

Recommendations for Complete Streets Implementation

in Bunkie, LA

2022



Acknowledgments

Thank you to the community members who contributed their time and local knowledge to this project.

Special thanks to:

Mayor Bruce Coulon



Louisiana Department of Health/Well Ahead



City of Bunkie, Louisiana



Move Bunkie Forward

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Introduction & Purpose

Bunkie, Louisiana is a rural city under the leadership of Mayor Bruce Coulon, that enjoys a small-town character where everyone knows each other's name. It is a welcoming community of approximately 4,000 residents who enjoy an agricultural lifestyle. Residents have been joining forces to develop Move Bunkie Forward, a project led by a group of individuals who want to lift up the community's assets to achieve a healthier lifestyle through physical activities, better nutritional choices, and encouraging healthier choices all around. The mission and activities of this effort closely align with the approach taken by Well-Ahead Louisiana—the Louisiana Department of Health's arm focused on preventing chronic disease and improving healthcare access. Well-Ahead Louisiana seeks to build upon a community's assets and culture to make incremental changes to the community that yield big results in community health. This alignment of purpose makes Bunkie an ideal community to proactively identify and make changes to the built environment, and more specifically the transportation network, to increase the opportunities and likelihood that the easy choice to get around is the healthy choice.

Streets are often a city's largest public space asset and the connective tissue that ties the community together. Bunkie has a well-established street grid that provides an effective backbone upon which to build and connect the many public space and health-oriented assets around town together, such as the health amenities around the Haas Auditorium, Senior Center, as well as park and recreation areas. Additionally, the improvements and revitalization underway in downtown Bunkie provide yet another beachhead of activity to build upon. By looking strategically at the streets themselves, the emphasis on health, active transportation, increased opportunity to socialize, and connectivity to open space can be tied more directly to the city's neighborhoods. Doing so, and building out a Complete Streets network, transforms standard transportation infrastructure into a conduit to a healthier Bunkie and aligns the city with the State's Complete Streets policy (2009).

The benefits of Complete Streets improvements include increased safety, equity and access, economic development, health, and better livability that contribute to a more thriving environment. Complete Streets strategies take a comprehensive approach to designing the road network and include features such as sidewalks, bike lanes, crosswalks, Americans with Disabilities Act (ADA) accessibility, signage, and other safety measures. These features provide comfort and safety to local residents and visitors, and ensure that the transportation network is designed and equipped to easily and safely support healthier transportation options such as walking and biking.

What are Complete Streets?

Simply put, a "Complete Street" is for everyone. It is a street designed and operated to allow all types of users – including pedestrians, bicyclists, motorists, and transit users of all ages and abilities – safe and comfortable travel options. ¹



¹ Louisiana Complete Streets Policy Manual, 2012

Introduction & Purpose

An assessment of public health in Bunkie based on the Centers for Disease Control (CDC) Behavioral Risk Factor Surveillance System (BRFSS) revealed that Bunkie ranks behind the U.S. in all but one of the seventeen health measures in the dataset. This emphasizes the need for improvements to the city’s infrastructure to better support physical activity.

Table 1: Health Assessment for Bunkie, LA

Health Measures	Bunkie	Avoyelles Parish	State (Louisiana)	US
Obesity	43.6%	42.7%	38.1%	31.9%
Smoke	22.9%	26.1%	18.3%	15.5%
Physically Inactive	36.1%	37.7%	29.0%	22.4%
High Blood Pressure	44.8%	44%	39.7%	32.5%
Physical Health	17.2%	18.4%	13.2%	9.9%
Mental Health	18.5%	19.8%	17.6%	13.2%
Lack Health Insurance	16.1%	18.2%	8.9%	9.2%
Excessive Drinking	16.3%	17.3%	20.6%	17.6%
Asthma	10.3%	10.2%	7.8%	9.6%
Diabetes	15.5%	15.2%	14.1%	10.6%
Chronic Obstructive Pulmonary Disease	9.5%	10.7%	8.4%	6.2%
Stroke	5.1%	5.2%	5.1%	3.4%
Kidney Disease	4.2%	4%	3.8%	2.9%
Heart Disease	8.5%	9.2%	10.5%	8.1%
Cancer	7.4%	7.5%	6.5%	6.8%
High Cholesterol	38.1%	39.0%	37.6%	33.3%
Arthritis	29.8%	30.0%	27.3%	24.5%

Note: The percentages shown represent the proportion of the population experiencing each health condition.
 Source: The Centers for Disease Control Behavioral Risk Factor Surveillance System (BRFSS), 2021

Introduction & Purpose

BACKGROUND

This plan builds on momentum generated from two key past pieces of work as follows.

BUNKIE HEALTHY PLACES FOR HEALTHY PEOPLE PLAN, 2019

In 2017, the City of Bunkie requested technical assistance through the Environmental Protection Agency’s (EPA) Healthy Places for Healthy People program to develop an action plan for a more walkable, healthy, economically vibrant community and for protecting the environment and human health by engaging with community health partners. The Healthy Places for Healthy People program is led by the U.S. Environmental Protection Agency, Health Resources and Services Administration, and the Delta Regional Authority. The goals of the EPA’s program are to:

- Use health as an economic driver for the local economy;
- Revitalize downtowns through economic development by leveraging health partners and assets;
- Help provide primary care and preventive services for those without access;
- Promote healthy behaviors and lifestyles;
- Create physical activity programs; support local entrepreneurs; and
- Foster collaboration between workforce development and economic development to renovate and repurpose abandoned sites into new health center sites.

Bunkie was one of six communities across the United States selected to participate in the 2017-2018 EPA Healthy Places for Healthy People program. The City of Bunkie and a steering committee hosted a two day Healthy Places for Healthy People workshop that showcased action plans and next steps for achieving the community’s goals. During the workshop participants summarized their thoughts on the challenges and opportunities present in Bunkie. In the resulting Healthy Places for Healthy People plan, the City of Bunkie, Move Bunkie Forward, and Bunkie General Hospital—a key partner on the project—aimed to integrate Main Street revitalization strategies with health improvement efforts that could lead to greater economic stability and improved human health. The key challenges and opportunities that were identified are shown below.

