

THOROUGHFARE STANDARDS

- PARKING DIAGRAM
- THOROUGHFARE PLAN
- SECTIONS
- TRANSITWAY SYSTEM
- MAJOR PEDESTRIAN PATHS PLAN
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- 10 MINUTE WALK PLAN
- BICYCLE STANDARDS



UNIVERSITY OF LOUISIANA AT LAFAYETTE
MASTER PLAN AND GUIDING PRINCIPLES

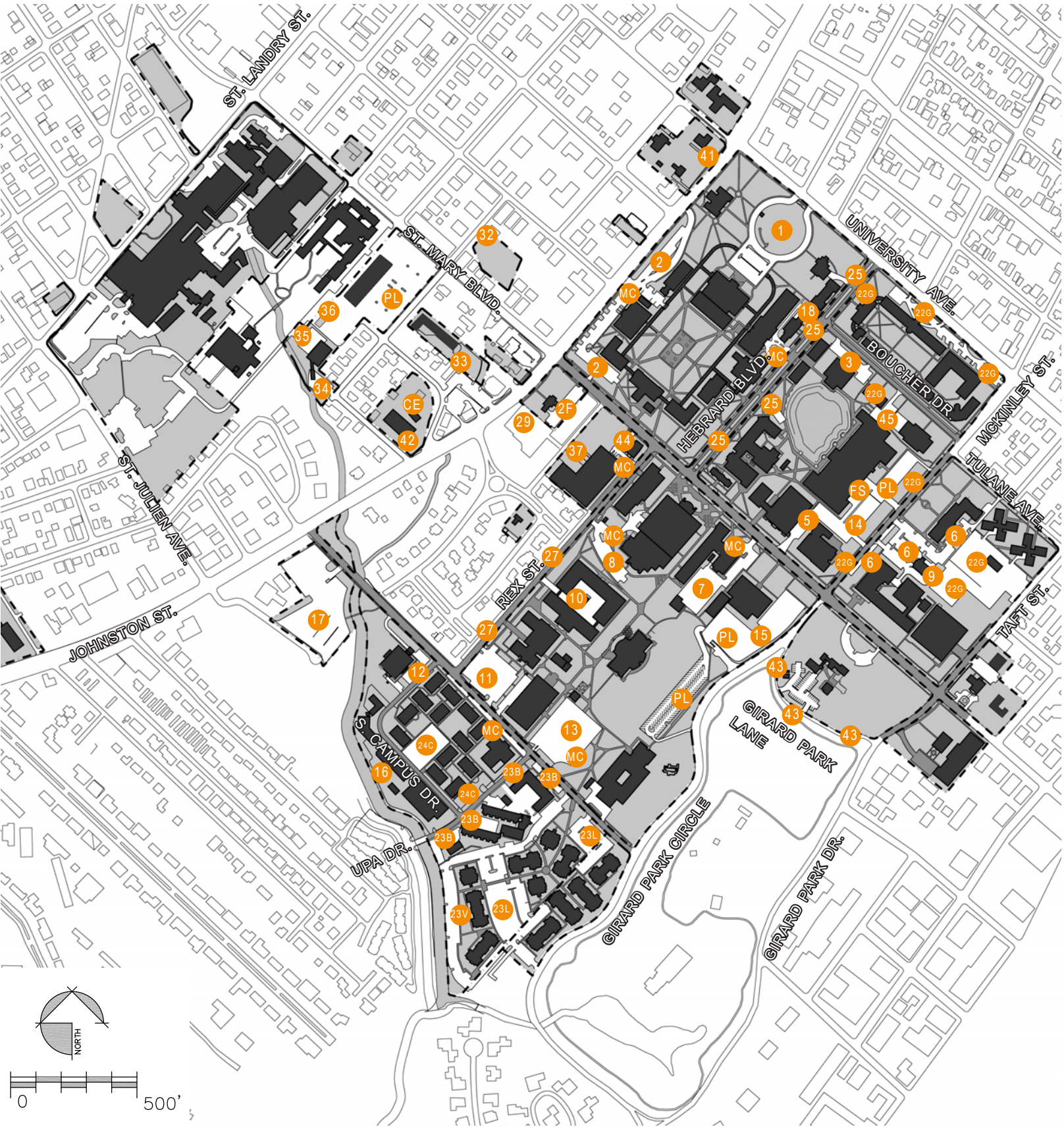
PARKING PLAN: CURRENT

CURRENT PARKING ZONES

The parking supply is the total number of available parking spaces located in the campus study area. The supply consists of numerous surface lots and a structured facility. The inventory provided a complete breakdown including the description/name, user group, and number of spaces. The total parking supply contains 5,983 spaces. However, 1,899 of those spaces are located off campus at the Athletics Complex and are accessible via the University Parking Shuttle System.

TimHaahs

- | | |
|----------------------------------|--------------------------------|
| 1. MARTIN HALL | 34. ROTC |
| 2. FOSTER HALL/MAXIM DOUCET HALL | 35. FILM LIBRARY |
| 2F. FRENCH HOUSE | 36. CHERRY STREET |
| 3. GUILLORY HALL | 37. CONFERENCE CENTER BASEMENT |
| 5. WHARTON HALL | 41. ROY HOUSE |
| 6. ANGELLEHALL/HAMILTON HALL | 42. PLACEMENT OFFICE |
| 7. BILLEAUD HALL | 43. GIRARD PARK AREA |
| 8. DUPRE LIBRARY | 44. SMALL BUSINESS CENTER |
| 9. CREDIT UNION | 45. CLINIC PARKING |
| 10. MADISON HALL | CE. CONTINUING EDUCATION |
| 11. GRIFFIN HALL | FS. FOOD SERVICES |
| 12. DAY CARE CENTER | MC. MOTORCYCLE PARKING |
| 13. FLETCHER HALL/ROU-GEOU HALL | PL. PAY LOT |
| 14. STUDENT UNION | |
| 15. PAY LOT ON GIRARD PARK DRIVE | |
| 16. PHYSICAL PLANT | |
| 17. E. LEWIS ST. PARKING | |
| 18. BITTLE HALL | |
| 22G.WOMEN'S RESIDENTS | |
| 23B.MEN'S RESIDENTS | |
| 23L.LEGACY APARTMENTS | |
| 24C.CAJUN VILLAGE | |
| 24V.VET VILLAGE | |
| 25. HEBRARD BLVD. | |
| 27. REX STREET | |
| 29. CONFERENCE CENTER LOT | |
| 32. BROOK STREET | |
| 33. INTERNATIONAL STUDENT OFFICE | |



PARKING PLAN: SHORT-TERM

PARKING PLAN OVERVIEW

- CONVERT THE TWO EXISTING GARAGES TO RESIDENT PARKING ONLY.
- CONVERT THE PAVED AND UNPAVED PORTIONS OF LOT 15 FROM A PAID LOT TO CONTROLLED FACULTY/STAFF PARKING.
- RELOCATE PERMIT PARKERS FROM LOT 17, LOCATED IN ZONE 2, TO THE OLD CHERRY ST./ST. MARY STREET PAID LOT (FENCED AREA).
- CONVERT LOT 17 INTO A PAID LOT, ESSENTIALLY REPLACING SOME OF THE PAID PARKING PREVIOUSLY FOUND IN LOT 15.
- DO NOT ELIMINATE ANY ON-STREET OR OTHER ON-CAMPUS SURFACE PARKING UNTIL LONG TERM PARKING INITIATIVES ARE BROUGHT ON LINE AND ADDITIONAL PARKING FACILITIES ARE COMPLETED.
- BEGIN THE IMMEDIATE PLANNING OF GARAGES ON LOTS 13 AND THE CHERRY ST./ST. MARY STREET LOT AS PART OF THE LONG TERM PARKING INITIATIVES FOR SERVING FUTURE HOUSING, FACULTY/STAFF PARKING AND COMMUTER (PAID OR PERMIT) PARKING.

INITIATE THE PLAN IN THE EARLY SUMMER, BUT ADVISE USERS OF THE UL LAFAYETTE PARKING SYSTEM OF PENDING CHANGES TO THE PARKING PROGRAM AS SOON AS POSSIBLE AND BEFORE THE SPRING SEMESTER ENDS TO PREPARE THEM FOR THE CHANGES IN THE FALL. THERE SHOULD ALSO BE A WEBPAGE AVAILABLE ON THE PARKING SERVICES WEBSITE THAT EXPLAINS THE CHANGES AND HOW STUDENTS, FACULTY, AND STAFF WILL BE AFFECTED. ADDITIONALLY, THE LONG TERM PLAN SHOULD BE DISCUSSED IN ORDER TO CONVEY THE TIMELINE AND HOW THE FUTURE PARKING CONDITIONS WILL IMPROVE.

INCREASE STUDENT PARKING PERMIT RATES BY A MINIMUM OF 25% TO BETTER ACCOUNT FOR THE STRONG DEMAND OF PARKING PERMITS AND THE PARKING ON OR CLOSE TO CAMPUS. SINCE STUDENTS HAVE AN OPTION TO PARK AT CAJUN FIELD AT NO CHARGE, WE BELIEVE THIS IS REASONABLE CONSIDERING THE CIRCUMSTANCES.

- AND LASTLY, FOR THOSE COMMUTERS THAT CAN NOT BE ACCOMMODATED OR CHOOSE TO PARK ELSEWHERE, CAN FIND AVAILABLE PARKING AT CAJUN FIELD.



