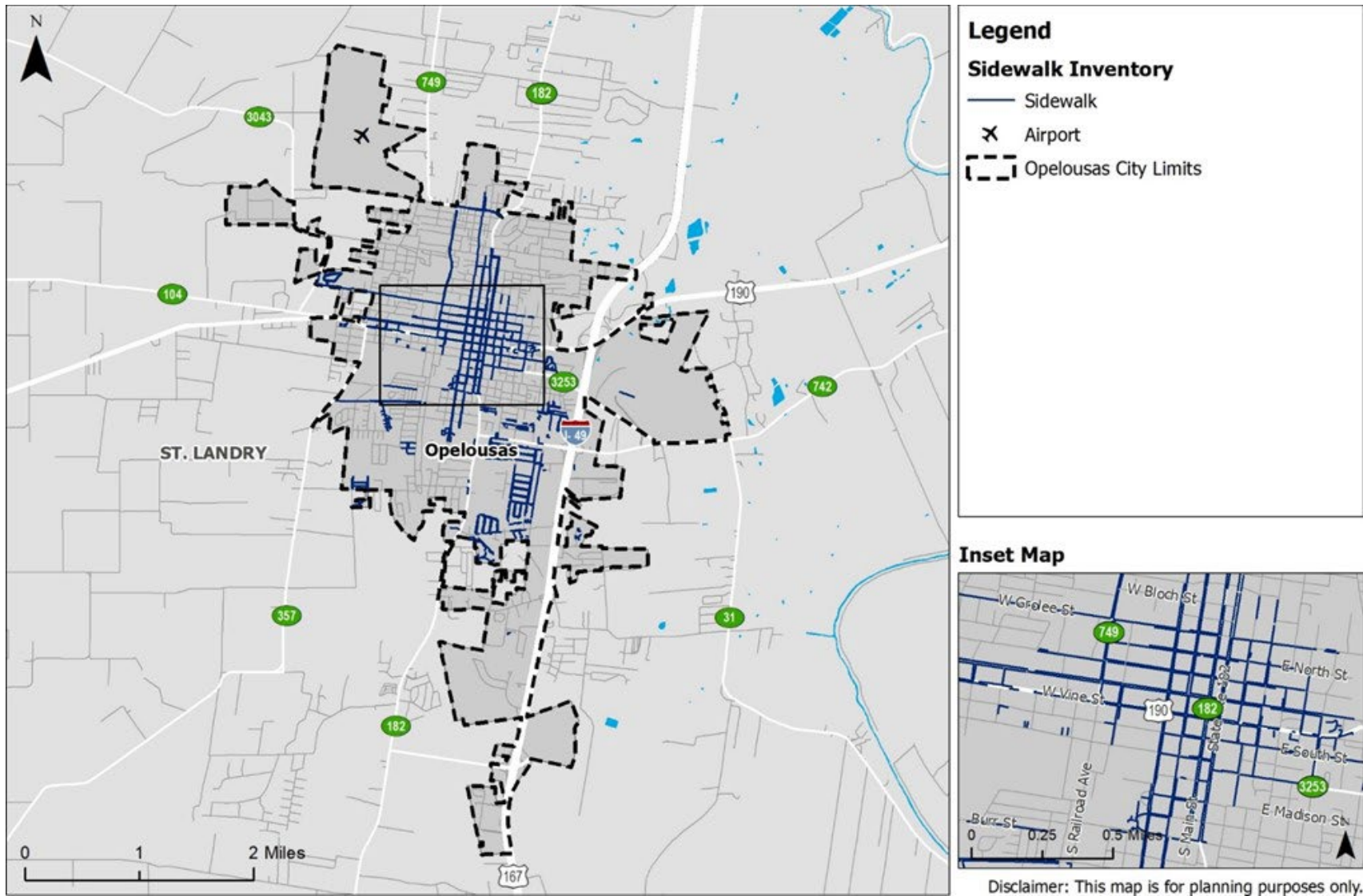
Portions of three (3) biking trails also pass through the City of Opelousas according to louisianatravel.com:

- Opelousas Loop
- Washington-Breaux Bridge Trail
- Lafayette to Opelousas Trail

In addition, a marked shared use road/bike route connects North Park and South Park.

# City of Opelousas, LA Long-Range Transportation Plan

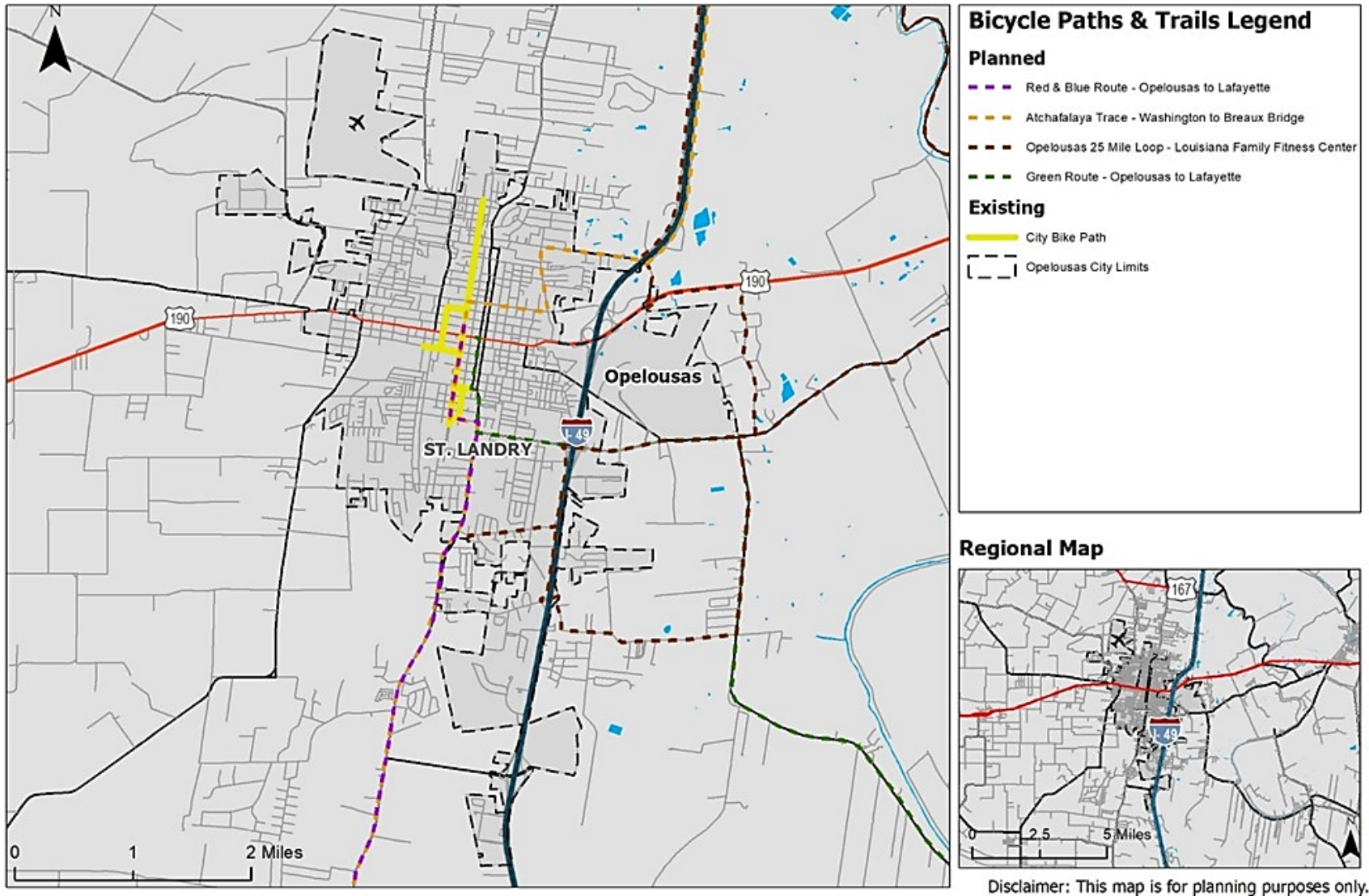
Figure 5.13: Opelousas Sidewalk Inventory



Source: NSI

# City of Opelousas, LA Long-Range Transportation Plan

Figure 5.14: Opelousas Bicycle Paths and Trails



Source: louisianatravel.com

### *Bicycle and Pedestrian Needs Analysis*

Using the information mentioned in Chapter 3, a latent demand scoring was conducted. This process serves to identify where bicycle, pedestrian, and transit needs are within a region. These transportation users are often more dependent upon alternative transportation modes as they may not be able to afford or drive a vehicle.

The following methodology was used to evaluate transit or bicycle and pedestrian needs for each of the population types at the Block Group level:

- **Persons in Poverty** – The percentage of persons living below the poverty line was calculated and compared to St. Landry Parish’s mean percentage of persons in poverty, 26.39 percent. **Figure 5.16** displays the block groups where the percentage of persons in poverty is greater than the parish mean.
- **Persons 65 years and Older** – Age data was used to develop the percentage of persons 65 years of age and older for each block group and compare it to the parish mean, 18.18 percent. **Figure 5.17** displays the block groups where the percentage of older persons is greater than the parish mean.
- **Households with 0 Vehicles** - Block group data for this population is not available. However, each block group is part of a Census Tract, allowing tract data to be used in its place. This data was compared to the parish mean of 9.11 percent. **Figure 5.18** displays the block groups where the percentage of households without vehicles is greater than the parish mean.

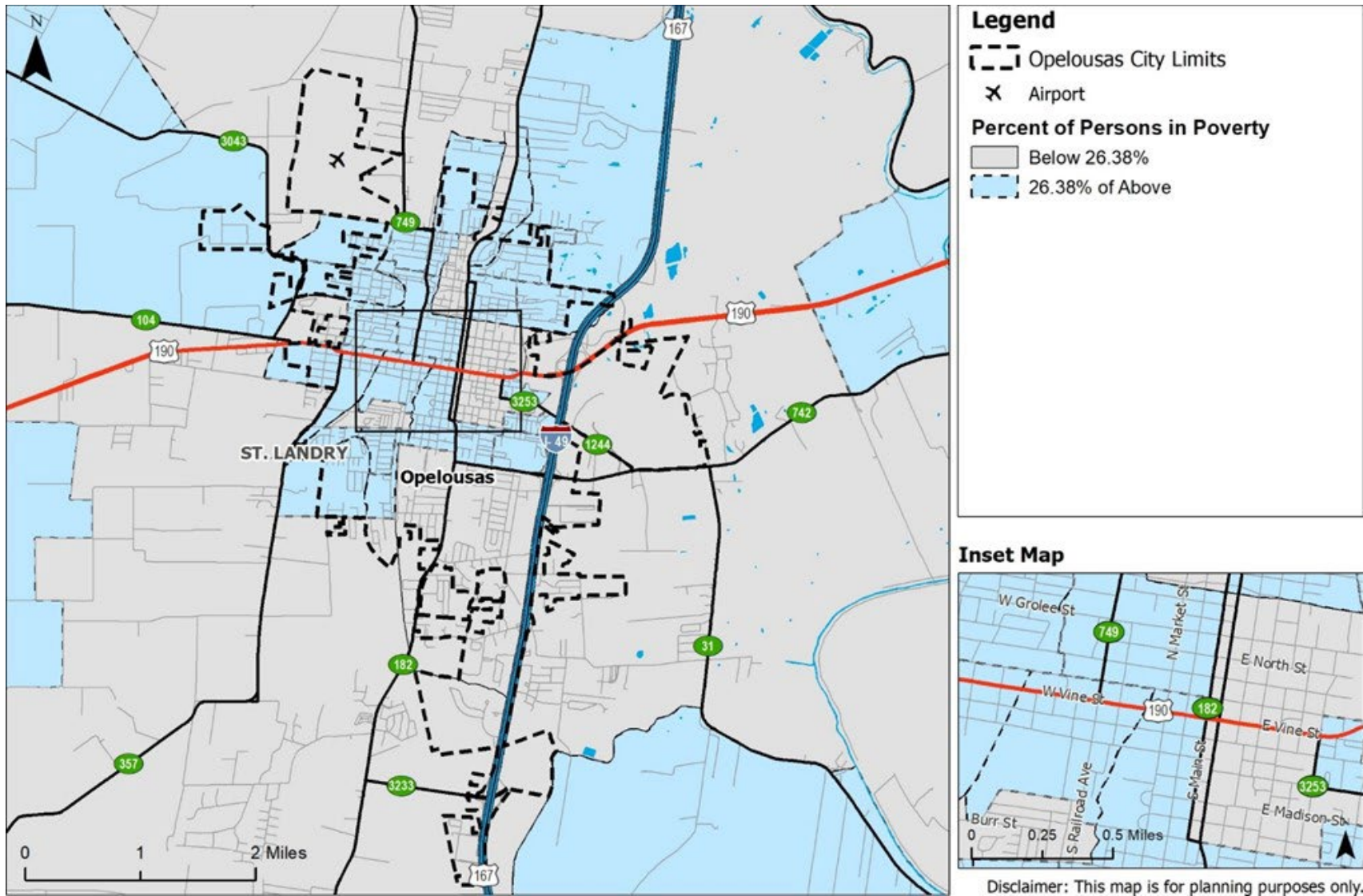
Block groups where two (2) or more of these populations exceed the parish mean are considered needs areas, shown in **Figure 5.18**.

