MOVE 2050

APPENDIX #4

Capital Region Planning Commission



Technical Report #4

Needs Assessment

November 2026

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Capital Regional Planning Commission

2050 Metropolitan Transportation Plan
MOVE 2050

This Plan was prepared as a cooperative effort of the U.S. Department of Transportation (USDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Louisiana Department of Transportation and Development (LaDOTD), and local governments in partial fulfillment of requirements in Title 23 USC 134 and 135, amended by the IIJA, Sections 11201 and 11525, October 1, 2021. The contents of this document do not necessarily reflect the official views or policies of the USDOT.

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1.0 Introduction

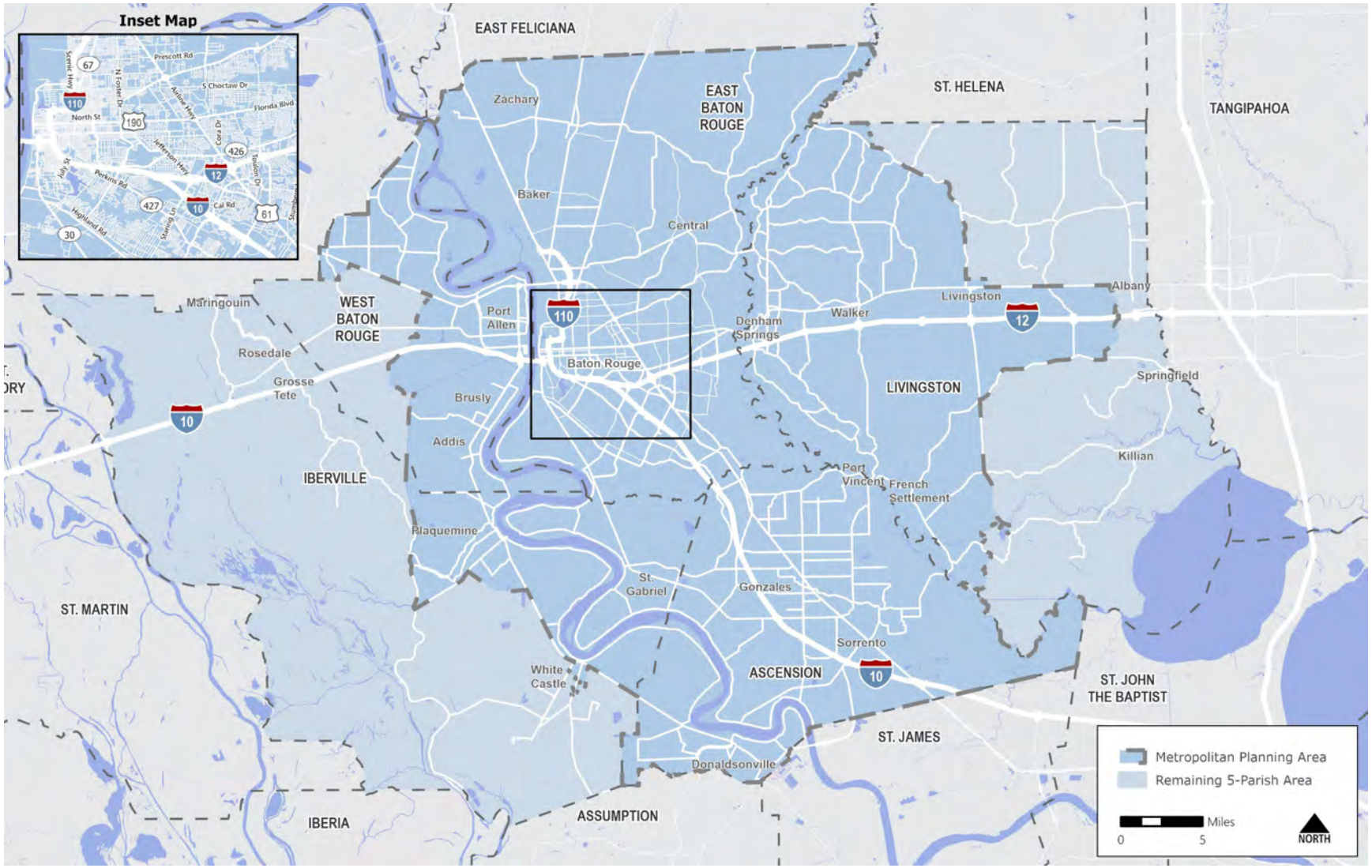
This report explores transportation needs of the Capital Region Planning Commission (CRPC) Metropolitan Planning Organization (MPO) planning area, shown in **Figure 1.1**. It is informed by and builds off the analysis in *Appendix #2: State of Current Systems* and incorporates current and forecasted trends, existing plans, and public and stakeholder input to better understand the region's future needs.

As transportation needs can vary across the region, this report provides a detailed overview of the different factors that are a part of or directly impact the transportation network, including:

- Roadways and Bridges
- Freight Movement
- Public Transportation
- Multimodal Transportation
- Bicycle and Pedestrian
- Safety Considerations
- Special Considerations
- Transportation Systems Management and Operations

In addition to identifying needs, this report also offers improvement recommendations to help guide transportation investments through the Metropolitan Transportation Plan (MTP) horizon year of 2050.

Figure 1.1: CRPC Planning Area



Source: Capital Region Planning Commission (CRPC)

2.0 Roadways and Bridges

Roadways and bridges make up the vast majority of the region's transportation infrastructure and are fundamental to daily lives of the people who live, work, visit, and pass through the region. They also play a key role in the movement of freight, which has far-reaching impacts beyond the CRPC planning area.

This chapter provides an overview of roadway and bridge needs in the region and covers three primary topics: **congestion**, **maintenance**, and **safety**.

2.1 Roadway Congestion Relief Needs

As discussed in *Appendix #2: State of the Current Systems*, the region is expected to continue to grow in both population and employment through 2050. The Travel Demand Model (TDM) indicates that the number of person trips produced in the region will increase from approximately 3,291,000 per day in 2022 to about 4,145,000 per day in 2050. To determine the future impacts of this growth, projects that currently have committed funding were added to the TDM.

Daily person trips within the region are modeled to increase **by 25.9%** from 2025 to 2050.

Table 2.1 compares existing travel conditions in 2025 with forecasted 2050 conditions assuming only existing and committed transportation projects are completed.

Table 2.1: Travel Demand Impact of Growth and Existing and Committed Projects, 2025 to 2050

Classification	2025 (Existing)	2050 (E+C Projects)	Change	Percent Difference
Centerline Miles of Roadway				
Interstate	106.5	107.0	0.5	0.4%
Principal Arterial	300.8	319.0	18.2	6.1%
Minor Arterial	328.5	339.4	10.9	3.3%
Major Collector	628.8	630.2	1.4	0.2%
Minor Collector	357.3	361.2	3.9	1.1%
Local	1,437.2	1457.3	20.1	1.4%
Total	**3,159.0**	**3214.04**	**54.9**	**1.7%**

Classification	2025 (Existing)	2050 (E+C Projects)	Change	Percent Difference
Daily Vehicle Miles Traveled (VMT)				
Interstate	8,304,988.0	9,969,281.7	1,664,293.7	20.0%
Principal Arterial	6,604,462.8	8,589,710.9	1,985,248.1	30.1%
Minor Arterial	3,712,662.4	4,771,266.8	1,058,604.4	28.5%
Major Collector	2,587,827.9	3,640,211.3	1,052,383.4	40.7%
Minor Collector	697,270.1	1,089,360.0	392,089.9	56.2%
Local	2,082,045.4	2,869,511.9	787,466.5	37.8%
Total	**23,989,256.7**	**30,882,270.8**	**6,940,086.0**	**28.9%**
Daily Vehicle Hours Traveled (VHT)				
Interstate	168,949.2	224,095.4	55,146.2	32.6%
Principal Arterial	177,488.4	239,926.7	62,438.3	35.2%
Minor Arterial	100,191.1	136,962.3	36,771.2	36.7%
Major Collector	64,427.2	94,171.3	29,744.1	46.2%
Minor Collector	17,328.2	27,342.1	10,013.9	57.8%
Local	124,721.8	167,988.9	43,267.1	34.7%
Total	**653,105.9**	**891,616.1**	**237,380.8**	**36.3%**
Daily Vehicle Hour Delay (VHD)				
Interstate	45,786.6	76,480.0	30,693.4	67.0%
Principal Arterial	36,570.9	60,573.8	24,002.9	65.6%
Minor Arterial	16,267.3	29,880.6	13,613.3	83.7%
Major Collector	7,427.8	14,608.0	7,180.2	96.7%
Minor Collector	816.4	2,066.9	1,250.5	153.2%
Local	609.2	1,507.8	898.6	147.5%
Total	**107,478.2**	**186,815.6**	**77,638.9**	**72.2%**

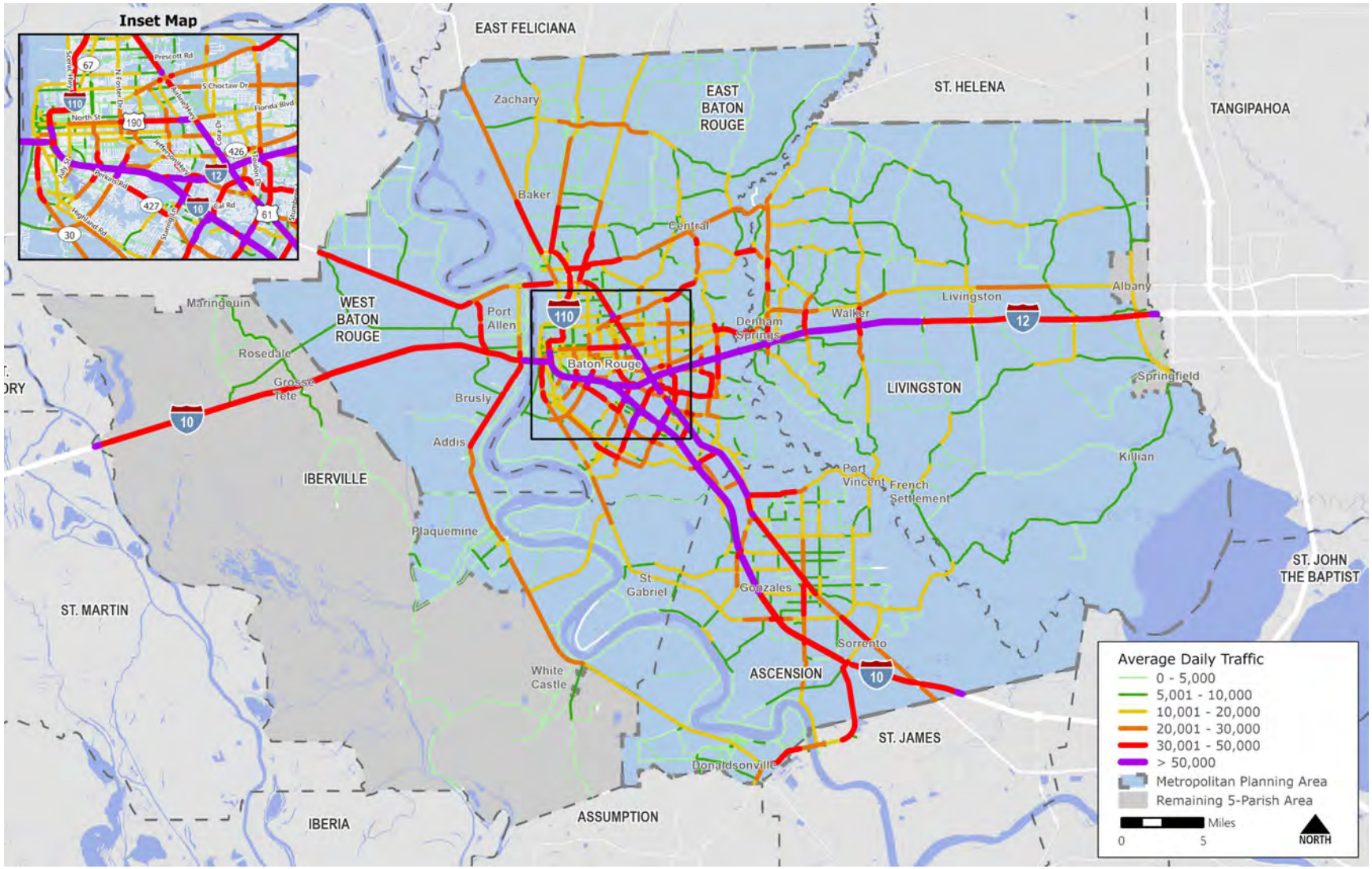
Note: Values above exclude ramps.
Source: CRPC MPO Travel Demand Model.

This data indicates that by 2050, the **VMT will increase by nearly 29%**, **VHT will increase by over 36%**, and **VHD will increase by just over 72%**.

Figure 2.1 displays the vehicular traffic in the region for 2050 if only the existing and committed projects are implemented. The number of roadway segments that experience a volume to capacity ratio of 1.0 or greater would increase significantly by 2050, as illustrated in **Figure 2.2**.

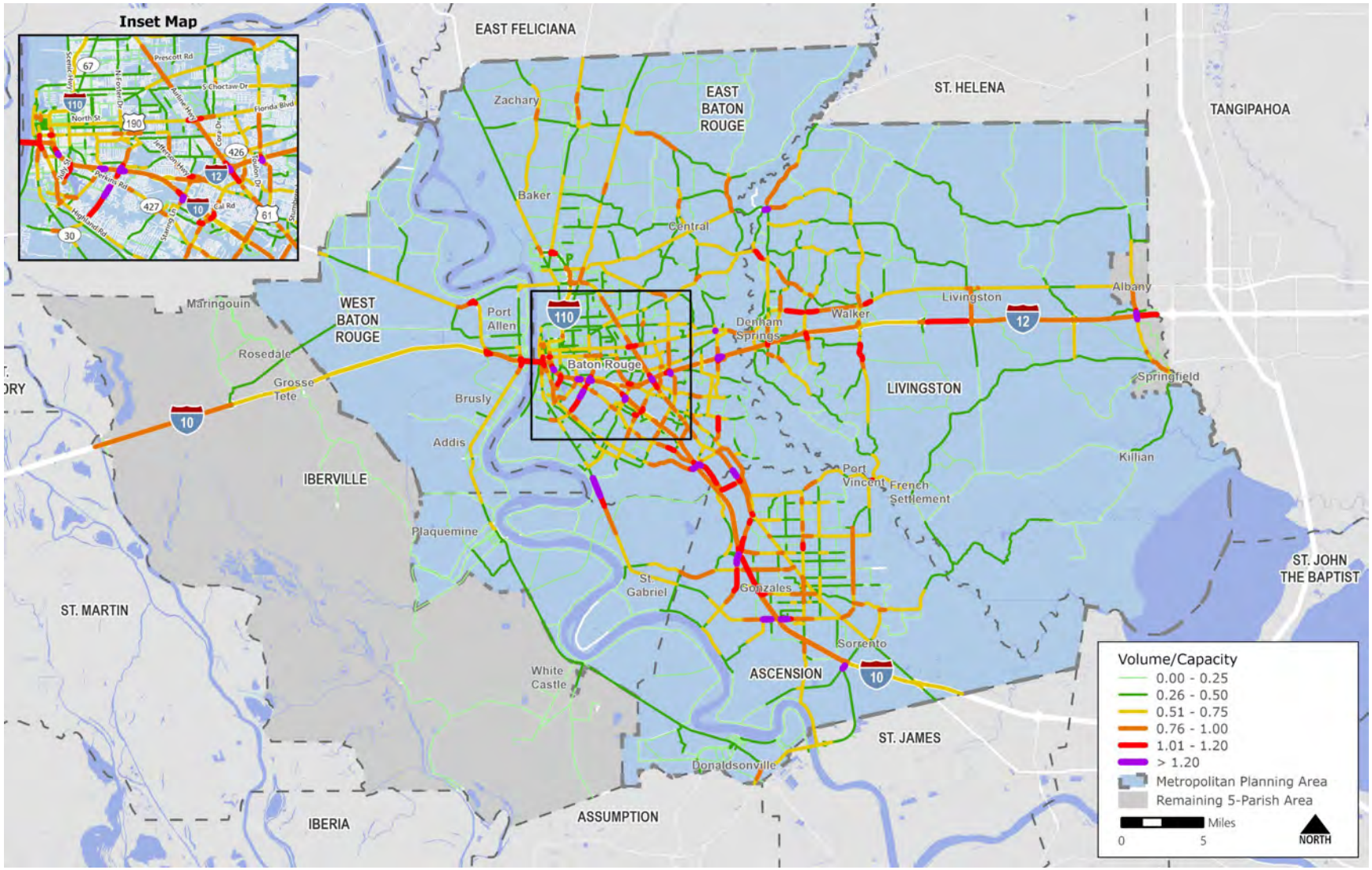
It is important to note that not all congested street and highway segments should be widened with additional through lanes or turning lanes. In urban settings, it may be more appropriate to consider intelligent transportation system improvements or Travel Demand Management strategies. Congestion may also be reduced by improving pedestrian, bicycle, and/or transit conditions that will encourage alternative means of transportation. *Appendix #5: Congestion Management Process*.

Figure 2.1: Average Daily Traffic on Roadways, 2050



Source: CRPC TDM

Figure 2.2: Future Volume to Capacity, 2050 (Existing + Committed)



Source: CRPC TDM

Public and Stakeholder Input

During the public and stakeholder involvement process, respondents were asked to identify the roadways and intersections they felt were most congested. The list below describes the areas that were most often identified.

- I-10 (Mississippi River Bridge to I-12)
- Airline Hwy (US 61)
- LA 1
- Perkins Rd
- Florida Blvd
- Bluebonnet Blvd
- College Dr
- Highland Rd

Intersection and Corridor Recommendations

Table 2.2 displays the locations identified through public involvement and engineering review, the observed issues, and recommendations to address the intersection and corridor needs.

Table 2.2: Recommended Intersection/Interchange or Corridor Improvement Projects for Congestion

Location	Traffic Control Type	Observed Issues	Short-term Solution	Long-term Solution
I-10 (Mississippi River Bridge to I-12)	Segment	Traffic backs up due to high volume traffic during peak hours.	Corridor Study	Increase capacity of the segment. Improve access management. Improve Mississippi River Bridge. LA 1 to LA 415 Connector.
US 61 (Florida Blvd to I-110)	Segment	Traffic backs due to high volume traffic during peak hours.	Improve signal timing along the corridor	Increase capacity of the corridor by adding an additional lane and conduct access management study.
US 61 (LA 42 to Highland Rd)	Segment	Traffic backs up due to high volume traffic during peak hours.	Improve signal timing along the corridor	Increase capacity of the corridor by adding an additional lane and conduct access management study.
LA 1 @ I-10	Interchange	Traffic backs up due to heavy volumes exceeding capacity.	Corridor Study	Interchange study for possible improvements and providing additional ramp capacity.
Perkins Rd (I-10 to Congress Blvd)	Segment	Traffic backs up due to high volume traffic during peak hours.	Improve signal timing along the corridor	Conduct access management study.
Florida Blvd	Segment	Traffic backs up due to high volume traffic during peak hours.	Improve signal timing along the corridor	Conduct access management study.
Bluebonnet Blvd (I-10 to Jefferson Hwy)	Segment	Traffic backs up due to high volume traffic during peak hours.	Conduct access management study.	

Lee Dr/College Dr (Perkins Rd to Corporate Blvd)	Segment	Traffic backs up due to high volume traffic during peak hours.	Improve signal timing along the corridor	Increase capacity of the corridor; implement turning improvements along the corridor such as RIRO.
Highland Rd @ Perkins Rd and I-10	Interchange	Traffic backs up due to high volume traffic during peak hours.	Improve signal timings at interchange lights and Highland Rd at Perkins Rd	Conduct access management study.

Source: CRPC MPO, NSI

2.2 Roadway Maintenance Needs

Pavement Maintenance

Many locations within the planning area have poor pavement conditions. Over time, all segments are likely to require maintenance, and deferred maintenance can contribute to reduced safety or emergency roadway repairs which can contribute to congestion. In addition, pavements in fair condition will eventually fall into poor condition before the plan's horizon year of 2050. **Figure 4.7** in *Appendix #2: State of Current Systems* displays the pavement conditions of the National Highway System monitored roadways within the region.

In the short-term, particular attention should be given to roadway segments with long stretches of poor pavement. In the MPO planning area, these segments include various areas along I-10, US 190, US 61, and LA 1.

Bridge Maintenance

Addressing the maintenance needs of bridges in the MPO planning area will improve safety, reduce overall maintenance costs, and avoid future bridge shutdowns. Bridges are rated by the National Bridge Inventory based on the conditions of the following categories:

- Decks
- Superstructure
- Substructure
- Stream Channel/ Channel Protection

The analysis within *Technical Report 2: State of the Current Systems* revealed that just over **8% of bridges within the region are in poor condition.**

A bridge is considered in Poor condition if any of the above categories are rated "Poor." Some of the deficient bridges identified in this plan may be improved as part of other transportation projects, such as roadway widening, or through operations and maintenance efforts. Bridges in poor condition are recommended for improvements as funding becomes available.

2.3 Roadway Safety Needs

Within the region, nearly 157,000 crashes occurred between 2020 and 2024. Of these, 727 were fatal crashes and 2,035 were serious injury or suspected serious injury crashes.

The highest number of crashes in the region were **rear-end crashes**, comprising **over a third of collisions**.

Safety improvements should be matched to the crash patterns and contributing factors observed at each location. The following guidance summarizes common issues associated with the region's most frequent crash types and identifies potential countermeasures that may be considered through future studies, design, operations, and maintenance activities.

Reducing Rear-End Collisions

Rear-end collisions are often associated with conditions that cause drivers to stop suddenly, slow unexpectedly, or have limited time to react. Common contributing factors may include:

- driver inattentiveness
- large turning volumes
- slippery pavement
- inadequate roadway lighting
- crossing pedestrians
- poor traffic signal visibility
- congestion
- inadequate signal timing
- an unwarranted signal

In general, the recommendations for reducing rear-end crashes include:

- **Evalute turning movements:** Analyzing turning volumes to determine if a right-turn lane or left-turn lane is warranted.
    - Providing a turning lane separates the turning vehicles from the through vehicles, preventing through vehicles from rear-ending turning vehicles.
    - If a large right-turn volume exists, increasing the corner radius for right-turns is an option.
- **Review pavement conditions:** Rear-end collisions caused by slippery pavement can be reduced by lowering the speed limit with enforcement or by providing overlay pavement, adequate drainage, grooved pavement, and/or a "Slippery When Wet" sign.
- **Improve visibility:** Ensuring roadway lighting is sufficient for drivers to see the roadway and surroundings.
- **Assess pedestrian movements:** Determining if there is a large amount of pedestrian traffic. Pedestrians crossing the roads may impede traffic and force drivers to stop suddenly. If crossing pedestrians are an issue, options include installing or improving crosswalk devices and providing pedestrian signal indicators.
- **Improve traffic signal visibility:** Checking the visibility of the traffic signals at all approaches. In order to provide better visibility of the traffic signal, options include installing or improving warning signs, overhead signal heads, installing 12" signal lenses, visors, back plates, or relocating signal heads.

- **Review signal timing and operations**: Options include adjusting phase-change intervals, providing or increasing a red-clearance interval, providing progression, and utilizing signal actuation with dilemma zone protection.
- **Verify signal warrants:** Where appropriate, the need for traffic signals should be verified to confirm tha the signal is still warranted.

Reducing Side Impact / Angle Crashes

Angle crashes were the second most common within the region. These crashes are commonly associated with intersection conditions, driver decision-making, and conflicts between crossing traffic streams and may be caused by several factors, such as:

- restricted sight distance
- excessive speed
- inadequate roadway lighting
- poor traffic signal visibility
- inadequate signal timing
- inadequate advance warning signs
- running a red light
- large traffic volumes

Potential strategies for reducing side impact and angle collisions include:

- **Review sight distance:** Options to alleviate restricted sight distance include removing the sight obstruction and/or installing or improving warning signs.
- **Conduct speed studies:** Where speed may be a contributing factor, speed studies can help determine whether lower posted speeds, enforcement, adjusted phase-change intervals, or rumble strips may be appropriate.
- **Improve lighting and signal visibility**: Ensuring roadway lighting is sufficient for drivers to see the roadway, traffic signals and surrounding area. To provide better visibility of the traffic signal, options include installing or improving warning signs, overhead signal heads, installing 12" signal lenses, visors, back plates, and/or relocating signal heads.
- **Review signal timing:** Signal operations should be evaluated to determin whether the timing adequately serves traffic volumes and provides safe clearance intervals. Options include adjusting phase change intervals, providing or increasing a red-clearance interval, providing progression, and/or utilizing signal actuation with dilemma zone protection.
- **Evaluate intersection capacity:** Where traffic volumes exceed the intersection's capacity, options include adding one or more lane(s) and retiming the signal.
- **Consider roundabout feasibility:** By design, roundabouts reduce the likelihood of angle collisions.

Reducing Other Collision Types

The remaining representative crash types can be attributed to incidents involving animals, backing up, bicycle/pedestrian encounters, fixed objects, head on collisions, jackknifing, rollovers, running off the road, and vehicle defects. Because these crashes can result from a wide range of conditions, countermeasures should be selected based on crash history, roadway characteristics, field observations, and user needs. Potential strategies include:

- **Review speed conditions:** Evaluate locations to determin if the speed limit is too high or if vehicles in the area are traveling over the speed limit. Reducing the speed can reduce the severity of crashes and make drivers more attentive to their surroundings.
- **Verify signal clearance intervals:** Review signalized intersection approaches and ensure that there is an "all red" clearance. For larger intersections, it is particularly important to have a long enough clearance interval for vehicles to safely make it through the intersection before the light changes.
- **Improve signage and pavement markings:**
    - Check for proper intersection signage, especially if the roadway geometry may be confusing for the driver.
    - Verify that all one-way streets are marked "One-Way", and "No Turn" signs are placed at appropriate locations.
    - Verify that pavement markings are visible during day and night hours.
    - Verify that lanes are marked properly and provide turning and through movement directions, as well as signage that indicates lane configurations. These directions will prevent cars from dangerously switching lanes at the last minute thereby reducing crash potential.
- **Review roadway geometry:** Verify that the roadway geometry can be easily maneuvered by drivers.
- **Evaluate turning movements:** Evaluating left and right turning volumes to determine if a right turn and/or left turn lane is warranted.
- **Improve lighting and signal visibility:**
    - Ensure roadway lighting is sufficient for drivers to see roadway and surroundings.
    - Check the visibility of the traffic signals from all approaches.

3.0 Freight Analysis

This chapter includes an analysis on the mobility, safety, and asset conditions that shape how freight moves through the region, as well as how freight activity affects local infrastructure.

3.1 Freight Overview

Freight projections from the Freight Analysis Framework[1] indicate that commerce and trade will continue to grow throughout the region through 2050, which will lead to an increase in freight tonnage, value, and transported volume. As freight activity grows, so too will the demands placed on transportation facilities, leading to roadway congestion as more vehicles are needed to move the goods from one mode, or location, to another.

The following sections describe this growth, its potential impact on current and future transportation infrastructure, and recommendations to help manage freight-related demands on roadway networks within the MPO planning area.

3.2 Freight Transported by Truck

As more goods move via truck, the number of heavy vehicles on the region's roadways is expected to increase as well.

Truck freight movement strains affect physical condition of the roadway and how well the network operates. As such, roadways that support freight movement need to be resilient enough to handle these large, heavy vehicles while providing adequate capacity, reliable service, and sufficient facilities.

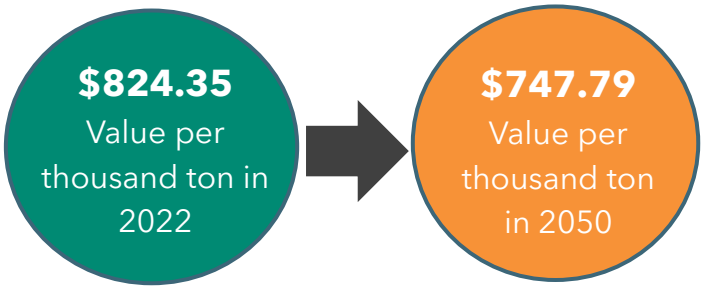
When considering freight moved by truck, planners need to include:

- **truck volumes, congestion, and reliability**
- **truck parking availability**
- **roadway design, geometric constraints, and restrictions**
- **pavement and bridge conditions**
- **safety for truck operators and other roadway users**
- **connectivity to key freight destinations**

[1] https://ops.fhwa.dot.gov/freight/freight_analysis/faf/

Commodity Flow Growth

According to the Freight Analysis Framework within the Baton Rouge region, truck as a mode is expected to increase in both the amount and value of truck tonnage it moves.



From 2022 to 2050, the tonnage of freight will increase by nearly 70% and the value of freight per ton transported by approximately 54%. The changes in commodity flows transported by truck in the Baton Rouge area are shown in **Table 3.1.**

Table 3.1: Changes in Commodity Flows by Truck, 2022 to 2050

Baton Rouge, LA FAF Region				
Direction	Tons (Thousand)			
	2022	2050	Change	Percent Change
Inbound (Inter-region)	11,627	38,507	26,880	231.2%
Inbound (Intra-region	42,042	34,236	-7,806	-18.6%
Outbound (Inter-region)	25,506	61,742	36,236	142.1%
Total	**79,176**	**134,485**	**55,309**	**69.9%**
Direction	Value ($ million)			
	2022	2050	Change	Percent Change
Inbound (Inter-region)	28,368	37,542	9,174	32.3%
Inbound (Intra-region	18,048	18,799	751	4.2%
Outbound (Inter-region)	18,852	44,226	25,374	134.6%
Total	**65,269**	**100,567**	**35,298**	**54.1%**

Source: Freight Analysis Framework, 2026

Infrastructure Impacts

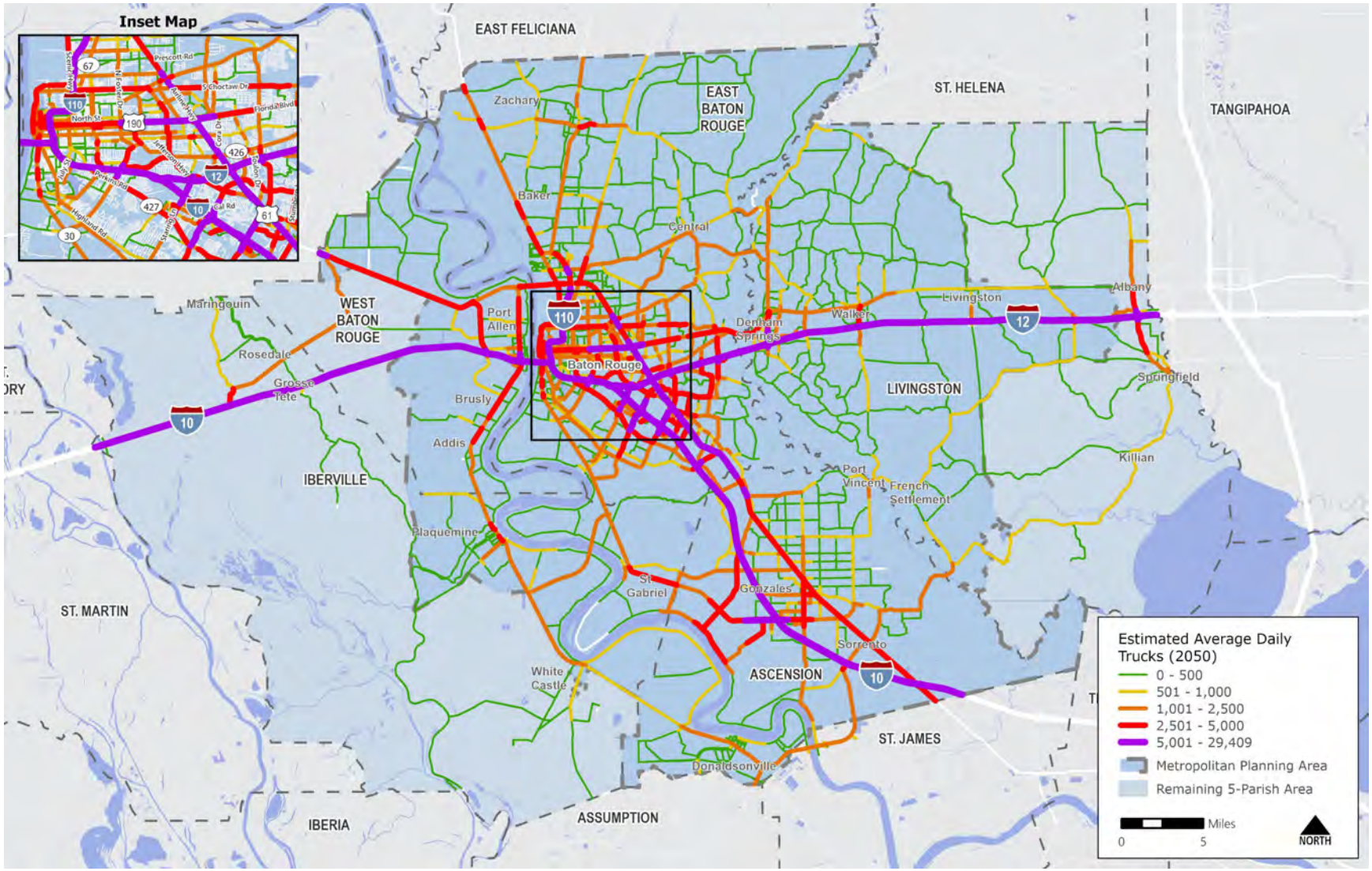
Roadway Volumes

The roadways with the highest freight truck traffic in 2022 are shown in *Appendix #2: State of Current Systems*. As additional commodities are transported throughout the region and trips increase from 2022 through 2050, these roadways are expected to see an increase in truck traffic as well. **Figure 3.1** shows the region's estimated 2050 truck volumes on its roadway network.

