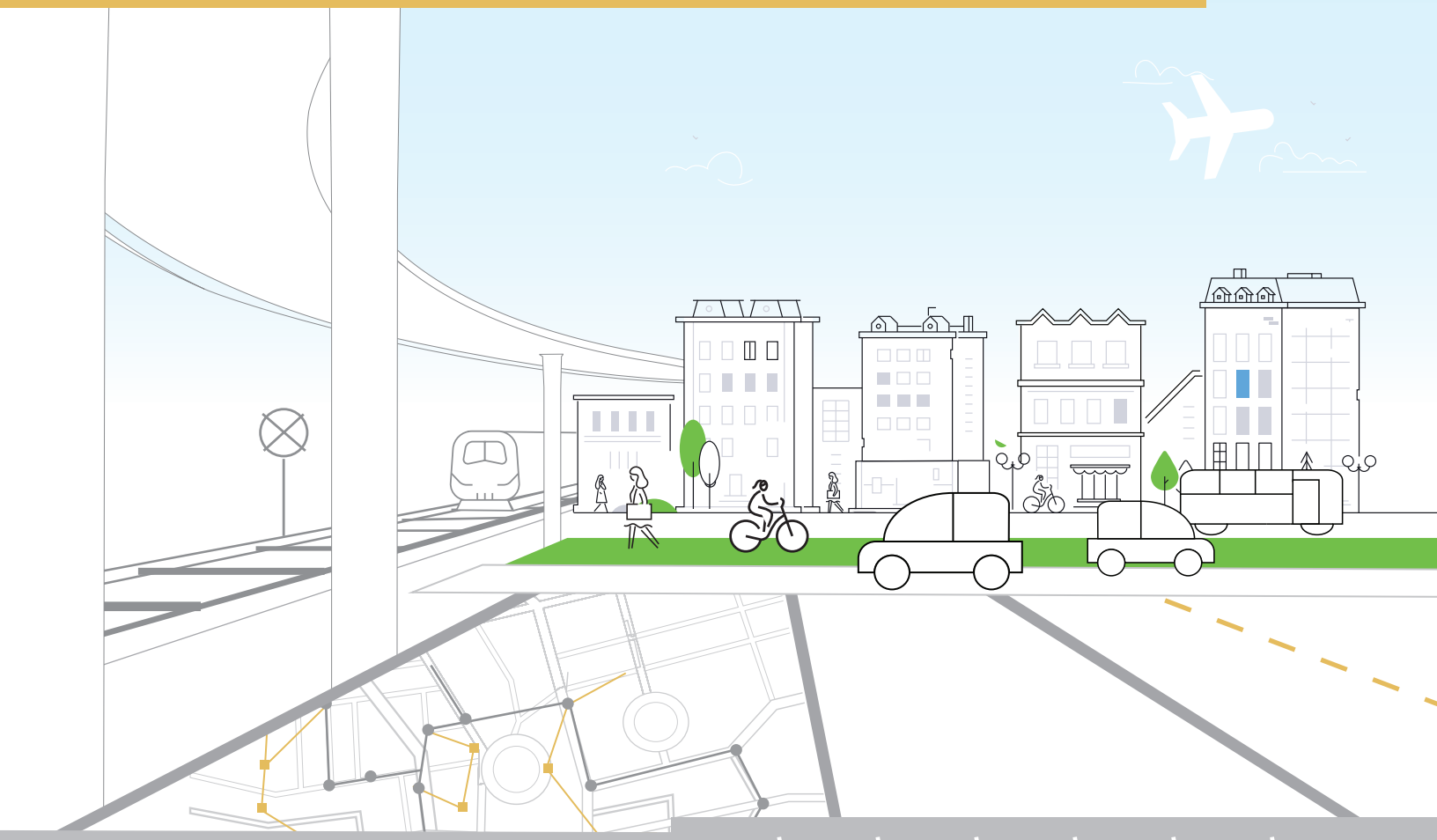
MTP 2050

METROPOLITAN TRANSPORTATION PLAN



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EXECUTIVE SUMMARY

The Lake Charles Urban Area has experienced a concentrated rash of weather disasters over a two-year period since the last Metropolitan Transportation Plan was completed and adopted in 2019. Much has been learned from these experiences. Four fundamental terms have surged throughout preparation of the 2050 Transportation Plan: Resilience, Fortified, Funding and Technology. Transportation infrastructure costs have soared. Public and private infrastructure has not weathered well the resiliency needed. The quality of constructure required going forward must be raised to a higher fortified standard than previous generations thought necessary. Declining revenue streams over the past twenty years have been exacerbated by accelerating cost increases which have been compounded by concentrated weather disasters. The labor pool is aging and shrinking. Artificial intelligence (AI) and corresponding technology advances in transportation are huge transformative changes. Drones, autonomous vehicles, electronic enforcement, cameras, fiber infrastructure are all advancing the movement of people and freight.

The 2050 Metropolitan Transportation Plan (MTP) highlights and re-enforces many goals and objectives of transportation needs and challenges identified in the 2045 Metropolitan Transportation Plan. One critical transportation infrastructure improvement priority for the region is the replacement of the 1949 Interstate 10 Bridge over the Calcasieu River. The 2045 MTP had the new bridge programmed for construction sometime after the year 2045. The 2050 MTP has the new bridge programmed within the next seven years (2031). The objective was met through a Public Private Partnership. Investors will provide the $2.5 billion needed for the new I-10 Bridge over the Calcasieu River. The funding mechanism to advance the I-10 bridge construction is tolls through a fifty-year agreement with investors. Creative financing perhaps, but a new reality centered on “user fees” and not historical funding generators of the past.

Built on a new foundation of forty-five (45) designated arterial corridors, the Lake Charles Urban Area 2050 Metropolitan Transportation Plan (MTP) requires a new intensive engagement of stakeholders impacted by the transportation infrastructure within each designated corridor to help identify short-term and long-term needs and solutions. A comprehensive, coordinated, cooperative, continuous, and consensus driven “5 C” process is the new order and strategy to integrate parties (local, state and federal) for the common purpose of building a state-of-the-art modern transportation network with new diverse funding sources.

Twenty-one (21) priority projects were selected from the forty-five (45) adopted Designated Arterial Corridor and programmed for implementation over the next twenty-five years in the Lake Charles Urban Area 2050 Metropolitan Transportation Plan (MTP). An additional specific transportation improvement was also selected, bringing the initial priority projects to twenty-two (22). Work on each project begins with adoption of the Plan.

Priority projects are not restricted to the Corridors. Projects outside of a Designated Arterial Corridor can and are evaluated for priority based on a combination of 22 federal and local planning factors, public input, Travel Demand Model outputs, project sponsor funding, multimodal connectivity gaps, cost/benefit analysis, and local transportation plans. The Designated Arterial Corridor plans facilitate MTP priority projects by encompassing all stakeholder assets for implementation. There are multiple levels of infrastructure, both public and private within a Corridor that can and do require integration with the roadway. Funding resourcefulness developed in the Corridor plans is a primary purpose to leverage limited transportation dollars.

Many variations and modifications to the Plan are anticipated due to numerous demands and challenges experienced and presented. The questions of resiliency, funding, fortified construction, and technology continue to advance and alter opportunities for implementation. The Plan is a working document and not a final solution. Unique to the Lake Charles Metropolitan Transportation Plan is a broad and on-going engagement and outreach process recognizing the plan is not "their" responsibility but *our* responsibility.

The critical key question throughout the 2050 MTP is how to pay for it. Great projects, needed projects, and wanted projects may be determined, but how are they to be built, and by whom. It takes time to work through the complexity of design, materials, techniques, land use and funding. The MTP is a strategy to define and deliver a transportation network worth its salt (the effort).

PROJECT FUNDING COMMITMENTS

Analysis, evaluation, public participation, projected future demand and cost/benefit impacts for each of the twenty-two transportation improvement projects identified in the 2050 Metropolitan Transportation Plan are noted but trumped by available funding resources. The MPO Transportation Policy Committee makes a final determination on the adoption of the 2050 Metropolitan Transportation Plan and any amendment thereto. Recent disaster experience in the Lake Charles MPO Urban Area has demonstrated a critical need to monitor planned and programmed transportation infrastructure costs – on a regular basis at least a minimum of every two years.

The Lake Charles 2050 Metropolitan Transportation Plan is phased over a twenty-five (25) year timeline for implementation and that is sufficient to significantly affect original transportation project costs. Rarely do construction cost estimates decline. Without concurrent increasing revenues specifically dedicated to each planned transportation improvement, reality will demand a reduction in either the number of projects or their scope. Projecting transportation revenue monies ahead twenty-five (25) years is normally based on revenue received historically over the previous twenty-five (25) years from all sources.

It is necessary for a transportation improvement project included in the 2050 Metropolitan Transportation Plan (MTP) to be sponsored with a funding commitment. There is an indispensable awareness that the best cost/benefit project is defined and identified and there must be a backer financially (direct) or politically. The challenge is on-going to sustain a ranking order of transportation priorities. The process must start with an initial sponsor to take responsibility for an identified project.

The 2050 Metropolitan Transportation Plan (MTP) utilized eleven (11) funding alternative mechanisms to be selected in approving a project in the 25-year timeline. One major change in selecting funding alternatives is recognition of a fundamental shortfall in available public monies (federal, state or local) to both build and maintain regionally significant transportation infrastructure. In 2024 the Louisiana Department of Transportation and Development signed a contract with a private investment group to build and maintain the new Interstate 10 Highway Bridge over the Calcasieu River for a period of fifty years. Thirty years of discussion, debates, and meetings on how to design and fund a new bridge finally ended. Essential solution was to turn the project over to private enterprise investors. The private investor group financing option for transportation infrastructure may now default into the future with user fees as the funding mechanism.

ALTERNATIVE FUNDING MECHANISMS

There were eleven (11) alternative funding mechanisms identified for transportation improvement projects during development of the 2050 MTP. These funding options are traditional and in common use across the country. A priority project in the 2050 Metropolitan Transportation Plan (MTP) requires a sponsor or sponsors to support the planned improvement for approval, and a minimum of three of the eleven alternative funding resources must be identified for a project financial commitment.

1. Property Taxes – General.
   Local government millage assessments on all recognized parcels of property platted by property owners within the governmental jurisdiction (municipal and parish) for general purpose operations.
2. Property Taxes – Special Purpose
   Local government millage assessments on all recognized parcels of property platted by property owners within the government jurisdiction (municipal and parish) for special purposes: garbage collection, drainage, streets and roads, recreation, cemeteries, etc.)
3. Sales Taxes – General
   Government sales taxes collected within the governmental jurisdiction for general purpose operations.
4. Sales Taxes – Special Purpose
   Government sales taxes collected within the governmental jurisdiction for special purposes: schools, streets and roads, highways, utilities, drainage, airports, waterways, etc.)
5. Community Development District Assessment Fees
   Defined and approved geographic areas encumbered by monthly fees assessed for general or specific infrastructure such as utilities, streets/roads, drainage, etc. requiring local government authorization but no liability.
6. Front-Foot Assessment Fees
   Local government annual assessment on all recognized parcels of property platted adjacent to a public street, road or highway right-of-way based on the linear foot of frontage.
7. User Fees
   Public or private charges applied to users on transportation networks or facilities. Tolls are the common example, but congestion management fees have been instituted recently in the United States.
8. Road Utility District Fees
   Either property or sales taxes assessed by local governments within a defined road or highway corridor for roadway construction and/or maintenance.
9. Gas Taxes
   Federal, state and local governments generally assess a certain number of cents per gallon of gas sold. In Louisiana, local governments may not assess a gas (or fuel) tax.
10. Federal Funds
    The U. S. Department of Transportation (DOT) secures and administers a variety of transportation support programs affecting all modes of transportation.
11. State Funds
    The State of Louisiana Department of Transportation and Development secures and administers a variety of transportation support programs affecting all modes of transportation.

A twelfth alternative funding mechanism was recently used on the Interstate 10 (I-10) Calcasieu River Bridge:

12. Public Private Partnerships
    Public Private Partnerships encompass any number or combinations of agreements between public (federal, state, or local governments) and private (investors) stakeholders with shared resources and costs affecting a specific transportation improvement (or other public infrastructure).

There are nine proposed major multimodal transportation infrastructure projects recommended and identified in the MPO Area in the preparation of the 2050 MTP. Over the next 25 years the challenge is to include three new or redesigned interstate 10 interchanges, interstate widening of I-210, a new interstate I-514, an I-514 bridge over English Bayou, two new "North Loop" bridges over the Houston River and West Fork River, and a new rail bridge over the Calcasieu River. The Calcasieu River Rail Bridge in Lake Charles was built in 1904 and is used for both freight and passenger rail transportation services. The transportation needs are great. The Lake Charles 2050 Metropolitan Transportation Plan is limited to the 22 selected transportation improvements identified with funding commitments. None of the nine proposed major multi-modal transportation projects noted above have either sponsors or funding alternatives to support them.

When or if identifiable revenue streams can be secured for any MTP transportation improvement sufficient to cover costs there will be an amendment to the MTP.

The Southwest Louisiana Regional Planning Commission has proposed establishing the Southwest Louisiana Regional Mobility Authority (SWLA-RMA) to serve several primary transportation purposes:

1) Generate revenue to support transportation improvements that frequently impact multiple local jurisdictions and are regionally significant,
2) Consolidate public transit operations into a single provider,
3) Coordinate cooperative endeavor agreements between and among local governments for common transportation needs and efficiencies such as roadway overlays for transportation system preservation,
4) Street and roadway lighting programs that are leveraged for cost effective and independent power generation,
5) Administer transportation user fee implementation, collection and distribution,
6) Support local Transportation Management Center,
7) Secure multimodal infrastructure funding, and
8) Integrate long-range strategies for transportation infrastructure implementation.

LOCAL COORDINATION

Local coordination refers to the process of different local agencies, like city governments, transit authorities, and Metropolitan Planning Organizations (MPOs), working together to coordinate transportation planning and projects within a specific geographic area, ensuring that local needs are considered and integrated into broader regional transportation plans such as the 2050 MTP.

During the planning process Memorandums of Understanding were developed between local jurisdictions with priority projects and the MPO, and both entities collaborated on the project development, which was tracked using the Corridor Plan Preparation and Adoption Process. Examples of both documents are included as Attachment A and Attachment B, respectively.

An additional instrument in the planning process is an MPO Tripartite Agreement centered on two levels of applicability: Short Term transportation improvement implementation and Long-term public engagement of stakeholders to develop, adopt, modify and maintain a comprehensive transportation plan through a network of arterial corridors. An example of a Lake Charles Metropolitan Planning Organization Tripartite Agreement - Projects is included as Attachment C, and an example of a Lake Charles Metropolitan Planning Organization Tripartite Agreement – Corridor Plans is included as Attachment D.

COORDINATION WITH STATE PLANS

The Louisiana Department of Transportation and Development (DOTD) is responsible for a comprehensive transportation network throughout the state including aviation, rail, waterways, streets, roads, and highways and pedestrian/bike paths. Studies and plans are routinely prepared and updated for each mode of transportation. These plans include projected levels of utilization, demand and service, affecting every mode. The state transportation plans, including the state long range transportation plan, are found in the Appendix of the Lake Charles MPO 2050 Metropolitan Transportation Plan (MTP).

Projected volumes of mode traffic were used in the preparation and evaluation of the MTP. For example, freight movement (traffic) has a significant growth factor in the state and in Southwest Louisiana and is projected to steadily increase on Interstate 10 over the next twenty years. Rail freight traffic is also projected to increase in the foreseeable future. Though not directly related to the arterial highways planning in the MTP, the rail bridge over the Calcasieu River is the only rail crossing (privately owned) of that strategic waterway in the Lake Charles Urban Area. It was built in 1904. Clearly, interruption of rail freight transport capacity impacts the highway freight volume at any given time.

The 2050 MTP includes alternative priority project strategies (focused primarily on Designated Arterial Corridors) for transportation freight network planning and development in the short term and long term.

PROJECT SCOPE, COST, AND TWO-YEAR UPDATES

During the course of evaluating and analyzing design and implementation of any transportation improvement there is what is often termed “scope creep”. The experience and results are rational and generally understood as tackling several infrastructure needs at once. What might be proposed as a pedestrian sidewalk project on a major arterial might morph into new or improved street lighting for safety, or street landscaping, or drainage improvements, or sheltered transit stops, or underground utilities, or bikeways, or new and improved transportation signage, or access management, or street crossing improvements. Rationale being, while work on the proposed project is underway, there are cost savings (long term) to take care of other infrastructure needs at the same time. But there are other more sublime changes to the original proposed transportation improvement. A proposed pedestrian sidewalk project may have originally been designed with basic concrete construction with a 5-feet width. In the example for any number of reasons, the final project design at construction time includes a brick surface and is 7-feet in width. The scope of a proposed project can and often does change and those changes directly affect cost.

The Lake Charles 2050 Metropolitan Transportation Plan requires that all identified projects included in the 25-year timeline must be re-evaluated and analyzed for scope changes and cost adjustments every two years or be removed from the plan. Concurrent with the project re-evaluation and analysis is funding support.

MULTIMODAL INTEGRATED NETWORKS

Streets, roads and highways are not stand-alone public improvements. Multi-modal transport serves as connecting links in a regional transportation system comprised of air travel, water traffic, rail traffic, vehicle auto, passenger transit, pedestrian and bicycle modes. Freight, passenger and individual transport links interconnect with water ports, airports, rail parks, and transit stations to provide origin and destination connections throughout the region. Freight should be able to be transported via multiple choice roadways, water, air and rail for maximum efficiency and competitiveness.

A key component of the long-range transportation plan is to ascertain integrated connections between and among the various modes of travel available. The airport does not function unless there are access roads or streets to it. The water port does not function unless there is road and rail connectivity to it. The rail station does not function unless there are connecting roads/streets to it. The 2050 Metropolitan Transportation Plan evaluates the interconnectivity of the various mode networks to determine how each mode facilitates the other modes.

Each transport mode within the MPO Area has and maintains a comprehensive development plan. The passenger transit mode is supported and coordinated with the MTP 2050 Metropolitan Transportation Plan particularly through the Coordinated Human Services Transit Plan and/or the Rail Passenger Plan. Deficient links or gaps in the interconnectivity of multiple modes are evaluated for strategic improvements for efficiency and general economic development opportunities. The Lake Charles MPO is served by the Sunset Limited Amtrak Passenger rail route East/West. A rail passenger terminal lacking street access, much less local transit system access would not integrate transport adequately.

Similarly, in public transit integration there are overlaps in service with local school systems and other institutional transit providers including medical and workforce transportation. Providing comprehensive cooperative and coordinated transit planning in conjunction with an integrated street and road arterial network plan such as the MTP are essential. Weak integrated connections or gaps in connectivity have been studied and identified for ranked order of improvements.

Most 2050 MTP non-interstate highway projects in Lake Charles lie on one of five designated public transit routes operated by the City of Lake Charles, which is the only municipality within the MPA with public transit service. Multimodal bicycle and pedestrian access to numerous bus stop locations was considered in the development of MTP projects along these bus stop routes.

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freight transport capacity impacts the highway freight volume at any given time. The MTP includes alternative priority project strategies (focused primarily on Designated Arterial Corridors) for transportation freight network planning and development in the short term and long term.

COMPLETE STREETS

Standout communities show that you don't have to travel far away to see how an interconnected, multimodal, and beautiful transportation system that supports every type of user can work. Young, old, zero-car, and disabled/mobility-challenged users can still move around, go shopping, go to work, and go home again. Complete streets is the umbrella term that has come to represent transportation networks that support every type of user and mode of travel.

According to Smart Growth America, Complete Streets are known for bringing transportation choices to vulnerable users, spurring economic development, reducing traffic fatalities and injuries, providing recreation options for people, and improving public health outcomes.

While the cost of providing transit services, sidewalks, bicycle facilities, greenways, and safety countermeasures is real, often the biggest challenge is internal. Successfully developing a mindset in the people that execute plans, designs, and construction is crucial. For example, many agencies think of a corridor improvement from a vehicular need standpoint, then work earnestly to provide pedestrian, cycling, safety, and transit improvements as best they can. Instead, the starting position should be to assume that every mode is in the street design, then eliminate them only if they cannot be accommodated at all.

PUBLIC ENGAGEMENT

The background, preparation and permanent engagement of the Lake Charles Urban Area 2050 Metropolitan Transportation Plan (MTP) is unparalleled. A sequence of weather disasters in 2021 and 2022 prompted a series of public outreach efforts including Recovery Plans, Just Imagine Comprehensive Plan, and Lake Charles Rebound Tax Proposal with each initiative working to gauge public recommendations on resiliency, needs and wants in the reconstruction process.

Infrastructure was identified as the most pressing problem for the region to address under the Just Imagine resilience plan: drainage, inadequate road conditions, improving the road network connections, and utility resiliency are identified as needing additional investment. Infrastructure is critical to allowing residents and businesses to thrive, access functional utilities and move people and freight around efficiently. Future storms and disasters will threaten the region's infrastructure. Hardening and upgrades will help SWLA be prepared and reduce future risks**.** The 2050 MTP aligns with the infrastructure needs as stated in the resilience plan in moving the region closer to obtaining these goals.

Economic and demographic changes and adjustments throughout the Urban Area witnessed significant public input. What has followed is a continuation of public outreach with the preparation of the 2050 Metropolitan Transportation Plan in 2023/24. Recommendations derived from public outreach efforts included new investment, standards, incentives, and goals for the region. Transportation infrastructure was and is an expressed need overall and the public has a great deal to say about it.

There were and are tough infrastructure questions for the region with no quick simple answers. The 2050 Metropolitan Transportation Plan highlighted many challenges ahead. One central realization in the process was the importance of public engagement. Interaction with all demographics is important in

building a solid practical plan foundation. Understanding and awareness of problems and potential alternative solutions is critical groundwork. Public engagement activity is now embedded as a cornerstone to the 2050 Metropolitan Transportation Plan with on-going quarterly surveys, regularly scheduled public meetings in designated corridors, and targeted outreach through traditional and social media.

Major issues identified during this outreach centered on:

- Traffic congestion, particularly when local streets are impacted
- Coordination of land uses/development with transportation improvements
- Occasional street flooding
- Railroad crossing delays
- Funding for transportation projects, including public-private-partnerships

Top priorities moving forward involved:

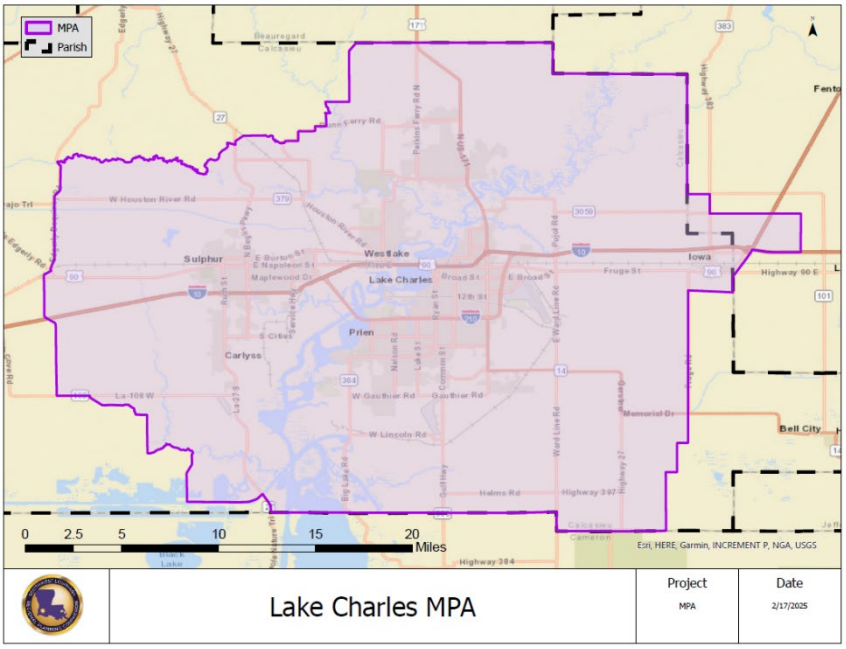
- Safety of streets for all modes of travel
- Streetscaping enhancements
- Traffic capacity improvements for additional turn lanes
- More bus stops and more frequent service
- Connectivity for sidewalk/bike lane infrastructure
- Crossing the Calcasieu River

EXISTING CONDITIONS

The Lake Charles Urbanized Metropolitan Planning Area is a large, diverse, dynamic place, comprised of separate but connected communities.

The 2050 Metropolitan Transportation Plan is based on the recognition of those facts, as well as several observations provided by the public and data previously described.

The five themes that follow provide specific directions for the project, policy, and program recommendations in subsequent chapters of this plan:



A changing - and expanding – population

New residents added through immigration is a significant force driving change - including traffic. Moreover, the places these folks work are changing, with important increases in retail-related sectors and decreases in manufacturing and arts/entertainment employment.

There is a lot of room left to grow, and it's crucial to get it right

The study region has room to add greenfield-style development, it is low-density and highly car-dependent. A different style of development in high-activity areas that is higher-density, inclusive of low- and high-income families, and promotes alternative transportation is possible, but won't happen very often in a laissez-faire marketplace. Technology has an important role in creating responsive services.

Freight matters

Much of the recent economic gain in Calcasieu Parish is built around distribution, and this requires roadway capacity to be in place. Apart from big bridges, technology and intersection improvements are major players in the solution.

Where is walking & biking now, and where does it need to go

Like transit, the future role of walking and biking - active modes – represents a relatively small portion today and is likely to expand. Every trip begins and ends this way, and for transit it is crucial to get walking connections in place to stops. While recreational trips and facilities are important to many people, they can also reduce car trips and provide options for some types of travel needs.

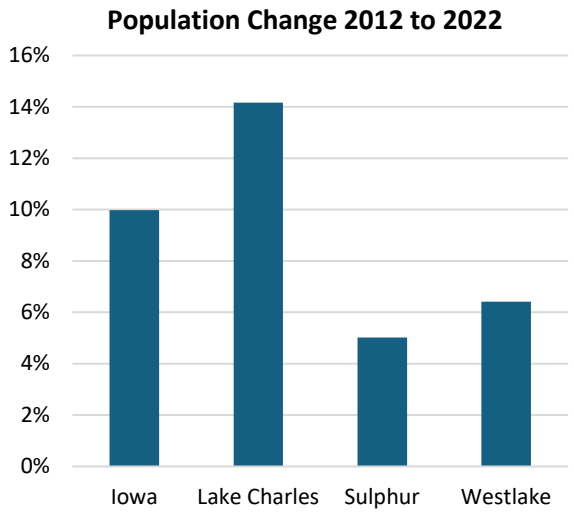
Focus on specific issues & hot spots

While big regional-scale projects will have a great impact, they are necessarily few in number and take a long time to happen, in part because of their cost relative to funding availability. The public provided a lot of ideas about specific "hot spots" like intersections, connections they would like to see made, or segments of congested roadway.

POPULATION GROWTH:

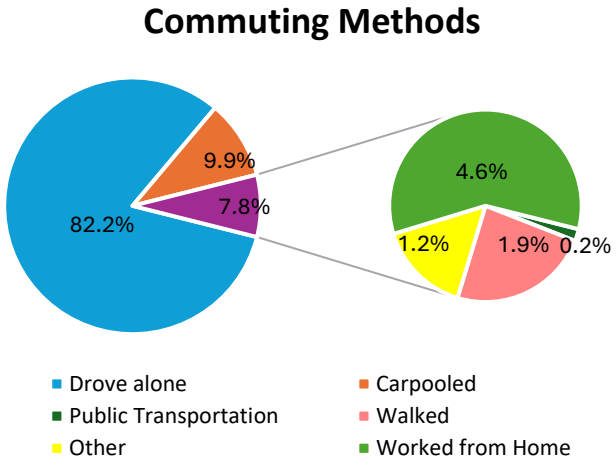
Between 2012 and 2022, the Metropolitan Planning Area (MPA) experienced a population growth of 9.6%, significantly outpacing the state's growth of 2.4% and slightly exceeding the nation's growth of 7.1%, according to the US Census Bureau's 5-year estimates from the American Community Survey.

The largest increases occurred in major population centers, particularly in Lake Charles, which saw a 14% growth during this period. While all other municipalities within the MPA experienced growth, some rural areas recorded population declines, reflecting a broader trend of migration toward urban areas.



TRAVEL PATTERNS:

In 2022, 82% of workers in Calcasieu Parish commuted alone in their personal vehicles, reflecting a strong preference for individual car travel. An additional 10% of workers participated in carpooling, while smaller proportions opted for alternative modes of transportation such as walking, biking, or public transit. Notably, the percentage of residents working from home rose significantly to 4.6%, compared to the pre-pandemic average of approximately 1.5%. For those commuting to work, the average travel time was 21 minutes, indicating relatively short commute durations within the Parish.



ROADWAYS AND FREIGHT

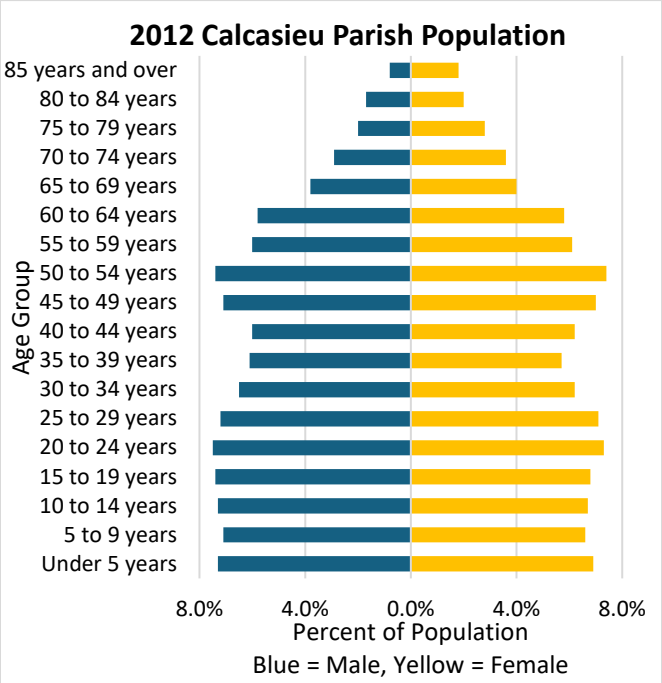
The MPA is traversed by a number of federal and state highways, including Interstate 10 (I-10), which crosses Calcasieu Parish from east to west, and Interstate Highway 210 (I-210), a bypass which interchanges with I-10 on either side of Lake Charles and the Calcasieu River. Maintaining efficient travel along these highways is critical to the economic success and livability of the region.

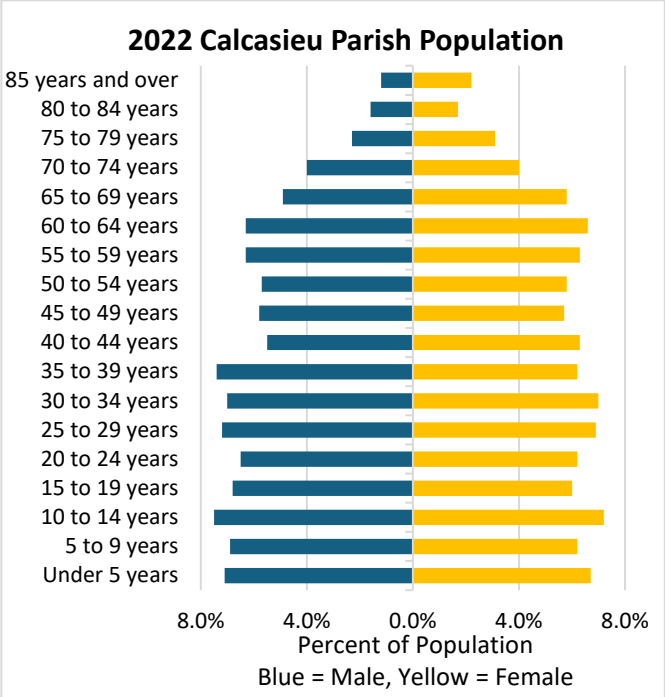
URBAN AREA FEDERAL & STATE ROADWAYS

Functional Classification	Miles	Percent of Total Mileage
Interstate	144.5	6.14%
Principal Arterial	52.8	2.24%
Minor Arterial	163.6	6.95%
Major Collector	259.8	11.03%
Local Road	1,734.60	73.65%
Total	2,355.3	100.0%

AGE AND GENDER:

In terms of age, Calcasieu Parish shows a modest increase in the younger population (under 18 years of age) compared to the rest of the state, which otherwise follows state trends closely. This shift is evident in the construction of three new schools and the expansion of existing ones, partially offsetting the closure of two schools in the past decade. Looking at a 10-year change with the data from 2012 to 2022, you see some growth in the younger population offset somewhat evenly by all other age brackets.





2024 CHANGE IN POPULATION

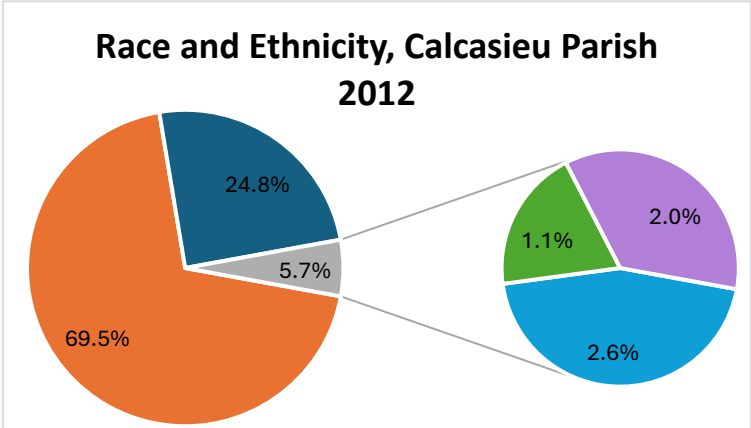
The population illustrations of the 10-year change reveal a gradual balancing across different age brackets. This evening out reflects a demographic shift toward a more balanced age distribution, with a slight increase in the disparity between younger and older age groups. Such shifts suggest an increased need for educational infrastructure as well as an upcoming focus on job creation, considering that the younger population will be entering the workforce in the next decade.

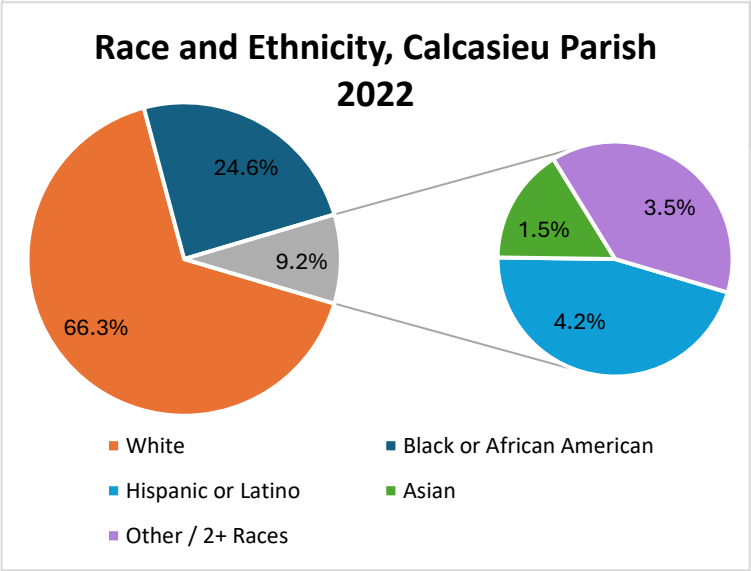
RACE & ETHNICITY:

As compared to the State of Louisiana, Calcasieu Parish had a greater proportion of non-Hispanic white persons in 2022 (66.3%, compared to 57.5% statewide). Between 2012 and 2022, the non-Hispanic white population decreased from 69.5% to 66.3%. Countering this decline, the Parish has seen growth in the Hispanic or Latino and Asian demographics, which have nearly doubled over this time, even though they still make up a small portion of the overall population.

Sulphur and DeQuincy have historically had the largest non-Hispanic white populations, followed by Vinton. Lake Charles has consistently had the largest proportion of Black and African American persons, with this demographic making up nearly half of the population.

These demographic changes suggest that while the non-Hispanic white population remains the largest group, there has been a trend toward greater diversity,

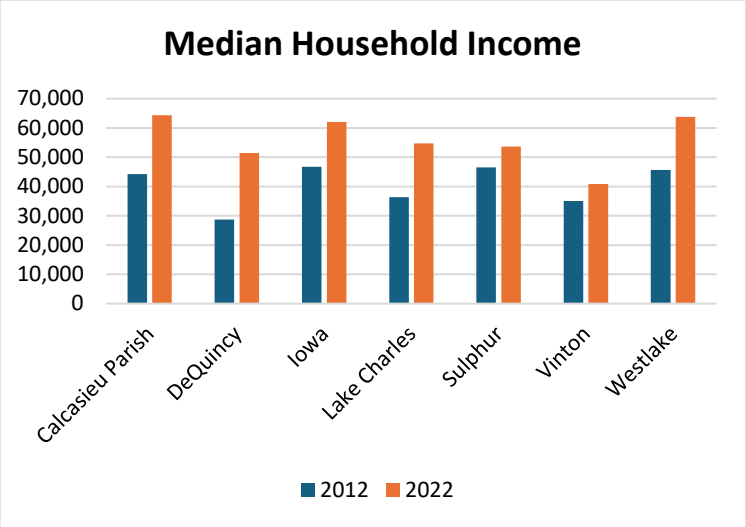




particularly with growth in the Hispanic or Latino and Asian populations. This shift emphasizes the importance of understanding the evolving needs of all community members and ensuring that resources and opportunities are accessible to every demographic group.

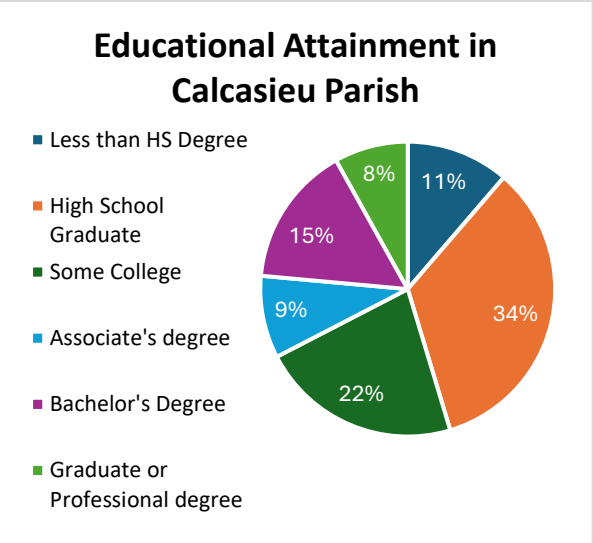
INCOME, EDUCATION, & EMPLOYMENT:

The median household income in 2022 for Calcasieu Parish is slightly above the state median, at over $64,000. This represents an increase of 45% from 2012, when it was just over $44,000. Among the individual localities, all of the towns and cities in Calcasieu Parish have median household incomes below the parish average, indicating higher household incomes for people living outside the incorporated footprints of the cities. Lake Charles and DeQuincy experienced the largest income growth of 51% and 80%, respectively, over the 10-year period, surpassing the parish average. While the other cities and towns also experienced growth in median household incomes, they trailed behind the parish average.