The plan also considers LADOTD’s Bicycle Planning Tool which was developed by DOTD to score major roadways in the state based on their demand for biking and overall level of service, shown in **Figure 5.19** and **Figure 5.20**, respectively.



# City of Opelousas, LA Long-Range Transportation Plan

Figure 5.15: Opelousas Persons in Poverty

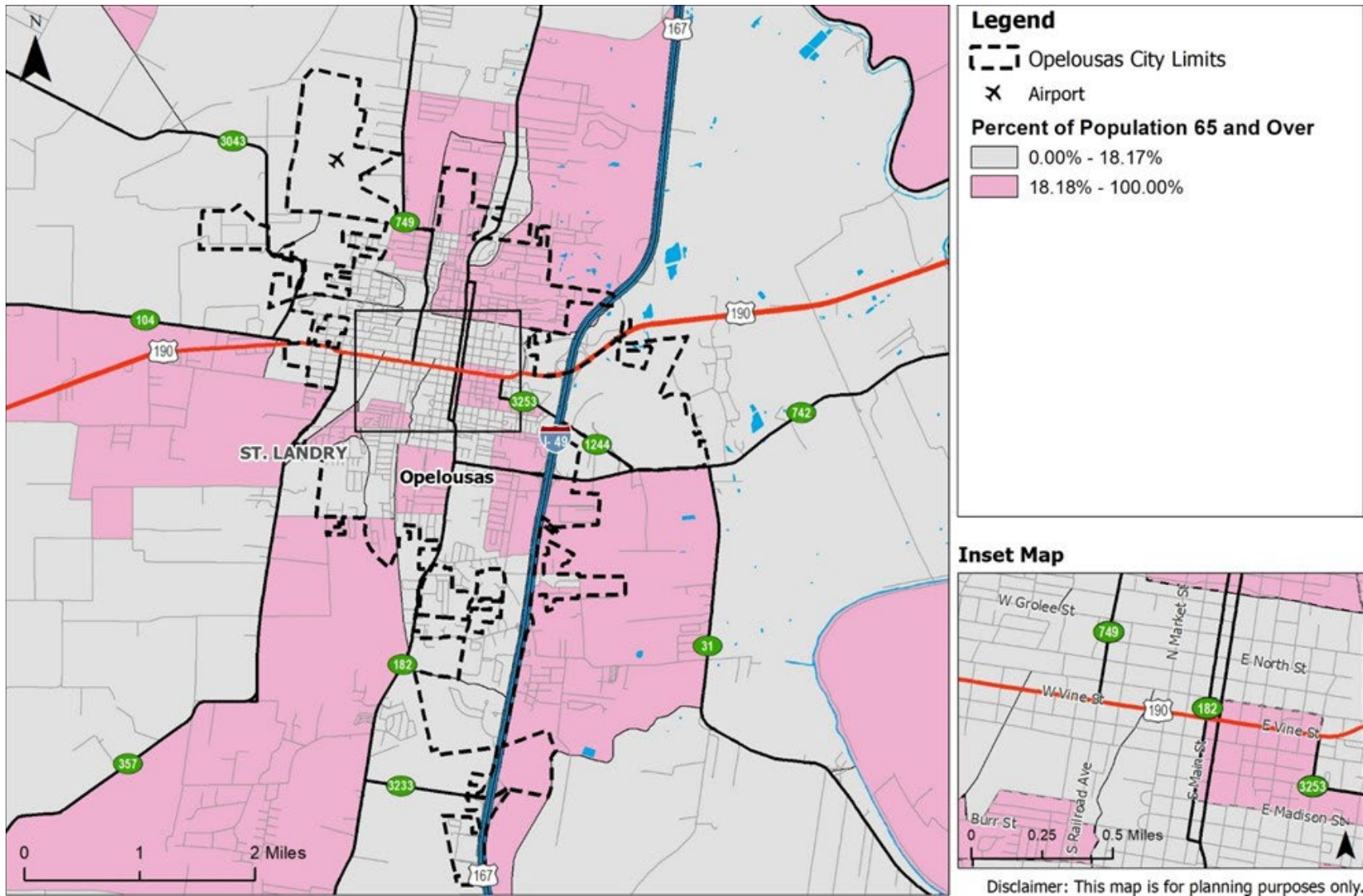


Source: ACS 2021 5-year Estimates



# City of Opelousas, LA Long-Range Transportation Plan

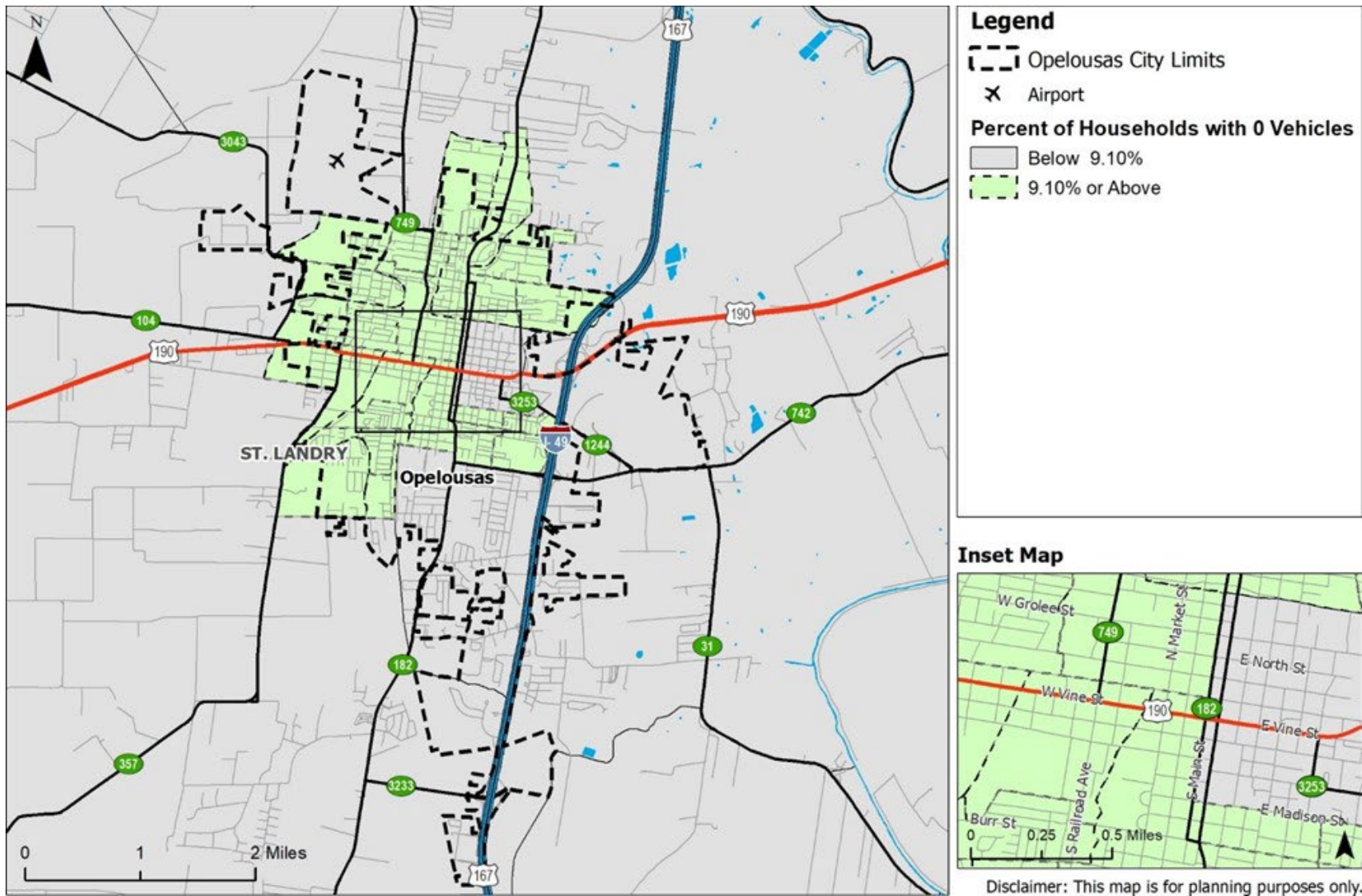
Figure 5.16: Opelousas Persons 65 Years and Older