High truck volumes are locations where pavement conditions are most likely to be impacted by heavy vehicles, whereas locations with a high volume/capacity indicate not only congestion, but potential bottlenecks. **Figure 3.2** displays the roadway network by truck volume and volume/capacity ratio. Areas within the planning area that are expected to have a high volume/capacity ratio and significant number of trucks include:

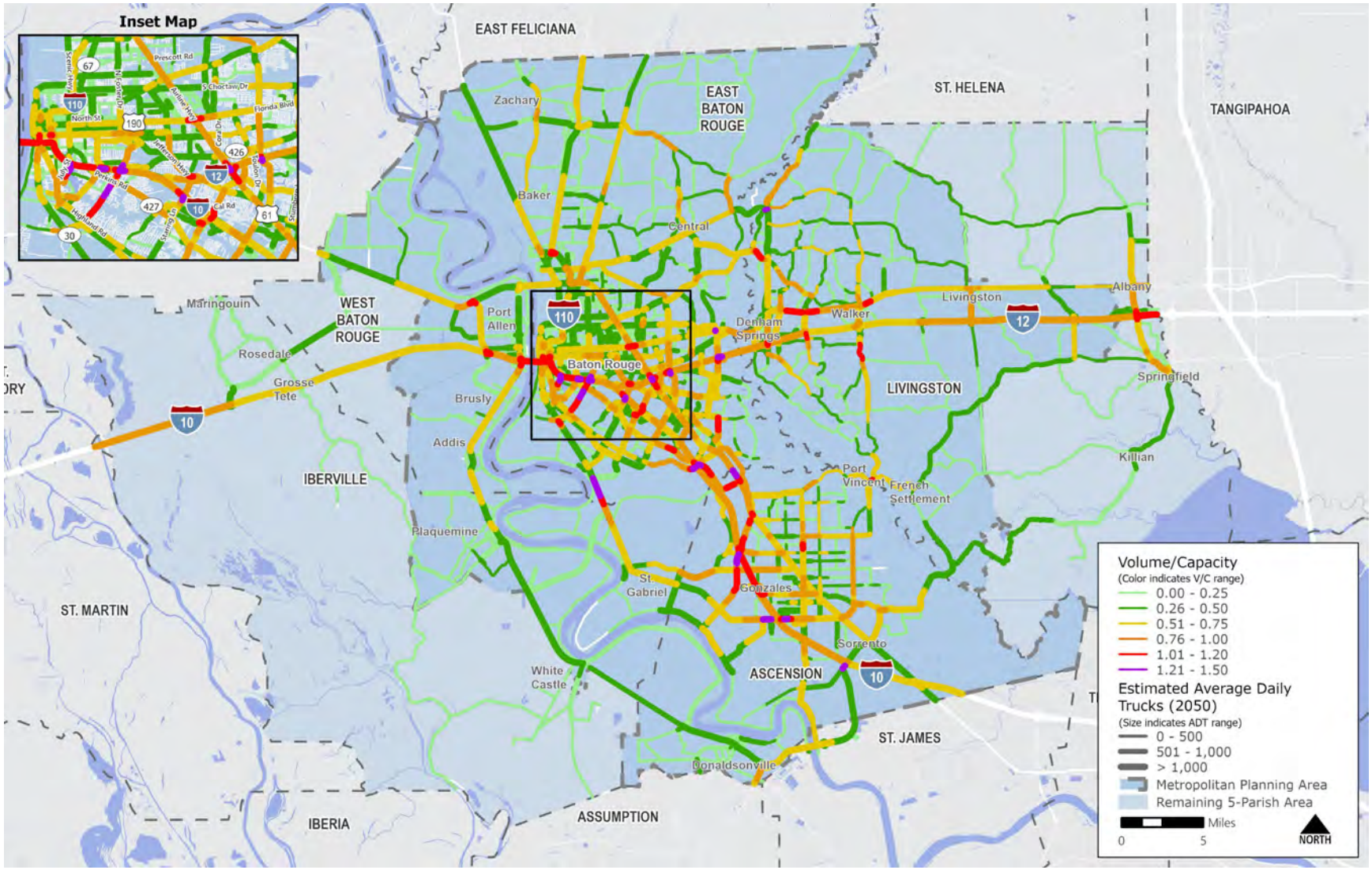
- I-10 from LA 415 to LA 30
- US 190 from LA 16 to LA 1026
- LA 30 from Bluebonnet Blvd to Bayou Paul Ln
- LA 30 from Ashland Rd to S Roth Ave
- LA 73 from LA 30 to US 61
- Lee Dr from Highland Rd to Coporate Blvd

Figure 3.1: Freight Truck Traffic, 2050



Source: CRPC MPO Travel Demand Model

Figure 3.2: Congested Freight Truck Corridors, 2050



Source: CRPC MPO Travel Demand Model

Pavement and Bridge Conditions

Poor pavement conditions can result in increased wear and tear on all vehicles, including heavy trucks, which raises operating costs for freight movement. Additionally, heavy vehicles place additional stress on pavement and bridges, creating a cycle of damage to infrastructure and vehicles alike. Within the MPO planning area, more than eighty percent of pavements are in Fair condition and will need preventative maintenance to avoid them becoming Poor condition in the future.

Additionally, those roadways expected to see the greatest truck traffic growth should be monitored closely so that pavement conditions on those routes can be maintained in, or improved to, Good condition. These locations include:

- I-10
- I-12
- I-110
- US 190
- US 61
- LA 1
- LA 30
- LA 67

Bridge conditions should be monitored to ensure that bridges can handle the increases in freight traffic. Bridges with low vertical clearances require trucks to detour to avoid the risk of striking bridge infrastructure, which can result in bridge and road closures.

Safety

As truck traffic increases, heavy vehicle crashes may also increase. All crashes can result in delays, and thus increased operating costs, for freight truck traffic. However, crashes involving heavy vehicles, especially those that involve hazardous materials, often result in a greater amount of congestion when compared to a crash between only passenger vehicles.

Safety recommendations that can significantly contribute to reducing the frequency and severity of crashes involving heavy vehicles are shown in **Figure 3.3**[2].

[2] https://www.fmcsa.dot.gov/ourroads/tips-truck-and-bus-drivers

Figure 3.3: Recommendations for Reducing Heavy Vehicle Crash Frequency and Severity



3.3 Freight Transported by Rail

Rail plays an important role in moving freight through the region, and as rail activity grows, the region will need to monitor its effects on roadway crossings, safety, emergency response, and nearby transportation infrastructure. This section summarizes future freight moved by rail and its impact on the region's transportation infrastructure.

Commodity Flow Growth

Freight analysis framework data shows that freight tonnage moved by rail is expected to increase by nearly 73% between 2022 and 2050. This growth will result in either longer trains, as additional rail cars are added to accommodate the increases in tonnage, or more frequent rail trips. As a result, the region may see additional maintenance needs along rail corridors and increasing the duration or frequency of delays at rail crossings.

Infrastructure Impacts

As actual volumes and capacities are not known for all rail segments within the region, it is difficult to forecast future capacity utilization rates and needs by segment. However, the MPO and its partner agencies can consider several things when planning for the future of freight moved by rail. These considerations include weight limits, traffic control and signaling, and safety and highway-railroad crossings.

Weight Limits

Consistent railroad weight capacity is important to maintaining freight rail movement efficiency and cost advantage of freight rail. When rail lines cannot accommodate standard 286,000-pound gross carloads, shippers may either be forced to use trucks or divide shipments into smaller loads. Both outcomes increase freight trips, add pressure to infrastructure, and can contribute to rail crossing related delays.

The mainline railroads in the region accommodate the industry standard of 286,000 pounds. No information is available for lines that branch from the main lines.

Traffic Control and Signaling

Positive Train Control is a safety system designed to automatically stop a train before certain incidents occur. These systems integrate command, control, communications, and information systems to control train movements with safety, security, precision, and efficiency. Additionally, positive train control systems must be designed to prevent the following:

- Train to train collisions

- Derailments caused by excessive speed
- Unauthorized movements by trains onto sections of track where maintenance activities are taking place
- Movement of a train through a track switch that was left in the wrong position

While positive train control is primarily a function of rail operators, the MPO and its partners can consider incorporating the following recommendations into their coordination and advocacy, funding, emergency response planning, and public outreach and education efforts.

1. Coordination and Advocacy

- Collaborate with local rail operators, regulatory agencies, and stakeholders to ensure a coordinated and efficient rollout of positive train control technology.
- Advocate for the adoption of this technology on rail lines within the region to enhance rail safety and operational efficiency.

2. Funding Support

- Assist rail operators in identifying and applying for state or federal funding opportunities to support the implementation of positive train control technology, including grants, loans, or other financial assistance programs.
- Explore opportunities for leveraging partnerships to help offset the costs associated with technology implementation and maintenance.

3. Emergency Response Planning

- Collaborate with emergency response agencies and first responders to develop comprehensive emergency response plans specific to incidents involving trains equipped with positive train control technology.

4. Public Outreach and Education

- Raise public awareness about the benefits of this technology for rail safety and the community at large through outreach campaigns, public meetings, and educational materials.
- Engage with local schools, community organizations, and media outlets to promote understanding and support for positive train control implementation efforts in the MPO region.
- By incorporating these actionable items into their plan, the MPO can actively support and facilitate the successful implementation of this technology on rail lines within their jurisdiction, contributing to enhanced rail safety and operational effectiveness in the region.

Safety

Between 2020 and 2024, there were 62 crashes involving an automobile and a train within the MPO region, averaging more than a dozen per year. In addition to injuries

and fatalities that can result from these crashes, these incidents can result in significant delays for all roadway and rail users and increased operational costs for freight movement. The MPO can work with its local rail partners to continue maintaining railroad safety in the region by identifying priority locations and supporting improvements that reduce crash risk.

Highway-Railroad Crossings

Appendix #2: State of Current Systems shows that there are 305 public highway-rail grade crossings within the MPO planning area. Of these, 117 have only passive warning devices. Passive warning devices, such as cross bucks, warning signs, regulatory signs, and pavement markings, do not actively warn traffic of approaching trains. Active crossing devices, such as bells, flashing lights, and gates, improve safety at rail crossings by informing travelers when a train is approaching. The MPO can work with rail partners to add active crossing devices at these locations to improve safety.

3.4 Other Methods of Freight Transportation

Freight Transported by Air

Historically, while only a small amount of freight is typically shipped by air, the commodities transported by air tend to be high-value and time sensitive. There are two public-use airports within the MPO planning area: Baton Rouge Metropolitan Airport and the Louisiana Regional Airport. While both airports serve general aviation, the Baton Rouge Metropolitan Airport is the only airport in the region that serves both general and commercial aviation.

Commodity Flow Growth

According to the freight analysis framework, air freight tonnage is anticipated to increase by approximately 39% between the years 2022 and 2050.

Infrastructure Impacts

Roadways that help support freight movement around the Baton Rouge Metropolitan Airport, such as I-110, US 190, and LA 67, already carry truck volumes greater than 500 daily truck trips. As air freight activity grows, the MPO and its freight partners can manage the anticipated congestion by:

- Coordinating with the DOTD to conduct a signal retiming and coordination study.

- Coordinating and staggering freight truck trips leaving the airport, trucking, oilfield, and offshore businesses to spread the number of truck trips out across a longer period of time.

Freight Transported by Waterway

The Port of Greater Baton Rouge serves as the primary maritime freight hub in the region. It is located at the convergence of the Mississippi River and the Gulf Intracoastal Waterway[3]. It offers strong intermodal connectivity with direct access to ship, barge, truck, and rail.

Commodity Flow Growth

Ranked 8th in the nation and 65th globally in total tonnage, the port handles over 73 million tons of cargo annually according to 2023 data[4]. The FAF anticipates the water freight within the region to be 160 million tons of cargo by 2050. To ensure efficient delivery of freight from the ports to or through the region, the MPO and its partner agencies can monitor the pavement conditions along freight routes to keep them in Good condition.

Freight Transported by Pipeline

The region's pipeline network consists primarily of natural gas pipelines and crude oil products, which are major industrial drivers within the region.

Commodity Flow Growth

According to the freight analysis framework, pipeline freight is anticipated to decrease from 216,480 thousand tons in 2022 to 173,891 thousand tons in 2050, or by nearly 20%.

Infrastructure Impacts

As pipelines are typically privately owned, their needs and conditions are not publicly available. Nonetheless, last-mile transportation of liquid bulk is often completed by trucks, meaning that additional truck trips are likely to occur to support pipeline freight. Roadways that service pipeline facilities can be monitored by the MPO and its partner agencies to ensure pavements are kept in Good condition and congestion is minimized.

[3] Port of Greater Baton Rouge
[4] Port Report: 2024 Annual Comprehensive Financial Report

4.0 Public Transportation

As documented in *Appendix #2: State of Current Systems,* transit service in the Capital Region is largely concentrated in the urban core of East Baton Rouge Parish, with limited transit operations consisting primarily of demand-response services across the remaining four parishes of Ascension, Iberville, Livingston, and West Baton Rouge.

This section presents high-level transit service needs, considering the market for public transit improvements against current and prior planning efforts. The findings are then organized into priority areas and service improvement types and linked to an area recommendation framework.

4.1 Existing Service Overview

Existing service is provided by the Capital Area Transit System (CATS), serving Louisiana's capital city and surrounding areas of East Baton Rouge Parish, carrying nearly 1.6 million annual passenger trips concentrated in a handful of high-demand corridors. Despite recovering ridership trends since the pandemic, annual trips remain approximately 16% below FY 2020 levels while operating costs have risen over 22%.

Outside of East Baton Rouge Parish, mobility options are sparse. Parish councils on aging and human services agencies provide demand-response services primarily for seniors and others with disabilities, with limited or restricted availability for the public. Intercity bus and transportation network companies (TNCs) offer supplemental connections. Commuter demand between outlying communities and Baton Rouge, especially from Ascension and Livingston Parishes, is real and growing, yet largely unmet by transit.

4.2 Previously Identified Service Needs

Prior Planning Efforts

Appendix #2: State of Current Systems includes documentation of transit needs identified in prior plans and notes meaningful implementation progress made in recent years by CATS, municipalities, and parishes. These existing planning efforts have collectively identified several recurring transit priorities and potential service connections across the MPO planning area. **Table 4.1** presents these needs and priorities by geographic area and service type. They include location-specific regional connections and corridors, and broader service needs related to high-frequency transit, commuter service, microtransit, and specialized transportation.

Table 4.1: Previously Identified Needs and Priorities

PRIORITY AREA → Connection	Need / Priority	Service Type	Source Document
BATON ROUGE → Downtown Baton Rouge → LSU	**BRapid high-frequency BRT along Plank Road and Nicholson Drive.** The corridor connects neighborhoods with employment centers, medical facilities, and other major destinations and is intended to provide faster, more frequent, and more reliable transit.	• Expanded fixed route service • Frequent corridor service	*CATS Strategic Plan (2021–2026)* *SmartCATS / CATS COA (2022)* *Plank-Nicholson BRapid (2026)*
EAST BATON ROUGE PARISH → Key EBR Parish destinations	**High-frequency bus and higher-capacity transit corridors connecting job centers, educational institutions, convention centers, and other key destinations.** The goal is to create a faster and more reliable transit backbone serving major centers of activity and employment.	• Expanded fixed route service • Frequent corridor service	*FUTUREBR Comprehensive Plan, Transportation Element (2024)*
OUTER EAST BATON ROUGE PARISH → Core CATS Network	**Express routes serving park-and-ride lots, with on-demand first/last-mile connections to CATS fixed-route service.** These services would extend transit access across the full City-Parish and connect lower-density areas to the core network.	• Express service • First/last mile connections • Microtransit	*FUTUREBR Comprehensive Plan, Transportation Element (2024)*
ASCENSION PARISH → Activity Areas	**Fixed-route, flex-route, shuttle, or microtransit service in the Northwest, Industry, and Sorrento/Donaldsonville corridors.** These services would provide local transit options in key corridors and activity areas.	• New corridor service	*Ascension Parish Transportation Master Plan (2020)*

PRIORITY AREA → Connection	Need / Priority	Service Type	Source Document
PRAIRIEVILLE / GONZALES → Baton Rouge employment centers	**Vanpool and commuter connections, with potential I-10 express transit and park-and-ride service.** Prairieville and Gonzales were identified as top origins for interparish commute trips, with notable Baton Rouge destinations including the Health District, Sherwood/Coursey/Millerville area, and LSU.	• New regional vanpool/commuter connections	*Capital Region Microtransit & Vanpool Feasibility Study (2024)* *Ascension Parish Transportation Master Plan (2020)*
DENHAM SPRINGS → Baton Rouge employment centers	**CATS service expansion or fixed-route service into Denham Springs and parts of Livingston Parish, along with vanpool or commuter-focused connections to Baton Rouge.** Denham Springs was identified as a top origin for interparish commute trips, with notable Baton Rouge destinations including the Health District, Sherwood/Coursey/ Millerville area, and LSU.	• Expanded fixed route service • New regional vanpool/commuter connections	*Livingston Parish Master Plan (2025)* *Capital Region Microtransit & Vanpool Feasibility Study (2024)*
BATON ROUGE → New Orleans	**Intercity passenger rail.** The service would strengthen regional connectivity between major population, employment, and transportation centers with several stations in the MPO planning area.	• Intercity rail	*Baton Rouge–New Orleans Intercity Passenger Rail Feasibility Study (2023 update)* *Ascension Parish Transportation Master Plan (2020)*

Stakeholder Priorities

Stakeholders representing municipal and parish governments, economic development organizations, councils on aging, and other community groups were convened in Spring 2026 and provided input on transit needs and recurring challenges across the region from their unique perspectives. Underlying these diverse priorities is a shared regional interest to improve transit. Their collective responses reflected a broad range of perspectives and geographies but converged on four consistent priorities: **safer access to transit**, **more reliable service**, **congestion reduction**, and **better regional connections**.

- **Safe access to stops and stations** was the strongest concern. Respondents repeatedly identified missing or incomplete sidewalks, crosswalks, bicycle/pedestrian facilities, lighting, and ADA-compliant bus stop access. Many noted that riders must cross wide, high-speed roadways to reach transit, especially along major corridors. Stakeholders also noted that the 2024 *Bicycle and Pedestrian Master Plan* includes many potential improvements across the parish that could meaningfully expand safe access to the transit network if prioritized alongside roadway improvements and transit investments.
- **Service reliability** was another major issue. Stakeholders frequently cited long waits, unpredictable arrivals, and limited frequency as barriers to transit use. Several noted that poor reliability also affects rider safety because people spend more time waiting at stops that lack shade, lighting, seating, or shelters.
- **Traffic congestion** was widely seen as a threat to transit performance and attracting ridership, especially on the commuter corridors and during peak periods. Respondents pointed to delays on I-10, the Mississippi River bridge, Airline Highway, LA 30, and other major travel corridors. Suggested improvements included bus priority treatments, express service, and dedicated lanes in congested areas.
- **Regional connectivity** was emphasized by stakeholders as a critical gap, particularly between Baton Rouge, Ascension Parish, and other outlying communities. Common priorities included park-and-ride facilities, transit hubs, stronger links to employment centers, and improved service to areas with limited vehicle ownership or low transit access. Facility investments were also noted as an opportunity to support emerging needs, including bike storage at transit hubs, Electric Vehicle (EV) charging infrastructure at park-and-ride locations, and upgrades to maintenance facilities to accommodate a transition to lower-emission vehicles.

4.3 Transit Market Analysis

The transit market analysis translates demographic, socioeconomic, and travel pattern data into a clear picture of where transit demand exists across the MPO planning area. Findings indicate where gaps between demand and current service are greatest, and where new or expanded service strategies are most likely to succeed. The analysis examines several interconnected factors to evaluate transit market conditions and opportunities in the urbanized core and over the entire five-parish MPO area.

Transit Demand Factors

Public transportation is necessary to safely and reliably move large volumes of people in metropolitan environments. Demand for transit services is driven by several population and community characteristics. The transit market analysis examines the five key factors noted in **Figure 4.1** that significantly influence demand.

Figure 4.1: Key Factors Influencing Transit Demand



Population Density
Areas with more people living close together are more likely to support transit service and higher ridership. Population density helps determine the type and frequency of transit service an area can support.



Job Density & Types
Higher job density creates transit demand because many workers are making trips to one location. Some jobs such as healthcare, education, and retail generate even more trips because both employees and visitors travel there throughout the day.



Socioeconomic Characteristics
Some groups, such as older adults, people with disabilities, households without a vehicle, and lower-income households, may rely on transit more than others. The distribution of these groups can help inform where transit should go and be most successful.



Major Activity Areas
Major activity areas attract large numbers of people for a variety of purposes on a regular basis. These locations generate frequent trips and often are important origins and destinations for transit trips.

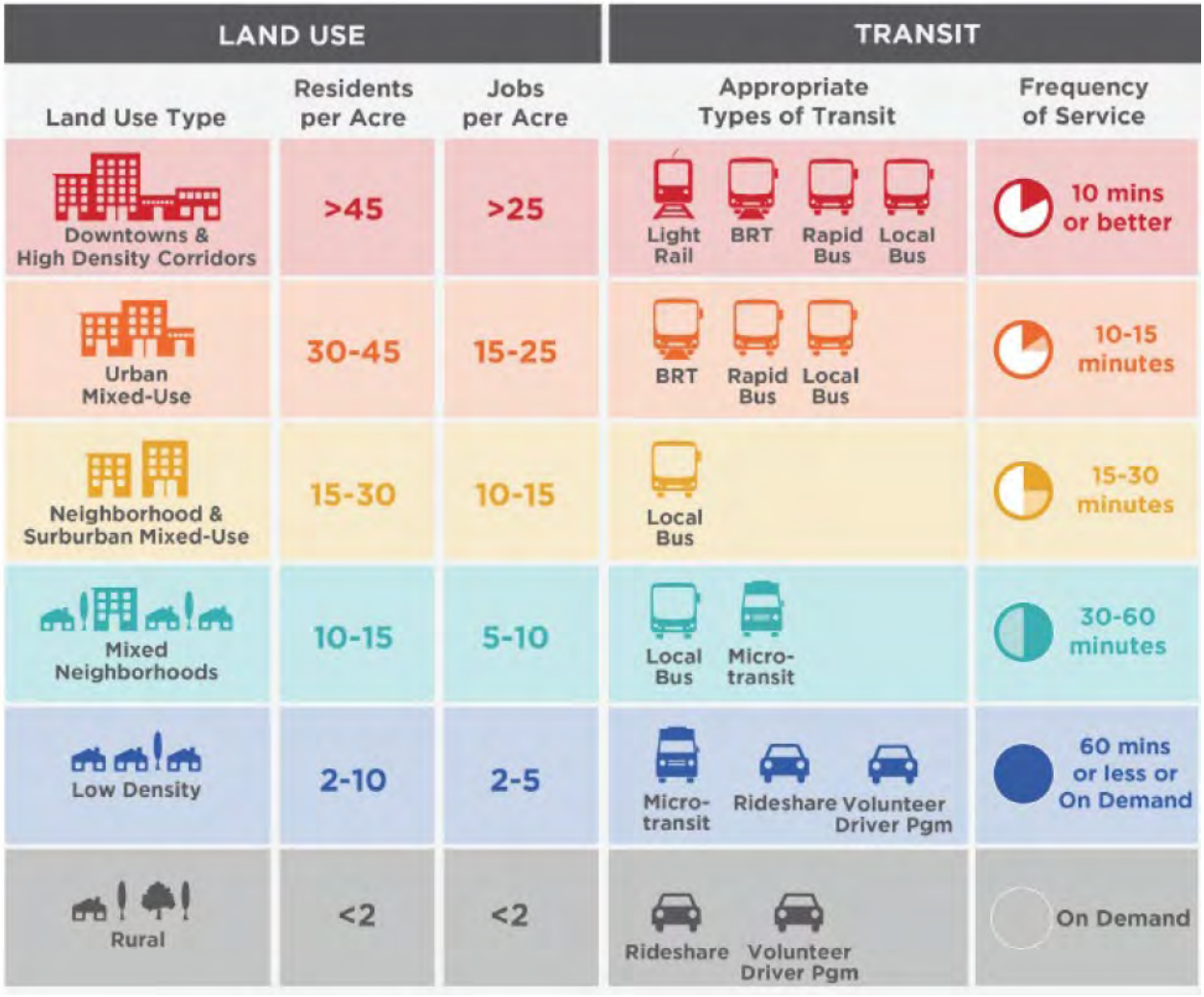


Travel Patterns
Travel patterns and volumes show where and how many people travel each day and can identify where new or expanded transit connections are needed.

Density and Transit Demand

Of all the factors describing transit demand, the concentrations of people and jobs matter most. Areas with high densities of both are the best markets for transit service because they maximize the number of mobility needs in a compact geography, shortening distances, increasing potential ridership, and making more frequent service financially viable. Frequent and reliable transit can also attract and sustain higher-density developments, reinforcing a link between land use and transit service quality. **Figure 4.2** displays this relationship between land use densities and transit services, which is also a relationship between potential demand and the efficient use of available transit resources.

Figure 4.2: Related Levels of Transit Frequency and Density Types



Higher densities of development can provide levels of demand to justify larger investments in transit like frequent bus lines and all-day service, whereas lower-density developments can support lower service frequencies with fewer hours of

service which often requires delivering service in alternative ways. Density alone, however, does not determine the size of a travel market. Transit's effective reach is bounded by the quality of the sidewalk and biking environment surrounding it. Where sidewalks are missing, road crossings feel dangerous, or bike facilities are absent, the transit market shrinks regardless of what the data may suggest, limiting who can realistically use transit, not just who would want to.

Transit Service Options for Low Density Areas

Many areas in the Capital Region fall below densities that typically sustain frequent, fixed-route transit services. In these places, a range of alternative transit service options exist that still provide meaningful community mobility while addressing challenges of serving widely dispersed populations. Recent technology advances and new service models have made some of these options more feasible than ever before.

On-Demand / Microtransit Service: Small vehicles requested and dispatched in real time through a mobile app or call center. Service is typically limited to a small defined zone, making it most effective in small towns, suburban centers, or activity clusters where demand is too low or scattered for fixed-route service.

Flex Service: Hybrid models that operate on a basic route with scheduled stops but can "flex" off route to pick up or drop off riders within a defined distance. This approach extends service coverage while maintaining some structure and predictability.

Circulators: Short, loop-based services that connect key destinations within a town center, employment district, or residential cluster. These should provide frequent access to places where walking distances may otherwise be prohibitive.

Part-Time / Limited Routes: Services that operate only during peak times of day, on certain weekdays, or seasonally. These models target specific markets—such as work trips, school trips, or summer recreational demand—without requiring all-day operation.

Rural Demand Response (Dial-a-Ride): Pre-scheduled door-to-door service that provides access for residents who are too far from fixed-route service or live in low-density areas. These are similar to existing rural parish operations. While costly on a per-trip basis, these services are often the only viable option for scattered rural households and often depend on limited federal funding.

Rideshare: A transportation option where multiple passengers share a vehicle for a trip, including services like vanpooling, carpooling, and shared-ride shuttles and

vehicles. Carpooling and vanpooling are often used by passengers to travel to their place of employment.

Volunteer Driver Programs: Partnerships with local non-profits or community organizations that provide trips using trained volunteers who are reimbursed for mileage. These are particularly effective for older adults, people with disabilities, and others with specialized needs.

Population-Based Transit Demand

Population Density

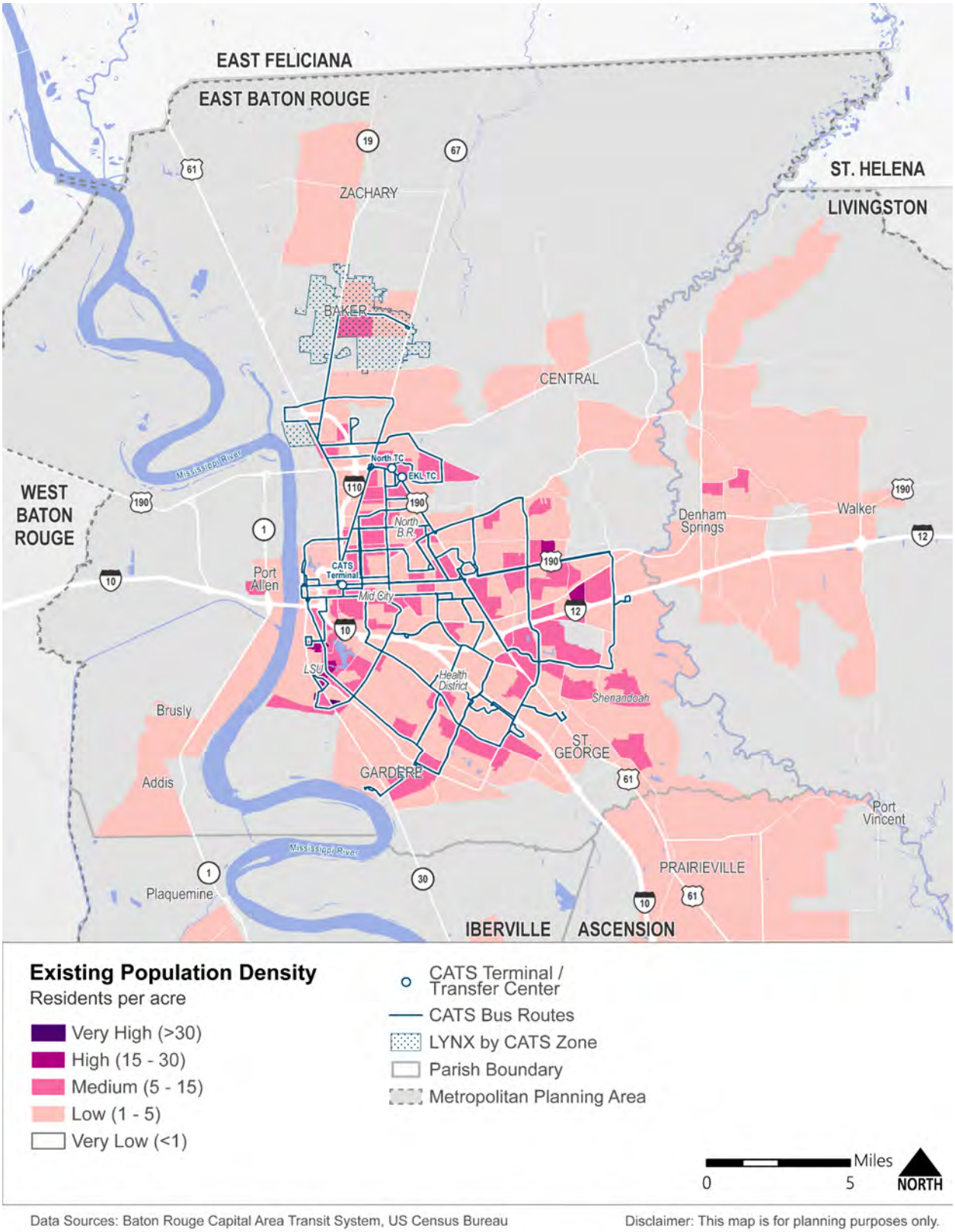
Population density is one of the strongest indicators of transit demand as it helps identify where investments are most likely to generate ridership, where gaps exist between service and need, and where growth may shape future demand. The distribution of population density across the region establishes a foundation for understanding transit propensity and composite demand examined in subsequent sections.

As shown in **Figure 4.3**, most of the region's population lives in East Baton Rouge Parish, spread broadly across low and medium density communities rather than a dense urban core. The Louisiana State University (LSU) campus and surrounding neighborhoods represent the clear exception with some of the highest densities in the region.

Outside East Baton Rouge Parish, density drops sharply, as is evident in **Figure 4.4**. Population is clustered in distinct population centers, including Denham Springs, Gonzales, Zachary, Baker, and Donaldsonville. These cities are surrounded by large areas of very low-density development, farmland, and undeveloped areas. Several of these outer communities, particularly along the I-12 corridor and in Ascension Parish, are among the fastest-growing in the region, representing emerging markets where current density may understate future demand.