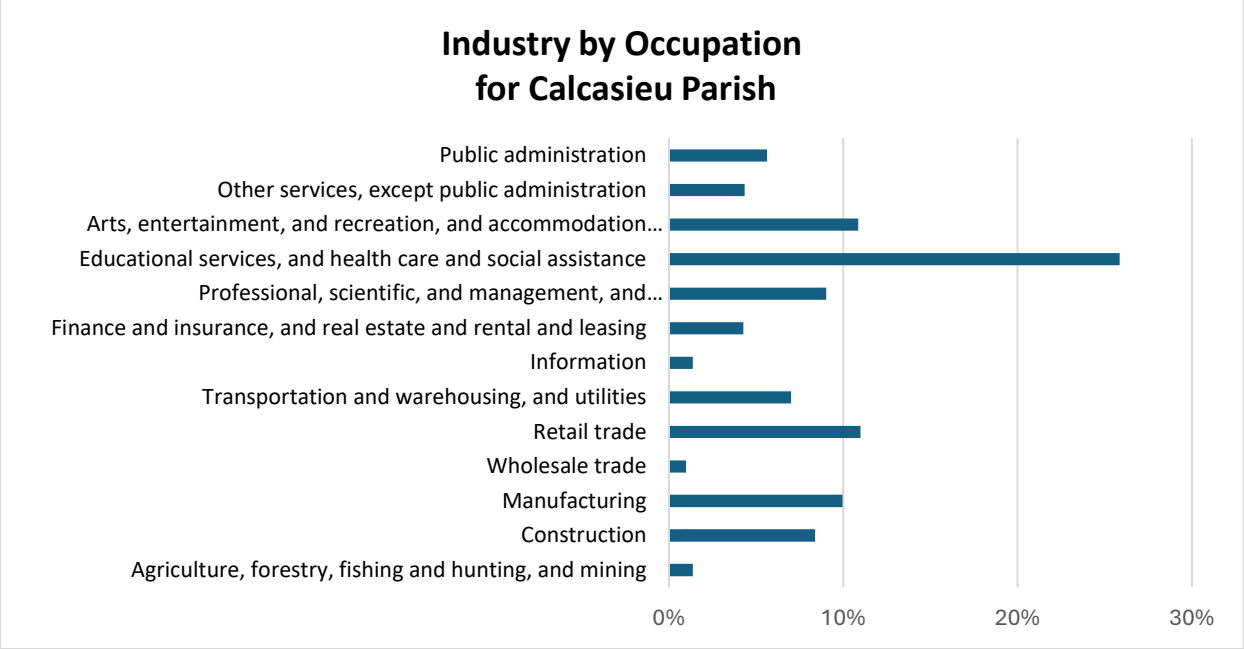


The majority of the population in Calcasieu Parish has at least a high school diploma, and overall educational attainment closely mirrors state trends. Between 2012 and 2022, the percentage of adults without a high school diploma decreased significantly, dropping from 16% to 11%. During the same period, the number of adults with a graduate or professional degree rose from 5% to 8%, indicating a growing emphasis on higher education in the community.

According to the Census Bureau's 2023 American Community Survey, Calcasieu Parish reached a low unemployment rate of 2.0%, even lower than the national rate of 2.7% and the Louisiana rate of 2.9%. While this number fluctuates annually, the Parish consistently maintains a lower unemployment rate compared to both the state and national averages.

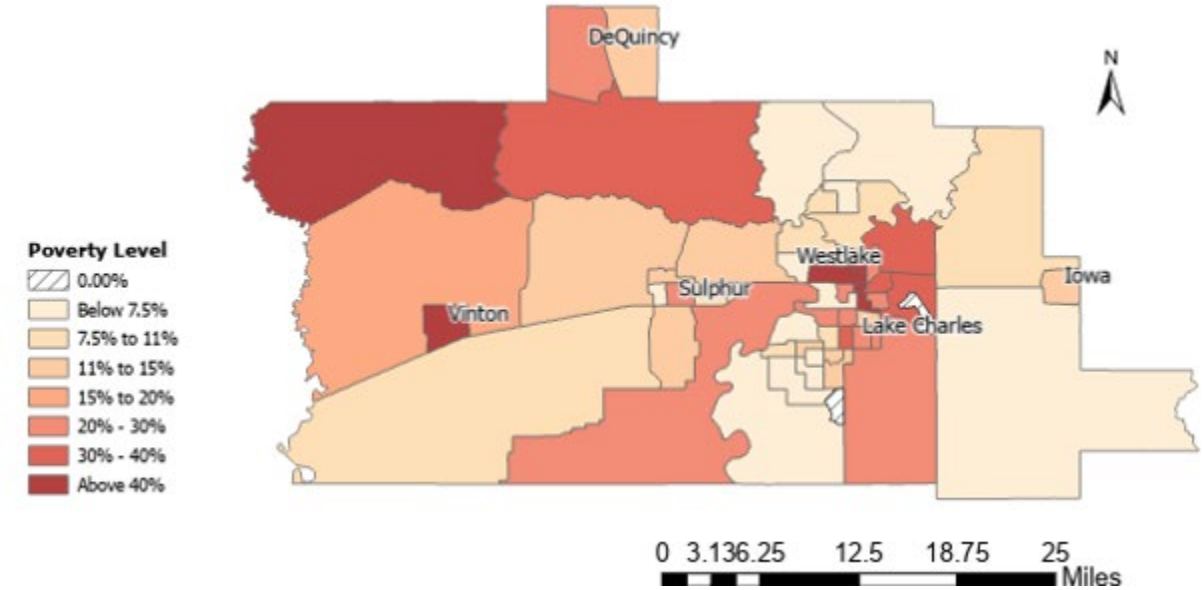


The chart below reflects employment in Calcasieu Parish by industry. Over the past 10 years, the Parish has seen significant growth in the Health Care, Education, Transportation, and Warehousing sectors, while experiencing declines in Agriculture, Forestry, Fishing and Hunting, Mining, and Wholesale Trade. These trends highlight the shifting dynamics of the local economy, with a move toward service-oriented industries and a decline in traditional resource-based sectors.



POVERTY

The following map of Calcasieu Parish households living below the poverty line details data provided by the 2022 Census. This visualization denotes the higher vulnerability areas, including the sizable portion of the cities of Westlake and Lake Charles exhibiting the highest poverty levels, with full census tracts having approximately 50% of their respective populations living below the poverty line. These findings underscore the need for targeted economic and social programs to assist these communities, particularly in addressing income disparities and improving access to essential resources.



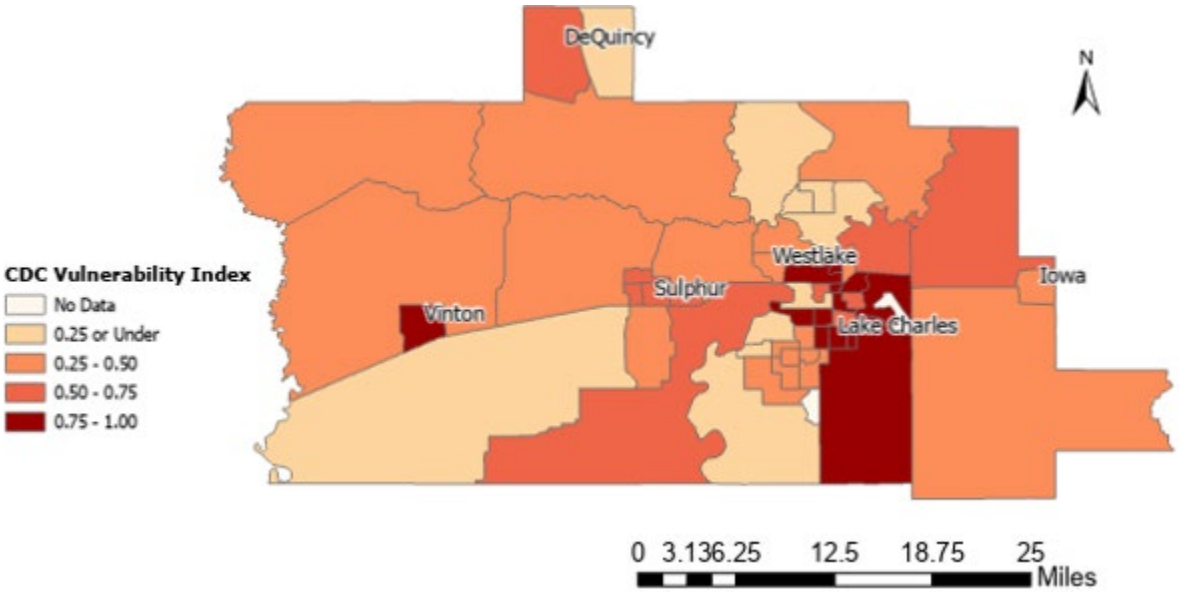
Households Living Below the Poverty

SOCIAL VULNERABILITY

Some socioeconomic characteristics can help identify areas where the population has mobility and/or accessibility limitations. These variables may help pinpoint areas where mobility and access improvements are needed, where alternative transportation options are critical, and where evacuation assistance may be necessary during emergencies.

The Centers for Disease Control and Prevention (CDC) calculates the Social Vulnerability Index (SVI) for locations by census tracts based on a number of socioeconomic characteristics. The SVI also considers elements such as natural disasters and disease outbreaks. The map of the 2022 CDC Social Vulnerability Index for Calcasieu Parish illustrates vulnerable areas within the parish, with values ranging from 0 to 1, where 1 represents the most vulnerable areas.

According to the CDC's methodology, census tracts in Lake Charles and Westlake are identified as the most vulnerable in the Lake Charles Metropolitan Area. These areas may benefit significantly from targeted interventions to improve mobility, accessibility, and emergency response capabilities.



2022 CDC Social Vulnerability Index

HOUSING

In 2023, Calcasieu Parish had an estimated 96,567 housing units, up from 93,231 in 2020. This increase reflects considerable efforts to rebuild after a series of natural disasters destroyed many housing units. Of these, approximately 70% are owner-occupied, indicating a strong presence of homeownership within the Parish.

PERFORMANCE MEASURES

Performance Measure Metrics are required by the U.S. Department of Transportation and provided by the Louisiana Department of Transportation and Development. The 2050 Metropolitan Transportation Plan follows those guidelines for local application as adopted by the Transportation Policy Committee.

GOALS FOR ROADWAY & FREIGHT	PROJECT EVALUATION METRICS	TARGET
GRF.1 | Improve Safety	**MRF1.1** | Crashes per mile **MRF1.2** | Severe crashes **MRF1.3** | Severe crashes involving a pedestrian or bicycle	**TRF1.1** | Reduction by 1% for the following by 2025: • Fatalities, • Serious injuries, • Rate of fatal crashes per 100M VMT, • Rate of serious injury crashes per 100M VMT, • Non-motorized (bike/ped) fatal or severe injury crashes
GRF.2 | Improve Mobility	**MRF2.1** | Volume-to-Capacity Base Year **MRF2.2** | Volume-to-Capacity Future Year **MRF2.3** | Pavement condition **MRF2.4** | Travel Time Reliability	**TRF2.1** | Reduce total miles traveled along congested roadways by 25% by 2050 **TRF2.2** | Reduce % of pavement or NHS bridges in "poor" condition below statewide targets by 2050 **TRF2.3** | Increase % of miles traveled along NHS "reliable" roadways above statewide targets by 2050
GRF.3 | Improve Resiliency	**MRF3.1** | Facility access **MRF3.2** | Land Suitability **MRF3.3** | Connectivity nodes	**TRF3.1** | Increase connectivity ratio (nodes to roadway links) by 25% by 2050 **TRF3.2** | Increase % of total roadway miles within municipal areas
GRF.4 | Improve Freight	**MRF4.1** | Freight volume **MRF4.2** | Freight destination	**TRF4.1** | Reduce or eliminate state-identified "bottleneck" locations by 2050 **TRF4.2** | Reduce Truck Travel Time Reliability (TTTR) index along NHS corridors below statewide targets for 2050
GRF.5 | Improve Social Equity	**MRF5.1** | Poverty or minority population **MRF5.2** | Vulnerability index	**TRF5.1** | Prioritize and construct roadway improvement projects within identified EJ communities

GOALS FOR TRANSIT	PROJECT EVALUATION METRICS	TARGET
GT.1 | Smart Urban Growth	**MT1.1 |** Population density **MT1.2 |** Transit priority index	**TT1.1 |** Increase frequency of service for communities with more than 4.0 units/acre **TT1.2 |** Provide service to activity nodes with mixture of land uses (residential, retail, office)
GT.2 | Make Transit Competitive	**MT2.1 |** Congestion **MT2.2 |** Service enhancements	**TT2.1 |** Increase population within 0.5 miles of a transit stop by 20% by 2050
GT.3 | Support Underserved Pop	**MT3.1 |** Transit vulnerability index	**TT3.1 |** Prioritize service enhancements within EJ communities

GOALS FOR PEDESTRIAN & BICYCLE	PROJECT EVALUATION METRICS	TARGET
GPB.1 | Improve Safety	**MPB1.1 |** Severe crashes involve a pedestrian or bicycle	**TPB1.1 |** Reduction by 1% for non-motorized (bike/ped) fatal or severe injury crashes by 2050
GPB.2 | Complete the Network	**MPB2.1 |** Connecting infrastructure **MPB2.2 |** School proximity **MPB2.3 |** Bus stop proximity	**TPB2.1 |** Increase total sidewalk mileage by 20% by 2050 **TPB2.2 |** Provide sidewalk connections to 100% of local schools along both sides of roadways by 2050
GPB.3 | Serve limited-mobility populations	**MPB3.1 |** Zero-car households **MPB3.2 |** Youth population **MPB3.3 |** Senior population	**TPB3.1 |** Increase mileage of sidewalk and bicycle facilities by 20% by 2050 for limited-mobility population areas

Performance Measures identified in the 2045 MTP were reasonable and follow federal and state guidelines for the Lake Charles Metropolitan Area. A series of historic disasters within a three-year (2020-2023) period impacted the MPO Planning Area significantly and redirected local government priorities for a number of years. Rebuilding, restoring and recovery were and are continuing themes and strategies. Demographic and population adjustments combined with intense reconstruction efforts altered the established database within 700 Traffic Analysis Zones in the Travel Demand Model. Congestion rose on a compromised transportation network. Infrastructure costs increased 25-50% and suspended numerous local and state transportation improvements.

Goals previously adopted for the Metropolitan Transportation Plan are restated and applied in the 2050 Metropolitan Transportation Plan. Though measurable headway has been limited due to recovery and maintenance priorities, there is progress. Committed projects to date will prove measurably beneficial to the continuing stated goals of the MTP. A brief review of performance targets and measures currently programmed or underway:

TRANSPORTATION SYSTEM PERFORMANCE MEASURES AND MULTIPLE SCENARIOS REPORT

GOALS FOR ROADWAY & FREIGHT	PROJECT EVALUATION METRICS	ANALYSIS
GRF.1 | Improve Safety	**MRF1.1** | Crashes per mile **MRF1.2** | Severe crashes **MRF1.3** | Severe crashes involving a pedestrian or bicycle	• No progress has been achieved in reducing traffic fatalities or serious injuries in the region. Fatalities are annually averaging 47 including 9 bicycle or pedestrian related. Reference page 28.
GRF.2 | Improve Mobility	**MRF2.1** | Volume-to-Capacity Base Year **MRF2.2** | Volume-to-Capacity Future Year **MRF2.3** | Pavement condition **MRF2.4** | Travel Time Reliability	• MPO Average Daily Traffic Count Stations are illustrating steady increases in traffic volume annually on principal arterials Reference page 31. • Congestion reduction should be achieved measurably with construction of the new Interstate 10 Bridge over the Calcasieu River (8 crossing lanes) that will impact the entire network. Reference page 32 • Inventory of all pavement conditions within the MPO Area network has been completed and will be monitored for reporting and scheduling over the next 25 years.

GRF.3 | Improve Resiliency	**MRF3.1** | Facility access **MRF3.2** | Land Suitability **MRF3.3** | Connectivity nodes	• Certainly, a priority goal in facility access, land suitability and connectivity nodes, but recovery superseded this effort. The 2050 MTP will facilitate total roadway miles and resiliency through the Designated Arterial Corridor Plans.
GRF.4 | Improve Freight	**MRF4.1** | Freight volume **MRF4.2** | Freight destination	• Expanded capacity improvements on Interstate 10 and the committed construction of the I-10 Calcasieu River Bridge over the next seven (7) years will facilitate freight movement throughout the metropolitan planning area. Reference page 31.
GRF.5 | Improve Social Equity	**MRF5.1** | Poverty or minority population **MRF5.2** | Vulnerability index	• Local government has committed street reconstruction projects in low to moderate income neighborhoods including North Lake Charles and Mid City: specifically, Enterprise Blvd. Extension, 12th Street, and Fitzenreiter Road. Concurrently, the 2050 MTP includes 45 Designate Arterial Corridors for public engagement in the transportation planning process that includes all sectors of the MPO Area.

GOALS FOR TRANSIT	PROJECT EVALUATION METRICS	ANALYSIS
GT.1 | Smart Urban Growth	**MT1.1 |** Population density **MT1.2 |** Transit priority index	• The series weather disasters have both destroyed and dispersed local populations. Recovery programs and projects to enhance rebuilding in more efficient density developments have emerged and are increasing. Reference Lake Charles Rebound and Just Imagine Comprehensive Plan, page 74. Potentially, a Designated Arterial Corridor pilot program may be designed for transit development incentives subject to local planning commission coordination.
GT.2 | Make Transit Competitive	**MT2.1 |** Congestion **MT2.2 |** Service enhancements	• Current transit planning both inside the MPO Area and in the five-parish region. The Southwest Louisiana Area is the framework focused on establishing transfer hubs allowing multiple transit providers to interconnect service areas. The long-range plan seeks to secure private business locations in a public private partnership for the transit transfer hubs. Other transit stakeholders involved are the health care industry and educational institutions. The transit objectives will be monitored over the next several years to determine viability of the plan.

GT.3 | Support Underserved Pop	**MT3.1 |** Transit vulnerability index	• Economic development is intimately involved in the transportation needs of transportation vulnerable populations. Special transit access assistance in low-income neighborhoods will be identified and monitored in the schedule of meetings for Designated Arterial Corridors.

GOALS FOR PEDESTRIAN & BICYCLE	PROJECT EVALUATION METRICS	ANALYSIS
GPB.1 | Improve Safety	**MPB1.1 |** Severe crashes involve a pedestrian or bicycle	• The pedestrian and bicycle crashes resulting in fatalities or serious injury have increased over the past five years (disasters not withstanding) Reference page 28. Cooperative efforts to mitigate this problem has identified "lighting" as a significant cause. The MPO will encourage innovative street and road lighting program to help reduce fatalities and serious injuries for pedestrian and bicycles to achieve target goals.
GPB.2 | Complete the Network	**MPB2.1 |** Connecting infrastructure **MPB2.2 |** School proximity **MPB2.3 |** Bus stop proximity	• There has not been a comprehensive inventory of sidewalks in the MPO Area. The MPO has referenced one local jurisdiction plan for pedestrian and bicycles and incorporated segments of that plan into a modified MPO priority improvement network. The Designated Arterial Corridor plans are expected to facilitate sidewalk emphasis and implementation during the 2050 Metropolitan Transportation Plan.
GPB.3 | Serve limited-mobility populations	**MPB3.1 |** Zero-car households **MPB3.2 |** Youth population **MPB3.3 |** Senior population	• Several local plans identified in the Appendix (specifically the Just Imagine and Lake Charles Rebound) highlight sidewalk needs throughout the area. The MPO Travel Demand Model maintains demographic information in over 900 Traffic Analysis Zones in the urban area to assist monitoring of target user populations. • Once completed, the MPO pedestrian and bicycle inventory will assist in quantifying infrastructure improvements.

LCMPO BASELINE REFERENCE TO FEDERAL PLANNING FACTORS (CFR 450.306(b))

FEDERAL PLANNING FACTOR	DEFINITION	PERFORMANCE BASLINE MEASURE
1) **Economic Vitality**	Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.	A transportation system is a crucial component of facilitating economic vitality of the Metropolitan Area. Congestion cost savings would be a direct reduction in travel time delays. Our goal would be to maintain or reduce travel time along the I-10 and I-210 interstate highways which are the primary freight corridors within the MPO. Currently, the typical weekday travel time on I-10 from Exit 4 - Highway 109 to Exit 44 U.S. Highway 165 is 37 minutes (41 miles) and the typical weekday travel time on I-210 from Exit 1B at I-10 to Exit 12 at I-10 West is 10 minutes (11 miles).
2) **Safety**	Increase the safety of the transportation system for motorized and non-motorized users.	No progress has been achieved in reducing traffic fatalities or serious injuries in the region. The Southwest Louisiana Regional Safet Coalition (SWLRSC) in a 3-year period (2021-2023) has seen a total of 188 fatalities and 477 serious injury crashes. The prior three years (2018-2020) saw a total of 171 fatalities and 264 suspected serious injuries. About a 10% increase in fatalities and an 81% increase in serious injuries in comparison to the prior 3 years (reference page 28). Bicycle and Pedestrian fatalities and serious injuries combined over the same periods remained about the same: 35 in 2018-2020 and in 2021-2023.

3)	**Security**	Increase the security of the transportation system for motorized and non-motorized users.	The LCMPO planning area emergency evacuation routes involves assessing and enhancing the transportation infrastructure to ensure it supports effective evacuation during emergencies such as natural disasters, or other large scale industrial crises. Performance measures for evaluating the effectiveness of emergency evacuation routes under this factor typically focus on traffic flow from the primary routes out of the industrial areas. Our goal is to maintain or reduce travel time along Louisiana Highway 108 and Louisiana Highway 27 routes which are the primary corridors accessing these industrial complexes. Currently the typical weekday travel time north on Louisiana Highway 27 at Louisiana Highway 108 to DeQuincy, Louisiana at Louisiana Highway 12 is 27 minutes (21.3 miles) and the typical weekday travel time from Louisiana Highway 108 at I-10 by way of U.S. Highway 171 to Ragley, Louisiana at Louisiana Highway 12 is 34 minutes (30.7 miles). The 2050 MTP goal is to maintain or reduce travel time along these routes which are primary evacuation routes.
4)	**Accessibility/Mobility**	Increase accessibility and mobility of people and freight.	Traffic Count Stations along primary corridors are demonstrating steady increases in traffic volume annually across the MPO planning area on principal arterials using 2022-2024 as the base time interval. Total miles traveled has increased on the primary corridors since 2022. Congestion is measured by traffic volume over or below the capacity of roadway infrastructure to handle the traffic (VOC). In the LCMPO planning area the VOC is significantly illustrated along the I-10 corridor. Two additional roadways with identified congestion are Louisiana Highway 378 (Westlake) and I-210 at Nelson Road (Reference page 31). Congestion reduction should be achieved measurably with construction of the new Interstate 10 Bridge over the Calcasieu River (8 crossing lanes replacing existing 4) that will impact the entire Lake Charles Urban arterial network.

5)	**Environment/ Enhancement**	Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.	Air quality can be improved by reducing vehicle emissions. Traffic congestion modeling predicts future congestion by identifying chokepoints which can be a useful strategy to achieving MTP goals. Currently, the base 2022 ratio for the primary east-west routes along I-10 and I-210 is illustrated in red (Volume Over Capacity) on page 31 for 16 miles of congestion caused by chokepoints. The 2050 MTP goal is to reduce the Volume Over Capacity (VOC) ratio and congestion milage noted in red on page 31 to less than the 2022 base year.
6)	**Integration/ Connectivity**	Enhance the integration and connectivity of the transportation system across and between modes, for people and freight.	Ryan Street is a primary north-south commercial arterial connecting McNeese State University to downtown Lake Charles. The intermodal travel time for bicycles from McNeese Street to Broad Street is 19 minutes (3.7 miles). 12th Street is a primary east-west arterial connecting Lake Street to Gerstner Memorial Drive. Travel time for bicycles from Lake Street to Gerstner Memorial Drive is 17 minutes (3.1 miles). The 2050 MTP goal is to reduce bicycle travel times along these designated arterials.
7)	**Efficient System Management**	Promote efficient system management and operation.	The LCMPO planning area population growth and economic activities have resulted in increased vehicular traffic. The region is home to robust commercial and industrial industries. These industrial facilities add a unique dimension to traffic management considerations, as the transportation of raw materials and finished products requires careful coordination to minimize disruptions and ensure the safe movement of goods amidst the intricacies of industrial traffic patterns. These elements further underscore the need for a centralized center of coordinate traffic operations and ensure the safety and smooth functioning of the transportation network. Integration with intelligent transportation systems, including traffic signal control, dynamic message signs and CCTV cameras, would enhance overall traffic management efficiency in the region. The MPO is proposing the implementation of a Transportation Management Center and is currently locating a site for the base operations. The 2050 MTP goal is to organize, fund, and implement the Lake Charles TMC by the year 2030.

8)	**System Preservation**	Emphasize the preservation of the existing transportation system.	Emphasize the preservation of the existing transportation system through local inspections, pavement resurfacing and the replacement of deficient bridges through the "Off-System Bridge Replacement Program." Local governments in the LCMPO planning area have a total of 207 bridges in the roadway network. Of the 207 bridges, 17 have a sufficiency rating less than 50 which makes them candidates for replacement funding. There were no bridges closed due to critical structural deficiencies. The 2050 MTP goal is to assist local entities in the planning and coordination of replacing bridges eligible for funding to reduce the number of bridges below a sufficiency rating of 50.
9)	**Resiliency and Reliability**	Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.	Improve the resiliency and reliability of the transportation system through an underground utility installation initiative. The goal is to implement a coordinated multijurisdictional undergrounding program in the 45 MPO Designated Arterial Corridors and implement the policy for the planned 22 projects in the MTP consisting of 39.22 miles as a baseline. Undergrounding includes drainage infrastructure for transportation improvement efficiency.
10)	**Travel Tourism/ Historic Preservation**	Enhance travel and tourism.	There are dozens of tourism and historic sites and structures in the LCMPO planning area. Wayfinding signage is generally considered inadequate. Public engagement in the preparation of the 2050 MTP as well as members of the Transportation Policy Committee requested additional signage to support travelling public awareness of area tourism and historic sites and structures. As a baseline reference there are 17 directional signs on the MPO roadway network providing information to travel following destinations: Sam Houston Jones State Park, Lake Charles Historic Downtown District, McNeese State University Campus, Burton Coliseum, Lake Charles Beach, Port Wonder, Prien Lake Park, Louisiana Hurricane Museum and the Nellie Lutcher Cultural District. The goal of the 2050 MTP is to double public wayfinding directional signage along Designated Arterials over the next 25 years to 34. The goal of the 2050 MTP is to double travel wayfinding directional signage along MPO Designated Arterials over the next 25 years to 34.

PLAN RECOMMENDATIONS

Public input was crucial to planning for the 2050 Metropolitan Transportation Plan (MTP), beginning with creation of an MTP Steering Committee, which included DOTD District 7 representing the State of Louisiana and the City of Lake Charles representing public transportation as required by 23 CFR 450.306(a) to ensure that these required stakeholders are involved throughout the development of the plan.

The purpose of the Steering Committee was to provide strategic direction to the 2050 MTP initiative. The Committee's primary objectives were to:

- Offer guidance on the development and implementation of transportation policies.
- Ensure stakeholder engagement and collaboration throughout the process.
- Review and recommend key projects – both individually and collectively – that identify critical links or components within the transportation network.
- Sort through the list of existing Metropolitan Planning Organization (MPO) projects to determine what impact each might have on the road network and prioritize the list for implementation.

The Committee was comprised of diverse members with expertise in various areas related to transportation and urban planning and encompassed current members of the Technical Advisory Committee.

The Committee was provided a list of ten (10) Federal Planning Factors and twelve (12) Local Planning Factors to be used in a first iteration scoring the value of fifty-three (53) projects carried over from the 2045 MTP based on projects scopes, estimated costs, projected capacity or safety improvements, and adverse impacts, among others. In addition, the committee provided project cost estimates that included right-of-way, wetland mitigation, construction, engineering, and inspection.

MPO staff provided a spreadsheet and guidance on how to apply project scores utilizing each of the planning factors. This tool further explained and clarified project scoring based on a numeric value assigned to the degree of their benefit (Low, Medium, High or No Benefit) that was applied to each of the adopted 22 Planning Factors. The spreadsheet would sum up the overall score for each project's benefit, providing a finer comparison between projects. For example, additional guidance for Economic Vitality requested the consideration of land use and zoning adjacent to and near the project limits.

2050 MTP STEERING COMMITTEE

Members of the 2050 Metropolitan Transportation Plan Steering Committee represented:

- *City of Sulphur*
- *Lake Charles Regional Airport*
- *Planning & Development, City of Lake Charles*
- *DOTD/District 07*
- *Planning & Development, Calcasieu Parish Police Jury*
- *Economic Development Southwest Louisiana Economic Development Alliance*
- *Public Works, City of Lake Charles*
- *Lake Charles Freight Industry*
- *Public Works, City of Westlake*
- *Engineering, Calcasieu Parish Police Jury*
- *Calcasieu Federation of Teachers/Support Personnel*
- *Community Foundation of Southwest Louisiana*
- *Construction Industry*
- *Transportation, Calcasieu Parish School Board*
- *Community Engagement, Southwest Louisiana Economic Development Alliance*
- *Engineering, Maintenance & Development, Port of Lake Charles*
- *Human Services, Calcasieu Parish Police Jury*
- *City of Lake Charles, Louisiana House of Representatives*
- *Lake Area Industry Alliance*

Federal Planning Factors	
1. Economic Vitality: Support the economic vitality of the Lake Charles Metropolitan Area by facilitating growth and efficiency opportunities for existing and planned commercial activities through funding and infrastructure support efforts.	**6. Integration/Connectivity**: Increase the accessibility and mobility of people and freight through improved intermodal connectivity (roadways, ports, airports, rail, pipelines, etc.), additional electric vehicle charging stations, bicycle lane and trail enhancements, and improved pedestrian facilities.
2. Safety: Improve traffic safety for motorized and non-motorized users of the public transportation system through education, enforcement, and roadway infrastructure crash reduction initiatives.	**7. Efficient System Management**: Promote efficient system management and operation through the advancement of numerous Intelligent Transportation System (ITS) initiatives to be integrated into a Traffic Management Center (TMC) with the principal responsibility of upgrading, coordinating, operating, and interfacing the 197 traffic signals with the Metropolitan Planning Organization (MPO) area into a common control point.
3. Security: Increase the security of the transportation system for motorized and non-motorized users through the installation of additional street lights, traffic camera, and location identification markers.	**8. System Preservation**: Enhance the preservation of the existing transportation system through a local street inspection, overlay, and pavement rehabilitation initiative and the replacement of structurally deficient bridges through the Off-System Bridge Replacement Program.
4. Accessibility/Mobility: Increase accessibility and mobility of people and freight by advancing the construction of ADA compliant ramps, railings, and street crossing support devices, and advancing the construction of new sidewalks, bicycle lanes, and trails along utility easements, including the development of innovative solutions for non-motorized travelers in crossing "barriers" such as freeways and rivers.	**9. Resiliency and Reliability**: Improve the resiliency and reliability of the transportation systems and reduce or mitigate stormwater impacts of surface transportation through an underground utility installation initiative and a subsurface drainage initiative on most new urban roadway expansion projects, including the provision of adequate catch basin capacity and subsurface trunklines of adequate capacity to carry 50-year flood volumes.
5. Environmental/Enhancement: Protect and enhance the environment through the promotion of energy conservation, remediations to flood prone residential areas, advancement of projects removing toxins from Brownfield areas, advancing watershed flood reduction projects, and initiating projects to address areas of heavy traffic congestion through roadway expansions and planning new roadway alignments.	**10. Travel and Tourism**: Enhance travel and tourism by seeking grant funding for scenic pullovers and parking areas, historic markers, and new guide signs along tourist oriented roadways, including the Creole Nature Trail All American Road.
Local Planning Factors	
1. Undergorund Utilities: Any below ground line, installation or structure used by a service/ utility provider.	**7. Historic Preservation:** Preservation of national heritage and culture. (Are thre any historic buildings, trees, etc. that will be effected by this project)
2. Interconnectivty: A system of interconnecting roadways in conjunction with one or more grade separations that provides for the movement of traffic between two or more roadways or highways on different levels	**8. Capacity:** The maximum traffic flow that can be accommodated in a highway facility during a given time period under prevailing roadway, traffic and control conditions
3.Lighting: A proven safety countermeasure, lighting significantly improves the visibility of the roadway, increases sight distance, and makes roadside obstacles more noticeable to the driver, and therefore more avoidable.	**9. Maintenance:** Who will conduct drainage maintenance, mowing, tree trimming, shoulder mainetnance, etc. How will it be funded?
4. Signage: Supports the flow of traffic, provide direction and aid in navigation.	**10. Landscaping/Design:** Aligning roads in a visually aesthetic manner.
5. Multimodalism: Considers diverse transportation options, typically walking, cycling, public transit, as well as vehicular, and accounts for factors that affect accessibility.	**11. Right of Way:** Additional property required for the corridor along which people, animals, vehicles, watercraft, or utility lines travel.
6. Access Management: Proactive management of vehicle access points to land adjacent to all manner of roadways.	**12. Funding:** A commitment from the project owner to match to/and potentially available funding.

Based on Steering Committee input, seventeen (17) additional prospective projects were identified for evaluation. Since four of those projects were either outside of the Metropolitan Planning Area (MPA) or would provide no substantial regional benefit, they were eliminated from a second iteration scoring process. Factors determining viability of projects to include in the 2050 MTP included:

PROJECT SPONSORSHIP
An evaluation of committed project sponsors prompted a third scoring iteration and projects with no apparent sponsors produced a final scoring by Steering Committee members prioritizing their 10 most beneficial 2050 MTP projects. Low priority projects and projects with no committed sponsors were relegated to a Corridor Plan.

ESTIMATED PROJECT COST METHOD
A preliminary cost estimate for the 22 road projects selected and adopted by the Technical Advisory Committee and Transportation Policy Committee for the 2050 MTP was developed using unit costs derived from historical data of similar construction projects. The process generally involves the following steps:

DEFINITION OF THE PROJECT SCOPE: A preliminary design scope of the components of the road project, including length, width, type of paving, and any additional features like bridges, drainage, and signage. Project estimates also included related costs such as acquisition of right-of-way, wetland mitigation, engineering, and inspection.

AN ITEMIZATION OF THE SIGNIFICANT CONSTRUCTION ITEMS: Break down the project into items that will be constructed, such as right of way, earthwork, pavement, base courses, and drainage structures. Each item will have an associated unit cost.

SELECT APPROPRIATE CONSTRUCTION COST DATA: Gather unit costs from recent, similar road projects that best match the project's specifications, considering factors such as local market conditions, and any unique challenges associated with the new project. This includes the costs for labor, materials, equipment, and overheads specific to our region.

CALCULATING QUANTITY TAKEOFFS: Estimate the quantities required for each item based on the preliminary design scope and typical construction practices. For instance, calculating the cubic yards of earth to be moved or the square footage of pavement needed.

COST ESTIMATION: Multiply the quantities by the selected unit costs for each item. This generates the total cost for each component of the project.

ADJUST FOR CONTINGENCIES: Add contingencies to account for inflation rate, possible changes in project scope, or other potential unexpected costs and uncertainties. A flat rate of 5% Contingency was factored into all projects to compensate for site conditions and complexity. The inflation rate of 4% was utilized as per FHWA's Financial Planning

and Fiscal Constraint for Transportation Plans and Programs recommendation. (https://www.fhwa.dot.gov/planning/guidfinconstr_qa.cfm)

COMPILING A TOTAL PRELIMINARY ESTIMATE: Total the individual costs to present a comprehensive preliminary cost estimate for each project.

UTILIZING UNIT COSTS FROM SIMILAR PROJECTS: Project managers can create a more accurate and reliable preliminary estimate, which can assist in budget planning, funding applications, and initial project feasibility assessments.

An evaluation of committed project sponsors prompted a third scoring iteration and projects with no apparent sponsors produced a final scoring by Steering Committee members prioritizing their most beneficial 2050 MTP projects. Low priority projects and projects with no committed sponsors were moved into a Corridor Plan, which will be continuously evaluated and updated as funding becomes available.

Outside of routine maintenance and the I-10 Calcasieu River Bridge reconstruction project to be funded primarily through tolls, DOTD is expected to expend approximately $70 million per year within the Metropolitan Planning Area over the next 10 years to improve its roadway system. Ten-year capital improvement projections for the Calcasieu Parish Police Jury, City of Lake Charles, City of Sulphur, City of Westlake, and Town of Iowa are collectively projected to be approximately 35 million per year. Although the Lake Charles area is expected to receive $1,153,798 in Carbon Recovery Funds in 2025, the future viability of this funding source is unknown. The Lake Charles MPA receives approximately $3,500,000 from the Surface Transportation Program (STP) for Transportation Improvement Plan (TIP) projects funded at the 80 percent level.

The recent voter passage of a $90 million “Lake Charles Rebound” bond initiative should soon produce numerous capital improvements to the local transportation system. Federal roadway improvement grant applications were recently submitted or are currently being prepared on behalf of local governments and entities through PROTECT, Safe Routes to Public Places, and the Highway Safety Improvement Program (HSIP) and Local Road Safety Program.