	Challenges	Opportunities
HEALTH	<ul style="list-style-type: none"> • Obesity • Substance Abuse • Poor Nutrition 	<ul style="list-style-type: none"> • Education • More accessible programs • Transportation services
ECONOMY	<ul style="list-style-type: none"> • Lack of living wage jobs • Lack of strong education and skilled workforce 	<ul style="list-style-type: none"> • Acadiana Center for Youth • Provide business resources • Attract industrial park businesses
PLACE	<ul style="list-style-type: none"> • Housing in disrepair • Not enough “there there” • Main street no longer the center 	<ul style="list-style-type: none"> • Neighbors helping neighbors • Haas Center investment • Grants for repairs

Introduction & Purpose

A four-goal action plan was created based on the responses from the workshop:

1. Support the revitalization of a Main Street with the character, goods, and services needed to attract local residents, visitors and newcomers to downtown.
2. Take advantage of opportunities created by the new juvenile detention center such as supportive community health programs and workforce development.
3. Increase awareness of community health issues and help residents and business owners understand the connections between healthy communities and economic development.
4. Improve inter-organizational communication and build capacity to move key projects forward and identify and share resources efficiently.

AVOYELLES PARISH HAZARD MITIGATION PLAN, 2017



AVOYELLES PARISH HAZARD MITIGATION PLAN 4-13						
City of Bunkie - New Mitigation Actions						
Jurisdiction-Specific Action	Action Description	Funding Source	Target Completion Date	Responsible Party, Agency, or Department	Hazard	Status
B1: Building Retrofits	Retrofit public buildings exterior shell to maintain use during and after storm events. Benefits: Reduces damage from high winds, and helps assure that the public buildings can be used, occupied and operable during or after storms.	FEMA HMGP, Local	1-5 years	City of Bunkie Mayor's Office/Avoyelles Parish OHSEP	High Wind, Tropical Cyclones, Tornadoes	New
B2: Drainage Improvements	Will relieve flooding problems, reduce flood damage and costs of damage, overtopping of roads with drain water, while also keeping open roadways during periods of high precipitation. Benefits: Relieves Parish or local government and property owners of the continual flooding problems, with closed roadways (loss of function). Saves public funds for road repairs, drainage ditch repairs, sandbagging and blocking of roadways during storm periods.	FEMA HMGP, Local	1-5 years	City of Bunkie Mayor's Office/Avoyelles Parish OHSEP	Flooding, High Wind, Tropical Cyclones	New
B3: Mitigation of repetitive loss and severe repetitive loss properties and other hazard prone structures	Elevation, acquisition-demolition, acquisition-relocations, and reconstruction of repetitive loss or flooding or other hazard prone properties.	FEMA HMGP, Local	1-5 years	City of Bunkie Mayor's Office/Avoyelles Parish OHSEP	Flooding, Tropical Cyclones	New
B4: Safe Room Projects	Construction of a safe room for first responders located in Bunkie. Other locations will be identified based on funding availability.	FEMA HMGP, Local	1-5 years	City of Bunkie Mayor's Office/Avoyelles Parish OHSEP	Tornadoes, High Wind, Tropical Cyclones	New
B5: Education and Outreach	Enhance the public outreach programs for the parish and all communities by increasing awareness of risks and safety for Flooding, Tropical Cyclones, Tornadoes, and Thunderstorms (lightning, high wind, hail) hazards as well as providing information on high risk areas. Informing communities, business and citizens on proper mitigation efforts and activities will create resiliency within the parish and its communities.	FEMA HMGP, Local	1-5 years	City of Bunkie Mayor's Office/Avoyelles Parish OHSEP	Flooding, Tropical Cyclones, Tornadoes, Thunderstorms (lightning, high wind, hail)	New

In addition to the Healthy Places for Healthy People plan, the Avoyelles Parish Hazard Mitigation Plan was reviewed for any content that may be relevant to this Complete Streets plan. The hazard mitigation plan lists inter-agency coordination as the top concern for planning in the Bunkie area. It states that the Avoyelles Parish Police Jury is responsible for enforcing parish ordinances relating to health and safety and should be a point of contact in any land use decisions that may affect the city's drainage or groundwater systems - such as new paving, leveling, or resurfacing that may be required aspects of transportation investments. Complete Streets projects often present the opportunity to improve stormwater management and drainage by integrating environmentally-friendly, or climate adaptation-based, green infrastructure as part of an integrated approach to building a forward looking transportation network that would further support the priorities of the Hazard Mitigation Plan.

Benefits of Complete Streets

SAFETY

Pedestrian and bicycle safety is enhanced by the provision of sidewalks, bicycle lanes, pedestrian refuge islands (medians), high-visibility crosswalks, and ADA-compliant features, as well as traffic-calming measures such as curb extensions and road diets that reduce vehicle speeds.

EQUITY

Transportation is the second highest household expense for most American families. For many, owning an automobile is a significant financial burden or simply out of reach. Increasing options to walk, bike, or use transit reduces inequities and increases one's ability to access jobs, services, shopping and other essential destinations.²

HEALTH

According to the Center for Disease Control (CDC), a lack of physical activity is a major contributor to obesity, diabetes, heart disease, stroke and other chronic health conditions in the U.S. The CDC recommends expanding multimodal transportation infrastructure as one strategy for encouraging active transportation and increasing physical activity. Researchers have found that states with higher rates of walking and cycling were home to a higher percentage of adults who achieved recommended levels of physical activity, a lower percentage of adults who were obese, and a lower percentage of adults with diabetes.³ Active Transportation means getting around by human energy - whether it's walking, biking, skating, or rolling a wheelchair.

ECONOMIC DEVELOPMENT

Bicycle- and pedestrian-oriented transportation projects have been proven to create more jobs, increase property values, and have a greater overall economic impact per dollar invested than auto-oriented projects. Furthermore, those who spend less on transportation by using active transportation modes have more money to spend on other goods and services, to the benefit of the local economy. Complete Streets have also proven to be an integral asset to main street revitalization efforts: increasing the safety and appeal of a corridor for shoppers, diners, and residents traveling on foot. These features attract new businesses and visitors.⁴

QUALITY OF PLACE

"Livable Communities" are vibrant, active places where people want to live, work and play. Increasing the safety, accessibility and attractiveness of active transportation modes through Complete Streets helps achieve this quality by maximizing residents' transportation choices while helping to fulfill other community goals such as neighborhood revitalization, supporting small businesses, maintaining and enhancing the character and history of a town, and meeting health and environmental goals.⁵

² Complete Streets Policy Manual. CONNECT, Merritt C. Becker Jr. University of New Orleans (UNO) Transportation Institute, & The American Association of Retired Persons (AARP). Baton Rouge and New Orleans, Louisiana: 2012. .