The existing CATS fixed-route network is mostly aligned with the parish's most dense areas, though gaps remain. The dispersed, low-density character of most communities outside East Baton Rouge Parish, combined with the structural barrier of the Mississippi River crossing, points to the importance of regional connections, park-and-ride strategies, and flexible service models to reach these markets and weave the region together.

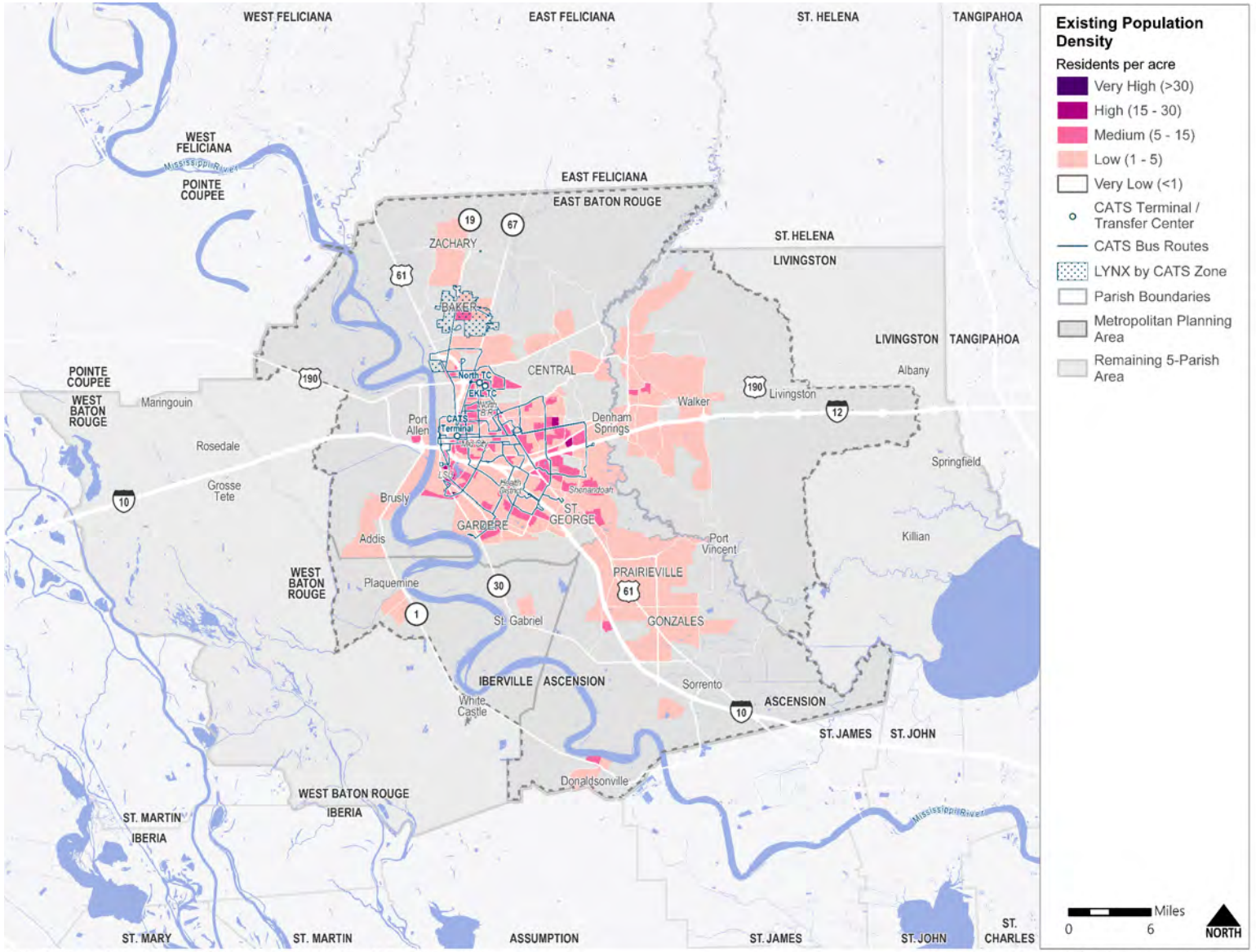
Figure 4.3: Existing Population Density in the Urban Core



Data Sources: Baton Rouge Capital Area Transit System, US Census Bureau

Disclaimer: This map is for planning purposes only.

Figure 4.4: Existing Regional Population Density



Data Sources: Baton Rouge Capital Area Transit System, U.S. Census Bureau

Disclaimer: This map is for planning purposes only.

General Findings

Most of East Baton Rouge Parish is low density, with more density unevenly distributed along major corridors and established neighborhoods rather than concentrated in a traditional urban core.

The LSU campus area is the highest-density location in the region, and one of the region's strongest transit markets. Denham Springs is one of the more significant and contiguous medium-density clusters outside Baton Rouge, with a density profile that stands out among communities along the I-12 corridor.

Fast-growing communities in and around Zachary, Central, and within Ascension Parish are expanding rapidly, representing areas where future transit demand may exceed what current density alone suggests. Shenandoah and Old Jefferson contain medium-density development but are not currently served by fixed-route transit. Outside East Baton Rouge Parish, population clusters are in distinct communities, while west bank communities face an additional structural barrier at the Mississippi River crossing.

Transit Assessment

The existing CATS network is well-aligned with many of the planning region's densest areas and confirms good overall alignment between the network and the parish's highest densities. Higher-performing routes along Florida Boulevard, Plank Road, Highland Road, and Sherwood Forest Boulevard suggest frequency and reliability improvements may yield greater returns than expanded coverage within the parish.

The Plank-Nicholson BRT, with an anticipated opening in late 2026, will directly serve LSU and its environs, the MPA's highest-density and highest-ridership market. Shenandoah and Old Jefferson neighborhoods in the City of St. George contain areas of medium-density development but remain outside the fixed-route coverage, representing candidates for further service evaluation.

Denham Springs combines meaningful density with documented commuter demand to Baton Rouge and is already in early discussions with CATS about extending service into Livingston Parish. Outer growth communities in Zachary, Central, and within Ascension Parish are best served by flexible strategies including microtransit, vanpool, and park-and-ride, while fixed-route demand matures.

West bank communities face a structural barrier to regional connectivity at the Mississippi River crossing, requiring multimodal solutions beyond conventional fixed-route service.

Transit Propensity

Population density tells us how many people live somewhere, while transit propensity describes how likely residents are to use transit based on certain demographic and socioeconomic characteristics consistently associated with higher rates of transit use nationwide. This propensity is calculated using several American Community Survey (ACS) tables to calculate the percentage of population in the study area that commutes to work using transit split out by different demographics including race and ethnicity, vehicle ownership, country of origin, and household income.

This percentage is called the Transit Index Factor (TIF), and it is a measure of how likely a specific group of people is to use transit compared to the overall population. A TIF value of 1.0 means the population group uses transit near the same rate as the general population. A value greater than 1.0 indicates the group is more likely to use transit, and a value less than 1.0 indicates the group is less likely to use transit compared to the overall population.

The analysis aggregates TIFs into a composite measure of likely transit demand and utilizes the three strongest characteristics tied to transit use in the planning area: race and ethnicity characteristics, household vehicle ownership, and household income. Vehicle ownership and income are by far the dominant factors. **Table 4.2** summarizes the leading TIFs for population groups in the region. Key findings within the local census data include:

- **Black and Asian residents are four times more likely to use transit** than White counterparts.
- **Lower vehicle ownership leads to higher transit use** with households lacking a car 10 times more likely to use transit compared to the regional average.
- **Lower incomes are more likely to use transit.** Households with annual incomes below $25,000 are 1.6 times more likely to use transit compared to the regional average, while households earning $25,000 to $50,000 are 1.3 times more likely.

Table 4.2: Transit Index Factors

Population Group	Transit Index Factor (TIF)
Race and Ethnicity	
Asian only	1.88
Black only	1.61
White only	0.38
Other race only	0.34
Hispanic (any race)	0.77
Vehicle Ownership	
No car	10.46
One car	1.09
Two or more cars	0.33
Income	
Less than $25,000	1.59
$25,000 - $50,000	1.29
More than $50,000	0.38

Source: 2024 American Community Survey

As shown in **Figure 4.5**, transit propensity is highest in northern and central Baton Rouge and generally declines with distance from downtown. Outside East Baton Rouge Parish, propensity is average-to-low, with notable exceptions in Baker and several west bank communities where population characteristics signal above-average need relative to their densities (see **Figure 4.6**).

Figure 4.5: Existing Transit Propensity in the Urban Core

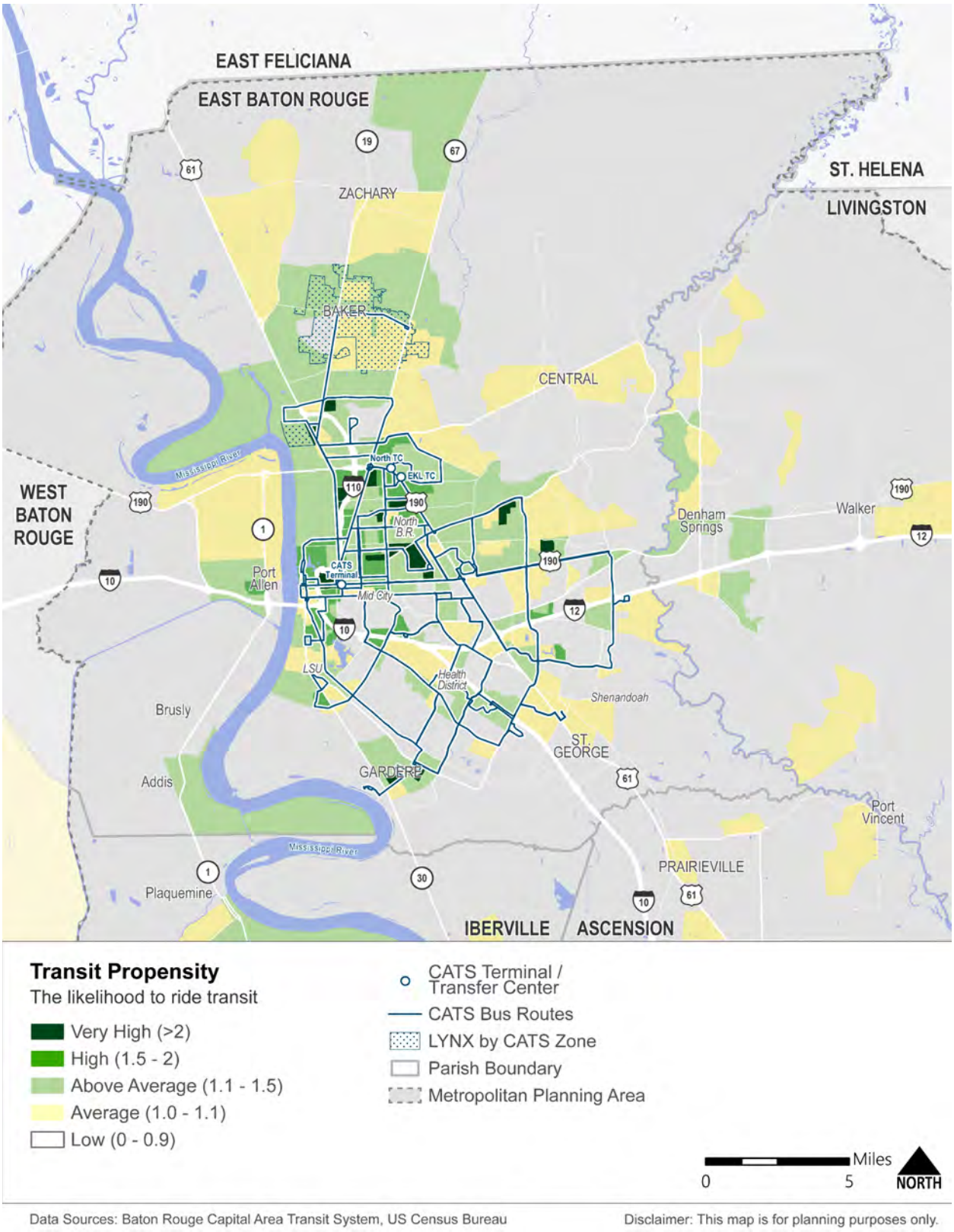
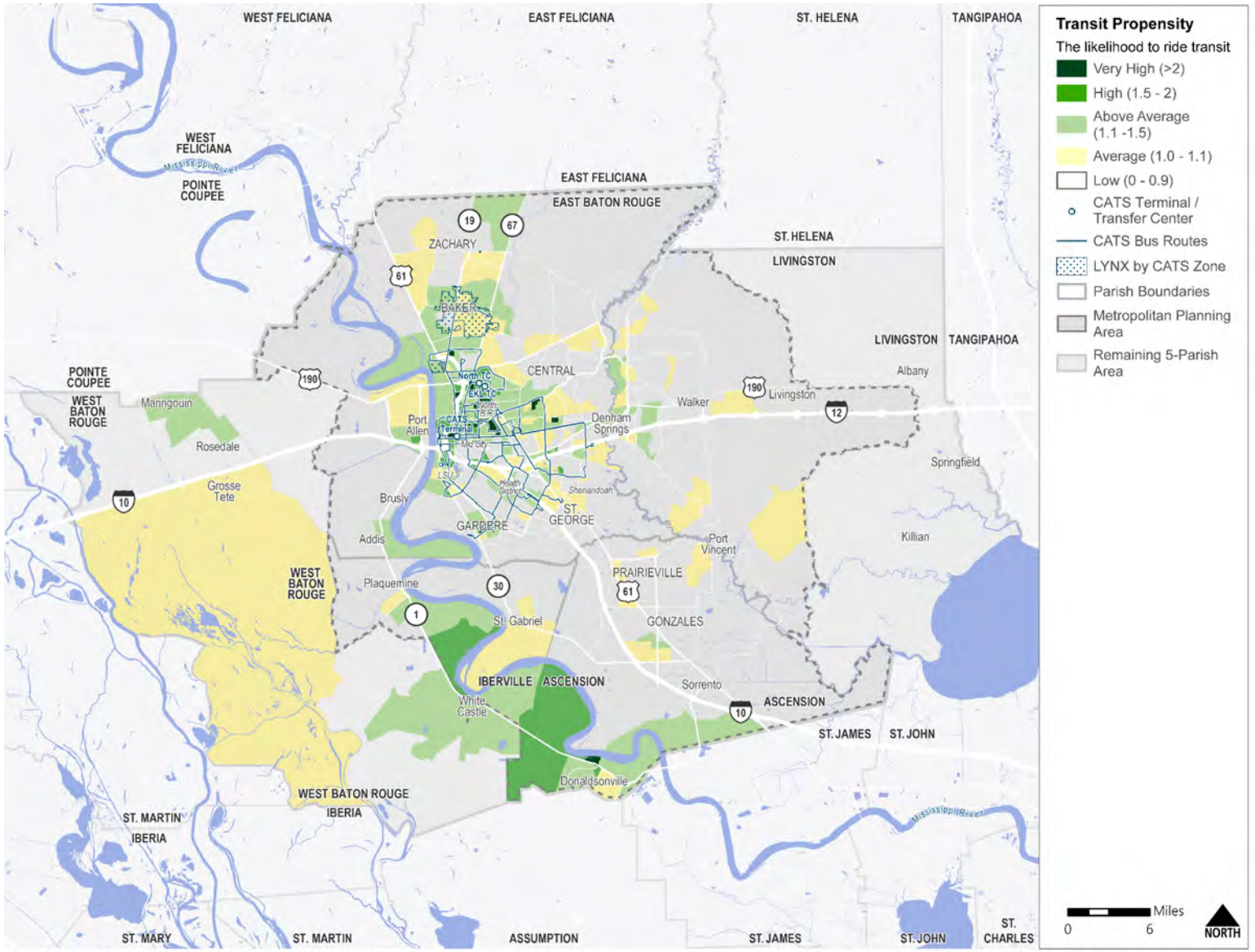


Figure 4.6: Existing Regional Transit Propensity



Data Sources: Baton Rouge Capital Area Transit System, U.S. Census Bureau

Disclaimer: This map is for planning purposes only.

General Findings

Transit propensity is highest in northern and central Baton Rouge, including downtown, Mid City North, and the Airline Boulevard and Florida Boulevard corridors, and declines with distance from the urban core.

The strongest concentrations of very high propensity are in north Baton Rouge neighborhoods, reflecting combined interactions of lower vehicle ownership, lower household incomes, and demographics associated with higher transit use.

Above-average propensity extends to LSU and surrounding neighborhoods, and along medical corridors including Perkins Road, Lee Road, and Hammond Highway.

Baker contains several neighborhoods with above average and high transit propensity, driven by population characteristics rather than density alone.

Donaldsonville and White Castle have relatively high transit propensity despite low population density, reflecting socioeconomic characteristics associated with higher transit use.

Zachary, Central, Denham Springs, Walker, and Gonzales exhibit average or below-average transit propensity, limiting the near-term case for fixed-route service based on this market analysis factor alone, though other market analysis factors will add to that picture.

Transit Assessment

The CATS fixed-route network is well-aligned with the highest-propensity areas of the planning region, but meaningful gaps exist in several communities with above-average propensity outside the service area. Frequency, reliability, and stop quality in North Baton Rouge remain concerns in these areas.

Within the CATS service area, residents with the highest likelihood to use transit in Valley Park, Old South Baton Rouge, LSU, Downtown, Eden Park, North Baton Rouge, Istrouma-Dixie, Brookstown, and Legion Village, should be prioritized for frequency and reliability improvements where current service operates on hourly or longer headways. Baker's above-average propensity is currently served by LYNX microtransit, but the propensity profile may support evaluation of fixed-route connections as ridership and demand mature.

Donaldsonville and White Castle have above-average transit propensity but lack fixed-route service, representing significant propensity-based coverage gaps outside East Baton Rouge Parish. Communities with lower current propensity such as Zachary, Central, and Gonzales may still have unmet demand based on density or travel pattern findings examined in subsequent sections.

Adjusted Population Density

Combining population density with transit propensity produces a clearer picture of where transit demand is likely to be strongest. Neighborhoods with similar densities can have very different levels of transit need based on who lives there. A block with many zero-car households represents higher latent demand compared to a similar block where most residents own two or more vehicles. Adjusted population density accounts for these distinctions.

Across the MPO planning area, the highest adjusted densities are found in central Baton Rouge and the LSU area, where raw density and high propensity align most strongly (see **Figure 4.7**). Outside the parish, adjusted density drops sharply. Only Baker, Donaldsonville, Denham Springs, and Port Allen contain notable densities while the remaining region is very low, as shown in **Figure 4.8**.

General Findings

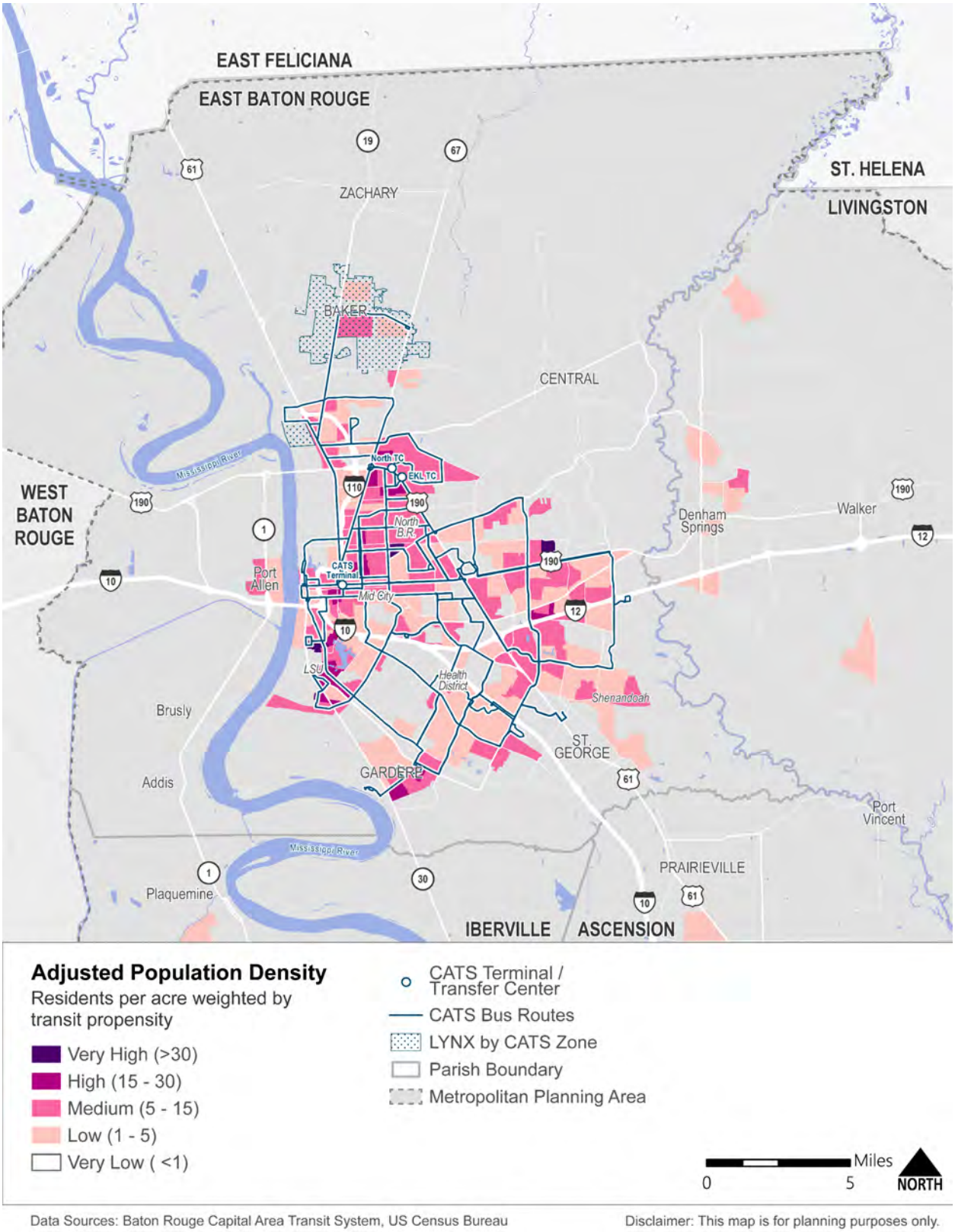
The highest adjusted population density is concentrated around the LSU campus and central Baton Rouge through Glen Oaks–Zion City, and across several North Baton Rouge neighborhoods, the only areas with very high adjusted density.

Medium to high adjusted density is distributed throughout the urbanized portions of the parish rather than concentrated in a single core, reflecting Baton Rouge's broadly distributed development pattern.

Outside Baton Rouge, only Baker, Donaldsonville, Denham Springs, and Port Allen contain small pockets of medium adjusted density; Gonzales, Plaquemine, and Walker show clusters of low adjusted density that stand out from surrounding very low-density areas.

Central, Zachary, and much of the northeastern parish exhibit low to very low adjusted density, reflecting both lower population density and below-average transit propensity.

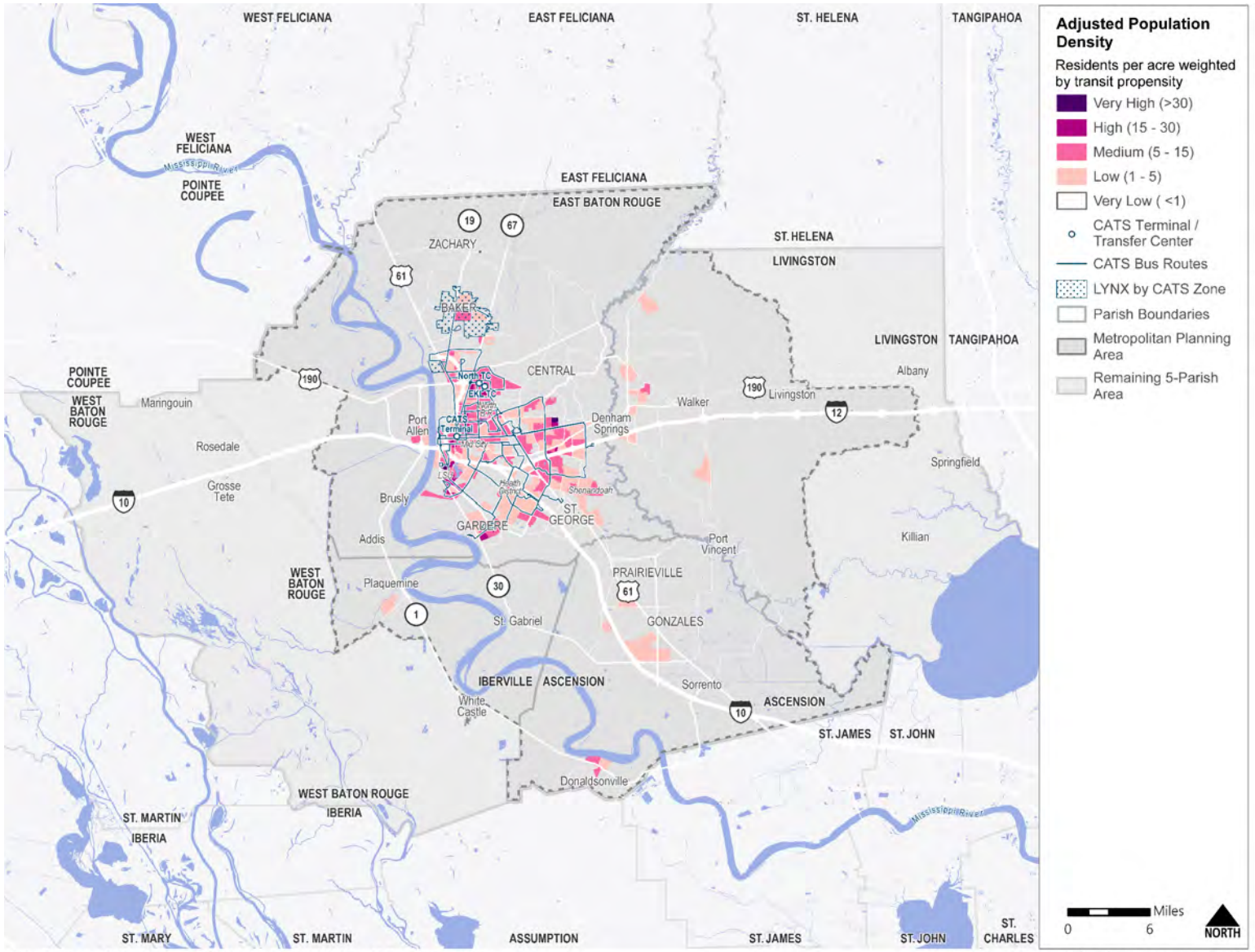
Figure 4.7: Adjusted Population Density in the Urban Core



Data Sources: Baton Rouge Capital Area Transit System, US Census Bureau

Disclaimer: This map is for planning purposes only.

Figure 4.8: Adjusted Regional Population Density



Data Sources: Baton Rouge Capital Area Transit System, U.S. Census Bureau

Disclaimer: This map is for planning purposes only.

Transit Assessment

CATS fixed-route service currently serves nearly every neighborhood with medium or higher adjusted population density, with Shenandoah and the far north of Plank Road as the primary exceptions within East Baton Rouge Parish. These areas represent potential service gaps worth addressing.

Baker's above-average adjusted density is served by LYNX microtransit, supporting continued service improvement evaluation. Donaldsonville has notable adjusted density for a community of its size and distance from Baton Rouge, driven by transit propensity rather than raw density, reinforcing it as a candidate for service evaluation.

Employment-Based Transit Demand

Adjusted Employment Density

Employment density captures transit demand from two directions at once: the workers commuting to a job site and the customers, patients, students, and visitors those jobs attract. A hospital, for example, attracts medical staff, patients, and visitors alike, while a school serves as both a workplace and a destination for students and families. To reflect this aspect, employment density is adjusted by job type as summarized in **Table 4.3**. Greater weight is provided to customer-facing roles in healthcare, education, retail, and food service that produce more total trips than primarily employee-only workplaces.

Table 4.3: Job Type Adjustment Factors

Job Types	Job Type Adjustment Factors
Jobs with customers, clients, patients, and students	1.3
Other jobs	0.9

As depicted in **Figure 4.9**, the highest adjusted employment densities in the urban core are located in Baton Rouge and along the southern I-10 corridor, with additional medium and high clusters around major commercial and institutional centers throughout East Baton Rouge Parish. Outside Baton Rouge, adjusted employment density is very low with a notable exception in Donaldsonville (see **Figure 4.10**).

Figure 4.9: Adjusted Employment Density in the Urban Core

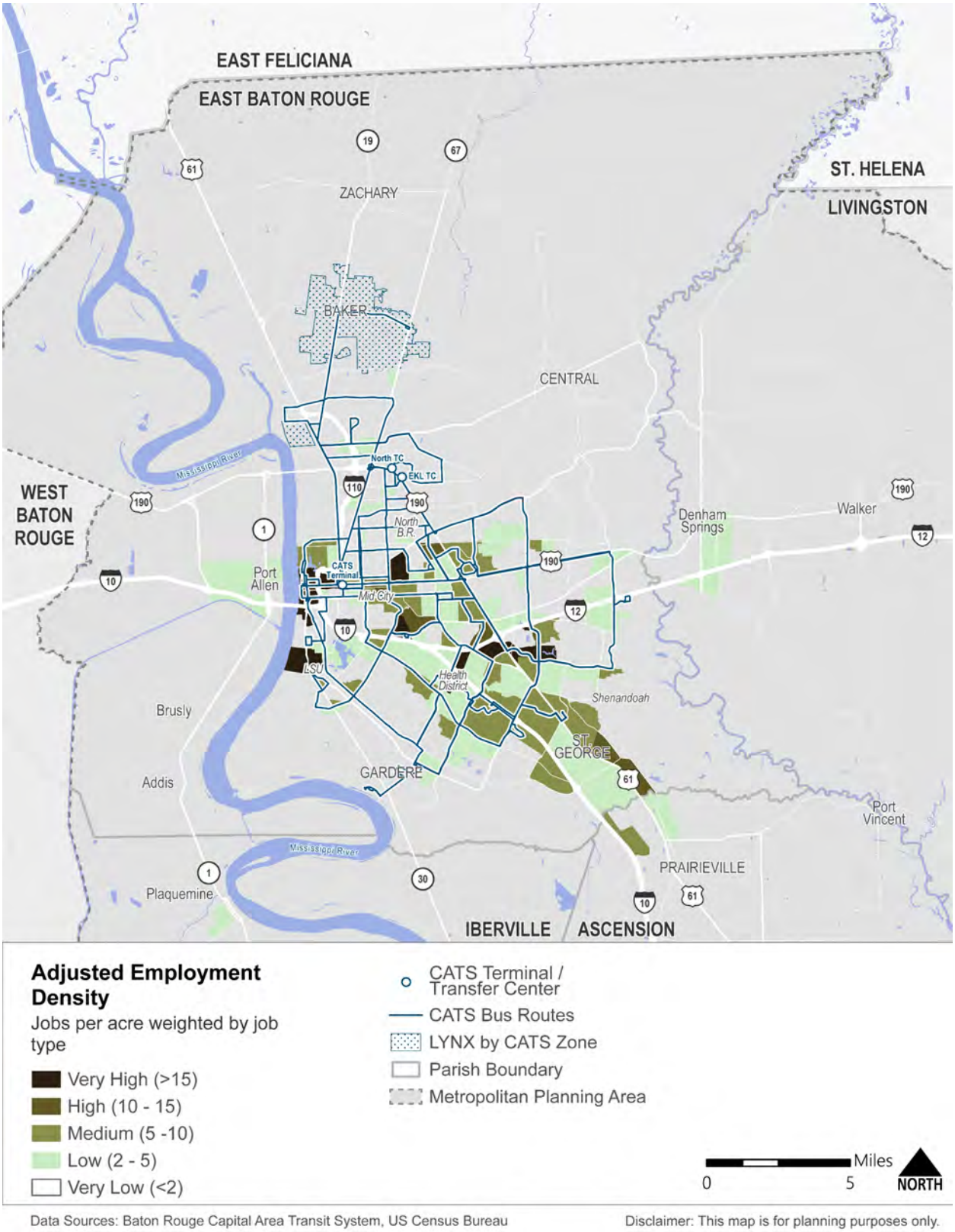
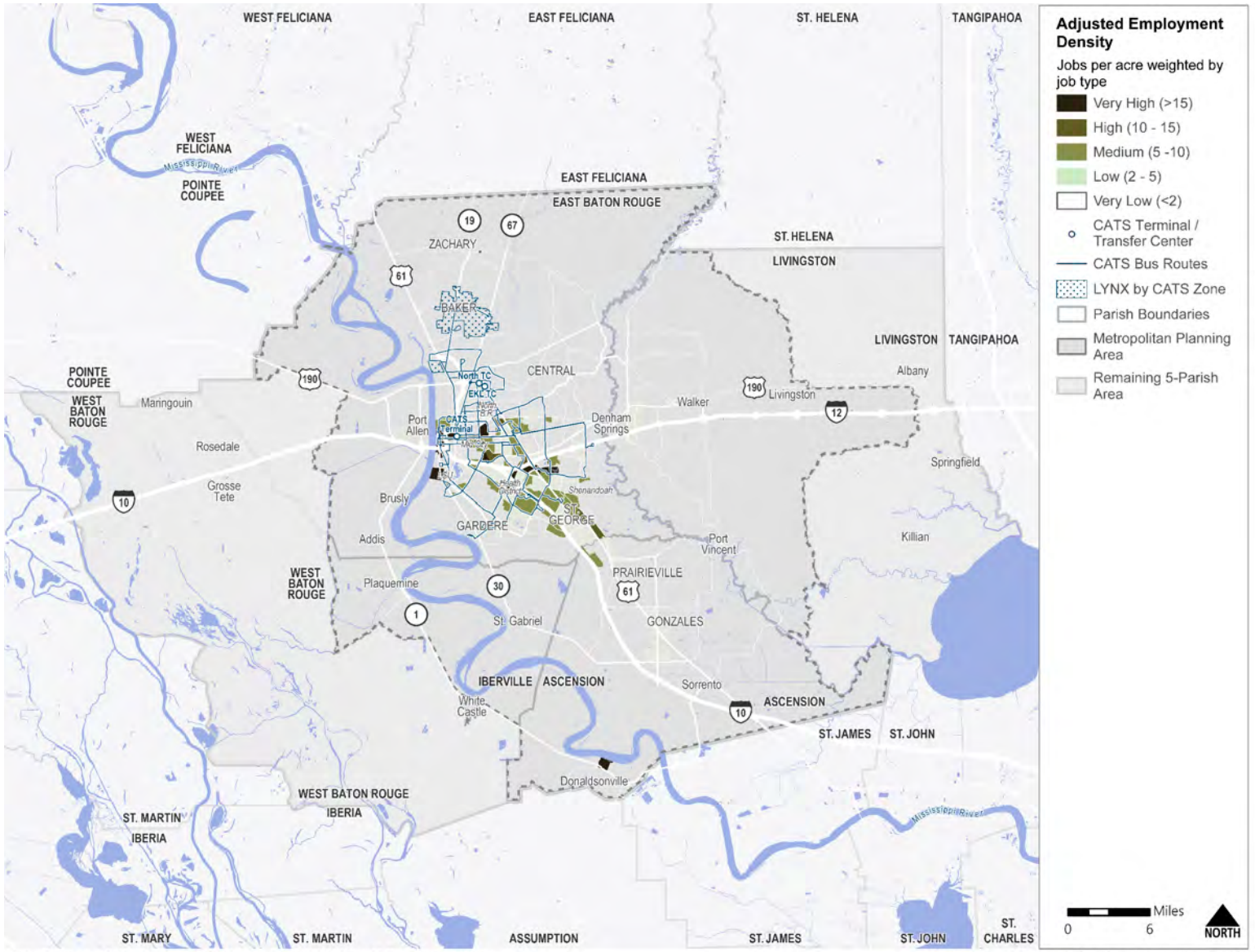


Figure 4.10: Adjusted Regional Employment Density



Data Sources: Baton Rouge Capital Area Transit System, U.S. Census Bureau

Disclaimer: This map is for planning purposes only.