Source: ACS 2021 5-year Estimates

# City of Opelousas, LA Long-Range Transportation Plan

Figure 5.17: Opelousas Households with 0 Vehicles

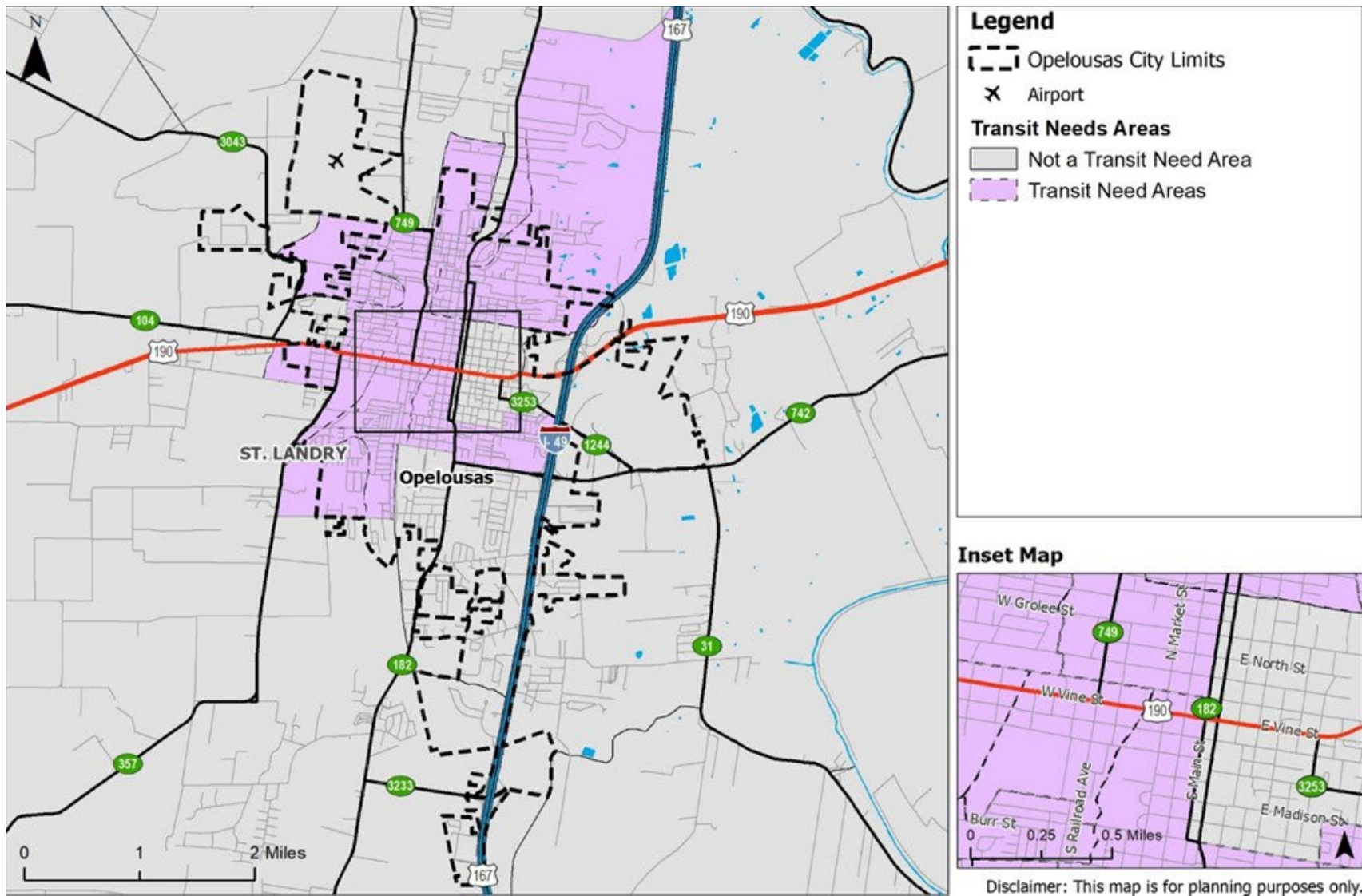


Source: ACS 2021 5-year Estimates



# City of Opelousas, LA Long-Range Transportation Plan

Figure 5.18: Opelousas Transit Need Areas



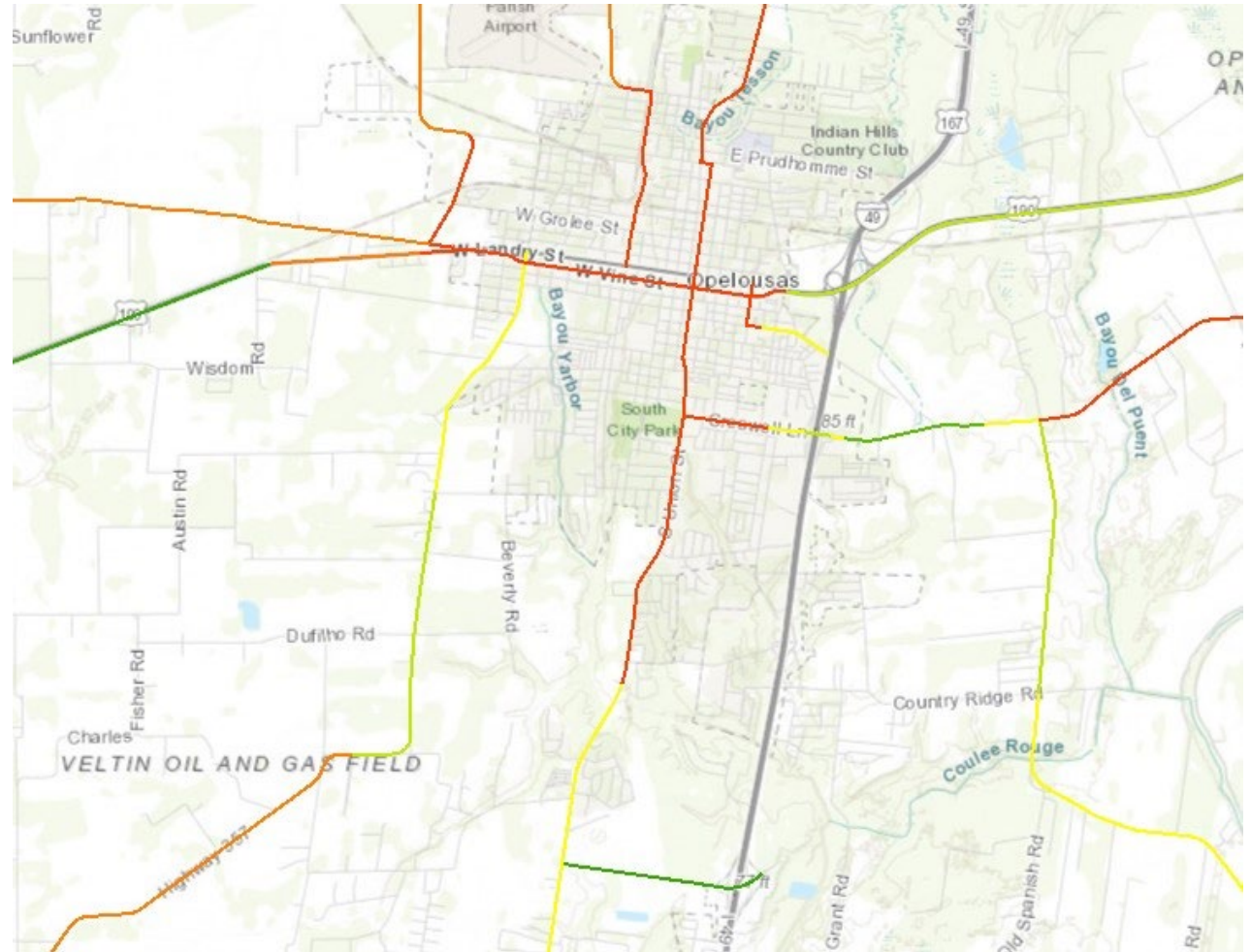
Source: ACS 2021 5-year Estimates

# City of Opelousas, LA Long-Range Transportation Plan

Figure 5.19: Louisiana Statewide Bicycle Plan Existing Bicycle Level of Service (BLOS)

### Network Analysis

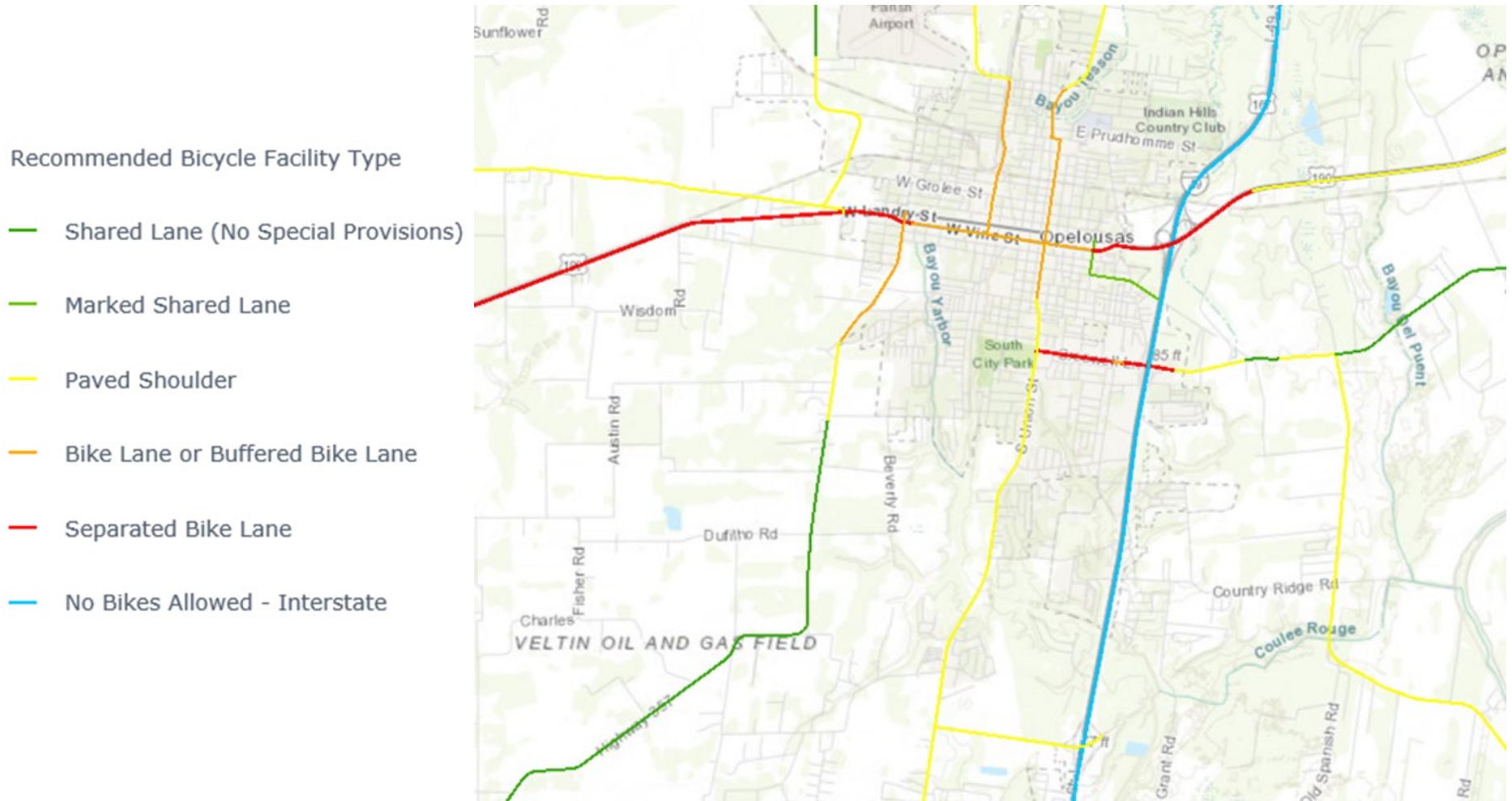
- Good BLOS and Low Demand
- Good BLOS and Moderate Demand
- Good BLOS and High Demand
- Avg BLOS and Low Demand
- Avg BLOS and Moderate Demand
- Avg BLOS and High Demand
- Poor BLOS and Low Demand
- Poor BLOS and Moderate Demand
- Poor BLOS and High Demand



Source: LADOTD

# City of Opelousas, LA Long-Range Transportation Plan

Figure 5.20: Louisiana Statewide Bicycle Plan Recommendations

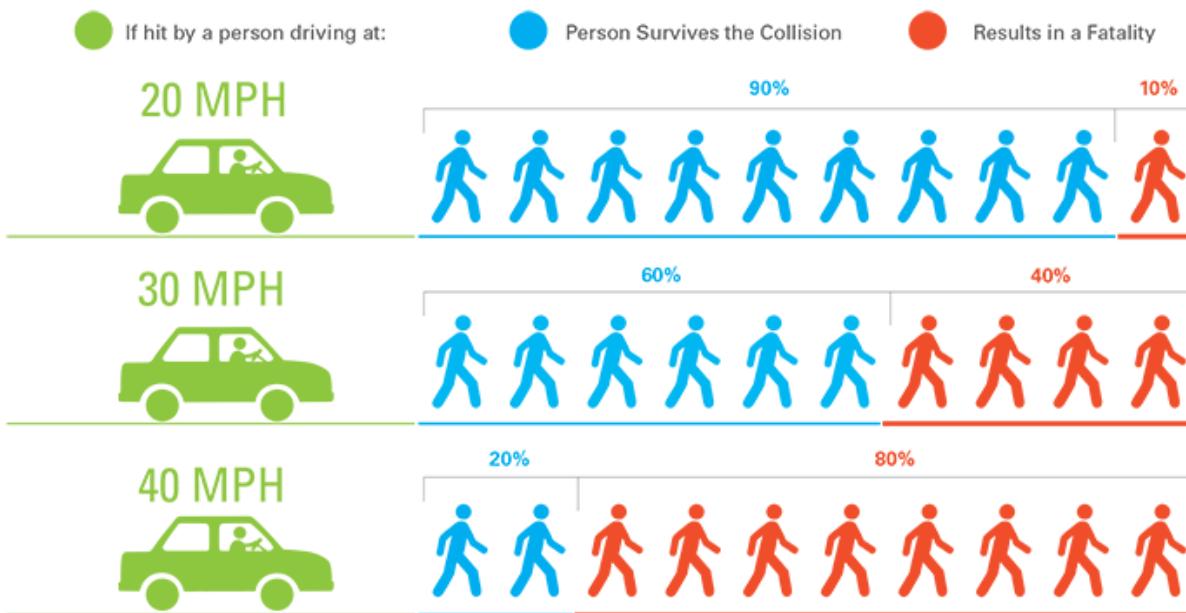


Source: LADOTD



## Bicycle and Pedestrian Safety

A subset of the crash data based upon bicycle and pedestrian crashes was used to identify high crash frequency locations involving these vulnerable users. The analysis also considered additional factors that crash data alone does not identify in cyclist and pedestrian safety. For biking and walking, vehicle speeds of 30 miles per hour or greater are unsafe and/or unattractive for pedestrians and cyclists unless appropriate accommodations are provided. Beyond this speed, the likelihood of serious injury or death increases rapidly.