³ "Safer People, Safer Streets: Bicycle and Pedestrian Safety Initiative." U.S. Department of Transportation, Jan. 2017. <https://www.transportation.gov/safer-people-safer-streets> Accessed September 12, 2017.

⁴ Complete Streets Policy Manual. CONNECT, Merritt C. Becker Jr. UNO Transportation Institute, & AARP. Baton Rouge and New Orleans, Louisiana: 2012.

⁵ Ibid.

Benefits of Complete Streets

"I love Bunkie because we all try to support what's in our community. We know our dollars are going back into the community—we have memories growing up, from the swimming pools to the parks, riding our bikes around town baseball fields—each one means something different; we want to see our children doing that as they grow up – we would love for our children to share that."

SOCIAL CONNECTEDNESS

How strongly we are tied to the people around us—our social connectedness—has a greater impact on our health than high blood pressure, obesity, or smoking⁶. Additionally, people that have strong social ties to others have faster recovery times, stronger immune systems, lower rates of anxiety or depression, and a higher likelihood of living longer. Areas with amenities such as parks, and public gathering spaces such as a town plaza or farmers market, as well as cafes and coffee shops foster social connectedness by making social spaces and activities accessible, convenient, and appealing⁷. Planning for communities that have access to such amenities can positively influence our social health as well as our physical health.

PROJECT OVERVIEW

Bunkie, Louisiana has established a local focus on improving the health of its tightly-knit community. Move Bunkie Forward –a key partner in making this plan—is a local non-profit with an emphasis on promoting healthy eating, active living, and the prevention of tobacco, alcohol, and substance abuse in Bunkie. This Complete Streets strategy builds upon this local resource as well as a partnership with the City of Bunkie by identifying opportunities to develop, program and implement Complete Streets amenities that advance Bunkie's community health goals.

Following initial conversations with local leaders and stakeholders, a guided tour of the community provided background information and context that highlighted how the town's existing assets could be enhanced and connected for a positive effect on residents' health. An initial community and stakeholder meeting focused on understanding local issues and priorities in order to build a comprehensive needs inventory for this plan. A review of existing plans, including the "Bunkie Healthy Places for Healthy People Plan" and the "Avoyelles Parish Hazard Mitigation Plan," provided additional context. Both plans contain important policy guidance that inform the recommended projects that follow this document.

To ensure that Bunkie's streets accommodate all types of users, the key characteristics of traveling and main attractions in the area were mapped out in relation to the road network. A comparison of existing conditions, community needs and stakeholder priorities showed gaps in connectivity and service that could be addressed through Complete Streets improvements. Addressing these gaps is the foundation upon which to build a Complete Streets strategy for future healthy community design in Bunkie.

⁶ Holt-Lunstad J, Smith TB, Layton JB (2010) Social Relationships and Mortality Risk: A Meta-analytic Review. PLoS Med 7(7): e1000316. doi:10.1371/journal.pmed.1000316

⁷ Cox D, Streeter R, Abrams S, Lee B, and Popky D (2021) Public Places and Commercial Spaces How Neighborhood Amenities Foster Trust and Connection in American Communities. <https://www.americansurveycenter.org/research/public-places-and-commercial-spaces-how-neighborhood-amenities-foster-trust-and-connection-in-american-communities/>

Existing Conditions

Bunkie is well-known for its annual corn festival, a historic train depot that now houses the Chamber of Commerce and other city offices, and numerous bayous surrounded by beautiful green spaces throughout the city. The existing transportation network in Bunkie is well-suited to Complete Streets improvements. The city is divided by Main St. and has a grid of local roads connecting neighborhoods to the east and west with a small downtown district at the center of the city. Although well-connected to the city's center, the Bunkie community would benefit from improved connections to the city's other assets such as its two large public parks, many schools, hospital, and grocery store located on the north end of the city.