General Findings

The highest adjusted employment densities are in downtown and southern Baton Rouge, following the I-10 corridor, with additional medium and high-density clusters throughout the parish.

Donaldsonville is the only community outside Baton Rouge with very high adjusted employment density, driven by its concentration of customer-facing jobs downtown relative to its size.

Denham Springs, Gonzales, and Plaquemine each contain low adjusted employment density clusters that stand out from the very low density surrounding them.

Central, Zachary, and Walker have very low adjusted employment density, consistent with their primarily residential character.

Transit Assessment

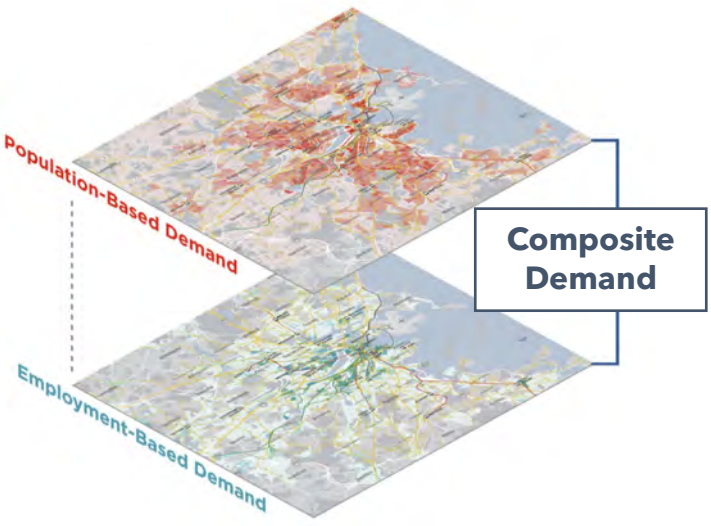
The CATS fixed-route network is well-aligned with the MPO region's highest adjusted employment density areas, with most high and very high-density employment locations situated directly along existing transit corridors.

Medium adjusted employment density east of Denham Springs falls outside the current fixed-route service area, reinforcing Denham Springs as a service extension candidate supported by both population and employment findings. Donaldsonville's very high adjusted employment density, the strongest outside Baton Rouge, combined with its above-average transit propensity identified in prior sections, makes it a compelling candidate for transit service evaluation.

Composite Demand

Adjusted population density and adjusted employment density are combined into composite demand to produce the most complete picture of potential transit demand (see **Figure 4.11**). Where population and employment concentrations overlap in mixed-use corridors, activity centers, and in neighborhoods with both residents and destinations nearby, composite demand is meaningfully higher than either factor alone.

Figure 4.11: Composite Demand Concept



Across the MPO planning area, composite demand is concentrated in Baton Rouge and falls rapidly with distance from the urban core. Within the city, high demand is distributed across several neighborhoods and corridors rather than concentrated in a single location, reflecting Baton Rouge's dispersed development pattern shown in **Figure 4.12**. Outside East Baton Rouge Parish, composite demand is very low across most of the region, with isolated medium and high demand areas in Donaldsonville, Gonzales, and Baker (see **Figure 4.13**).

General Findings

The highest composite demand is in downtown Baton Rouge and surrounding areas, with high demand distributed across multiple neighborhoods and corridors rather than a single core, a pattern that calls for a network approach to transit investments rather than a single high-capacity spine.

Several medium demand areas extend eastward along I-12 toward Denham Springs, reflecting the combined effect of residential growth and commercial development along that corridor. Donaldsonville, Gonzales, and Baker are the only communities outside Baton Rouge with medium or high composite demand areas; the demand in the remainder of the MPO region is very low.

Transit Assessment

- Most high and very high composite demand corridors are already served by fixed-route transit, confirming strong overall alignment.
- Baker's medium and high composite demand areas are served by LYNX microtransit, consistent with findings across all prior sections.
- Medium composite demand areas east of Denham Springs remain outside the fixed-route service area, reinforcing the case supported throughout the market analysis for evaluating service extension into Livingston Parish.
- Donaldsonville's isolated high composite demand, driven by converging employment density, transit propensity, and population characteristics, makes it a strong candidate for service evaluation.

Figure 4.12: Composite Transit Demand in the Urban Core

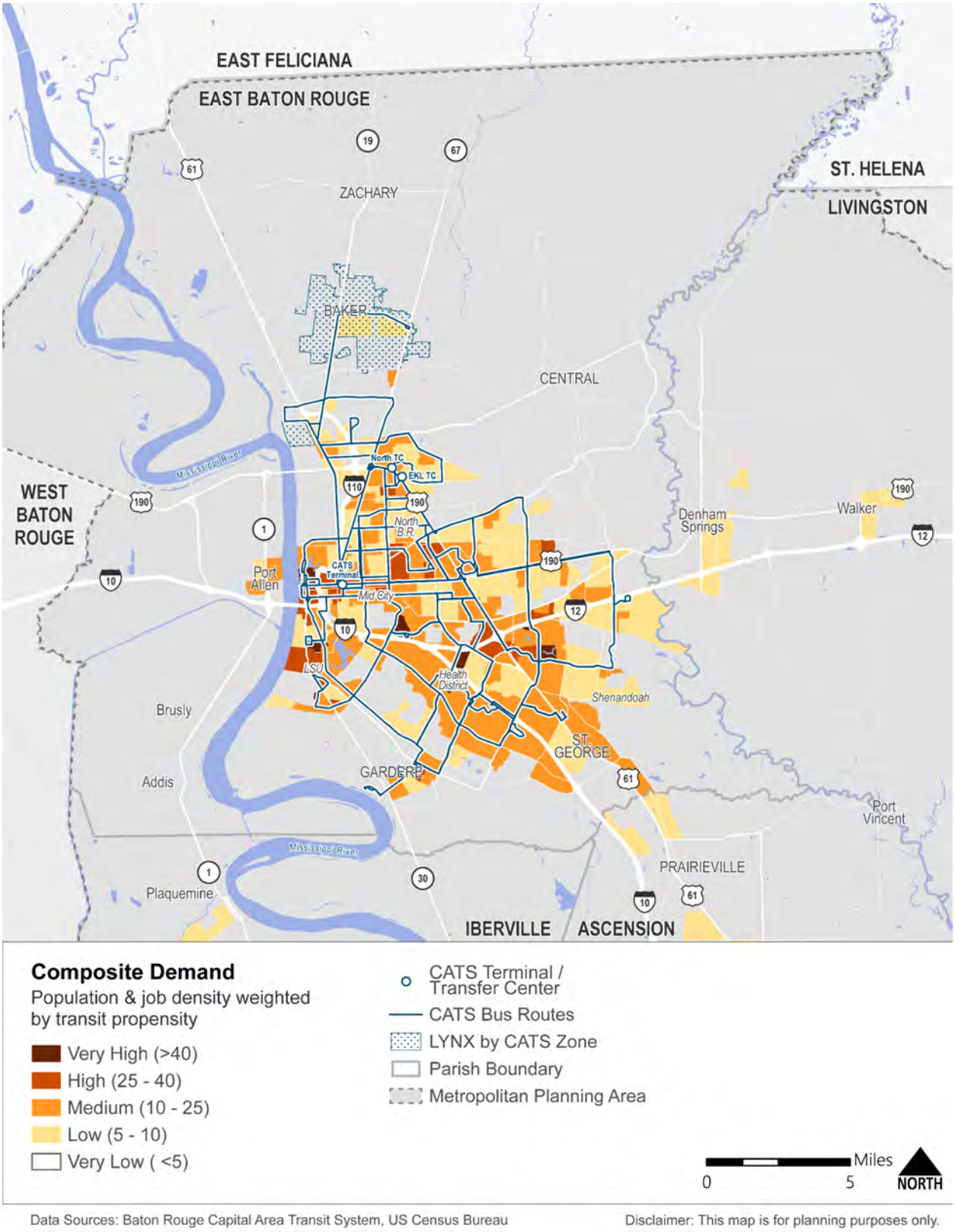
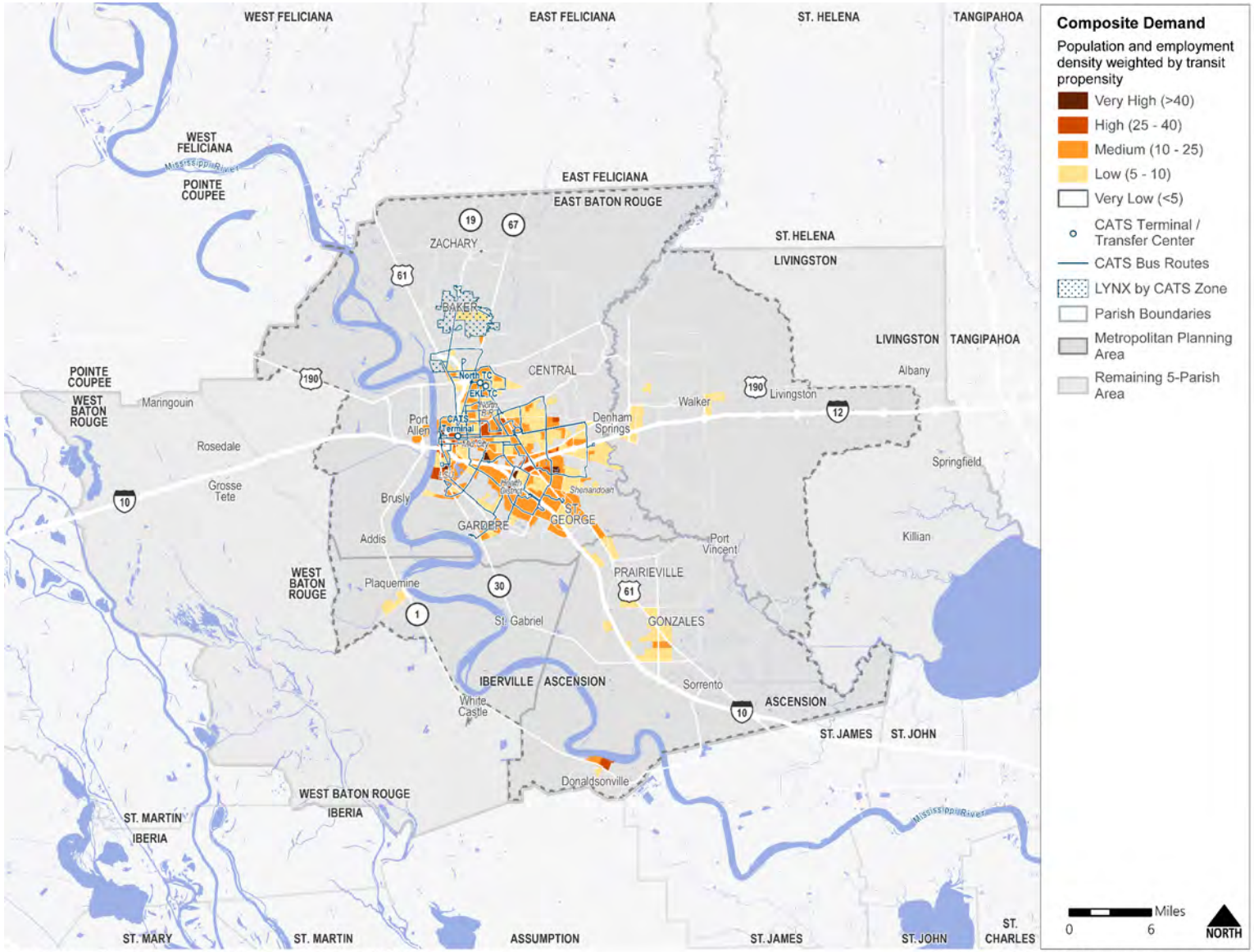


Figure 4.13: Composite Regional Transit Demand



Data Sources: Baton Rouge Capital Area Transit System, U.S. Census Bureau

Disclaimer: This map is for planning purposes only.

4.4 Regional Travel Pattern Analysis

Population and employment density paint a picture of where transit demand exists within communities, but some of the most important transit opportunities in the MPO region lie between them within the travel flows connecting outlying communities to Baton Rouge's employment centers, medical facilities, and activity nodes. This analysis examines those connections, providing a data-driven view of how people move across the region today and where transit could play a more meaningful role.

The analysis relies on modeled travel data estimates from Replica, an enterprise data platform that synthesizes mobile location data, U.S. Census demographics, built environment and transit data, and economic activity data to produce modeled travel flows. Mobile location data draws on location-based services, vehicle GPS data, and point-of-interest counts of mobile devices such as at parks or shopping centers. Trip data reflects total average travel volumes specifically for spring 2025, with weekday travel based on a representative Thursday and weekend travel similarly based on a representative Saturday. Refinement of this data has excluded commercial and freight-only trips, trips with no major connections within the planning area, and trips longer than 80 miles.

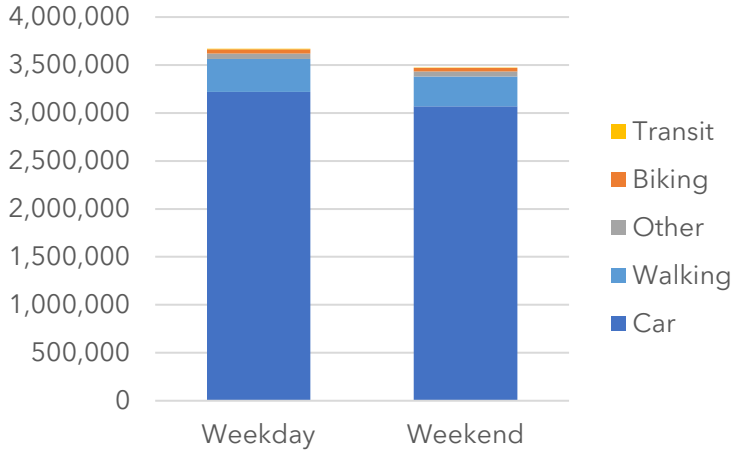
Results from the analysis illuminate what travel options people choose, the times people travel, why people travel, the geographic distribution of travel, and the starting and ending points large volumes of people are making across the region. These topics are examined in the sections that follow.

Trip Modes and Purposes

Mode Choice

Travel mode choice describes the method of travel for trips, whether by bus, on foot or bike, or by car. **Figure 4.14** charts total average weekday and weekend regionwide trip volumes separated by mode. Capital Region residents predominantly choose cars regardless of the day of the week, at

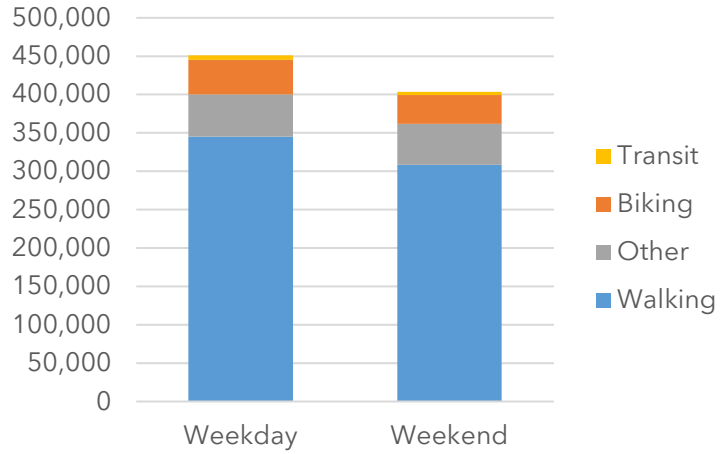
Figure 4.14: Daily Trips by Mode of Travel



around 88% of all trips. On average, the region makes an estimated 3.5 million to 3.7 million trips depending on the day.

When looking at the roughly tenth of remaining trips made by modes other than cars, shown in **Figure 4.15**, walking is next largest choice at around 9% of all trips, which is above Replica's benchmark average for this mode.

Figure 4.15: Daily Trips by Non-Car Modes



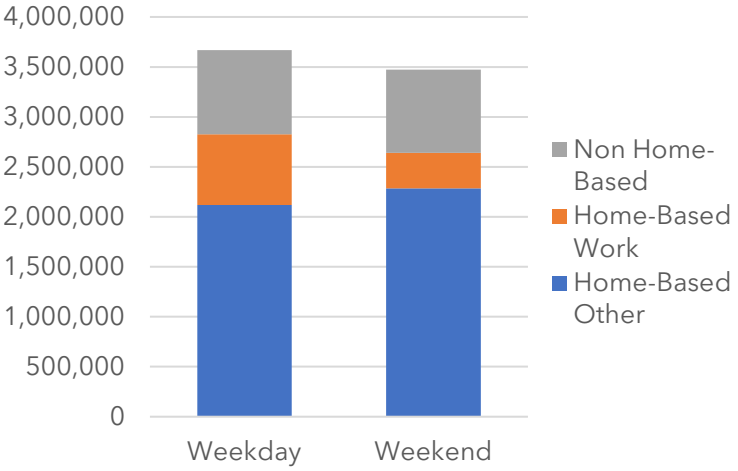
Trip Purpose

Replica estimates trip purposes based on trip starting and ending locations and other factors related to geography and time. For this analysis, trips are provided for the following generalized purposes:

- **Home-Based Other:** Trips that start at home that are destined to locations other than work (*e.g., home → shopping*).
- **Home-Based Work:** Trips that start at home and are destined to work (e.g., *home → work*).
- **Non-Home-Based:** Trips not based at home and not destined to work (e.g., *work → grocery store*).

Roughly one-fifth of all weekday travel is work-related, dropping by half on weekends (**Figure 4.16**). Trips with other purposes like errands or shopping make up the largest share of trip purposes for both days, comprising 60% or more of all travel, with an even higher share on weekends.

Figure 4.16: Total Daily Trips by Purpose



As shown in **Figure 4.17**, weekday travel shows morning and afternoon peaks, with a much higher afternoon peak, while weekend travel has a slower build up to midday before receding. While weekend travel lacks the peak exhibited on weekdays, total travel through midday is higher on weekends, and the average number of daily trips indicates similar levels of travel for all days. **Figure 4.18** breaks out these same travel volumes into trip purposes by day, with weekend travel indicated by dotted lines.

Figure 4.17: Total Trips by Hour

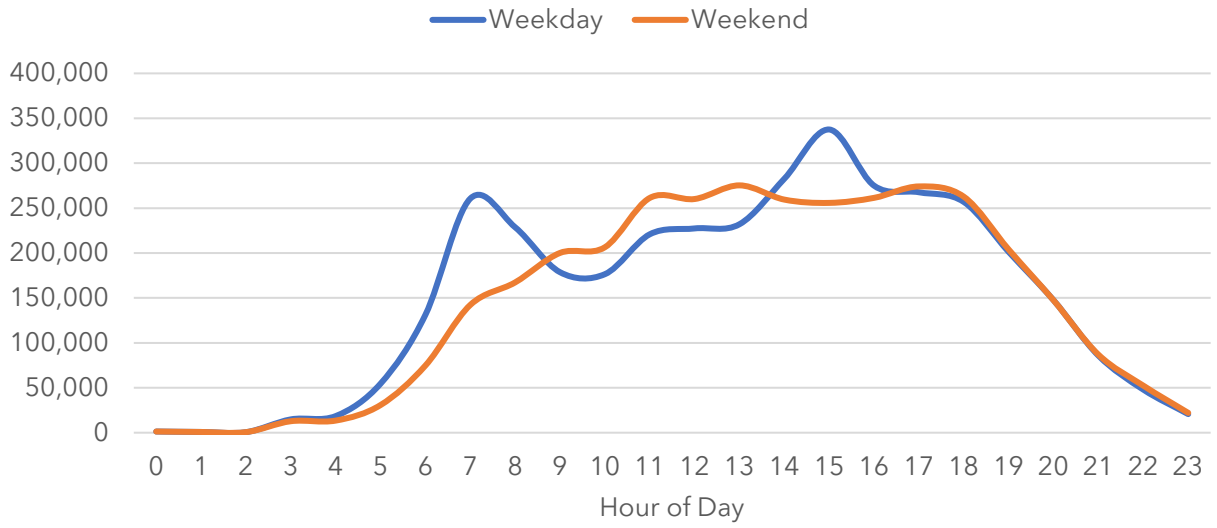
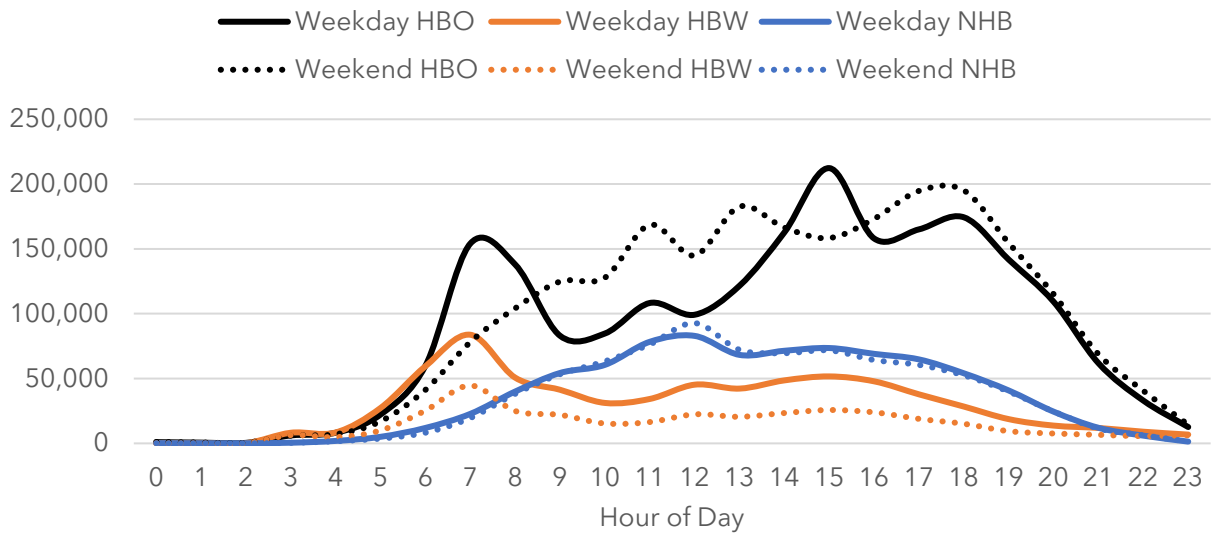


Figure 4.18: Hourly Trips by Purpose and Day



Distribution of Travel

Trip Density

Aggregation of the locations of where trips start and end identifies concentrations of trip making and thus areas of major activity. These places are where many people start or end their travel and can represent dense neighborhoods, important destinations, or significant job centers. Trip tabulations are performed within census block groups and indicate where the intensity of trip making is highest. Also identifiable are potential geographies for service expansion where coverage does not currently exist or where transit service is limited.

Figure 4.19 provides a view of central East Baton Rouge Parish, and **Figure 4.20** illustrates weekday trip density at the regional level. While highly correlated with population density in predominantly residential areas, trip density is also highest where major destinations or employers are located or primary shopping areas. Important destinations to the region include downtown and central Baton Rouge, the City of Baker, and areas around LSU. Additionally, long highway corridors like I-10 and I-12 and US-61 through Ascension Parish light up with areas of high trip making, specifically around the City of St. George, near and around the City of Gonzales, and areas around Denham Springs in Livingston Parish.

The walking trip density map shown in **Figure 4.21** shows the region's strongest concentration around the LSU campus and surrounding neighborhoods. The concentration of walking trips around LSU reflects a rare convergence of density, mixed uses, and pedestrian infrastructure that supports non-car travel throughout the day. Replicating even a fraction of that environment along other high-demand corridors through improved sidewalks, crossings, and stop amenities could meaningfully expand the effective transit market in communities where demand exists but walking access is difficult or unsafe.

A secondary concentration of walking trips is evident in downtown and along Florida Boulevard. Outside these areas, walking trip density drops sharply, consistent with the broader pattern of auto-dependence and limited pedestrian infrastructure across most of the MPO region.

Figure 4.19: Trip Density in the Urban Core

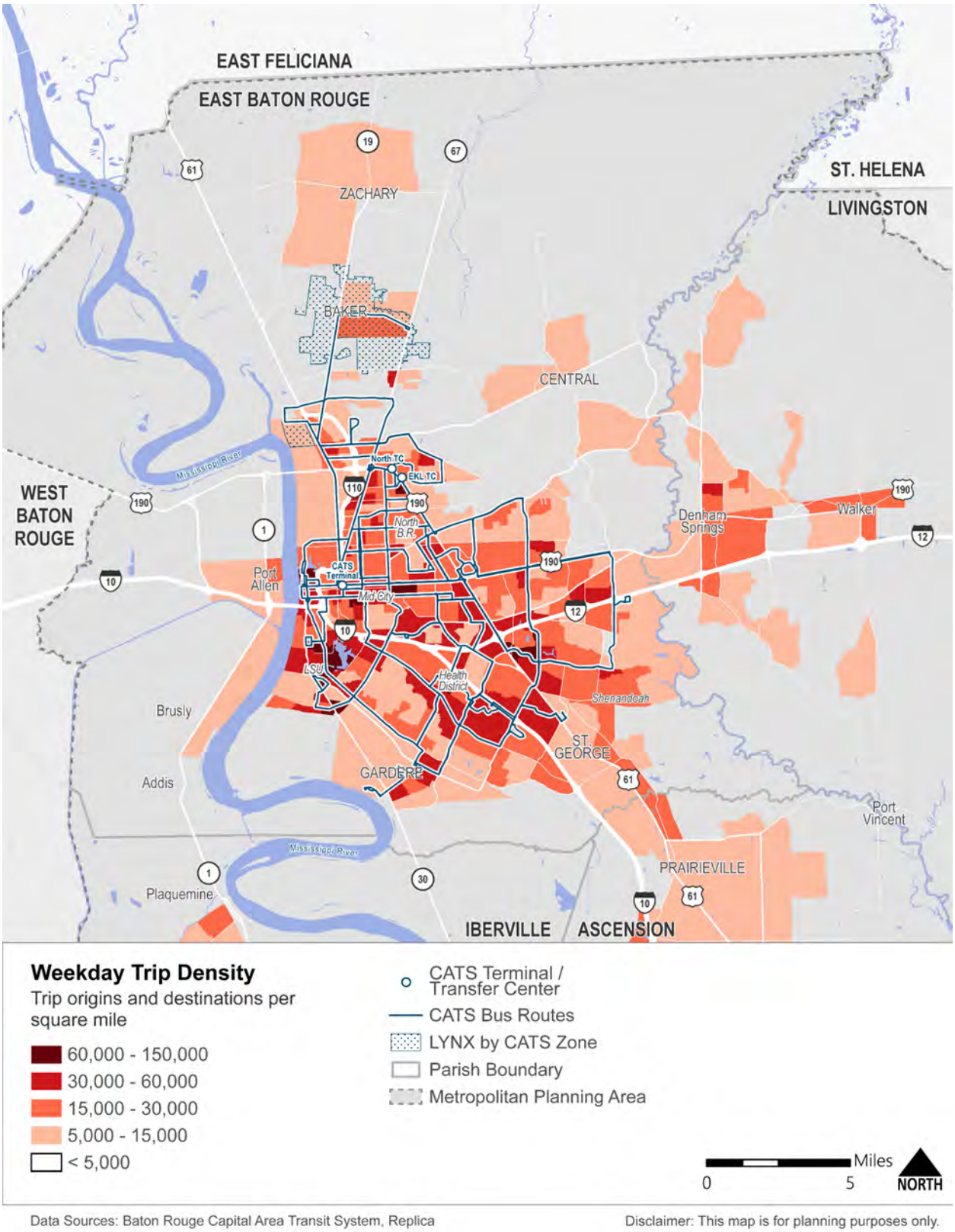
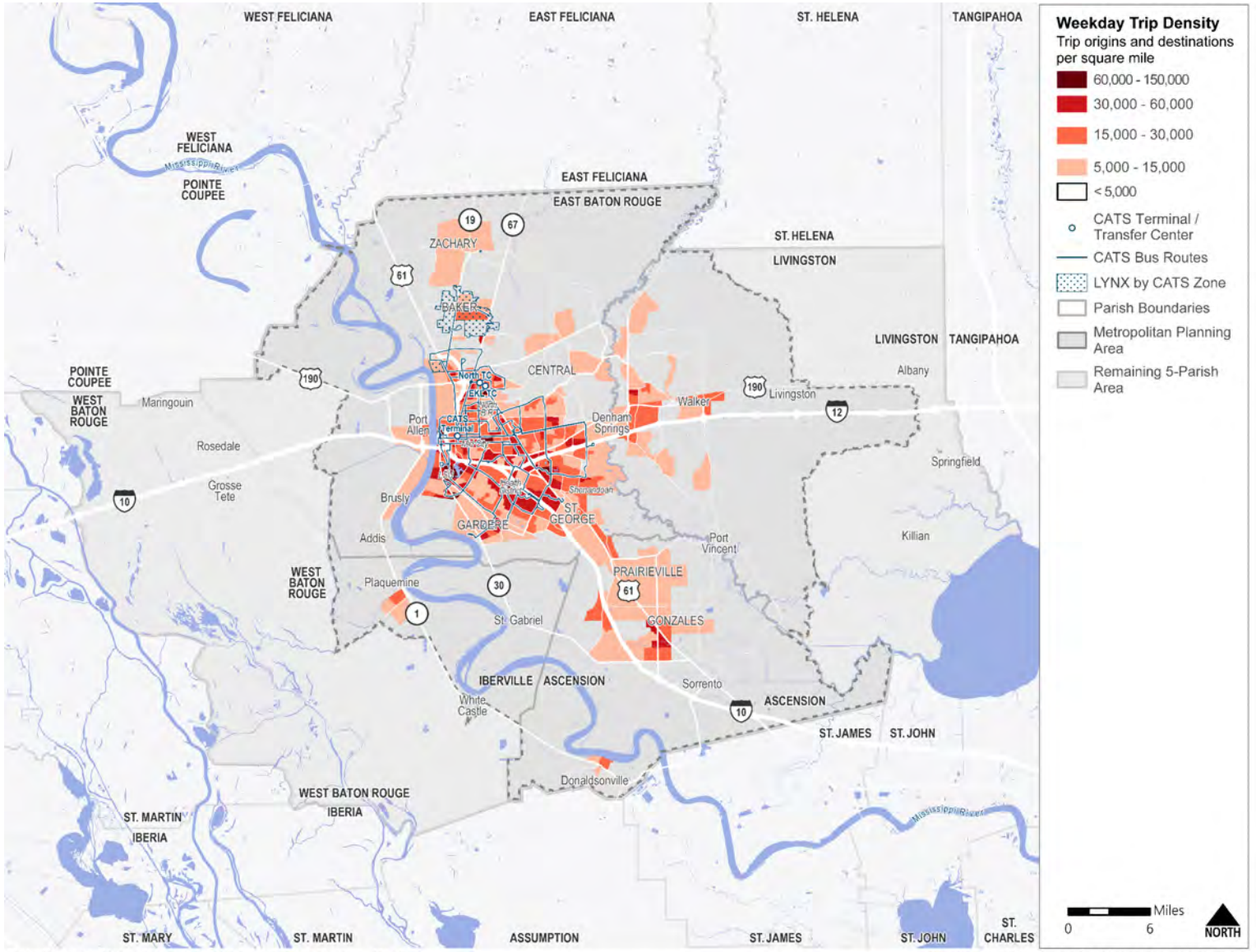