The [Speed Limit Sign map](#) provided by DOTD was used to develop a list of major roadways within the city with speed limits at or above 30 MPH.

**Table 5.6** displays those roadways along with an assessment determining if there are sufficient bike/ped accommodations available for cyclists and pedestrians (i.e., sidewalks, bike paths, etc.).



# City of Opelousas, LA

## Long-Range Transportation Plan

**Table 5.6: Roadways with Speed Limits 30 MPH or Greater**

Roadway	Beginning	Ending	Sidewalks	Bike Lane
US 190 (Landry St)	West City Limits (West US 190 Split)	LA 357 (S Bullard St)	No	No
US 190 (Vine St)	West City Limits (West US 190 Split)	LA 357 (S Bullard St)	No	No
US 190 (Landry St)	LA 357 (S Bullard St)	Wallior St (East US 190 Split)	Yes	No
US 190 (Vine St)	LA 357 (S Bullard St)	Wallior St (East US 190 Split)	Yes	No
US 190	Wallior St (East US 190 Split)	East City Limits	No	No
LA 182	North City Limits	E Prudhomme St (North LA 182 Split)	No	No
LA 182 (Main St)	E Prudhomme St (North LA 182 Split)	E Jefferson St (South LA 182 Split)	Yes	No
LA 182 (Union St)	E Prudhomme St (North LA 182 Split)	E Jefferson St (South LA 182 Split)	Yes	No
LA 182	E Jefferson St (South LA 182 Split)	Southwest City Limits	No	No
LA 31 (Creswell Ln)	LA 182	Joyce Dr	No	No
LA 31 (Creswell Ln)	Joyce Dr	0.7 miles west of Jasmine Dr	Yes	No
LA 31 (Creswell Ln)	0.7 miles west of Jasmine Dr	East City Limits	No	No
LA 357 (S Bullard St)	US 190 (Landry St)	West City Limits	No	No
Judson Walsh Dr	LA 182	I-49	No	No

### Public Transportation Conditions

Limited transit service is offered within the City of Opelousas, and no fixed-route service is offered. Smaller providers within the city provide transit services as shown below.

- St. Landry Parish Community Action Agency provides non-emergency medical transportation to the public in rural areas on Mondays through Fridays from 7:30 a.m. to 3:30 p.m.
- ARC of Acadiana, Inc.– St. Landry provides demand response transportation for the elderly and disabled on Mondays through Fridays from 8:00 a.m. to 5:00 p.m. and on weekends when needed.
- Greyhound Bus operates a bus station at the Texaco 167 Truck Stop located at 227 U.S. Hwy. 167 (I-49 Exit #23).

### Aviation Conditions

Ahart Field – St. Landry Parish Airport (OPL) is in the City of Opelousas. It has two (2) runways:

- Runway 18/36 is 5,999 feet long by 100 feet wide with a concrete surface listed in good condition.
- Runway 6/24 is 4,051 feet long by 100 feet wide with a concrete surface listed in fair condition.

Ahart field averages 94 aircraft operations per day. Local general aviation accounts for 73 percent of these operations, while 26 percent is transient general aviation, and 1 percent military.

### Freight Conditions

Freight data was not readily available for analysis during the LRTP process. However, the following roadways are major freight corridors within the city:

- US Highway 190 – Vine Street & Landry Street
- LA Highway 182 – Main Street & Union Street
- LA Highway 31 – Creswell Lane
- LA Highway 3233 – Harry Guilbeau Road

## 5.2 Needs Assessment / Future Conditions

It is important to understand that transportation needs will likely change in the future. Working closely with local stakeholders to gain a better understanding of what areas may experience growth, decline, or redevelopment is critical. It is also important to understand what transportation needs have already been identified, what may worsen over time, and what may need to be addressed due to anticipated growth.

### Identifying Growth Areas

Forecasting future transportation needs requires assumptions about future growth. A map was created to show all major growth areas categorized by the type of growth anticipated (residential, commercial, etc.). This analysis included planned developments as well as areas with high potential for growth based on historical trends, economic development efforts, and public and stakeholder input. The types of growth areas analyzed in the LRTP are displayed in **Table 5.7**.

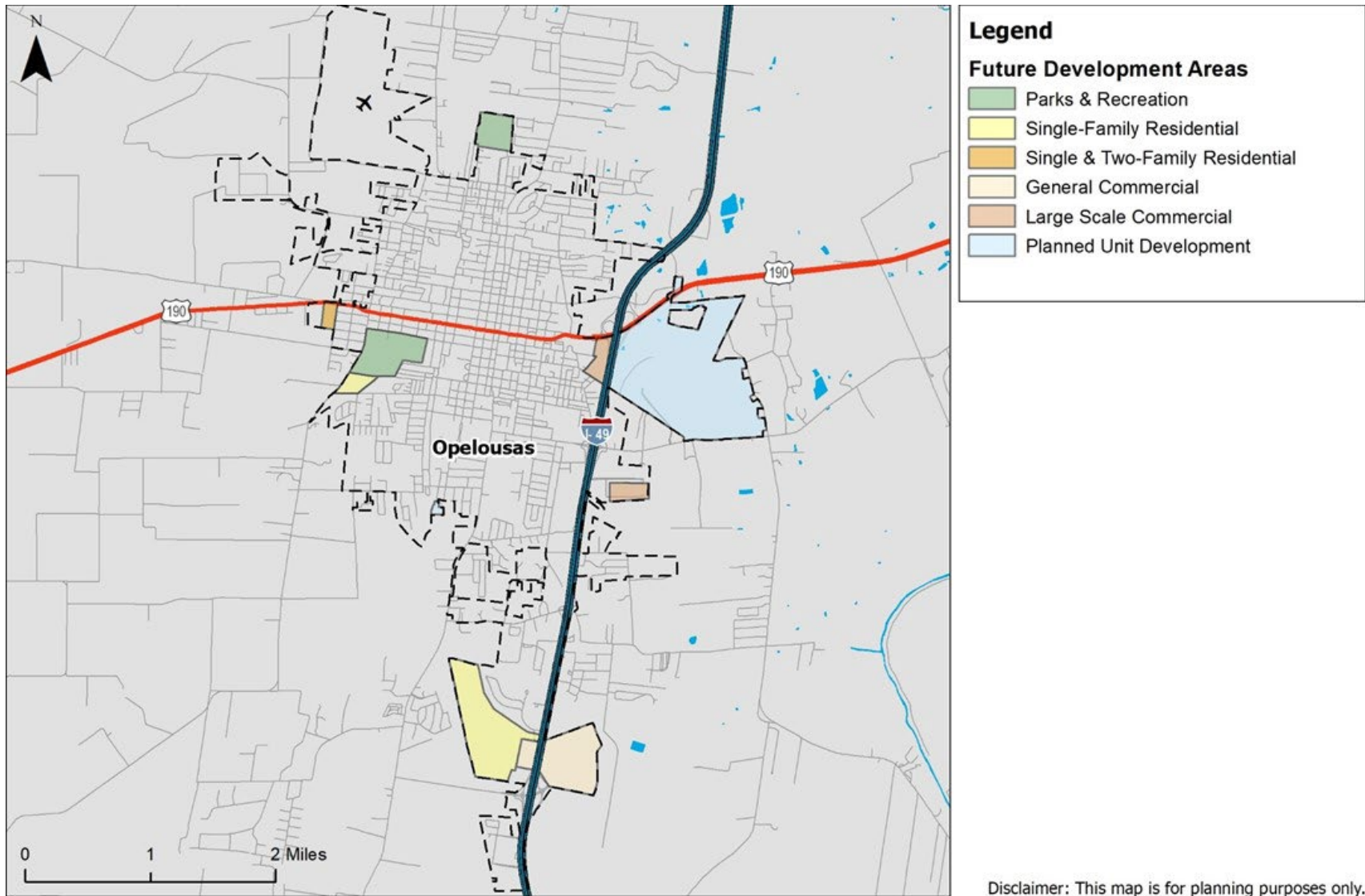
**Table 5.7: Growth Area Types**

Type	Description
Residential	Single-family and multi-family homes
Commercial	Shopping, services, and offices
Mixed Use	Any mix of uses, such as residential and commercial
Industrial	Manufacturing, wholesale trade, and mining/extraction
Other	Education, public administration, health care, military, and other institutions; transportation and utilities

Within the City of Opelousas, the public and stakeholders expressed the following growth, shown in **Figure 5.21**, is likely to occur in the future:

- North Park expansion
- Recreational Park on S. Bullard St. between W. Cherry St. and Burr St
- Single-Family and Two-Family Residential on US 190 east of the Yambilee Center
- Single-Family Residential on S. Bullard St. between Burr St. and Park Ave; west of the Clos di Bois subdivision; and in the west section of Crowne Parc
- Commercial in the east section of Crowne Parc and in Gateway Park
- Large scale Commercial on I-49 S. Service Rd. between US 190 and E. Laurent St.
- Large Scale Commercial on Oak Leaf Blvd. (East of Sterling Auto Dealerships
- Planned Unit Development surrounding Evangeline Downs Racetrack and Casino
- Anna Lee St. (Opelousas Swim Club)

Figure 5.21: Opelousas Future Development Areas



Source: City of Opelousas

### Future Roadway Capacity Needs

Most of the anticipated growth areas identified in **Figure 5.21** are located on major roadways with sufficient roadway capacity. Additionally, the growth anticipated to occur through these developments is not anticipated to generate more trips than the available capacity of the roadways. Future congestion within the city will occur based on roadway conditions and signal timing instead of volume exceeding capacity. This indicates that roadway maintenance should to be a top priority in addition to regular retiming of traffic signals. This is further reinforced by an expected population decline in St. Landry Parish and a modest increase in employment.

### Future Multimodal Capacity Needs

Capacity needs for the individual modes of bicycling, walking, public transportation, freight, and aviation were previously discussed. Planners identified existing and future capacity needs and gaps and analyzed growth areas and existing plans. To build a multimodal system within the City of Opelousas, officials should work with local stakeholders and the public to implement projects that improve all modes of transportation in ways that provide increased connectivity among them.

#### Bicycle and Pedestrian Gap Analysis

Gaps for these users are areas where there are needs for bicycle and pedestrian dependent persons but currently no access to these facilities. **Table 5.8** displays where gaps in the city's pedestrian network have been identified. For bicycle facilities, gaps are determined based on the needs areas that do not contain bicycle facilities such as bike lanes, shared-use paths, etc. **Table 5.9** identifies the areas in need of bicycle facilities.