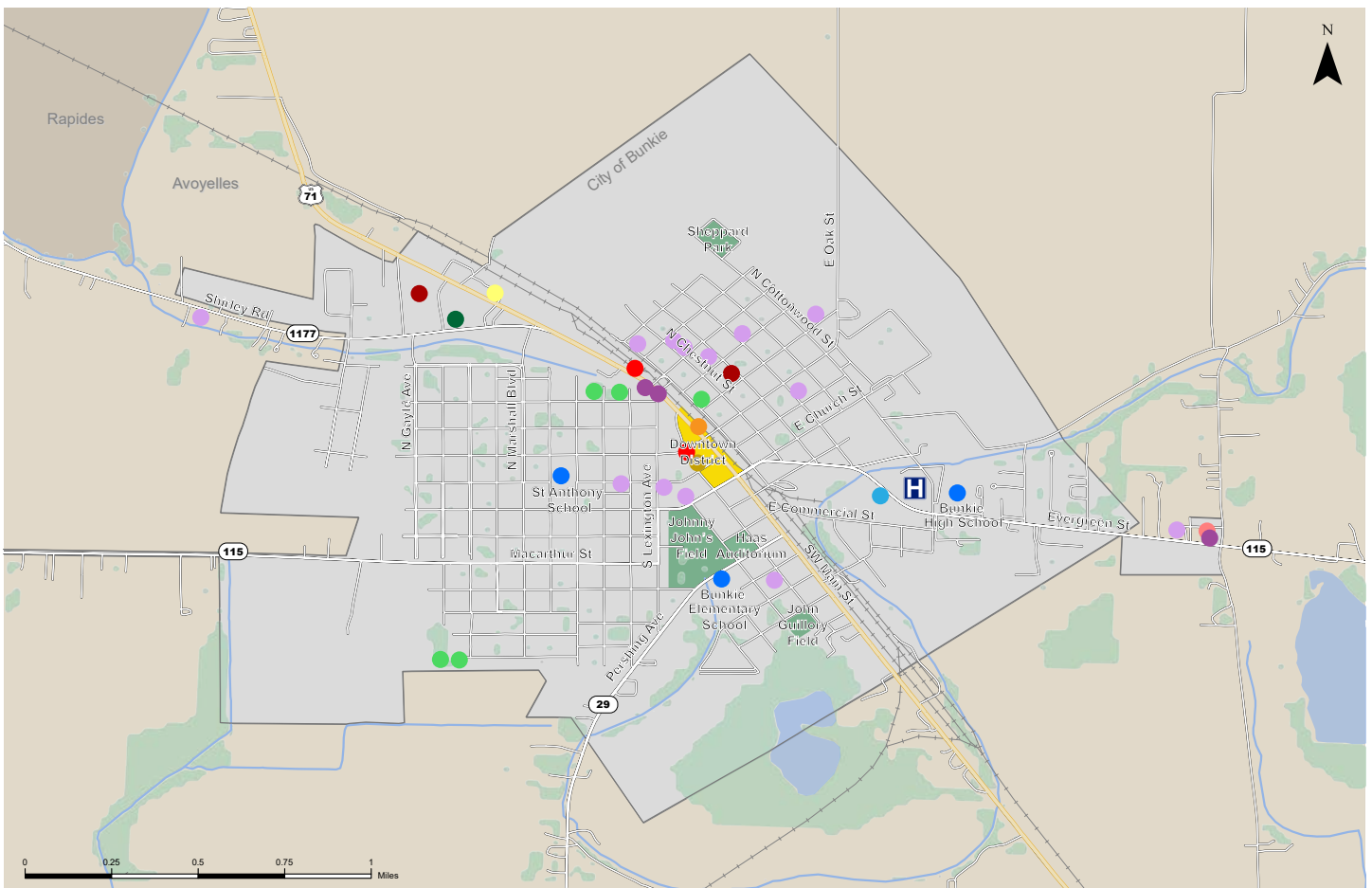


Existing Conditions

KEY DESTINATIONS

Key destinations are the places that people travel to on a regular basis. The places where Complete Streets improvements will have the biggest impact can be identified by looking at the main routes between where people live compared to where they often travel to within the city. Key destinations in Bunkie include the services along U.S. 71 and toward the east side of the city on LA 115, four local schools, and several religious institutions interspersed throughout the area.

The city's two public parks are Sheppard Park to the northeast and Johnny John's Field on the west side of Main St. Sheppard Park is equipped with a sports field, basketball court, playground, and a covered area for community events. Across Main St. and just south of downtown Bunkie, the Johnny John's Field area is often referred to as Bunkie's wellness district because, besides a baseball field, it boasts a walking path and outdoor fitness equipment and is flanked by Haas Auditorium and its gazebo and tennis court just across Lake St. to the east. The following existing conditions summaries illustrate some of the ways that people move through and within Bunkie as it relates to Complete Streets planning.



Source: U.S. Geological Survey (USGS) Geographic Names Information System (GNIS), 2022

Legend

- | | | | |
|-----------------------|-------------------------|------------------|----------------------------|
| ● Fire/Police | ● Drug Store | ● Hardware Store | ● School |
| ● Chamber of Commerce | ● Gas/Convenience Store | ● Nail Salon | ● Skilled Nursing Facility |
| ● Church | ● Grocery | ● Post Office | ● Vacant City Lot |

Existing Conditions

TRAFFIC COUNTS & SPEEDS

Traffic counts and speed limits are important factors in Complete Streets planning because they paint a picture of how many cars are on the road on an average day and how the speed that vehicles are traveling could make crossing the road, or bicycling on it, more dangerous or intimidating. Roads that have more traffic or higher speed limits can become priority areas for improvements like lighting, crosswalks, bike lanes, and other safety measures that lessen perceived dangers.

Based on LA DOTD daily traffic counts for 2021, the highest traffic in Bunkie is on LA 115 east of U.S. 71 and on U.S. 71 through the main stretch of downtown. In general, Bunkie's highways have high traffic relative to the population, likely because of the city's central location as a freight corridor. Speed limits through and within Bunkie are 25 mph except on the southern segments of U.S. 71 and LA 29 where it is 45 mph and the eastern segment of LA 115 where it is 35 mph. Based on this information, the eastern segment of LA 115 and the northern half of U.S. 71 could be priority road segments for safety interventions. A complete list of recommended safety projects begins on page 20.



Source: LA DOTD, 2021

Legend

LA DOTD Traffic Counts, 2021

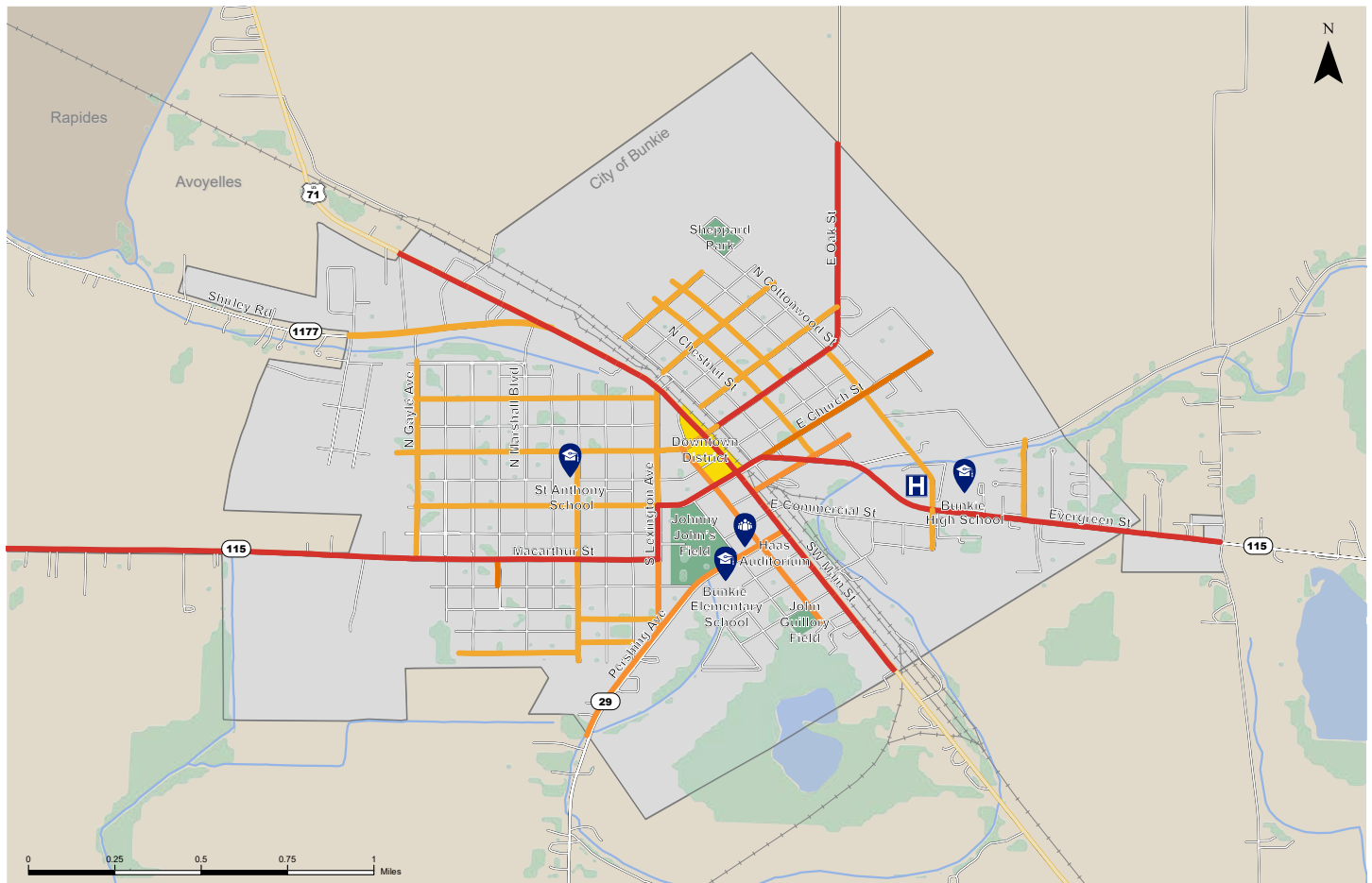
- 200 - 1,000
- 1,001- 3,000
- 3,001 - 5,000
- 5,001 - 8,000
- 8,001 - 11,000