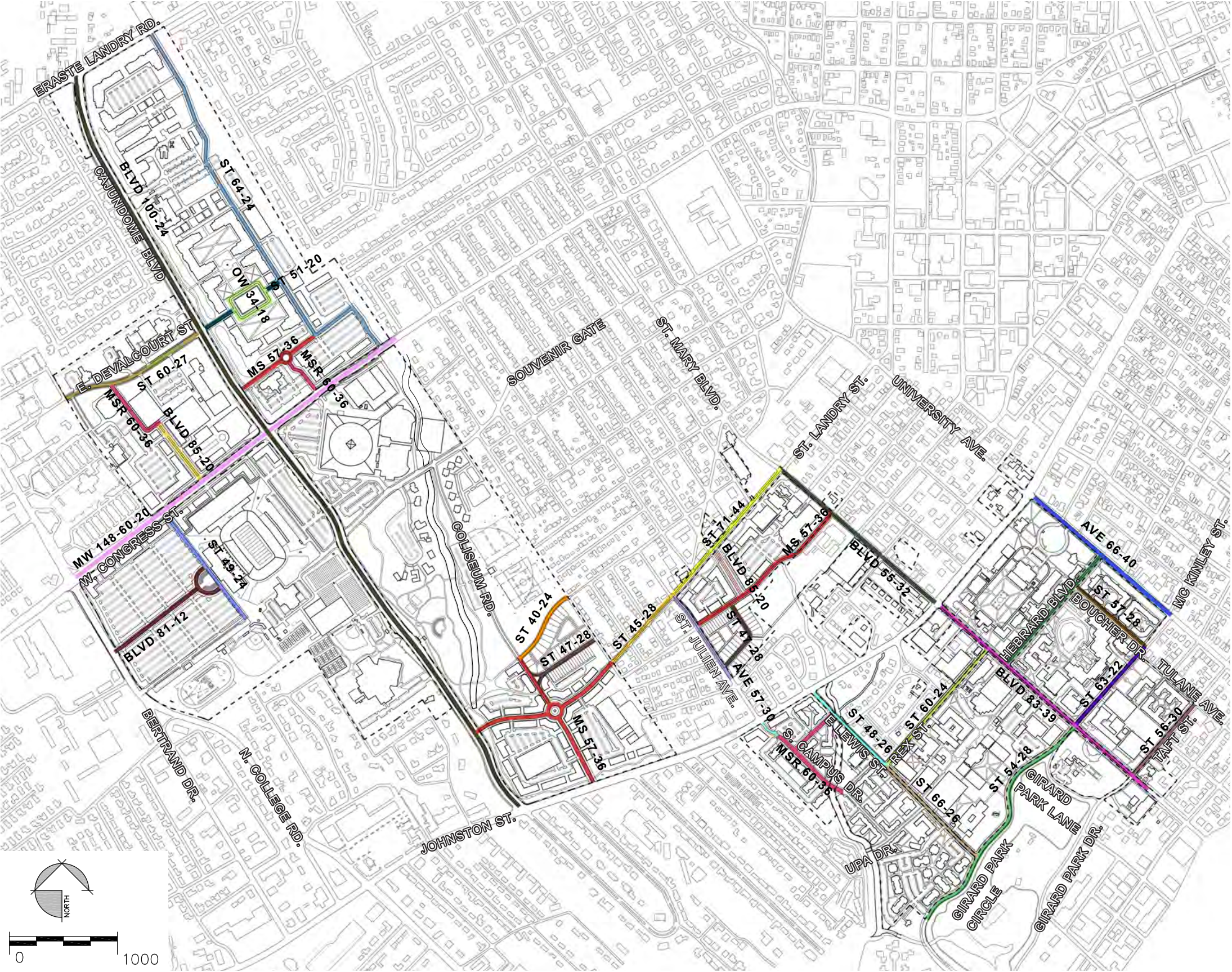
PARKING PLAN: LONG-TERM

PARKING ZONES



THOROUGHFARE PLAN

THOROUGHFARE PLAN



THOROUGHFARE PLAN

<div></div> AVE 57-30	<div></div> ST 45-28
<div></div> AVE 66-40	<div></div> ST 47-28
<div></div> BLVD 55-32	<div></div> ST 48-26
<div></div> BLVD 81-12	<div></div> ST 49-24
<div></div> BLVD 83-39	<div></div> ST 51-20
<div></div> BLVD 85-20	<div></div> ST 54-28
<div></div> BLVD 96-19	<div></div> ST 56-30
<div></div> BLVD 100-24	<div></div> ST 57-28
<div></div> MS 57-36	<div></div> ST 60-24
<div></div> MSR 44-28	<div></div> ST 60-27
<div></div> MSR 60-36	<div></div> ST 63-22
<div></div> MW 148-60-20	<div></div> ST 64-24
<div></div> OW 34-18	<div></div> ST 66-26
<div></div> ST 40-24	<div></div> ST 71-44

SECTIONS

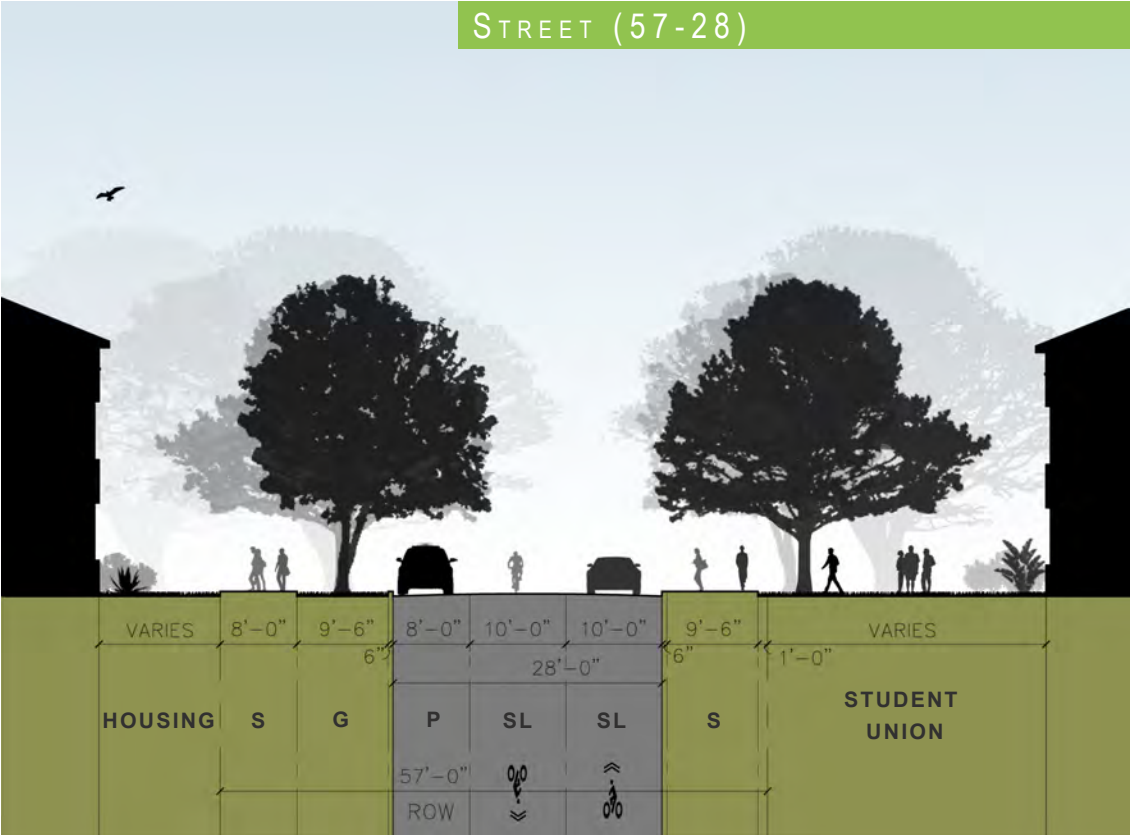
SECTIONS



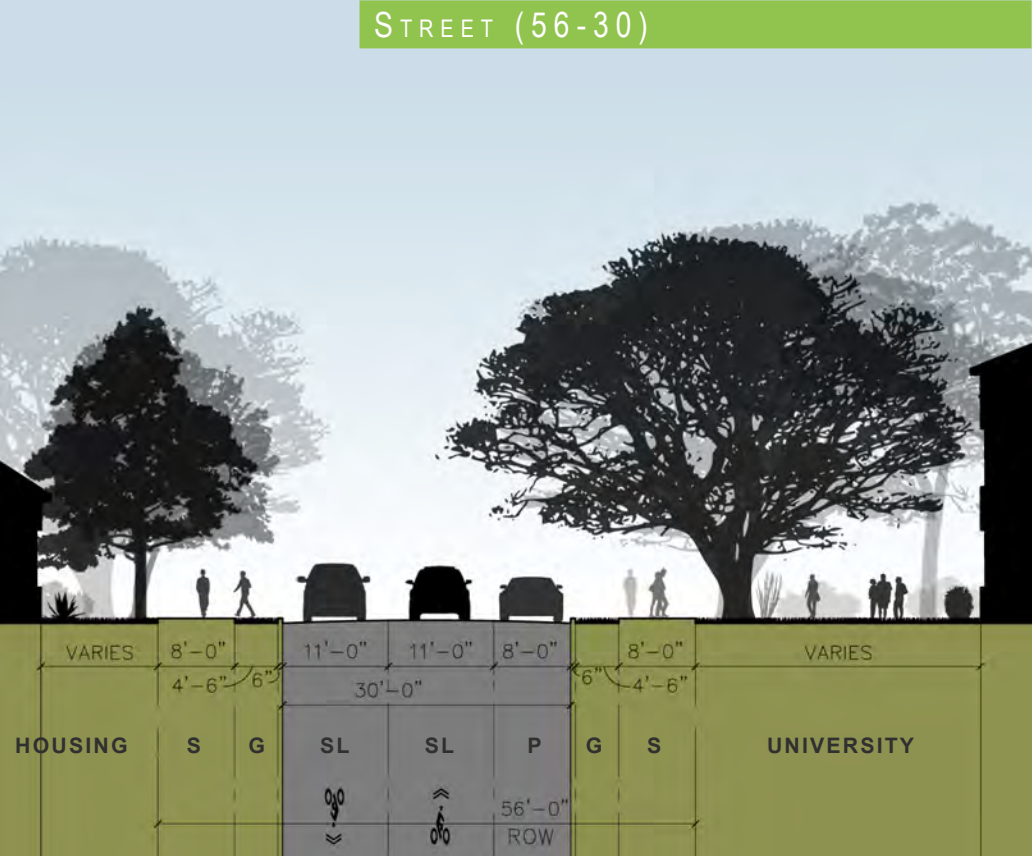
UNIVERSITY AVENUE		(AVE 66-40)
DESCRIPTION	EXISTING	PROPOSED
TYPE	ARTERIAL	ARTERIAL
MOVEMENT	FAST	FAST
NO. OF LANES	FOUR LANES	FOUR LANES
DIRECTION	TWO WAY	TWO WAY
PARKING LANES	NONE	NONE
ROW WIDTH	VARIES	66'
PAVEMENT	40'	40'
SIDEWALKS	4' UNIVERSITY SIDE / 5' OTHER SIDE	8' UNIVERSITY SIDE / 5' OTHER SIDE
PLANTING WIDTH	4' BOTH SIDES	8' +/-
OTHER		

HEBRARD BOULEVARD		(BLVD 96-19)
DESCRIPTION	EXISTING	PROPOSED
TYPE	BOULEVARD	BOULEVARD
MOVEMENT	SLOW	SLOW
NO. OF LANES	TWO LANES	TWO LANES
DIRECTION	TWO WAY	TWO WAY
PARKING LANES	BOTH SIDES	BOTH SIDES
ROW WIDTH	86'	96'
PAVEMENT	19'+19'	19'+19'
SIDEWALKS	5' BOTH SIDES	11' BOTH SIDES
PLANTING WIDTH	10' +/- BOTH SIDES	10' +/- BOTH SIDES
OTHER	15' BLVD MEDIAN	FORMAL BLVD & MARKED SHARED LANES





BOUCHER DRIVE (ST 57-28)		
DESCRIPTION	EXISTING	PROPOSED
TYPE	LOCAL (UNIVERSITY)	LOCAL (UNIVERSITY)
MOVEMENT	SLOW	SLOW
NO. OF LANES	TWO LANES	TWO LANES
DIRECTION	ONE WAY	TWO WAY
PARKING LANES	ONE SIDE	ONE SIDE
ROW WIDTH	50'	57'
PAVEMENT	28'	28'
SIDEWALKS	5' BOTH SIDES	VARIES 8' ONE SIDE / 10' OTHER
PLANTING WIDTH	VARIES 0'-10'	ONE SIDE 10' +/-
OTHER		INTRODUCE MARKED SHARED LANES