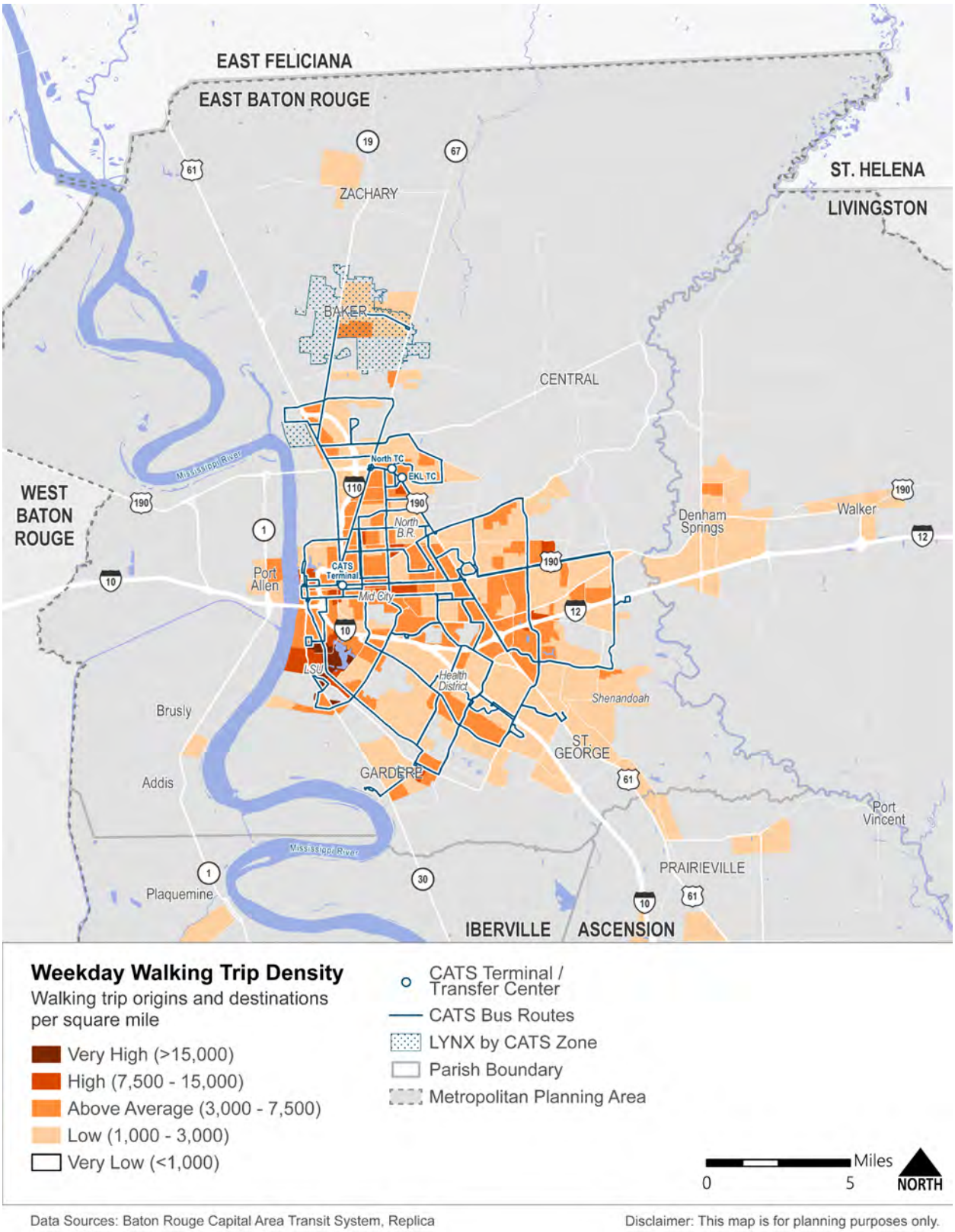
Figure 4.20: Regional Trip Density



Data Sources: Baton Rouge Capital Area Transit System, Replica

Disclaimer: This map is for planning purposes only.

Figure 4.21: Density of Walking Only Trips



Data Sources: Baton Rouge Capital Area Transit System, Replica

Disclaimer: This map is for planning purposes only.

Major Activity Areas

Trip density reveals where travel is concentrated but understanding the direction of that travel and whether an area primarily sends trips out or pulls trips in adds another dimension to transit planning. A neighborhood that generates most of its own trips outward has very different transit needs than a commercial corridor or employment center that attracts trips from across the region. Mapping the net balance between trip origins and destinations at the block group level reveals this distinction and identifies the MPO region's major activity areas: the places that function as the region's primary destinations.

Net trip balance is calculated by comparing the number of trips originating in each block group against those ending there. Areas where destinations significantly outnumber origins are classified as either Major Destination Areas or Destination-Oriented Areas and are places people travel to at above-average rates. Conversely, areas where origins dominate are classified as Major Origin Areas or Origin-Oriented Areas and are primarily places that export commuters. Areas with a roughly equal share of origins and destinations are classified as Balanced Activity Areas and are places that generate and attract equal numbers of trips.

This framework clarifies the functional role of different areas of the planning area and provides context for the travel flow analysis. Major Destination Areas primarily serve as daily activity center areas drawing trips, while Major Origin Areas serve as trip production areas. **Figure 4.22** provides a close view of the urban core while **Figure 4.23** reveals the results of this analysis across the region.

General Findings

The net trip balance maps reveal a clear spatial structure to travel in the planning area: a set of distinct destination areas concentrated in and around Baton Rouge and along major corridors, surrounded by broad origin-oriented residential areas that send trips outward throughout the region.

Major Destination Areas are concentrated in central and southern East Baton Rouge Parish, particularly along the I-10 corridor and around LSU, as well as in the St. George commercial corridor along Siegen Lane and in Donaldsonville, confirming these as the region's primary trip attractors.

Destination-Oriented Areas extend outward from the major destinations along key corridors, including areas along the west bank, around Zachary, and portions of Denham Springs, reflecting commercial and employment activity that draws trips from surrounding neighborhoods.

Figure 4.22: Major Activity Areas in the Urban Core

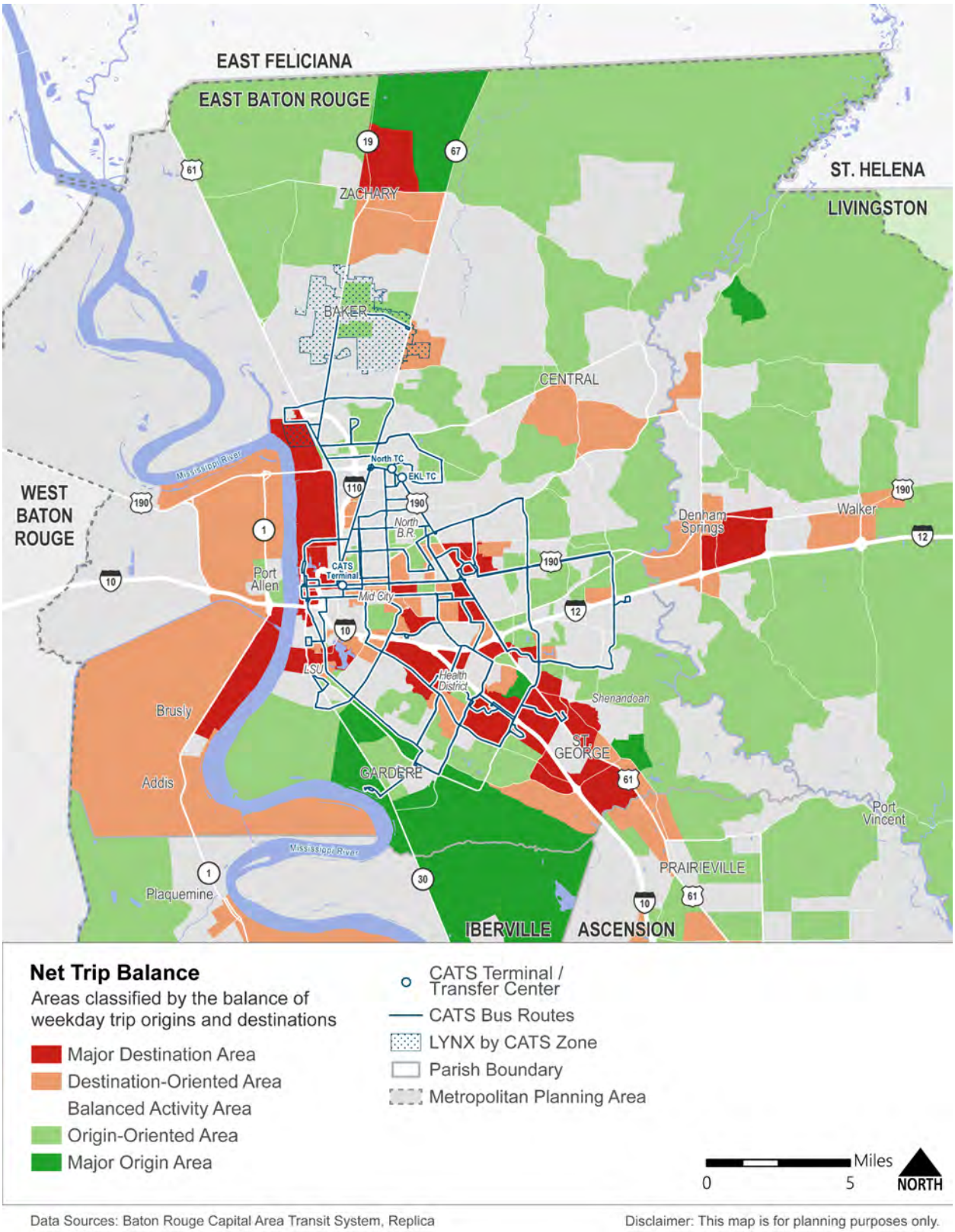
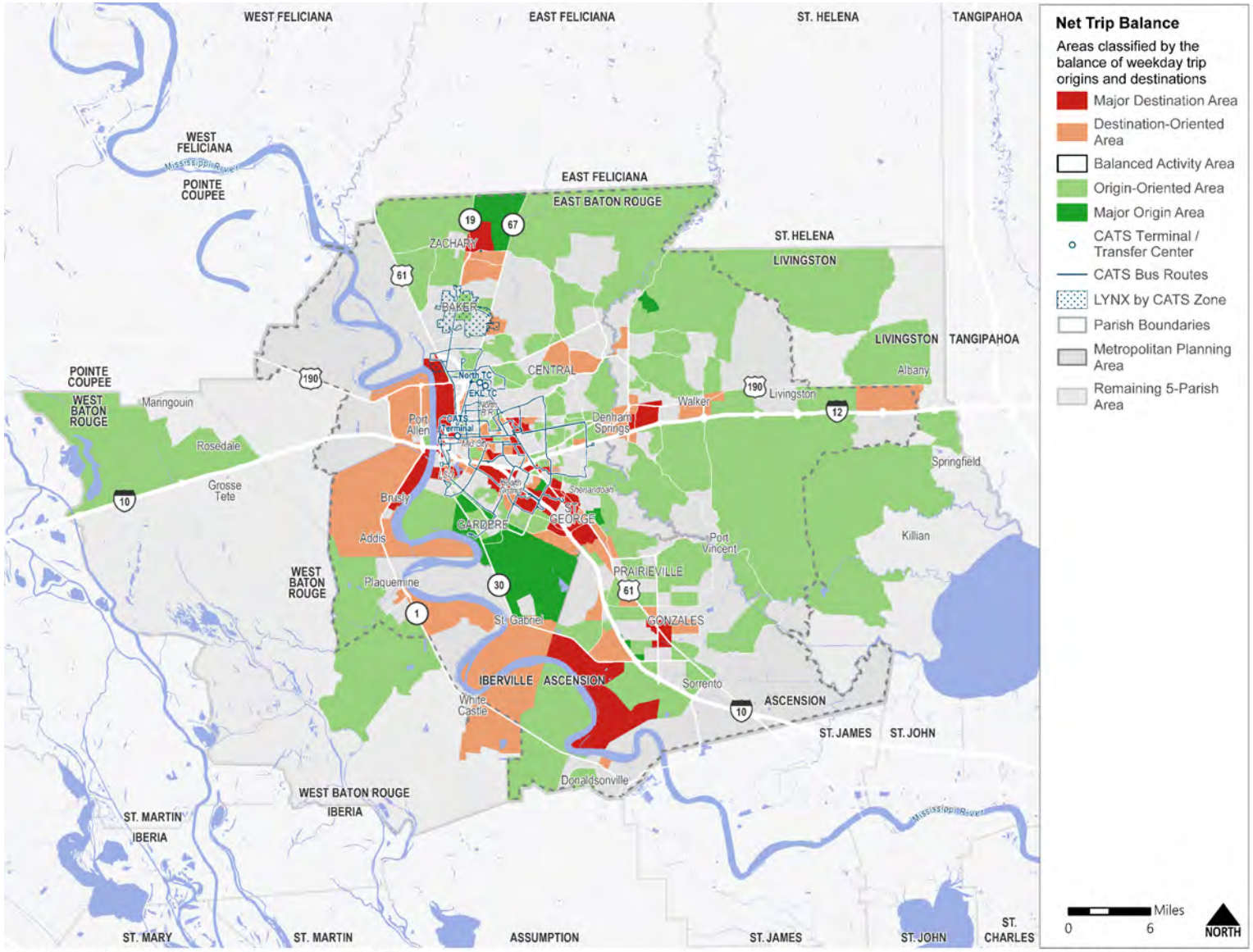


Figure 4.23: Regional Major Activity Areas



Data Sources: Baton Rouge Capital Area Transit System, Replica

Disclaimer: This map is for planning purposes only.

The vast majority of the planning area outside these corridors and centers is Origin-Oriented or Major Origin territory: large residential areas in Central, Zachary, Livingston Parish, and Ascension Parish that generate outbound trips but attract relatively few. Donaldsonville functions as a standalone major destination area well south of the urban core, reinforcing prior findings identifying it as a strong regional transit market outside Baton Rouge.

St. George's commercial and retail corridor along Siegen Lane functions as a major regional trip attractor despite average residential density and low transit propensity. The volume of attracted trips is driven primarily by destinations, not residents, an important distinction for planning transit service and seen here in the trip density data.

Transit Assessment

The net trip balance framework directly informs both transit service design and the organization of the needs analysis that follows. Major Destination Areas identify where transit routes should terminate or converge to provide transfer opportunities, while Major Origin Areas identify where service should begin or where park-and-ride and feeder connections could intercept and serve outbound demand. Major Destination Areas identified here also serve as major activity areas for travel flow analysis.

Most Major Destination Areas within East Baton Rouge Parish are served by the existing CATS fixed-route network, confirming that the network is oriented toward the right places. However, frequency and reliability within those corridors remain concerns identified throughout the market analysis.

St. George's emergence as a Major Destination Area with portions lacking fixed-route service presents a case for service expansion identified in the analysis. It is a high-activity commercial corridor generating significant trips with limited fixed-route connections.

The broad Major Origin Areas in Central, Zachary, Livingston Parish, and Ascension Parish represent the residential base from which regional commuter express service demand is generated, supporting the case for park-and-ride, vanpool, and commuter connections to Baton Rouge destination areas. Donaldsonville's repeated appearance across several market analysis factors strengthens the case for transit service evaluation.

Travel Flows

The preceding market analysis sections identify where transit demand is likely to be strongest based on who lives and works in the MPO planning area. This travel flow analysis looks for how those places are connected and how strongly. Major patterns

are examined between communities across the region and corridors are identified where transit is most likely to intercept existing travel demand.

Trip flows based in block groups were aggregated into tracts and then into tract groups to identify regional patterns and to compare movements across communities of different sizes on a consistent basis. Trip flow density calculates the total trip count over the total square miles of the tract group to highlight the strongest regional connections without bias toward larger geographic areas which raw counts would induce. The result reveals the region's key corridors, major destination pairs, and the strongest opportunities for transit to connect origins and destinations across parish lines.

Figure 4.24 illustrates the resultant origin-destination analysis performed based on an analysis of trip flow densities between tract groups at a close view of central Baton Rouge, while **Figure 4.25** provides this analysis for the entire region. The increasing intensity of travel flow densities, and thereby the strongest connections between places, are indicated with increasing thickness from yellow to purple, while smaller trip densities of 250 or fewer trips per square mile are shown as thin blue lines.

General Findings

Regional travel flows are concentrated around a few major activity clusters rather than evenly distributed across the planning area. The strongest movement patterns connect central and southern East Baton Rouge Parish, Denham Springs and Walker in Livingston Parish, and central Ascension Parish around Gonzales.

Central and southern East Baton Rouge Parish function as the region's primary travel core, with dense internal flows around downtown Baton Rouge, LSU, and nearby neighborhoods. Denham Springs and Walker form a strong east-side travel cluster with substantial flows toward Baton Rouge, reflecting the importance of the I-12/US-190 corridor.

Gonzales and central Ascension Parish form another major activity cluster, with strong internal flows and meaningful connections to Baton Rouge along I-10 and US-61. West bank communities generate measurable flows to Baton Rouge, confirming cross-river travel demand. Baker, Zachary, and other outer communities show smaller but still important movement patterns tied to the urban core and regional employment centers.

Figure 4.24: Travel Volumes in the Urban Core

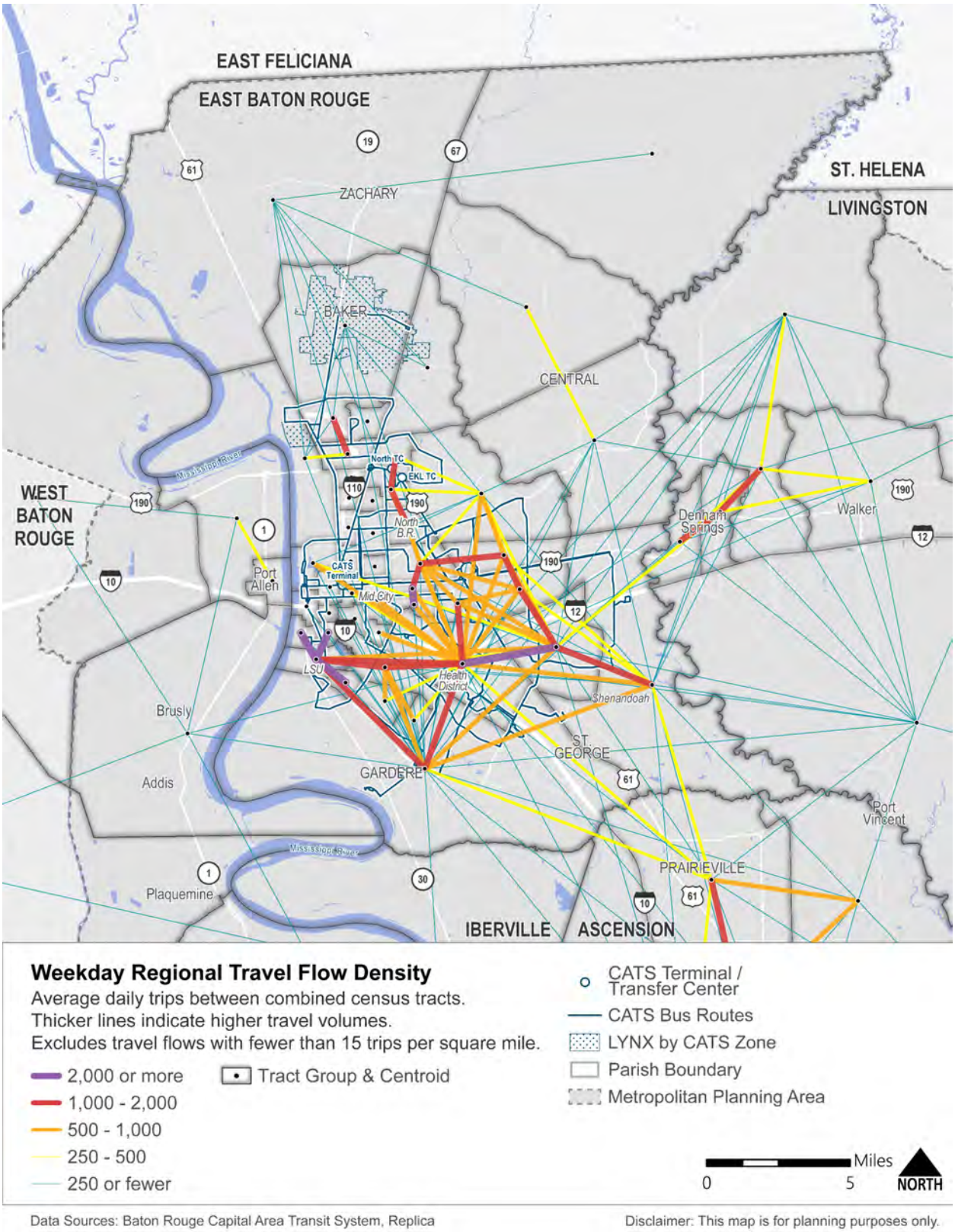
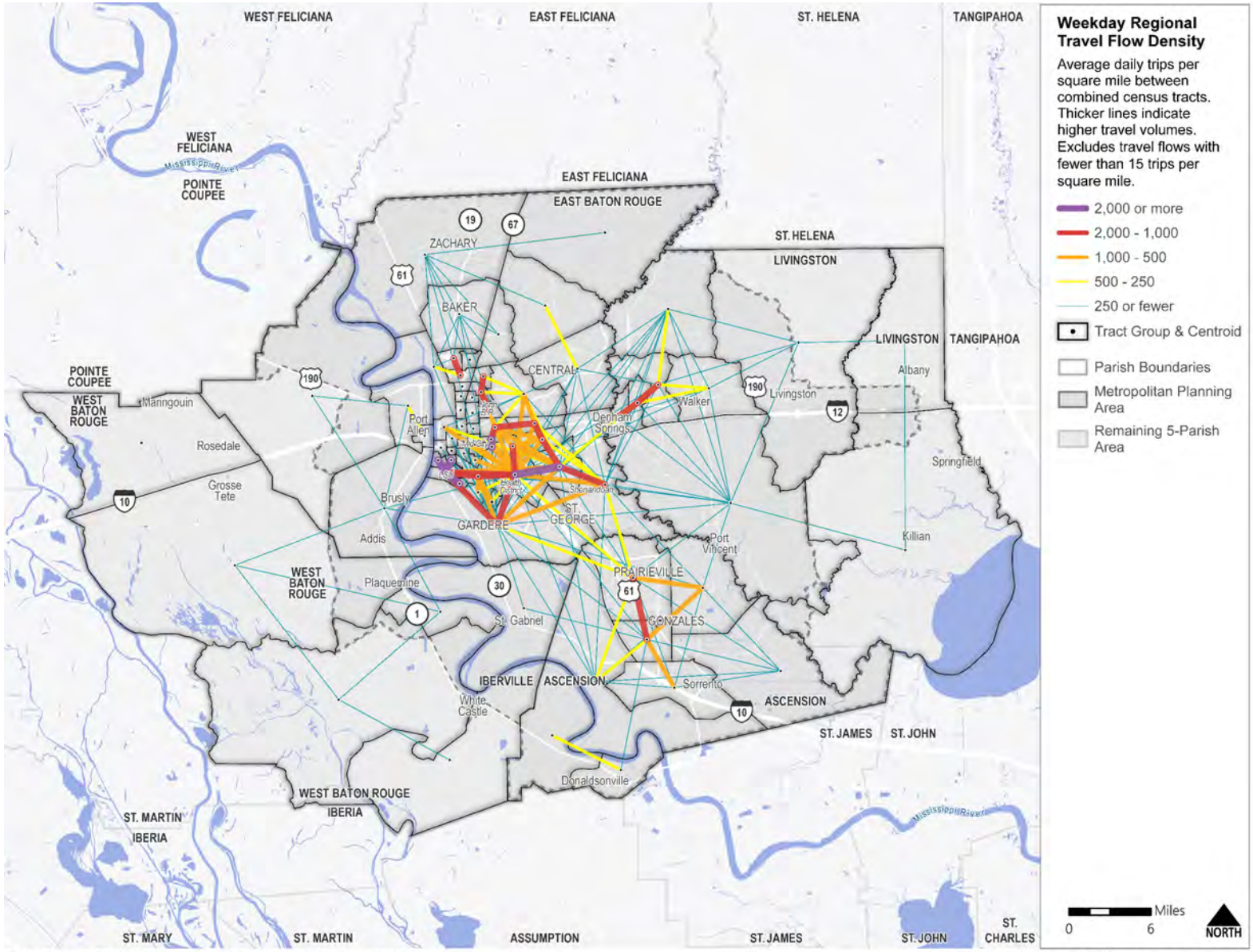


Figure 4.25: Regional Travel Volumes



Data Sources: Baton Rouge Capital Area Transit System, Replica

Disclaimer: This map is for planning purposes only.

Transit Assessment

The existing CATS network is well aligned with internal travel in central Baton Rouge, and the Plank-Nicholson BRT will further strengthen the LSU–downtown corridor.

The I-12/US-190 corridor travel pattern between Denham Springs, Walker, and Baton Rouge represents one of the strongest unmet regional travel markets in the planning region, containing heavy daily flows with no dedicated transit coverage. Regional flows along I-10 and US-61 between Gonzales, central Ascension Parish, and Baton Rouge directly support prior recommendations for commuter express service and park-and-ride facilities.

The ongoing I-10 bridge and corridor improvements represent an opportunity to incorporate transit elements into the region's highest-volume travel corridor. Cross-river travel between west bank communities and Baton Rouge is present and consistent in the data but remains structurally constrained by limited Mississippi River crossings. Travel patterns involving Baker and Zachary suggest a need for stronger north-side regional connections, especially as growth and travel demand outpace existing service coverage

4.5 Synthesis of Transit Needs and Improvement Options

The preceding sections identify where transit demand is concentrated across the region, how regional travel markets differ, and where gaps remain between current service and potential demand. The findings reflect several complementary measures, including population and employment density, socioeconomic characteristics associated with transit use, composite demand, trip density, major activity areas, and travel flows. Together, these measures provide a more complete view than any single factor alone.

The strongest transit markets remain concentrated in Baton Rouge, where existing CATS service generally follows the areas with the highest population, employment, and travel activity. However, outside the urban core, the analysis identifies a different set of needs and various transit market types with special considerations involving the planning and provision of service. These include nearby urbanized areas with limited service, regional corridors connecting outlying communities to Baton Rouge, subregional centers that attract local travel, and rural communities where transportation needs are more dispersed.

The transit market and regional travel pattern analyses point to four broad types of transit service gaps, as well as six major themes providing a basis for linking priority areas with potential improvements and service options.

Regional Market Structure

The MPO region functions through a distributed network of urban corridors, activity centers, outlying communities, and regional travel connections. Central and southern East Baton Rouge Parish remain the region's primary travel core, with strong concentrations of population, employment, trip activity, and transit propensity. Within this core, demand is distributed across downtown, the LSU area, North Baton Rouge, Mid City, the Plank Road and Nicholson Drive corridors, Florida Boulevard, and major medical and commercial areas along and south of I-10.

Beyond Baton Rouge, the market is more varied. Denham Springs and Walker form a significant eastern travel cluster with strong connections to Baton Rouge. Prairieville, Gonzales, and central Ascension Parish form another regional market linked to Baton Rouge through I-10 and US-61. St. George and the Siegen Lane corridor function as major destinations despite moderate residential density and lower transit propensity. Donaldsonville stands out as an outlying activity center with a combination of transit propensity, employment, and trip activity that is unusual for a community of its size and distance from Baton Rouge.

Other parts of the region have more dispersed demand. Central and Zachary primarily function as residential origin areas, while smaller west bank and rural communities contain localized pockets of transit need. These places may not support the same level or type of service as the Baton Rouge core, but they remain important to a coordinated regional mobility strategy.

Core Urban Market

The Baton Rouge core has the strongest and most established transit market in the planning area. Existing CATS routes generally align with the highest population densities, employment concentrations, transit propensity, composite demand, and trip activity. This alignment confirms that the current network is oriented toward many of the right corridors and destinations.

Within this market, the primary needs extend beyond basic considerations of geographical coverage. Many areas already have fixed-route service, but the usefulness of that service also depends on frequency, reliability, travel time, transfer quality, hours of operation, and safe access to stops. Stakeholder concerns about long waits, unpredictable arrivals, limited amenities, and difficult roadway crossings reinforce the importance of improving the quality of the existing network alongside any geographic expansion.

The Plank-Nicholson BRT will strengthen the connection between North Baton Rouge, downtown, and LSU, linking several of the region's largest and strongest transit

markets. Its value will also depend on connections with the surrounding network. Feeder routes, coordinated transfers, and safe access to stations will help extend the benefits of the corridor into nearby neighborhoods and activity centers.

The broader core market remains distributed across several corridors rather than centered on a single destination. Improvements should therefore support a connected network that links downtown, LSU, North Baton Rouge, Mid City, medical areas, commercial districts, and other major destinations. This network approach is consistent with the multiple centers of demand visible across the market analysis.

Near-Core and Destination Based Gaps

Several urbanized areas near the existing CATS network show meaningful demand but have limited or no fixed-route coverage. These include medium density residential neighborhoods in Shenandoah and Old Jefferson, along with portions of the broader St. George area. Their proximity to the existing network may create opportunities for service expansion or flexible connections, subject to further evaluation of travel patterns, operating conditions, and potential ridership.

The St. George and Siegen Lane market has a different travel function. Its residential population does not exhibit the same level of transit propensity found in central and northern Baton Rouge, but the area attracts substantial travel through its concentration of shopping, employment, services, and other destinations. The major activity area and trip density findings indicate that its transit potential is driven largely by people traveling into the area.

This distinction has implications for how the need is evaluated. Residential coverage concepts would focus on connecting neighborhoods to the wider network. Destination based concepts would focus on connecting workers, customers, and visitors from established transit markets to major destinations. Service hours, crosstown connections, pedestrian access, and connections with existing routes may be especially important in a destination-based market.

The analysis supports further evaluation of these areas to determine a preferred service type. More detailed study would be needed to identify the specific destinations, travel times, operating periods, and connections that could support productive service.

Regional Connection Markets

Travel outside the Baton Rouge core is concentrated along several major regional corridors. The clearest combined market is the connection between Walker, Denham Springs, and Baton Rouge. Denham Springs appears across several measures,

including population density, employment activity, trip density, destination activity, and regional travel flows. Prior planning efforts have also identified Livingston Parish as a potential market for fixed-route expansion, vanpool, and commuter focused service.

Market analysis findings support the evaluation of a coordinated connection along the I-12 and US-190 corridors. The need includes both access to Baton Rouge and connections within the Denham Springs and Walker area. Potential improvements could include a range of fixed routes, express, park-and-ride, vanpool, or feeder service concepts. The analysis establishes the importance of the connection, while additional study is needed to determine the most effective service approach.

Prairieville, Gonzales, and central Ascension Parish form a second major regional market. Trip density and travel flows show meaningful connections with Baton Rouge along I-10 and US-61. Prior plans have identified commuter express, park-and-ride, vanpool, and local transit concepts within Ascension Parish. These findings point to two related needs: regional connections to Baton Rouge and local mobility among Ascension Parish activity centers. The two needs may involve different destinations, operating periods, and service models.

Central and Zachary present a more dispersed pattern. Both communities contain residential origin areas with travel tied to Baton Rouge, but they have lower transit propensity and employment density than the region's strongest markets. Targeted commuter connections, vanpool, park-and-ride, or flexible service may warrant evaluation where travel concentrations are sufficient.