Existing Conditions

SAFETY DATA

LA DOTD collects data on roadway crashes that can be used to identify roads that might benefit from safety improvements. The data includes information about driving conditions (such as rain or wet roadways, time of day, and other conditions), the types of vehicles involved in the crash (including bicycles or pedestrians), and the severity of the crash, as well as other details. Crash data from 2017-2020 showed that highways LA 115 and U.S. 71 seem to be the most in need of safety interventions compared to the rest of the city and that three other local roads also appear to be good candidates for prioritized safety improvements: Church St., E Oak St., and S. Lexington Ave.

LA 115 and U.S. 71 are both major thoroughways for freight traffic and likely need upgrades that will better accommodate increases in freight flow in recent years. In addition, these freight corridors make the two highways good roads for pedestrian and bicyclist safety facilities such as sidewalks, shared use paths, and bike lanes. Church St., E Oak St., and S. Lexington Ave had more crashes than other local roads and could also benefit from pedestrian and bicyclist facilities as well as further traffic studies to identify locations for stop signs or signals that may improve driving conditions. Detailed recommendations for these two highways and for the three local roads follow in the recommendations section of this plan.



Legend

Crashes 2017-2020

Least Crashes

Most Crashes

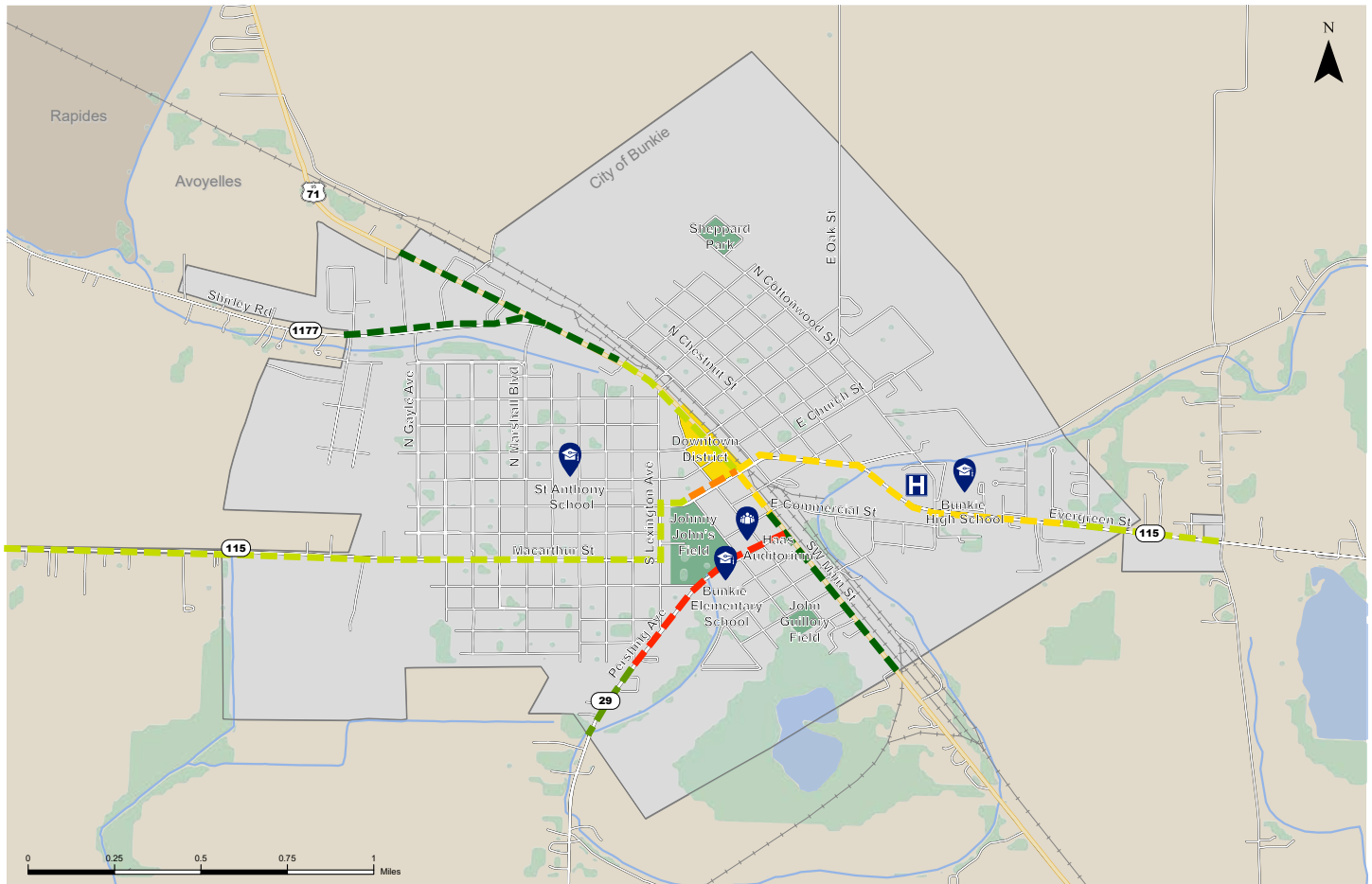
⁸ This document and the information contained herein is prepared solely for the purpose of identifying, evaluating and planning safety improvements on public roads which may be implemented utilizing federal aid highway funds; and is therefore exempt from discovery or admission into evidence pursuant to 23 U.S.C. 407.

