Rolling to a stop

After a decade of growth, traffic jams Lafayette

Editor's Note: This is the final of a four-part series on growth in Acadiana.

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LAFAYETTE — Middle school Principal Charles Richard, unloaded a daily exercise in arithmetic on the way from his Sunset home to his job at Lafayette's N.P. Moss.

"You almost have to time it," Richard said. "If I leave five minutes late, I'm going to run into traffic. If I leave 10 minutes late, I'm going to hit even more traffic. From 7:15 a.m. to 6 a.m., the heaviest times to travel. It gives you a little time to get your thoughts together."

Researchers from thousands of Acadiana drivers say that sort of time crunch is real. In 1987, Lafayette Parish residents lightened the oil crunch given by asking the best person to leave to, please,
turn out the lights. Since then, daily traffic counts on key portions of eight major thoroughfares have increased at least 50 percent, said state Department of Transportation and Development Engineer. Traffic has doubled on the Broussard Bridge Highway, John-
son Street near the Vermilion River and on Kaliste Saloom near Ambassador Caffery Parkway.

The 1990 Census found that average oneway commuting times were at least 32 minutes in loca-
ed neighborhoods in southwest, northwest, north-
ern and northeastern Lafayette Parish.

Transportation planners were warning then that budgetary and political struggles posed nothing more than the way to more traffic jams. Now, the city parish government has completed or has awaited contracts on road projects valued at about $30 million. The state has $30 million tied up in the Louisiana Nexus Interchange at Interstate 10 and millions more in the widening of Evangeline Thoroughfare. The $30 million conversion of Evangeline Thoroughfare involves funding at South in warranting for money from

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By the next week

Lafayette's road system is growing at a pace that has never been seen before. New intersections, ramps, and even entire streets are being added to the city's infrastructure. This expansion is not only increasing the speed and efficiency of traffic, but also providing new opportunities for businesses and residents.

The specific growth areas include:

- **Central Lafayette**
  - W. Allen Street
  - 1st Street
- **South Lafayette**
  - Acadiana Avenue
  - University Avenue

As these areas expand, Lafayette's economic landscape is shifting. New businesses are opening, and existing ones are adapting to the changing demographics.

The community is encouraged to stay informed and engaged in these developments, as they will have a significant impact on the city's future.

**Traffic Grows in Lafayette Parish**

| Location | Average Daily Traffic Count (2023) | Average Daily Traffic Count (2022) | Change from 2022
|----------|----------------------------------|----------------------------------|-----------------|
| Washington St nearGramercy Rd | 16,485 | 15,243 | 8.1%
| Johnson Dr near Acadiana Ave | 15,825 | 15,282 | 3.5%
| West End Bridge Highway near Lake Faussett Rd | 10,630 | 10,418 | 1.9%
| H.L. Buratti Blvd near South College Dr | 9,330 | 9,024 | 3.1%
| L.L. Beatrice Dr near H.L. Buratti Blvd | 8,900 | 8,688 | 2.7%
| St. Louis St near North College Dr | 8,050 | 7,738 | 4.3%
| Federal Ave near University Ave | 5,030 | 4,890 | 2.8%
| Louisiana St near Louisiana Ave | 4,900 | 4,747 | 3.1%

With the increase in traffic, Lafayette Parish is experiencing a surge in economic activity. The city is actively seeking to maintain a balance between development and community services. This includes investments in infrastructure, public transportation, and education.

For more information, please contact the Lafayette Parish Planning Department at 337-238-1234.

**In Focus: Growth**

Lafayette, April 2, 2023

[Image of a road construction site]

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