West bank communities also generate measurable travel to Baton Rouge. Limited Mississippi River crossings affect the reliability and convenience of these connections. Regional service needs should be considered alongside local mobility within Port Allen, Plaquemine, White Castle, and surrounding communities. Cross-river service, vanpool, demand response, feeder connections, and other concepts may all warrant consideration. Previously studied ferry service remains one possible concept requiring further evaluation.

Subregional and Rural Markets

Several outlying communities function as local or subregional markets rather than extensions of the Baton Rouge urban core, with Donaldsonville as the clearest example. It appears as a major destination area and contains notable concentrations of adjusted population density, transit propensity, employment activity, and composite demand. These findings indicate that Donaldsonville attracts travel and serves as an activity center for surrounding communities.

Service needs within southern Ascension Parish may therefore involve local and subregional mobility, including connections between residents, employment, healthcare, shopping, government services, and other daily destinations. Connections to Gonzales and other Ascension Parish activity centers may also warrant evaluation. The findings do not establish a preferred service type or confirm the feasibility of a direct Baton Rouge connection, but they support further study of Donaldsonville as a distinct transit market.

The City of Baker and its surroundings also stand out as a transit supportive market. Its above-average propensity and composite demand are currently served through a combination of fixed-route service and LYNX microtransit. The North Transit Center and Plank-Nicholson BRT, both slated to be completed by the end of 2026, will create additional opportunities to improve connections between Baker, North Baton Rouge, and the wider CATS network. Baker may provide a useful test case for evaluating how flexible service, fixed-route transit, and major transfer facilities can function together.

White Castle and other smaller communities exhibit a different type of transit need. Total population and employment concentrations are lower, but transit propensity findings suggest that some residents may have limited access to personal transportation. These markets may be better addressed through coordinated demand response, scheduled service, volunteer driver programs, or connections to nearby activity centers.

Across the rural portions of the MPO region, low density and dispersed trip patterns limit the potential for conventional fixed-route service. Transportation needs remain significant for older adults, people with disabilities, lower income households, and residents without reliable access to a vehicle. Existing parish and human service transportation programs provide an important foundation, but geographic coverage, eligibility restrictions, operating hours, and limited resources may leave gaps. Improved coordination and flexible service options can help make existing resources more useful across jurisdictional and provider boundaries.

Cross Cutting Findings

Several findings apply across the regional market types with implications for how service is considered:

1. **Safe access to transit determines how much of the potential market can realistically use service.** Population and travel data may indicate strong demand, but missing sidewalks, difficult roadway crossings, poor lighting, inaccessible stops, and long walking distances can prevent riders from reaching transit safely. These conditions affect existing routes, future corridors,

transit centers, park-and-ride facilities, and major destinations. Stop and station access should therefore be treated as part of transit service planning rather than as a separate supporting improvement.

2. **Most travel is not work related.** Commuter trips account for only a portion of weekday travel, while trips for shopping, healthcare, education, personal business, and "other" purposes make up most daily trips. Weekend travel also remains substantial, although it follows a different cadence. Commuter services can address important regional flows but will not serve the full range of daily mobility needs. Service hours, days of operation, and access to nonwork destinations should be considered alongside peak period commuting.
3. **The analysis identifies four primary service gaps.** Coverage gaps occur in urbanized areas where meaningful demand is located beyond the current network. Service quality gaps occur within existing corridors where limited frequency, reliability, transfers, or access may inhibit transit use. Regional connection gaps occur where substantial travel crosses parish or service boundaries. Specialized and rural mobility gaps occur where travel is dispersed but residents may have few alternatives. Each gap calls for a different range of potential improvements.
4. **Market strength alone does not determine transit service solutions.** Several other factors like density, propensity, trip activity, and travel flows identify where needs and opportunities are present. Service design also requires consideration of multiple factors including operating costs, travel time, local and regional funding, governance structure and oversight, ridership potential, infrastructure, and local support. The following section uses the market findings as a basis for identifying regional needs and connecting those needs with a menu of potential improvements for further evaluation.

Regional Transit Needs Assessment

Four primary sources were drawn from when developing a comprehensive understanding of regional transit needs in the MPO planning area. These include existing conditions and plans and concepts documented in prior studies, both of which are included in *Appendix #2: State of Current Systems*, input from discussions with regional stakeholders, and findings from the transit market analysis and regional travel pattern analysis.

Existing service conditions establish where transit is available today and identify current limitations in coverage, frequency, reliability, accessibility, and coordination. As documented in *Appendix #2*, fixed-route transit is concentrated in East Baton

Rouge Parish, while most of the remaining region is served through limited demand response, specialized transportation, vanpool, carpool, intercity, and private transportation options.

Prior plans and studies provide a record of service concepts previously considered for the region. These include frequent transit corridors within East Baton Rouge Parish, commuter and park-and-ride connections along I-10 and I-12, flexible service in lower density areas, transit connections within Ascension and Livingston Parishes, improved specialized transportation coordination, intercity passenger rail, and potential cross-river service. These concepts provide a starting point for evaluation where they align with current market findings.

Stakeholder input consistently identified four priorities: safer access to transit, more reliable service, reduced effects of congestion on transit operations, and stronger regional connections. Their comments also emphasized that the availability of a route alone does not ensure useful service. Riders must be able to reach stops safely, depend on service arriving as expected, and connect to the destinations they need at the times they travel.

Transit market and travel pattern analyses findings identify where population, employment, socioeconomic characteristics, trip activity, major destinations, and travel flows indicate potential demand. These findings distinguish between areas that may support frequent fixed-route service, regional connections, flexible service, or coordinated rural and specialized transportation.

The resulting regional needs are organized into six major themes that address different market conditions found across the planning area. They represent typologies of place and movement and the unique challenges inherent in those combinations. These themes provide a basis for linking priority areas with potential improvements and service options and include the following:

- Improve service quality in the existing transit core network
- Connect underserved urbanized areas and more major destinations
- Establish regional connections along the strongest travel corridors
- Support local mobility in outlying activity centers
- Coordinate flexible, rural, and specialized transportation
- Improve safe access, transfers, and supporting facilities regionwide

Strengthen the Existing Core Transit Network

The Baton Rouge core includes the region's highest levels of transit demand and the largest share of existing transit service. Population, employment, transit propensity, composite demand, and trip activity are concentrated across downtown, LSU, North

Baton Rouge, Mid City, Plank Road, Nicholson Drive, Florida Boulevard, and other major employment and activity corridors.

Most of these areas already have fixed-route coverage. However, primary needs in these areas relate to the quality and usefulness of existing CATS service, including frequency and hours of operation, reliability, travel times, transfers to other services, and stop access. Stakeholder concerns about long waits, unpredictable arrivals, limited passenger amenities, and difficult roadway crossings reinforce the importance of strengthening the existing network.

The Plank-Nicholson BRT will improve service along one of the region's strongest transit corridors. Connections with the surrounding route network, the North Transit Center, Baker, downtown, LSU, and adjacent neighborhoods will influence how broadly those improvements benefit the core market. Other high demand corridors will continue to require service and access improvements as part of a connected urban network.

Priority needs within the core network area could include:

- More frequent and reliable service on high demand corridors
- Better connections and transfers among major routes and activity centers
- Improved service during the hours and days when people travel
- Safer and more accessible stops, stations, sidewalks, and roadway crossings
- Transit priority treatments where congestion affects service performance
- Strong connections between BRapid and the surrounding CATS network

Close Near-Core Coverage and Destination Access Gaps

Several urbanized areas near the existing CATS network contain meaningful population, employment, or trip activity but have limited access to fixed-route coverage. These include portions of Shenandoah, Old Jefferson, St. George, and the broader southeastern urbanized area among other areas.

The market analysis found two related needs in these locations. First, residential areas with medium population density may need connections to the existing network and nearby daily destinations. Second, commercial and retail areas like the Siegen Lane corridor attract substantial travel from across the region, creating a destination-based market even where nearby residents have lower transit propensity.

Potential improvements should respond to the specific function of each area rather than using a one-size approach. Residential coverage concepts may focus on connections to the nearest transit corridor or transfer point. Destination access concepts may focus on connecting workers and customers from established transit

markets to employment, shopping, healthcare, and services. Operating hours, crosstown connections, pedestrian access, and safe roadway crossings are especially important in commercial corridors.

Priority needs in near-core urbanized areas could include:

- Improved connections between underserved neighborhoods and the existing CATS network
- Added access to employment, shopping, medical, and service destinations in St. George and along Siegen Lane
- Safer pedestrian connections along the region's numerous wide and high-speed roadways
- Evaluation of fixed-route, flexible, feeder, and cross town service concepts
- Coordination of service expansion with targeted roadway, bicycle, and pedestrian improvements

Develop Regional Connections Along Major Travel Corridors

Regional travel flows show substantial movement between Baton Rouge and communities in Livingston and Ascension Parishes. These connections are largely served by private vehicles, vanpool, carpool, and limited private transportation options today since CATS service ends at parish boundaries.

Denham Springs and Walker form the clearest combined regional connection market. Population density, employment activity, trip density, destination patterns, and travel flows support further evaluation of connections along I-12 and US 190. Prior plans have also identified fixed-route expansion, commuter service, vanpool, and other regional options for this corridor.

Prairieville, Gonzales, and central Ascension Parish form another important regional market along I-10 and US 61. The market includes travel to Baton Rouge as well as movement among Ascension Parish communities and activity centers. Regional commuter connections and local Ascension mobility should be considered as related needs that may require different operating approaches.

Central, Zachary, and west bank communities also generate travel to the Baton Rouge core. Their lower density or more dispersed patterns may support targeted commuter, vanpool, park-and-ride, feeder, or flexible concepts where sufficient travel concentrations exist. Priority regional connection needs could include:

- Connections between Denham Springs, Walker, and Baton Rouge
- Connections between Prairieville, Gonzales, and Baton Rouge
- Park-and-ride and commuter options along major regional corridors

- Vanpool and employer based transportation for concentrated work trips
- Connections between northern East Baton Rouge Parish and the core transit network
- Improved local and cross river mobility for west bank communities
- Reliable connections between regional services and local transit at each end of a trip

Support Mobility Within Subregional Activity Centers

Several outlying communities function as local or subregional activity centers. These communities attract trips from surrounding areas and contain concentrations of employment, shopping, healthcare, education, government services, or other daily destinations. Donaldsonville is the strongest example identified in the market analysis. It appears as a major destination area and contains notable concentrations of transit propensity, employment activity, adjusted population density, and composite demand. These findings support evaluation of local and subregional mobility within southern Ascension Parish, including connections with nearby communities and other Ascension Parish activity centers.

Baker also functions as a distinct transit supportive market. Existing fixed-route and LYNX service provide a foundation for stronger connections with North Baton Rouge, the North Transit Center, and BRapid. The primary need is to improve how flexible and fixed-route services connect rather than considering each service in isolation.

Other communities, including Gonzales, Port Allen, Plaquemine, and White Castle, display different combinations of local trip activity and transportation need. The scale and form of potential improvements should reflect the specific role each community plays within its surrounding area. Priority needs in subregional centers could include:

- Local connections among residential areas and daily destinations
- Connections between smaller communities and nearby activity centers
- Integration of fixed-route, microtransit, and demand response services
- Service options that support medical, shopping, educational, and personal trips
- Connections with regional corridors, transit hubs, and park-and-ride facilities where appropriate

Improve Rural and Specialized Transportation

Large portions of the region have low population and employment density, dispersed development, and travel patterns that are unlikely to support conventional fixed-route service. Residents in these areas may still have significant mobility needs, particularly older adults, people with disabilities, lower income households, and people without

reliable access to a vehicle. Parish councils on aging, human service agencies, and other providers currently operate demand response and specialized transportation. These services provide an essential foundation, but eligibility requirements, operating hours, advance reservation requirements, jurisdictional boundaries, and limited funding may restrict access.

The regional need therefore involves using existing transportation resources more effectively while addressing remaining geographic, temporal, and institutional gaps. Relevant approaches may include general public demand response, scheduled service on selected days, volunteer driver programs, mobility management, shared trip information, and connections with regional transit services. Priority rural and specialized transportation needs could include:

- Broader access to essential destinations such as healthcare, shopping, and government services
- Improved coordination among parish and human service transportation providers
- Connections across parish and provider boundaries
- Clear and accessible information about available transportation
- Flexible service options suited to low density communities
- Continued transportation for riders who require accessible or door to door service

This coordination can be advanced through partnerships among existing providers, local governments, CRPC, CATS, human service agencies, and community organizations.

Improve Safe Access and Supporting Facilities

Safe access is a regional transit need across every market type. A transit route or stop has limited value when riders cannot reach it safely or comfortably. Missing sidewalks, incomplete crossings, poor lighting, limited seating, inaccessible boarding areas, and exposure to high-speed traffic reduce the practical size of the transit market.

Stakeholders identified safe stop and station access as one of the region's strongest concerns. The market analysis reinforces this finding by showing that places with high population, employment, and trip activity do not automatically produce transit use. The LSU area demonstrates how density, mixed land uses, and pedestrian infrastructure can support walking and non-automobile travel. Similar conditions cannot be reproduced everywhere, but safer connections can improve access in both existing and future transit markets.

Supporting facilities are also important to regional connections. Transit centers, park-and-ride locations, bicycle storage, passenger information, shelters, lighting, and accessible boarding areas can make service more usable and improve connections among travel modes. Priority access and facility needs could include:

- Sidewalks and accessible paths connecting neighborhoods and destinations to transit
- Safe crossings of wide and high speed roadways
- ADA-compliant stops and boarding areas
- Lighting, seating, shelters, and passenger information
- Bicycle connections and storage at transit hubs and major stops
- Park-and ride-facilities along appropriate regional corridors
- Transit priority and passenger facilities coordinated with roadway projects
- Facility improvements that support future service and vehicle needs
- Priority Market Areas and Potential Service Options

The market and travel pattern analyses, stakeholder input, and prior planning recommendations identify several priority areas and regional connections for further evaluation. These areas differ in population and employment density, travel patterns, existing service, and the types of mobility gaps they experience. The same service model will therefore not be appropriate in every location.

Priority areas are organized according to the primary function they serve within the regional market. Some are established urban transit markets where service quality is the central need. Others are near the existing network but lack coverage, attract substantial travel from other parts of the region, or function as regional and subregional connection markets. Rural and smaller communities have more dispersed needs that may be better addressed through flexible and coordinated services.

The service options associated with each area represent a range of concepts for further consideration. Additional evaluation is needed to identify specific routes, service levels, operating requirements, costs, ridership potential, and implementation partners.

Existing CATS Core Network

The existing CATS service area contains nearly all of the region's highest population, employment, propensity, and composite demand areas. Most major destinations within Baton Rouge are also located along or near current transit corridors. This overall alignment indicates that service quality and network connections are primary needs within the core.

Priority areas include downtown, LSU, North Baton Rouge, Mid City, Plank Road, Nicholson Drive, Florida Boulevard, Highland Road, Sherwood Forest Boulevard, and major medical and employment areas along and south of I-10. Potential improvements could include:

- Increased frequency on high demand corridors
- Improved reliability and schedule coordination
- Longer service hours and improved weekend service where supported by demand
- Better transfers among major routes and activity centers
- Connections to BRapid and the North Transit Center
- Transit priority treatments on congested corridors
- Improvements to stops, sidewalks, crossings, lighting, and passenger amenities
- Crosstown connections that reduce the need to travel through downtown for every transfer

North Baton Rouge and Baker

North Baton Rouge contains some of the region's highest transit propensity and adjusted population demand. Baker also contains above average propensity and meaningful composite demand and is served through a combination of fixed route and LYNX microtransit service. BRapid and the North Transit Center create opportunities to improve connections between Baker, North Baton Rouge, downtown, and LSU. The benefits of these investments will depend on the quality of feeder service, transfers, and access from surrounding neighborhoods. Potential improvements could include:

- Feeder connections to BRapid and the North Transit Center
- Improved connections between LYNX and fixed route service
- Continued evaluation of LYNX performance and opportunities for service refinement
- Better east to west connections across North Baton Rouge communities
- Frequency improvements on routes serving high propensity neighborhoods
- Coordinated schedules and timed transfers at major facilities
- Safe pedestrian and bicycle access to stops and transfer points

St. George and Southeast East Baton Rouge Parish

The St. George area contains two distinct transit markets. Shenandoah, Old Jefferson, and other residential areas include pockets of medium density development beyond current fixed route coverage. The Siegen Lane corridor functions as a major employment, shopping, and service destination that attracts trips from across the

region. These conditions create both a residential coverage need and a destination access need. Service concepts should consider where trips originate, which destinations generate the most activity, and how new connections would interact with the existing CATS network. Potential improvements could include:

- Fixed route extensions where sufficient demand and operating conditions support them
- Crosstown connections to major employment and commercial destinations
- Flexible or feeder service connecting neighborhoods to established routes
- Microtransit serving defined residential and activity areas
- Connections to the Mall of Louisiana, Siegen Lane, medical facilities, and other major destinations
- Service hours that reflect retail, healthcare, and service industry schedules
- Sidewalk, crossing, lighting, and stop improvements along major roadways

Denham Springs and Walker

Denham Springs and Walker form one of the region's strongest markets outside East Baton Rouge Parish. Denham Springs appears across several market measures, including population density, employment activity, trip density, destination activity, and travel flows to Baton Rouge.

The I-12 and US-190 corridors provide the principal connection between this market and major Baton Rouge employment and activity centers. The market includes regional travel to Baton Rouge and local travel within the Denham Springs and Walker area. These needs may require a combination of services rather than a single regional route. Potential improvements could include:

- Express or limited stop service to Baton Rouge
- Fixed route expansion or new corridor service where supported by further analysis
- Park-and-ride facilities near major highway access points
- Vanpool and employer based transportation
- Local circulator, flex, or microtransit service
- Feeder connections to regional service
- Connections to Baton Rouge employment areas, medical facilities, LSU, and the core CATS network

Prairieville, Gonzales, and Central Ascension Parish

Prairieville, Gonzales, and central Ascension Parish form another major regional travel market. Strong travel flows connect these communities with Baton Rouge along I-10

and US-61. Gonzales also functions as an activity center within Ascension Parish, while industrial, commercial, and residential areas create local travel needs across the parish.

The market analysis supports separate consideration of regional commuter connections and local mobility within Ascension Parish. Regional service would primarily address longer-distance travel to Baton Rouge. Local services would connect communities, employment areas, healthcare, shopping, and other destinations within the parish. Potential improvements could include:

- Commuter express or limited stop service to Baton Rouge
- Park-and-ride facilities near I-10 interchanges and other strategic locations
- Vanpool and employer transportation programs
- Local fixed route, flex route, shuttle, or microtransit services
- Connections between Prairieville, Gonzales, industrial areas, and other activity centers
- Coordination with future intercity passenger rail station and service planning
- First and last mile connections to regional transit facilities

Donaldsonville and Southern Ascension Parish

Donaldsonville functions as a local and subregional activity center. It contains notable concentrations of transit propensity, adjusted population density, employment activity, composite demand, and attracted trips. Market analysis findings indicate a need to consider mobility within Donaldsonville and between the city and surrounding southern Ascension Parish communities. Potential improvements could include:

- Local circulator, flex, or microtransit service
- Connections to healthcare, shopping, government, education, and employment destinations
- Connections between Donaldsonville and surrounding communities
- Service linking Donaldsonville with Gonzales and other Ascension Parish activity centers
- General public demand response where fixed service is less viable
- Coordination with existing specialized transportation providers
- Connections with future regional services where feasible

West Bank Communities

Port Allen, Plaquemine, White Castle, and other west bank communities exhibit different combinations of population concentration, transit propensity, employment,

and travel activity. Regional travel flows also show movement between the west bank and Baton Rouge. The limited number of Mississippi River crossings affects the convenience and reliability of cross river travel. Local mobility within west bank communities should be considered separately from regional connections to Baton Rouge. Potential improvements could include:

- Local demand response, flex, circulator, or microtransit service
- Connections among residential areas, employment, healthcare, shopping, and public services
- Park-and-ride or feeder connections near regional crossings
- Vanpool and employer based transportation
- Express or limited stop connections using existing crossings
- Continued evaluation of ferry or other river based concepts where supported by additional demand and feasibility analysis
- Coordination among West Baton Rouge and Iberville Parish transportation providers

Central and Zachary

Central and Zachary primarily function as residential origin areas with travel connections to Baton Rouge and other regional employment centers. Both have lower transit propensity and employment density than the region's strongest fixed route markets, and their development patterns are more dispersed. Potential improvements could include:

- Vanpool and employer based services
- Park-and-ride facilities at locations with concentrated commuter demand
- Limited commuter service where sufficient demand can be demonstrated
- Microtransit or flexible service in defined activity areas
- Feeder connections to the core transit network
- Connections to North Baton Rouge, Baker, and major regional employment destinations

Rural Communities and Specialized Transportation Markets

The rural portions of the MPO planning area contain dispersed populations and destinations that are unlikely to support frequent fixed route service. Transportation needs remain significant for older adults, people with disabilities, lower income residents, and households without reliable vehicle access. Potential improvements could include:

- Expanded general public demand response

- Continued specialized transportation for eligible riders
- Scheduled service to common destinations on selected days
- Volunteer driver and mileage reimbursement programs
- Connections to healthcare, shopping, government services, and regional transit hubs
- Shared trip information and mobility management
- Coordination of trips that cross parish or provider boundaries
- Menu of Improvements to Close Gaps

The priority areas identify where mobility needs are present. The four gap types provide a way to connect those needs with an appropriate range of potential improvements. Some locations experience more than one gap and may require a combination of operating, infrastructure, and coordination strategies.

Improvements in Service Quality Gaps

Service quality improvements apply primarily to established transit markets where coverage already exists. They are intended to make existing service more reliable, convenient, and useful. Improvement options could include:

- Route or schedule modifications to improve reliability
- Increased route frequency
- Longer service hours
- Expanded weekend service
- Schedule and transfer coordination
- Route realignment or simplification
- Transit signal priority and other transit priority treatments
- Real time passenger information
- Improved stop spacing where appropriate
- Additional shelters, seating, lighting, and passenger amenities
- ADA-compliant boarding areas and accessible paths to stops
- Improved bicycle and pedestrian connections

Improvements for Coverage Gaps

Coverage improvements apply to urbanized areas, neighborhoods, and activity centers beyond the current fixed route network. The appropriate response depends on the size, density, geography, and travel patterns of the market. Options could include:

- Fixed route extensions
- New local or crosstown routes

- Local circulators
- Flex routes
- Microtransit
- Feeder service to established routes or transit centers
- First and last mile connections
- Part time or limited day service
- Connections to major employment, healthcare, shopping, and education destinations

Improvements for Regional Connection Gaps

Regional connection improvements address travel between communities, parishes, and major activity centers. These services may operate during peak periods, throughout the day, or on selected days depending on the travel market. Options could include:

- Commuter express service
- Limited stop regional routes
- Park-and-ride facilities
- Regional vanpool and carpool programs
- Employer shuttles and transportation partnerships
- Feeder services connecting local areas to regional routes
- Regional transit hubs and coordinated transfers
- Connections with intercity bus and future passenger rail
- Cross river services using existing roadway crossings
- Continued evaluation of ferry service where supported by further analysis

Improvements for Specialized and Rural Mobility Gaps

Specialized and rural mobility improvements address dispersed travel and the needs of residents who may require door to door, accessible, or scheduled transportation. These options could include:

- Rural demand response
- General public dial-a-ride service
- Specialized transportation for older adults and people with disabilities
- Scheduled trips to common destinations
- Volunteer driver programs
- Mileage reimbursement programs
- Mobility management and trip planning assistance
- Shared vehicles or coordinated dispatch

- Connections to fixed route and regional transit
- Partnerships with healthcare, human service, and community organizations

Supporting Access and Facility Improvements

Access and facility improvements apply across all four gap types. They help expand the practical reach of transit and improve the experience of using existing and future services. These improvement options could include:

- Sidewalks and accessible paths to stops
- Marked and signalized crossings
- Pedestrian refuge areas where appropriate
- Lighting and visibility improvements
- ADA-compliant stops and stations
- Shelters, seating, and passenger information
- Bicycle facilities and secure storage
- Transit centers and transfer facilities
- Park-and-ride lots
- Wayfinding and consistent service information
- Maintenance and charging facilities supporting future fleet needs
- Regional Coordination Needs

Regional mobility depends on several public agencies, transportation providers, local governments, human service organizations, employers, and private operators. Coordination can improve how these services work together and help limited resources address a broader range of needs. This assessment identifies the need for coordination at a planning and operating level while leaving future governance decisions to the appropriate agencies and jurisdictions. Priority coordination needs include the following strategies:

Regional service planning. CRPC, CATS, parish governments, local governments, and transportation providers should continue sharing information about planned services, major investments, growth areas, and regional travel needs.

Connections among services. Local, regional, flexible, and specialized services should be planned to support practical transfers where possible. This includes coordinated locations, schedules, passenger information, and accessible facilities.

Human service transportation coordination. Councils on aging, disability service providers, healthcare organizations, and other human service agencies should continue identifying opportunities to coordinate trips, share information, and address geographic or operating gaps.

Roadway and transit coordination. Transit needs should be considered during roadway, bridge, bicycle, pedestrian, and traffic signal projects. Early coordination can help incorporate stops, sidewalks, crossings, transit priority, and park-and-ride facilities into planned improvements.

Employer and institutional partnerships. Major employers, healthcare systems, universities, industrial facilities, and commercial centers can support vanpool, shuttle, pass, and first and last mile programs.

Passenger information. Riders need clear information about available providers, eligibility, fares, schedules, reservations, and transfer opportunities. Regional information and trip planning resources could make existing services easier to understand and use.

Data and performance monitoring. Providers and planning partners can support future evaluation by sharing appropriate service, ridership, trip, and performance information. Consistent monitoring can help determine whether pilot services should be continued, adjusted, expanded, or replaced.

Funding coordination. Regional partners can identify opportunities to pursue grants, combine compatible funding sources, and coordinate major capital investments. Funding requirements, eligible uses, and local commitments will vary by program and service type.

4.6 Transit Recommendations Framework

The needs assessment establishes a connection between market evidence, identified gaps, priority areas, and potential service options. The next stage of the planning process should use this framework to develop and evaluate recommendations. Each recommendation should identify:

- The priority area or connection it addresses
- The market findings supporting the need
- The primary gap type
- The population, destinations, and trip purposes served
- The proposed improvement or service concept
- The relationship to prior plans and stakeholder priorities
- The agencies and partners needed for implementation
- The additional technical, financial, or operational evaluation required
- A potential implementation timeframe

Recommendations may address more than one gap. For example, a regional express route may address a connection gap, while a park-and-ride facility and local feeder

service address access and coverage at the trip origin. A frequency improvement may address service quality, while sidewalk and crossing improvements expand the number of people who can safely reach the route.

The crosswalk that follows in **Table 4.4** provides a structure for carrying needs into the recommendation process and can be refined as recommendations are developed.

Table 4.4: Transit Needs to Recommendations Crosswalk

Priority Area/ Connection	Supporting Market Findings	Primary Gap Type	Potential Improvements	Coordination Considerations	Additional Analysis Needs
Existing CATS core network	High population, employment, propensity, composite demand, and trip activity	Service quality	Frequency, reliability, transfers, transit priority, access improvements	CATS, local governments, roadway agencies	Operations, cost, ridership, and corridor performance
St. George and southeast EBR Parish	Residential coverage gaps and major destination activity	Coverage and service quality	Fixed route extension, crosstown service, feeder service, microtransit, pedestrian access	CATS, City Parish, City of St. George, major destinations	Detailed origins, destinations, operating periods, and ridership potential
Walker and Denham Springs to Baton Rouge	Population and employment activity, trip density, and strong regional flows	Regional connection and coverage	Express service, fixed route connection, park-and-ride, vanpool, local feeder service	Livingston Parish, local governments, CATS, employers	Corridor demand, operating plan, governance, funding, and facilities

Prairieville and Gonzales to Baton Rouge	Strong I-10 and US 61 travel flows and prior commuter recommendations	Regional connection	Express service, park-and-ride, vanpool, employer programs	Ascension Parish, local governments, CATS, employers	Demand, travel time, interchange access, costs, and funding
Donaldsonville and southern Ascension Parish	High propensity, employment activity, composite demand, and destination activity	Coverage and specialized mobility	Local circulator, flex service, microtransit, demand response, connections to Gonzales	Ascension Parish, Donaldsonville, human service providers	Local trip patterns, operating area, service span, cost, and ridership
West bank communities	Local propensity and activity areas with measurable cross river travel	Regional connection and specialized mobility	Demand response, local flexible service, vanpool, park-and-ride, cross river concepts	West Baton Rouge and Iberville Parishes, local governments, CATS	Local and cross river demand, travel time, cost, and feasibility
Rural communities across the MPO Area	Dispersed demand and limited transportation alternatives	Specialized and rural mobility	Demand response, scheduled service, volunteer drivers, mobility management	Parish providers, councils on aging, human service agencies, CRPC	Eligibility, unmet demand, operating coordination, and funding

5.0 Bicycle and Pedestrian

While walking and bicycling are often used for shorter local trips, active transportation plays an important role in the Capital Region's broader transportation system. These modes of transportation provide mobility options for residents of all ages and abilities, link people to jobs, schools, parks, transit, and other everyday destinations, and support improved public health, safety, economic development, and quality of life.

5.1 Infrastructure/Facility Needs

In the context of the MTP, "need" is broadly defined as the gap between existing walking and bicycling conditions and the Capital Region's vision for a safe, connected, and accessible bicycle and pedestrian network. The Capital Region Bicycle and Pedestrian Plan, published in 2022, establishes that regional vision, which promotes a safe, connected, and accessible active transportation network that supports transportation independence and expands mobility choices throughout the region.

In support of previous planning efforts, the MTP builds from this and discusses the need for active transportation investment. This chapter is shaped by the conditions and trends identified through the 2022 Capital Region Bicycle and Pedestrian Plan's[5] existing conditions analysis, public engagement process, safety analysis, equity assessment, and network development effort.

Factors Contributing to Need

The 2022 Capital Region Bicycle and Pedestrian Plan identified the following conditions that provide additional context for active transportation needs.

Demonstrated Demand

The Capital Region Bicycle and Pedestrian Plan included a demand analysis to identify areas where walking and bicycling activity is most likely to be supported by nearby destinations and travel patterns. The analysis found that demand is highest in areas where people live, work, learn, shop, recreate, and access transit services. More densely developed portions of East Baton Rouge Parish and areas within Ascension

[5] Capital Region Bicycle and Pedestrian Plan. (2022). https://crpcla-my.sharepoint.com/personal/msa_crpcla_org/_layouts/15/onedrive.aspx?id=%2Fpersonal%2Fmsa%5Fcrpcla%5Forg%2FDocuments%2FCRPC%5FFinalDraftPlan%2Epdf&parent=%2Fpersonal%2Fmsa%5Fcrpcla%5Forg%2FDocuments&ga=1

and western Livingston Parishes demonstrated particularly strong demand for active transportation facilities and connections.

Safety Concerns for Vulnerable Road Users

Safety remains one of the most significant transportation needs facing the region. Analysis conducted for the Capital Region Bicycle and Pedestrian Plan found 2,032 bicycle and pedestrian crashes between 2014 and 2018, with East Baton Rouge and Iberville Parishes experiencing the highest rates of severe and fatal crashes when normalized by population. Public outreach consistently identified safer walking and bicycling conditions, traffic calming measures, and reduced conflicts with motor vehicles as top priorities. These findings demonstrate the continued need for infrastructure that protects vulnerable users and supports a low-stress transportation environment.

Limited Network Connectivity

Stakeholders and residents identified a general lack of connectivity throughout the region between neighborhoods and everyday destinations such as schools, jobs, parks, transit stops, commercial areas, and community services. Existing bicycle and pedestrian facilities are often fragmented, and major highways, rail corridors, rivers, and limited crossing opportunities create additional barriers to safe and convenient travel. Continued investment is needed to close network gaps, improve regional connectivity, and support safer local and regional trips.

Accessibility and Data Gaps

The plan identified challenges related to sidewalk inventory, data collection, and evaluation of pedestrian accessibility. At the time the plan was developed, a comprehensive sidewalk inventory was not available, limiting the ability to identify specific pedestrian deficiencies and prioritize improvements.

Additional analysis is needed to better understand pedestrian connectivity and accessibility needs throughout the region. As projects move into implementation, new or improved facilities must comply with ADA requirements to ensure accessibility for users of all ages and abilities.

Community Access Needs

The existing transportation system has not been distributed evenly across all communities. Areas with elevated transportation needs and historically limited access to safe walking and bicycling facilities require additional investment. Targeted investment strategies will help ensure that future improvements serve communities

with the greatest need while expanding access to jobs, schools, parks, healthcare, transit, and other essential destinations.