LCMPO ESTIMATED TRANSPORTATION FUNDS AVAILABLE THROUGH 2050 (ALL ENTITIES)*

1) DOTD Budget: $70 million per year X 25 years = $1,750,000,000
2) CPPJ + City of Lake Charles Budget: $35 million X 25 years = $875,000,000
3) Sulphur, Westlake, Iowa Budgets: $5 million per year X 25 years = $125,000,000
4) STP 50-200K MPO Funds: $3,500,000 per year X 25 years = $87,500,000
   Total Estimated 2050 Transportation Funds Available (All Purpose) = $2,837,500,000
5) Average Available for MTP Projects is 25% of Total = $709,250,000
6) Estimated Total Cost of Adopted 2050 MTP 22 Projects = $698,000,000

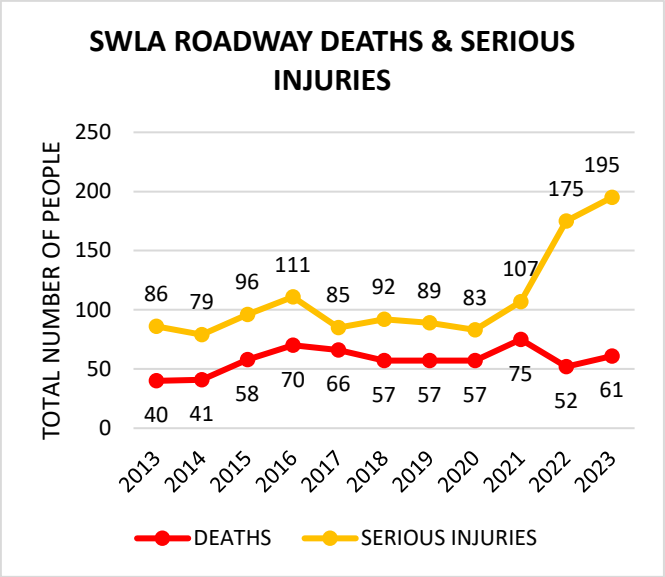
**Declining transportation revenue from traditional sources and significant inflationary cost increases combine to effectively distort both projections both in the short-term and long-term.*

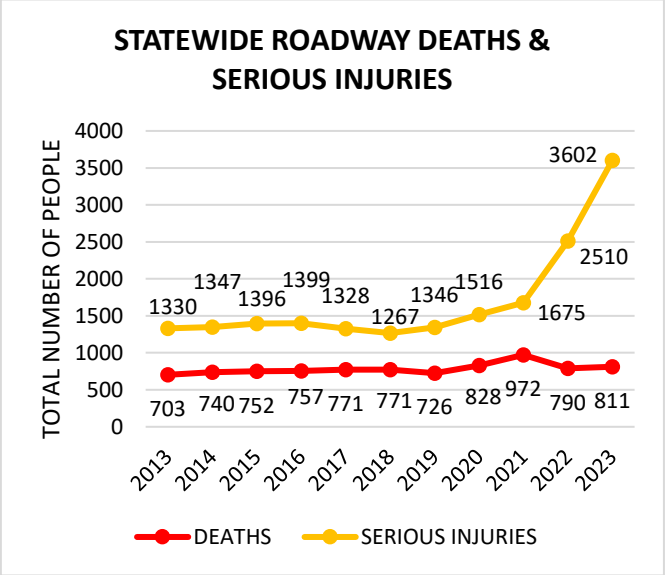
TRANSPORTATION SAFETY

The Lake Charles Urban Area suffers with a high fatality and serious injury record. Causes for a poor transportation safety record are numerous and current efforts to remedy the problem are clearly insufficient. Speed and redlight electronic enforcement is generally recognized as a proven major solution, but there is very limited political willpower to implement the strategy. Employee shortages affect all aspects of the transportation safety challenge. The requirement that only a human officer can cite a traffic violation speaks to the "catch me if you can" mentality. Electronic enforcement is an affordable path. The pedestrian and bicycle fatalities frequently target the cause of inadequate street lighting.

The focus of the 2050 Metropolitan Transportation Plan is to work to support transportation safety laws, education and public awareness with enforcement actions available.

The MPO will work with local entities to enhance street and arterial lighting throughout the urban area affordably.





PUBLIC/PRIVATE TRANSIT

Transportation generally is confronting several common denominators: a) Increasing costs, b) Declining revenues, and c) Personnel shortages. The combined convergence of the top three public transportation challenges is forcing major reprogramming in planning and development of public transit services. Current data and surveys clearly indicate a significant need to provide transportation for elderly and handicapped riders, students and the low-income work force.

Four factors may help revolutionize solutions to meeting the transit need: 1) Artificial Intelligence, 2) Autonomous Vehicles, 3) Technology and 4) User Fees. Whether you are attempting to get to school, work, doctor, or simply to recreate it is incumbent upon all (municipalities, parishes, region, state and federal levels of government) to develop a safe and affordable method for travel within their respective jurisdictions of responsibility. Public transportation is an important social need and an important economic need. Technology will certainly play a big role in the future. But the age-old question is how to pay for it and who pays for it.

Minimum wage earners do not have the capacity to hire private taxi or transport – at least not in a daily sustainable way. Transit operators are confronted with chronic driver shortages (for health care, schools, jobs, and social viability). One large south Louisiana multi-parish transit provider reports training 100 new qualified drivers each month to sustain the loss of 100 drivers each month. Another local human services transit provider has five vehicles and frequently only two drivers. Autonomous vehicles are advancing rapidly (primarily for freight transport) and may be the ultimate solution for school systems and public transport, but it is not here now nor anticipated over the next few years as a viable alternative.

There is no doubt that public transportation is in transition. The 2050 Metropolitan Transportation Plan (MTP) incorporates the regional Southwest Louisiana Coordinated Human Services Transit Plan adopted in 2024. Tackling the major challenges to public transportation in the region is centered around a Transit Summit to be held in the spring of 2025. The Summit will include all viable stakeholders in public transit services and needs. The critical theme is to be centered around applying technical advances in operations but also on leveraging resources in the application of user fees. Transit service coordination is a primary factor in leveraging scarce public and private resources.

The public/private transportation partnerships are becoming the defining substitute to much of the traditional funding mechanisms for public services. If a retail location can accommodate a strategic transit stop there is a potential benefit to both parties. If a school system can overhaul student transportation by eliminating fleet operations for transportation mode vouchers, there is a potential benefit to both parties. If an employer can secure transit options for employees or customers there is a potential benefit to both parties. Can or should government assist in transportation infrastructure and service? The national economy is currently dependent on public support for highways, water navigation, air traffic, and only on a fractional level for rail.

Public transportation must be integrated into the overall 2050 Metropolitan Transportation Plan (MTP). The Southwest Louisiana Regional Transit Summit is the start of a comprehensive strategic realignment in the public and private transit service process. The Summit will address the four major factors affecting transit and social and economic impacts that are forging change in a new era of Public Private Partnerships.

TRAVEL DEMAND MODEL (TDM)

The 2050 Metropolitan Transportation Plan (MTP) Travel Demand Model (TDM) provides a current or base 2022 scenario, which was designed to model current road conditions based on the most accurate data available. The existing and committed projects scenario for 2050 are designed to illustrate model outputs for road conditions in the year 2050. These outputs are based upon a combination of local, state, federal, and private sector datasets that demonstrate the impacts of specific projects on critical infrastructure. When fully modeled, these datasets depict Average Annual Daily Traffic (AADT), Vehicle Miles Traveled (VMT), Average Daily Traffic (ADT), Crash Data, Network Links, Network Centroids, Project Routes, Volume to Capacity, Traffic Analysis Zones (TAZ), Selected Corridors, among others.

Travel demand scenarios for each project are provided to rank in accordance with Vehicle Hours of Delay (VDM), or a metric used in transportation planning to quantify the total amount of time vehicles are delayed due to traffic congestion, calculated by subtracting the theoretical travel time at free-flow speed from the actual travel time experienced by vehicles, resulting in a measure of delay expressed in hours across all affected vehicles. This metric is used to assess the severity of traffic congestion on a road network, compare different traffic management strategies, and estimate the economic costs associated with delays.

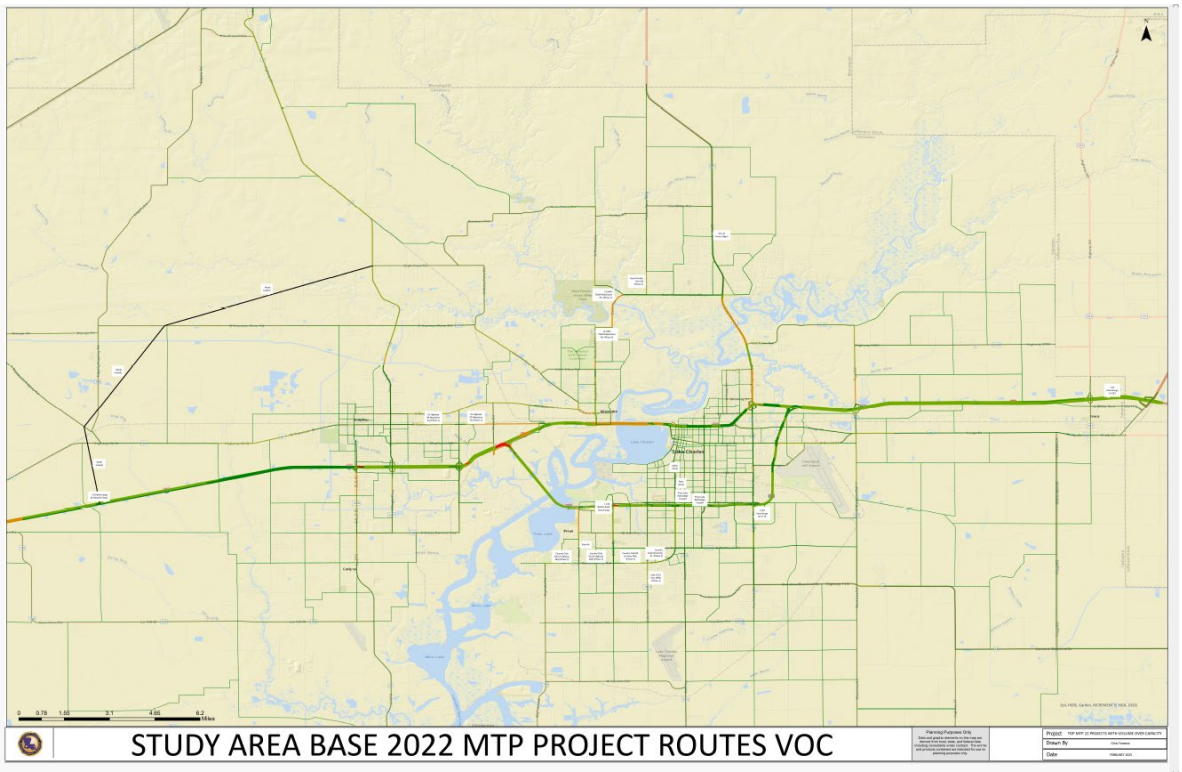
For this reason, the Metropolitan Planning Organization has chosen VDM as a key metric for ranking modeling efforts. Once a scenario is run, each model's parameter is carefully weighed, trip generation is simulated, and final outputs are mapped for review.

The 2050 Metropolitan Transportation Plan Final Travel Demand Model contains all 22 priority projects, which have undergone review by both the technical planning team in conjunction with Neel-Shaffer which has played a critical role in actualizing our efforts.

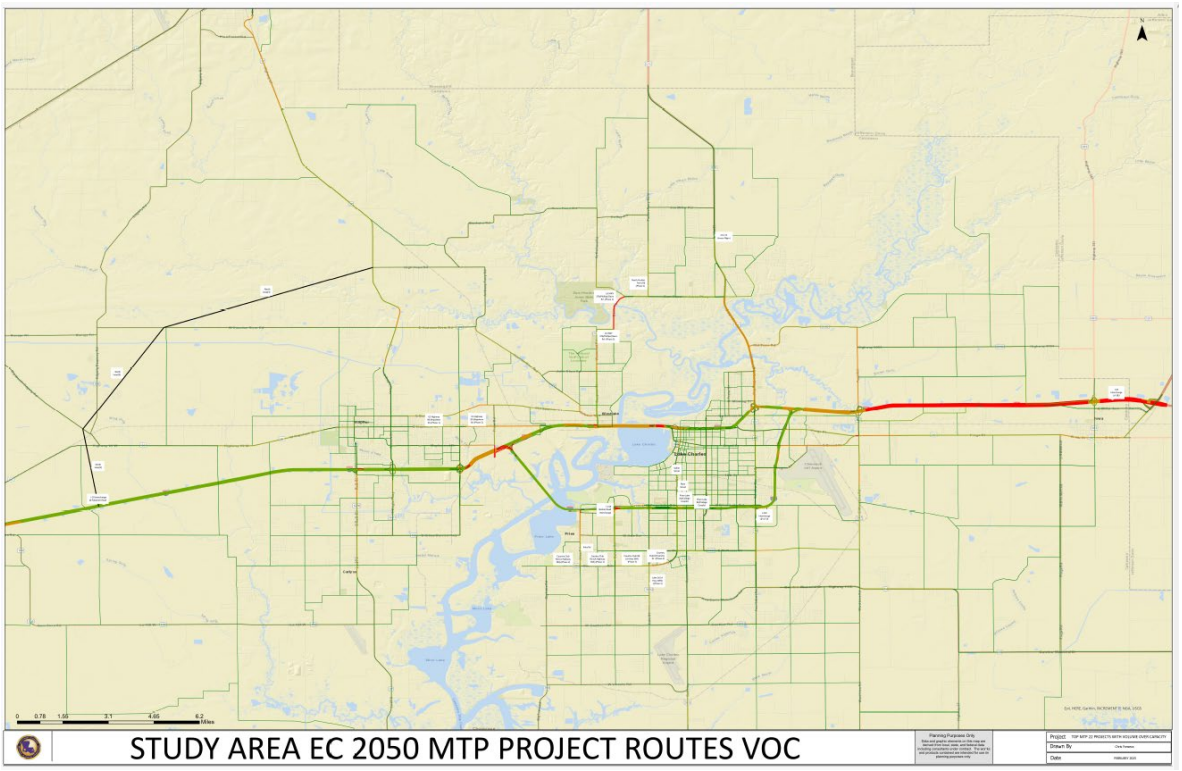
The following model results depict the ranking of the 22 priority projects and the capacity of the network in year 2050. The ranking was determined by:

- An individual scenario run that includes Vehicle Miles Traveled (VMT), Vehicle Hours Traveled (VHT), and Vehicle Hours of Delay (VDM);
- Data collection and comparison to Vehicle Hours of Delay (VDM); and
- Ranking by Vehicle Hours of Delay (VDM).

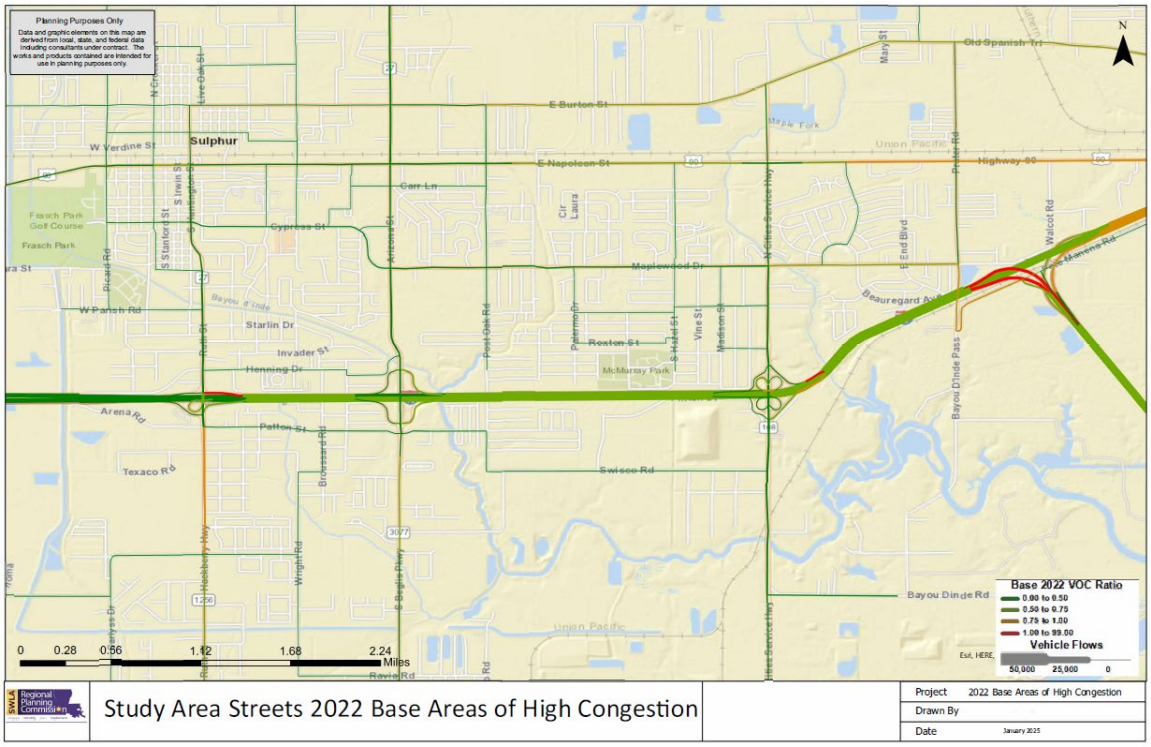
In general, 2050 MTP projects were only considered on roadways with volume over capacity (VOC) ratios of 0.6 or greater. A slightly less VOC threshold was allowed for proposed projects in expected high-growth areas and within very localized areas of congestion on roadways which otherwise provide adequate present and future traffic capacity. Higher VOC ratios resulted in a higher prioritization of associated 2050 MTP projects. Although traffic capacity needs were largely determined by VOC ratios, Travel Demand Modeling (TDM) of developments within 400 feet laterally from centerlines on collector roadways (or parallel streets if closer), 500 feet on arterial roadways (or parallel streets of closer), and 1000 feet on freeways facilitated a better projection of future Vehicle Hours of Delay (VDM), Vehicle Miles Traveled (VMT), and Vehicle Hours Traveled (VHT).

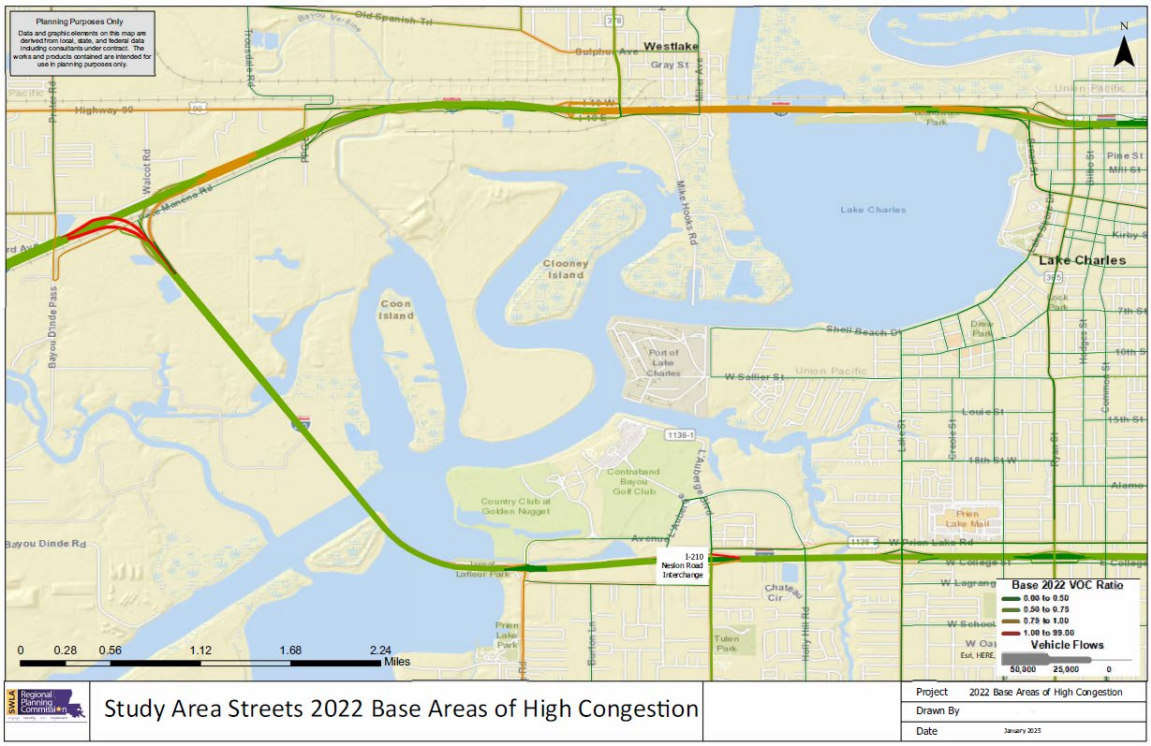


Study Area Base MTP Project Routes VOC: Base 2022 Volume Over Capacity and MTP Capacity Projects

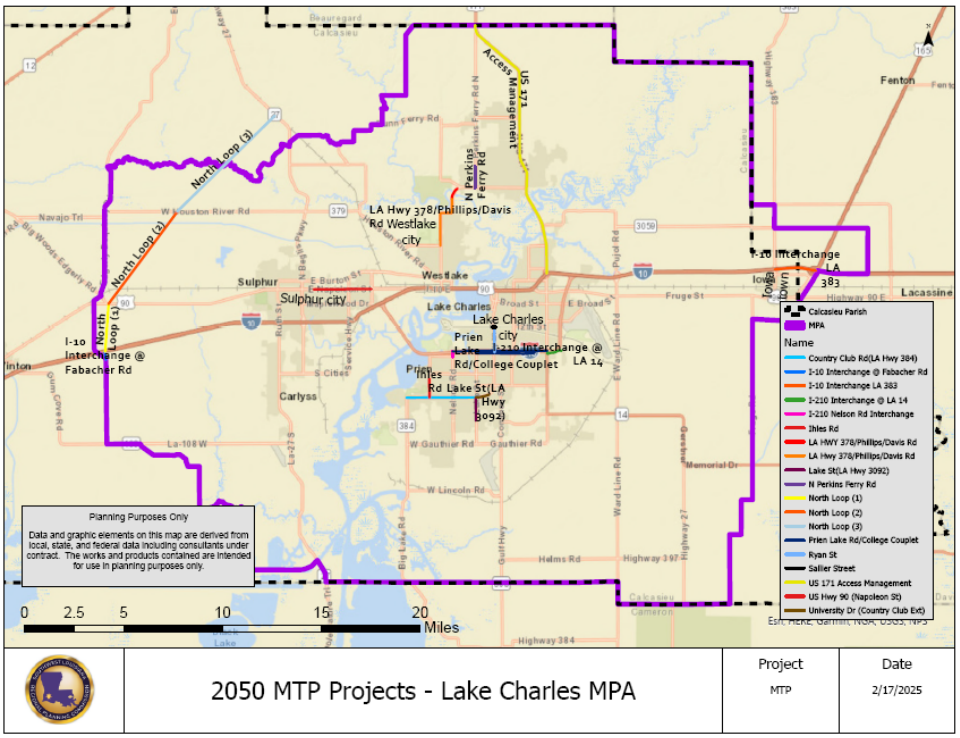


Study Area EC 2050 MTP Project Routes VOC: E+C Projects Volume Over Capacity and MTP Capacity Projects


Planning Purposes Only
Data and graphic elements on this map are derived from local, state, and federal data including consultants under contract. The works and products contained are intended for use in planning purposes only.
N
Sulphur
E Burton St
W Verdine St
E Napoleon St
Carr Ln
Cypress St
Maplewood Dr
W Parish Rd
Starlin Dr
Invader St
Henning Dr
Rexton St
McMurray Park
Arena Rd
Patton St
Texaco Rd
Swisco Rd
Bayou Dinde Rd
Old Spanish Trl
Union Pacific
Highway 90
Beauregard Ave
Base 2022 VOC Ratio
0.00 to 0.50
0.50 to 0.75
0.75 to 1.00
1.00 to 99.00
Vehicle Flows
0 0.28 0.56 1.12 1.68 2.24 Miles
Study Area Streets 2022 Base Areas of High Congestion
Project 2022 Base Areas of High Congestion
Drawn By
Date January 2025


Planning Purposes Only
Data and graphic elements on this map are derived from local, state, and federal data including consultants under contract. The works and products contained are intended for use in planning purposes only.
N
Westlake
Gray St
Highway 90
Walcot Rd
Mike Hooks Rd
Clooney Island
Coon Island
Lake Charles
Shell Beach Dr
Port of Lake Charles
W Sallier St
Union Pacific
Country Club at Golden Nugget
Contraband Bayou Golf Club
Bayou Dinde Rd
I-210
Nelson Road Interchange
Base 2022 VOC Ratio
0.00 to 0.50
0.50 to 0.75
0.75 to 1.00
1.00 to 99.00
Vehicle Flows
0 0.28 0.56 1.12 1.68 2.24 Miles
Study Area Streets 2022 Base Areas of High Congestion
Project 2022 Base Areas of High Congestion
Drawn By
Date January 2025

2050 MTP PRIORITY PROJECTS



This plan is a working document and not a final solution unique to the Lake Charles Metropolitan Planning Organization that incorporates twenty-two (22) specific transportation improvements selected and programmed for implementation over the next twenty-five (25) years in the Lake Charles Urban Area. Revisions to the plan are anticipated due to transportation and infrastructure demands and challenges. Technology continues to advance and alter opportunities for implementation. Questions of resiliency, funding, fortified construction, and broad and on-going engagement and outreach process recognize the plan is not "their" responsibility but *our* responsibility.

The twenty-two (22) priority projects were evaluated by the Metropolitan Transportation Plan Steering Committee, Transportation Policy Committee and the public using both federal and local planning factors. These factors, as appropriate, were used to consider and analyze projects based on the scale and complexity of many issues, including but not limited to transportation system development, land use, employment, economic development, human and natural environment, and housing and community development.

The results of a community-wide Strength, Weakness, Opportunities, Threats (SWOT) analysis completed during the development of the Southwest Louisiana Comprehensive Economic Development Strategies indicate that 43.9% of all participants considered Roads & Bridge Network Infrastructure to be a weakness; 31.7% considered this to be an opportunity; and 21.95% considered this to be a threat.

The projects, as ranked by the MTP Steering Committee and public input, include:

PRIORITIZED 2050 METROPOLITAN TRANSPORTATION PLAN (MTP) PROJECT LISTING

Ranking	Project Name	Project Limits / Location	* Cost Estimate	Project Length (Miles)	Owner	Project Description
1	LA HWY 378/Phillips/Davis Rd (Phase 1)	West Fork River Bridge Replacement	$35,000,000	0.62	Westlake/CPPJ/DOTD	West Fork River Bridge Replacement and Approaches
2	Country Club Rd (LA Highway 384)(Phase 1)	Ihles Rd to Nelson Rd	$29,000,000	1.00	Lake Charles/CPPJ/ DOTD	Widen to 4 Lane Blvd or 5 Lanes w/Access Mgmt.
3	Country Club Rd (LA Hwy 384) (Phase 3)	Nelson Rd to Lake St	$34,000,000	1.00	Lake Charles/DOTD/ CPPJ	Widen to 4 lanes/Add Bikeway/Sidewalks
4	Ryan Street	I-210 to Sallier St	$5,000,000	1.00	Lake Charles/DOTD	Access management /Sidewalks/Streetscape
5	Country Club Rd (LA Highway 384)(Phase 2)	Big Lake Rd to Ihles Rd	$21,000,000	1.00	Lake Charles/CPPJ/ DOTD	Widen to 3-Lanes (1.0 mi Big Lake to Ihles)
6	I-210 Nelson Road Interchange	Prien Lake Road to Prien Lake Road	$45,000,000	0.40	DOTD	Interchange Improvements (Diverging Diamond)
7	LA HWY 378/Phillips/Davis Rd (Phase 2)	Westwood Rd (John Stine Rd) to West Fork River	$80,000,000	2.53	Westlake/CPPJ/DOTD	Widen to 5 Lanes
8	Ihles Rd	W Prien Lake Rd to Country Club Rd	$13,000,000	0.82	Lake Charles/CPPJ	Widen to 4 Lanes
9	Sallier Street	Sallier St at Ryan St Intersection	$15,000,000	0.35	Lake Charles	Roundabout/Rail Adv Warning System/Sallier Realignment/Lighting
10	University Dr (Country Club Rd Ext) (Phase 4)	Lake St to Jefferson Dr	$20,000,000	0.58	Lake Charles/DOTD/ CPPJ	Widen to 4 lanes/Add Bikeway/Sidewalks
11	I-210 Interchange @ LA 14	Prien Lake to Power Center Blvd	$20,000,000	0.50	Lake Charles/DOTD	Reconstruction of Interchange
12	North Loop[1]	I-10W to Old Spanish Trail	$39,500,000	1.53	CPPJ	2-Lane w/ 250 ft Right Of Way
13	I-10 Interchange LA 383	US 165 to LA 383	$15,000,000	3.00	DOTD	2-Lanes North and South side of I-10
14	North Perkins Ferry Rd (Phase 1)	LA 378 to Coffee Rd	$12,000,000	0.92	CPPJ	Widen to 4 lanes
15	Lake St (LA Hwy 3092) (Phase 1)	Ham Reid Rd to Country Club Rd	$14,000,000	1.00	DOTD/CPPJ/Lake Charles	Widen to 4 lanes; Intersection Improvements:Lake St at Ham Reid Rd
16	I-10 Interchange @ Fabacher Road	Project for the (Mega Site) project multimodal	$150,000,000	0.70	DOTD/CPPJ	Full Interchange - Add Railroad Access to South of I-10
17	Prien Lake Rd/College Couplet	Nelson Rd to LA 14	$7,000,000	4.00	Lake Charles/DOTD	Approx 12 Signal Changes+Signage/Striping
18	US 171 Access Mgmt	I-10 to MPO Boundary	$4,000,000	11.00	DOTD	Access Management LC MPO Only
19	North Loop[2]	Old Spanish Trail to Houston River Rd	$69,700,000	2.70	CPPJ	2-Lane w/ 250 ft ROW
20	North Loop[3]	Houston River Rd to High Hope Rd	$46,000,000	2.02	CPPJ	2-Lane w/ 250 ft ROW
21	US Highway 90 (Napoleon St)(Phase 1)	Post Oak Ave to Cities Service Hwy (LA 108)	$15,000,000	1.55	Sulphur/DOTD/ CPPJ	Widen to 4 lanes
22	US Highway 90 (Napoleon St)(Phase 2)	Cities Service Hwy (LA 108) to Prater Rd	$9,000,000	1.00	Sulphur/DOTD/ CPPJ	Widen to 4 lanes
			$698,200,000	39.22	TOTAL 22 Projects	

* Cost Estimate includes ROW, Wetland Mitigation, Construction, Utility Relocation, Engineering, and Inspection, etc.

PROJECTED COMPLETION

Utilizing a three-point estimation, a statistical technique to estimate the time required to complete each of the priority projects, the best-case, worst-case, and most likely scenarios provided the probability timeframe for completion, which follows:

PRIORITIZED 2050 METROPOLITAN TRANSPORTATION PLAN (MTP) PROJECTED COMPLETION

Ranking	Project Name	Project Limits / Location	* Cost Estimate	Project Length (Miles)	Owner	Project Description
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3	Country Club Rd (LA Hwy 384) (Phase 3)	Nelson Rd to Lake St	$34,000,000	1.00	Lake Charles/DOTD/ CPPJ	Widen to 4 lanes/Add Bikeway/Sidewalks
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5	Country Club Rd (LA Highway 384)(Phase 2)	Big Lake Rd to Ihles Rd	$21,000,000	1.00	Lake Charles/CPPJ/ DOTD	Widen to 3-Lanes (1.0 mi Big Lake to Ihles)
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22	US Highway 90 (Napoleon St)(Phase 2)	Cities Service Hwy (LA 108) to Prater Rd	$9,000,000	1.00	Sulphur/DOTD/ CPPJ	Widen to 4 lanes
		Total =	$698,200,000	39.22	TOTAL 22 Projects	

Projected minimum time lapse "in years" between MTP adoption and beginning of construction | 0 - 5 Years | 5 - 10 Years | 10 - 15 Years

* Cost Estimate includes ROW, Wetland Mitigation, Construction, Utility Relocation, Engineering, and Inspection, etc.

PROJECT DESCRIPTIONS

Utilizing both federal and local planning factors, the Metropolitan Transportation Plan Steering Committee and the public evaluated each of the 22 priority projects. These planning factors, as appropriate, are used by the Metropolitan Planning Organization in consideration and analysis of all transportation projects based on the scale and complexity of many issues, including but not limited to transportation system development, land use, employment, economic development, human and natural environment, and housing and community development.

The results of these evaluations follow:

LA HIGHWAY 378/PHILLIPS ROAD/DAVIS ROAD (PHASE 1)

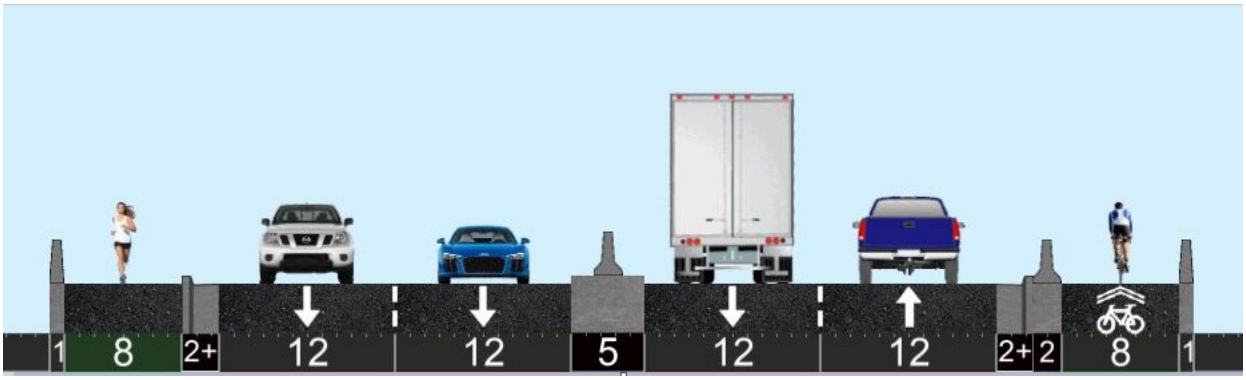
City of Westlake/Calcasieu Parish/DOTD

Project Ranking: This project was ranked No. 1 by the MTP Steering Committee; however, there were no public comments.

Total Project Cost: $35,000,000

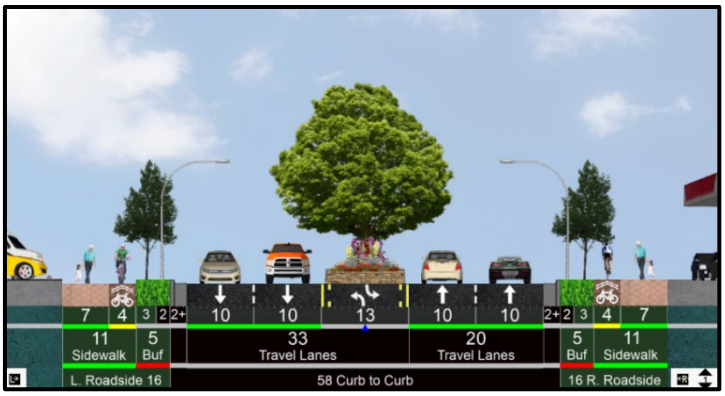
Project Length: 0.62 miles (West Fork River Bridge)

Description: The West Fork River Bridge Replacement and Approaches project is the first phase of currently a two-phase project which aims to enhance the infrastructure on LA HWY 378 at Phillips/Davis Road. This phase focuses on replacing the existing West Fork River Bridge to improve safety and capacity. The project will also include improvements to the bridge approaches to ensure seamless connectivity and enhance operational efficiency. Upon completion, this project will support regional economic growth and resiliency, while providing a reliable, safe, and efficient route for commuters and local traffic.



LA HIGHWAY 384/COUNTRY CLUB RD (PHASE 1)

City of Lake Charles/Calcasieu Parish/DOTD

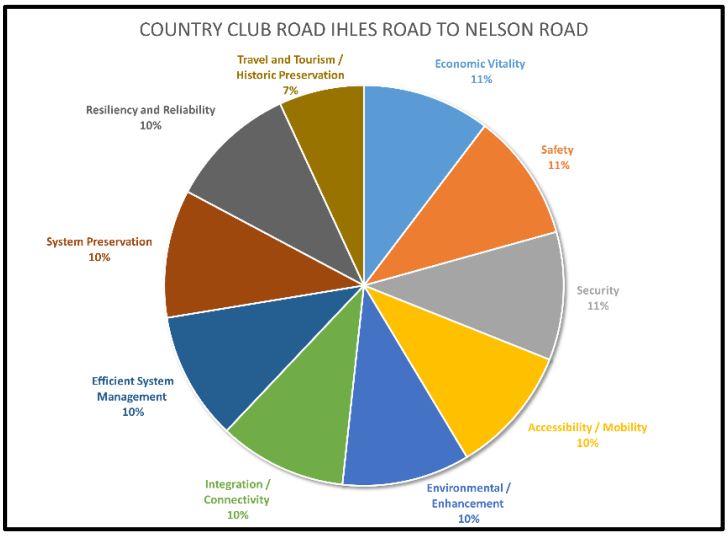


Project Ranking: This project was ranked No. 2 by the MTP Steering Committee. The results of public comments are below.

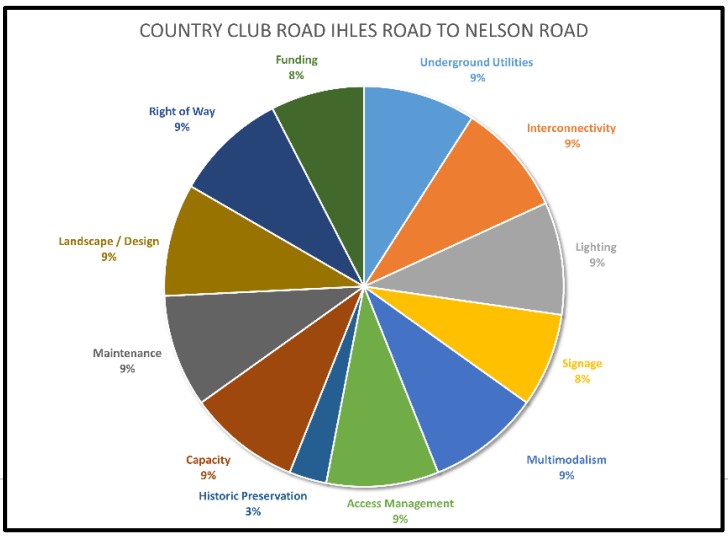
Total Project Cost: $29,000,000

Project Length: 1.00 mile (Ihles Road to Nelson Road)

Description: The Country Club Road (LA Highway 384) widening project aims to enhance the roadway capacity and improve traffic flow between Ihles and Nelson Roads. Phase 1 of this project will focus on widening the existing road to a 4-lane boulevard or 5 lanes with access management features including additional features such as bikeways and sidewalks. These improvements will reduce congestion, improve safety, and support economic growth in the area. By providing more efficient and safer travel conditions, this project will benefit both local commuters and regional transportation networks.