**Table 5.8: Sidewalk Gaps**

Roadway	Direction	From	To
US 190 (Landry St & Vine St)	Eastbound & Westbound	Yambilee Center	LA 357 (S Bullard St)
US 190 (Landry St & Vine St)	Eastbound & Westbound	Le Vieux Village	I-49 Frontage Rd
US 190 (Landry St & Vine St)	Eastbound & Westbound	LA 357 (S Bullard St)	Le Vieux Village
LA 182 (N Main St)	Southbound & Northbound	W Martin Luther King Jr Drive	E Prudhomme St
LA 182 (S Union St)	Southbound & Northbound	E Jefferson St	Judson Walsh Dr
La 31 (Creswell Ln)	Eastbound & Westbound	LA 182 (S Union St)	East City Limits
LA 749 (N Railroad Ave)	Southbound & Northbound	W Martin Luther King Jr Dr	Intersection
LA 749 (N Railroad Ave)	Southbound & Northbound	W Grolee St (Westside)	W Bellevue St
LA 749 (N Railroad Ave)	Southbound & Northbound	E Landry St (Westside)	E Vine St
LA 357 (S Bullard Street)	Southbound & Northbound	E Vine St	Charles Burr Ln
LA 1244 (E Laurent Street)	Eastbound & Westbound	S Academy St	I-49 Frontage Rd
W Grolee St	Eastbound & Westbound	LA 3043 (Grandingo Rd)	Wallior St
Judson Walsh Dr	Eastbound & Westbound	LA 182 (S Union St)	I-49 Frontage Rd
West Cherry Street	Eastbound & Westbound	LA 357	LA 182

**Table 5.9: Bicycle Facility Gaps**

Roadway	From	To
US 190 (Landry St & Vine St)	West City Limits	LA Hwy 357 (S Bullard St)
US 190 (Landry St & Vine St)	LA Hwy 357 (S Bullard St)	LA 1244 (S Academy St)
US 190 (Landry St & Vine St)	LA 1244 (S Academy St)	East City Limits
LA 182 (N Main St)	W Martin Luther King Jr Dr	E Jefferson St
LA 182 (S Union St)	E Jefferson St	South City Limits
La 31 (Creswell Ln)	LA Hwy 182 (S Union St)	East City Limits
LA 749 (N Railroad Ave)	W Martin Luther King Jr Dr	E Vine St
LA 357 (S Bullard Street)	E Vine St	East City Limits
LA 1244 (E Laurent Street)	E Vine St	I-49 Frontage Rd
W Grolee St	LA 3043 (Grandingo Rd)	Wallior St
Judson Walsh Dr	LA Hwy 182 (S Union St)	I-49 Frontage Rd
West Cherry Street	LA Hwy 357	LA Hwy 182

**Public Transportation Gap Analysis**

The same information and process from the Bicycle and Pedestrian Needs Analysis was used for the Public Transportation Gap Analysis, since the same population groups that would most benefit from bicycle and pedestrian infrastructure would also benefit from a mass transit plan. Currently, no mass transit is offered within the city, so all areas for transit need are also gap areas.

A feasibility study is recommended to determine if a microtransit system would be beneficial within the city.

**5.3 Public and Stakeholder Input Evaluation**

The list of transportation improvement projects received from public and stakeholder outreach are displayed in **Table 5.10** and shown in **Figure 5.22**.



# City of Opelousas, LA

## Long-Range Transportation Plan

**Table 5.10: Proposed City of Opelousas Transportation Improvement Projects**

ID	Concern	Roadway	Limits	Improvement
101	Congestion	LA 31 (Creswell Ln)	LA 182 (S Union St) to City Limits	Access management study
102	Congestion	US 190	@ LA 182	Signal retiming
103	Congestion	LA 182 (Main St and Union St)	E Jefferson St to Church St	Signal synchronization
104	Congestion	LA 182 (S Union St)	Heather Dr to Dunbar Ave	Add southbound through lane
105	Congestion	LA 182 (S Union St)	@ LA 31 (Creswell Ln)	Signal retiming
106	Congestion and Safety	I-49	@ US 190	Interchange redesign study
107	Congestion	LA 182 (S Union St)	@ Harry Guilbeau Rd	Add northbound right turn lane
108	Congestion	US 190 (Vine St)	City Limits to Wallior St	Widen, add lanes
109	Congestion	LA 182 (Main St and Union St)	E Jefferson St to Church St	Widen, add lanes
110	Congestion	US 190 (Vine St and Landry St)	@ Bullard St	Add turn lanes w/ signal redesign
111	Congestion	E Jefferson St	@ LA 182 (S Union St)	Signal retiming
112	Congestion	LA 31 (Creswell Ln)	@ I-49	Interchange signal synchronization
113	Congestion	LA 182 (S Union St)	Harry Guilbeau Rd to Jessie St	Widen to 5-lanes w/ CTL
114	Congestion	LA 182 (S Union St)	@ Judson Walsh Dr	Traffic signal study
115	Congestion	Wallior St	US 190 to Natchez Blvd	Traffic signal study
116	Congestion	LA 182 (Main St and Union St)	South City Park to E Church St	Overlay
117	Congestion	LA 182 (S Union St)	@ Nap Ln	Traffic signal study
118	Safety	US 190 (Vine St)	City Limits to Wallior St	Reconstruction
119	Safety	Cherry St	S Bullard St to S Main St	Overlay
120	Safety	LA 31 (Creswell Ln)	@ Jasmine Dr	Intersection redesign study

# City of Opelousas, LA

## Long-Range Transportation Plan

ID	Concern	Roadway	Limits	Improvement
121	Safety	US 190 (Landry St)	@ Market St	Signal retiming
122	Safety	Judson Walsh Dr	LA 182 to I-49	Add shoulders
123	Safety	W Grolee St	Grandnigo Rd to N Main St	Reconstruction
124	Safety	E Jefferson St	@ LA 182 (S Union St)	Intersection restriping and turn direction signs
125	Safety	Railroad Ave	@ US 190 (Landry Street)	Overlay
126	Safety	W Bellview St	S Bullard St to S Court St	Overlay
127	Safety	LA 182 (N Main St)	@ Prudhomme Ln	Traffic signal study; flashing beacons
128	Safety	US 190	@ Academy St	Traffic signal study
129	Safety	Prudhomme Ln	Wallior St to LA 182 (N Main St)	Overlay
130	Safety	LA 31 (Creswell Ln)	@ I-49 Service Road	Add sidewalks
131	Safety	Jackson St	@ I-49	Build pedestrian bridge & connecting sidewalks to Walmart
132	General	Airport Connector	LA 749 to I-49	New 4-lane roadway
133	Congestion	Landry St	@ Main St	Signal retiming and corridor synchronization
134	Bike/Ped	Heather Dr	LA 182 (S Union St) to Jake Dr	Add sidewalks
135	Bike/Ped	Court St	South City Park to E Church St	Rebuild sidewalks
136	Bike/Ped	Railroad Ave	US 190 to Dunbar Ave	Add sidewalks
137	Bike/Ped	S Market St	Smiley St to US 190 (Landry St)	Add sidewalks
138	Bike/Ped	LA 31 (Creswell Ln)	LA 182 (S Union St) to I-49	Add sidewalks
139	Safety	LA 182 (Main St and Union St)	E Jefferson to Church St	Speed safety study
140	Safety	W Grolee St	@ N Railroad Ave	Signal redesign study and new intersection striping
141	Safety	E Jefferson St	LA 182 (S Main St) to LA 182 (S Union St)	Signal redesign study (both intersections)

# City of Opelousas, LA

## Long-Range Transportation Plan

ID	Concern	Roadway	Limits	Improvement
142	Congestion	Harry Guilbeau Rd	I-49 NB Service Rd to LA 31 (Creswell Ln)	New 2-lane roadway
143	Safety	US 190 (E Landry St)	@ Academy St	Signal redesign study
144	Bike/Ped	E Laurent St	I-49 Service Rd to S Academy St	Add sidewalks
145	Safety	Judson Walsh Dr	@ Bridge	Replace gaurdrail
146	Safety	US 190	@ Prudhomme St (Acadiana Prep Cr)	Add right turning lanes
147	Safety	Statesman Rd	@ JS Clark Leadership Academy	School zone signage
148	Safety	Mamie St	@ Northeast Elementary School	School zone signage
149	Safety	Prudhomme Ln	Wallior St to LA 182 (N Main St)	Safety study
150	Safety	LA 31 (Creswell Ln)	LA 182 to City Limits	Safety study
151	Bike/Ped	LA 182 (S Union St)	US 190 to LA 31 (Creswell Ln)	Add sidewalks
152	Bike/Ped	Vine St	LA 182 (S Union St) to I-49 S Sevice Rd	Add sidewalks
153	Bike/Ped	I-49 South Service Rd	LA 31 (Creswell Ln) to E Laurent St	Add sidewalks
154	Safety	Judson Walsh Dr	@ Opelousas High School	Add sidewalks
155	Bike/Ped	LA 182 (S Union St)	E Bertheaud Ave to Heather Dr	Add sidewalks
156	Congestion	LA 182 (S Union St)	@ Heather Dr	Traffic signal study
157	Congestion	LA 182 (S Union St)	@ Dunbar St	Signal redesign study
158	Safety	LA 357	Burr St to Railroad Tracks	Safety Study
159	Congestion	LA 357	Burr St to Railroad Tracks	Widen, add lanes
160	Safety	Burr St	LA 357 to Aaron Kimble Ave	Safety Study
161	Safety	Areawide	Varies	Repair water leaks along roadways
162	Safety	Areawide	Varies	Increase roadway pavement maintenance
163	General	Areawide	Varies	Transit feasibility study

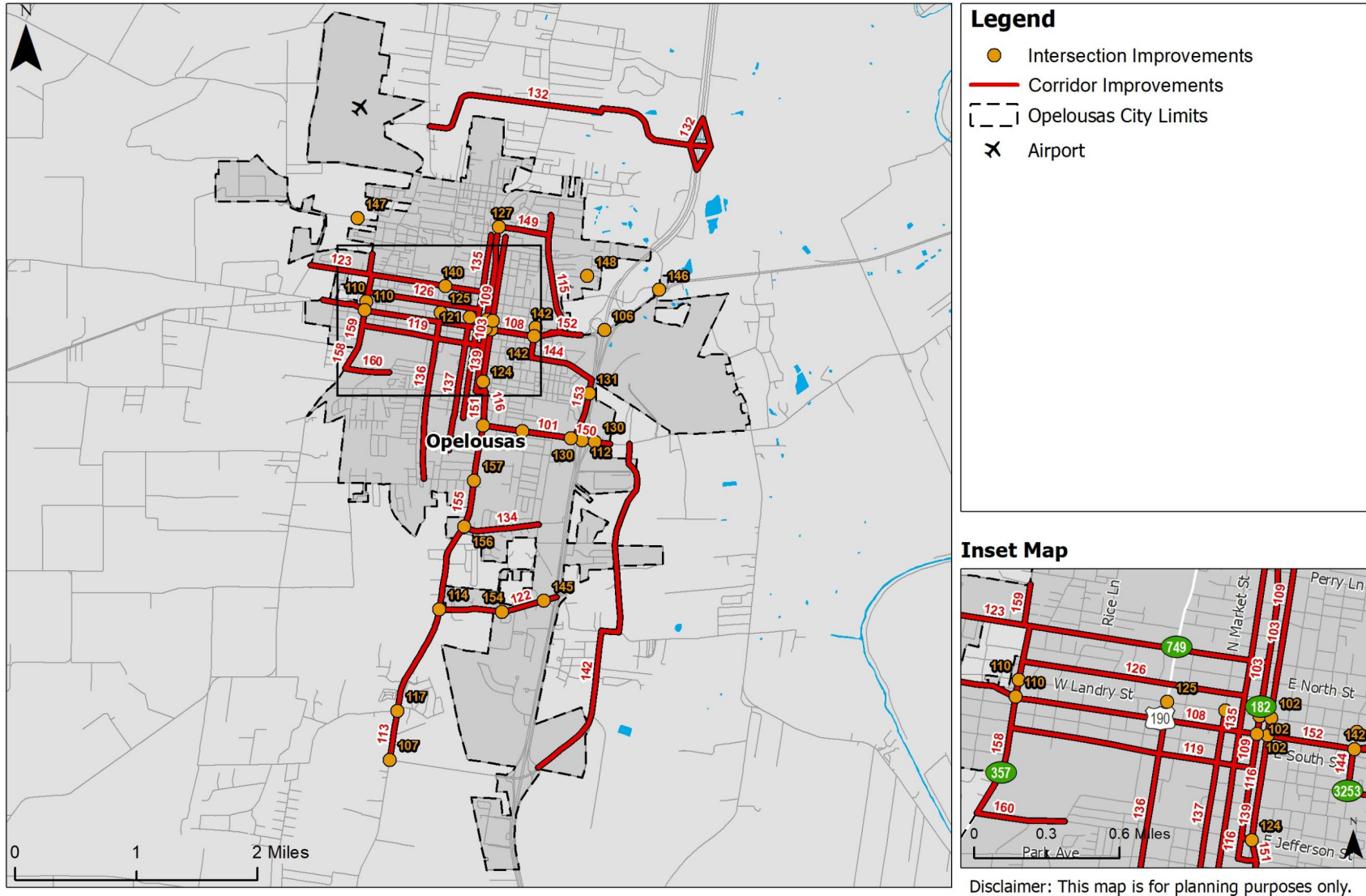
# City of Opelousas, LA

## Long-Range Transportation Plan

ID	Concern	Roadway	Limits	Improvement
164	General	Areawide	Varies	Bicycle and pedestrian infrastructure study
165	General	Areawide	Varies	Downtown district parking study
166	General	Areawide	Varies	Improve street lighting
167	General	Areawide	Varies	Roundabout studies
168	General	Areawide	Varies	Eliminate one-way roadways
169	Congestion	Areawide	Varies	City-wide signal synchronization study