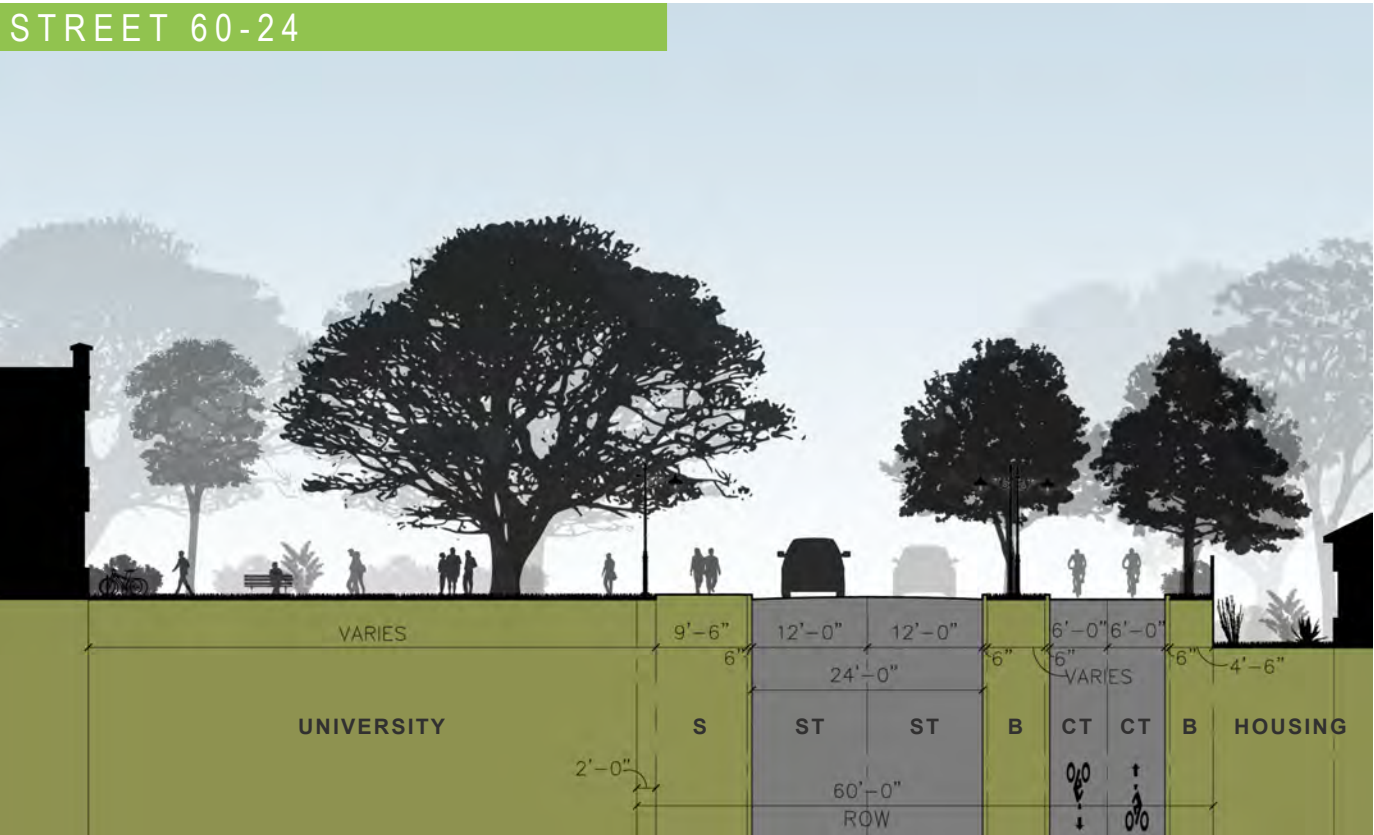


TAFT STREET (ST 56-30)		
DESCRIPTION	EXISTING	PROPOSED
TYPE	LOCAL	LOCAL
MOVEMENT	MEDIUM	SLOW
NO. OF LANES	TWO LANES	TWO LANES
DIRECTION	TWO WAY	TWO WAY
PARKING LANES	NONE	UNIVERSITY SIDE ONLY
ROW WIDTH	56'	56'
PAVEMENT	30'	30'
SIDEWALKS	4' ONE SIDE / 5' OTHER SIDE	8' BOTH SIDES
PLANTING WIDTH	VARIES 6'-12'	+/- 5' BOTH SIDES
OTHER		INTRODUCE MARKED SHARED LANES



SECTIONS

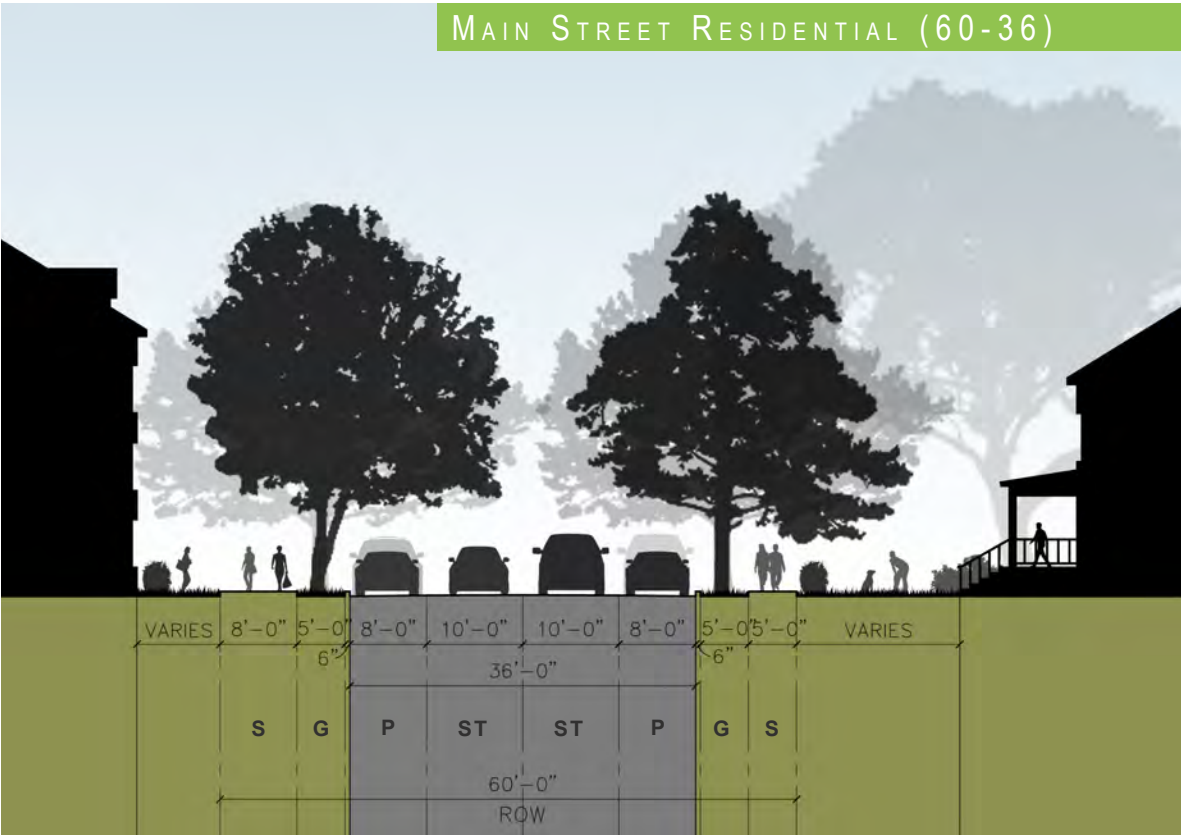
SECTIONS



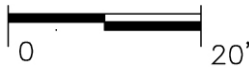
REX STREET		(ST 60-24)
DESCRIPTION	EXISTING	PROPOSED
TYPE	UNIVERSITY (VEHICULAR)	UNIVERSITY (SHARED)
MOVEMENT	SLOW	SLOW
NO. OF LANES	TWO LANES	TWO LANES
DIRECTION	ONE WAY	TWO WAY
PARKING LANES	PERPENDICULAR	REMOVE PERPENDICULAR
ROW WIDTH	60'	60'
PAVEMENT	24'	24'
SIDEWALKS	7' ONE SIDE / 5' OTHER SIDE	10' UNIVERSITY SIDE / REMOVE 5'
PLANTING WIDTH	VARIES (ONE SIDE)	PLANTING BUFFER OF BICYCLE WAY
OTHER		INTRODUCE TWO-WAY CYCLE TRACK

GIRARD PARK CIRCLE		(ST 54-28)
DESCRIPTION	EXISTING	PROPOSED
TYPE	PARK DRIVE	PARK DRIVE (SHARED)
MOVEMENT	MEDIUM	MEDIUM
NO. OF LANES	TWO LANES	TWO LANES
DIRECTION	TWO WAY	TWO WAY
PARKING LANES	NONE	NONE
ROW WIDTH	40'	54'
PAVEMENT	28'	28'
SIDEWALKS	NONE	8' UNIVERSITY SIDE
PLANTING WIDTH	VARIES	6' PARK SIDE / 12' UNIVERSITY SIDE
OTHER		INTRODUCE MARKED SHARED LANES





(MSR 60-36)		
DESCRIPTION	EXISTING	PROPOSED
TYPE	NEW	LOCAL
MOVEMENT		SLOW
NO. OF LANES		TWO LANES
DIRECTION		TWO WAY
PARKING LANES		TWO PARKING LANES
ROW WIDTH		60'
PAVEMENT		36'
SIDEWALKS		8' ONE SIDE / 5' OTHER SIDE
PLANTING WIDTH		5' BOTH SIDES
OTHER		



(MS 44-28)		
DESCRIPTION	EXISTING	PROPOSED
TYPE	NEW	LOCAL
MOVEMENT		SLOW
NO. OF LANES		TWO LANES
DIRECTION		TWO WAY
PARKING LANES		ONE
ROW WIDTH		44'
PAVEMENT		28'
SIDEWALKS		10' ONE SIDE
PLANTING WIDTH		5' ONE SIDE / VARIES
OTHER		INTRODUCE MARKED SHARED LANES



SECTIONS

SECTIONS



MCKINLEY STREET		(ST 63-22)
DESCRIPTION	EXISTING	PROPOSED
TYPE	UNIVERSITY	UNIVERSITY (SHARED)
MOVEMENT	SLOW	SLOW
NO. OF LANES	TWO LANES	TWO LANES
DIRECTION	TWO WAY	TWO WAY
PARKING LANES	PERPENDICULAR / PARALLEL	ELIMINATE ON STREET PARKING
ROW WIDTH	63' (VARIES)	63' (VARIES)
PAVEMENT	22'	22'
SIDEWALKS	VARIES 4'-7' +/- BOTH SIDES	12' BOTH SIDES
PLANTING WIDTH	10' ONE SIDE / 4' OTHER SIDE	8' BOTH SIDES
OTHER		INTRODUCE MARKED SHARED LANES

ST. JULIEN AVENUE		(AVE 57-30)
DESCRIPTION	EXISTING	PROPOSED
TYPE	COLLECTOR	COLLECTOR
MOVEMENT	MEDIUM	MEDIUM
NO. OF LANES	TWO LANES	TWO LANES
DIRECTION	TWO WAY	TWO WAY
PARKING LANES	NONE	ONE SIDE
ROW WIDTH	40'	57'
PAVEMENT	30'	30'
SIDEWALKS	4' ONE SIDE	8' UNIVERSITY SIDE
PLANTING WIDTH	NONE	4' BUFFER
OTHER		INTRODUCE TWO-WAY CYCLE TRACK





E. LEWIS STREET (ST 48-26)		
DESCRIPTION	EXISTING	PROPOSED
TYPE	UNIVERSITY (VEHICULAR)	UNIVERSITY (SHARED)
MOVEMENT	SLOW	SLOW
NO. OF LANES	TWO LANES	TWO LANES
DIRECTION	TWO WAY	TWO WAY
PARKING LANES	NONE	NONE
ROW WIDTH	40'	48'
PAVEMENT	26'	26'
SIDEWALKS	4' ONE SIDE	8' ONE SIDE / 10' OTHER SIDE
PLANTING WIDTH	NONE	VARIES
OTHER		INTRODUCE MARKED SHARED LANES

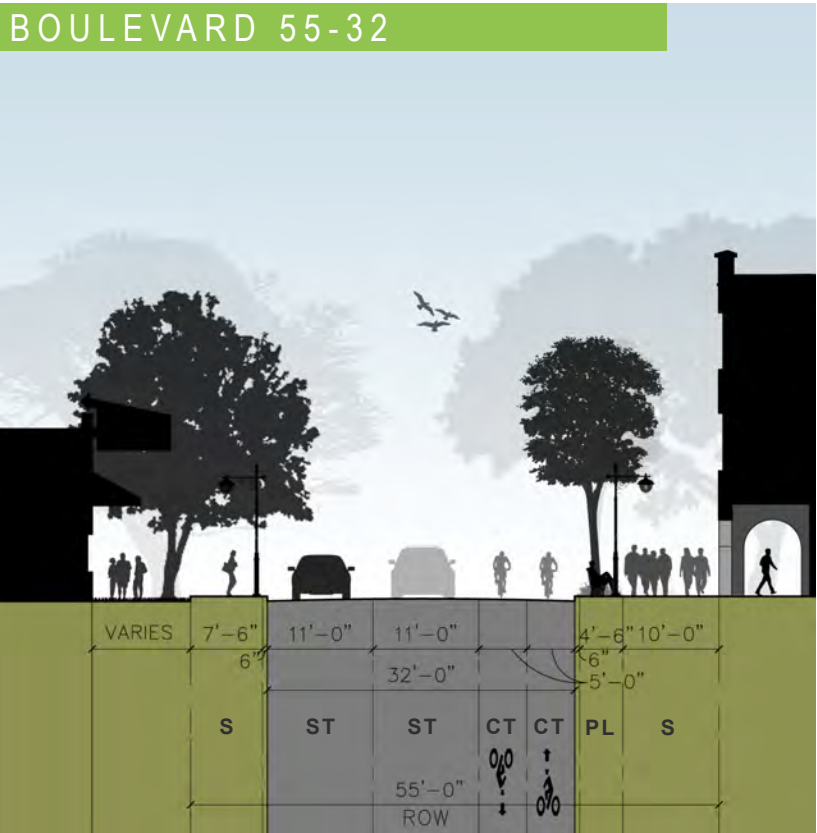


E. LEWIS STREET (ST 66-26)		
DESCRIPTION	EXISTING	PROPOSED
TYPE	UNIVERSITY (VEHICULAR)	UNIVERSITY (SHARED)
MOVEMENT	SLOW	SLOW
NO. OF LANES	TWO LANES	TWO LANES
DIRECTION	TWO WAY	TWO WAY
PARKING LANES	NONE	NONE
ROW WIDTH	40'	66'
PAVEMENT	26'	26'
SIDEWALKS	4'-6' INTERMITTENT	10' BOTH SIDES
PLANTING WIDTH	4' INTERMITTENT	10'+/- BOTH SIDES
OTHER		INTRODUCE MARKED SHARED LANES