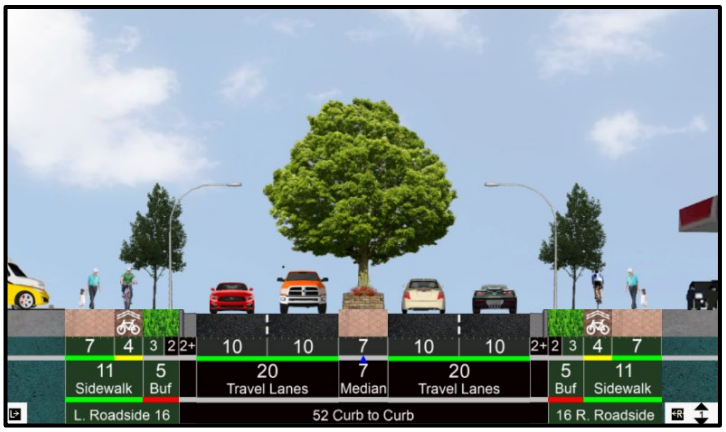
LA Highway 384
Country Club Road (Phase 1)
Federal Planning Factors
Economic Vitality, Safety, and Security were the highest priorities for stakeholders on this project.



LA Highway 384
Country Club Road (Phase 1)
Local Planning Factors
Stakeholders considered potential improvements equally important except for Historic Preservation. Only 3% of the respondents considered it to be a priority.

LA HIGHWAY 384/COUNTRY CLUB RD (PHASE 3)

City of Lake Charles/Calcasieu Parish/DOTD

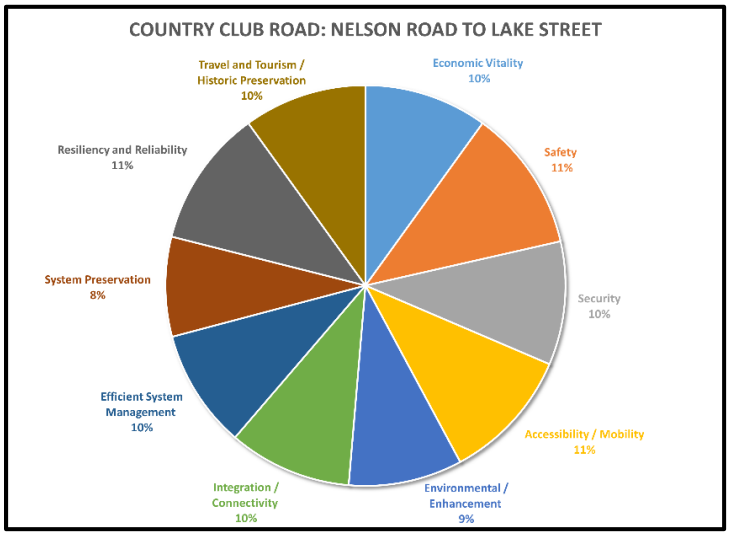


Project Ranking: This project was ranked No. 3 by the MTP Steering Committee. The results of public comments are below.

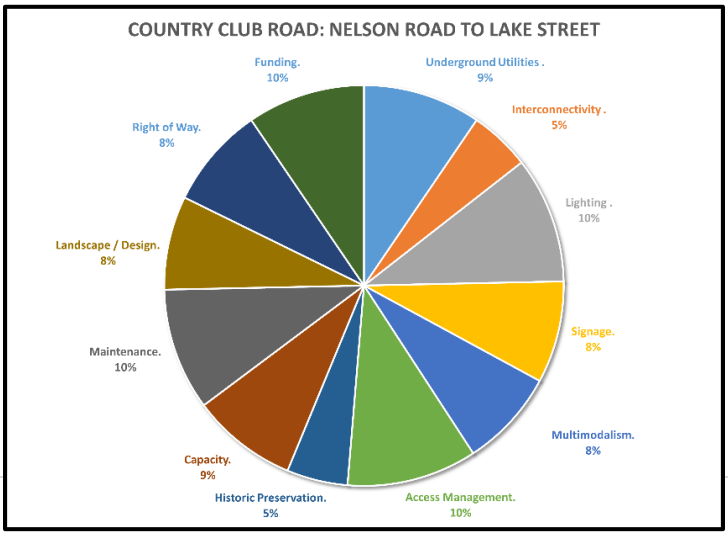
Total Project Cost: $34,000,000

Project Length: 1.00 mile (Nelson Road to Lake Street)

Description: The Country Club Road (LA Highway 384) Widening project (Phase 3 of 4) focuses on the section between Nelson Road and Lake Street. This phase aims to expand the roadway to 4 lanes, incorporating additional features such as bikeways and sidewalks. These enhancements will not only increase road capacity and reduce congestion but also promote safer, multi-modal transportation options for cyclists and pedestrians. The project supports the overall goal of improving transportation infrastructure and fostering economic growth in the region.



LA Highway 384
Country Club Road (Phase 3)
Federal Planning Factors
Stakeholders indicated that other than Historic Preservation, the potential improvements were almost all equally important.



LA Highway 384
Country Club Road (Phase 3)
Local Planning Factors
40% of stakeholders believed that Funding, Maintenance, Lighting, and Access Management were equally important.

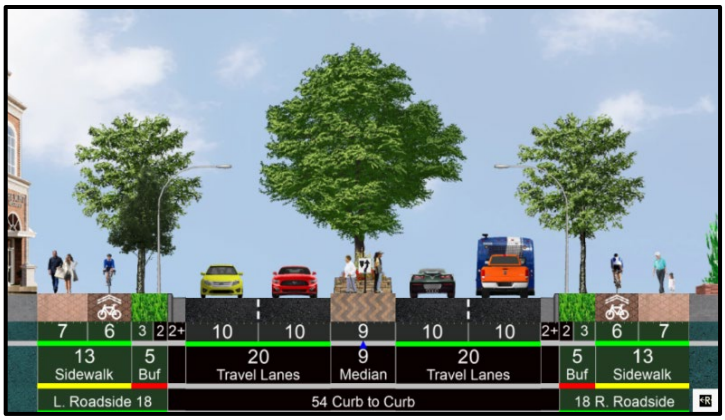
LA HIGHWAY 385/RYAN STREET

City of Lake Charles/DOTD

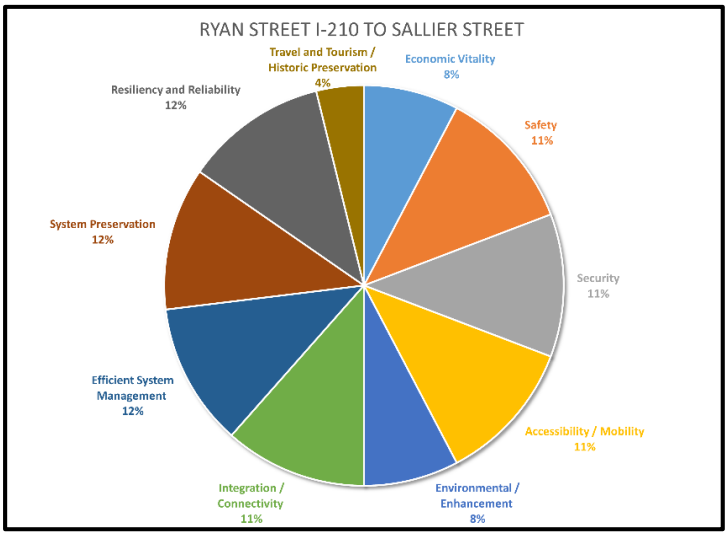
Project Ranking: This project was ranked No. 4 by the MTP Steering Committee. The results of public comments are below.

Total Project Cost: $5,000,000

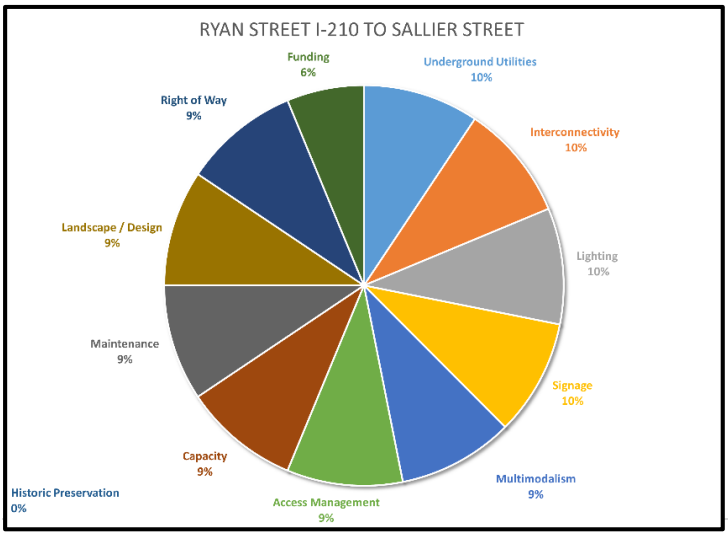
Project Length: 1.00 mile (I-210 to Sallier Street)



Description: The Ryan Street project aims to enhance the section between I-210 and Sallier Street through access management, the addition of sidewalks, and streetscape improvements. These enhancements will improve traffic flow, pedestrian safety, and the overall aesthetic of the area. By providing better access control and creating a more pedestrian-friendly environment, this project supports the community's efforts to foster a safer, more vibrant urban space. The improvements will also contribute to the economic vitality of the region.



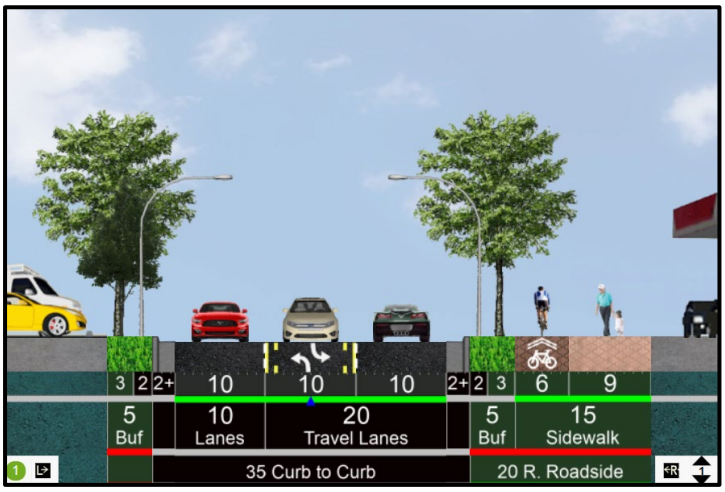
LA Highway 385
Ryan Street
Federal Planning Factors
The majority of stakeholders indicated that System Preservation, Effective System Management, and Resiliency/Reliability were the important aspects of the project.



LA Highway 385
Ryan Street
Local Planning Factors
Stakeholder responses to local planning factors were evenly distributed; Historic Preservation was of no significance.

LA HIGHWAY 384/COUNTRY CLUB RD (PHASE 2)

City of Lake Charles/Calcasieu Parish/DOTD

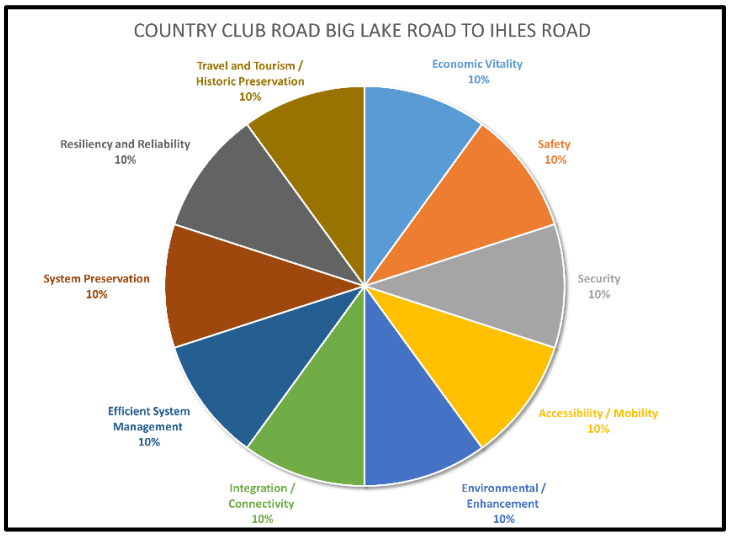


Project Ranking: This project was ranked No. 5 by the MTP Steering Committee. The results of public comments are below.

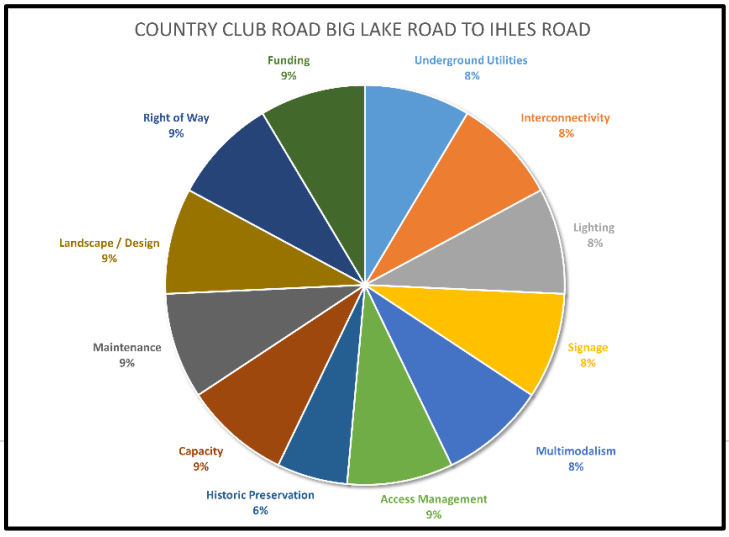
Total Project Cost: $21,000,000

Project Length: 1.00 mile (Big Lake Road to Ihles Road)

Description: The Country Club Road (LA Highway 384) Widening project (Phase 2) focuses on the section between Big Lake Road and Ihles Road. This phase will expand the existing roadway to 3 lanes to improve capacity and traffic flow. The project aims to enhance the transportation infrastructure, reduce congestion, and promote safer travel conditions for all users. By increasing the road's capacity, this project supports the overall goal of improving regional connectivity and supporting local economic growth.



LA Highway 384
Country Club Road (Phase 2)
Federal Planning Factors
According to survey results, stakeholders perceive all potential improvements as equally important.



Country Club Road Big Lake Road to Ihles Road
Local Planning Factors
Stakeholders perceive all potential improvements close to equally important.

I-210 NELSON ROAD INTERCHANGE

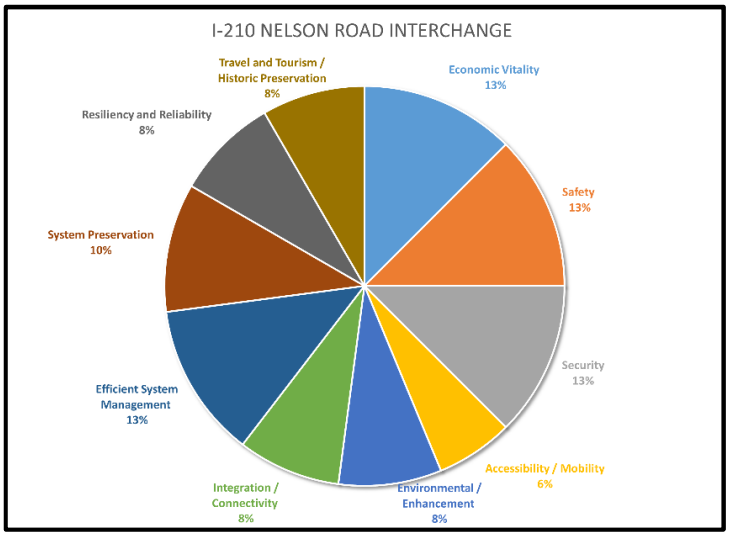
DOTD

Project Ranking: This project was ranked No. 6 by the MTP Steering Committee. The results of public comments are below.

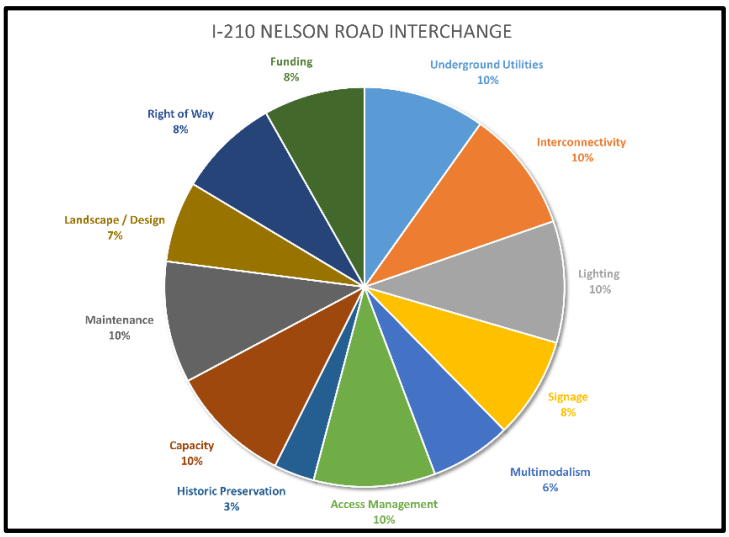
Total Project Cost: $45,000,000

Project Length: 0.40 miles (Prien Lake Road to Prien Lake Road)

Description: The I-210 Nelson Road Interchange project aims to enhance traffic flow and safety through the implementation of a Diverging Diamond Interchange or equivalent design. The innovative interchange design will facilitate more efficient vehicle movement, reduce congestion, and improve overall traffic operations. By optimizing traffic control and enhancing connectivity, this project supports regional economic growth and enhances the transportation infrastructure in the area.

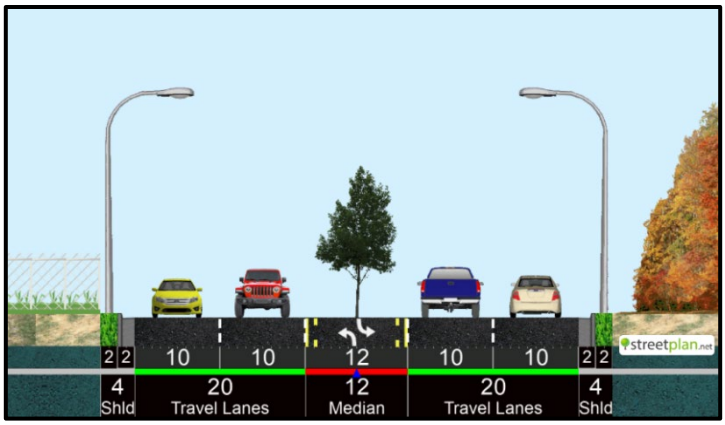


I-210
Nelson Road Interchange
Federal Planning Factors
52% percent of respondents indicated that Safety, Security, Economic Vitality and System Preservation were the most important aspects of this project.



I-210
Nelson Road Interchange
Local Planning Factors
Underground Utilities, Maintenance, Lighting and Interconnectivity were equally important to 40% of stakeholders.

LA HIGHWAY 378/PHILLIPS/DAVIS RD (PHASE 2)
City of Westlake/Calcasieu Parish/DOTD



Project Ranking: This project was ranked No. 7 by the MTP Steering Committee; however, there were no public comments.

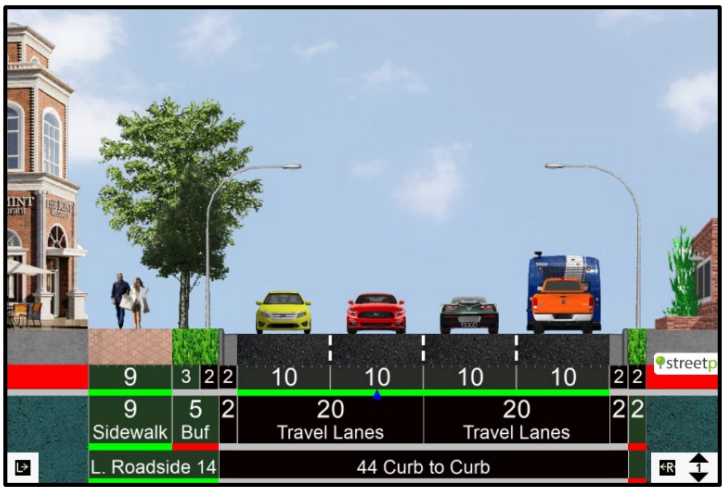
Total Project Cost: $80,000,000

Project Length: 2.53 miles (John Stine Rd to West Fork River)

Description: The LA Highway 378/Phillips Road/Davis Road Widening project (Phase 2 of 2) aims to expand the roadway from John Stine Rd to West Fork River, enhancing its capacity by widening it to 5 lanes. This improvement is designed to reduce congestion, improve traffic flow, and enhance safety for all road users. By upgrading the infrastructure, this project supports regional economic growth and ensures a more efficient and reliable transportation north-south route for the community by completing a shorter inner loop north of Interstate-10.

IHLES ROAD

City of Lake Charles/Calcasieu Parish

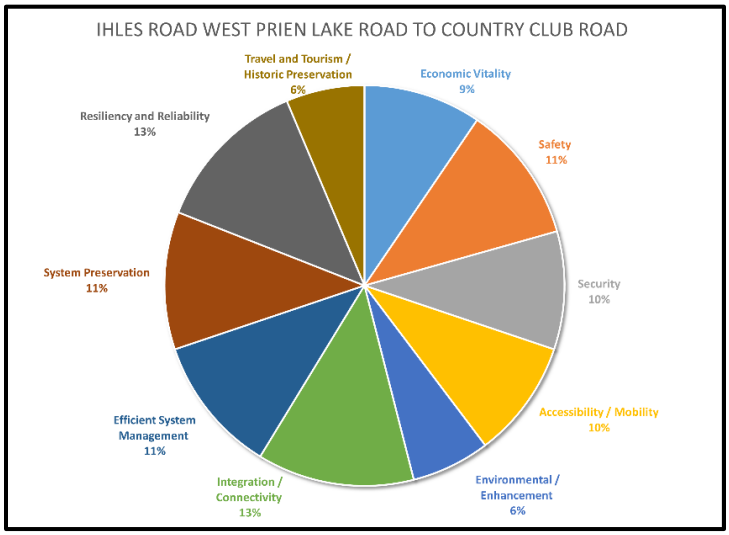


Project Ranking: This project was ranked No. 8 by the MTP Steering Committee. The results of public comments are below.

Total Project Cost: $13,000,000

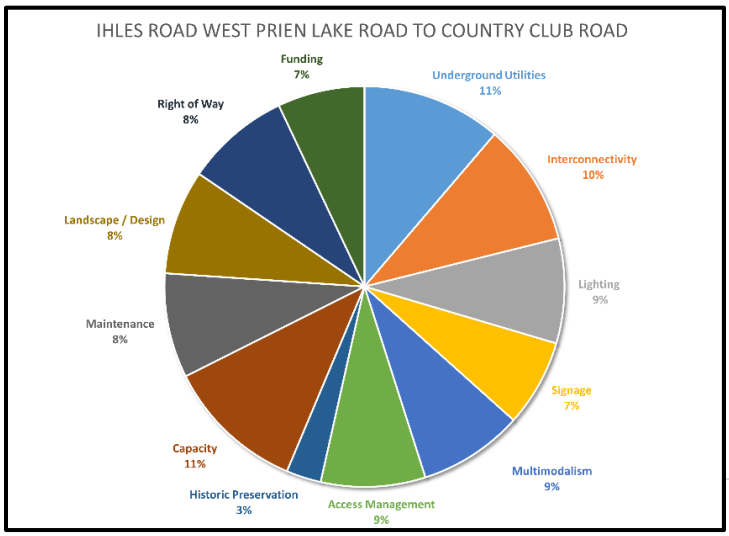
Project Length: 0.82 miles (W Prien Lake Rd to Country Club Rd)

Description: The Ihles Road project focuses on widening the existing roadway to 4 lanes between Country Club Road and West Prien Lake Road. This improvement aims to enhance road capacity, reduce traffic congestion, and improve overall safety for motorists. By expanding the infrastructure, the project supports better traffic flow and contributes to the regional development efforts. These enhancements will complete the north-south 4-laning route from Interstate-210 south to Country Club Road, promoting safer and shorter travel times.



Ihles Road
Federal Planning Factors

Environmental Enhancement and Historic Preservation were low on stakeholders' list of priorities for this project, while Resiliency/Reliability and Integration/Connectivity were considered most important.



Ihles Road
Local Planning Factors

Underground Utilities elicited the most responses from stakeholders.

SALLIER STREET/RYAN STREET INTERSECTION

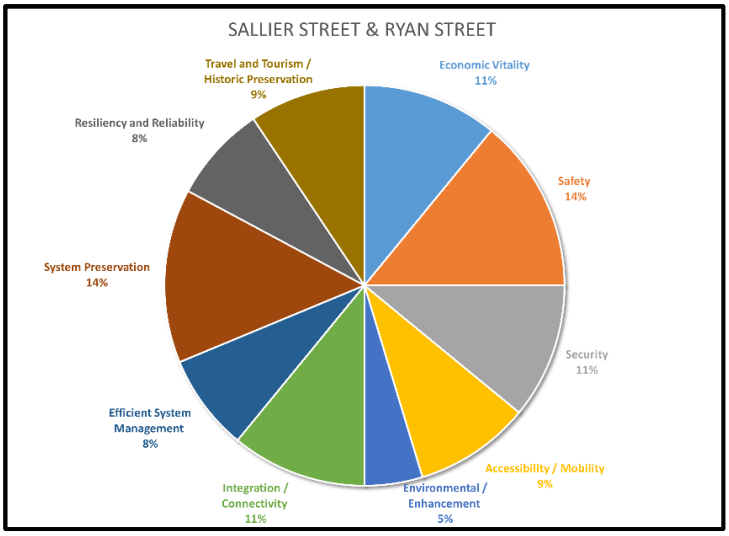
City of Lake Charles

Project Ranking: This project was ranked No. 9 by the MTP Steering Committee. The results of public comments are below.

Total Project Cost: $15,000,000

Project Length: 0.35 miles (Sallier St at Ryan St Intersection)

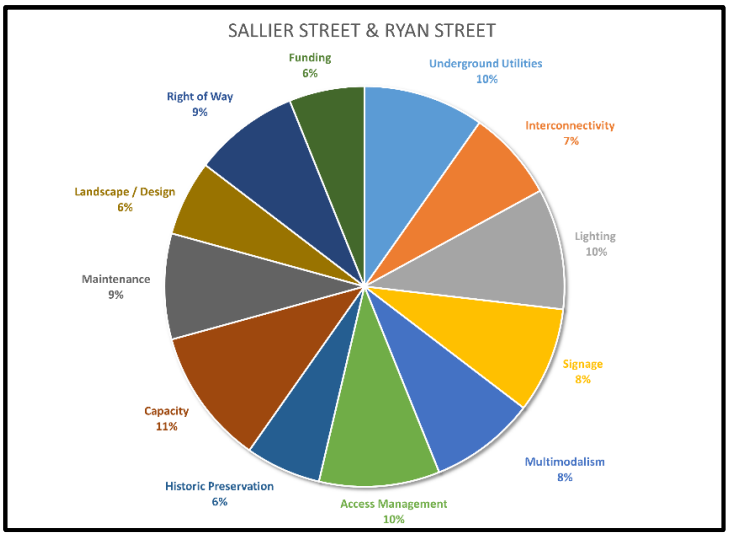
Description: The Sallier Street/Ryan Street Intersection project aims to enhance traffic safety and efficiency through the construction of a roundabout, the implementation of a rail advance warning system, and the realignment of a segment of Sallier Street Additionally, the project will include improved lighting to ensure better visibility and safety for all users. These upgrades will optimize traffic flow, reduce congestion, and improve the overall safety of the intersection. By improving this critical junction, the project supports regional connectivity and promotes safer travel for both motorists and pedestrians.



Sallier Street

Federal Planning Factors

While Safety and System Preservation were the biggest concerns for stakeholders, Environmental/ Enhancement was the lowest.



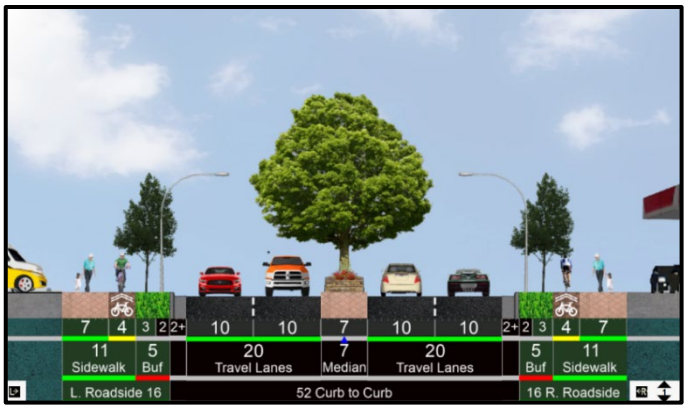
Sallier Street and Ryan Street

Local Planning Factors

Improved traffic flow (Capacity) was identified as the most important benefit by stakeholders, highlighting its significance as a key priority of the project.

LA HIGHWAY 384/UNIVERSITY DRIVE COUNTRY CLUB ROAD EXTENSION (PHASE 4)

City of Lake Charles/DOTD/Calcasieu Parish

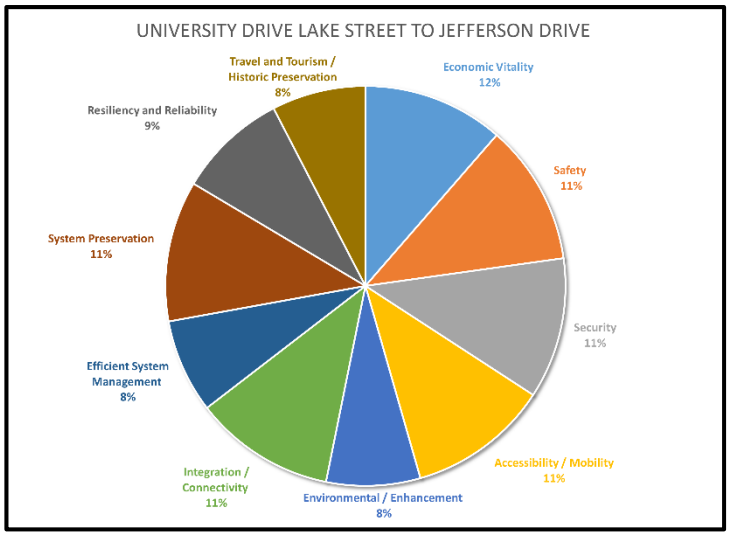


Project Ranking: This project was ranked No. 10 by the MTP Steering Committee. The results of public comments are below.

Total Project Cost: $20,000,000

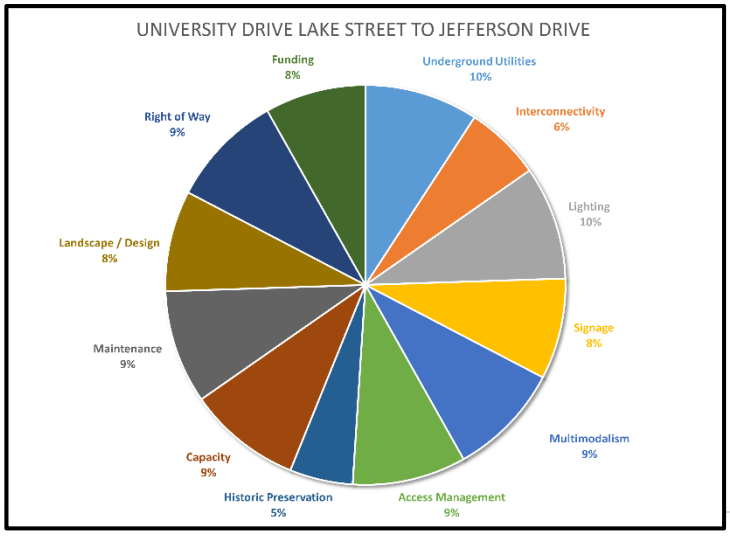
Project Length: 0.58 miles (Lake Street to Jefferson Drive)

Description: The University Drive improvement project seeks to expand the roadway to 4 lanes and incorporate walkable infrastructure including bikeways and sidewalks. These improvements will reduce traffic congestion, improve safety, and increase walkability between residential, commercial, and educational areas along the route. These enhancements will connect to and complete the Country Club Road improvements along the route.



LA Highway 384/University Drive
Federal Planning Factors

Stakeholders responded with all federal planning factors close to equally important with Economic Vitality, Safety, Security, Accessibility/ Mobility, Integration/Connectivity, and System Preservation taking a slight priority.



LA Highway 384/University Drive
Local Planning Factors

Stakeholders emphasized the importance of incorporating Underground Utilities into the project as it elicited the most responses.

I-210 INTERCHANGE AT LA HIGHWAY 14

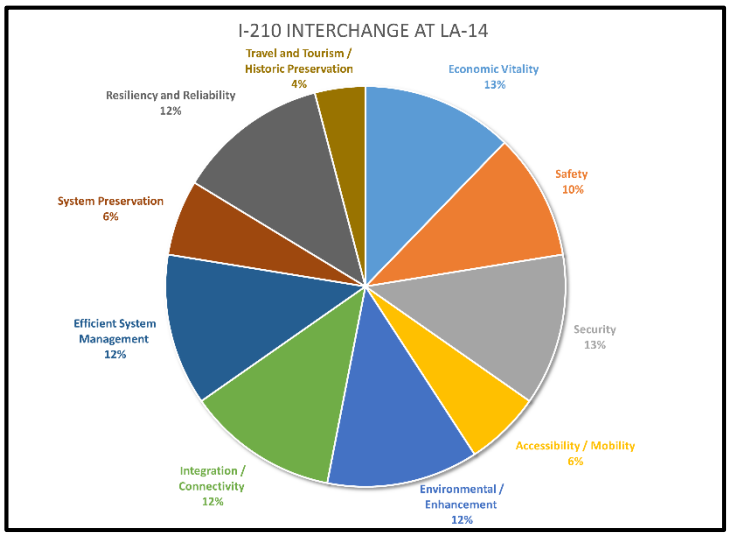
City of Lake Charles/DOTD

Project Ranking: This project was ranked No. 11 by the MTP Steering Committee. The results of public comments are below.

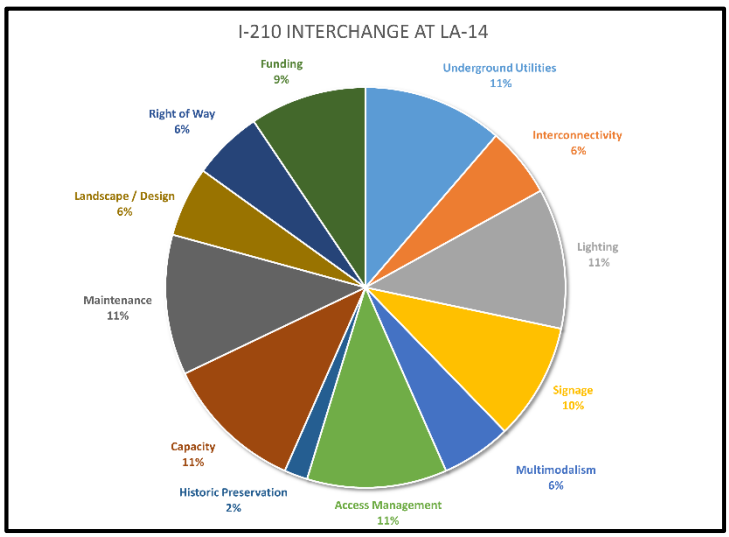
Total Project Cost: $20,000,000

Project Length: 0.50 miles (East Prien Lake Road to Power Center Parkway)

Description: The I-210 Interchange at LA 14 project aims to enhance traffic flow and safety through reconstruction of the I-210 interchange at LA-14 from East Prien Lake Road to Power Center Parkway. By optimizing traffic control and enhancing connectivity, this project supports regional economic growth and enhances the transportation infrastructure in the area.



I-210 Interchange at LA Highway 14
Federal Planning Factors
Economic Vitality and Security were recognized as some of the higher concerns with this project.



I-210 Interchange at LA Highway 14
Local Planning Factors
Maintenance, Lighting, and Access Management were recognized as high priorities, while Historic Preservation was a minimal concern.

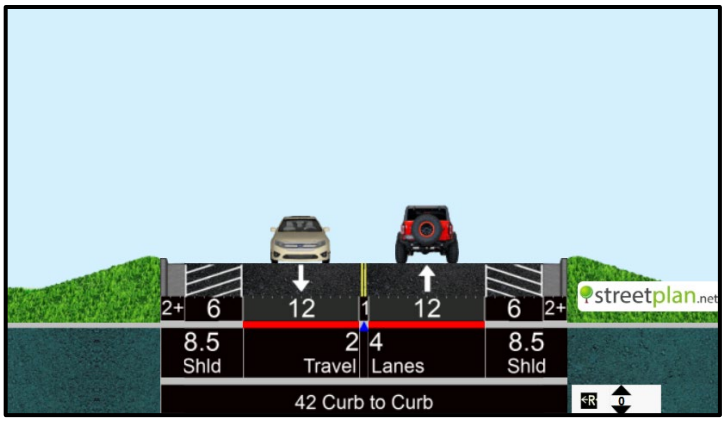
NORTH LOOP (SEGMENT 1)

Calcasieu Parish

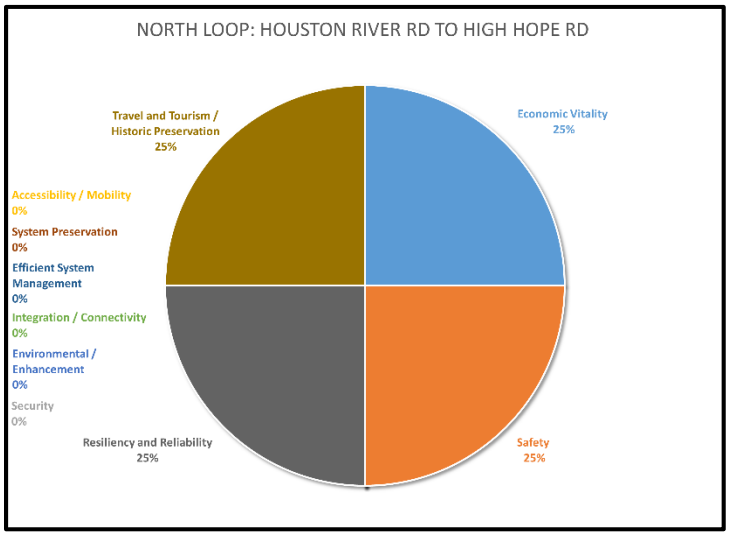
Project Ranking: This project was ranked No. 12 by the MTP Steering Committee. The results of public comments are below.