# City of Opelousas, LA Long-Range Transportation Plan

Figure 5.22: Proposed Transportation Improvement Projects



Source: City of Opelousas

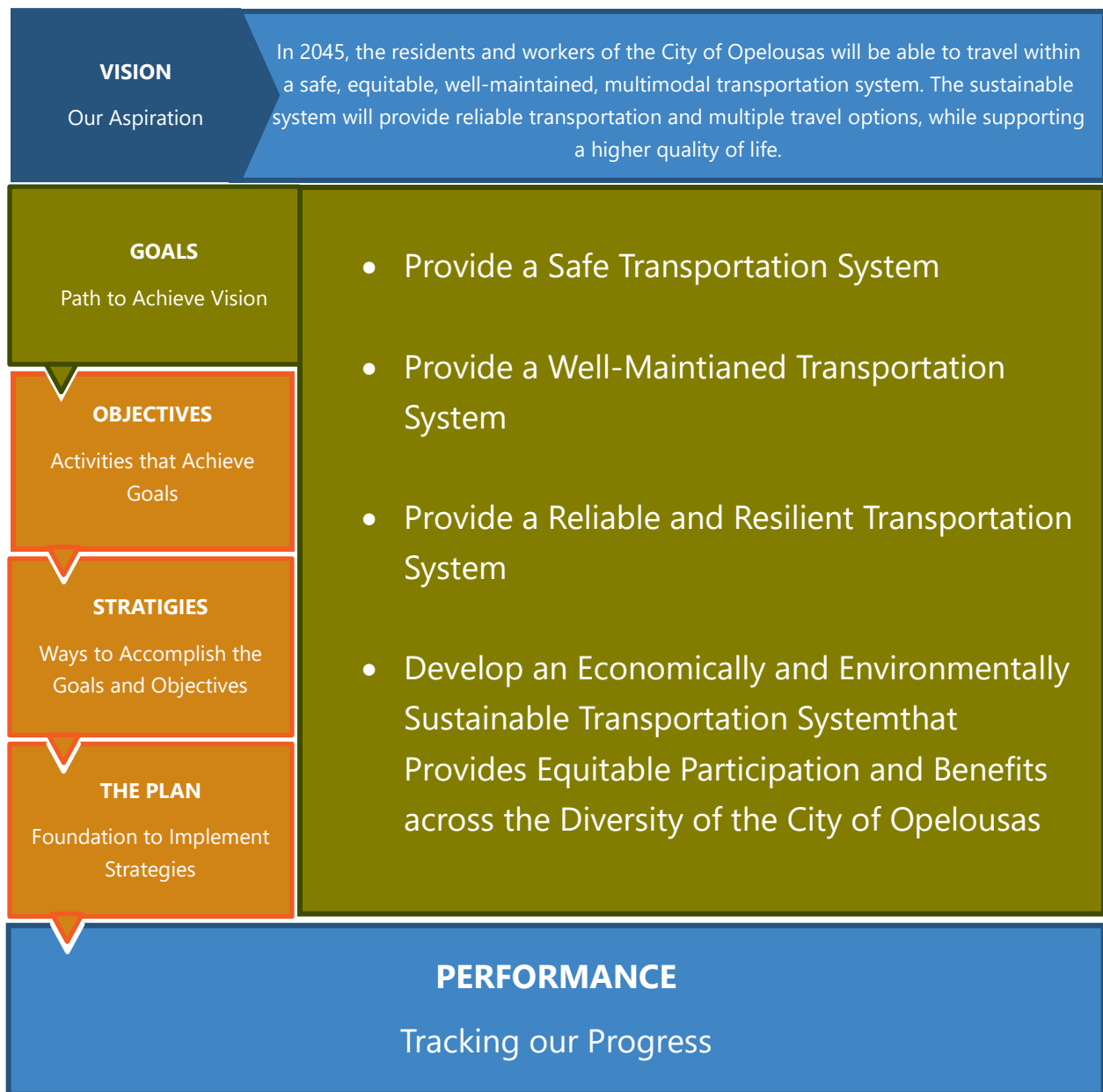
## 6.0 Goals, Objectives, and Strategies

Public and stakeholder input as well as stakeholder feedback were used to develop the LRTP’s goals, vision, and objectives.

### 6.1 Strategic Framework

**Figure 6.1** illustrates the strategic framework of the LRTP and how the goals and objectives support the vision.

**Figure 6.1: Opelousas LRTP Framework**



## 6.2 Goals and Objectives

For each goal, objectives were identified that clarify and expand upon the goal statement. These activity-based objectives are used to identify specific strategies that help the LRTP achieve its stated goals.

### Goal #1: Provide a Safe Transportation System

- A. Pursue funding for transportation improvements designed to reduce crashes that result in fatalities or serious injuries and decrease crash rates.
- B. Coordinate with local and state police agencies to continue improvement of crash record management and analysis to identify focus areas for engineering, education, enforcement, and emergency response efforts.
- C. Increase the redundancy and diversity of the transportation network by increasing the number of emergency evacuation alternatives for multiple modes of transportation.
- D. Coordinate with LADOTD to improve the ability to provide timely traveler information and emergency response support concerning incidents on the Interstate and U.S. Routes by increasing the use of Intelligent Transportation Systems on corridors and at intersections.

### Goal #2: Provide a Well-Maintained Transportation System

- A. Repair roadways and bridges that are in poor condition or likely to be in poor condition in the near future.
- B. Increase maintenance on sidewalk, crosswalk, bicycle, and multi-use path infrastructure that require replacement or rehabilitation, particularly on arterials and collectors.

### Goal #3: Provide a Reliable and Resilient Transportation System

- A. Encourage coordination of land use and transportation planning to provide safe and adequate roadway connections between varying land uses.
- B. Emphasize transportation improvements to reduce average in-vehicle travel time and congestion.
- C. Emphasize roadway improvements that maintain average speeds and increase travel time reliability on major freight corridors, including accommodations for anticipated truck volumes, weights, and connectivity to other freight modes.
- D. Work with local agencies and jurisdictions to implement projects that improve roadway drainage and manage stormwater impacts.
- E. Implement projects that provide multiple options and routes for transportation users to reach their destinations, such as the inclusion of bicycle lanes and sidewalks.



**Goal #4: Develop an Economically and Environmentally Sustainable Transportation System that Provides Equitable Participation and Benefits across the Diversity of the City of Opelousas**

- A. Avoid transportation projects in historic sites, park or recreation areas, environmentally sensitive areas, and flood plains areas when a feasible and prudent alternative exists.
- B. Ensure that programmed transportation projects have no significant adverse impacts to Environmental Justice communities and benefit traditionally underserved communities when possible.
- C. Pursue transportation improvements that maintain air quality, reduce vehicle emissions, and protect water quality.
- D. Promote transportation improvements that enhance the natural environment and the city's sense of place.
- E. Encourage mixed-use and infill development within the city's future land use to reduce urban sprawl and longer trips.
- F. Provide meaningful participation in the transportation decision-making process by including representation from a variety of communities.



## 7.0 Plan Strategies

The city has several strategies it may consider when addressing the identified transportation needs discussed in previous chapters. The LRTP recommended strategies, shown below, were identified from a technical needs assessment, stakeholder and public input, and existing documents and policies.

### 7.1 Maintenance

- **Bridge Rehabilitation or Replacement** – Repairing or replacing damaged or deteriorating bridges keeps them safe and functional for travelers. Maintenance activities include repairing structural issues or constructing new bridges when old ones are beyond repair.
- **Pavement Maintenance Program** – The City should prepare a scheduled plan to regularly inspect and maintain roads and streets. It involves preventive measures such as filling cracks, roadway surface sealing, and small-scale repairs to prevent major damage. Maintenance also contributes to smoother, safer, and longer-lasting road surfaces.
- **Pavement Rehabilitation or Replacement** - Repairing or replacing damaged or worn-out road surfaces improves their condition, safety, and durability. Maintenance tasks include repairing extensive cracking, potholes, or large-scale issues. Complete replacement of the roadway surface may also be needed.

### 7.2 System Management

- **Access Management** – The City should develop a set of policies and guidelines to manage and control the access to transportation facilities. It improves safety, traffic flow, and efficiency by regulating entry and exit points to transportation infrastructure. This effort can be done cooperatively with LADOTD to ensure a seamless integration between local and state roadways.
- **Roadway Master Planning and Regulation** – This involves developing a well-thought-out plan for constructing and managing the design, usage, and regulation of roadways. Roadways that are designed and regulated in a coordinated and efficient manner promote safety and provide accessibility and sustainable transportation options.
- **Complete Streets Policy and Road Diets** –
  - Complete Streets Policy: The City can develop a policy to implement the complete streets philosophy to design and plan accommodations for all roadway users including pedestrians, cyclists, public transportation riders, and motorists. The philosophy seeks to create safe, accessible, and well-balanced transportation infrastructure for everyone.

- Road Diets: Where applicable, the City can reconfigure existing roadways by reducing the number of travel lanes and using the remaining space for bike lanes, pedestrian walkways, or green spaces. Road diets improve safety, promotes non-motorized transportation, and create more vibrant and livable communities.
- **Emergency Management Coordination** – This strategy promotes smooth and efficient transportation management during large-scale emergencies or crashes on critical infrastructure. It involves coordinating with various transportation resources and agencies to provide timely and effective response and support during these incidents. These agencies include, but are not limited to, the LADOTD, Louisiana State Police, the Governor's Office of Homeland Security & Emergency Preparedness, and the Federal Emergency Management Agency.
- **Intersection/Interchange Improvement** – The City can consider modifying or upgrading intersections or interchanges to enhance safety, reduce congestion, and improve traffic flow. This strategy also encompasses the use of signal coordination or retiming.
- **Targeted Safety Improvements** – Additionally, improvements can be done by making specific changes to roads, intersections, and crossovers to address known safety issues and reduce the risk of crashes. It aims to create safer travel conditions for users of all transportation modes.
- **Safety Education Campaign** – The City can work alongside LADOTD, Louisiana State Police, the Louisiana Highway Safety Commission, and the St. Landry Parish Sheriff's Department to provide instruction to roadway users about safe practices when using roads, sidewalks, and public transportation. It promotes road safety, reduces crashes, and helps create a safer transportation environment for everyone.

### 7.3 Demand Management

- **Coordinated Land Use Planning** – This strategy involves taking a systematic approach to organizing community land use and development to create well-designed and balanced spaces for housing, businesses, parks, and infrastructure. It aims to enhance the overall quality of life and promote sustainable growth.
- **Carpooling/Vanpooling Program** – The City can promote multi-passenger trips in one car or van to travel to work or other destinations. It reduces traffic and congestion and promotes a more efficient way to commute.
- **Encouragement of Biking and Walking** – The City can promote the use of bicycles and sidewalks for short trips through an ad campaign that increases the number of bicycle and pedestrian facilities within the city. It improves health, reduces pollution, and creates a more active community.