Existing Conditions

BIKE PLANNING TOOL

LA DOTD's bike planning tool⁹ shows demand and bicycle level of service (BLOS) for Louisiana's primary roadways. Data from the tool illustrates which roads are likely to be in need of bike lanes and safety signage.

Demand and BLOS in Bunkie is ranked by LA DOTD on a six-level scale from most bikeable (Good BLOS) with low demand to least bikeable (Poor BLOS) with moderate demand. Within city limits, LA 29 (Pershing Ave.), a segment of E Church St., and the eastern half of LA 115 (Evergreen St.) scored the lowest (most in need of improvements), and the very northern and southern ends of U.S. 71 scored the highest (least in need of improvements).



Legend

LA DOTD Bike Planning Tool Bike Level of Service (BLOS) and Demand

- | | | |
|----------------------------|---------------------------|----------------------------|
| Good BLOS, Low Demand | Avg BLOS, Low Demand | Poor BLOS, Low Demand |
| Good BLOS, Moderate Demand | Avg BLOS, Moderate Demand | Poor BLOS, Moderate Demand |

⁹ <https://ladotd.maps.arcgis.com/home/webmap/viewer.html?webmap=2fa6dd795292471f8cc4f72ce6f60c5c>

Existing Conditions

FREIGHT CORRIDORS

U.S. 71 and LA 115 are primary freight routes as designated by the Bureau of Transportation Statistics (BTS) and Federal Highway Administration’s (FHWA) Freight Analysis Framework. As freight corridors, the highways may become eligible for special funding through the National Highway Freight Program (NHFP) if they can be designated as National Highway Freight Network (NHFN) Critical Rural Freight Corridors. Although not currently designated as such, the Fixing America’s Surface Transportation Act (FAST Act) requires FHWA to re-designate the NHFN every five years. The next update is planned for 2026, and the state’s Freight Advisory Committee—an LA DOTD committee—can advocate for inclusion of Bunkie’s freight routes. Getting this designation on the committee’s agenda will require early and frequent coordination with LA DOTD and the Rapides Area Planning Commission, which is the metropolitan planning organization (MPO) for the area. The FAST Act also stipulates that planned improvements to freight network roadways be included in the state’s freight plan in order to be considered for NHFP funds. If these roads become designated as NHFN corridors, NHFP funds could be used for all phases of road improvement including planning, engineering, feasibility studies, and implementation of interventions.



“ I love that Bunkie is centrally located. You can go anywhere in the state from Bunkie!

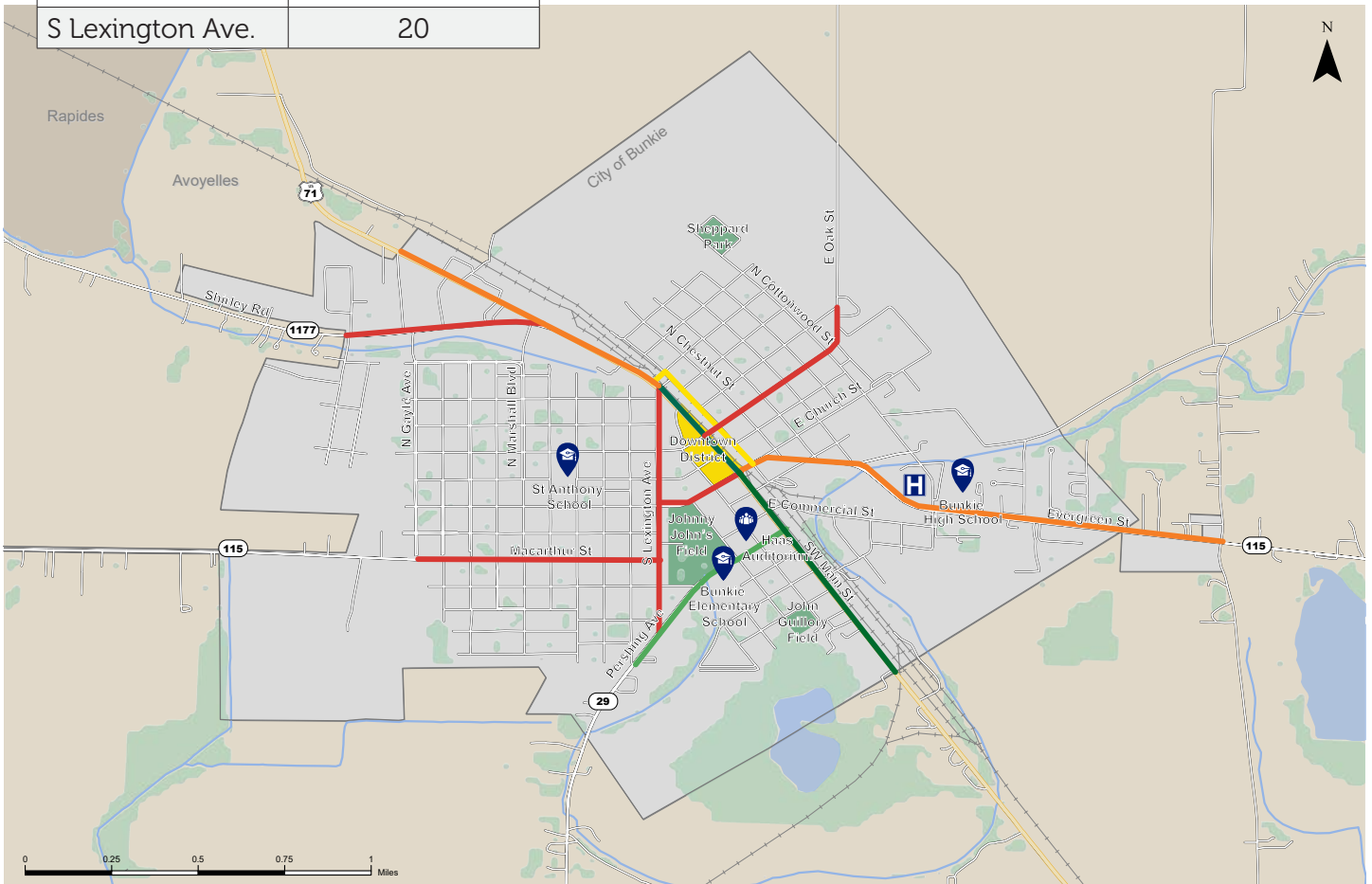
Existing Conditions

RIGHT-OF-WAY (ROW)

A right-of-way (ROW) is the public space that is dedicated to roads, sidewalks and sometimes other infrastructure such as wastewater and stormwater. In other words, ROW is the land area that can be used for transportation. In Bunkie, estimates of paved roadway widths taken from Google Earth were used to determine what types of interventions could be accommodated within the existing area of each of the city's key roads and highways.