SECTIONS

SECTIONS



ST. MARY BOULEVARD (BLVD 55-32)		
DESCRIPTION	EXISTING	PROPOSED
TYPE	COLLECTOR	COLLECTOR
MOVEMENT	MEDIUM	MEDIUM
NO. OF LANES	TWO LANES	TWO LANES
DIRECTION	TWO WAY	TWO WAY
PARKING LANES	VARIES	NONE
ROW WIDTH	47'	55'
PAVEMENT	32'	32'
SIDEWALKS	5' BOTH SIDES	10'+/- UNIVERSITY SIDE
PLANTING WIDTH	NONE	5' UNIVERSITY SIDE
OTHER		INTRODUCE TWO-WAY CYCLE TRACK

ST. MARY BOULEVARD (BLVD 83-39)		
DESCRIPTION	EXISTING	PROPOSED
TYPE	COLLECTOR	LOCAL
MOVEMENT	MEDIUM	SLOW
NO. OF LANES	FOUR LANES	2 AUTO / 2 BICYCLE
DIRECTION	TWO WAY	TWO WAY
PARKING LANES	NONE	NONE
ROW WIDTH	VARIES	83'
PAVEMENT	39'	22' AUTO / 12' BICYCLE
SIDEWALKS	4'-8' BOTH SIDES (VARIES)	12' BOTH SIDES
PLANTING WIDTH	4'-10' +/- (VARIES)	8' ONE SIDE / 12' OTHER SIDE
OTHER	MAJOR ROAD INTERSECTION PROBLEMS	INTRODUCE TWO-WAY CYCLE TRACK





ST. LANDRY STREET (ST 71-44)		
DESCRIPTION	EXISTING	PROPOSED
TYPE	COLLECTOR	COLLECTOR
MOVEMENT	FAST	MEDIUM
NO. OF LANES	VARIES 3-4	THREE LANES
DIRECTION	TWO WAY	TWO WAY / WITH CAR TURN LANE
PARKING LANES	VARIES 0 -1	NONE
ROW WIDTH	60'	71'
PAVEMENT	44'	44'
SIDEWALKS	4' LOURDES SIDE / 10' OTHER	8' LOURDES SIDE / 10' OTHER
PLANTING WIDTH	NONE	8' LOURDES SIDE / 5' OTHER
OTHER		INTRODUCE TWO-WAY CYCLE TRACK



ST. LANDRY STREET (ST 45-28)		
DESCRIPTION	EXISTING	PROPOSED
TYPE	COLLECTOR / LOCAL	COLLECTOR
MOVEMENT	SLOW	SLOW
NO. OF LANES	TWO LANES	TWO LANES
DIRECTION	TWO WAY	TWO WAY
PARKING LANES	NONE	NONE
ROW WIDTH	45'	45'
PAVEMENT	25'	28'
SIDEWALKS	NONE	8' BOTH SIDES
PLANTING WIDTH	NONE	NONE
OTHER		INTRODUCE TWO-WAY CYCLE TRACK



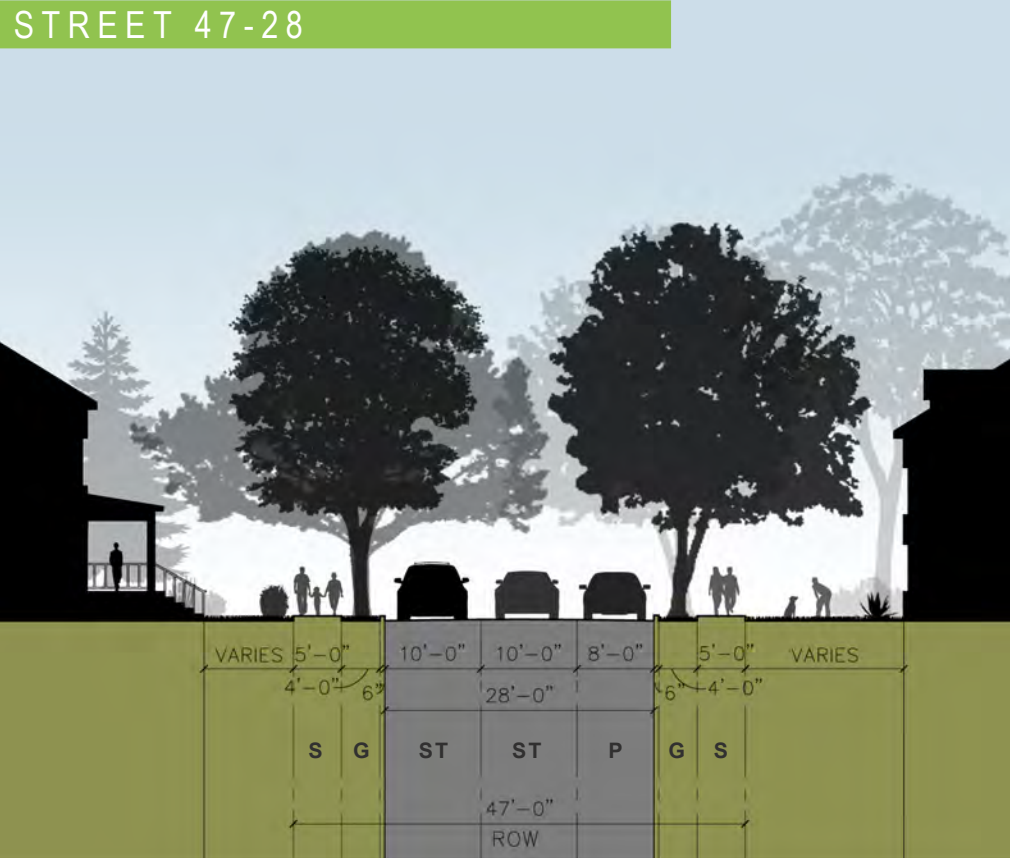
SECTIONS

SECTIONS



(MS 57-36)		
DESCRIPTION	EXISTING	PROPOSED
TYPE	NEW	COLLECTOR (MAIN STREET)
MOVEMENT		MEDIUM
NO. OF LANES		TWO LANES
DIRECTION		TWO WAY
PARKING LANES		ONE SIDE
ROW WIDTH		57'
PAVEMENT		36'
SIDEWALKS		6' BOTH SIDES
PLANTING WIDTH		4'+/- BOTH SIDES
OTHER		INTRODUCE TWO-WAY CYCLE TRACK

(ST 27-28)		
DESCRIPTION	EXISTING	PROPOSED
TYPE	NEW	LOCAL (YIELD)
MOVEMENT		SLOW
NO. OF LANES		TWO LANES
DIRECTION		TWO WAY
PARKING LANES		ONE SIDE
ROW WIDTH		47'
PAVEMENT		28'
SIDEWALKS		5' BOTH SIDES
PLANTING WIDTH		5'+/- BOTH SIDES
OTHER		



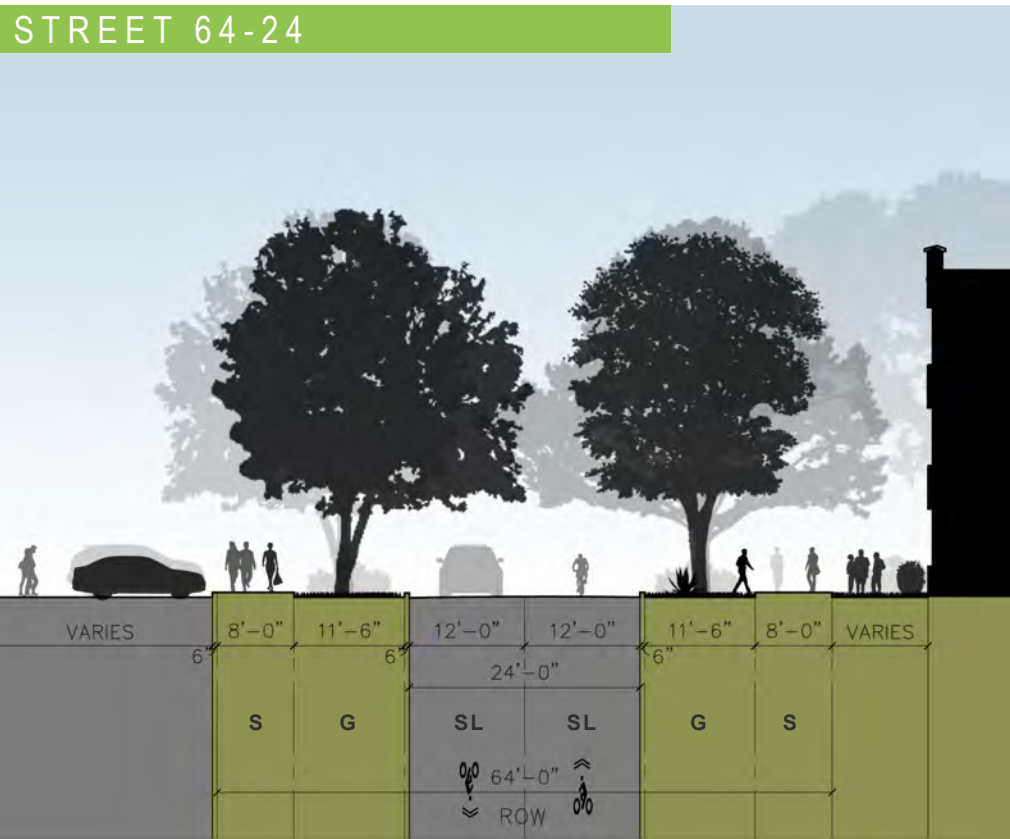
SECTIONS

SECTIONS



(ST 64-24)		
DESCRIPTION	EXISTING	PROPOSED
TYPE	NEW	LOCAL
MOVEMENT		SLOW
NO. OF LANES		TWO LANES
DIRECTION		TWO WAY
PARKING LANES		NONE
ROW WIDTH		64'
PAVEMENT		24'
SIDEWALKS		8' BOTH SIDES
PLANTING WIDTH		12' +/- BOTH SIDES
OTHER		INTRODUCE MARKED SHARED LANES

E. DEVALCOURT STREET (ST 60-27)		
DESCRIPTION	EXISTING	PROPOSED
TYPE	LOCAL (UNIVERSITY)	LOCAL
MOVEMENT	MEDIUM	MEDIUM
NO. OF LANES	TWO LANES	TWO LANES
DIRECTION	TWO WAY	TWO WAY
PARKING LANES	NONE	NONE
ROW WIDTH	60'	60'
PAVEMENT	27'	27'
SIDEWALKS	5' BOTH SIDES	5' BOTH SIDES
PLANTING WIDTH	5' +/- BOTH SIDES	5' +/- BOTH SIDES
OTHER		INTRODUCE MARKED SHARED LANES





(ST 51-20)		
DESCRIPTION	EXISTING	PROPOSED
TYPE	NEW	LOCAL
MOVEMENT		SLOW
NO. OF LANES		TWO
DIRECTION		TWO WAY
PARKING LANES		NONE
ROW WIDTH		51
PAVEMENT		20
SIDEWALKS		10' BOTH SIDES
PLANTING WIDTH		5' BOTH SIDES
OTHER		



(OW 34-18)		
DESCRIPTION	EXISTING	PROPOSED
TYPE	NEW	LOCAL
MOVEMENT		SLOW (YIELD)
NO. OF LANES		ONE
DIRECTION		ONE WAY
PARKING LANES		OUTSIDE LANE
ROW WIDTH		34'
PAVEMENT		18'
SIDEWALKS		10' ONE SIDE ONLY
PLANTING WIDTH		5' BOTH SIDES
OTHER		