Total Project Cost: $39,500,000

Project Length: 1.53 miles (I-10 to Old Spanish Trail)



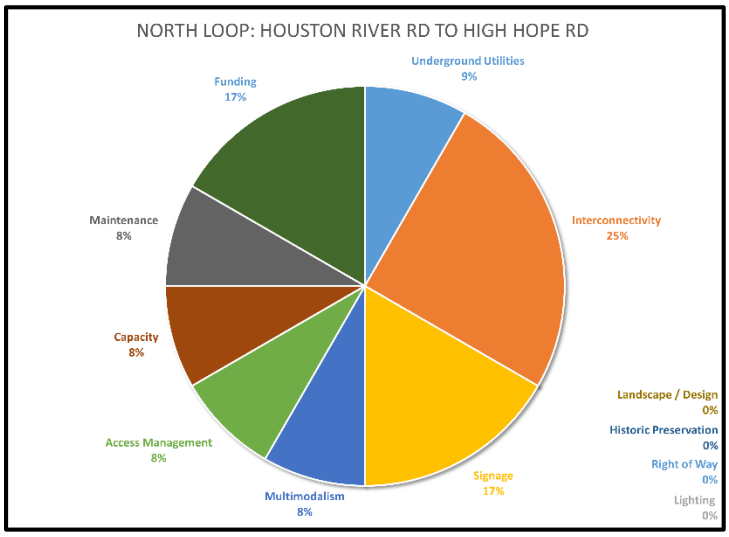
Description: The first segment of the North Loop project proposes a two-lane roadway from I-10 to Old Spanish Trail, this project is projected to be 250 feet wide, which includes additional right-of-way for potential expansion. The North Loop project will help reduce congestion and improve connectivity within the region.



North Loop (Segment 1)

Federal Planning Factors

Stakeholders responded with Economic Vitality, Safety, Resiliency and Reliability, and Travel and Tourism/ Historic Preservation as their highest priorities.



North Loop (Segment 1)

Local Planning Factors

Interconnectivity was recognized as a high priority for stakeholders, followed by Funding and Signage.

I-10 INTERCHANGE/LA HIGHWAY 383

DOTD

Project Ranking: This project was ranked No. 13 by the MTP Steering Committee; however, there were no public comments.

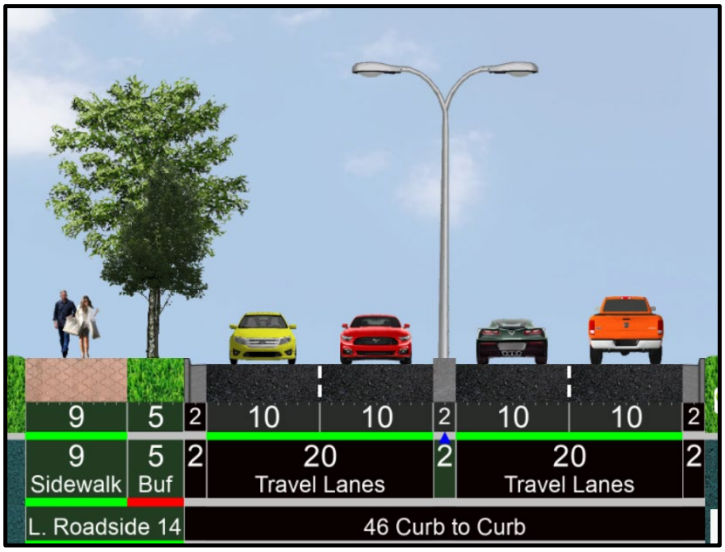
Total Project Cost: $15,000,000

Project Length: 3.00 miles

Description: The I-10 Interchange at LA-383 project aims to redesign and reconstruct the interchange to enhance safety, improve traffic flow, and accommodate future growth. By improving operational efficiency and reducing congestion, the project will support regional economic growth, enhance commuter reliability, and provide a safer transportation route for all users. Upon completion, this project will contribute to a more resilient and effective regional transportation network within the LCMPO.

NORTH PERKINS FERRY ROAD (PHASE 1)

Calcasieu Parish



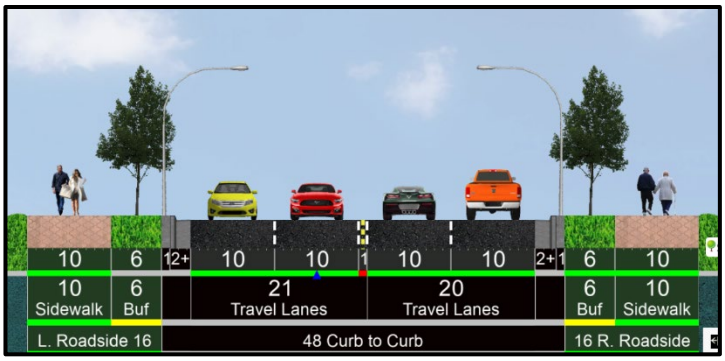
Project Ranking: This project was ranked No. 14 by the MTP Steering Committee; however, there were no public comments.

Total Project Cost: $12,000,000

Project Length: 0.92 miles (Heard Road to Sam Houston Jones Parkway)

Description: The North Perkins Ferry Road Widening Project (Phase 1) focuses on expanding the roadway to 4 lanes from Heard Road to Sam Houston Jones Parkway with the goal of improving capacity and reducing congestion along this vital corridor. This project aims to support safer and more efficient travel conditions for motorists while accommodating future growth in the area.

LA HIGHWAY 3092/LAKE STREET (PHASE 1)
City of Lake Charles

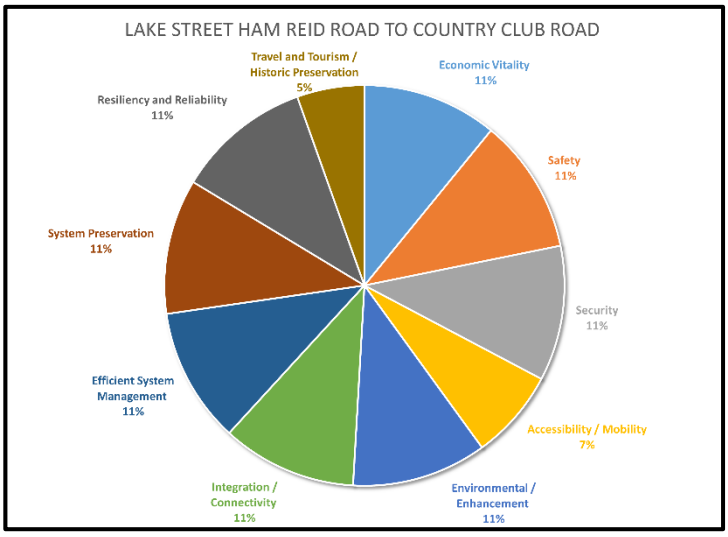


Project Ranking: This project was ranked No. 15 by the MTP Steering Committee. The results of public comments are below.

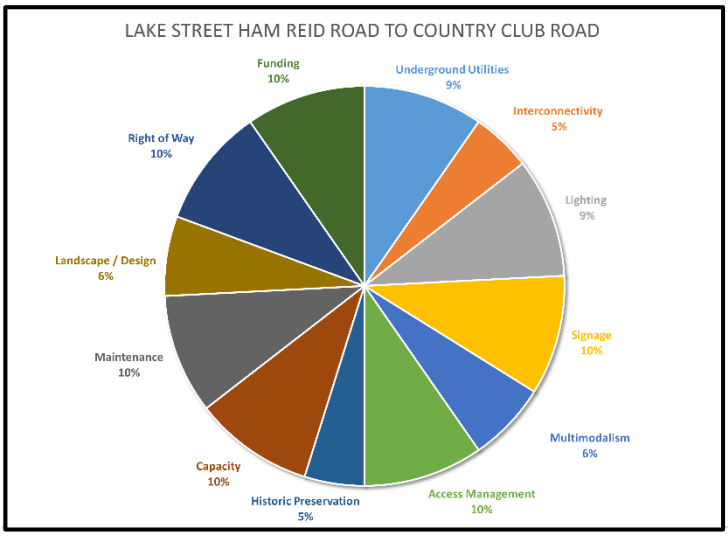
Total Project Cost: $14,000,000

Project Length: 1.00 miles (Lake Street to Ham Reid Road)

Description: The Lake Street (LA Highway 3092) Widening Project (Phase 1) aims to expand the roadway to 4 lanes and implement intersection improvements at Lake Street and Ham Reid Road. These upgrades are designed to enhance traffic flow, reduce congestion, and improve safety for all road users. By increasing capacity and optimizing intersection operations, this project supports efficient transportation and a reliable and safer route for commuters and local traffic.



LA Highway 3092
Lake Street (Phase 1)
Federal Planning Factors
Stakeholders perceive all the potential improvements close to equally important except for Historic Preservation.



LA Highway 3092
Lake Street (Phase 1)
Local Planning Factors
Funding, Right of Way, Access Management, Signage, and Capacity made up 50% of stakeholders' priorities in this project.

I-10 INTERCHANGE/FABACHER ROAD

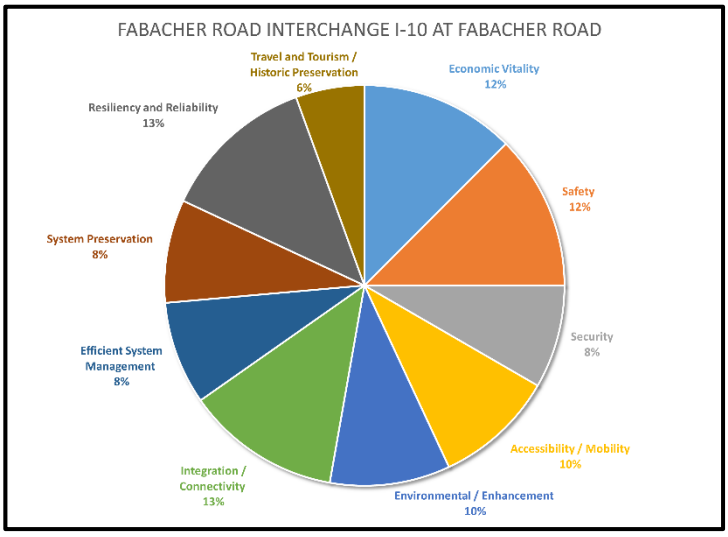
Calcasieu Parish

Project Ranking: This project was ranked No. 16 by the MTP Steering Committee. The results of public comments are below.

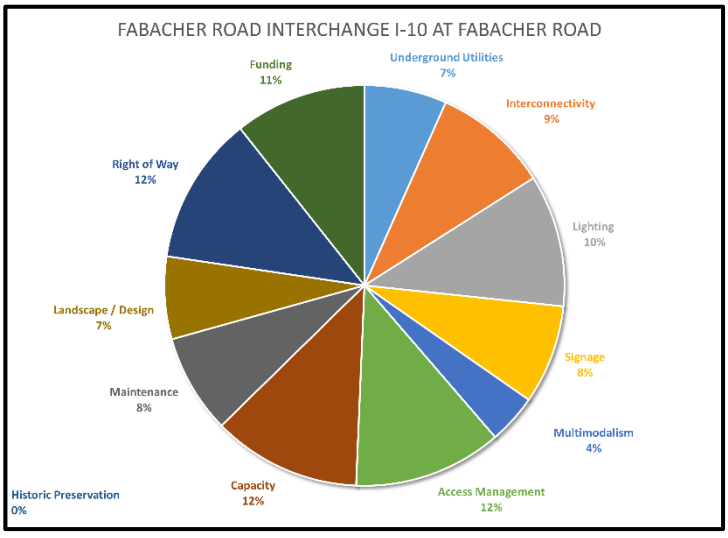
Total Project Cost: $150,000,000

Project Length: 0.70 miles

Description: The I-10 Interchange at Fabacher Road project proposes the construction of a full-service interchange to enhance connectivity and improve regional mobility. The project includes widening Fabacher Road to five lanes and creating a new interchange to allow efficient traffic flow onto and off I-10. Additionally, the project aims to provide access to the railroad south of I-10, supporting multimodal transportation and facilitating freight movement.



I-10 Interchange/Fabacher Road
Federal Planning Factors
Stakeholders indicated that other than Historic Preservation, the potential improvements were almost all equally important.



I-10 Interchange/Fabacher Road
Local Planning Factors
Stakeholder responses were evenly distributed other than Historic Preservation being of no significance and Multimodalism as a low priority.

EAST PRIEN LAKE ROAD/COLLEGE COUPLET

City of Lake Charles/DOTD

Project Ranking: Ranked No. 17 by the MTP Steering Committee, there were no public comments.

Total Project Cost: $7,000,000

Project Length: 4.00 miles (Nelson Road to LA-14)

Description: The Prien Lake Road/College Couplet project proposes improvements along East Prien Lake Road from Nelson Road to LA-14. The project includes approximately 12 signal changes, as well as updated signage and striping improvements. This project aims to optimize traffic flow, enhance safety, and improve operational efficiency along this critical corridor. By addressing current transportation challenges, the project will support better connectivity, reduce delays, and contribute to the overall functionality of the region's transportation network.

US 171 ACCESS MANAGEMENT

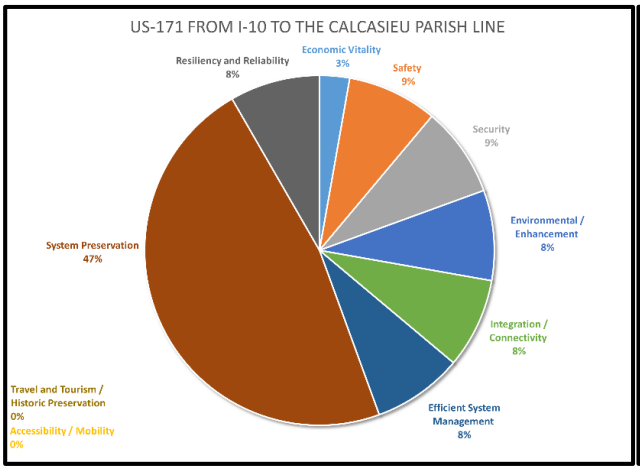
DOTD

Project Ranking: This project was ranked No. 18 by the MTP Steering Committee. The results of public comments are below.

Total Project Cost: $4,000,000

Project Length: 11.00 miles (I-10 north to the Calcasieu and Beauregard Parish Line)

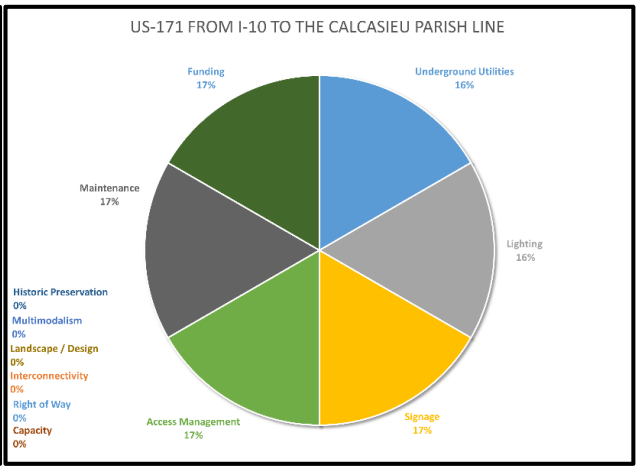
Description: The US 171 Access Management project focuses on implementing access strategies along the route from I-10 north to the Calcasieu/Beauregard Parish line. The project aims to promote safe and efficient entry to and exit from adjoining roadways by optimizing access points, reducing conflict zones, and improving traffic flow.



US 171 Access Management

Federal Planning Factors

47% of stakeholders significantly prioritized System Preservation.



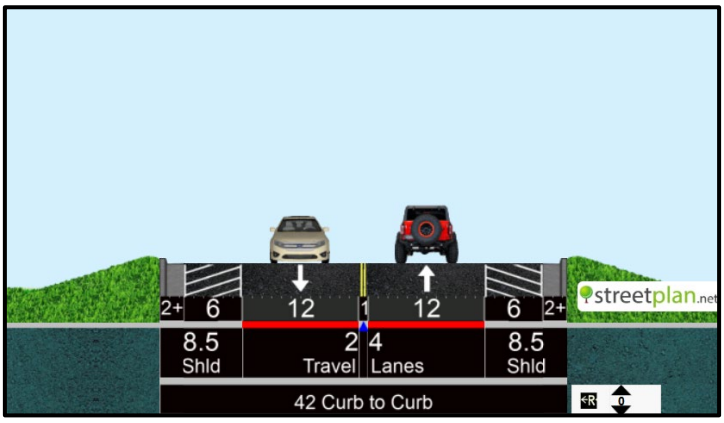
US 171 Access Management

Local Planning Factors

Funding, Underground Utilities, Lighting, Signage, Access Management, and Maintenance were of major concerns to the respondents.

NORTH LOOP (SEGMENT 2)

Calcasieu Parish



Project Ranking: This project was ranked No. 19 by the MTP Steering Committee; however, there were no public comments on this project.

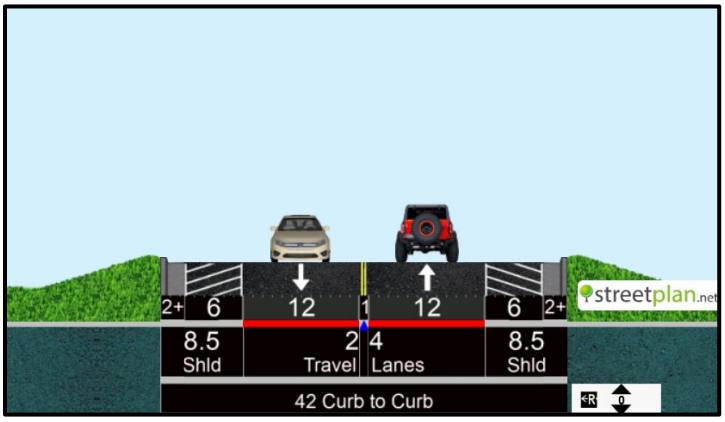
Total Project Cost: $69,700,000

Project Length: 2.70 miles (Houston River Road to High Hope Road)

Description: The second segment of the North Loop project proposes constructing a two-lane road from Houston River Road to High Hope Road. The project includes a 250-foot-wide right-of-way to accommodate potential future expansion. By enhancing regional connectivity and providing an alternative route, this project aims to reduce congestion and support the efficient movement of traffic within the area. These improvements will ensure the infrastructure can adapt to future growth and transportation needs

NORTH LOOP (SEGMENT 3)

Calcasieu Parish



Project Ranking: This project was ranked No. 20 by the MTP Steering Committee. There were no public comments on this project.

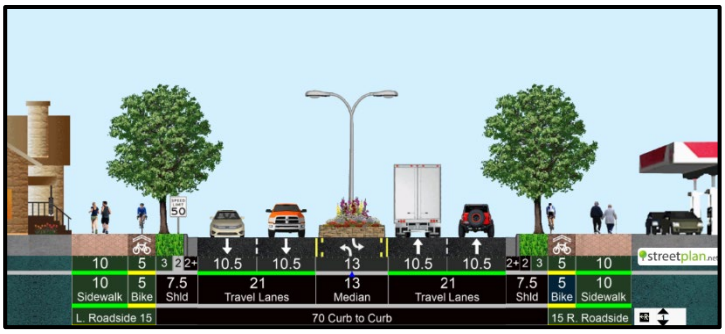
Total Project Cost: $46,000,000

Project Length: 2.02 miles (Old Spanish Trail to Houston River)

Description: The third segment of the North Loop project proposes constructing a two-lane road from Old Spanish Trail to Houston River Road. This project includes a 250-foot-wide right-of-way to allow for potential future expansion. By improving connectivity and offering an additional route, the project aims to alleviate congestion and enhance mobility in the region.

US HIGHWAY 90/NAPOLEON STREET (PHASE 1)

City of Sulphur/DOTD/Calcasieu Parish

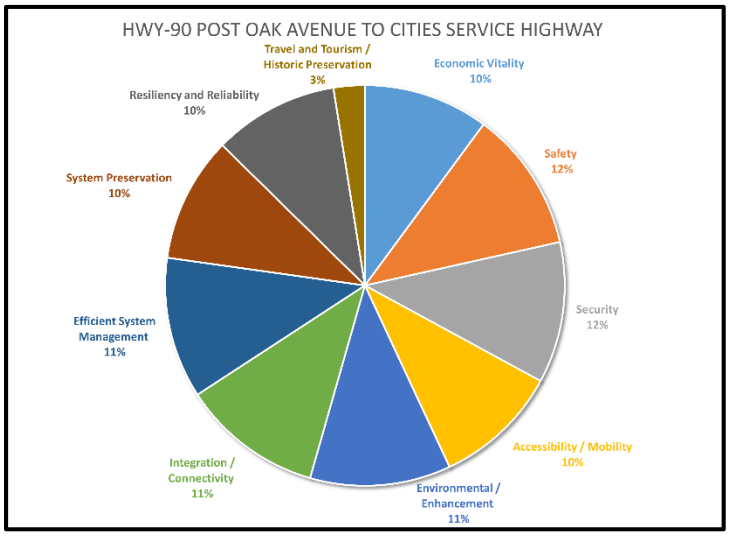


Project Ranking: This project was ranked No. 21 by the MTP Steering Committee. The results of public comments are below.

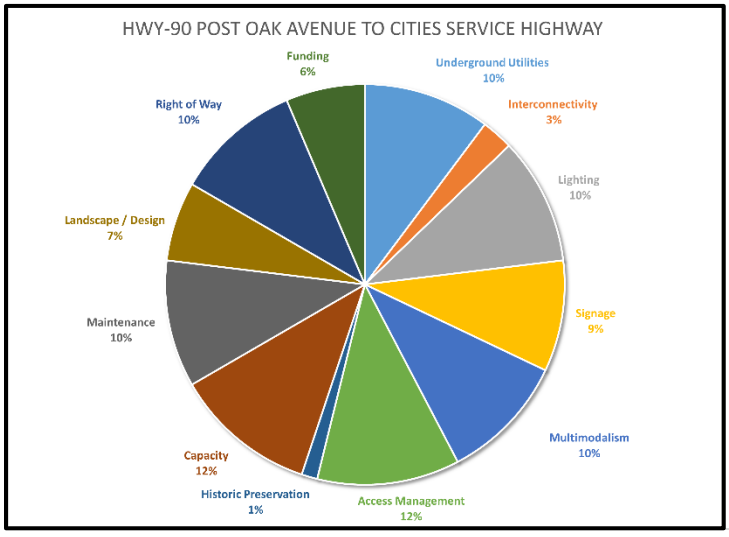
Total Project Cost: $15,000,000

Project Length: 1.55 miles (Post Oak Avenue to Cities Service Highway)

Description: The first phase of the U.S. Highway 90 (Napoleon Street) expansion proposes widening the roadway to four lanes between Post Oak Avenue and Cities Service Highway. This project aims to improve traffic flow, reduce congestion, and enhance safety along this critical corridor.



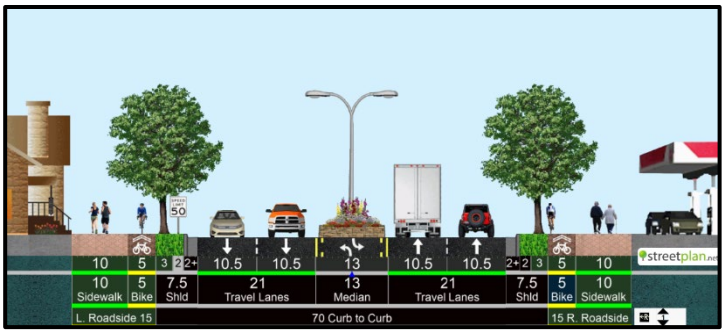
US Highway 90
Napoleon Street (Phase 1)
Federal Planning Factors
Stakeholders indicated that other than Travel and Tourism/ Historic Preservation, all potential improvements were almost all equally important.



Highway 90 Post Oak to Cities Service Highway
Local Planning Factors
Stakeholders emphasized the importance of incorporating Access Management into the project as it elicited the most responses.

US HIGHWAY 90/NAPOLEON STREET (PHASE 2)

City of Sulphur/DOTD/Calcasieu Parish

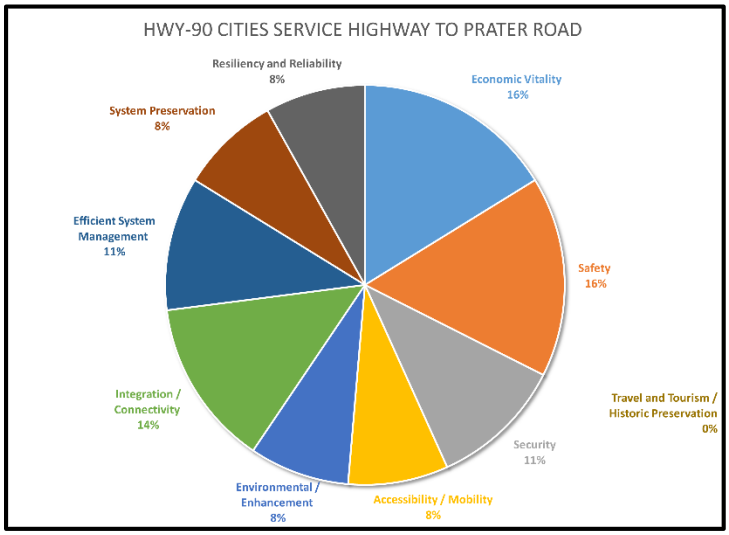


Project Ranking: This project was ranked No. 22 by the MTP Steering Committee. The results of public comments are below.

Total Project Cost: $9,000,000

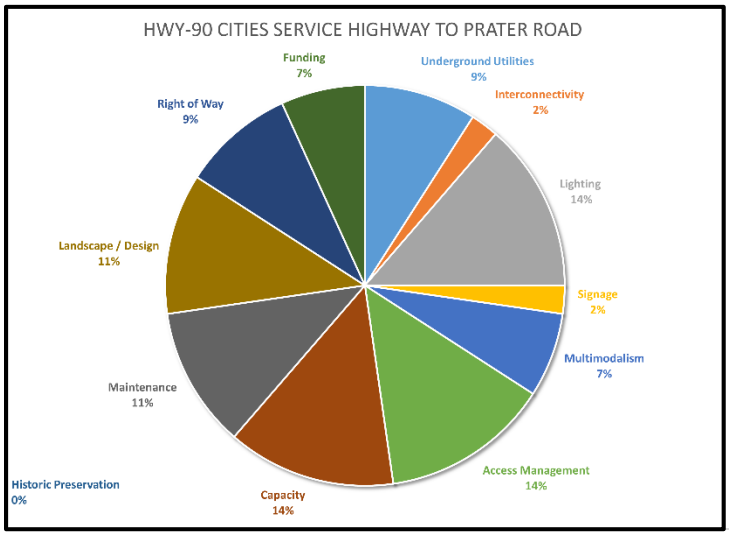
Project Length: 1.00 miles (Cities Service Highway to Prater Road)

Description: The second phase of the U.S. Highway 90 (Napoleon Street) expansion proposes widening the roadway to four lanes between Cities Service Highway and Prater Road. This project aims to enhance traffic flow, reduce congestion, and improve safety along this vital corridor.



US Highway 90
Napoleon Street (Phase 2)
Federal Planning Factors

The primary concerns for stakeholders regarding this project were Safety, Economic vitality, and Integration/Connectivity.



US Highway 90
Napoleon Street (Phase 2)
Local Planning Factors

Access management, Capacity, and Lighting were considered priorities for stakeholders on this project.

TRAFFIC MANAGEMENT CENTER

In support of determining the challenges and benefits of developing a Lake Charles Urban Area Transportation Management Center (TMC), Intelligent Transportation Systems LLC (ITS LLC) performed a feasibility study for a TMC (See Appendix). The study included field data collection and program development research. A TMC is a nucleus of collection, monitoring, verifying, and responding to traffic conditions, often disseminating importation information to other agencies and the public.

A critical service provided by a TMC is traffic incident management (TIM), the systematic, planned, and coordinated use of human, institutional, mechanical, and technical resources to reduce the duration and impact of incidents and improve the safety and mobility of motorists, crash victims and incident responders.

The benefits of an effective TIM include:

- Increased driver and responder safety
- Reduced secondary crashes
- Congestion relief
- More effective preparation for larger-scale emergencies and disasters
- More efficient use of public resources
- Improved public perception
- Reduced emissions

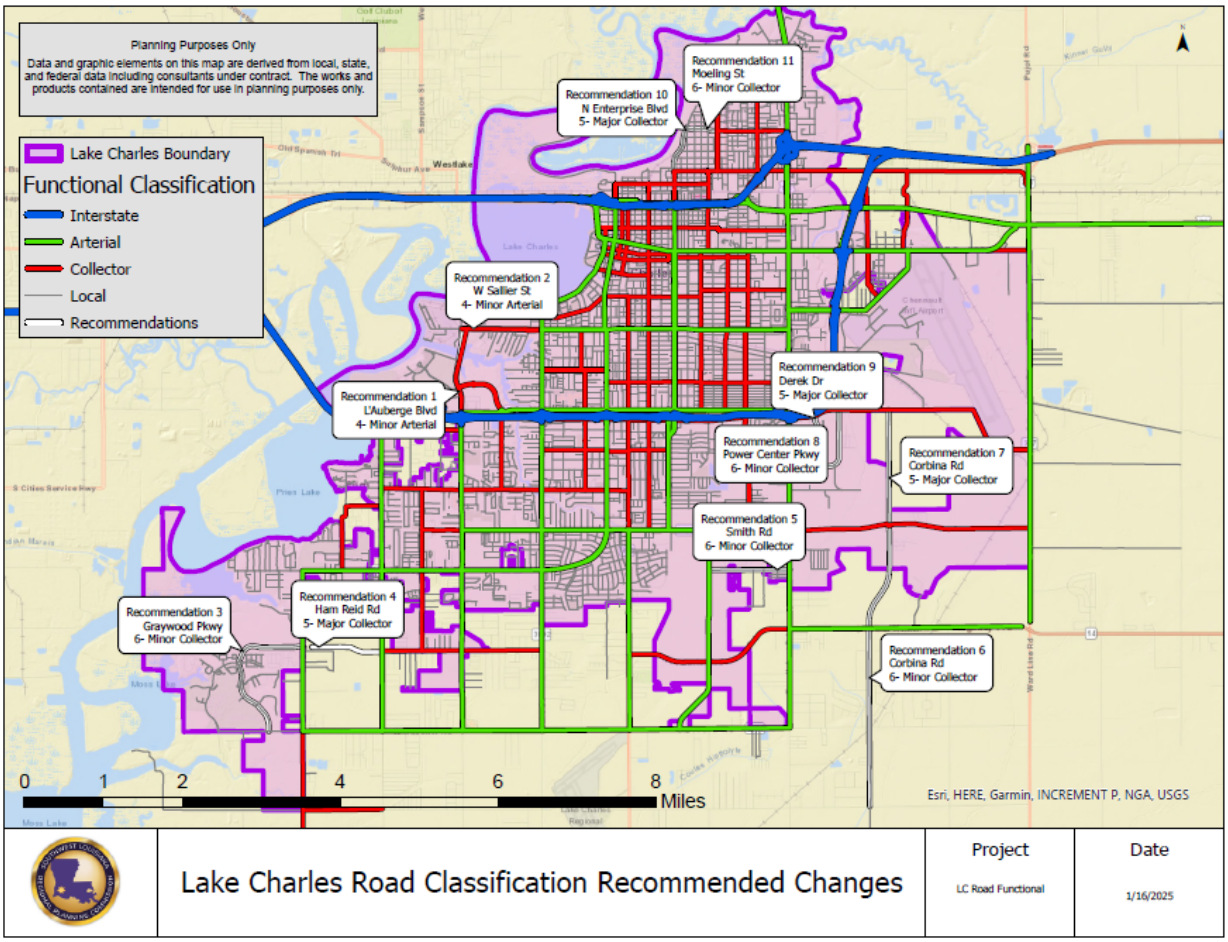
TMCs are typically made up of multiple partnering agencies involved in traffic operations including state department of transportation, local transportation agencies (cities, parishes, and traffic and/or ITS operations), law enforcement agencies, fire departments, and emergency dispatch/911. TMCs are often implemented with the support of area planning commissions or Metropolitan Planning Organizations (MPOs). Funding and direction of a TMC is commonly provided through the use of a cooperative endeavor agreement (CEA) between associated stakeholders. New facilities are typically lead agency driven where one agency provides the principal funding and has the largest impact on the development and implementation of the TMC. Formalized management structures more often occur in major urban centers (i.e. New York City or Los Angeles) which have a complex array of stakeholders and active participants.

During development of the Traffic Management Center Feasibility Study, ITS identified nineteen (19) critical corridors within the MPA:

- I-10
- I-210
- Ryan St
- Enterprise Blvd
- McNeese St
- US 90
- US 171
- LA 384
- LA 14
- LA 108
- LA 27
- LA 1256
- LA 387
- LA 385
- Broad St
- LA 3186
- LA 1138-2
- E Prien Lake Rd
- Lake St
- Prater Rd.

FUNCTIONAL CLASSIFICATION MAPS

As part of the 2050 MTP planning process, updates were made to the Metropolitan Planning Area roadway classification mapping:



ADVANCED ARTERIAL DESIGN

The transportation network is generally designed by engineers following international engineering standards and formulas of construction that provide the best capacity and safety currently available. Periodically, city and regional planners bring an additional set of generated layout constructs to sew into the fabric of the community. The built environment encompasses multiple levels of development. The transportation network generally impacts most, if not all, levels including economic development, aesthetics, multi-modalism, amenities, utilities, education, recreation, safety, resiliency, environment, historic preservation, demographics, industry, etc.

Transportation technology is changing rapidly with artificial intelligence and science. Most community comprehensive plans address the short-term and long-term needs of constituents with available resources. A two-lane wide dirt road built seventy years ago may have morphed into six concrete lanes of high-speed vehicular traffic. Widening roadways with greater capacity for traffic and speed can and does often destroy the built land uses and purposes originally intended. The question is determining what is more important over time when conflicts in the built environment clash over priority needs.

A true example: A two-lane gravel roadway was built about a half mile in distance at the edge of a community in 1900. Live oak trees were planted in a row fifty ft either side of the gravel roadway. Time passed. The gravel two lane roadway became a paved two-lane roadway. School, church, residents and commercial enterprises were established along the roadway with increasing traffic. The two-lane paved roadway was widening to a four-lane paved roadway. The rows of live oak trees continued to grow and mature into a stately presence. Time passed. The highway department determined the four-lane paved roadway needed to be widened to six paved lanes to accommodate current traffic demands and purchased additional right-of-way for the expansion that included the stately oaks. Constituents along the roadway realized the avenue of mature oaks (now seventy years old) were too valuable to be cut for the latest road expansion. Intense debate ensued over the next year and a half to cut the trees or not cut the trees – "for progress." The trees still stand fifty years later along the four-laned paved roadway. Traffic did what it must to preserve the context of a desirable built environment.

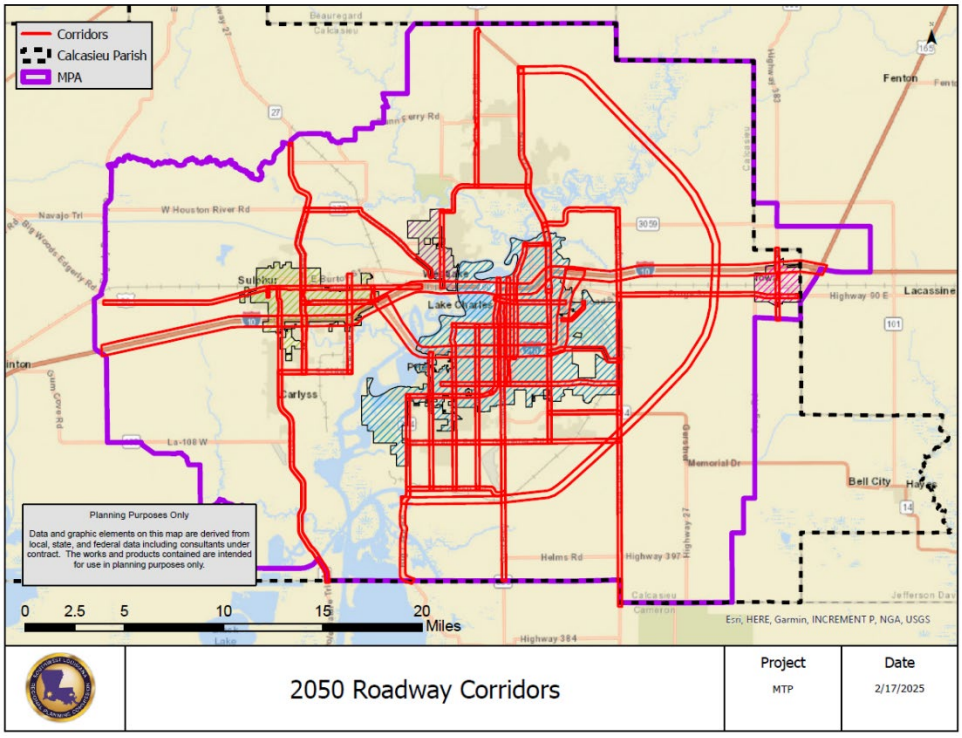
The MTP Advanced Arterial Design program is an effort to incorporate the preferred roadway infrastructure needed and desired to an acceptable level of capacity and character – permanently. Private and public investment in the built environment is defined and stabilized for the long haul. The term "Complete Streets" and "Complete Corridors" are increasing used nationally. The public concept is centered around what a "complete street" should be. Advanced Arterial Design (AAD) is exactly what a comprehensive design should be for major arterials. Incorporating Advanced Arterial Design into a "Complete Corridor" necessitates encompassing more than just roadway right-of-way and travel lane construction. Determining what is important and what are the priorities in transportation network development is the crucible of the Advanced Arterial Design program in the Metropolitan Transportation Plan.

By definition, Advanced Arterial Design (AAD) is focused on the arterial network and not local or collector streets and roads that comprise a city, community or region. There are over a hundred questions to be asked. There are over a hundred questions to be answered and decided in Advanced Arterial Design. When and how does the two-lane dirt road expand to four, six or even eight paved lanes to accommodate transportation vehicular and multi-modal traffic.

Transportation technology is increasingly projecting a complex level of delivery drones in the air and on the ground within designated transportation corridors. Should overhead utilities be removed as a qualifier for arterial design or designation? Should multi-modal transportation lanes be a mandate to accommodate freight, transit, bike, passenger, drone delivery and pedestrian transport? What technology infrastructure should be considered and planned in Advanced Arterial Design? Lighting, transportation safety, electronic signage for both roadway and adjacent commercial land uses, security, enforcement, and drainage are important components of arterial design.

DESIGNATED ARTERIAL CORRIDORS

During the development of the 2050 Metropolitan Transportation Plan (MTP), the Lake Charles Metropolitan Planning Organization (LCMPO) Transportation Policy Committee (TPC) determined a need for greater coordination, cooperation, and comprehensive integration between regional and local planning and development authorities specifically related to transportation infrastructure and programming. As such the committee adopted and approved forty-five (45) "Designated Arterial Corridors" throughout the Urban Area as a framework and foundation for the twenty-five (25) year horizon long-range plan.



The combined work, scope, and authority of vested entities on each corridor can and should assist in leveraging scarce resources to deliver enhanced participation and transportation opportunities.