Roadway/Hwy	Width (Feet)*
U.S. 29	24 - 38
U.S. 71	24 - 40
LA 1177	20
LA 115	20 - 24
E Church St.	20
E Oak St.	20
Main St.	32
S Lexington Ave.	20

All of the local roads and two state highways (LA 1177 and LA 115 W) are constrained with 20' of pavement, wide enough only for two 10' travel lanes; meaning that the width of the paved road is wide enough for two-directional traffic, but not for additional separated bike lanes or shoulders. The remaining state highways are about 24' to 40' wide; enough space to accommodate separated bike lanes and sidewalks within the current pavement. These measurements were used to assure that recommended roadway improvements would be compatible within existing infrastructure.



Source: Compiled by CPEX, 2021; Google Earth Pro, 2021
 *Road width is an estimate and not to be used for engineering-level plans.

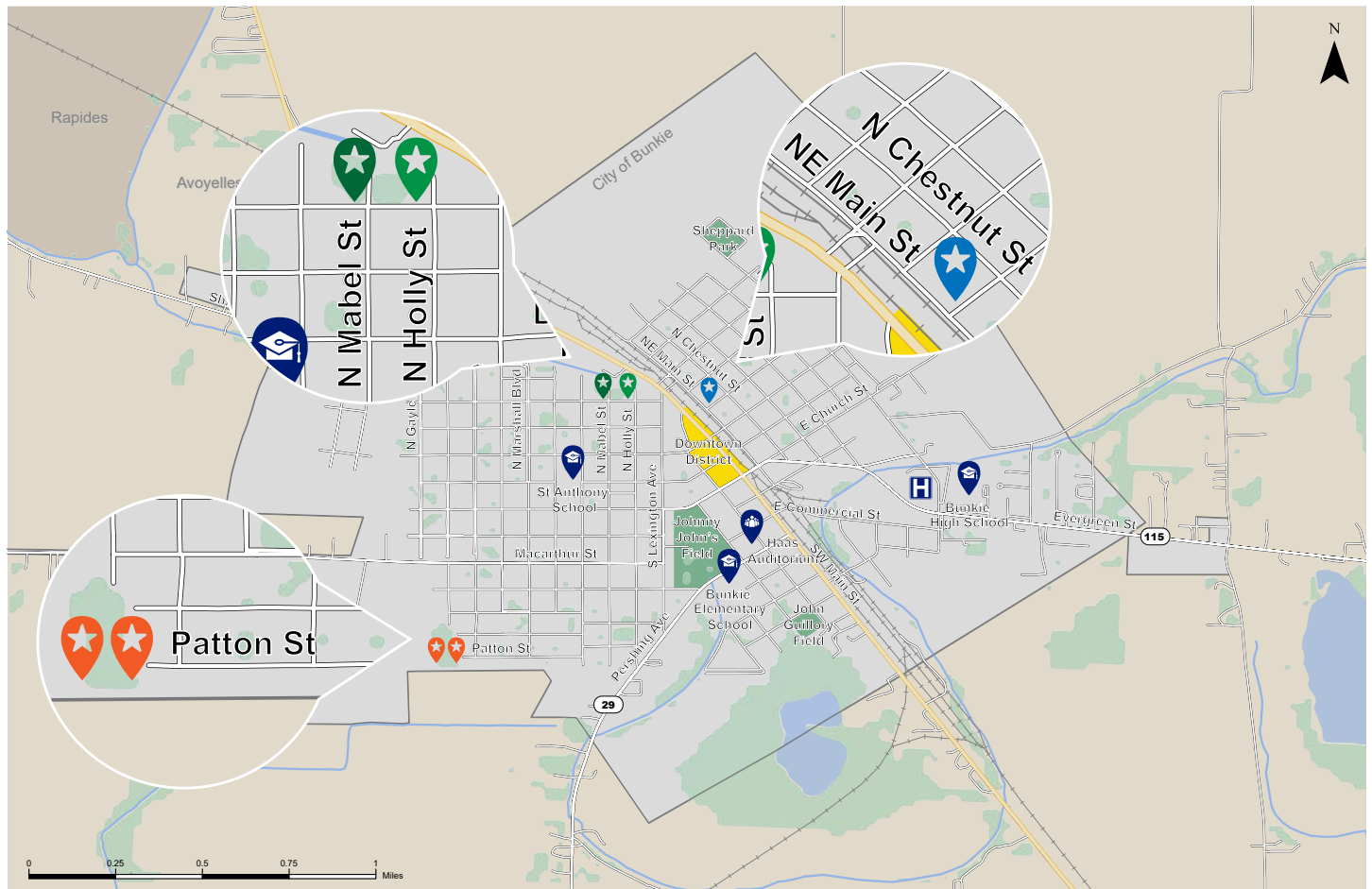


Existing Conditions

CITY-OWNED LOTS

The city owns properties and buildings throughout town, some of which are currently vacant. These assets could potentially be repurposed as small, neighborhood-scale pocket parks or recreation areas to encourage outdoor activity and provide gathering spaces for the community. These pocket parks would contribute to quality-of-life and also help remediate blight on properties where there are abandoned or unused buildings that can be removed or revitalized. City-owned lots are inventoried and mapped below to identify potential locations for pocket parks; further research will be needed on the existing condition of each site to identify which would be a good candidate for a pocket park. The community should be engaged to prioritize candidate sites and possible recreational uses for consideration. Once a site or sites are identified, an action plan should be put in place to outline the steps and resources needed to convert the site to a neighborhood-scaled recreational amenity.

When looking at the existing conditions of the city's properties, particular attention will need to be given to structures that are likely to contain asbestos or other pollutants. Asbestos poses considerable health risks to the community and will require Louisiana Department of Environmental Quality (LDEQ) permitting before remediation can begin. The LDEQ manages asbestos inspection and permitting and provides guidance on the remediation process via webinars, handouts, and instructional materials available online. The following map shows the city's current vacant properties.