Maintenance and System Preservation

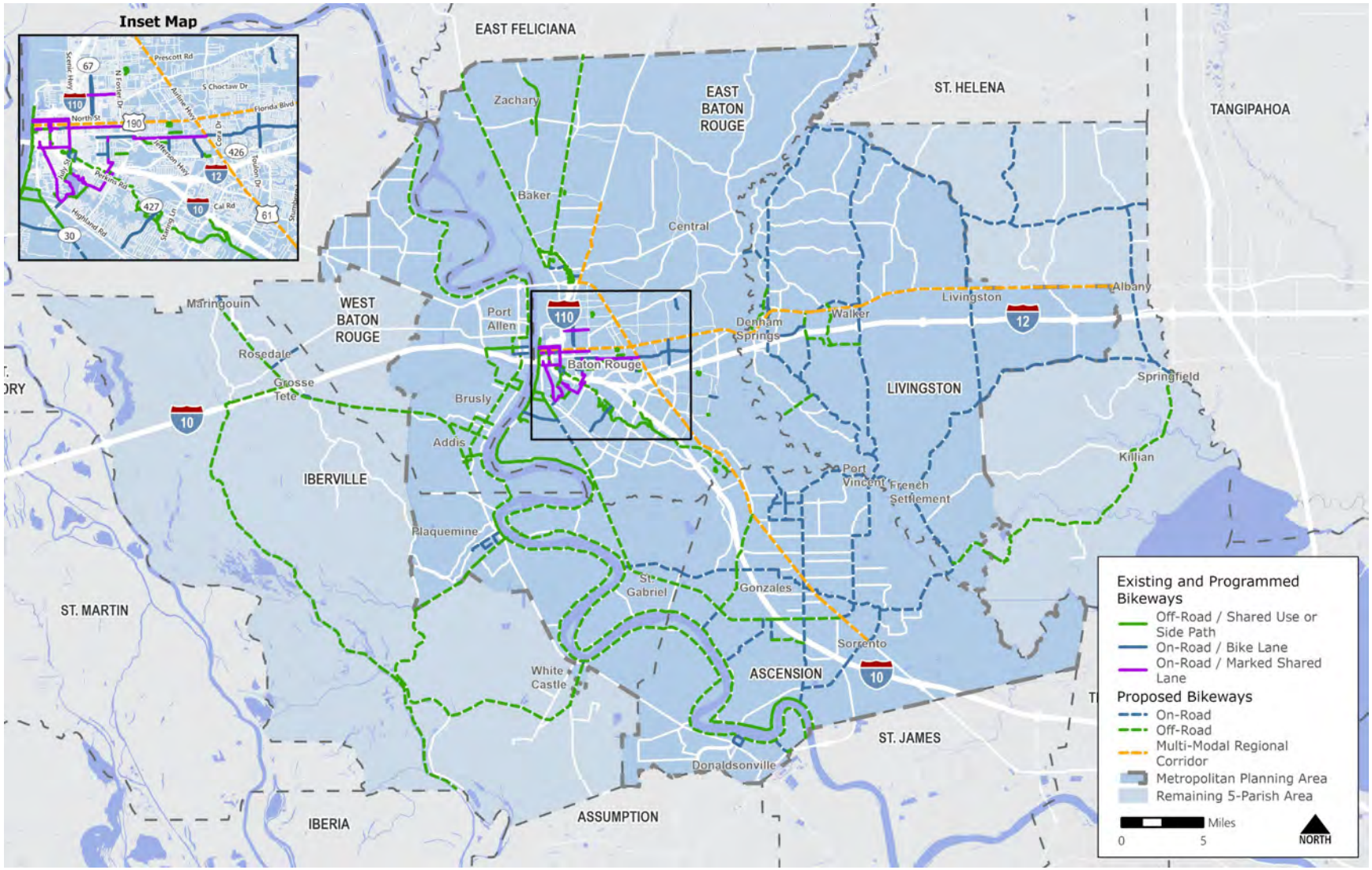
Maintaining existing and future facilities is an ongoing implementation need. The Capital Region Bicycle and Pedestrian Plan recommends that local governments develop maintenance plans for bicycle and pedestrian facilities, including regular inspections, pavement marking and signage replacement, drainage review, shoulder trimming, and repair of damaged facilities. Long-term maintenance programs will be necessary to protect infrastructure investments and maintain a quality user experience throughout the network.

5.2 Planned and Proposed Bicycle and Pedestrian Facilities

The Capital Region Bicycle and Pedestrian Plan recommends a comprehensive regional network of on-road bikeways, off-road bikeways, shared-use paths, and multimodal regional corridors designed to support users of all ages and abilities. The recommended network was developed using existing conditions analysis, crash and safety data, community access and demand assessments, public input, stakeholder engagement, and previously adopted local plans. The proposed network includes approximately 309 miles of off-road bikeways, 231 miles of on-road bikeways, and 72 miles of multimodal regional corridors. These improvements are intended to close network gaps, improve safety, support regional connectivity, and provide direct access to schools, parks, employment centers, community destinations, and transit services.

The MTP supports these planned and proposed facilities as the foundation for future bicycle and pedestrian investments throughout the Capital Region. **Figure 5.1** shows the recommended existing and proposed bicycle and pedestrian facilities as detailed within the Capital Region Bicycle and Pedestrian Plan.

Figure 5.1: Existing and Proposed Active Transportation Facilities



Source: Capital Region Bicycle and Pedestrian Plan (2022)

6.0 Safety Considerations

Analysis within *Appendix #2: State of Current Systems* identified 43 roadway segments and seven intersections with high crash frequency within the CRPC MPO planning area. The crash data used for this analysis was collected from the Center for Analytics and Research in Transportation Safety (CARTS) database for 2020–2024. For this technical report, these segment and intersection locations were further evaluated to determine whether a planning-level improvement could be identified or if additional technical analysis was required before a specific improvement could be identified for inclusion on the project list.

This chapter provides an overview of the evaluation methods and the planning-level project or type of study identified for each location.

6.1 Methodology

The candidate locations were compared with the Existing + Committed (E+C) project list and the ongoing MOVEBR program. Locations already included in the E+C list or the MOVEBR program were removed to avoid project duplication. The remaining locations were then compared with the high-frequency crash locations identified in the Safe Streets and Roads for All (SS4A) Regional Safety Action Plan (SAP). The highest priority locations identified in the SS4A SAP were added to the safety project candidate list as appropriate.

The resulting list was then reevaluated at a planning level to identify any clear and observable trends in the reported crashes. Based on engineering judgment, existing infrastructure, crash severity and frequency, and the apparent nature of the safety concern, locations were retained or removed from consideration.

This screening resulted in a list of candidate safety locations consisting of 44 roadway segments and 12 intersections across the five-parish planning area. Each of these locations received a safety recommendation that was identified based on crash patterns, the types of roadway users and activities present, and known traffic operating conditions in the area.

6.2 Potential Projects

The following tables list the candidate safety locations that may be considered for further technical analysis and potential safety improvements, organized by parish. For many locations, the recommended planning-level action is a corridor safety study or intersection safety study to identify and evaluate site-specific countermeasures.

Table 6.1: Roadway Segment Safety Improvements

Segment Roadway	From	To	Length (miles)	Total Crashes	Annual Average Crash Frequency	Average Annual Crash per Mile	Planning-Level Solution
Ascension Parish							
W LA 30	I-10	LA 44 (Burnside Ave)	3.8	1,112	222.4	58.5	Widen roadway with median
LA 44 (Burnside Ave)	LA 30	LA 931 (Germany Rd)	5.0	1,697	339.4	67.5	Corridor Study; Widen roadway with median
LA 621	LA 73	LA 44 (Burnside Ave)	4.1	758	151.6	37.2	Widen from 2-lanes to 3-lanes with TWLTL (Two-Way Left Turn Lane)
LA 74	LA 3115	Chester Diez Rd	4.8	464	92.8	19.2	Add Shoulders and Street lighting
LA 44 (Burnside Ave)	I-10	LA 22	3.1	467	93.4	30.1	Add Shoulders and Street lighting
US 61 (Airline Hwy)	Parish Line	LA 42	2.1	1,105	221.0	103.3	Widen from 4-lanes to 6-lanes
LA 427 (Perkins Rd)	Bayou Manchac	US 61 (Airline Hwy)	2.1	307	61.4	29.0	Widen from 2-lanes to 3-lanes with TWLTL (Two-Way Left Turn Lane) or add shoulders
I-10 WB	LA 73	Bayou Manchac	4.5	428	85.6	19.0	Corridor Study; Restripe roadway with raised pavement markers
I-10 EB	Bayou Manchac	LA 73	4.5	473	94.6	21.0	Corridor Study, Restripe roadway with raised pavement markers
I-10 WB	LA 74	LA 73	1.1	93	18.6	16.9	Corridor Study, Restripe roadway with raised pavement markers
East Baton Rouge Parish							
Siegen Ln	Perkins Rd	I-10	1.3	935	187.0	141.7	Corridor Study; Widen roadway with median
LA 3064 (Essen Ln)	Perkins Rd	I-10	1.3	1,536	307.2	242.4	Corridor Study
US 61 (Airline Hwy)	Coursey Blvd	US 190 (Florida Blvd)	3.2	2,582	516.4	161.6	Corridor Study
Highland Rd	Burbank Dr/Siegen Ln	Perkins Rd	3.8	513	102.6	26.9	Widen from 2-lanes to 4-lanes
Jefferson Hwy	I-12	Corporate Blvd	1.8	795	159.0	86.9	Corridor Study; Widen roadway with median
US 190 (Florida Blvd)	US 61	S Flannery Rd	4.3	1,342	268.4	61.8	Corridor Study
Choctaw Dr	Plank Rd	Greenwell Springs Rd	2.8	413	82.6	30.0	Install median with turn lanes
N Foster Dr	US 190 (Florida Blvd)	Evangaline St	3.5	892	178.4	51.6	Install median with turn lanes
Stanford Ave	Highland Rd	Perkins	2.0	539	107.8	54.6	Install median with turn lanes or TWLTL (Two-Way Left Turn Lane)
LA 3006 (Lavey Ln)	LA 19	LA 67	3.0	175	35.0	11.8	Widen from 2-lanes to 3-lanes with TWLTL (Two-Way Left Turn Lane)
LA 3064 (Essen Ln)	North of I-10	LA 73	0.9	510	102.0	114.4	Corridor Study
I-10 EB	LA 1	Nicholson Dr	1.2	985	197.0	171.5	Corridor Study, Restripe roadway with raised pavement markers
I-10 WB	College Dr	Acadian Thruway	0.8	481	96.2	129.0	Corridor Study, Restripe roadway with raised pavement markers

Segment Roadway	From	To	Length (miles)	Total Crashes	Annual Average Crash Frequency	Average Annual Crash per Mile	Planning-Level Solution
Iberville Parish							
LA 1	Center St	LA 1148	3.5	712	142.4	40.8	Corridor Study
Belleview Rd	Church St	Tenant Rd	2.3	279	55.8	24.3	Corridor Study
LA 74	LA 75	LA 3115	4.2	105	21.0	5.0	Add Shoulders
LA 3115	LA 75	LA 74	2.9	97	19.4	6.7	Corridor Study
I-10 WB	LA 975	LA 3000	9.5	202	40.4	4.2	Corridor Study, Restripe roadway with raised pavement markers
Livingston Parish							
S Range Ave	Brass Pro Dr	US 190/Florida Ave	2.8	1765	353.0	127.3	Install median with turn lanes
US 190 (Florida Ave)	4-H Club Rd	Pete's Hwy	2.9	658	131.6	46.0	corridor study, install median with turn lanes
LA 16 (N Range Ave)	US 190 / Florida Ave	N River Rd	1.8	544	108.8	60.4	corridor study, install median with turn lanes
Pete's Hwy	Vincent Rd	1036	3.4	330	66.0	19.3	Widen from 2-lanes to 3-lanes with TWLTL (Two-Way Left Turn Lane)
Hatchell Ln	US 190	Cockerham Rd	1.3	201	40.2	30.3	Widen from 2-lanes to 3-lanes with TWLTL (Two-Way Left Turn Lane)
Vincent Rd	Range Ave	LA 1033	6.1	566	113.2	18.5	Safety Study
I-12 WB	Juban Rd	Range Ave	3.2	319	63.8	20.3	Corridor Study, Restripe roadway with raised pavement markers
I-12 EB	Parish Line	Range Ave	0.9	118	23.6	27.5	Corridor Study, Restripe roadway with raised pavement markers
I-12 WB	Range Ave	Parish Line	0.9	133	26.6	30.2	Corridor Study, Restripe roadway with raised pavement markers
I-12 EB	Range Ave	Juban Rd	3.1	207	41.4	13.6	Corridor Study, Restripe roadway with raised pavement markers
West Baton Rouge							
LA 1 S	Bird Heights Ave	I-10	9.2	1720	344.0	37.4	Corridor study, Add turn lanes at median break or R-Cut intersections
LA 1	I-10	Homestead Ave	2.2	384	76.8	35.7	Corridor study, Add turn lanes at median break or R-Cut intersections
LA 415	I-10	Plantation Ave	3.0	593	118.6	39.6	Corridor study, Add turn lanes at median break or R-Cut intersections
I-10 EB	LA 415	LA 1	2.2	251	50.2	22.5	Corridor Study, Restripe roadway with raised pavement markers
I-10 EB	Sidney Rd	LA 415	13.5	356	71.2	5.3	Corridor Study, Restripe roadway with raised pavement markers
I-10 WB	LA 415	Sidney Rd	13.4	263	52.6	3.92	Corridor Study, Restripe roadway with raised pavement markers

Table 6.2: Roadway Intersection Safety Improvements

Intersections	Total Crashes	Annual Average Crash Frequency	Planning-Level Solution
Ascension Parish			
LA 73 at LA 74	213	42.6	Intersection safety study
LA 73 at LA 42	182	36.4	intersection safety study
LA 22 at I-10 Interchange	211	42.2	intersection safety study
East Baton Rouge Parish			
Greenwell Springs Rd @ Magnolia Bridge Rd	182	36.4	Intersection Safety Study
LA 19 at Main St	204	40.8	Intersection Safety Study
US 61 (Scenic Hwy) at Blount Rd	142	28.4	SS4A - Add multimodal elements and pedestrian crossing
Sherwood Forest Blvd at Old Hammond	238	47.6	Intersection Safety Study
LA 64 at LA 964	197	39.4	Intersection Safety Study
LA 946 (Joor Rd) at Lovett Rd	64	12.8	Intersection Safety Study
Livingston Parish			
LA 16 at LA 1019	88	17.6	Intersection Safety Study
LA 16 at Magnolia Bridge Rd	297	59.4	Intersection Safety Study
West Baton Rouge Parish			
US 190 at Poydras Bayou Dr	87	17.4	Intersection Safety Study

7.0 Resilience

Transportation resilience focuses on the ability of transportation networks to withstand extreme or changing conditions and continue to provide or restore reliable mobility and accessibility. In the Capital Region, this includes considering the impact of weather, natural disasters, and human-induced events on transportation networks.

7.1 Resiliency in Planning

The MTP builds on multiple plans at the local, regional, and statewide levels that have identified resiliency risks, needs, and goals for the Capital Region. This section reviews these plans to help identify hazards that may affect transportation infrastructure throughout the MPO planning area.

Resilience is the ability to respond to or recover from a negative impact event or disruption.

Act 315 and the 2023 Louisiana Statewide Resilience Annual Report

In 2023, the State of Louisiana signed Act 315 into law to support and guide a multi-faceted approach towards resiliency planning.[6] This Act created a Chief Resiliency Officer, annual resiliency reporting requirements, and a guiding framework which focuses on:

1. Robust Built Environment
2. Vibrant Economic Activity
3. Sustainable Natural Environment
4. Health, Well-Being, Culture, & Safety

These elements are supported by five pillars of resiliency, which are:

1. Reduce the Vulnerability of Louisiana's Residents
2. Collaborate Across Government & with Communities
3. Utilize Data to Drive Decision-Making
4. Strengthen Natural Systems & Built Infrastructure
5. Promote a Climate Resilient Economy



Source: State of Louisiana, *2023 Louisiana Statewide Resilience Annual Report*

[6] https://resilience.la.gov/

Both the elements and the supportive pillars are considered alongside other applicable needs within project development, policy development, and program administration. For the MTP, these priorities are most relevant where hazards disrupt travel, damage transportation assets, or affect the reliability of evacuation or emergency response routes.

As the *2023 Louisiana Statewide Resiliency Report* was the first report to be completed after Act 315 became law, the primary focus of the report was to establish priorities and engage with the public. The report concluded that the current challenge for the State is the ability to translate past success to address risks in a way that can adapt to all Louisiana communities.

Louisiana State Hazard Mitigation Plan Update (2024)

The Louisiana State Hazard Mitigation Plan, updated in 2024, provides an overview of the threats to the State and provides goals and guidance to help reduce their impact.[7] This plan was developed by the Governor's Office of Homeland Security & Emergency Preparedness (GOHSEP) in coordination with local and regional agencies.



The threats analyzed within the plan include:

- Wildfire
- Hail
- Wind
- Flood
- Extreme heat
- Extreme cold
- Lightning
- Tornado
- Sinkhole
- Expanding soil
- Earthquake
- Drought

Hazards within the Hazard Mitigation Plan are detailed by Parish. For transportation planning, these hazards are important because they can affect roadway conditions, bridge and culvert performance, traffic operations, emergency access, and long-term maintenance needs. **Table 7.1** lists the hazards that impact at least some portion of the CRPC planning region that may create transportation-related needs, and their rank by susceptibility to damage and loss.

[7] https://gohsep.la.gov/media/pvuhtokw/state-of-louisiana-2024-hm-plan_final.pdf

Table 7.1: CRPC MPO Parishes with High Susceptibility to Environmental Hazards

Parish	Hazard	State Rank
Ascension	Extreme Cold	4
	Expansive Soil	5
East Baton Rouge*	Earthquake	2
	Lightning	3
	Expansive Soil	3
	Wildfire	5
Livingston*	Lightning	1
	Wildfire	3
	Extreme Cold	3

Source: Louisiana State Hazard Mitigation Plan Update (2024)
Note: Iberville and West Baton Rouge were not listed within the top parishes experiencing environmental hazards in Louisiana.
*Only a portion of these parishes are included within the MPO planning area. The data included describes all of Livingston parish.

East Baton Rouge Parish has a high susceptibility to four hazards, including earthquakes, which ranks second highest in Louisiana.

Livingston Parish has a high susceptibility to three hazards and is the most susceptible in the state for lightning hazards.

Within the CRPC MPO planning area, extreme cold, expansive soil, lightning, and wildfire are top hazards located in more than one parish. Additionally, Livingston Parish was listed as being the most susceptible to lightning hazards within Louisiana.

The hazard mitigation plan also provides five goals that inform transportation resiliency planning. These are:

1. **Protect** the people, property, and natural resources of Louisiana by promoting strategies and policies that increase resiliency, support equity, and minimize vulnerability to natural hazards.
2. **Support** local, regional, and state mitigation initiatives and strategies.
3. **Reduce** Louisiana's repetitive loss and severe repetitive loss property inventory.
4. **Implement and maintain** a comprehensive and effective statewide hazard mitigation plan.
5. **Increase** public and private sector awareness and support of mitigation activities and opportunities throughout Louisiana.

7.2 Regional Plans

While the CRPC MPO does not have its own independent comprehensive hazard mitigation plan or strategy, it is in the process of developing a watershed plan in partnership with the Louisiana Watershed Initiative. Once complete, this plan aims to educate communities on flood risk, prioritize flood mitigation strategies, and align

future investments across multiple jurisdictions.[8] Although flood risk was not identified as a top hazard risk in parishes in the MPO planning area, flooding is a serious concern for the Louisiana in general. After adoption, this plan should be reviewed for transportation related findings, including flood prone corridors and projects that may affect access or roadway reliability within the planning area.

7.3 Local Plans

Each parish within the MPO has an adopted hazard mitigation plan. These plans, listed in **Table 7.2,** help support resiliency by addressing local hazards through cooperation with neighboring jurisdictions, regional stakeholders, and state agencies, including hazards that may affect transportation investments and project selection.

Table 7.2: CRPC MPO Parish Hazard Mitigation Plans

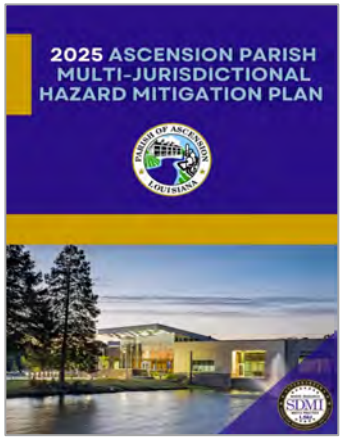
Parish	Plan	Year Adopted
Ascension	Ascension Parish Multi-Jurisdictional Hazard Mitigation Plan	2025
East Baton Rouge	East Baton Rouge Parish Multi-Jurisdictional Hazard Mitigation Plan	2023
Iberville	Iberville Parish Hazard Mitigation Plan Update	2016
Livingston*	Livingston Parish Multi-Jurisdictional Hazard Mitigation Plan	2021
West Baton Rouge	West Baton Rouge Parish Multi-Jurisdictional Hazard Mitigation Plan	2021

*The Livingston Parish plan is currently in the process of being updated. Once available, the updated plan should be considered for additional insight on hazard mitigation and resiliency needs.

To ensure the most recent data is used within this report, the 2024 State of Louisiana Hazard Mitigation Plan was used to determine the hazards, risks, and associated mitigation efforts for parishes with hazard mitigation plans ten years old or older. This includes the plan for Iberville Parish, which was last updated in 2016. The remaining plans were reviewed for their impact on regional hazard mitigation and resiliency and are discussed in the following pages.

[8] https://www.crpcla.org/watershed-region-7

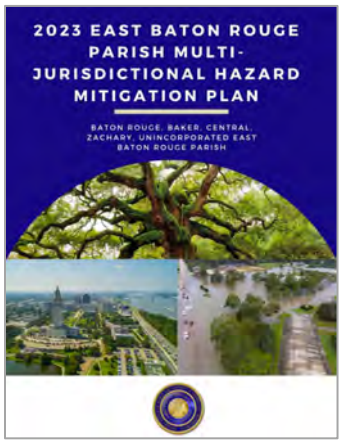
Ascension Parish



The Ascension Parish Multi-Jurisdictional Hazard Mitigation Plan provides a comprehensive approach to identifying and mitigating hazards which impact the parish. According to the plan, the top three hazards which pose the greatest overall risk to the parish are flooding, tropical cyclones, and tornadoes.[9] Other major hazard risks include drought, winter weather, thunderstorm winds and hail, and excessive heat.

To mitigate the impact of these hazards, the plan outlines project recommendations to educate the public and decision makers, protect the natural system, improve infrastructure, and update policies, plans, and regulations.

East Baton Rouge Parish



The East Baton Rouge Parish Multi-Jurisdictional Hazard Mitigation Plan considers the risks for both the parish itself and municipalities located within it. According to the plan, the greatest risks to the parish are flooding, tropical cyclones, and tornadoes.[10] Additionally, drought, winter weather, and thunderstorm wind, lightning, and hail are high risk hazards within the parish.

Similar to the Ascension hazard mitigation plan, recommendations to mitigate these hazards fall into four categories: education, infrastructure, natural systems, and planning and policies.

Livingston Parish

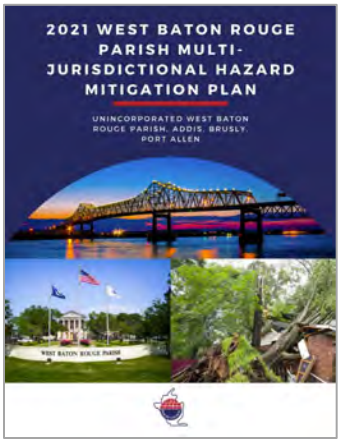


According to the Livingston Parish Multi-Jurisdictional Hazard Mitigation Plan, the parish is at high risk for nearly every hazard within the risk analysis. While the top hazards are tropical cyclones, flooding, and tornadoes, the parish is also at high risk for thunderstorm wind and hail, drought, and coastal hazards.[11]

[9] https://hmplans.lsu.edu/plans/ascension
[10] https://hmplans.lsu.edu/plans/east-baton-rouge
[11] https://www.livingstonparishla.gov/parishDocuments

During the development of the plan, many of the mitigation efforts were ongoing or completed. Additionally, this plan is currently being updated. Once this update is available, recommendations should be reviewed to ensure that the resiliency strategies are considered within regional risk mitigation measures.

West Baton Rouge Parish



The West Baton Rouge Multi-Jurisdictional Hazard Mitigation Plan analyzes the hazard risks within the parish and the incorporated cities within parish boundaries.[12] According to plan analysis, the top hazard risks within the parish are flooding, tropical cyclones, tornadoes, and thunderstorm winds. Additional hazards which pose a high risk to the parish are drought and thunderstorm hail.

Recommendations to mitigate these hazards fall into four broad categories: improve infrastructure, educate the public and decision makers, protect natural systems, and update or create resiliency plans, policies, and regulations.

7.4 Hazard Plan Summary

Considering both local and statewide plans, many hazards were identified as being a high risk for more than one parish, and multiple hazards were identified as being high risk in every parish in the MPO. Hazards which present a high risk to every parish in the MPO planning area include:

- Flooding
- Hail
- Tropical Cyclones
- Storm Wind
- Tornadoes

Additionally, drought, lightning, tornadoes, and winter weather, which can include extreme cold, were high risk hazards in three or more parishes within the planning region. Only one hazard, sinkholes, was not present within any parish. **Table 7.3** lists each hazard identified as a high risk and the number of parishes it was identified in.

> Hazards which present a high risk for at least half of the parishes within the planning area are considered **regional hazards.**

[12] https://hmplans.lsu.edu/plans/west-baton-rouge

Table 7.3: High Risk Hazards in MPO Parishes

Hazard	Identified as High Risk					Total
	Ascension	East Baton Rouge	Iberville*	Livingston	West Baton Rouge	
Drought	X	X		X	X	4
Flooding	X	X	X	X	X	5
Sinkholes						0
Hail	X	X	X	X	X	5
Lightning		X	X	X		3
Storm Wind	X	X	X	X	X	5
Tornadoes	X	X	X	X	X	5
Tropical Cyclones	X	X	X	X	X	5
Wildfires		X		X		2
Winter Weather	X	X		X		3
Excessive Heat	X					1
Coastal Hazard				X		1
Earthquake		X				1
Expansive Soil	X	X				2
TOTAL	9	11	5	10	6	41

Source: Louisiana State Hazard Mitigation Plan Update (2024); Ascension Parish Multi-Jurisdiction Hazard Mitigation Plan (2025); East Baton Rouge Parish Multi-Jurisdiction Hazard Mitigation Plan (2023); Livingston Parish Multi-Jurisdiction Hazard Mitigation Plan (2021); West Baton Rouge Parish Multi-Jurisdiction Hazard Mitigation Plan (2021)
*As Iberville Parish did not have an updated hazard mitigation plan, the statewide plan was used to ensure that the most up-to-date data was considered within resiliency analysis.

7.5 Regional Considerations

Drought, flooding, hail, storm wind, tornadoes, tropical cyclones, and winter weather are identified as regional hazards due to their prevalence in the planning area, as detailed in the plan review. These hazards, and their impact on the region's roadway network, are further discussed in this section.

High Wind Events



Thunderstorms, storm wind, tornadoes, and tropical cyclones can cause dangerous roadway conditions, block roadways with debris, and damage utilities that support the roadway network. These hazards create risk to all Parishes within the MPO region. This emphasizes the need for coordination mitigation and emergency planning to mitigate the harm these events can cause.

Floods



Intense precipitation can overwhelm drainage systems, leading to water accumulation on roadways, leading to hazardous roadway conditions for motorists, damage to critical infrastructure, such as bridges, roadway surfaces, and culverts, and more gradual damage that can lead to substructure or other infrastructure failure.

Within the region, both East Baton Rouge and West Baton Rouge parishes are designated as being StormReady.[13] This is a designation given by the National Weather Service to describe communities that have:

- A 24-hour warning point and emergency operations center
- More than one way to receive severe weather warnings and forecasts and to alert the public
- A system that monitors weather conditions locally
- Community seminars about the importance of public readiness
- A formal hazardous weather plan, which includes training severe weather spotters and holding emergency exercises

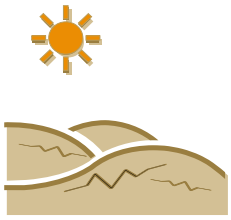
[13] https://www.weather.gov/stormready/la-sr

Extreme Temperatures



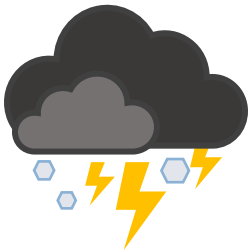
Within the MPO planning area, excessive heat was only identified as a high risk for Ascension Parish. While winter weather is identified as a hazard within Ascension, East Baton Rouge, and Livingston Parishes, cold temperatures are generally mild and highly disruptive ice or snow events are rare due to the geographic location of the CPRC region.

Drought



Drought can cause soil to shrink and shift as it dries, which can cause pavement to crack or buckle, contributing to road surface, sidewalk, and roadway foundation issues. This is especially true in areas that are also prone to flooding, as soil swells when saturated, creating greater movement as the soil contracts when dry below the roadway surface.

Hail



Hail is a risk that can accompany severe thunderstorms. Within the region, every parish was at a high risk for hail hazards. Hail can cause damage to structures and vehicles, create dangerous roadway conditions, and reduce visibility for motorists. Because of this, it can compound driving hazards presented by high wind and heavy precipitation.

7.6 Resiliency Action Plan

The effectiveness of resiliency planning relies on the ability for a region to communicate and coordinate mitigation efforts before, during, and after hazardous events. While many hazardous events cannot be avoided, an organized multi-jurisdictional effort to both prepare for and respond to these events can help communities sustain less damage, rebuild and repair more efficiently, and fully recover more quickly. Resilience strategies for the MPO planning area fall into two broad categories: systemwide strategies that apply across multiple hazards and hazard-specific strategies that address the region's most common risks.

Systemwide Resiliency Strategies

Systemwide resiliency strategies include mitigation efforts that aim to reduce the risk of hazards or promote the recovery of communities without being tied to a specific hazard type.

Key systemwide strategies include:

Hazard risk area circumvention involves identifying high hazard risk areas and restricting future development or infrastructure investments in those areas. These areas can be identified by tracking data from topographic maps, government documents, local studies, and input from emergency management agencies. Site characteristics that may contribute to weather impacts such as debris, vegetation, or damaged infrastructure can help identify locations that are high risk due to surrounding environmental conditions or a history of repeated impacts.

Infrastructure maintenance strengthens the transportation system before hazardous events occur by providing routine inspection and maintenance of transportation assets, existing cracks, instability, and defects can be identified and repaired or otherwise addressed. This provides an increased ability for infrastructure to withstand extreme weather events, which is especially important for transportation assets located in areas prone to highly destructive events. Examples of these maintenance practices include:

- Prioritize maintenance at sites that are especially susceptible to natural hazard effects when implementing infrastructure updates.
- Coordinate with Lousiana Department of Transportation and Development (DOTD) and partner agencies to increase inspection frequency of bridges and roadways.
- Design sufficient drainage systems to reduce the frequency of roadway runoff and pooling.
- Implement tree trimming in high-risk areas to proactively mitigate downed tree occurrences.

Multi-jurisdictional coordination is essential for aligning local, regional, and state priorities, identifying mitigation efforts that are supported by the public, and providing a swift response to hazardous events when they do occur. Coordination efforts should include frequent communication with local emergency management agency (EMA) offices, the Governor's Office of Homeland Security and Emergency Preparedness (GOHSEP), Federal Emergency Management Agency (FEMA), DOTD, and other relevant agencies and stakeholders.

Coordination with partner jurisdictions and agencies can encourage peer-learning, which supports **education and training** efforts. Other education efforts include events to engage the public on resiliency programs, training to inform decision-makers and elected officials on state and federal requirements, and staff exercises to help prepare individuals for emergency response.

Resiliency Strategies

This section provides resiliency strategies to address the hazards which present the greatest risk to the region, as discussed in **Chapter 7.1**. Resiliency strategies for the MTP should focus on hazards that present the greatest risk to the region and have the clearest connection to transportation infrastructure, mobility, emergency response, and long-term maintenance needs.

Stormwater and Flooding Mitigation

Stormwater and flooding events are major transportation concerns because they can damage roadways, bridges, culverts, sidewalks, and drainage systems, while also limiting access for residents, emergency responders, transit users, and freight movement. Both stormwater and flooding can be slowed and reduced by implementing green infrastructure strategies within new development or by retrofitting them into already developed areas.

Examples of green infrastructure that can be included within communities and urban environments, shown in **Figure 7.1**, include[14]:

- Green parking
- Permeable pavements
- Rain gardens
- Bioswales
- Urban tree planting
- Green streets/alleys
- Stormwater planters

[14] https://www.epa.gov/green-infrastructure

Green infrastructure uses vegetation, soil, and other elements to mimic how a more natural environment redirects, drains, and filters stormwater, reducing the frequency and intensity of flooding events, decreasing the volume of unfiltered pollutants, and supporting the capacity of existing stormwater and drainage infrastructure.