"Rome was not built in a day", and neither is the Lake Charles, Louisiana Urban Area. The transportation arterial network web is an evolution of both natural and human administrative skills. Resources are limited and costs for transportation infrastructure have been and are anticipated to increase measurably over the next twenty (20) years. The strategy defined in the 2050 Metropolitan Transportation Plan is to leverage both public and private resources through an expanded coordinated, cooperative and comprehensive process.

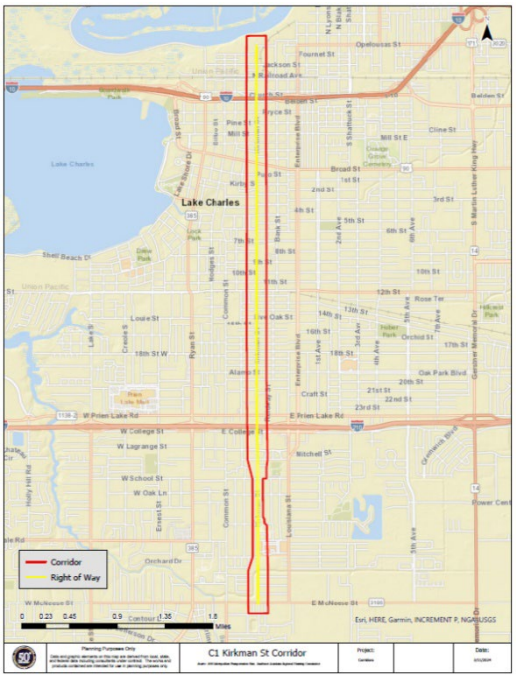
LCMPO has engaged the local member government planning process with the MPO process. The local planning commissions comprehensively and concurrently combine transportation planning and programming in coordination with the MPO. The 45 MPO adopted "Designated Arterial Corridors" are the foundation network links that allow each level of government and private sector to leverage their respective capacities and capabilities for advancement of the total transportation system. The Urban Area is bisected by the 45 "Designated Arterial Corridors" north/south and east/west to encompass comprehensively the geography of the region.

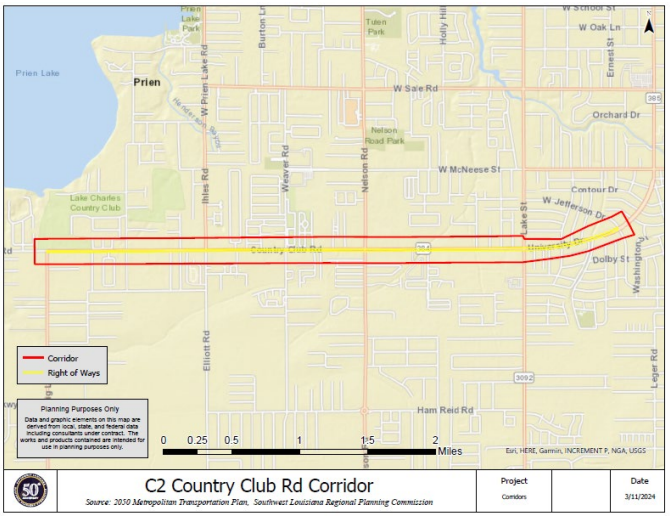
The combined and engaged transportation planning and development effort allows for greater public participation, as outlined in the Public Participation Plan, improved public support, enhanced coordination, regulatory consistency, and palatable political digestion. Multimodal needs in a defined arterial corridor provide opportunities for multifaceted implementation scenarios separate and apart

from limitations of the MPO. Short-term and long-term transportation improvements are better programmed and coordinated regardless of the timeline required to be accomplished.

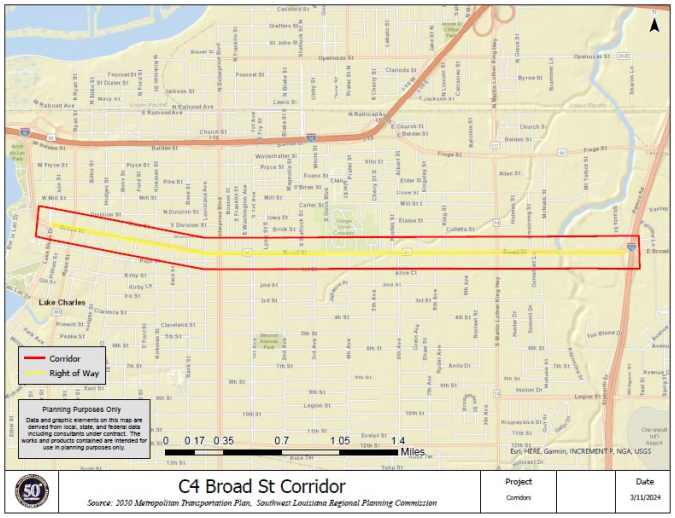
Where sufficient right-of-way exists or can be reasonably acquired, bike/pedestrian accommodations have been incorporated into 2050 MTP projects where such accommodations currently exist or when a need has been established through counts, housing area densities, or other means. Bike/pedestrian accommodations have also been included, when possible, on all roadways in the State Bicycle Plan, five designated transit routes for the City of Lake Charles, City of Lake Charles and City of Sulphur bicycle plans, and the Bayou Bike & Hike Southwest Louisiana Trails Network plan under development.

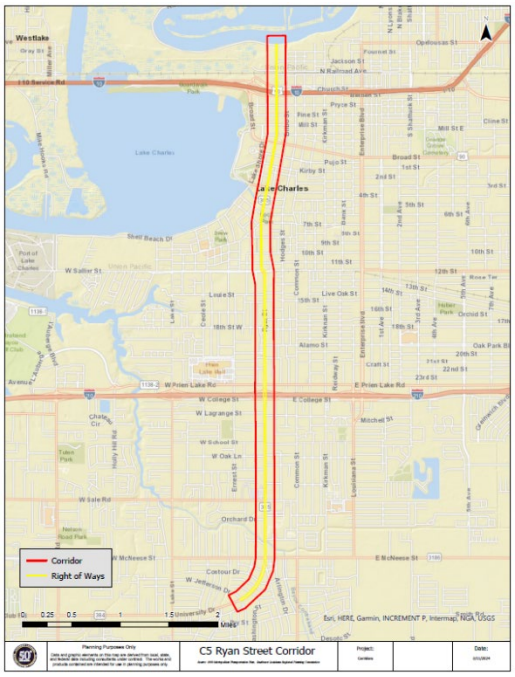
The Lake Charles MPO has specifically identified and formally adopted the following 45 “Designated Arterial Corridors” in the 2050 Metropolitan Transportation Plan as follows:

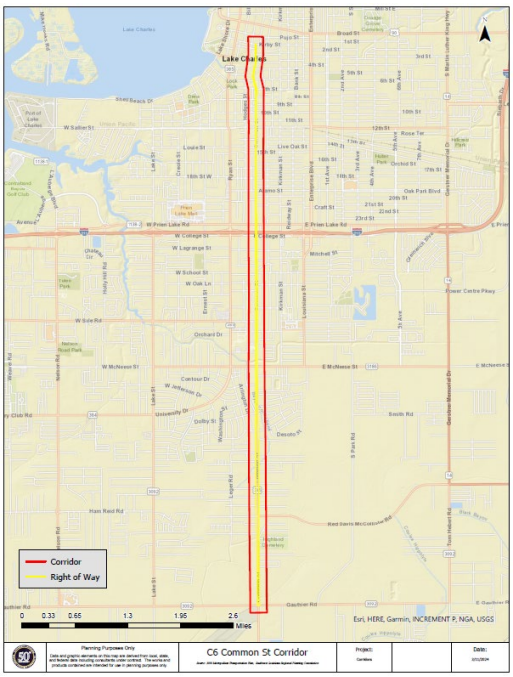

Lake Charles
Corridor
Right of Way
C1 Kirkman St Corridor

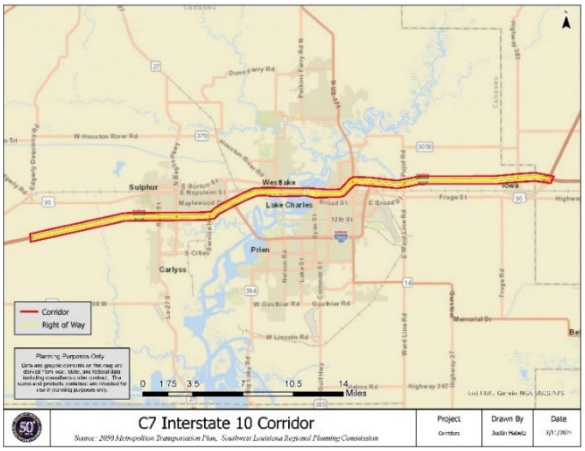

Prien
Prien Lake
Lake Charles Country Club
Corridor
Right of Ways
Planning Purposes Only
Miles
C2 Country Club Rd Corridor
Source: 2050 Metropolitan Transportation Plan, Southwest Louisiana Regional Planning Commission
Project
Corridors
Date
3/11/2024

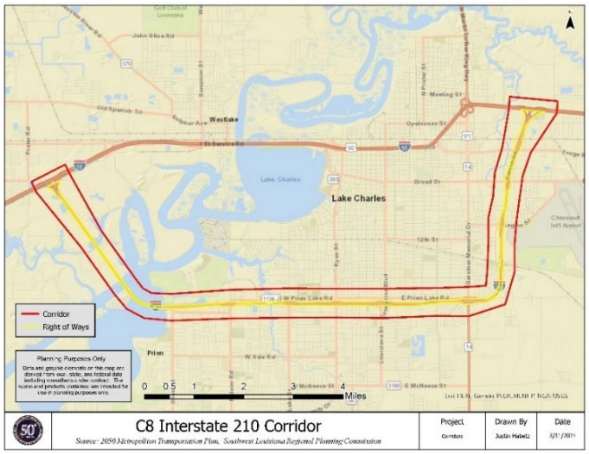

Lake Charles
Corridor
Right of Way
Miles
C3 Enterprise Blvd Corridor


Lake Charles
Corridor
Right of Way
Planning Purposes Only
Miles
C4 Broad St Corridor
Source: 2050 Metropolitan Transportation Plan, Southwest Louisiana Regional Planning Commission
Project
Corridors
Date
3/11/2024

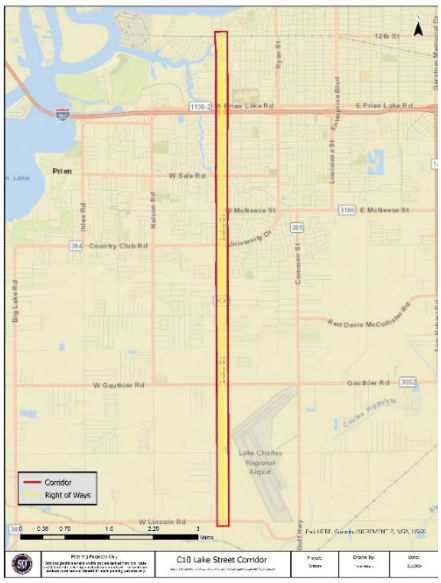

Westlake
Lake Charles
Corridor
Right of Ways
Esri, HERE, Garmin, INCREMENT P, NGA, USGS
C5 Ryan Street Corridor

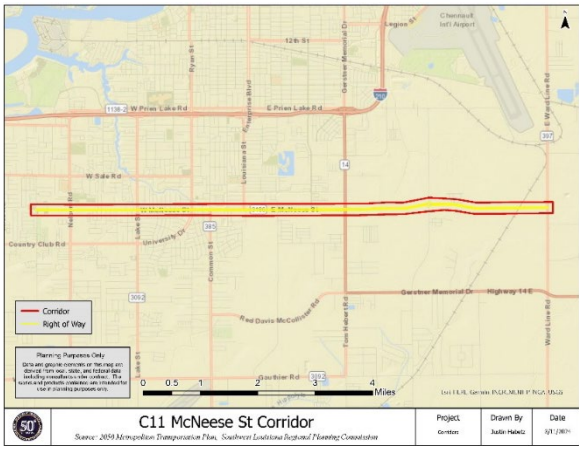

Lake Charles
Corridor
Right of Way
Esri, HERE, Garmin, INCREMENT P, NGA, USGS
C6 Common St Corridor


Sulphur
Westlake
Lake Charles
Prien
Carlyss
Corridor
Right of Way
C7 Interstate 10 Corridor

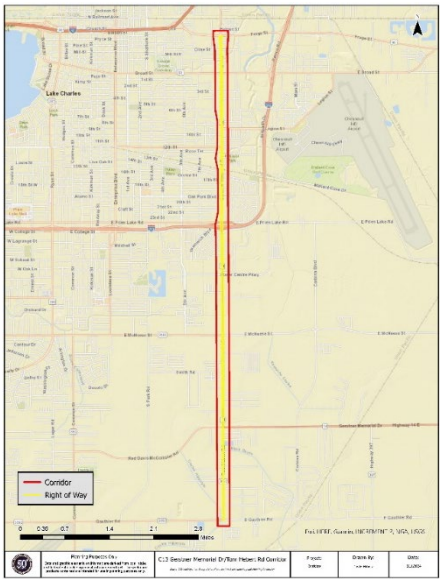

Westlake
Lake Charles
Prien
Corridor
Right of Ways
C8 Interstate 210 Corridor

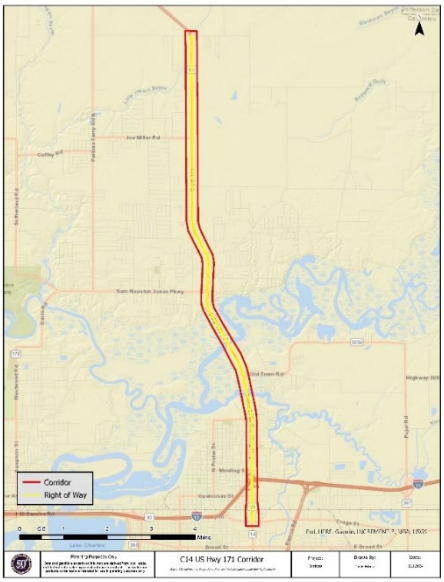

Corridor
Right of Way
C9 Ward Line Rd/Pujol Rd Corridor

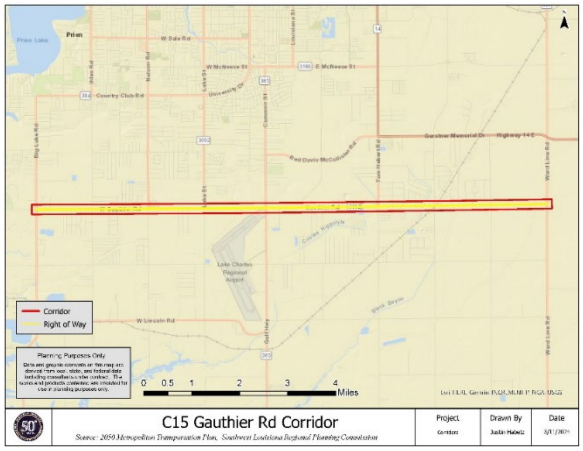

Prien
W Sale Rd
W McNeese St
E McNeese St
Country Club Rd
W Gauthier Rd
Gauthier Rd
Lake Charles Regional Airport
Corridor
Right of Ways
C10 Lake Street Corridor

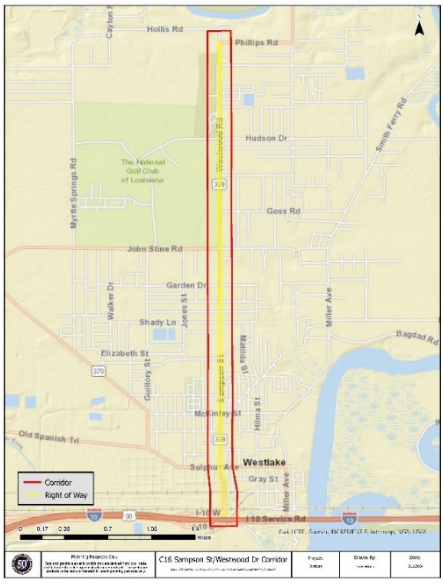

W Prien Lake Rd
E Prien Lake Rd
W Sale Rd
Country Club Rd
Gerstner Memorial Dr
Highway 14 E
Gauthier Rd
Corridor
Right of Way
Planning Purposes Only
0 0.5 1 2 3 4
Miles
C11 McNeese St Corridor
Source: 2050 Metropolitan Transportation Plan, Southwest Louisiana Regional Planning Commission
Project
Drawn By
Justin Habetz
Date

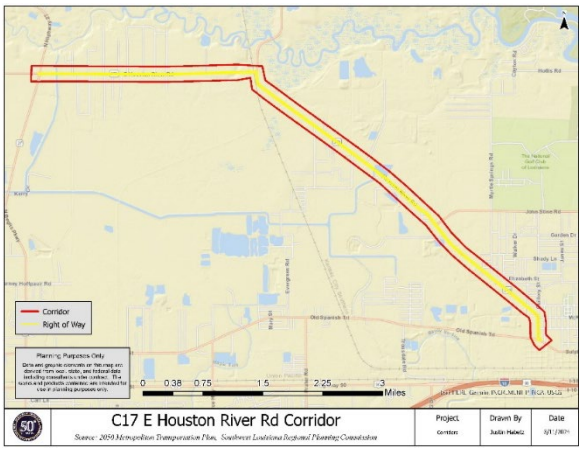

Lake Charles
Pujo St
Kirby St
Broad St
Ryan St
Enterprise Blvd
W Prien Lake Rd
E Prien Lake Rd
W College St
E College St
W Lagrange St
Corridor
Right of Ways
Planning Purposes Only
0 0.25 0.5 1 1.5 2
Miles
C12 Sallier St/12th St Corridor
Source: 2050 Metropolitan Transportation Plan, Southwest Louisiana Regional Planning Commission
Project
Drawn By
Justin Habetz
Date

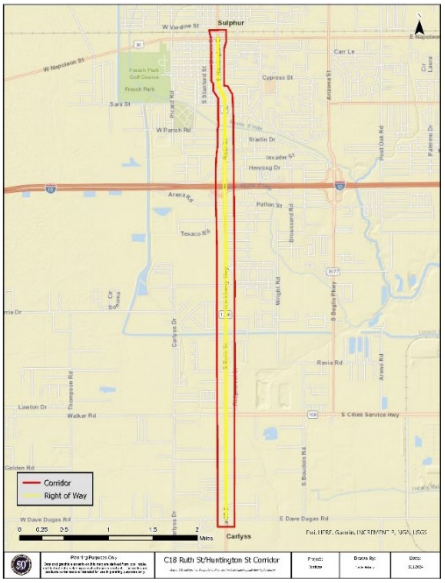

Lake Charles
Corridor
Right of Way
C13 Geiszer Memorial Dr/Tom Hebert Rd Corridor

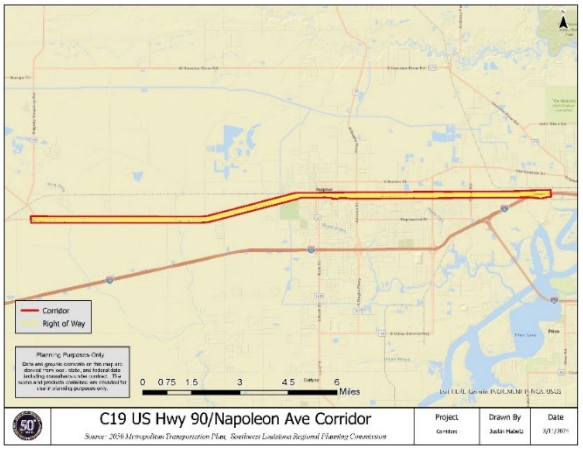

Corridor
Right of Way
C14 US Hwy 171 Corridor


Corridor
Right of Way
Planning Purposes Only
0 0.5 1 2 3 4 Miles
C15 Gauthier Rd Corridor

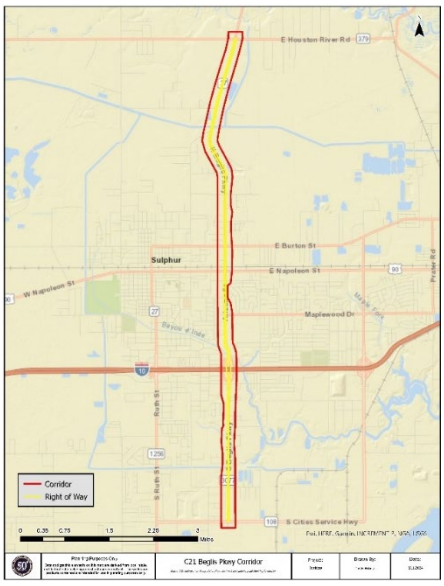

Hollis Rd
Phillips Rd
Hudson Dr
Goss Rd
John Stine Rd
Garden Dr
Shady Ln
Elizabeth St
Old Spanish Trl
Sulphur Ave
Westlake
Gray St
I-10 W
I-10 Service Rd
Corridor
Right of Way
C16 Sampson St/Westwood Dr Corridor

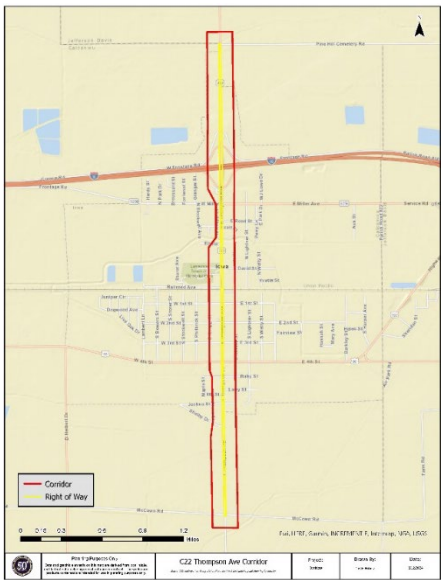

Corridor
Right of Way
Planning Purposes Only
0 0.38 0.75 1.5 2.25 3
Miles
C17 E Houston River Rd Corridor
Project
Drawn By
Date

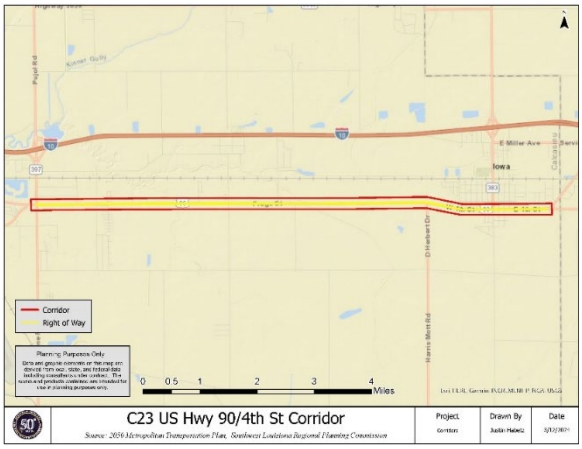

Sulphur
Carlyss
Corridor
Right of Way
0 0.25 0.5 1 1.5 2
Miles
C18 Ruth St/Huntington St Corridor

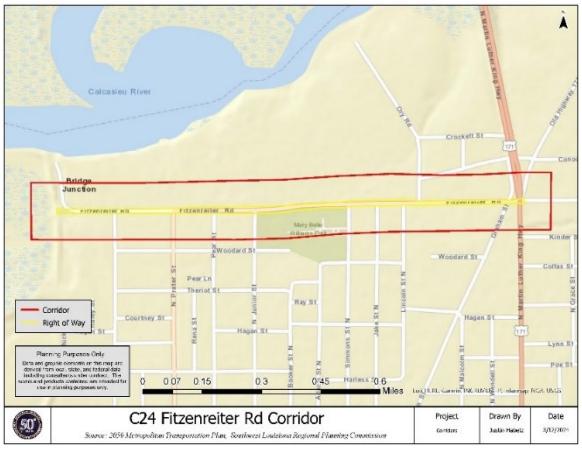

Corridor
Right of Way
Planning Purposes Only
0 0.75 1.5 3 4.5 6
Miles
C19 US Hwy 90/Napoleon Ave Corridor
Project
Drawn By
Date

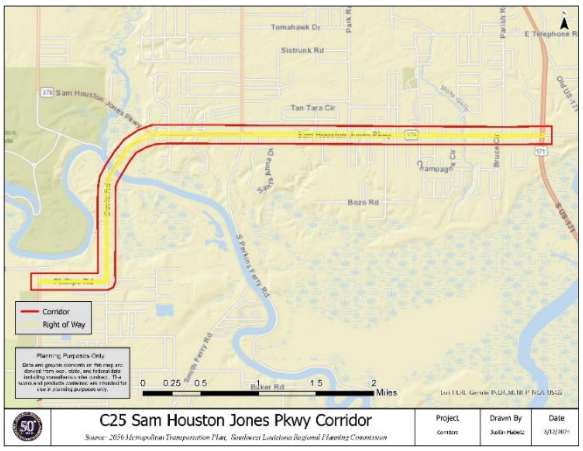

Corridor
Right of Way
0 0.25 0.5 1 1.5 2
Miles

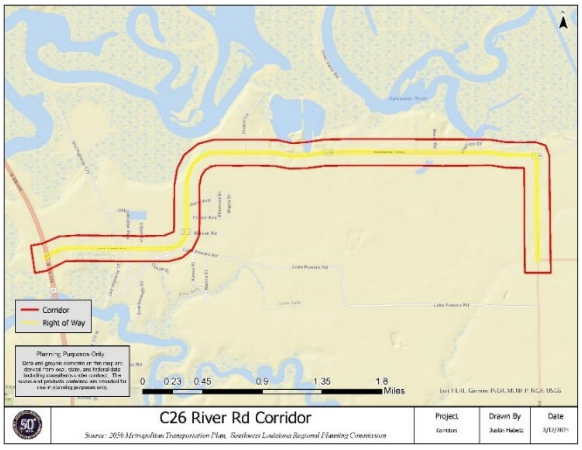

E Houston River Rd
Sulphur
E Burton St
E Napoleon St
W Napoleon St
Maplewood Dr
Ruth St
Prater Rd
S Cities Service Hwy
Corridor
Right of Way
C21 Begbis Pkwy Corridor


Corridor
Right of Way
C22 Thompson Ave Corridor

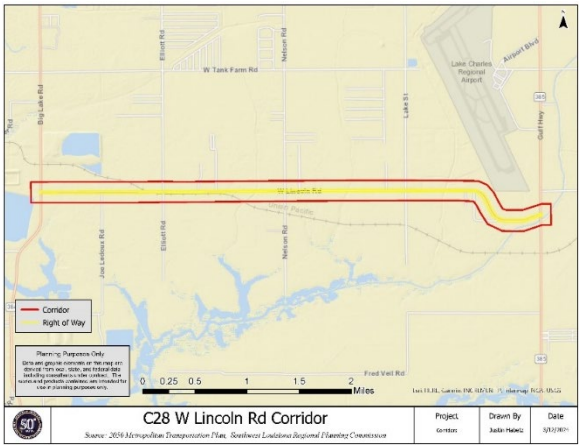

E Miller Ave
Iowa
Corridor
Right of Way
Planning Purposes Only
Miles
C23 US Hwy 90/4th St Corridor
Source: 2050 Metropolitan Transportation Plan, Southwest Louisiana Regional Planning Commission
Project
Drawn By
Date


Calcasieu River
Ridge Junction
Fitzenreiter Rd
Crockett St
Woodard St
Pear Ln
Ray St
Courtney St
Hagan St
Corridor
Right of Way
Planning Purposes Only
Miles
C24 Fitzenreiter Rd Corridor
Source: 2050 Metropolitan Transportation Plan, Southwest Louisiana Regional Planning Commission
Project
Drawn By
Date


Tomahawk Dr
Sistrunk Rd
Tan Tara Cir
Bozo Rd
Corridor
Right of Way
Miles
C25 Sam Houston Jones Pkwy Corridor


Corridor
Right of Way
Miles
C26 River Rd Corridor


Corridor
Right of Way

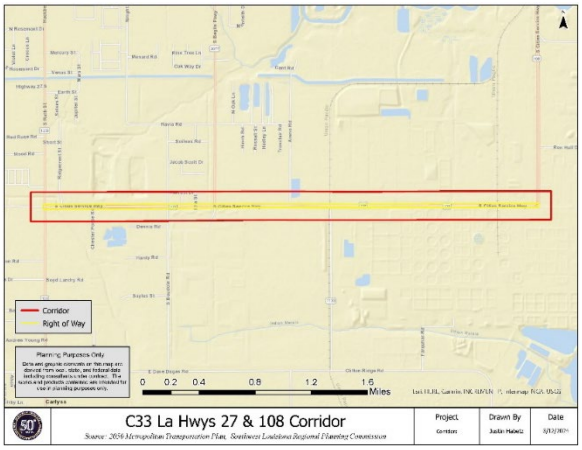

W Tank Farm Rd
Corridor
Right of Way
Miles
C28 W Lincoln Rd Corridor


Lisle Peters Rd
Country Club Rd
Graywood Pkwy
Gray Plantation Golf Course
Haymark Rd
W Gauthier Rd
Elliot Rd
W Tank Farm Rd
A Grange Rd
Corridor
Right of Way
C29 Big Lake Rd Corridor

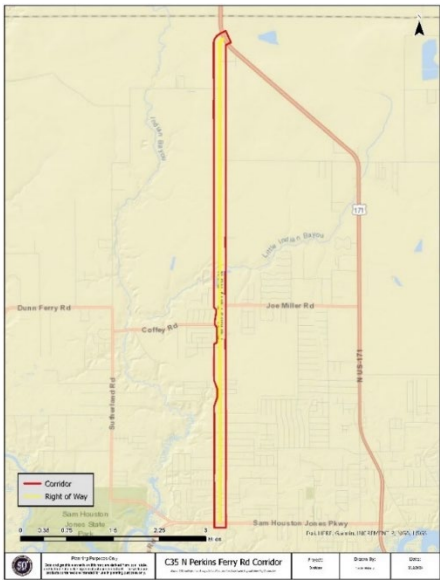

Gauthier Rd
HG Brinkley Rd
Airport Blvd
Airport Service Rd
E Tank Farm Rd
E Lincoln Rd
Corridor
Right of Way
C30 Gulf Hwy Corridor

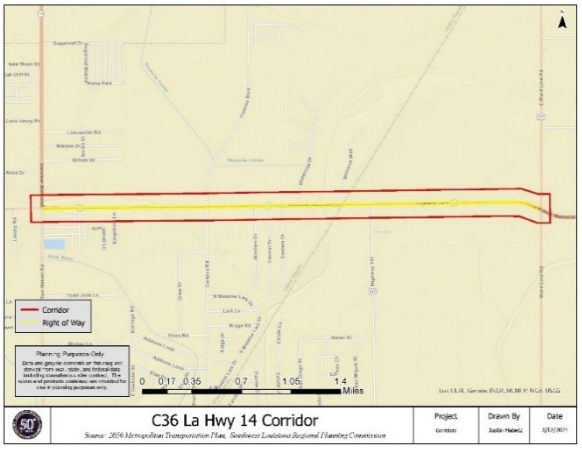

Prien
W Prien Lake Rd
W Sale Rd
W McNeese St
Country Club Rd
W Gauthier Rd
Lake Charles Regional Airport
W Lincoln Rd
Corridor
Right of Way
Planning Purposes Only
Miles
C31 Nelson Rd Corridor
Project
Corridors
Drawn By Justin Halatz
Date 12/9/2024

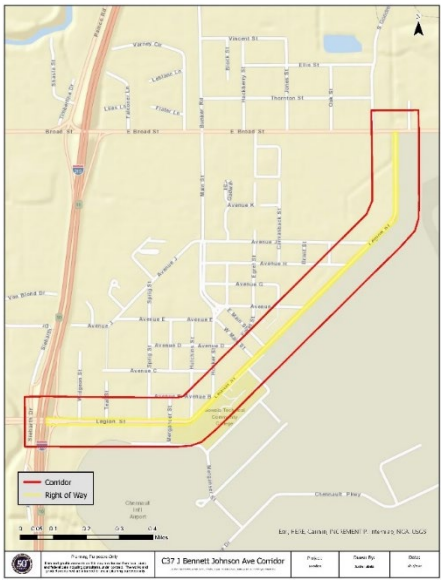

Carlyss
Moss Lake
Mud Lake
Corridor
Right of Way
C32 La Hwy 27 Corridor


Corridor
Right of Way
Planning Purposes Only
0 0.2 0.4 0.8 1.2 1.6
Miles
C33 La Hwys 27 & 108 Corridor
Source: 2050 Metropolitan Transportation Plan, Southwest Louisiana Regional Planning Commission
Project
Drawn By
Date

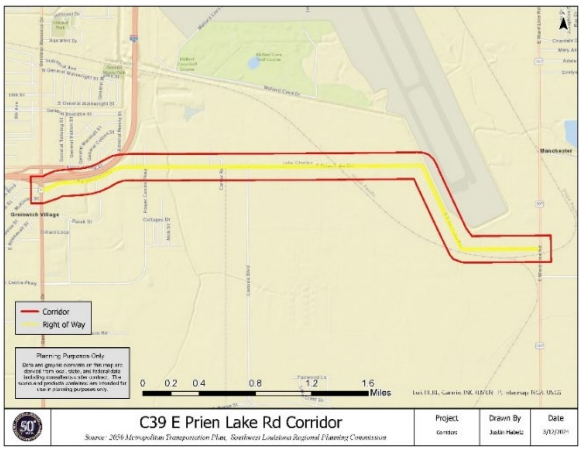

Corridor
Spur Line
C34 I-514 Spur Corridor


Dunn Ferry Rd
Coffey Rd
Joe Miller Rd
Sam Houston Jones Pkwy
Corridor
Right of Way
C35 N Perkins Ferry Rd Corridor


Corridor
Right of Way
Planning Purposes Only
0 0.17 0.35 0.7 1.05 1.4
Miles
C36 La Hwy 14 Corridor
Source: 2050 Metropolitan Transportation Plan, Southwest Louisiana Regional Planning Commission
Project
Drawn By
Date

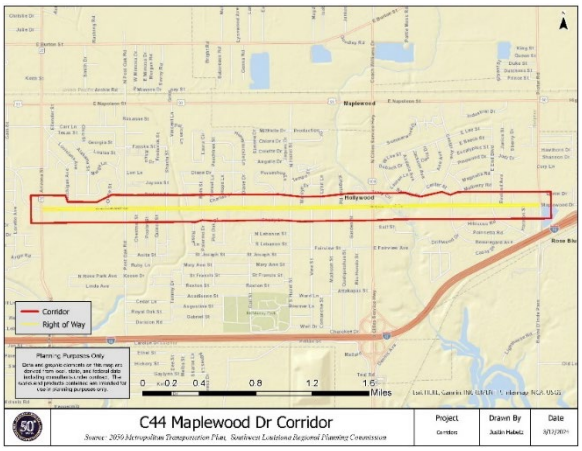

Corridor
Right of Way
C37 J Bennett Johnson Ave Corridor


Corridor
Right of Way
C38 La Hwy 27 Corridor


Corridor
Right of Way
Planning Purposes Only
0 0.2 0.4 0.8 1.2 1.6
Miles
C39 E Prien Lake Rd Corridor


Corridor
Right of Way
C40 La Hwy 397 Corridor


W Napoleon St
W Thomas St
W Elizabeth St
Truman St
Phillips St
Pearl St
Bryan St
W Logan St
Picard Rd
Linton St
McArthur St
Mackey St
Corridor
Right of Way
C43 Picard Rd Corridor


Corridor
Right of Way
Planning Purposes Only
0 0.2 0.4 0.8 1.2 1.6
Miles
C44 Maplewood Dr Corridor
Source: 2050 Metropolitan Transportation Plan, Southwest Louisiana Regional Planning Commission
Project
Drawn By
Date


Corridor
Right of Way
C45 Prater Rd Corridor

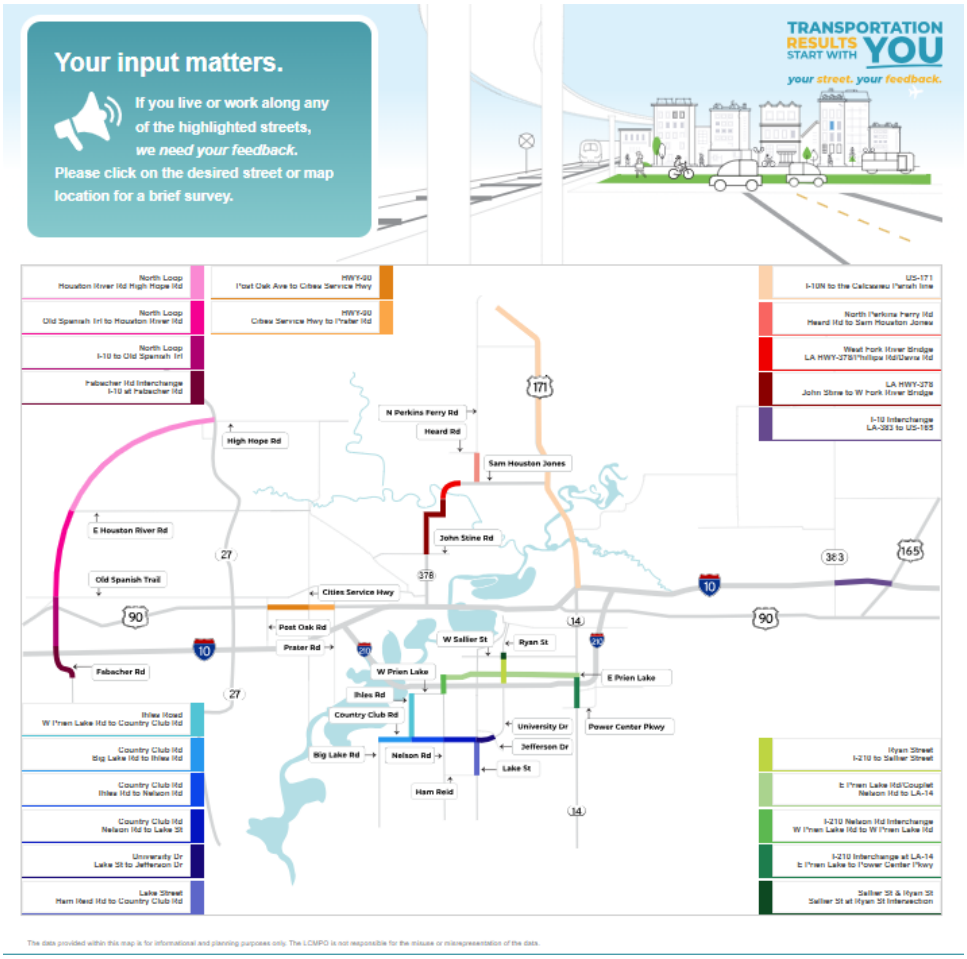
2050 METROPOLITAN TRANSPORTATION PLAN PUBLIC SURVEY

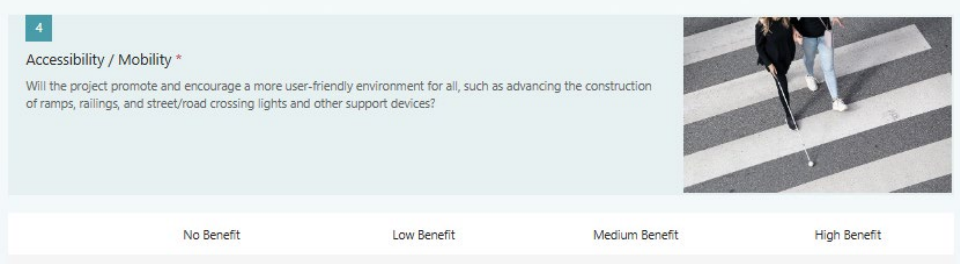
Beginning October 29, 2024, members of the 2050 Metropolitan Transportation Plan Steering Committee, the Transportation Policy Committee, and the general public were invited to take a survey on the 22 priority projects proposed for the 2050 Metropolitan Transportation Plan. Stakeholders were – and continue to be – encouraged to evaluate each project according to 10 federal planning factors and 12 local planning factors. Most participants selected one or more projects of particular interest on which to complete the survey.