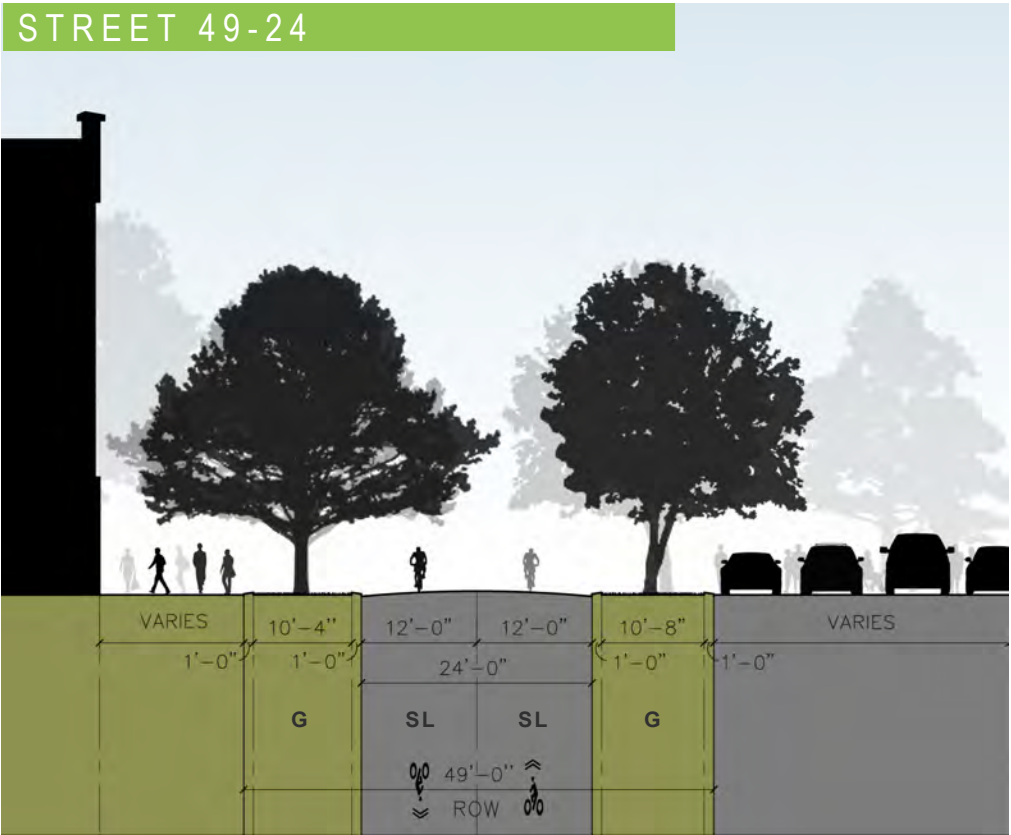


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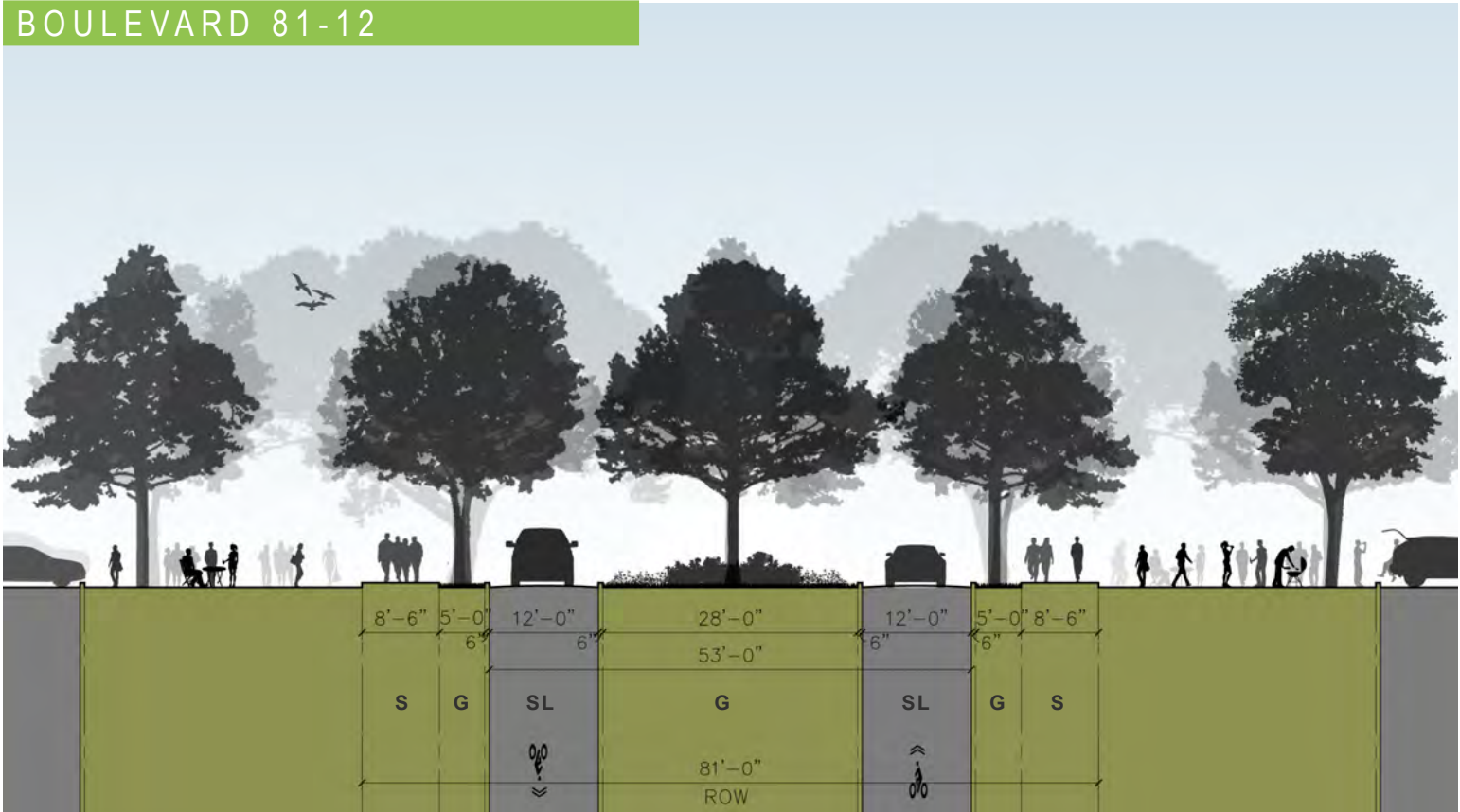
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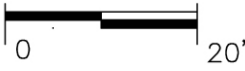
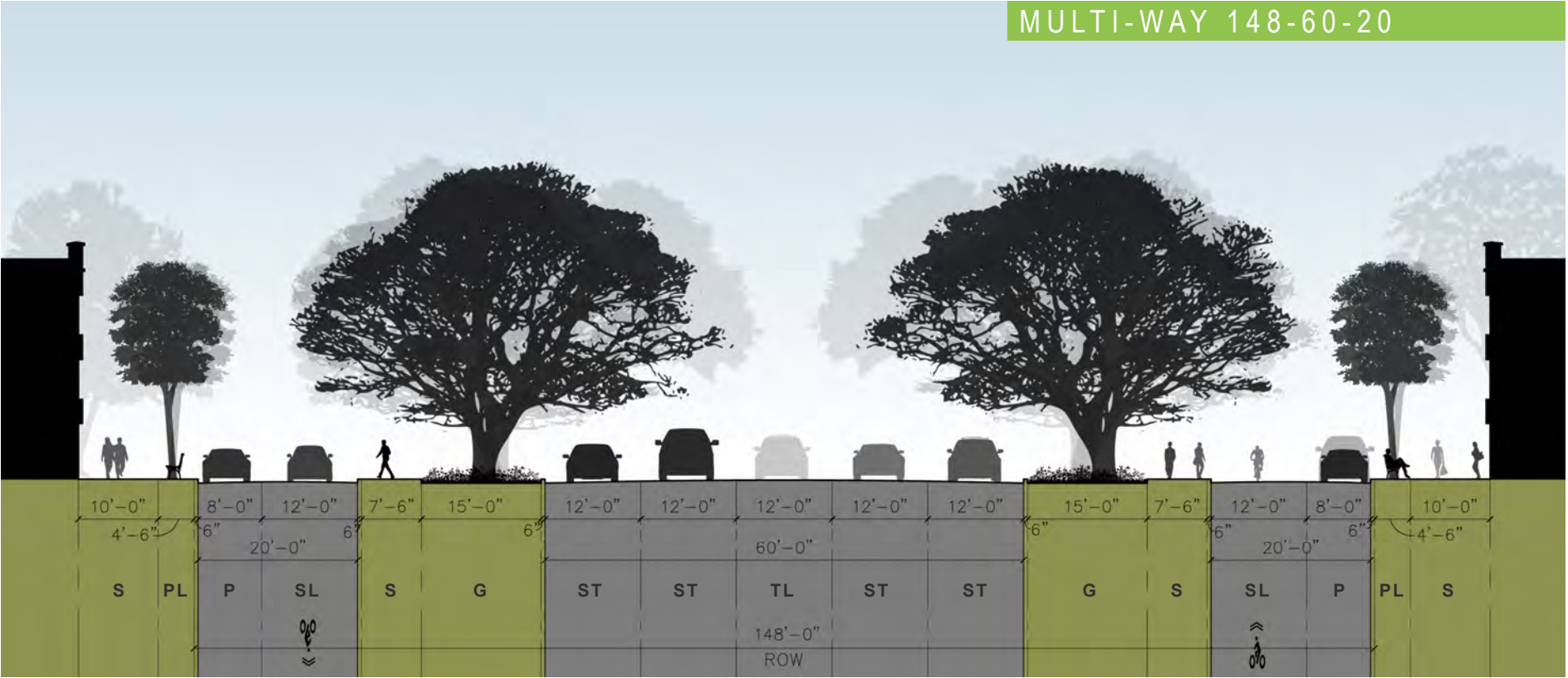


(ST 49-24)		
DESCRIPTION	EXISTING	PROPOSED
TYPE	NEW	LOCAL
MOVEMENT		SLOW
NO. OF LANES		TWO LANES
DIRECTION		TWO WAY
PARKING LANES		NONE
ROW WIDTH		49'
PAVEMENT		24'
SIDEWALKS		NONE
PLANTING WIDTH		+/- 11'
OTHER		INTRODUCE MARKED SHARED LANES



(BLVD 81-12)		
DESCRIPTION	EXISTING	PROPOSED
TYPE	NEW	BOULEVARD (UNIVERSITY)
MOVEMENT		SLOW
NO. OF LANES		TWO LANES
DIRECTION		TWO WAY
PARKING LANES		NONE
ROW WIDTH		81'
PAVEMENT		12+12
SIDEWALKS		8' BOTH SIDES
PLANTING WIDTH		5+5
OTHER		INTRODUCE MARKED SHARED LANES





W. CONGRESS STREET		(MW 148-60-20)
DESCRIPTION	EXISTING	PROPOSED
TYPE	ARTERIAL	MULTI-WAY ARTERIAL
MOVEMENT	TWO WAY	TWO WAY + FRONTAGE
NO. OF LANES	FIVE LANES	SEVEN LANES
DIRECTION	TWO WAY	MULTI-WAY
PARKING LANES	NONE	ONE SIDE (ON SLIP LANE)
ROW WIDTH	70'	148'
PAVEMENT	60' (VARIES)	60'+20'+20' (VARIES)
SIDEWALKS	4' BOTH SIDES	8' & 10' BOTH SIDES
PLANTING WIDTH	4' +/- BOTH SIDES	15' GREEN & 5' PLANTER BOTH SIDES
OTHER		INTRODUCE MARKED SHARED LANES