Figure 7.1: Examples of Green Infrastructure



Source: United States EPA

Green infrastructure elements can then be incorporated into resiliency strategies to support a coordinated implementation effort between the MPO and partner agencies. Resiliency strategies that focus on transportation resiliency include:

- identifying and prioritizing improvements in flood-prone transportation corridors
- incorporating green infrastructure, permeable pavement, bioswales, rain gardens, and stormwater planters into transportation projects where appropriate
- supporting local stormwater mitigation practices and Low-Impact Development practices
- developing emergency response measures that identify how damaged transportation assets will be assessed, repaired, and reopened

Drought

Within the planning area, four out of five parishes were identified as being at high risk for drought. Green infrastructure, which assists with flood and stormwater hazard mitigation, also helps to mitigate drought conditions. Green infrastructure elements which help to recharge groundwater include increasing permeable surfaces, using native, low maintenance vegetation in landscaping, and incorporating bioswales and rain gardens into urban environments.



Example of Louisiana Drought Conditions
Source: GOHSEP

High Wind Event Mitigation

As discussed previously in **Chapter 7.4**, every parish within the MPO planning area was identified as being at high risk for storm winds and tornadoes. Because of this, identifying strategies which aim to mitigate the impacts of high winds is highly important for regional resiliency planning. Bridges and culverts are most at risk from high wind events, especially when high wind is accompanied by storm surges or flooding.

Reducing the risk of harm caused by high winds is mostly done by retrofitting existing infrastructure and designing new structures to be more resilient against high winds and the fast-traveling waters caused by high wind events.

This includes:[15] [16]

- Bridge scour countermeasures
- Resizing culverts
- Widening bridge openings
- Cable and tower damping on bridges
- Raising vulnerable roadway segments

Additionally, utilities located near a roadway may present a risk to travelers if the poles or lines fall into a roadway. Monitoring and inspecting utilities and maintaining vegetation, such as overhanging branches, near these utilities can help prevent them from becoming damaged or falling onto roadways during these events.

Additional Considerations

Regional priorities for mitigation efforts should consider the frequency of the hazard alongside the level of risk it brings. As high-risk and high-frequency hazards are prioritized and addressed first, this can help to reduce the overall harm subjected to the system, reduce costs associated with infrastructure repair, and increase the ability of the MPO and partner agencies to combat additional hazards and their compounding impacts on the roadway network.

[15] https://highways.dot.gov/fed-aid-essentials/videos/other-programs/infrastructure-developing-risk-based-scour-program
[16] https://www.fhwa.dot.gov/publications/research/infrastructure/bridge/05083/index.cfm

8.0 Tourism

Tourism plays an increasingly important role in economies as visitors raise overall revenues, increase workforce demand and job creation, and support local businesses. According to the Louisiana Travel Association[17], tourism to the state is growing. Some key highlights include:

- Louisiana welcomed 44.5 million domestic & international visitors in 2024, an increase of 1.5 million people over 2023.
- Domestic and international visitor spending in 2024 generated $18.5 billion in Louisiana, 6% more than in 2023.
- Louisiana tourism's total economic impact totaled $24.8 billion in 2024.
- A total of $2 billion of state and local tax revenues was generated by travel and tourism activities in Louisiana in 2024, an increase of 4% over 2023.
- Sales tax revenue ($1.3 billion) represents a 43:1 return on state funding investments.
- Tourism is the 4th largest employer in the state, supporting 224,600 jobs statewide.
- Louisiana state park visits rose to nearly 1.9 million visitors in 2024, resulting in a 2% increase over 2023.

As this industry grows, the relationship between the transportation network and tourism becomes a greater priority for regional consideration. This section identifies how the transportation network serves tourists and travelers, its anticipated needs, and recommended improvements to meet those needs.

8.1 State Tourism Resources

Explore Louisiana[18], the State's official travel information resource, provides information on amenities, activities, and destinations within the state. Top tourism activities listed for the planning area include:

- Louisiana's Old State Capitol
- French Creole neighborhoods
- Parks, farms, and gardens
- Art, science, and culture museums
- Casinos and live entertainment

Explore Louisiana also provides links to local and regional tourism sites, discussed in the following section.

17 https://louisianatravelassociation.org/advocate/about-louisiana-tourism/
18 Explore Louisiana

8.2 Local and Regional Tourism Resources

The City of Baton Rouge and multiple parishes within the planning area have websites dedicated to providing tourist and traveler information. These resources identify major visitor destinations, events, and activity areas that may generate travel demand on the regional transportation system. They include:

- **City of Baton Rouge:** The City of Baton Rouge has a dedicated tourism website, Visit Baton Rouge, to help visitors find activities, amenities, and events during their trip.
- **West Baton Rouge:** Run by the West Baton Rouge Convention & Visitors Bureau, West Baton Rouge provides current and prospective visitors information to help plan and organize their trip.
- **Iberville Parish:** The Iberville Parish tourism webpage, Visit Iberville, provides information to help guide visitors to their next adventure within the Parish.
- **Livingston Parish:** The tourism webpage for Livingston Parish, Livingston Tourism, provides information on popular events, attractions, and historic sites.
- **Ascension Parish:** Louisiana's Sweet Spot is the official website of Ascension Parish's Tourism Commission. Tourism and Transportation

As discussed previously, tourism in the region is growing. Additionally, each parish is equipped with resources and websites to help guide visitors to where they want to go. To support these efforts while maintaining the functionality of the roadway network, it is important to understand how people travel within the region. This section details the different modes of transportation that are available for use by tourists, providing a foundation for the recommendations found later in the chapter.

Traveling to the Region

There are multiple ways to travel to the MPO planning area. For those traveling by car, the area is served by Interstates 10 and 12 and multiple highways. The primary welcome center is the Baton Rouge Welcome Center, located on the ground floor of the Louisiana State Capitol.[19] The welcome center is open from 8:00 am to



State Capitol Welcome Center
Source: Louisiana Tourism

[19] https://www.crt.state.la.us/tourism/welcome-centers/index

4:30 pm daily. Amenities and resources available include:

- Observation deck
- State highway maps
- Gift shop
- Guided tours
- Informational brochures

Other Visitors centers, along with the State Capitol Welcome Center, are listed in **Table 8.1**.

Table 8.1: Visitor and Welcome Centers within MPO Parishes

Parish	Location	Hours of Operation	Amenities
Ascension	2300 South Tanger Blvd. Suite 136 Gonzales, LA 70737	Weekdays 9 am – 5 pm	Free parking Information Restrooms
East Baton Rouge	359 Third St. Baton Rouge, LA 70801	Mon – Thurs 8 am – 5 pm Friday 8 am – 3 pm	None listed
	900 North Third St. Baton Rouge, LA 70802	Daily 8 am – 4:30 pm	Tours Information Gift shop
	9430 Jackie Cochran Dr. Baton Rouge, LA 70811	Sun – Fri 9 am – 4:30 pm	None listed
Iberville	17525 LA-77, Grosse Tete, 70740	Mon – Sat 9 am – 4:30 pm	Wi-Fi Restrooms Coffee
	57730 Main St. Plaquemine, 70764	Tues – Sat 9 am – 4:30 pm	None listed
	57735 Main St. Plaquemine, LA 70764	Tues – Fri By Appointment Only	None listed
Livingston	30340 Catholic Hall Rd. Albany, LA 70711	Mon – Fri 8 am – 4 pm	Bus parking Information Picnic area
West Baton Rouge	2750 North Westport Dr. Port Allen, LA 70767	Mon – Fri 8 am – 3:30 pm	Bus parking

The Baton Rouge Metropolitan Airport, also known as Ryan Field, serves the region as an option for travelers who prefer to travel by air. The MPO planning area also has access to three Greyhound locations, including a bus station, a bus stop, and a park & ride location. While passenger rail is unavailable in the region, Amtrak supplies a bus

service to transport visitors between Baton Rouge and the New Orleans Amtrak train station.

Traveling within the Region

Once tourists arrive, they have additional options to travel through the MPO region. As mentioned in *Appendix #2: State of the Current Systems*, Capital Area Transit System (CATS) offers fixed-route, demand response, and on-demand microtransit services. Near Louisiana State University (LSU), Tiger Trails provides a free transit service for students, faculty, and visitors. Lyft and Uber are licensed transportation network companies (TNCs) allowed to operate within the City of Baton Rouge.[20] Fetii provides van transportation service for groups and is available on-demand via their mobile app.[21]

We Bike BR, a bike-share micro-mobility service, is available in the City of Baton Rouge.[22] This service is operated by Tandem Mobility and has over 50 on-demand rental locations both downtown and near the Southern University and Agricultural & Mechanical College campus. Bike rental is conducted through a kiosk and mobile app, which allows for rentals to be completed beyond typical business hours. Rental charges for this service are $6.99 for the first 30 minutes, and $0.30 for every minute after. Monthly and annual subscriptions are also available.

Outside of the City of Baton Rouge, transportation for visitors is limited. While Uber, Lyft, and taxi services may be available, their expense may be prohibitive for continued use. Bikeshare programs are also not available outside of the city, and no bicycle or pedestrian trails currently connect the City of Baton Rouge to the surrounding area. One Greyhound bus stop is available outside of Baton Rouge, located in the City of Gonzales within Ascension Parish.

8.3 Transportation Needs and Recommendations

Unlike local travelers, tourists are more likely to need assistance navigating around where they visit and are less likely to have access to a motor vehicle. Although the following recommendations are centered on tourism, improving the ease of travel throughout the region can provide benefits to residents as well. These include:

- **Wayfinding** - Signs and electronic maps can help visitors navigate the region and promote visits to multiple destinations which help support the local economy. Wayfinding can be particularly useful along pedestrian and bicycle

[20] https://www.brla.gov/1945/Transportation-Network-Companies
[21] https://fetii.com/
[22] https://www.tandem-mobility.com/baton-rouge-bikeshare

paths to guide riders or pedestrians to nearby tourist attractions, local businesses, and restaurants.

- **Expanded Public Transportation** - While CATS currently serves the downtown and greater Baton Rouge area, including a route to Baker, riders would benefit from an increase in regional service to reach retail and restaurant options in the surrounding areas that may not be accessible to visitors without vehicles.
- **Expanded Sidewalks and Bike Facilities** - Improving and expanding sidewalks, bike lanes, and pathways in major tourist areas will improve visitor mobility and reduce vehicular traffic. Although bicycle and pedestrian facilities are currently available near universities and in downtown areas, these are disconnected from each other when considering the regional context. A regional cycling route, for example, would help to connect these facilities while providing an additional tourist attraction for visitors wanting to experience the outdoors.
- **Provide On-Demand Micromobility Rentals** – Although some bike rental locations are available within Baton Rouge, there are no on-demand bicycle or electric scooter rental kiosks outside of the city within the planning area. Micromobility, such as bicycle, e-bike, and electric scooters can provide an affordable transportation option to travelers, especially during hours when transit is unavailable. These kiosks can be placed at strategic locations, such as near hotels, at the intermodal terminal, near paved multimodal paths, and along entertainment districts.
- **Promote Regional Tourism** – While it is important to focus tourism improvements at locations with a high-density of attractions, the regional impact of tourism should also be considered. This can include promoting regional events on tourist webpages, having a dedicated bus service to transport visitors to events farther away, and coordinating with more rural areas to include specific attractions or locations within regional visitor guides.
- **Provide Greater Welcome or Visitor Center Availability** – Within the planning area, no welcome or visitor center is open after 5 pm, and many have limited availability on weekends. This lack of evening and weekend access reduce the benefit they can provide to travelers who may not arrive until the evening or may be limited on time. The MPO should work with state and local agencies to identify additional locations for new facilities or existing locations which would most benefit from enhanced hours of operation.

Tourism-centered transportation improvements should focus on building and improving multimodal connections between popular attractions and local lodging, restaurants, shops, and other amenities.

9.0 Transportation Systems Management and Operations

The Capital Region faces growing mobility, safety, and reliability challenges due to increased travel demand, recurring and non-recurring congestion, and rising user costs. Transportation Systems Management and Operations (TSMO) works to address these challenges using a data-oriented, performance-based set of strategies focused on operational improvements.

TSMO strategies provide cost-effective solutions to address these issues by emphasizing operational and technological innovations such as adaptive traffic signal control, integrated corridor management, real-time traveler information systems, traffic incident management programs, and connected vehicle technologies. These strategies improve transportation system performance, enhance safety, reduce congestion, and create a better experience for system users. The chapter identifies key issues and TSMO opportunities to maximize the efficiency of the transportation system before resorting to costly capacity expansion projects.

In support of previous planning efforts, this chapter builds from the findings within the CRPC 2050 MTP TSMO Existing Conditions Report and the Louisiana TSMO Strategic Plan. Additionally, this chapter supports compliance with federal performance management requirements and lays the foundation for a data-driven, customer focused TSMO program.

9.1 Existing Conditions and Key Challenges

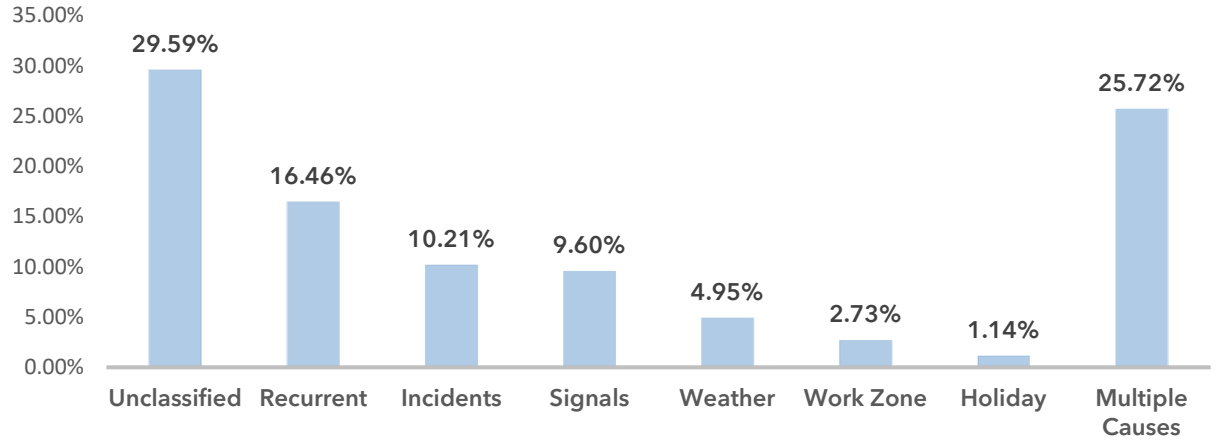
Congestion and Travel Time Reliability (TTR) are performance metrics that are essential to improving the sustainability of the transportation system in the region. As discussed in *Appendix #2: State of the Current Systems*, the annual delay in 2025 of $441 million in user delay costs and the 10.5 million hours lost due to congestion greatly impacts the residents within the CRPC planning region.

Causes of Congestion

The extra costs road users incur from the increased vehicle maintenance and operational expenses required by poor roadway conditions can be compared to an invisible tax on people who live and pass through the region. Primary corridors like I-10, I-12, LA-1, Airline Hwy, and Florida Blvd, along with other major urban corridors, contribute the greatest to the inefficiencies of the system. As shown in **Figure 9.1**,

these delays stem from a variety of congestion contributors that affect daily travel across the region.[23]

Figure 9.1: Causes of Congestion (2025)



While recurrent congestion is the single largest identified cause of bottlenecks, its overall impact is substantially greater when considering bottlenecks classified under the "multiple causes" category, where recurrent congestion frequently contributes as either a primary or secondary factor. Additionally, some recurrent congestion may be captured within the "unclassified" category, which includes events that do not fully meet the established criteria for recurrent congestion and cannot be attributed to a specific non-recurring cause. [24]

These findings suggest that addressing congestion in the greater Baton Rouge area will require not only mitigating the individual causes, but also developing strategies to reduce the collective effects of multiple overlapping congestion sources. By understanding how these causes interact with each other, regional leaders are better positioned to design comprehensive solutions to improve travel reliability, reduce economic loss, and support long-term mobility needs.

Bottleneck Locations

Table 9.1 outlines the top 10 bottlenecks in the region with their associated metrics for average maximum length of queue, average amount of lost time daily, and the annual duration at each location. [25]

[23] RITIS – Causes of Congestion
[24] RITIS – Probe Data Analytics Suite – Generalized causes of congestion analysis steps
[25] RITIS – Bottleneck Ranking

Table 9.1: Top 10 Bottlenecks

Rank	Head Location	Average Daily Maximum Queue (in miles)	Average Daily Time Lost	Total Duration
1	I-10 W @ Dalrymple Dr/ Exit 156	2.81	2h	30d 10h 25m
2	I-10 W @ LA-1/Exit 153	4.5	59m	15d 3h 41m
3	I-10 W @ Perkins Rd/Exit 157	2.27	1h 45m	26d 18h 54m
4	I-10 E @ Dalrymple Dr/ Exit 156	4.54	56m	14d 5h 29m
5	I-110 S @ I-10	0.95	2h 57m	45d 2h 26m
6	I-12 W @ I-10	1.99	1h 3m	16d 2h
7	I-10 E @ College Dr/ Exit 158	7.13	23m	5d 19h 56m
8	I-12 E @ O'neal Ln	4.7	33m	8d 11h 12m
9	I-10 E @ LA-415/Exit 151	11.35	30m	7d 15h 39m
10	I-12 W @ S. Sherwood Forest Blvd	6.52	28m	7d 4h 38m

As shown above, all the region's top 10 bottlenecks are located on the Interstate Highway System, with two occurring at major system interchanges. The concentration of recurring congestion at these critical freeway locations highlights the importance of targeted TSMO strategies. Operational improvements at these locations, such as ramp metering, active traffic and incident management, traveler information systems, managed lanes, and interchange optimization can improve traffic flow, enhance reliability, and reduce delay without the need for major roadway expansion.

Safety Statistics

Crash data and safety statistics indicate that key interchanges along I-10 and I-12, as well as major urban arterials such as Airline Highway and Florida Boulevard, have consistently increased high crash rates. The Capital Region Transportation Safety Coalition focuses on four primary emphasis areas and their associated metrics.[26]

- Distracted Driving
- Impaired Driving
- Infrastructure and Operations
- Occupant Protection

[26] CRPCLA – Safety Coalition Emphasis Areas

Between 2020 and 2024, the region experienced 157,663 reported crashes. Of these, 731 crashes (0.46%) resulted in at least one fatality, while 2,048 crashes (1.30%) resulted in at least one suspected serious injury. Together, these 2,779 fatal and serious injury crashes represent approximately 1.8% of all crashes during the five-year period.[27]

Analysis of these severe crashes indicates that several contributing factors and crash characteristics frequently overlap and are not mutually exclusive. Primary emphasis include:[28]

- Distracted or inattentive driving was associated with nearly a third (32.7%) of all fatal and serious injury crashes.
- Impaired driving was associated with 550, or nearly 20%, of fatal and serious injury crashes.
- Infrastructure and operational factors, including roadway departure, intersection-related, and pedestrian/bicycle crashes, were associated with 1,911 of the 2,048 fatal and serious injury crashes.
- Occupant protection factors, such as seat belt non-use, were associated with 818, nearly 30%, of fatal and serious injury crashes.

Each of these crash types carry an associated economic cost per person, including loss of quality of life. The National Highway Traffic Safety Administration (NHTSA) conducted a study in 2019 to establish relative cost estimates, shown in **Table 9.2.**[29] Using these cost estimates, crashes in the CRPC region were determined to generate approximately $4.18 billion in economic impacts between 2020 and 2024. When accounting for the societal costs associated with loss of quality of life, the total estimated impact increases to $19.8 billion.

These substantial costs highlight the importance of investing in proven safety and operations strategies. Regional coordination on traffic incident management, including safe quick-clearance policies and queue protection programs, can reduce secondary crashes and minimize incident-related delays. Similarly, optimizing traffic signal operations and implementing access management improvements can reduce conflict points, improve traffic flow, and decrease the frequency and severity of angle and rear-end crashes.

[27] CARTS – Louisiana SHSP – Driver Dashboard
[28] As the emphases areas described are not mutually exclusive and a single crash may be represented in more than one category, the percentages should not be summed up to equal 100%.
[29] NHTSA - "The Economic and Societal Impact of Motor Vehicle Crashes, 2019 (Revised)" (DOT HS 813 403)

Table 9.2: Economic Cost per Crash

Injury Category	Average Economic Cost Per Person	Including Loss of Quality of Life
Fatal	$1,976,172	$13,847,949
Serious Injury	$176,323	$1,131,280
Minor Injury	$45,750	$245,771
Possible Injury	$27,871	$134,259
No Injury	$7,615	$18,589
PDO	$9,733	$9,733

Transit and Alternative Mobility

Transit and alternative mobility are another key challenge to improving the efficiency of the region's transportation system. As a result of the COVID-19 pandemic, transit ridership has suffered on a national level. Locally, ridership decreased by nearly a million riders annually in the CRPC region. To address this falloff in ridership, the Capital Area Transit System (CATS) developed a 5-year Strategic Plan in March 2021 to address strategic priorities. This plan, discussed in *Appendix #2: State of the Current Systems*, focused on improving the Baton Rouge community through safe and reliable transit while supporting the City's long-term workforce and economic development needs.

Priorities of the CATS strategic plan include improving mobility and ridership through on time performance, enhancing vehicle maintenance, reducing bus involved accidents, and decreasing the average age of the fleet. In addition to these, community stewardship is an identified priority which aims to increase interaction with community leaders and stakeholders and foster improved customer education and outreach.[30]

Bus Rapid Transit

In partnership with the City of Baton Rouge, MOVEBR Program, LA DOTD, and the Federal Transit Administration, CATS is implementing the Plank-Nicholson BRapid corridor, Louisiana's first Bus Rapid Transit (BRT) system. The project will provide enhanced transit service through dedicated operational improvements such as traffic signal priority, enhanced stations, real-time traveler information, level boarding, improved pedestrian and bicycle access, and reduced stop spacing. When completed, BRapid will connect North Baton Rouge, Downtown Baton Rouge, LSU,

[30] Capital Area Transit System (CATS)

major employment centers, healthcare facilities, and activity destinations while supporting economic development, improving mobility, and expanding multimodal travel options throughout the Capital Region.[31]

Travel Demand Management

The Capital Region benefits from strategic access to interstate highways, freight rail, an intermodal port, and aviation facilities. These varied modes create additional capacity and choices for residents, employers, and freight operators, reducing dependency on any single travel mode and improving overall system resilience. This also plays a central role in supporting Travel Demand Management (TDM).

Travel Demand Management (TDM) aims to decrease congestion and improve mobility using a mix of strategies, policies, and programs.

Broader TDM-related strategies such as ridesharing, commuter alternatives, and planning for operational improvements can minimize peak-period congestion. Together, these ongoing efforts demonstrate that the Capital Region uses a layered, multimodal approach to mitigate congestion.

Work Zone Management

While work zones and incidents contribute nearly 3% to non-recurring delays in the region, this number increases when combined with other causes of congestion, such as weather and traffic signals. Additionally, areas without real-time traveler information and coordinated work zone management have even greater delays. To measure this impact, work zone user costs are monetized by:

- Travel delay costs
- Vehicle operating costs
- Crash costs
- Emission costs
- Impacts of nearby projects

Beyond cost, additional impacts include noise, business access restrictions, and associated inconveniences to the local community.[32] Improving work zone management helps to mitigate the impacts of these disruptions while supporting safety for both road users and the construction crews at work.

[31] BRapid
[32] FHWA – Work Zone Mobility and Safety Program

Impacts of Freight

Freight movement both impacts and is impacted by operational inefficiencies in the region. While the region is supported by several freight corridors, including I-10, I-12, US-61, US-190, and LA-1, congestion reduces the ability for freight to move freely within and through the CRPC planning area. These issues are further impacted by e-commerce growth, last-mile delivery, driver time out regulations, and insufficient truck parking alternatives, which increase operational costs for freight carriers and ultimately reduce overall supply chain efficiency.

Additionally, there are limited alternative routes that possess the key engineering characteristics to support the volumes, geometrics, and other characteristics of oversized and overweight freight. This results in increasing the cost to transport goods and services, ultimately adding to the cost paid by consumers.

9.2 Needs Assessment

While Baton Rouge has historically relied on capacity expansion projects as the primary method for addressing congestion, this approach faces several challenges and limitations, including:

- High costs and uncertainty
- Limited impact on travel-time reliability
- Rising construction costs
- Unaddressed non-recurring congestion
- Shrinking budget

Applying TSMO helps to maximize the existing system by addressing deficiencies with lower-cost alternatives before adding capacity or constructing other roadway improvements that require funding for right-of-way, materials, and additional maintenance. While these strategies can help in a localized area, they are most beneficial when implemented across transportation systems, services, and projects.

TSMO strategies support the development of **a sustainable, resilient transportation system** that provides consistency with each trip and recovers quickly from congestion breakdowns.

TSMO Implementation Factors

The ability of TSMO strategies to reduce congestion and support mobility is highly dependent on how well it is incorporated and integrated into existing structures and systems. The Capability Maturity Model (CMM) uses six dimensions, shown in **Figure 9.2**, to measure and evaluate how well TSMO strategies are integrated across processes and systems.

Figure 9.2: CMM Dimensions and Sub-Dimensions



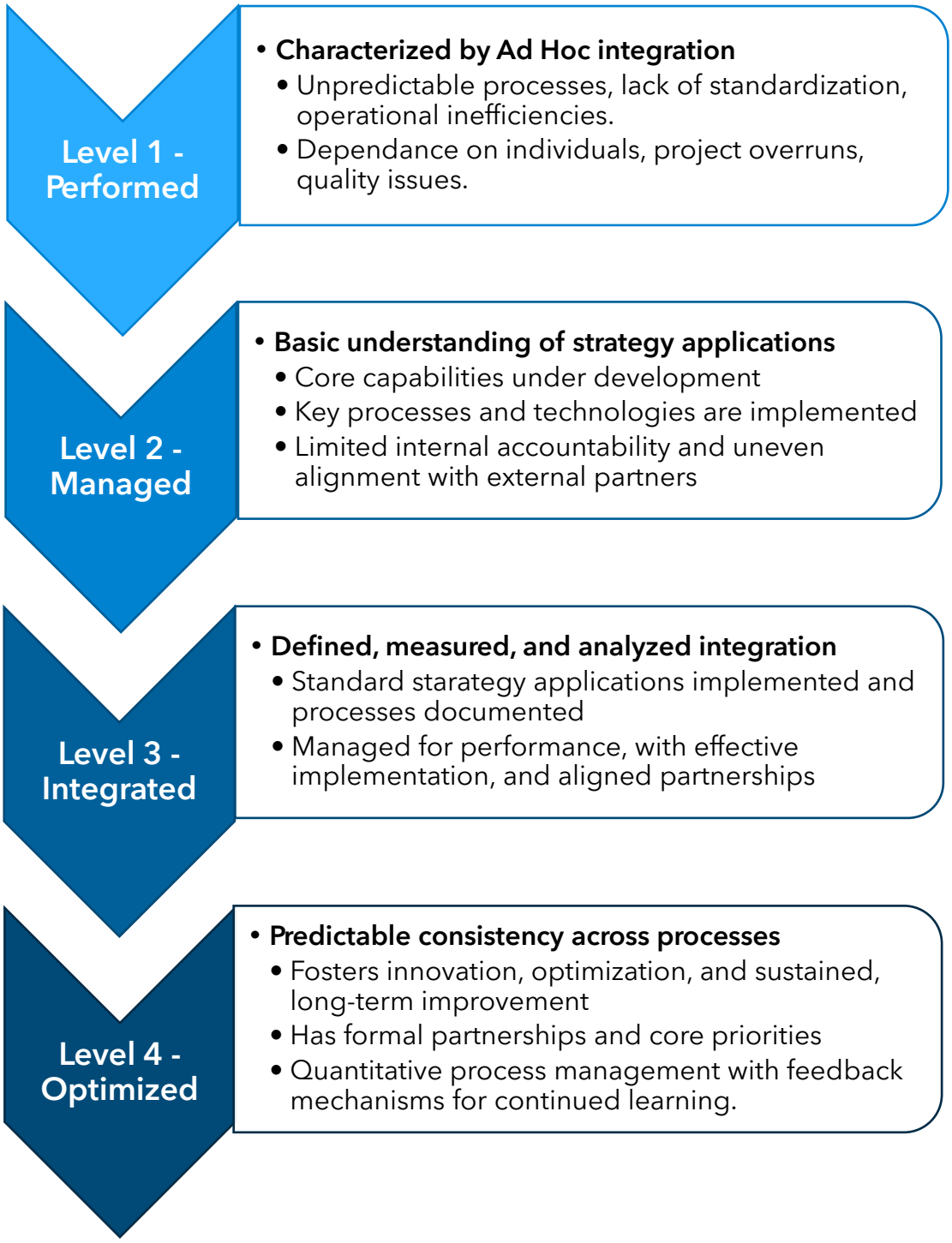
While each dimension plays a distinct role in supporting a strong TSMO foundation, the greatest benefit comes from advancing all dimensions concurrently. This approach improves the agency's ability to deliver consistent and reliable outcomes, manage change, and sustain long-term improvements.

> When developed concurrently, progress in one CMM dimension reinforces and accelerates growth in others, **creating a more balanced, adaptable, and resilient TSMO program.**

Stakeholder Involvement in TSMO Implementation

To identify where improvement opportunities exist in TSMO implementation, stakeholders within the planning region are encouraged to conduct a self-assessment annually using the four levels of CMM maturity, shown in **Figure 9.3**. The outcome of this self-assessment is a better understanding of which dimensions should be prioritized and the approach needed to advance their individual congestion mitigation goals and priorities.

Figure 9.3: Levels of CMM Maturity



Stakeholder workshops can be utilized to help each agency better understand CMM, its relationship to TSMO, and its importance in meeting roadway congestion and reliability goals for the region. Additionally, a collaborative workplan should be

developed to provide regional guidance and help coordinate operational improvements across the identified stakeholders. To support stakeholder education, this workplan should include the following priority needs and guidance:

- **Institutional & Policy**
  - Update agency policies, statutes and ordinances to support TSMO, emerging technology, and incident clearance.
- **Project Delivery Process**
  - Embed TSMO considerations at each phase of program and project delivery.
- **Technical & Operational**
  - Expand real-time data sharing and utilization, connected/autonomous vehicle infrastructure deployments, traffic signal upgrades and operations, and advance active incident response management.
  - Establish and analyze robust key performance indicators, such as travel delay, incident clearance, and system uptime.
  - Engage freight stakeholders and collect freight-specific data to optimize the movemement of goods.
- **Workforce & Culture**
  - Build staff expertise, mainstream TSMO across disciplines, and promote knowledge sharing.
  - Increase public and stakeholder engagement for TSMO initiatives.
- **Collaboration**
  - Develop data sharing agreements, co-located operation centers, and formal partnerships between agencies.
  - Engage third-party data providers and technology vendors as needed during the appropriate implementation maturity stages.

The outcome of this effort is the integration of a **sustainable, coordinated, data-driven, and collaborative approach** to mitigating congestion through **performance monitoring, regional coordination, and enhanced system and infrastructure practices**.

9.3 Recommendations

Incorporating any systematic change is never easy, but it is important to improve operational efficiencies and adapt to new and evolving challenges. The following recommendations focus on specific TSMO strategies as well as each of the six CMM dimensions.

TSMO Strategy Recommendations

- Prioritize mobility and safety enhancements focused on the causes of congestion.
- Promote an increased use of ridesharing services such as Mobility-on-Demand (MoD) and Mobility-as-a-Service (MaaS) options to reduce congestion during peak periods and for last mile trips.
- Enhance multimodal networks by closing gaps in pedestrian and bicycle facilities and support transit reliability initiatives with targeted infrastructure and service investments.

CMM Dimension Recommendations

Business Processes

- Assess legacy policy and practice and address limiting deficiencies.
- Support resilience planning that incorporates climate and grid resiliency into all TSMO initiatives.

Performance Measurement

- Analyze big data to identify, utilize, and share key performance indicators to make a business case that prioritizes investments.
- Ensure key performance indicators are evaluated regularly, and performance is demonstrated to decision makers and customers.

Systems Technology

- Optimize traffic signal systems through demonstrated maintenance processes and engineering practices, then consider implementing emerging technology solutions on key arterials.
- Invest in ITS and real-time operations to mitigate congestion issues and reduce incident delays.

Organization and Workforce

- Invest in employee training and development to support the continued management of TSMO strategies.

Collaboration

- Strengthen regional coordination to formalize partnerships and operational agreements for coordinated response, traveler information, and integrated corridor management to advance incident and work zone management.
- Enhancing travel demand management programs in partnership with employers and stakeholders.
- Prioritize deployment of real-time traffic management systems and regional data sharing platforms.

Culture

- Provide mechanisms to receive input and feedback from implemented TSMO initiatives.
- Identify community champions and engage with them to help distribute information about improvements within communities throughout the region.