The survey, which is imbedded in an interactive map, was designed to provide information about the project, as well as an explanation of each planning factor.

As stakeholders scroll over a project name, an image representing the proposed project pops up and the roadway is highlighted. By clicking on the project name, the survey pops open.

Participants have the option of noting "No Benefit," "Low Benefit," "Medium Benefit" or "High Benefit" for each of the 22 planning factors.





Answers to each question were compiled for inclusion in the initial draft of the 2050 Metropolitan Transportation Plan. As responses will continue to be accepted, data will continue to be collected and correlated throughout the planning process.

DESIGNATED ARTERIAL CORRIDOR STAKEHOLDER MEETINGS

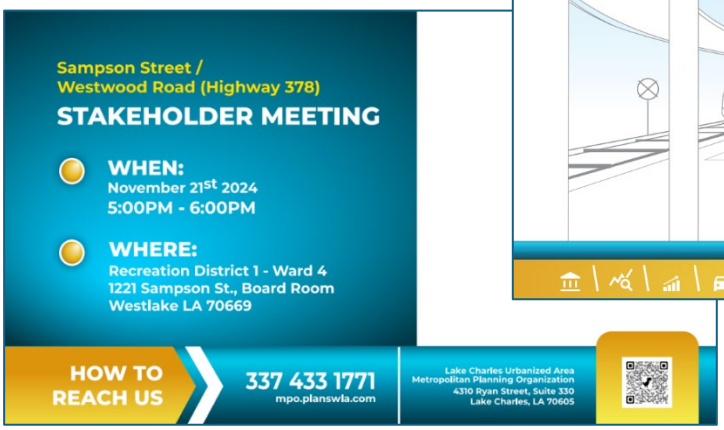
During the development of the 2050 MTP, seven (7) designated arterial corridors were paired with a series of three stakeholder meetings designed to identify key priorities and concerns for individuals whose daily lives and livelihoods are directly impacted by future developments on these corridors:

- Country Club Road in Lake Charles, LA
- Maplewood Drive in Sulphur, LA
- North Perkins Ferry Road in Calcasieu Parish
- North Thompson Avenue in Iowa, LA
- Ryan Street in Lake Charles, LA
- West Sallier Street/12th Street in Lake Charles, LA
- Sampson Street/Westwood Road in Westlake, LA

While these arterial corridors serve thousands of users daily, these stakeholder meetings focus on those most directly impacted by changes to the arterial roadway: property owners, residents, businesses, industries and public and private institutions on the Designated Arterial Corridor.

Modifications such as street repairs, drainage, traffic signal changes, utility upgrades, lighting, safety and capacity improvements can significantly affect the health, safety, and economic well-being of these specific stakeholders.

To address identified transportation improvement needs, stakeholders will be invited to participate in a series of three public meetings. These meetings aim to inventory needs, gather stakeholder concerns, document comments and incorporate proposals to mitigate problems and achieve goals and objectives for short- and long-term development.



Additionally, these meetings facilitate the formation of a "corridor coterie" among the stakeholders for each arterial—a term rooted in local planning French culture which translates to a close-knit group with shared interests. The citizen-led group or coterie coordinates and ensures public input to inform local planning commissions and the MPO in their respective planning and implementation processes throughout the tenure of the Metropolitan Transportation Plan, fostering a collaborative relationship between stakeholders, local governments, and agencies.

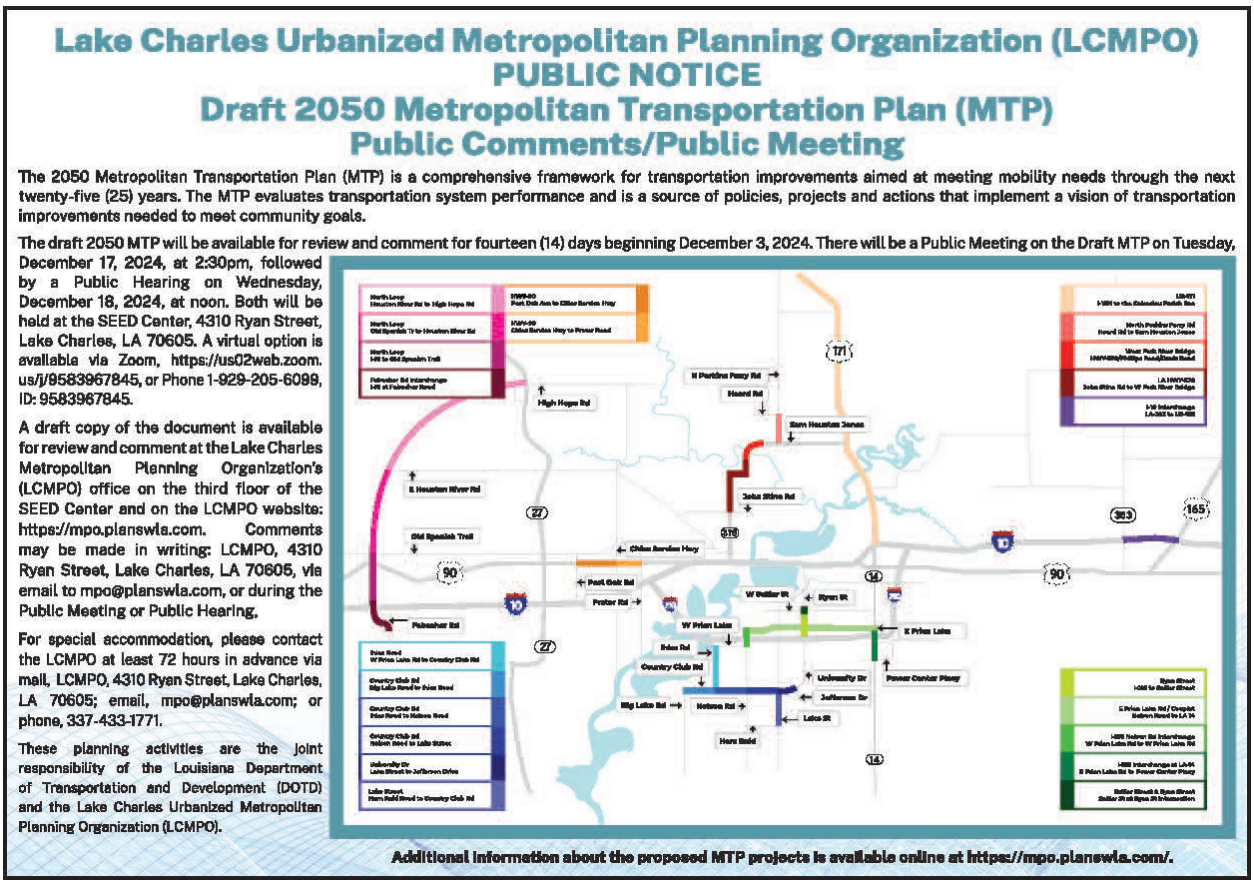
The first Designated Arterial Corridor meeting was on C-16 Sampson Street/Westwood Road, Thursday, November 21, 2024, at the Recreation District 1 – Ward 4, Sampson Street in the City of Westlake.

Invitations were sent to 58 businesses and 68 residences with Sampson or Westwood addresses, and an overview of the corridor's current roadway, land use, ADT, zoning, and crash data were presented for participants' information and to facilitate discussion on their needs and wants for the roadway.

The inaugural Thompson Avenue stakeholders meeting initially scheduled for early December 2024 was postponed to early 2025 due to inclement weather, and the first Sallier/12th Streets stakeholder meeting is scheduled for late February 2025.

2050 METROPOLITAN TRANSPORTATION PLAN PUBLIC NOTICE

The public was notified of the opportunity to review and comment on the draft 2050 Metropolitan Transportation Plan beginning on Saturday, November 30, 2024, through display ads in the *Lake Charles American Press*, which is the MPO's legal journal, through Facebook and the MPO website.



Lake Charles Urbanized Metropolitan Planning Organization (LCMPO)
PUBLIC NOTICE
Draft 2050 Metropolitan Transportation Plan (MTP)
Public Comments/Public Meeting

The 2050 Metropolitan Transportation Plan (MTP) is a comprehensive framework for transportation improvements aimed at meeting mobility needs through the next twenty-five (25) years. The MTP evaluates transportation system performance and is a source of policies, projects and actions that implement a vision of transportation improvements needed to meet community goals.

The draft 2050 MTP will be available for review and comment for fourteen (14) days beginning December 3, 2024. There will be a Public Meeting on the Draft MTP on Tuesday, December 17, 2024, at 2:30pm, followed by a Public Hearing on Wednesday, December 18, 2024, at noon. Both will be held at the SEED Center, 4310 Ryan Street, Lake Charles, LA 70605. A virtual option is available via Zoom, https://us02web.zoom.us/j/9583967845, or Phone 1-929-205-6099, ID: 9583967845.

A draft copy of the document is available for review and comment at the Lake Charles Metropolitan Planning Organization's (LCMPO) office on the third floor of the SEED Center and on the LCMPO website: https://mpo.planswla.com. Comments may be made in writing: LCMPO, 4310 Ryan Street, Lake Charles, LA 70605, via email to mpo@planswla.com, or during the Public Meeting or Public Hearing.

For special accommodation, please contact the LCMPO at least 72 hours in advance via mail, LCMPO, 4310 Ryan Street, Lake Charles, LA 70605; email, mpo@planswla.com; or phone, 337-433-1771.

These planning activities are the joint responsibility of the Louisiana Department of Transportation and Development (DOTD) and the Lake Charles Urbanized Metropolitan Planning Organization (LCMPO).

Additional information about the proposed MTP projects is available online at https://mpo.planswla.com/.

The display ad ran on three consecutive weekends, Saturday/Sunday, November 30 and December 1; Saturday/Sunday, December 7 and 8; and Saturday/Sunday, December 14/15, which were the most viewed issues during the public review period.

RECORD OF CHANGES

Record Number	Resolution Number	Approval Date	Administrative Modification Number	Reporting Date	Description of Change
2050 - 01			#2050-MTP-AM-01	3/11/2025	Response to DOTD/FHWA request for information re: Financial Plan, Performance Metrics, and Public Participation Plan

APPENDIX

Southwest Louisiana Comprehensive Economic Development Strategy

Lake Charles Urbanized Area Metropolitan Planning Organization Public Participation Plan (2024)

LCMPO Boundary Map

LCMPO Project Selection Checklist

2050 MTP Planning Factors Evaluation

Lake Charles Urban Area Traffic Management Center Feasibility Report

Louisiana Department of Transportation & Development Highway Program

Lake Charles Rebound

Calcasieu Parish Hurricanes Laura and Delta Recovery Framework

"Just Imagine SWLA" - A 50-Year Resilience Master Plan for Calcasieu and Cameron Parishes

Southwest Louisiana Freight Plan

2024 Louisiana State Freight Plan

2020 Louisiana Rail Plan

2009 Louisiana Bike/Ped Plan

Southwest Louisiana Coordinated Human Services Transportation Plan

"FAST Act" - Fixing America's Surface Transportation Act

Louisiana Strategic Highway Safety Plan

Statewide Transportation Improvement Program

Louisiana Statewide Transportation Plan

Ingredients for Preservation Partnerships in Louisiana: 2017-2025

Louisiana Main Street

Louisiana Historic Preservation

Louisiana Conservation Planning

Louisiana Nonattainment/Maintenance Status for Each County by Year for All Criteria Pollutants

FHWA Bipartisan Infrastructure Law

Approving and Adopting the Lake Charles MPO 2050 Metropolitan Transportation Plan | Resolution No. 2024-25-09

ACRONYMS

ACRONYM	DEFINITION65
AASHTO	American Association of State Highway and Transportation Officials
ABA	Architectural Barriers Act
ACEC	American Council of Engineering Companies
ADA	Americans with Disabilities Act
AOC	Area of Concern
ASLA	American Society of Landscape Architects
AST	Aboveground Storage Tank
AUL	Activity and Use Limitation
BTS	Bureau of Transportation Statistics
CA	Corrective Action
CAD	Computer Automated Dispatch
CAG	Community Advisory Group
CDBG	Community Development Block Grant
CDBG-DR	Community Development Block Grant-Disaster Recovery
CEDS	Comprehensive Economic Development Strategy
CFR	Code of Federal Regulations
DEQ	Department of Environmental Quality
DOC	Department of Commerce
E911	Enhanced 911 Service
EA	Environmental Assessment
EAA	Economic Adjustment Assistance Program
EC	Engineering Control
EC	Existing + Committed Projects
EDA	Economic Development Administration
EDD	Economic
Development District	
EEOC	Equal Employment Opportunity Commission
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
EPCRA	Emergency Planning and Community Right to Know Act
ERNS	Emergency Response Notification System
ESRI	Earth Science Research Institute "ArcGIS"
FAA	Federal Aviation Administration
FAST	Fixing America's Surface Transportation
FBO	Faith-Based Organization
FCC	Federal Communications Commission
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
FONSI	Finding of No Significant Impact
FS	Feasibility Study
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FTC	Federal Trade Commission
GIS	Geographic Information Systems
GIWW	Gulf Coast Intercoastal Waterway
GOHSEP	Governor's Office of Homeland Security and Emergency Management
IC	Institutional Control

ITE	Institute of Transportation Engineers
HAZWOPER	Hazardous Waste Operations and Emergency Response
HOT	Heating Oil Tank
HSDB	Hazardous Substances Data Bank
HSIP	Highway Safety Improvement Program
HUD	Department of Housing and Urban Development
INFRA	Infrastructure for Rebuilding America
LADOTD	Louisiana Department of Transportation and Development
LAPDD	Louisiana Association of Planning and Development Districts
LCMPO	Lake Charles Metropolitan Planning Organization
LDR	Land Disposal Restrictions
LDRM	Local Disaster Recovery Manager
LED	Louisiana Economic Development
LOS	Level of Service
LOSS	Level of Service of Safety
LLP	Landowner Liability Protection
LRTP	Long Range Transportation Plan
LRSA	Local Road Safety Administration
LUST	Leaky Underground Storage Tanks
MAP-21	Moving Ahead for Progress in the 21st Century
MASC	Maximum Allowable Soil Concentration
MCL(G)	Maximum Contaminant Level (Goal)
MIRE-FDE	Model Inventory of Roadway Elements- Fundamental Data Element
MOU	Memorandum of Understanding
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
MUTCD	Manual on Uniform Traffic Control Devices for Streets and Highways
MW	Monitoring Wall
NACTO	National Association of City Transportation Officials
NEPA	National Environmental Policy Act
NFA	No Further Action letter
NFRAP	No Further Remedial Action Planned
NHS	National Highway System
NHTSA	National Highway Traffic Safety Administration
NOAA	National Oceanic and Atmospheric Administration
NOFO	Notice of Funding Opportunity
NORPC	New Orleans Regional Planning Commission
NOV	Notice of Violation
NRCS	National Resource Conservation Service
NPDES	National Pollutant Discharge Elimination System
NPL	National Priorities List
NPS	National Park Service
NTIA	National Telecommunications and Information Administration
NTSB	National Transportation Safety Board
OCD	Office of Community Development
OIG	Office of Inspector General
OPA	Oil Pollution Act
OSHA	Occupational Safety and Health Administration
OSRTI	Office of Superfund Remediation and Technology Innovation
OUST	Office of Underground Storage Tanks
OSWER	Office of Solid Waste and Emergency Response, EPA

PA	Preliminary Assessment
PAH	Polynuclear/Polycyclic Aromatic Hydrocarbon
PBIC	Pedestrian and Bicycle Information Center
PCB	Polychlorinated Biphenyl
PERC or PCE	Tetrachloroethylene or Perchloroethylene
PMT	Person Miles Traveled
POL	Petroleum Oils and Lubricants
PPA	Prospective Purchaser Agreement
PRG	Preliminary Remediation Goal
PRP	Potentially Responsible Party
QAPP	Quality Assurance Project Plan
RA	Remedial Action
RACM/T	Reasonably Available Control Measures/ Technology
RAO	Remedial Action Operation
RBCA	Risk Based Corrective Action
RBDM	Risk Based Decision Making
REC	Recognized Environmental Conditions
RFP	Request for Proposals
RI/FS	Remedial Investigation and Feasibility Study
RIP	Remedy In Place
RLF	Revolving Loan Fund grant
RME	Reasonable Maximum Exposure
ROD	Record of Decision
ROW	Right of Way
RP	Responsible Party
RPM	Remedial Project Manager
RSA	Road Safety Audit
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SARA	Superfund Amendment and Reauthorization Act
SHSP	Strategic Highway Safety Plan
SI	Site Inspection
SOV	Single Occupant Vehicle
SR2PP	Safe Roads to Public Places
SR2S	Safe Roads to Schools
SRI	Superfund Redevelopment Initiative
STBG	Surface Transportation Block Grant Program
STEM	Science, Technology, Engineering and Mathematics
STIP	Statewide Transportation Improvement Program
SWLA-RPC	Southwest Louisiana Regional Planning Commission
TA	Transportation Alternatives Set-Aside (of STBG)
TAC	Technical Advisory Committee
TAG	Technical Assistance Grant
TBA	Targeted Brownfield Assessment
TCLP	Toxicity Characteristic Leaching Procedure
TIP	Transportation Improvement Program
TMDL	Total Maximum Daily Loads
TOC	Total Organic Carbon
TPC	Transportation Policy Committee
TRI	Toxic Release Inventory
TSDF	Treatment, Storage, and Disposal Facilities
TSE	Targeted Site Effort
UAO	Unilateral Administrative Order

UPWP	Unified Planning Work Program
US DOT	United States Department of Transportation
U.S.C.	United States Code
USDA	United States Department of Agriculture
USDOJ	United States Department of Justice
USGS	United States Geological Survey
UST	Underground Storage Tank
VCP	Voluntary Cleanup Program
VMT	Vehicle Miles Traveled
VOC	Volume Over Capacity

ATTACHMENTS

ATTACHMENT A
RESOLUTION APPROVING AND ADOPTING THE LAKE CHARLES MPO 2050 METROPOLITAN TRANSPORTATION PLAN

LAKE CHARLES, LOUISIANA URBANIZED AREA
METROPOLITAN PLANNING ORGANIZATION (MPO)
TRANSPORTATION POLICY COMMITTEE

RESOLUTION NO. 2024-25-09

APPROVING AND ADOPTING THE LAKE CHARLES MPO 2050 METROPOLITAN TRANSPORTATION PLAN

WHEREAS, the Southwest Louisiana Regional Planning Commission (SWLA-RPC) is the designated Metropolitan Planning Organization (MPO) for the Lake Charles Urbanized Area, charged with overall transportation planning and development; **AND**

WHEREAS, the Transportation Policy Committee of the Lake Charles, Louisiana Metropolitan Planning Organization (MPO) approved and adopted Amendment No. 14 to the 2045 Metropolitan Transportation Plan on June 17, 2024; **AND**

WHEREAS, preparation of the Lake Charles MPO 2050 Metropolitan Transportation Plan (MTP) is completed and has been vetted by the MTP Steering Committee, local, regional and state stakeholders in transportation planning and development; **AND**

WHEREAS, public participation and outreach has included a twenty-two factor evaluation survey on the 2050 Metropolitan Transportation Plan; **AND**

WHEREAS, the MPO has referenced recent multiple disasters affecting Calcasieu Parish and resulting municipal and parish plans including the Calcasieu Parish Recovery Plan, Southwest Louisiana Community Foundation's "Just Imagine Comprehensive Plan" for Calcasieu and Cameron parishes, and the City of Lake Charles "Lake Charles Rebound" tax proposal which passed overwhelmingly; **AND**

WHEREAS, the MPO has followed the adopted Public Participation Plan in preparation of the Lake Charles 2050 Metropolitan Transportation Plan; **AND**

WHEREAS, the Lake Charles 2050 Metropolitan Transportation Plan has been developed as a 25-year transportation plan for federal, state and local funded highway, transit and non-motorized projects; **AND**

WHEREAS, the MTP is consistent with plans, goals and objectives of the MPO which shall be updated regularly by amendment to reflect changes in program emphasis and anticipated cost adjustments and funding availability; **AND**

WHEREAS, the Lake Charles 2050 Metropolitan Transportation Plan establishes and incorporates a fundamental framework for a complete thoroughfare network of forty-five "Designated Arterial [illegible] Corridors" throughout the urban area for comprehensive plan development and collaboration with local planning commissions; **AND**

WHEREAS, the MPO will continue to vet the 2050 MTP through established Corridor Coteries for continuous public participation in the transportation planning and development process; **AND**

WHEREAS, the Lake Charles 2050 Metropolitan Transportation Plan also facilitates a new era of cooperative, coordinated and comprehensive planning, funding, and regular public engagement with local stakeholders; **AND**

WHEREAS, it is the responsibility of the Transportation Policy Committee (TPC) to review, adopt and approve all amendments to the Metropolitan Transportation Plan; **AND**

WHEREAS, the MPO Transportation Technical Advisory Committee has reviewed the status and public comments received to date and certifying data criteria for reference and resource in the 2050 Metropolitan Transportation Plan for the Lake Charles MPO and recommended approval to the MPO Transportation Policy Committee; **AND**

WHEREAS, the Transportation Policy Committee has received and reviewed recommendations of the Technical Advisory Committee to adopt the 2050 Metropolitan Transportation Plan and held a Public Hearing this date on the draft document;

NOW THEREFORE BE IT RESOLVED BY THE METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION POLICY COMMITTEE FOR THE LAKE CHARLES URBAN AREA, THE APPROVAL AND ADOPTION OF THE 2050 METROPOLITAN TRANSPORTATION PLAN AS IDENTIFIED IN ATTACHMENT "A" AND MADE A PART OF THIS RESOLUTION.

BE IT FURTHER RESOLVED AND DIRECTED THAT THE STAFF OF THE MPO SUBMIT THE SAID 2050 METROPOLITAN TRANSPORTATION PLAN TO THE APPROPRIATE FEDERAL AND STATE AGENCIES AND TO COMPLY WITH MINOR REVISIONS NECESSARY TO MEET COMPLIANCE WITH SUBMISSION REQUIREMENTS.

THIS RESOLUTION BEING VOTED ON AND ADOPTED THIS 24TH DAY OF FEBRUARY 2025.

Mayor Hal McMillin, Chair
Transportation Policy Committee

ATTEST:

Michael Hollier, AICP
Executive/MPO Director

I, Mayor Hal McMillin, Chair for the Lake Charles, Louisiana MPO Transportation Policy Committee, do hereby certify that a meeting of the Transportation Policy Committee was duly convened in Lake Charles, Louisiana, at 12:00 P.M. Noon on Monday, February 24, 2025 and following a public hearing on the Lake Charles, Louisiana MPO 2050 Metropolitan Transportation Plan this resolution was adopted.

ATTACHMENT B
RESOLUTION APPROVING AND ADOPTING A MEMORANDUM OF UNDERSTANDING

LAKE CHARLES, LOUISIANA URBANIZED AREA
METROPOLITAN PLANNING ORGANIZATION (MPO)
TRANSPORTATION POLICY COMMITTEE

RESOLUTION NO. 2023-24-14

APPROVING AND ADOPTING A MEMORANDUM OF UNDERSTANDING (MOU) BETWEEN THE LAKE CHARLES CITY PLANNING COMMISSION AND THE LAKE CHARLES METROPOLITAN PLANNING ORGANIZATION (MPO) ON COMPREHENSIVE PLANNING AND DEVELOPMENT FOR ADOPTED URBAN DESIGNATED ARTERIAL CORRIDORS.

WHEREAS, the Southwest Louisiana Regional Planning Commission (SWLA-RPC) is the designated Metropolitan Planning Organization (MPO) for the Lake Charles Urbanized Area, charged with overall transportation planning and development; **AND**

WHEREAS, the Transportation Policy Committee of the Lake Charles, Louisiana Metropolitan Planning Organization (MPO) has reviewed, considered, and adopted forty-five (45) "Designated Arterial Corridors" throughout the MPO Planning Area; **AND**

WHEREAS, the MPO Transportation Policy Committee has discussed and determined a need to leverage limited federal, state, and local public dollars to advance transportation planning, development, and implementation in the Metropolitan Planning Area; **AND**

WHEREAS, the Lake Charles City Planning Commission has taken into consideration a proposed intergovernmental agreement for a comprehensive, coordinated, cooperative, consensus, and community focused transportation planning program with the Metropolitan Planning Organization (MPO); **AND**

WHEREAS, the intergovernmental transportation planning agreement is to be effected through a "Memorandum of Understanding" between the two entities; **AND**

WHEREAS, there is recognition that the purpose and objectives of the intergovernmental transportation planning effort cannot realistically be achieved in months, but rather in years; **AND**

WHEREAS, both parties have agreed to seek and secure an organized and enhanced return on investment for maximum benefit to the local and regional transportation network;

NOW THEREFORE BE IT RESOLVED BY THE METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION POLICY COMMITTEE FOR THE LAKE CHARLES URBAN AREA, THE APPROVAL AND ADOPTION OF A MEMORANDUM OF UNDERSTANDING (MOU) BETWEEN THE LAKE CHARLES CITY PLANNING COMMISSION AND THE LAKE CHARLES METROPOLITAN PLANNING ORGANIZATION (MPO) FOR COORDINATION ON COMPREHENSIVE PLANNING AND DEVELOPMENT OF URBAN DESIGNATED ARTERIAL CORRIDORS. SAID MOU BEING ATTACHED AND MADE A PART OF THIS RESOLUTION.

THIS RESOLUTION BEING VOTED ON AND ADOPTED THIS 30TH DAY OF APRIL 2024.

_____
Mayor Nic Hunter, Chair
Transportation Policy Committee

ATTEST:

_____
Michael Hollier
Executive/MPO Director

ATTACHMENT C
CORRIDOR PLAN PREPARATION AND ADOPTION PROCESS

MPO DESIGNATED ARTERIAL CORRIDOR CXXX

Jurisdiction(s): TBD

CORRIDOR PLAN PREPARATION AND ADOPTION

PROCEDURAL STEPS

_____ 1. Introduce defined corridor boundary map to planning commission.

_____ 2. Compile inventory of landowners within the Corridor: Parcels, names, addresses (contact info)

_____ 3. Identify municipal council districts touched by the Corridor and elected officials.

_____ 4. Identify parish police jury districts touched by the Corridor and elected officials.

_____ 5. Identify a convenient central meeting location within the Corridor.

_____ 6. Select public outreach mechanism(s) for information, notifications, and involvement in the Corridor.

_____ 7. Prepare a current land use map of the Corridor.

_____ 8. Prepare a current zoning map of the Corridor where applicable.

_____ 9. Prepare a public/private infrastructure map of the Corridor:

- _____ Streets/Roadways (travel lanes, pedestrian, bikeways, transit)
- _____ Drainage: Open ditch/subsurface
- _____ Street lighting
- _____ Curb cuts
- _____ Utility: _____ Sewer
  - _____ Water
  - _____ Electric
  - _____ Communication

_____ 10. Prepare existing street tree/landscaping map.

_____ 11. Identify any federal, state, or local historic landmark or structure in the Corridor.

_____ **12. Identify by map any special districts (recreation/cultural/business/historical) intersecting the Corridor.**

_____ **13. Map all crash data for the previous ten years in the Corridor.**

_____ **14. Identify current Average Daily Traffic (ADT) counts and projected counts (if available) in the Corridor.**

_____ **15. Identify major traffic generators (schools, hospitals, office buildings, shopping centers, industries, residential development, sports complex, government facilities, art centers/museum, parks, etc.)**

_____ **16. Identify water bodies (rivers, bayous, coulees, drainage ways, canals, detention/retention ponds).**

_____ **17. Identify official flood zones and flood ways within the Corridor.**

_____ **18. Coordinate with planning commission and schedule First Designated Corridor meeting with Stakeholders.**

_____ **19. First Corridor Meeting Includes:**

- _____ **Welcome and Introductions**
- _____ **Background and purpose of meeting presentation**
- _____ **Corridor data inventory and maps presentation**
- _____ **Official Planning Factors for Corridor evaluation**
- _____ **Questions and Answers Session**
- _____ **Webpage Reference for Corridor Plan Status**
- _____ **Scheduled Second Corridor Meeting**
- _____ **Stakeholder Verification Options**
- _____ **Adjournment**

_____ **20. Second Corridor Meeting held approximately 30 days following First Corridor Meeting.**

_____ **21. Second Corridor Meeting includes:**

- _____ **Welcome and Introductions**
- _____ **Stakeholder recommendations to date.**
- _____ **Building consensus on Corridor Priority Needs**
- _____ **Establishing a Corridor Coterie**

_____ **Adjournment**

_____ **22. Review Designated Corridor Webpage for Stakeholder and Public information updates and access.**

_____ **23. Meet with planning commission on summary status of Designated Corridor and determine if a Coterie should be established.**

_____ **24. IF, the planning commission approves establishment of a Coterie in the Designated Corridor it should be through formal resolution:**

- _____ **Concurrence should be obtained from councilperson(s) and/or police jurors whose district intersects with the Designated Corridor.**
- _____ **Planning commission adopts specific policies and procedures for the Corridor Coterie.**

_____ **25. Third Corridor Meeting is scheduled and includes:**

- _____ **Welcome and Introductions**
- _____ **Update on planning commission corridor actions.**
- _____ **Developed consensus to date on Designated Corridor Needs and Wants.**
- _____ **Review Coterie Policies and Procedures adopted by planning commission.**
- _____ **Election of initial Coterie.**
- _____ **Adjournment**

_____ **26. Develop options and/or alternatives addressing each of the stakeholder consensus identified recommendations.**

_____ **27. Schedule First Corridor Coterie Meeting to include:**

- _____ **Welcome and Introductions**
- _____ **Brief background statement by each Coterie member.**
- _____ **Orientation on Coterie Policies and Procedures**
- _____ **Election of Officers**
- _____ **Identification of Corridor Needs and Priorities Discussion**
- _____ **Information Requests**

_____ **Adjournment**

_____ **28. Schedule Second Corridor Coterie Meeting to include:**

_____ **Welcome**

_____ **Review and discussion on alternatives for 1st Identified Corridor Need.**

_____ **Review and discussion on alternatives for 2nd Identified Corridor Need.**

_____ **Draft Agenda for Third Corridor Coterie Meeting**

_____ **Adjournment**

_____ **29. Identify surveys for qualified Corridor stakeholders.**

_____ **30. Schedule Third Corridor Coterie Meeting to include:**

_____ **Welcome**

_____

_____

_____

_____ **Adjournment**

_____ **31. Update Designated Corridor Webpage**

_____ **32. Run first corridor stakeholder survey in conjunction with MPO/planning commission/Coterie.**

_____ **33. Schedule Fourth Corridor Coterie Meeting to include:**

_____ **Welcome**

_____ **Review and discussion on alternatives for ____ identified Corridor Need.**

_____ **Review and discussion on alternatives for ____ identified Corridor Need.**

NOTES: 1) Need Planning Commission Resolution establishing the Designated Corridor and authorizing a Coterie.

ATTACHMENT D
TRIPARTITE AGREEMENT – PROJECTS

LCMPO
LAKE CHARLES URBANIZED AREA
METROPOLITAN PLANNING ORGANIZATION

2050 METROPOLITAN TRANSPORTATION PLAN (MTP)
Tripartite Agreement - Projects

The Lake Charles, Louisiana Metropolitan Planning Organization (MPO) has prepared and adopted a twenty-five year 2050 Metropolitan Transportation Plan (MTP). Planning and development of the Long-Range Plan is not designed as a onetime event and exercise but is a continuing process of public engagement, analysis, evaluation, funding, and coordination. A fundamental component of the plan is cooperation among both public and private stakeholders who are directly and indirectly impacted. An instrument in the planning process is an MPO Tripartite Agreement centered on two levels of applicability: Short Term transportation improvement implementation and Long-term public engagement of stakeholders to develop, adopt, modify and maintain a comprehensive transportation plan through a network of arterial corridors.

MTP Project Tripartite Agreements: Part One - Projects

I. MTP Project No. _____

II. MTP Project Name: _____

III. Parties to the Agreement

Local Governments: Municipal Government (s): _____
Parish Government: _____
Louisiana Department of Transportation and Development
Lake Charles Metropolitan Planning Organization (TPC)
Other: _____

IV. Project Description:

V. Project Boundaries:

VI. Public Purposes, Intent and Mitigation for Agreement

There are three public purposes of this Agreement:

1. Increase safety for drivers, bicyclists, and pedestrians while protecting and enhancing capacity of the roadway to carry significant local and regional traffic.
2. Coordinate between and among the three levels of government who are generally the stakeholders, planners, and implementors for the transportation improvement.

3. Engage local planning commissions with their planning and regulatory powers in the implementation of the project.
4. Enhance public awareness and information in the transportation planning and implementation process.

VII. Relationships between Agreement Signatories

The Tripartite Agreement requires actions by the Signatories to commit and implement provisions listed in this Agreement. Each Signatory identifies and implements their stated contributions and support for the transportation improvement project independently under their own authority.

VIII. MPO Plan Conformity

The transportation project, as defined and described within boundaries noted, shall comply with the applicable adopted Metropolitan Planning Organization (MPO) Designated Arterial Corridor Plan of the 2050 Metropolitan Transportation Plan (MTP).

IX. Planning Factors Evaluation (22)

The Metropolitan Planning Organization maintains twenty-two planning factors for each transportation improvement project. A summary of both professional, official and public evaluations is noted below.

X. Statement of Financial/Other Commitment by Parties

There are eleven financial alternatives formally recommended for sponsoring an MTP transportation improvement project in the 2050 Metropolitan Transportation Plan. A minimum of three funding resources must be identified through adoption of the Tripartite Agreement. Other avenues of support may be considered but must be documented below.

1. _____
2. _____
3. _____
4. _____
5. _____

XI. Phased Schedule for Implementation

Signatories to this Agreement may have individual project implementation processes and schedules to maintain and coordinate for this transportation improvement project. The agreed schedule for implementation of this transportation improvement is noted as follows. There are numerous circumstances or events that may impact the timeline for development. All parties to the Tripartite Agreement are required to accept and formally concur to any schedule implementation changes prompted by natural or manmade causes.

1) Preliminary Scope
2) Funding Commitments
3) Primary Coordinator Selected
4) Preliminary Engineering
5) Environmental Clearance
6) Utilities
7) Right-of-Way
8) Easements/Servitudes/Setbacks
9) Final Engineering
10) Public Review
11) Contract Bids
12) Contractor Selected
13) Contractor Awarded
14) Notice to Proceed
15) Public Information Posting
16) Timeline Monitoring
17) Completion/Acceptance

XII. Defined Procedural Steps and Timeline for Each Party

Party: MPO
Party: DOTD
Party: Municipal(s)
Party: Parish

XIII. Two Year Project Status Evaluation

1) Progress
2) Scope
3) Funding
4) Public Posting

XIII. Agreement Adoption/Amendments/Modifications/Termination

All Tripartite Agreement parties shall formally agree to the specifics of their collective support and participation in the transportation improvement project as defined and detailed in this document including attached addendums, amendments, modifications or termination of this agreement.

XIV. Tripartite Agreement Party Signatories

XV. Dates of Confirmation

ATTACHMENT E
TRIPARTITE AGREEMENT – CORRIDOR PLANS

LCMPO
LAKE CHARLES URBANIZED AREA METROPOLITAN PLANNING ORGANIZATION

2050 METROPOLITAN TRANSPORTATION PLAN (MTP)
MTP Project Tripartite Agreements – Arterial Corridor Plans

I. MTP Designated Arterial Corridor No. _____

II. MTP Designated Arterial Corridor Name: _____

III. Signatory Parties to the Agreement

Local Governments: Municipal Government (s): _____
Parish Government: _____
Louisiana Department of Transportation and Development
Lake Charles Metropolitan Planning Organization (TPC)
Local Planning Commission
Other: _____

IV. Reference Authority

Louisiana Revised Statutes 33:109 Legal status of official plan

A. Whenever a commission has adopted a master plan or a parish or municipality, as the case may be, or one or more major sections or districts thereof and has filed certified copies thereof as provided in R.S. 33:108, no street, square, park, or other public way, ground, or open space, or public building or structure or public utility, whether publicly or privately owned, shall be constructed or authorized in the parish or municipality, as the case may be, or in such planned section or district until the location, character, and extent thereof has been submitted to and approved by the commission.

B. Whenever a parish or municipal planning commission has adopted a master plan, the governing authority of such parish or municipality shall consider such adopted master plan before adopting, approving, or promulgating any local laws, ordinances, or regulations which are inconsistent with the adopted elements of the master plan.

Louisiana Revised Statutes 33: 109.1 Relationship between local master plans and the plans of the state and other political subdivisions.

A. Whenever a parish or municipal planning commission has adopted a master plan, state agencies and departments shall consider such adopted master plan before undertaking any activity or action which would affect the adopted elements of the master plan.

V. Designated Arterial Corridor Description:

VI. Designated Arterial Corridor Boundaries:

VII. Public Purposes, Intent and Mitigation for Agreement

There are five public purposes of this Agreement:

1. Increase safety for drivers, bicyclists and pedestrians while protecting and enhancing capacity of the roadway to carry significant local and regional traffic.
2. Coordinate between and among the three levels of government who are generally the stakeholders, planners, and adopters for the transportation plan.
3. Engage and coordinate with local planning commissions in their planning and regulatory powers for planning, adoption and implementation of the Corridor Plan.
4. Engage landowners, residents, business owners, institutions and industry in the planning and development of the Designated Arterial Corridor. Institute Coterie.
5. Enhance public awareness and information in the transportation planning and implementation process.