SECTIONS

BOULEVARD 100-24



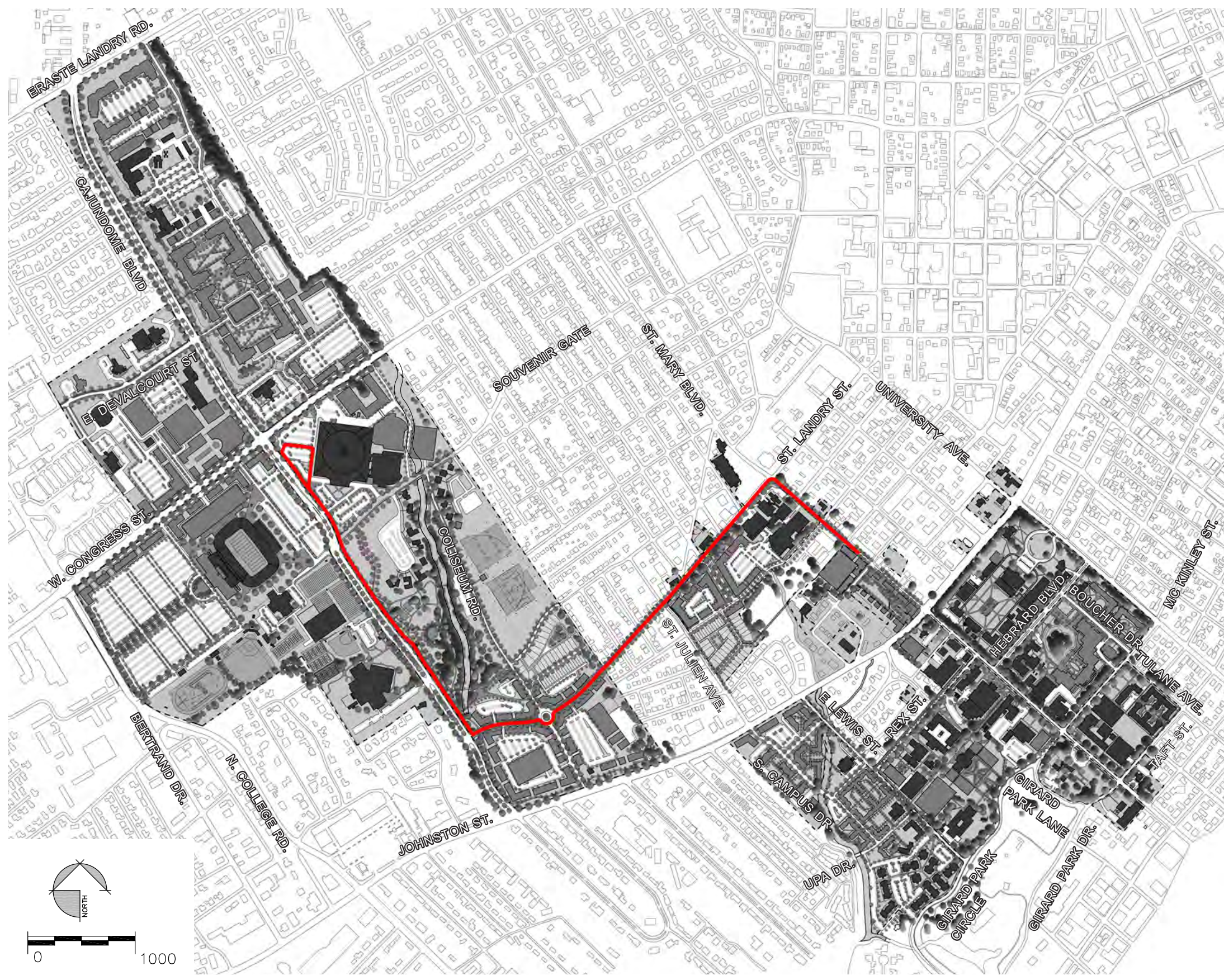
CAJUNDOME BOULEVARD

CAJUNDOME BOULEVARD		(BLVD 100-24)
DESCRIPTION	EXISTING	PROPOSED
TYPE	BOULEVARD (UNIVERSITY)	BOULEVARD (UNIVERSITY)
MOVEMENT	MEDIUM	MEDIUM
NO. OF LANES	FOUR LANES	FOUR LANES
DIRECTION	TWO WAY	TWO WAY
PARKING LANES	NONE	NONE
ROW WIDTH	100'	100'
PAVEMENT	24'+24'	24+24
SIDEWALKS	8' BOTH SIDES	8' BOTH SIDES
PLANTING WIDTH	7' +/- BOTH SIDES	7' +/- BOTH SIDES
OTHER	BIKE PATH (RANDOM AT PARK SIDE)	