## 7.4 Existing Infrastructure Upgrades

- **Roadway Widening** – Adding travel lanes allows roadways to accommodate more vehicles, reduce traffic congestion, and improve traffic flow.
- **Pedestrian Facility Upgrades/Completions** – The City can promote safer and more convenient walking by improving or adding sidewalks, crosswalks, and other pedestrian-friendly features. Upgrades to achieve Americans with Disabilities Act compliance are also included in this strategy.
- **Bicycle Facility Upgrades/Completions** – This strategy advances biking by enhancing bike lanes, adding new bike paths, and providing safe crossings.



## 7.5 New Infrastructure

- **New Roadway Additions** – This includes constructing new roads to improve transportation and connectivity within the city. It creates additional routes for vehicles, reduces congestion on existing routes, and increases system redundancy in the event that alternate routes are needed.
- **Pedestrian Facility Additions** – The City can add additional facilities that are safe and accessible places for people to walk. Walking facilities include sidewalks, crosswalks, and pedestrian-friendly zones that allow pedestrians to reach their destinations safely and efficiently.
- **Bicycle Facility Additions** – The City can construct safe bike lanes and paths for cyclists in appropriate low-volume, low-speed locations. It encourages bicycling and promotes a healthier and environmentally friendly transportation option.
- **Transit Service Additions** – The City should conduct a transit study that considers the implementation of a microtransit services to connect the City of Opelousas to the Lafayette Transit System.

## 8.0 Preparing the Plan

The analysis conducted in previous chapters allowed the Planning Team to understand where current and future issues occur in the city. This information was used to select strategies and projects that can best address the needs of the City of Opelousas and result in a proposed transportation plan.

### 8.1 Developing Projects

The overall purpose of developing a plan is to identify strategies and transportation projects that address the community's needs and help achieve its vision, goals, and objectives.

#### Estimating Project Construction Costs

For new roadways, bicycle, and pedestrian projects where specific improvement types are identified, planners can estimate the construction costs using the typical unit costs provided in **Table 8.1** and **Table 8.2**. These costs are in 2023 dollars and will increase the longer it takes to implement a project due to inflation. Project costs are expected to grow at a rate of two (2) percent annually due to inflation.

**Table 8.1: Roadway Project Typical Unit Costs**

<b>Improvement</b>	<b>Unit</b>	<b>Average Unit Cost (2023 Dollars)</b>
New 4 Lane Freeway	Mile	\$19,722,000
New 2 Lane Roadway	Mile	\$6,156,000
New 4 Lane Arterial	Mile	\$11,172,000
Interstate Widening	Mile	\$14,592,000
Interstate Rehab	Mile	\$2,394,000
Arterial Widening	Mile	\$8,322,000
Center Turn Lane	Mile	\$3,990,000
Reconstruction	Mile	\$4,560,000
Overlay	Mile	\$855,000
ITS	Mile	\$1,368,000
New Bridge	Each	\$5,700,000
Bridge Replacement	Each	\$3,078,000
RR Crossing	Each	\$342,000
Intersection Improvement	Each	\$2,850,000
Interchange Improvement	Each	\$14,250,000
New Interchange	Each	\$74,100,000
Underpass	Each	\$12,540,000
RR Overpass	Each	\$7,410,000
Roundabout (single lane)	Each	\$2,280,000



**Table 8.2: Bicycle/Pedestrian Project Typical Unit Costs**

Improvement	Unit	Average Unit Cost (2023 Dollars)
5' Sidewalk (both sides)	Mile	\$1,150,000
5' Sidewalk (one side)	Mile	\$570,000
Restriping for Designated Bike Lane (both sides)	Mile	\$171,000
Restriping for Designated Bike Lane (one side)	Mile	\$3,990,000
Expanding Roadway for Designated Bike Lane (both sides)	Mile	\$1,140,000
Expanding Roadway for Designated Bike Lane (one side)	Mile	\$855,000
10' Off-Street Paved Bike/Ped Path (both sides)	Mile	\$57,000
10' Off-Street Paved Bike/Ped Path (one side)	Mile	\$1,938,000
Multiuse sidepath (both sides)	Mile	\$570,000
Multiuse sidepath (one side)	Mile	\$570,000
Shared Lane/Sharrow/Bike Boulevard (both sides)	Mile	\$171,000
Shared Lane/Sharrow/Bike Boulevard (one side)	Mile	\$3,990,000
Paved Shoulder (both sides)	Mile	\$1,140,000
Paved Shoulder (one side)	Mile	\$855,000
Bike/Ped Intersection Improvements	Each	\$57,000

## 8.2 Plan Projects

### Roadway Projects

A preliminary list of roadway projects was developed based on public and stakeholder input, Needs Analysis, and local knowledge. The roadway projects, shown in **Table 8.3**, also incorporate projects identified in the *Opelousas Downtown Development District Master Plan* and other LADOTD plans.

### Bridge Projects

Within the City Limits, there are four (4) bridges in Poor condition that should be replaced. The replacements range from \$750,000 to \$3.1 million.

- W. Dunbar Ave. over Bayou Tesson. - \$750,000
- U. S. Hwy. 190 over Railroad tracks - \$3,105,000
- Phillip St. over Drainage Bayou - \$750,000
- Ducharme Rd. over Drainage Bayou (bridge closed) - \$750,000

### Bicycle and Pedestrian Projects

Bicycle and Pedestrian improvements, displayed in **Table 8.4**, incorporate the recommendations from the LADOTD, as well as the *Opelousas Downtown District Development Master Plan*.

### Transit Projects

No mass transportation is currently provided within the City Limits. However, a feasibility study is recommended to determine if fixed-route or microtransit services would be appropriate within the City of Opelousas.



# City of Opelousas, LA

## Long-Range Transportation Plan

**Table 8.3: City of Opelousas Transportation Improvement Projects**

ID	Concern	Roadway	Limits	Improvement	Length (Miles)	Cost (2023)
101	Congestion	LA 31 (Creswell Ln)	LA 182 (S Union St) to City Limits	Access management study	--	\$200,000
102	Congestion	US 190	@ LA 182	Signal retiming	--	\$5,000
103	Congestion	LA 182 (Main St and Union St)	E Jefferson St to Church St	Signal synchronization	--	\$100,000
104	Congestion	LA 182 (S Union St)	Heather Dr to Dunbar Ave	Add southbound through lane	0.39	\$3,244,000
105	Congestion	LA 182 (S Union St)	@ LA 31 (Creswell Ln)	Signal retiming	--	\$5,000
106	Congestion and Safety	I-49	@ US 190	Interchange redesign study	--	\$350,000
107	Congestion	LA 182 (S Union St)	@ Harry Guilbeau Rd	Add northbound right turn lane	--	\$84,000
108	Congestion	US 190 (Vine St)	City Limits to Wallior St	Widen, add lanes	2.06	\$17,141,000
109	Congestion	LA 182 (Main St and Union St)	E Jefferson St to Church St	Widen, add lanes	2.41	\$20,101,000
110	Congestion	US 190 (Vine St and Landry St)	@ Bullard St	Add turn lanes w/ signal redesign	--	\$84,000
111	Congestion	E Jefferson St	@ LA 182 (S Union St)	Signal retiming	--	\$5,000
112	Congestion	LA 31 (Creswell Ln)	@ I-49	Interchange signal synchronization	--	\$50,000
113	Congestion	LA 182 (S Union St)	Harry Guilbeau Rd to Jessie St	Widen to 5-lanes w/ center turn lane	2.39	\$19,924,000
114	Congestion	LA 182 (S Union St)	@ Judson Walsh Dr	Traffic signal study	--	\$50,000
115	Congestion	Wallior St	US 190 to Natchez Blvd	Traffic signal study	--	\$50,000

# City of Opelousas, LA

## Long-Range Transportation Plan

ID	Concern	Roadway	Limits	Improvement	Length (Miles)	Cost (2023)
116	Congestion	LA 182 (Main St and Union St)	South City Park to E Church St	Overlay	3.13	\$2,683,000
117	Congestion	LA 182 (S Union St)	@ Nap Ln	Traffic signal study	--	\$50,000
118	Safety	US 190 (Vine St)	City Limits to Wallior St	Reconstruction	0.07	Completed
119	Safety	Cherry St	S Bullard St to S Main St	Overlay	1.01	\$865,000
120	Safety	LA 31 (Creswell Ln)	@ Jasmine Dr	Intersection redesign study	--	\$200,000
121	Safety	US 190 (Landry St)	@ Market St	Signal retiming	--	\$5,000
122	Safety	Judson Walsh Dr	LA 182 to I-49	Add shoulders	0.99	\$8,214,000
123	Safety	W Grolee St	Grandnigo Rd to N Main St	Reconstruction	1.51	\$6,877,000
124	Safety	E Jefferson St	@ LA 182 (S Union St)	Intersection restriping and turn direction signs	--	\$35,000
125	Safety	Railroad Ave	@ US 190 (Landry Street)	Overlay	--	\$9,000
126	Safety	W Bellview St	S Bullard St to S Court St	Overlay	0.93	\$795,000
127	Safety	LA 182 (N Main St)	@ Prudhomme Ln	Traffic signal study; flashing beacons	--	\$55,000
128	Safety	US 190	@ Academy St	Traffic signal study	--	\$50,000
129	Safety	Prudhomme Ln	Wallior St to LA 182 (N Main St)	Overlay	0.42	\$358,000
130	Safety	LA 31 (Creswell Ln)	@ I-49 Service Road	Add sidewalks	0.22	\$251,000
131	Safety	Jackson St	@ I-49	Build pedestrian bridge & connecting sidewalks to Walmart	--	\$760,700,000
132	General	Airport Connector	LA 749 to I-49	New 4-lane roadway	3.58	\$39,982,000
133	Congestion	Landry St	@ Main St	Signal retiming and corridor synchronization	--	\$100,000

# City of Opelousas, LA

## Long-Range Transportation Plan

ID	Concern	Roadway	Limits	Improvement	Length (Miles)	Cost (2023)
134	Bike/Ped	Heather Dr	LA 182 (S Union St) to Jake Dr	Add sidewalks	0.63	\$713,000
135	Bike/Ped	Court St	South City Park to E Church St	Rebuild sidewalks	1.53	\$1,742,000
136	Bike/Ped	Railroad Ave	US 190 to Dunbar Ave	Add sidewalks	1.31	\$1,491,000
137	Bike/Ped	S Market St	Smiley St to US 190 (Landry St)	Add sidewalks	1.11	\$1,271,000
138	Bike/Ped	LA 31 (Creswell Ln)	LA 182 (S Union St) to I-49	Add sidewalks	0.82	\$932,000
139	Safety	LA 182 (Main St and Union St)	E Jefferson to Church St	Speed safety study	--	\$75,000
140	Safety	W Grolee St	@ N Railroad Ave	Signal redesign study and new intersection stripping	--	\$50,000
141	Safety	E Jefferson St	LA 182 (S Main St) to LA 182 (S Union St)	Signal redesign study (both intersections)	--	\$50,000
142	Congestion	Harry Guilbeau Rd	I-49 NB Service Rd to LA 31 (Creswell Ln)	New 2-lane roadway	3.10	\$19,064,000
143	Safety	US 190 (E Landry St)	@ Academy St	Signal redesign study	--	\$50,000
144	Bike/Ped	E Laurent St	I-49 Service Rd to S Academy St	Add sidewalks	0.72	825,000
145	Safety	Judson Walsh Dr	@ Bridge	Replace guardrail	--	\$20,000
146	Safety	US 190	@ Prudhomme St (Acadiana Prep Cr)	Add right turning lanes	--	\$84,000
147	Safety	Statesman Rd	@ JS Clark Leadership Academy	School zone signage	--	\$10,000
148	Safety	Mamie St	@ Northeast Elementary School	School zone signage	--	\$10,000