VIII. Relationships between Agreement Signatories

The Tripartite Agreement requires actions by the Signatories to commit and implement provisions listed in this Agreement. Each Signatory identifies and implements their stated contributions and support for the transportation corridor plan independently under their own authority.

IX. MPO Plan Conformity

The comprehensive transportation corridor plan, as defined and described within boundaries noted, shall comply with the applicable adopted Metropolitan Planning Organization (MPO) Designated Arterial Corridor Plan of the 2050 Metropolitan Transportation Plan (MTP).

X. Planning Factors Evaluation (22)

The Metropolitan Planning Organization maintains twenty-two planning factors for each transportation improvement project. The Designated Arterial Corridor Comprehensive Plan, as it is planned and developed, shall utilize and evaluate all considered and decided transportation improvements based on the twenty-two (current) planning factors.

XI. Component Parts of the Corridor Plan Agreement

This Corridor Plan Agreement is composed of three parts:

1. The textual documents describe concepts used in the Corridor Plan and the relationships between parties and their responsibilities.

2. The graphic documents illustrate planned improvements to be constructed on specific real estate within the corridor. These are drawings, graphs, plan views and cross sections of the Designated Arterial Corridor.
3. Corridor Coterie Recommendations specific to the Designated Arterial Corridor Plan as it evolves.

XI. Statement of Financial/Regulatory/Public/Private Partnerships

There are eleven financial alternatives formally recommended for sponsoring an MTP transportation improvement project in the 2050 Metropolitan Transportation Plan. A minimum of three funding resources must be identified through adoption of the Tripartite Agreement Designated Arterial Corridor Plan for each proposed improvement. Other avenues of support may be considered but must be documented below:

1. _____
2. _____
3. _____
4. _____
5. _____

Though not required by this Tripartite Agreement, it is strongly recommended that an Arterial Corridor Fund be established in the Southwest Louisiana Community Foundation specific to this Designated Arterial Corridor. Leveraging public and private resources over the long term protects the integrity of the Corridor Plan and supports continuity of goals and objectives as defined. Capital improvements implemented over the course of time should allocate a percentage of costs to the Corridor Fund for perpetual maintenance and physical/operating enhancements.

XII. Phased Schedule for Implementation

Signatories to this Agreement should have both individual and common components in the Corridor Plan Elements. The phased implementation of these common and individual components of the Corridor Plan must be noted. There are numerous circumstances or events that may impact the current proposed design or improvements planned for development. All parties to the Tripartite Agreement are required to accept and formally concur to any plan changes prompted by natural or manmade causes.

The Corridor Coterie must advise and recommend to the local planning commission on the Corridor Plan. The local planning commission must review, approve and formally adopt plan components. The MPO, as a Signatory to the Tripartite Corridor Plan Agreement, shall review all components.

XIII. Defined Procedural Steps for Each Party

Party: MPO
Party: DOTD
Party: Municipal(s)
Party: Parish

XIV. Agreement Adoption/Amendment/Modification/Termination

Prior to primary amendments/modifications to the Designated Arterial Corridor Plan the Corridor Coterie shall review and comment within three months or the planning commission shall consider a lack of recommendation to be a positive position. The planning commission(s) shall subsequently submit their recommendations to the MPO and other Signatory parties to the Designated Arterial Corridor Plan Tripartite Agreement for concurrence. No component part of the Designated Arterial Corridor Plan, as adopted, may be amended, modified or terminated without the formal approval of all Signatories to the Tripartite Agreement.

XV. Designated Arterial Corridor Plan Participants

Corridor Participants are critical to the public participation and involvement of plan development and adoption. Landowners, residents, business owners, industries, and public/private institutions within the defined physical boundaries of the Designated Arterial Corridor have a vital stake in preparation adoption, and implementation of the Corridor Plan and amendments thereto. The official and formal recommendations of the Corridor Plan Participants are coordinated through the Corridor Coterie.

XVI. Separate and Proportional Accounting

The Designated Arterial Corridor Plan Tripartite Agreement involves separate governmental entities who may apply commingled funding but require separate and proportional accounting. The proportion shall be based on the length of the roadway within each local jurisdiction.

XVII. Reference Designated Arterial Corridor Definitions

Federal, state and local entities utilize terminology (both legal and parochial) that may be conflicted. For the purposes of this Tripartite Agreement Corridor Plan the following terms shall apply:

Parcel:	A defined ownership of real estate within the Designated Arterial Corridor Plan boundaries owned by a Plan Participant.
Easement:	A parcel of real estate set aside for a specific purpose. An easement is technically a portion of a parcel which has certain attributes as defined

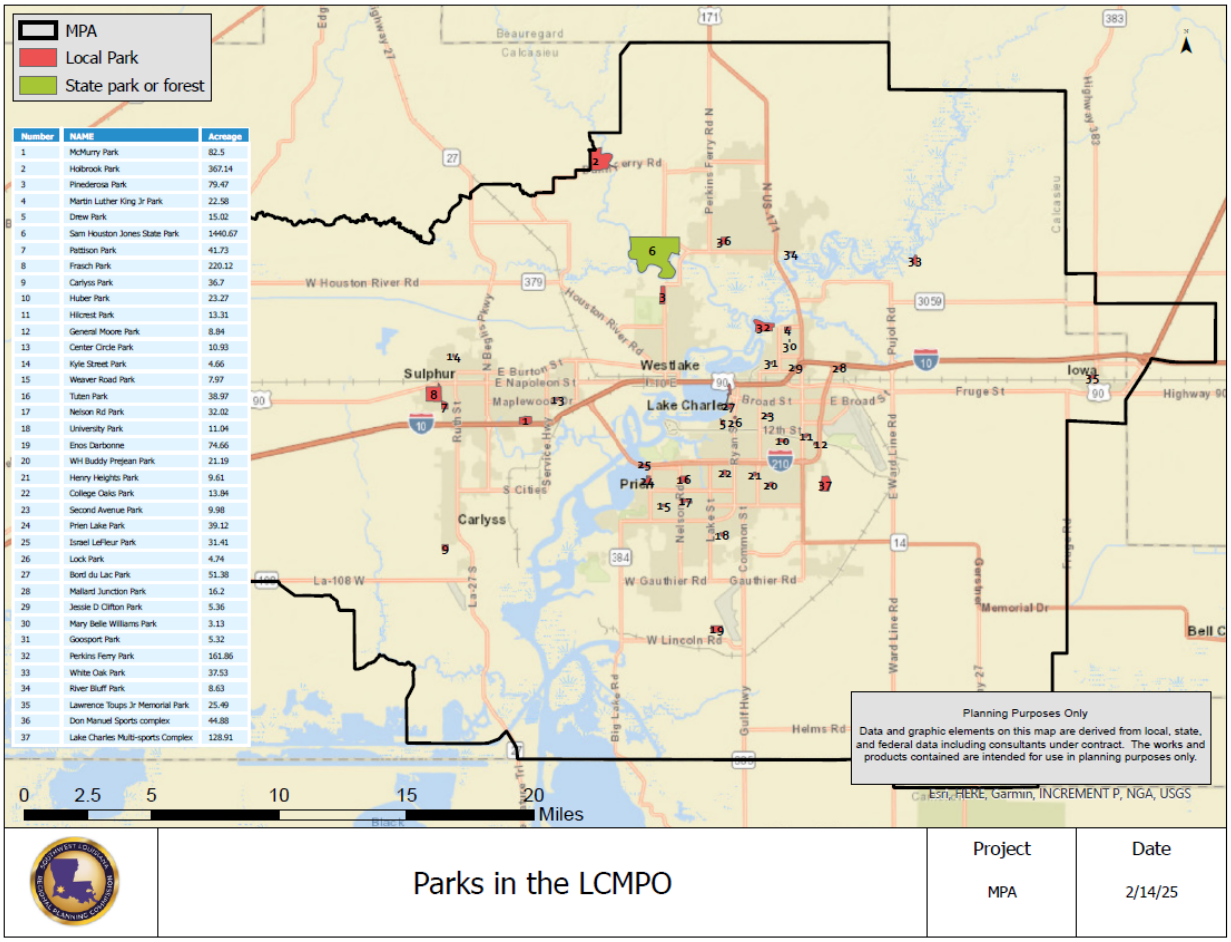
	within this Agreement. Some easements, such as those for pedestrians, utilities, and trees, may overlap. Technically, in Louisiana, easements are termed servitudes. There are private servitudes and public servitudes.
Tripartite Easement:	Located parallel and adjacent to the roadway right-of-way, is the sum of the specific public easements located within it. The Tripartite Easements are owned by the local governments.
Master Utility Servitude:	Undergrounding is the term used for placement of public and private utilities below surface grade in a chase structure containing multiple conduits.
Corridor:	The real estate encompassed within the defined geographic boundaries established for the Designated Arterial Corridor.
Green Space:	Parcels or portions of parcels with few or no elements from the built environment. Green space is normally set aside for street trees and landscaping, but also as a separation between transportation modes.
Access Management:	The number and design of point locations connecting adjacent parcels to the transportation lanes of an arterial.
Signage:	Corridor signage is divided into public signage and private signage. Public Signage references travel signs, directional, speed, mode, location, street name, caution, stop, yield and wayfinding. Private Signage references business, industry, and institutional advertisements, services, design, size and lighting.
Pedestrian Ways:	Often referred to as sidewalks, Pedestrian Ways, can be recreational trails, paths, arterial crosswalks at or above or below grade.
Setbacks:	A local regulatory (zoning and development ordinances) requirement prohibiting parcel structures within a specific distance from a roadway travel lane and/or right-of-way.
Enhanced Setbacks:	Refers to local restrictions on permanent structures within planned right-of-way transportation needed improvements.
Landmarks:	Natural or manmade sites or structures that have been designated as an important community or historic asset and subject to protection.
Transportation Mode:	Mode references the type of transportation planned and to be implemented such as bicycle, walking, auto, transit, freight, rail, water, and air.
Safety Accoutrement:	There are many factors that make an arterial roadway safer: speed limits, signage, lighting, pavement markings, fencing, cross walks, curb cuts, digital information, automation, mode training, enforcement and safety education – all available for utilization in a Designated Arterial Corridor.

XVIII. Tripartite Agreement Corridor Plan Signatories

XIX. Dates of Confirmation

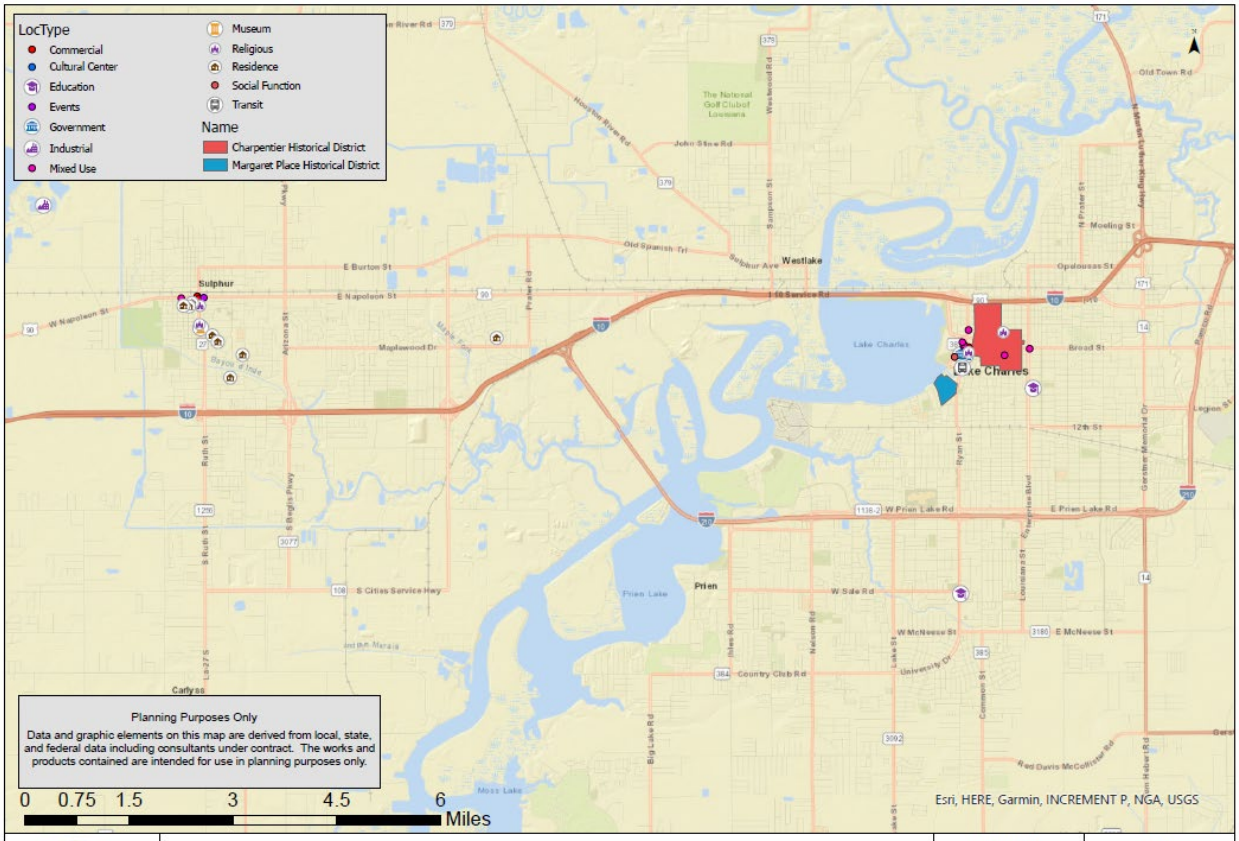
XX. Tripartite Agreement Corridor Plan Record of Amendments

ATTACHMENT F
LAKE CHARLES METROPOLITAN PLANNING AREA PARKS

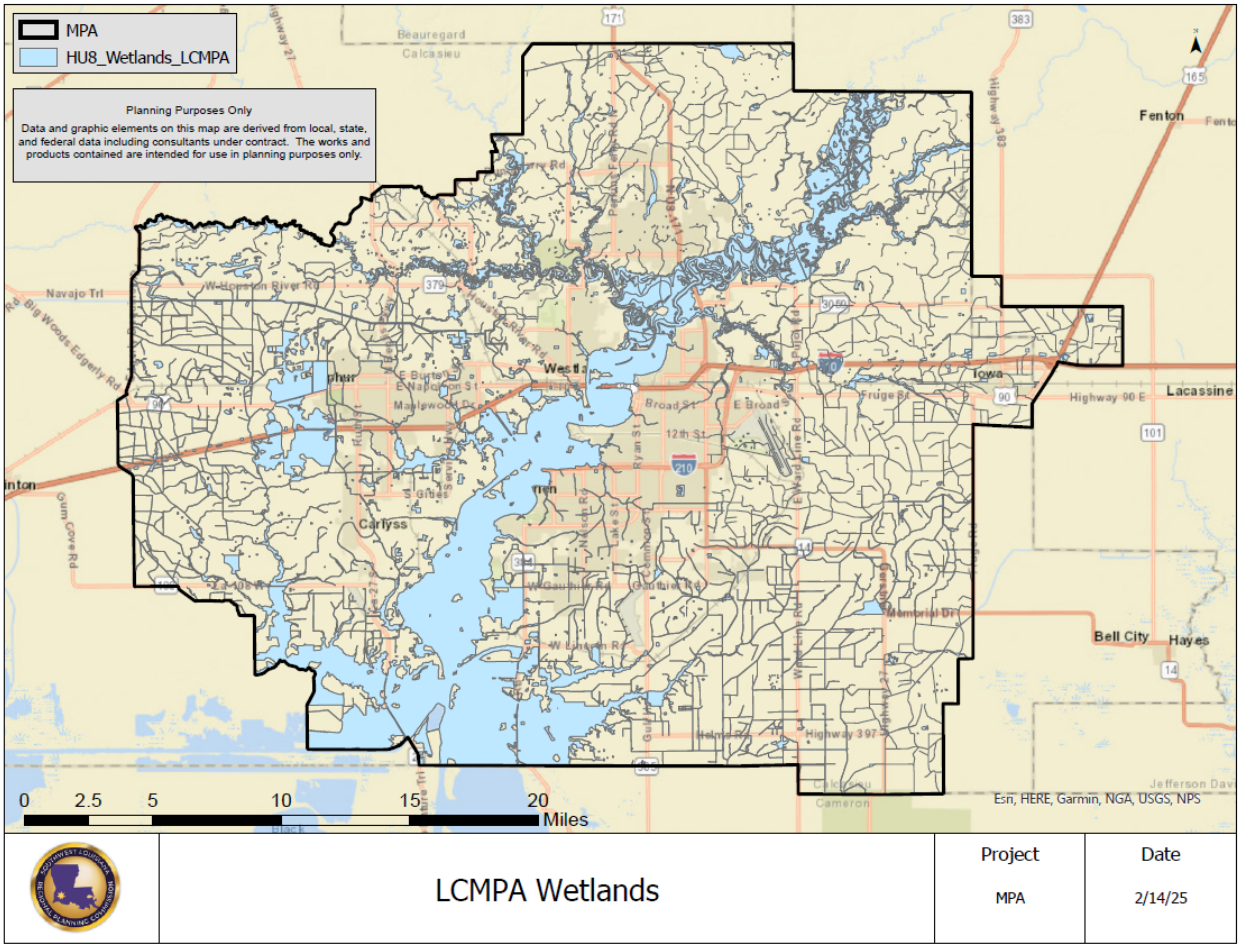


Number	NAME	Acreage
1	McMurry Park	82.5
2	Holbrook Park	367.14
3	Pinederosa Park	79.47
4	Martin Luther King Jr Park	22.58
5	Drew Park	15.02
6	Sam Houston Jones State Park	1440.67
7	Pattison Park	41.73
8	Frasch Park	220.12
9	Carlyss Park	36.7
10	Huber Park	23.27
11	Hillcrest Park	13.31
12	General Moore Park	8.84
13	Center Circle Park	10.93
14	Kyle Street Park	4.66
15	Weaver Road Park	7.97
16	Tuten Park	38.97
17	Nelson Rd Park	32.02
18	University Park	11.04
19	Enos Darbonne	74.66
20	WH Buddy Prejean Park	21.19
21	Henry Heights Park	9.61
22	College Oaks Park	13.84
23	Second Avenue Park	9.98
24	Prien Lake Park	39.12
25	Israel LeFleur Park	31.41
26	Lock Park	4.74
27	Bord du Lac Park	51.38
28	Mallard Junction Park	16.2
29	Jessie D Clifton Park	5.36
30	Mary Belle Williams Park	3.13
31	Goosport Park	5.32
32	Perkins Ferry Park	161.86
33	White Oak Park	37.53
34	River Bluff Park	8.63
35	Lawrence Toups Jr Memorial Park	25.49
36	Don Manuel Sports complex	44.88
37	Lake Charles Multi-sports Complex	128.91

ATTACHMENT G
LAKE CHARLES METROPOLITAN PLANNING AREA HISTORIC SITES



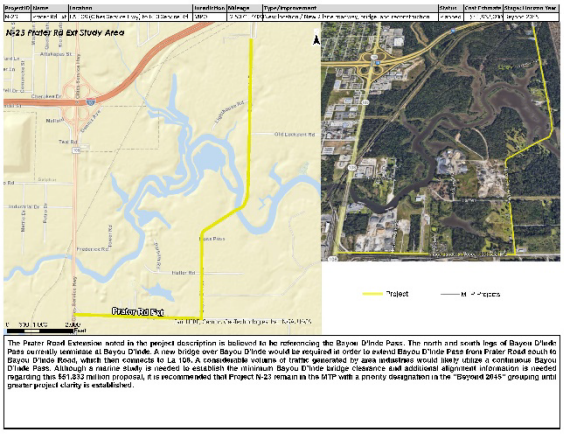
ATTACHMENT H
LAKE CHARLES METROPOLITAN PLANNING AREA WETLANDS



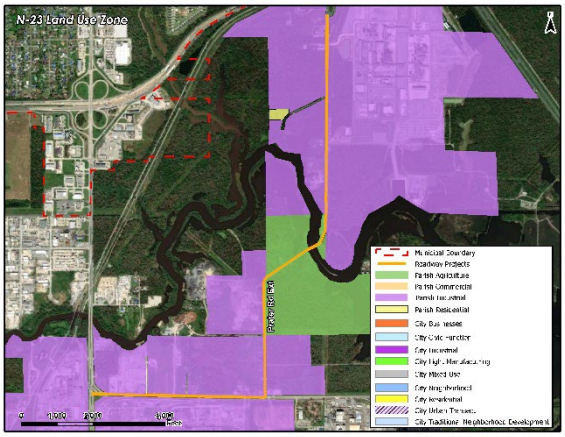
PUBLIC COMMENTS

PUBLIC COMMENTS ON PRIORITY PROJECTS (2024)

On Tuesday, December 17, 2024, and Wednesday, December 18, 2024, two additional public meetings were held on the 2050 Metropolitan Transportation Plan. While most attendees were just interested in plan details, there were specific comments that included:



The Prater Road Extension noted in the project description is believed to be referencing the Bayou D'Inde Pass. The north and south legs of Bayou D'Inde Pass currently terminate at Bayou D'Inde. A new bridge over Bayou D'Inde would be required in order to extend Bayou D'Inde Pass from Prater Road south to Bayou D'Inde Road, which then connects to La 108. A considerable volume of traffic generated by area industries would likely utilize a continuous Bayou D'Inde Pass. Although a routine study is needed to establish the minimum Bayou D'Inde bridge clearance and additional alignment information is needed regarding this $61.832 million proposal, it is recommended that Project N-23 remain in the MTP with a priority designation in the "Beyond 2045" grouping until greater project clarity is established.

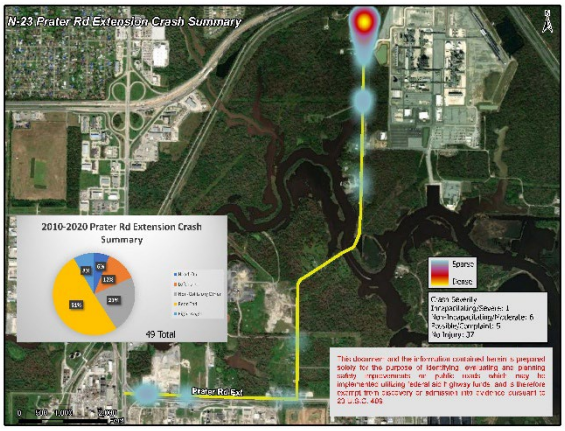


PRATER ROAD EXTENSION

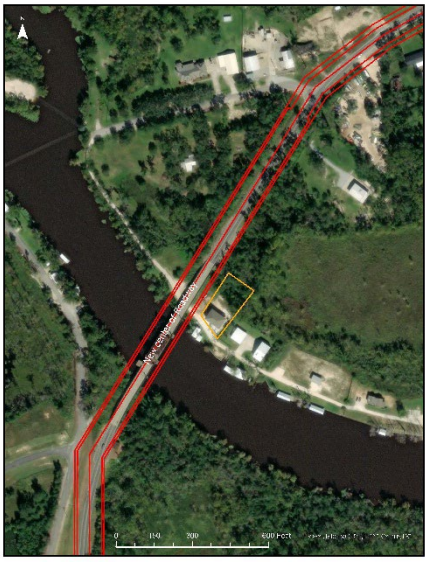
In early to mid-2022, the Prater Road Extension Project was recommended for deferment from the list of priority projects in the "Beyond 2045" listing due to the projected $51.8 million dollar cost of the project and lack of clarity in the project description that was submitted.

Roadways that would connect to the proposed Bayou D'Inde Bridge are Prater Road and Bayou D'Inde Road in Calcasieu Parish.

The stakeholder was advised that if he could gain a commitment from the Calcasieu Parish Police Jury to fund support for the project, the MPO would discuss the possibility of adding a new Bayou D'Inde Bridge at the Prater Road/Bayou D'Inde Road location to future TAC and TPC agendas for possible addition to the 2050 MTP.



LA HWY 378/PHILLIPS/DAVIS ROAD (PHASE 1)



A gentleman joined the public meeting who owns a 0.44-acre parcel just east of the LA 378 Westfork Bridge along the north side of the river, which is a project included in the 2050 MTP. He expressed concern that the right-of-way required for the planned new bridge may encroach on his property.

He was informed that no established bridge alignment and width has been developed at this time since the 2050 MTP had not yet been adopted and DOTD hasn't approved a proposal. However, the attached map illustrates a conceptual alignment and width of a new, expanded Westfork Bridge. As indicated on this map, a new 84-foot-wide bridge could be constructed on a 100-foot right-of-way, with the new bridge centerline lying approximately 11.5 feet to the west of the current bridge centerline. Under these conceptual parameters, his west property line and the new east right-of-way line for LA 378 would be separated by approximately 26.5 feet. As proposed, there is a possibility that there will be no impact on his property.

An email exchange with DOTD highlighted several ongoing issues related to vertical clearance, maintenance requirements, and replacement plans for the existing Westfork Bridge. Once the 2050 MTP is adopted, further conversations will take place with other DOTD officials regarding design parameters of a new bridge.

DOTD Project No. H.012043 involves the planned replacement of the Westfork Bridge in FY 2029 at a total projected cost exceeding $9 million. As currently planned, this project would not involve any significant horizontal expansion of the bridge to provide additional travel lanes or facilitate safe bicycle or pedestrian movements.

LA HWY 384/COUNTRY CLUB ROAD (PHASE 1)

During a meeting in December of 2024, a stakeholder expressed concern regarding potential adverse impacts to residences and the Lake Country Club Golf Course resulting from the Country Club Road (LA 384) expansion project, which is included in the 2050 Metropolitan Transportation Plan (MTP). His concerns were related to the amount of project right-of-way encroachment into the neighborhood and the golf course north of the roadway.

The Department of Transportation & Development previously retained Neel-Schaffer, Inc. to assess roadway expansion needs and right-of-way requirements under State Project H.011242. Neel-Schaffer developed at least four alternative designs which were presented at a public meeting during the first half of 2024. Although the final right-of-way determination for this project has not yet been determined, the Neel-Schaffer alternative with the greatest apparent impact on the golf course would require approximately 20 additional feet of right-of-way along the north side of Country Club Road to the east of Burleson Cemetery. As such, the green for Hole 1 would not be impacted by the project while the tee box for Hole 2 would be very minimally impacted, if at all. The fairway and

green for Hole 17 parallels Country Club Road within the proposed expansion area. Three bunkers for this hole may be separated from the expanded right-of-way line by approximately three feet. The nearest of these bunkers currently lies approximately 10 feet to the north of the backslope for the existing ditch.

The ditch along the north side of Country Club Road is unsightly, drains poorly due to overgrown vegetation, and provides an inadequate safety-clear zone due to its proximity to the roadway along with the presence of utility poles and trees. A road expansion project including subsurface drainage and multi-modal transportation alternatives (sidewalk, bike lane) should enhance the aesthetic appearance of the golf course.

Staff will keep the stakeholders apprised of any further changes to project scope and any further public meetings.

ADDENDUM

RECORD OF CHANGE NO. 001
Administrative Modification No. #2050-MTP-AM-01
Date of Action: 03/14/2025

LCMPO
LAKE CHARLES URBANIZED AREA METROPOLITAN PLANNING ORGANIZATION

March 14, 2025
2025022/DOTD-5

Mr. Jason Duet
Program Specialist
Section 85 – Transportation Planning
Louisiana Department of Transportation and Development
1201 Capitol Access Road
P.O. Box 94245
Baton Rouge, Louisiana 70804-9245

REFERENCE: Lake Charles MPO 2050 MTP Adoption
Record of Changes

Dear Mr. Duet,

I am pleased to transmit the Lake Charles MPO 2050 Metropolitan Transportation Plan (MTP) adopted by the Transportation Policy Committee following a public hearing on February 24, 2025, and identified as Attachment A to this correspondence. The MPO has now initiated implementation of the plan following two weeks of comments and questions. Two items have been noted and incorporated into the document as an administrative modification in the Record of Changes identified as Attachment B to this correspondence.

During development of the 2050 Metropolitan Transportation Plan (MTP), the Lake Charles Metropolitan Planning Organization (MPO) relied on its Public Participation Plan to ensure public involvement and public perspectives were an integral and effective part of the process.

As such:

- Steering committee meetings, public meetings, and public hearings were held at convenient, accessible times and locations throughout development of the 2050 MTP.
- In an effort to expand relationships with non-traditional stakeholders and underserved communities, a diverse mailing list of organizations, public agencies, elected and appointed officials, transportation providers, neighborhood interest groups, radio stations, television stations, newspapers, special interest groups, civic organizations, advocacy groups, individuals interested in transportation issues, and others was developed and utilized to keep the public apprised of meetings, surveys, drafts and updates throughout the MTP process.
- All meeting notifications, agendas and draft plans are and were available on the LCMPO website, LCMPO social media outlets, as well as emailed to stakeholders in advance of meetings, and clearly posted at meeting locations in advance of each meeting.
- LCMPO worked closely with local media to inform the public of significant transportation activities and issues. LCMPO staff wrote press releases, conducted interviews, and submitted articles to media outlets throughout the process. In addition, a public notice of pending meetings was advertised in the local newspaper six times over three months.

www.planswla.com Office (337) 433-1771 FAX (337) 433-6077 4310 Ryan Street, Suite #330, Lake Charles, LA 70605

- All documents were written in easily understandable language that utilizes visual components.
- Prior to adoption, LCMPO hosted three separate public meetings at various days and times, one of which was in conjunction with a Technical Advisory Committee (TAC) meeting, and a public hearing held in conjunction with a Transportation Policy Committee (TPC) meeting.
- Since there were no significant changes, the draft MTP stood approved upon the public review period ending date, March 10, 2025, which was 14 days after the public hearing and TPC approval.

I believe and hope this Metropolitan Transportation Plan (MTP) for the Lake Charles Urban Area is a turning point in the comprehensive transportation planning process beginning with new initiatives, new public engagement, new financial opportunities, new strategies and new coordination with local planning commissions utilizing their respective comprehensive planning tools.

Please contact me at your earliest convenience should you have any questions related to the attached schedule.

Sincerely,

Michael Hollier

Michael Hollier, AICP
Director

ATTACHMENTS (2): A – LCMPO Adopted 2050 MTP
B – LCMPO 2050 MTP Record of Change

cc: Jamie Gaines, Assistant Director
Steve Jiles, Transportation Manager

www.planswla.com Office (337) 433-1771 FAX (337) 433-6077 4310 Ryan Street, Suite #330, Lake Charles, LA 70605

ATTACHMENT B
TO CORRESPONDENCE NO. 2025022

Lake Charles, Louisiana Metropolitan Planning Organization (MPO) 2050 Metropolitan Transportation Plan (MTP) Adopted March 10, 2025

Record of
Change No. 001: Administrative Modification No. #2050-MTP-AM-01 Date of Action: 03/14/2025
ROC # 1 Insert A Page 32

LCMPO Estimated Transportation Funds Available through 2050 (All Entities)

1) DOTD Budget: $70 million per year X 25 years = $1,750,000,000
2) CPPJ + City of Lake Charles Budget: $35 million X 25 years = $875,000,000
3) Sulphur, Westlake, Iowa Budgets: $5 million per year X 25 years = $125,000,000
4) STP 50-200K MPO Funds: $3,500,000 per year X 25 years = $87,500,000
   Total Estimated 2050 Transportation Funds Available (All Purpose) = $2,837,500,000
5) Average Available for MTP Projects is 25% of Total = $709,250,000
6) Estimated Total Cost of Adopted 2050 MTP 22 Projects = $698,000,000
   Note: Declining transportation revenue from traditional sources and significant inflationary cost increases combine to effectively distort both projections both in the short-term and long-term.

ROC # 1 Insert B Page 25
LCMPO Base Year Reference Federal Planning Factors (CFR 450.306(b))

1) Economic Vitality
   Definition – Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.
   Performance Baseline Measures - A transportation system is a crucial component of facilitating economic vitality of the Metropolitan Area. Congestion cost savings would be a direct reduction in travel time delays. Our goal would be to maintain or reduce travel time along the I-10 and I-210 interstate highways which are the primary freight corridors within the MPO. Currently, the typical weekday travel time on I-10 from Exit 4 - Highway 109 to Exit 44 U.S. Highway 165 is 37 minutes (41 miles) and the typical weekday travel time on I-210 from Exit 1B at I-10 to Exit 12 at I-10 West is 10 minutes (11 miles).

2) Safety
   Definition – Increase the safety of the transportation system for motorized and non-motorized users.

Performance Baseline Measures – No progress has been achieved in reducing traffic fatalities or serious injuries in the region. The Southwest Louisiana Regional Safet Coalition (SWLRSC) in a 3-year period (2021-2023) has seen a total of 188 fatalities and 477 serious injury crashes. The prior three years (2018-2020) saw a total of 171 fatalities and 264 suspected serious injuries. About a 10% increase in fatalities and an 81% increase in serious injuries in comparison to the prior 3 years (reference page 28). Bicycle and Pedestrian fatalities and serious injuries combined over the same periods remained about the same: 35 in 2018-2020 and in 2021-2023.

3) Security
Definition – Increase the security of the transportation system for motorized and non-motorized users.
Performance Baseline Measures – The LCMPO planning area Emergency evacuation routes involves assessing and enhancing the transportation infrastructure to ensure it supports effective evacuation during emergencies such as natural disasters, or other large scale industrial crises. Performance measures for evaluating the effectiveness of emergency evacuation routes under this factor typically focus on traffic flow from the primary routes out of the industrial areas. Our goal is to maintain or reduce travel time along Louisiana Highway 108 and Louisiana Highway 27 routes which are the primary corridors accessing these industrial complexes. Currently the typical weekday travel time north on Louisiana Highway 27 at Louisiana Highway 108 to DeQuincy, Louisiana at Louisiana Highway 12 is 27 minutes (21.3 miles) and the typical weekday travel time from Louisiana Highway 108 at I-10 by way of U.S. Highway 171 to Ragley, Louisiana at Louisiana Highway 12 is 34 minutes (30.7 miles). The 2050 MTP goal is to maintain or reduce travel time along these routes which are primary evacuation routes.

4) Accessibility/Mobility
Definition – Increase accessibility and mobility of people and freight.
Performance Baseline Measures – Traffic Count Stations along primary corridors are demonstrating steady increases in traffic volume annually across the MPO planning area on principal arterials using 2022-2024 as the base time interval. Total miles traveled has increased on the primary corridors since 2022.

Congestion is measured by traffic volume over or below the capacity of roadway infrastructure to handle the traffic (VOC). In the LCMPO planning area the VOC is significantly illustrated along the I-10 corridor. Two additional roadways with identified congestion are Louisiana Highway 378 (Westlake) and I-210 at Nelson Road (Reference page 31). Congestion reduction should be achieved measurably

with construction of the new Interstate 10 Bridge over the Calcasieu River (8 crossing lanes replacing existing 4) that will impact the entire Lake Charles Urban arterial network.

5) Environment/Enhancement
Definition – Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
Performance Baseline Measures – Air quality can be improved by reducing vehicle emissions. Traffic congestion modeling predicts future congestion by identifying chokepoints which can be a useful strategy to achieving MTP goals. Currently, the base 2022 ratio for the primary east-west routes along I-10 and I-210 is illustrated in red (Volume Over Capacity) on page 31 for 16 miles of congestion caused by chokepoints. The 2050 MTP goal is to reduce the Volume Over Capacity (VOC) ratio and congestion milage noted in red on page 31 to less than the 2022 base year.

6) Integration/Connectivity
Definition – Enhance the integration and connectivity of the transportation system across and between modes, for people and freight.
Performance Baseline Measures – Ryan Street is a primary north-south commercial arterial connecting McNeese State University to downtown Lake Charles. The intermodal travel time for bicycles from McNeese Street to Broad Street is 19 minutes (3.7 miles). 12th Street is a primary east-west arterial connecting Lake Street to Gerstner Memorial Drive. Travel time for bicycles from Lake Street to Gerstner Memorial Drive is 17 minutes (3.1 miles). The 2050 MTP goal is to reduce bicycle travel times along these designated arterials.

7) Efficient System Management
Definition – Promote efficient system management and operation.
Performance Baseline Measures – The LCMPO planning area population growth and economic activities have resulted in increased vehicular traffic. The region is home to robust commercial and industrial industries. These industrial facilities add a unique dimension to traffic management considerations, as the transportation of raw materials and finished products requires careful coordination to minimize disruptions and ensure the safe movement of goods amidst the intricacies of industrial traffic patterns. These elements further underscore the need for a centralized center of coordinate traffic operations and ensure the safety and smooth functioning of the transportation network. Integration with intelligent transportation systems, including traffic signal

control, dynamic message signs and CCTV cameras, would enhance overall traffic management efficiency in the region. The MPO is proposing the implementation of a Transportation Management Center and is currently locating a site for the base operations. The 2050 MTP goal is to organize, fund, and implement the Lake Charles TMC by the year 2030.

8) System Preservation
Definition – Emphasize the preservation of the existing transportation system.
Performance Baseline Measures – Emphasize the preservation of the existing transportation system through local inspections, pavement resurfacing and the replacement of deficient bridges through the "Off-System Bridge Replacement Program." Local governments in the LCMPO planning area have a total of 207 bridges in the roadway network. Of the 207 bridges, 17 have a sufficiency rating less than 50 which makes them candidates for replacement funding. There were no bridges closed due to critical structural deficiencies. The 2050 MTP goal is to assist local entities in the planning and coordination of replacing bridges eligible for funding to reduce the number of bridges below a sufficiency rating of 50.

9) Resiliency and Reliability
Definition – Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
Performance Baseline Measures – Improve the resiliency and reliability of the transportation system through an underground utility installation initiative. The goal is to implement a coordinated multijurisdictional undergrounding program in the 45 MPO Designated Arterial Corridors and implement the policy for the planned 22 projects in the MTP consisting of 39.22 miles as a baseline. Undergrounding includes drainage infrastructure for transportation improvement efficiency.

10) Travel Tourism/Historic Preservation
Definition – Enhance travel and tourism.
Performance Baseline Measures – There are dozens of tourism and historic sites and structures in the LCMPO planning area. Wayfinding signage is generally considered inadequate. Public engagement in the preparation of the 2050 MTP as well as members of the Transportation Policy Committee requested additional signage to support travelling public awareness of area tourism and historic sites and structures. As a baseline reference there are 17 directional signs on the MPO roadway network providing information to travel following destinations: Sam Houston Jones State Park, Lake Charles Historic Downtown District, McNeese State University Campus, Burton Coliseum, Lake Charles Beach, Port Wonder, Prien Lake Park, Louisiana Hurricane Museum and the Nellie Lutcher

Cultural District. The goal of the 2050 MTP is to double public wayfinding directional signage along Designated Arterials over the next 25 years to 34. The goal of the 2050 MTP is to double travel wayfinding directional signage along MPO Designated Arterials over the next 25 years to 34.