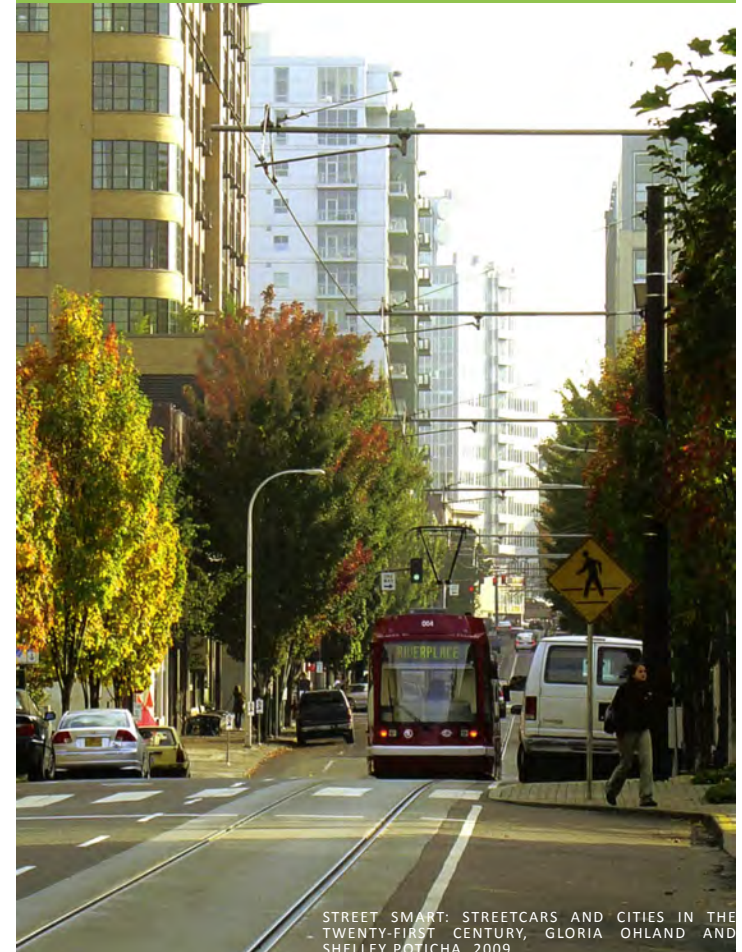


TRANSITWAY SYSTEM

TRANSITWAY SYSTEM



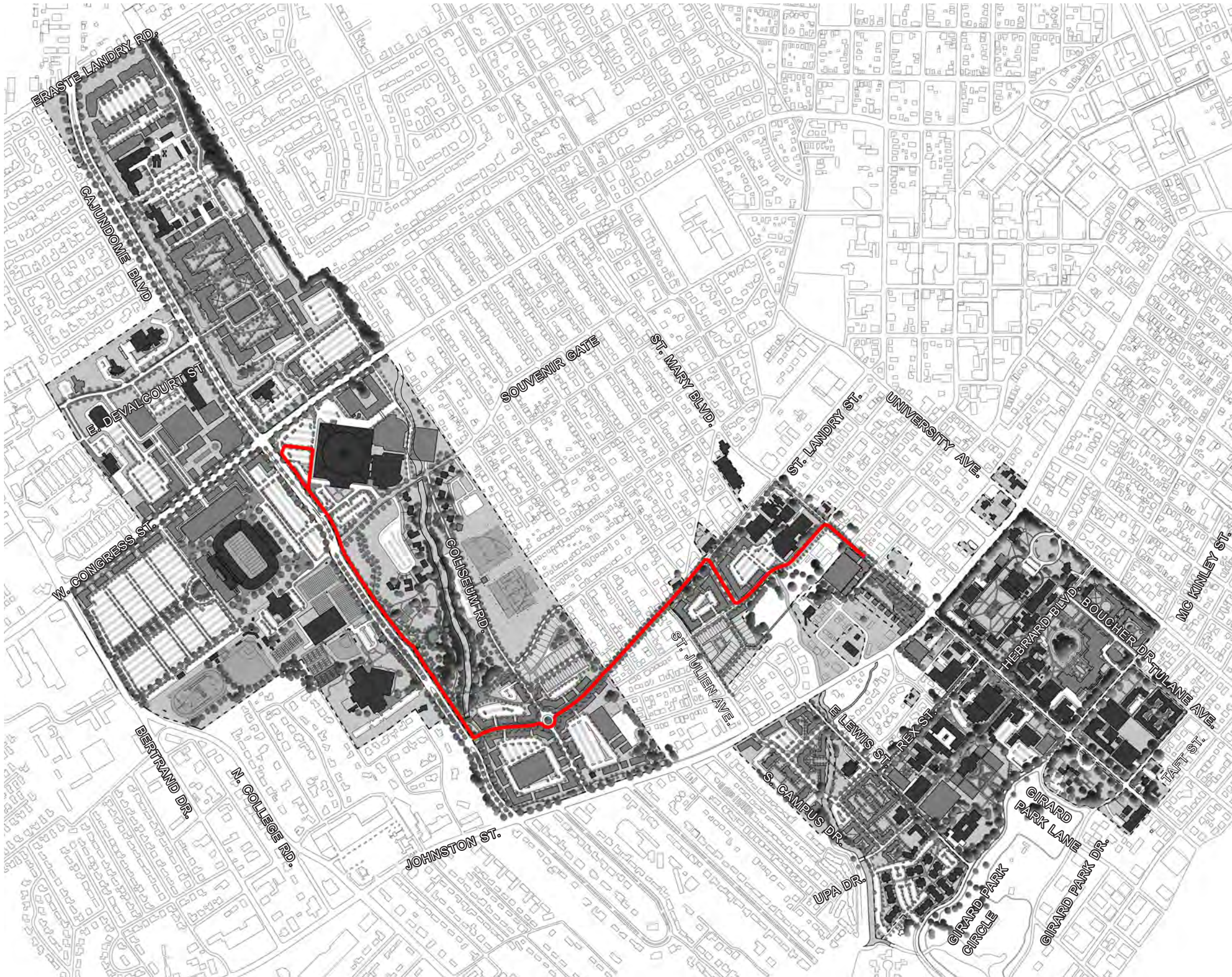
DEDICATED TRANSITWAY SYSTEM ROUTE



STREET SMART: STREETCARS AND CITIES IN THE TWENTY-FIRST CENTURY, GLORIA OHLAND AND SHELLEY POTICHA, 2009

TRANSITWAY SYSTEM

ALTERNATE DEDICATED TRANSITWAY SYSTEM ROUTE

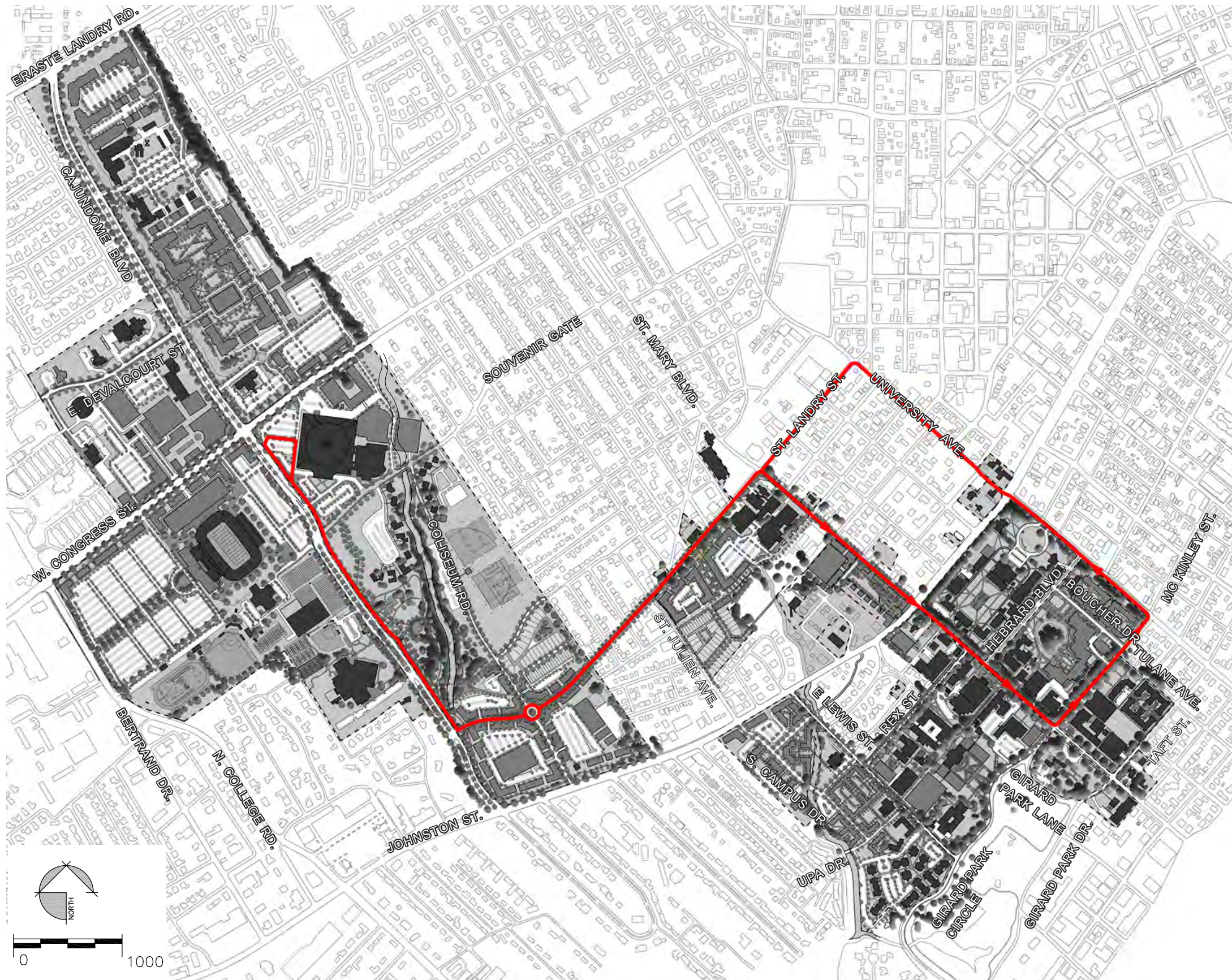


TRANSITWAY SYSTEM

CONVENTIONAL BUS ROUTE



TRANSITWAY SYSTEM



MAJOR PEDESTRIAN PASSAGES

MAJOR PEDESTRIAN PASSAGES



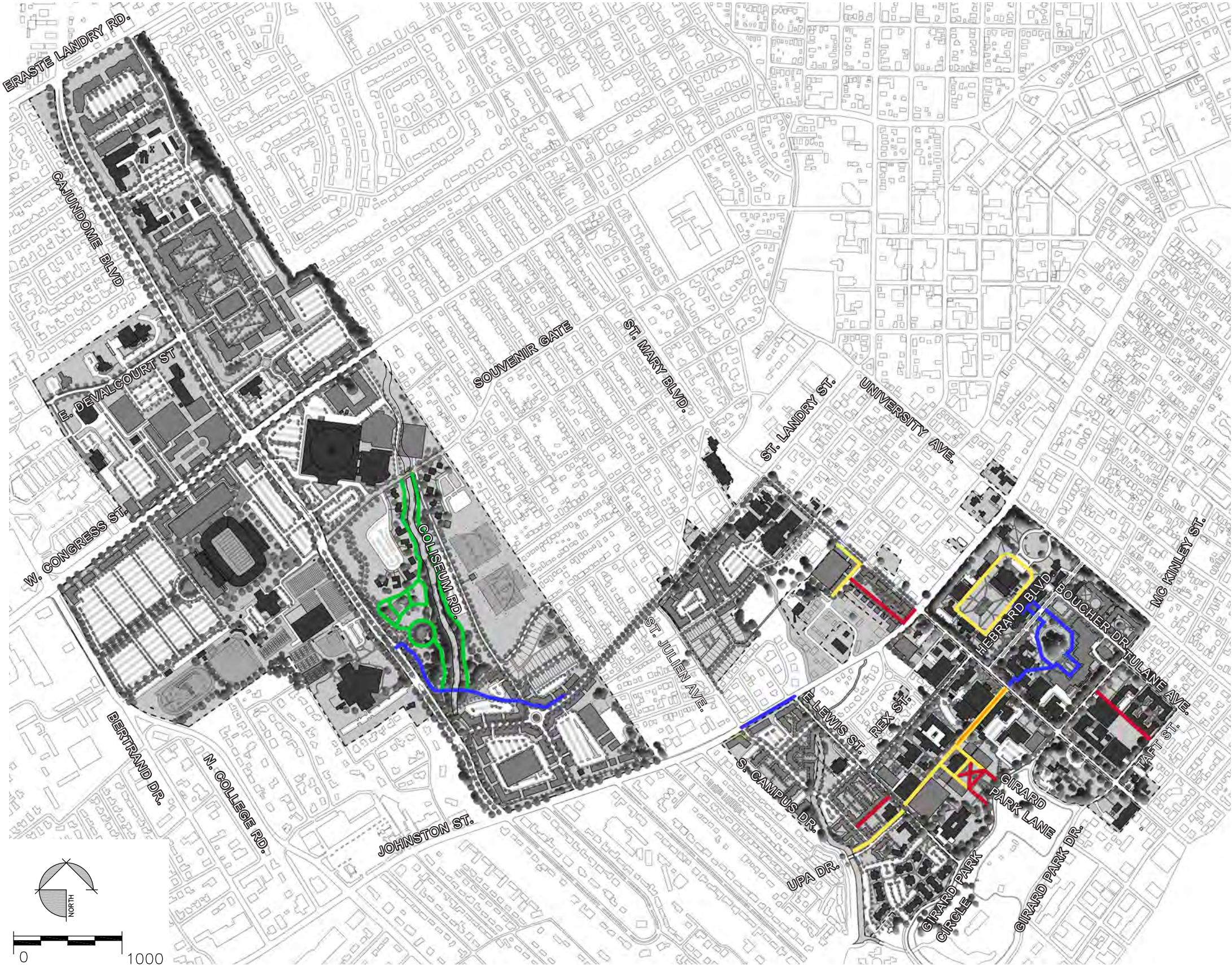
CLASS A - MIN. 15' WIDE

- A.1 - W/ PORCH, GALLERY, OR ARCADE ENGAGED TO A BUILDING
- A.2 - W/ PORCH, GALLERY, OR ARCADE DETACHED FROM A BUILDING
- A.3 - W/O PORCH, GALLERY, OR ARCADE DETACHED FROM A BUILDING

CLASS B - MIN. 10' WIDE

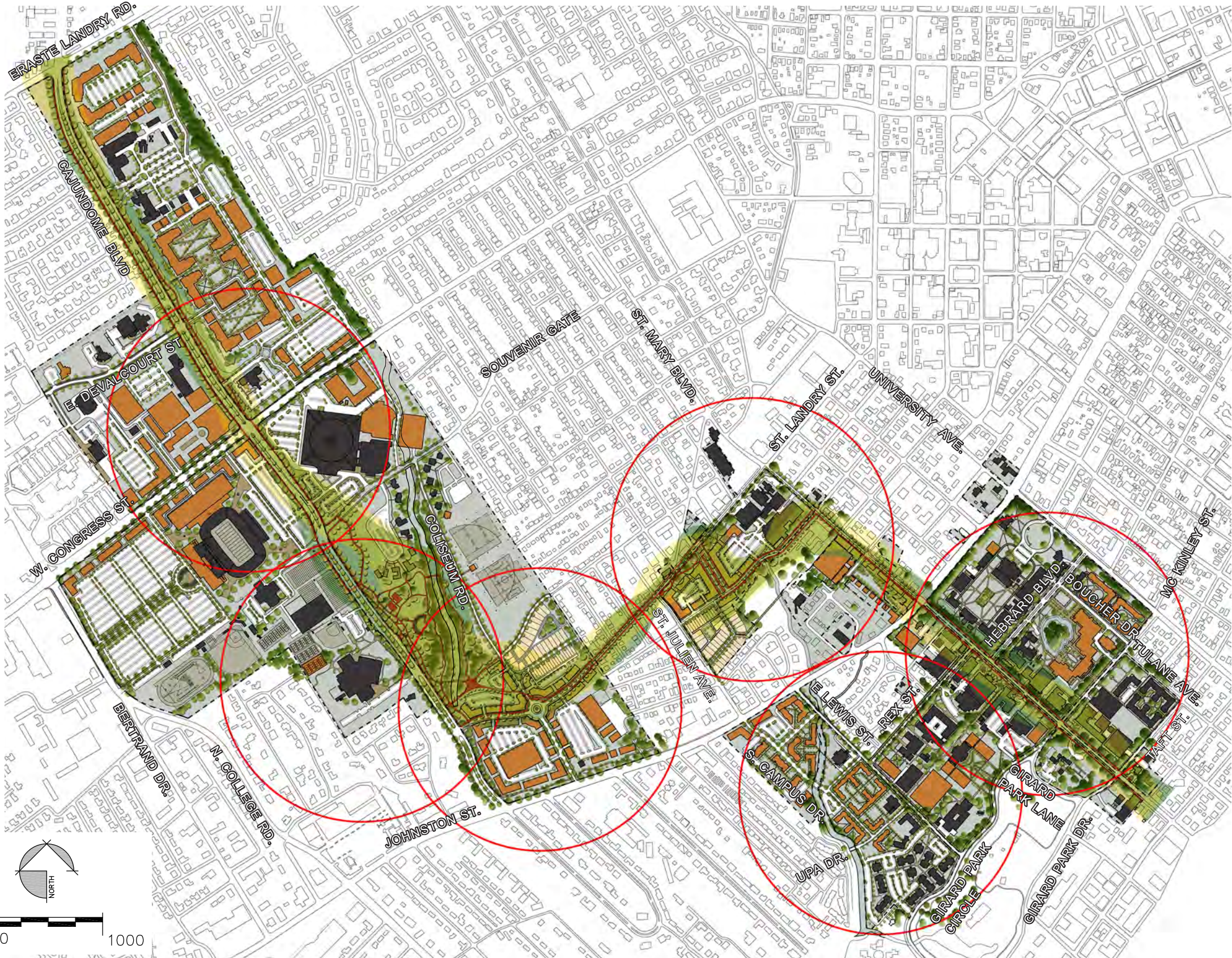


CLASS C - MIN. 8' WIDE



FIVE MINUTE WALK

FIVE MINUTE WALK



TEN MINUTE WALK

TEN MINUTE WALK



BICYCLE STANDARDS



BICYCLE STANDARDS

BICYCLE RECOMMENDATIONS

The University of Louisiana at Lafayette supports and encourages students, faculty, and staff to bicycle to, from, and within campus. In the coming years, bicycling will be an increasingly important part of the University’s transportation system. To accommodate larger numbers of bicyclists, the University will implement targeted improvements to achieve the following goals:

- Enhance bicycle access and connectivity within campus by creating a connected network of on and off-road bicycle facilities, designing smooth transitions between different facility types, and removing obstructions and impediments along convenient bicycle routes. A recommended bicycle network has been identified as part of this Plan.
- Provide seamless bicycle connections between campus and off-site locations such as Downtown Lafayette. The University will also actively work with stakeholders to enhance connections between campus and regional trail systems such as the Atakapa-Ishak Trail.
- Provide a range of bicycle parking options to meet short and long-term bike parking needs in safe, secure, and convenient locations throughout campus. Specific locations for bike racks and lockers, as well as full service bike stations, have been identified as part of this Plan.
- Actively work with surrounding jurisdictions to enhance bicycle conditions along and across major roads such as Johnston Street and W. Congress Street to ensure that these roads don’t serve as barriers to bicycling. Key intersections will also be improved to better accommodate pedestrians and bicyclists.
- Provide a range of education and enforcement programs to foster increased rates of bicycling amongst students, faculty, and staff.