# City of Opelousas, LA

## Long-Range Transportation Plan

ID	Concern	Roadway	Limits	Improvement	Length (Miles)	Cost (2023)
149	Safety	Prudhomme Ln	Wallior St to LA 182 (N Main St)	Safety study	--	\$75,000
150	Safety	LA 31 (Creswell Ln)	LA 182 to City Limits	Safety study	--	\$75,000
151	Bike/Ped	LA 182 (S Union St)	US 190 to LA 31 (Creswell Ln)	Add sidewalks	0.80	\$911,000
152	Bike/Ped	Vine St	LA 182 (S Union St) to I-49 S Service Rd	Add sidewalks	0.75	\$859,000
153	Bike/Ped	I-49 South Service Rd	LA 31 (Creswell Ln) to E Laurent St	Add sidewalks	0.54	\$615,000
154	Safety	Judson Walsh Dr	@ Opelousas High School	Add sidewalks	0.17	194,000
155	Bike/Ped	LA 182 (S Union St)	E Bertheaud Ave to Heather Dr	Add sidewalks	0.94	\$1,069,000
156	Congestion	LA 182 (S Union St)	@ Heather Dr	Traffic signal study	--	\$50,000
157	Congestion	LA 182 (S Union St)	@ Dunbar St	Signal redesign study	--	\$50,000
158	Safety	LA 357	Burr St to Railroad Tracks	Safety Study	--	\$75,000
159	Congestion	LA 357	Burr St to Railroad Tracks	Widen, add lanes	1.01	\$8,373,000
160	Safety	Burr St	LA 357 to Aaron Kimble Ave	Safety Study	--	\$75,000
161	Safety	Areawide	Varies	Repair water leaks along roadways	--	Varies
162	Safety	Areawide	Varies	Increase roadway pavement maintenance	--	Varies
163	General	Areawide	Varies	Transit feasibility study	--	\$200,000
164	General	Areawide	Varies	Bicycle and pedestrian infrastructure study	--	\$350,000



# City of Opelousas, LA

## Long-Range Transportation Plan

ID	Concern	Roadway	Limits	Improvement	Length (Miles)	Cost (2023)
165	General	Areawide	Varies	Downtown district parking study	--	\$15,000
166	General	Areawide	Varies	Improve street lighting	--	Varies
167	General	Areawide	Varies	City-wide Roundabout study	--	\$350,000
168	General	Areawide	Varies	Eliminate one-way roadways	--	Varies
169	Congestion	Areawide	Varies	City-wide signal synchronization study	--	\$350,000
	Other Plan	I-49	Judson Walsh Dr Overpass to .10 miles North	Overlay	.10	\$241,500
	Other Plan	US 190 (W St Landry St)	N Union St to Madella St	Overlay	.60	\$517,500
	Other Plan	US 190 (W Vine St)	West City Limits to Stelly St	Overlay	.90	\$776,250
	Other Plan	US 190 (W Vine St)	Railroad Ave to South Cane St	Overlay	.70	\$603,750
	Other Plan	US 190 (E Vine St)	High St to E Landry Street	Overlay	.10	\$86,250
	Other Plan	US 190	Prudhomme St Exit to Wallior St	Overlay	N/A	Completed
	Other Plan	LA Hwy 182 (N Main St)	Natchez Blvd to E Coleman St	Overlay	.20	\$172,500
	Other Plan	LA Hwy 182 (N Union St)	Thompson St to Convent St	Overlay	.20	\$172,500
	Other Plan	LA Hwy 749 (N Railroad Ave)	Guidry St to Pine Ave	Overlay	.20	\$172,500
	Other Plan	LA Hwy 31 (Creswell Ln)	Eastbound & Westbound	Overlay	.20	\$172,500

Table 8.4: Bicycle and Pedestrian Network Projects

Roadway	Limits	Improvement Type	Length (miles)	Cost
US 190 (Landry St & Vine St)	West City Limits to LA Hwy 357 (S Bullard St)	Separated Bike Lane	0.80	\$920,000
US 190 (Landry St & Vine St)	LA Hwy 357 (S Bullard St) to LA 1244 (S Academy St)	Bike Lane or Buffered Bike Lane	2.80	\$5,635,000
US 190 (Landry St & Vine St)	LA 1244 (S Academy St) to East City Limits	Separated Bike Lane	1.30	\$1,495,000
LA 182 (N Main St)	W Martin Luther King Jr Dr to E Jefferson St	Bike Lane or Buffered Bike Lane	1.60	\$3,220,000
LA 182 (S Union St)	E Jefferson St to South City Limits	Paved Shoulder	2.00	\$3,910,000
La 31 (Creswell Ln)	LA Hwy 182 (S Union St) to East City Limits	Separated Bike Lane	1.50	\$1,725,000
LA 749 (N Railroad Ave)	W Martin Luther King Jr Dr to E Vine St	Bike Lane or Buffered Bike Lane	1.20	\$2,415,000
LA 357 (S Bullard Street)	E Vine St to East City Limits	Bike Lane or Buffered Bike Lane	1.00	\$2,012,500
LA 1244 (E Laurent Street)	E Vine St to I-49 Frontage Rd	Marked Shared Lane	0.70	\$40,250
Judson Walsh Dr	LA Hwy 182 (S Union St) to I-49 Frontage Rd	Marked Shared Lane	1.10	\$63,250
West Cherry Street	LA 357 to LA 182	Marked Shared Lane	1.10	\$63,250
US 190 (Landry St & Vine St)	Yambilee Center to LA 357 (S Bullard St)	New Sidewalk – Both Sides	0.90	\$1,026,000
US 190 (Landry St & Vine St)	Le Vieux Village to I-49 Service Rd	New Sidewalk – Both Sides	0.08	\$91,200

# City of Opelousas, LA

## Long-Range Transportation Plan

Roadway	Limits	Improvement Type	Length (miles)	Cost
US 190 (Landry St & Vine St)	LA 357 (S Bullard St) to Le Vieux Village	New Sidewalk – One Side	0.70	\$402,500
LA 182 (N Main St)	W Martin Luther King Jr Drive to E Prudhomme St	New Sidewalk – Both Sides	0.30	\$342,000
LA 182 (S Union St)	E Jefferson St to Judson Walsh Dr	New Sidewalk – Both Sides	1.80	\$2,852,000
LA 749 (N Railroad Ave)	W Martin Luther King Jr Dr to Intersection	New Sidewalk – Both Sides	0.03	\$342,000
LA 749 (N Railroad Ave)	W Grolee St to W Bellevue St	New Sidewalk – One Side	0.07	\$40,250
LA 749 (N Railroad Ave)	E Landry St (Westside) to E Vine St	New Sidewalk – One Side	0.07	\$40,250
LA 357 (S Bullard Street)	E Vine St to Charles Burr Ln	New Sidewalk – Both Sides	0.40	\$456,000
Judson Walsh Dr	LA 182 (S Union St) to I-49 Frontage Rd	New Sidewalk – Both Sides	1.00	\$1,140,000
West Cherry Street	LA 357 (S Bullard St) to LA 182 (S Union St)	New Sidewalk – Both Sides	0.90	\$1,026,000

### 8.3 Project Prioritization

The list of projects found in **Table 8.3** and **Table 8.4** have been chosen to address public and stakeholder concerns as well as the needs identified in earlier chapters. However, the City of Opelousas has limited funds available and will need to prioritize the projects as various funding sources are made available through LADOTD or City revenue. Evaluation criteria, such as those shown in **Table 8.5**, can be used to score each project being considered with the available funds. To provide a quantitative approach to the planning process, the priorities were assigned a numerical value based on their score, with the final prioritization score being the sum of the individual criteria scores. Higher scoring projects should be considered for earlier implementation.

**Table 8.5: Project Prioritization Criteria Examples**

Criteria	Score		
	1	2	3
Public Input Mentions	Low or None	Medium	High
Capacity Need or Gap Addressed	Low or None	Medium	High
Maintenance Need	Low or None	Medium	High
Safety Need	Low or None	Medium	High
Importance to Achieving Community Vision/Goals	Low	Medium	High
Other (e.g., Economic Development, Resilience, Community Enhancement)	Low or None	Medium	High

### 8.4 Project Implementation and Future Steps

The City of Opelousas can use the prioritized projects and available funding to begin implementation. However, additional steps should be considered when implementing high-priority projects and other key recommendations.

Implementation of each project will slightly differ, but next steps generally include:

- **Identifying Specific Projects:** Some recommended projects may not be well defined or may only identify a general area in need of improvement. For these projects, the city should conduct more detailed planning to better understand the needs and scope of each project.
- **Project Development:** This step involves determining the precise location, alignment, and preliminary design of transportation facilities or improvements. For DOTD or state-

funded projects, this step generally corresponds to “Stage 0” studies. Most recommended projects will require this step unless it has already been completed.

- **Planning and Environmental Studies:** For roadway projects using federal funds or requiring federal or state permits, an evaluation of potential environmental impacts is necessary. For DOTD or state-funded projects, this step generally corresponds to “Stage 1” studies.
- **Programming and Funding:** Securing project funding, either locally, through LADOTD, or through other sources, is a major step. Planners should program projects into the local Capital Improvement Plan or apply for funds through DOTD Local Public Assistance Programs, the State Legislature, or other federal programs.
- **Final Design and Implementation:** These steps finalize and deploy the project and can vary substantially in duration depending on the type of project.

## Project Funding

### Federal and State Funding Sources

Federal funding for transportation is authorized through the current transportation bill and includes several major “formula” programs and discretionary programs, including many programs established in prior legislation. While formula programs may change somewhat in future transportation bills, they have been relatively stable over time. These funds are provided to the states, meaning that coordination with DOTD is needed to access them, typically used as part of the state’s planning efforts, and the City will need to provide a match (typically between 10-20%). This local match can come from any source (state, local, or other) as long as federal funds are not combined.

The state also has its own transportation revenues which are collected from motor fuel taxes and fees and vehicles taxes and fees. Of these sources, the gasoline excise tax is the state’s largest funding source for roadway projects.

### Local Funding Sources

- **Property, Sales, and Income Taxes** - Taxation is the primary revenue source for local governments in the United States. Property taxes, sales taxes, and income taxes are the most common and largest sources of local government tax revenue. Taxes may be levied by states, counties, municipalities, or other authorities.
- **User Fees** - User fees are collected from individuals who utilize a service or facility. The fees are collected to pay for the cost of a facility, finance the cost of operations, and/or generate revenue for other uses. User fees are commonly charged for public parks, water and sewer services, transit systems, and solid waste facilities. The theory behind the user

fee is that those who directly benefit from these public services pay the cost to build and/or operate them.

- **Special Assessments** - Special assessment is a method of generating funds for public improvements by billing those who directly benefit from the improvements. In some instances, new streets are financed by special assessment. The property owners located adjacent to a new street may be assessed a portion of the street cost based on the amount of frontage they own along the new street. Special assessments have also been used to generate funds for general improvements within special districts, such as central business districts. These assessments may be paid over an established period of time rather than as a lump sum payment.
- **Impact Fees** - New developments create increased traffic volumes on nearby streets. Development impact fees place a portion of the burden of funding improvements on developers who are creating or increasing the need for improvements.
- **Bond Issues** - Bonds are effectively a loan provided to the local government by its citizens for the purposes of conducting improvements. Property tax and sales tax funds can be used on a pay-as-you-go basis or their revenues can be used to pay off general obligation or revenue bonds. These bonds are issued by local governments upon approval of the voting public.

### Modifying the Plan

Over time, the City may find that its transportation needs have changed due to changes in the community, new policies, or the evolution of the transportation industry. This means reviewing and modifying the transportation plan or transportation component of a comprehensive/master plan every five to ten years.

Plan modifications can be simple or more comprehensive, depending on Opelousas's needs. When considering modifications, Opelousas should consider the following options:

- **Simple Amendment:** Amendments allow the City to change specific recommendations but believes that the overall findings and LRTP are still relevant. To make an amendment, simply add language in an "Amendments" section or chapter and specify what has changed, along with changing the appropriate text and maps in the plan document.
- **Comprehensive Update:** This should be done if the City believes that transportation needs have changed dramatically. This would involve conducting a new LRTP process.