RECOMMENDED FACILITY TYPES

Marked Shared Lane: Marked shared lanes (sharrows) are used on roadways where bicyclists and motor vehicles must share the same travel lane. The sharrow helps position bicyclists in the most appropriate location to ride. It also provides a visual cue to motorists that bicyclists have a right to use the street. Shared lane markings (sharrows) may be used on streets to designate bicycle facilities where there is not sufficient

width for bike lanes. Studies have shown that sharrows direct bicyclists away from the “door zone” of parked cars, alert motorists of appropriate bicyclist positioning and encourage safe passing of bicyclists by motorists. Sample Locations: East Lewis Street, Saint Thomas Street, Girard Park Circle, and McKinley Street.

Bike Lane: A bike lane is a pavement marking that designates a portion of a roadway for the preferential or exclusive use of bicycles. Bike lane markings are dashed where vehicles are allowed to cross the bike lane, such as for right turns or at bus stops. Bike lanes are recommended where there is enough width to accommodate a bike lane in both directions, and on one-way streets where there is enough width for a single bike lane. Buffered bike lanes are created by striping a buffer zone between a bike lane and the adjacent travel lane. Buffered bicycle lanes should be considered at locations where there is excess pavement width or where adjacent traffic speeds are above 35 mph. A contra-flow bike lane is a designated facility marked to allow bicyclists to travel against the flow of traffic on a one-way street. Sample Location: Saint Landry Street.

Cycletrack: A cycletrack is a bicycle facility that is physically separated from both the roadway and the sidewalk. A cycletrack may be constructed at the roadway level using roadway space, or at the sidewalk level using space adjacent to the road. Cycletracks separate bicyclists from motor vehicle traffic using a variety of methods, including curbs, raised concrete medians, bollards, on-street parking, large planting pots/boxes, landscaped buffers (trees and lawn) or other methods. Cycletracks designed to be level with the sidewalk should provide a vertical separation between bicyclists and pedestrians, as well as a different surface treatment to delineate the bicycle from the pedestrian space. Cycletracks can be one way for bicycles on each side of a two-way road, or two-way, and installed on one or both sides of the road. Cycletracks provide cyclists with a higher level of comfort relative to motor vehicle traffic, and are typically used on large multi-lane arterials where higher vehicle speeds exist. They may also be appropriate on high-volume but low-speed streets such as in a commercial downtown. Sample Locations: Saint Mary Boulevard and Rex Street.

Trails/Sidepath: A sidepath is a shared-use path located adjacent to roadway. It is designed for use by bicyclists

and pedestrians and each may travel in either direction. Sidepaths are sometimes created by designating a wide sidewalk for shared use; or they may be a segment of a longer trail or network of trails. Sidepath are sometimes provided to facilitate connections to on- and off -street bicycle facilities. A sidepath is not generally a substitute for on-road bicycle facilities, but may be considered in constrained conditions, or in addition to on-road facilities. Sidepaths may not be appropriate in areas of high pedestrian activity unless there is space to successfully manage conflicts. A trail or shared-use path is an off-street bicycle and pedestrian facility that is physically separated from motor vehicle traffic. Typically trails are located in an independent right-of-way such as in a park, stream valley greenway, along a utility corridor, or an abandoned railroad corridor. Shared-use paths are used by other non-motorized users including pedestrians, skaters, wheelchair users, joggers, and sometimes equestrians. Sample Location: Johnston Street.

SUMMARY, IMPLEMENTATION, APPROACH

The University of Louisiana at Lafayette is well-positioned to become a more bicycle-friendly campus. Implementing the recommendations in this study will improve bicycle conditions, creating early successes for decision-makers to highlight, and allow students, faculty, and staff to enjoy. Key implementation action strategies include:

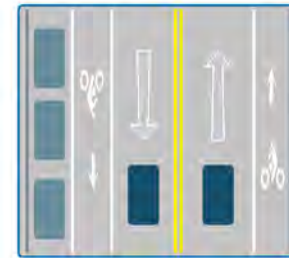
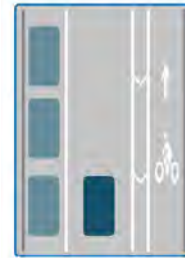
- Implement immediate safety improvement projects: Immediate safety improvements are needed to improve conditions for those bicycling on and around campus today. For example, additional signage and striping may be needed to better accommodate required bicycle merges where the bike lanes on Johnston Street terminate. Signage discouraging wrong way riding is also needed in this location.
- Identify and implement a series of “low hanging fruit” recommendations to improve conditions in the near term: Recommendations that can be implemented in the near term include the installation of shared lane markings and the removal of minor obstructions such as fences or bollards that inhibit convenient bike “cut throughs.” Education, encouragement, and

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enforcement programs can also be provided in the near term, and can include, for example, bicycle safety, education, and outreach efforts as part of incoming freshman orientation programs.

- Establish a Campus Bicycle Committee to implement the recommendations in this Plan: The University should establish a committee comprised of students, faculty, and staff, as well as representatives from local bicycle advocacy groups, the City of Lafayette, Metropolitan Planning Organization (MPO), Louisiana Department of Transportation (LDOT), local bicycle shops, and others.
- Introduce an ongoing program to improve the quantity and quality of bike parking on campus: In the near term, the University's first bike station will be identified, designed and implemented. New covered bike parking should also be installed on an ongoing basis and existing bike racks should be covered where possible.
- Implement projects that will build off of and enhance existing facilities: Installing shared lane markings on East and West Lewis Street will, for example, extend the existing bike lanes on Johnston Street and begin to create connected linear networks of bike facilities.
- Set the stage for larger investments: The University will coordinate with the City of Lafayette, the MPO and LDOT to, for example, further analyze the possibility of a sidepath along Johnston Street. The University will also need to support and coordinate with stakeholders to add bicycle projects and funds into the full range of regular capital project programming processes.
- Ensure that all ongoing and upcoming projects will contribute to the vision of a more bicycle-friendly University: All new roads will be designed in conformance with Complete Streets standards and the University will ensure that all new buildings include bike parking and safely and comfortably accommodate ingress and egress bicycle trips.
- Establish bicycle-related performance measures: The University will identify the existing bicycle mode share on campus, and establish mode share goals in the near, medium, and long term. Additional measures should also be considered, for example reductions in bicycle crashes and the number of education, encouragement, and enforcement programs provided. The newly established Campus Bicycle Committee can take a lead role in establishing baseline bike data and developing recommended future targets.

BICYCLE LANES



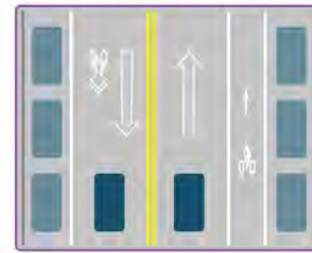
OPTIONS
Experimental colored treatment to deter parking where parking/stopping in bike lane may be an issue.
Left side placement on routes with transit.

CONTRA-FLOW BICYCLE LANES



DESCRIPTION
Two way for bikes, 1 way for other vehicles

CLIMBING LANES



DESCRIPTION
Bike lane in uphill direction
Marked shared in lane in downhill

BICYCLE FRIENDLY STREET



DESCRIPTION
Shared-use;
Street not wide enough for vehicles to pass bicycles
Design speed lowered to bicycle speed (15 mph)
Bicycle-friendly traffic calming (e.g. speed cushions)
Often one-way pairs for routing

MAP KEY

PROPOSED ON ROAD FACILITIES

- Bicycle Lane
- Contraflow
- Climbing Lane
- Marked Shared Lane
- Bicycle Friendly Street
- Cycletrack

PROPOSED OFF ROAD FACILITIES

- Sidepath

MARKED SHARED LANES

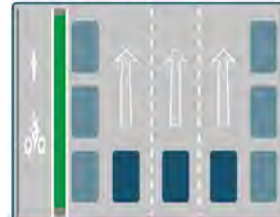


DESCRIPTION
Shared-use;
Marking used to indicate positions
Marking may be on left side or both sides
Often one-way pairs for routing

NETWORK SIGNS

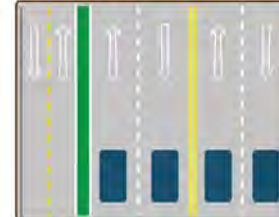


CYCLE TRACK



DESCRIPTION
1-way, bicycle-only
Physically separated

SIDE PATH

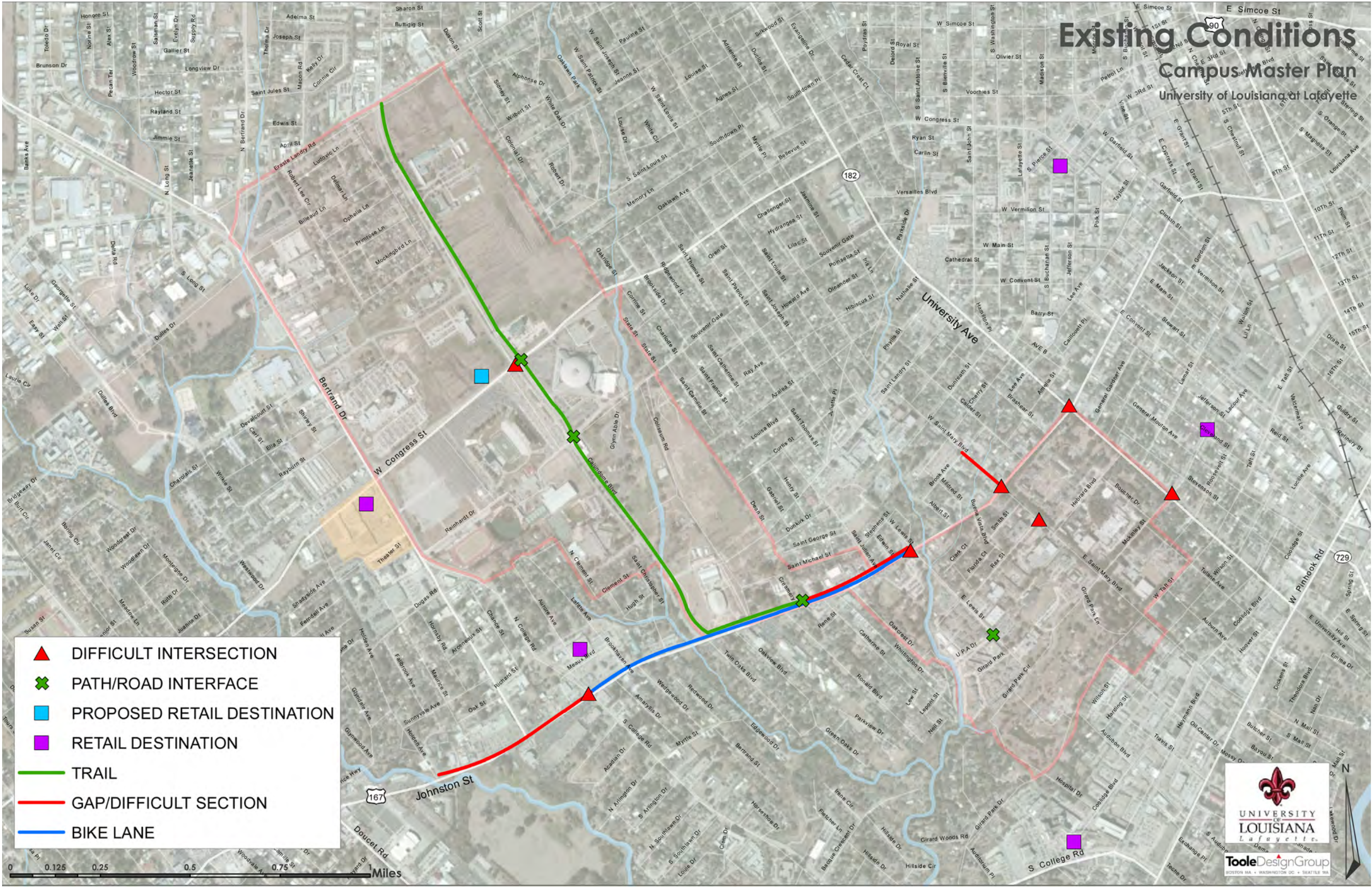


DESCRIPTION
Two way shared use
Parallel to roadway



BICYCLE STANDARDS

BICYCLE EXISTING CONDITIONS MAP



BICYCLE STANDARDS

BICYCLE RECOMMENDATIONS MAP