Source: Avoyelles Parish Assessor, 2021.

Legend

- End of Patton St.
- N Mable St. & Williams St.
- N Holly St. & Williams St.
- Frazier St. & NE Main St.

Community Engagement

COMMUNITY MEETING #1

CPEX and Move Bunkie Forward held a public meeting to collect input on the city's infrastructure needs on November 10, 2021. Attendees included the Mayor, Bruce Coulon, members of Move Bunkie Forward, members of the local Rotary Club, and residents. The meeting included a presentation on Complete Streets and their benefits for social connectedness and human health. Attendees participated in a mapping activity where they shared their ideas and concerns related to Bunkie's transportation system as well as potential opportunities for active transportation and social connection.

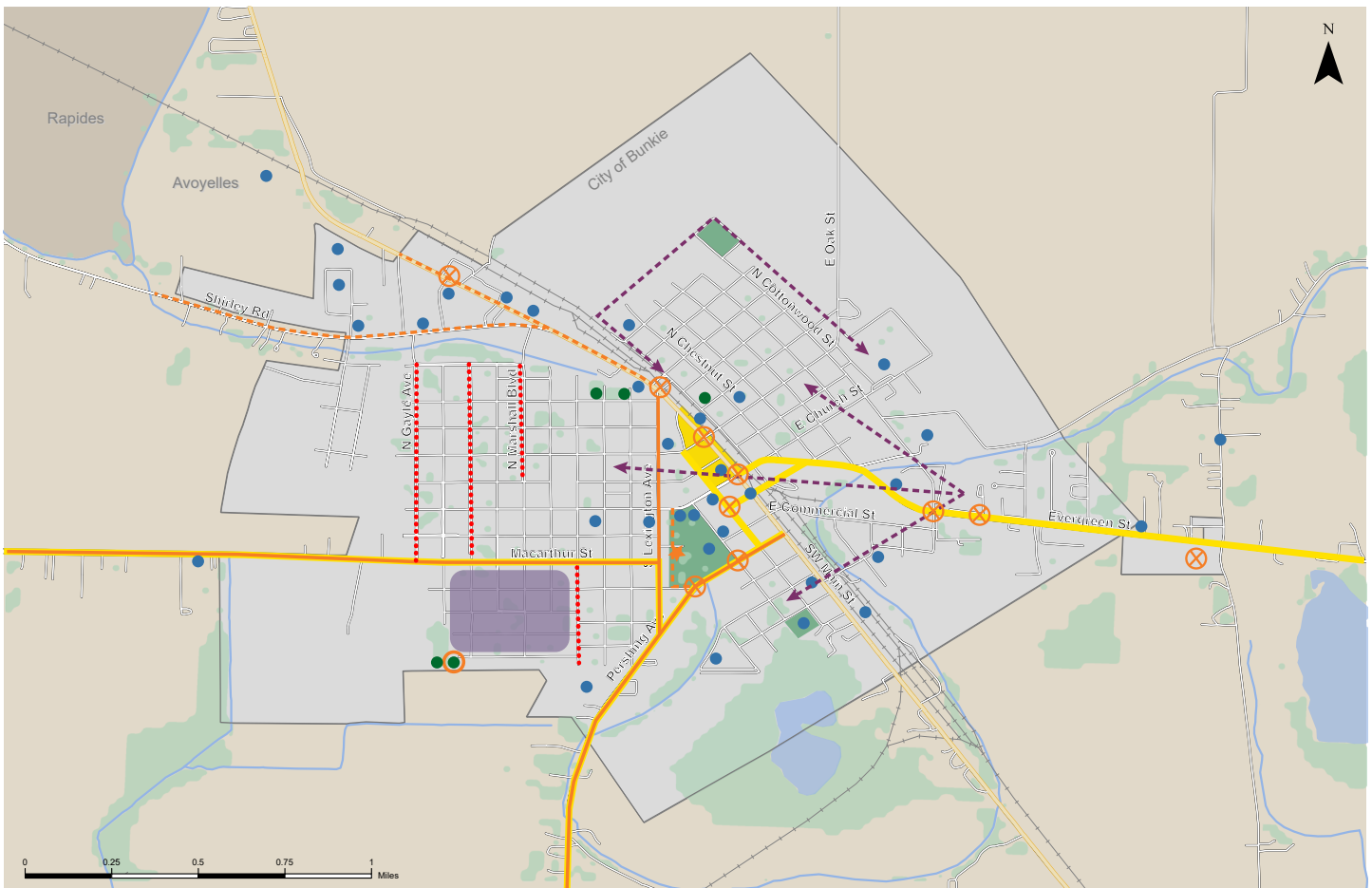


Observations and ideas for improvements gathered during the mapping activity are shown in the images and map that follow and include:

- Connections are needed between the old middle school and Sheppard's Park
- Dedicated walking and biking spaces are needed around the city
- Residents would like to form a biking club
- Crosswalks are needed at key locations
- The sidewalk network needs to be expanded and improved
- Safe bicycle and pedestrian access to U.S. 71 is needed
- Truck freight traffic contributes to congestion and erosion on roadways
- Campers and RV's traveling to Gator Grounds (a local RV resort and water park) contribute to congestion
- There is a desire for a pedestrian bridge crossing the bayou near Lake St. and Pershing Ave.
- Roads are in bad condition making them unsafe to bike on (especially Lexington Ave.)
- The only public transportation offered is demand-response service offered by the Council on Aging
- There is a desire for a pocket park system

"Great place to raise families. You know your children are safe no matter where you go."

Community Engagement



Legend

- Vacant City Lots
- Key Destinations
- Narrow, Busy Road
- Heavy Traffic (trucks and farming equipment)
- Hard to Bike/Add Bike Lane
- Connections Needed
- Lighting Needed
- 4-Wheelers on Street
- ⊗ Crosswalk Needed
- Basketball Court Wanted
- ★ Footbridge Needed

Community Engagement

COMMUNITY MEETING #2

CPEX and Move Bunkie Forward held a second public meeting on February 8, 2022 to collect additional information about the city's needs and feedback on initial Complete Streets recommendations that were made based on the first public meeting. The meeting began with a presentation on Complete Streets and the types of improvements that the city may be able to implement. Following the presentation, attendees participated in a mapping activity where they added comments and additional recommendations to maps that illustrated the initial recommendations.

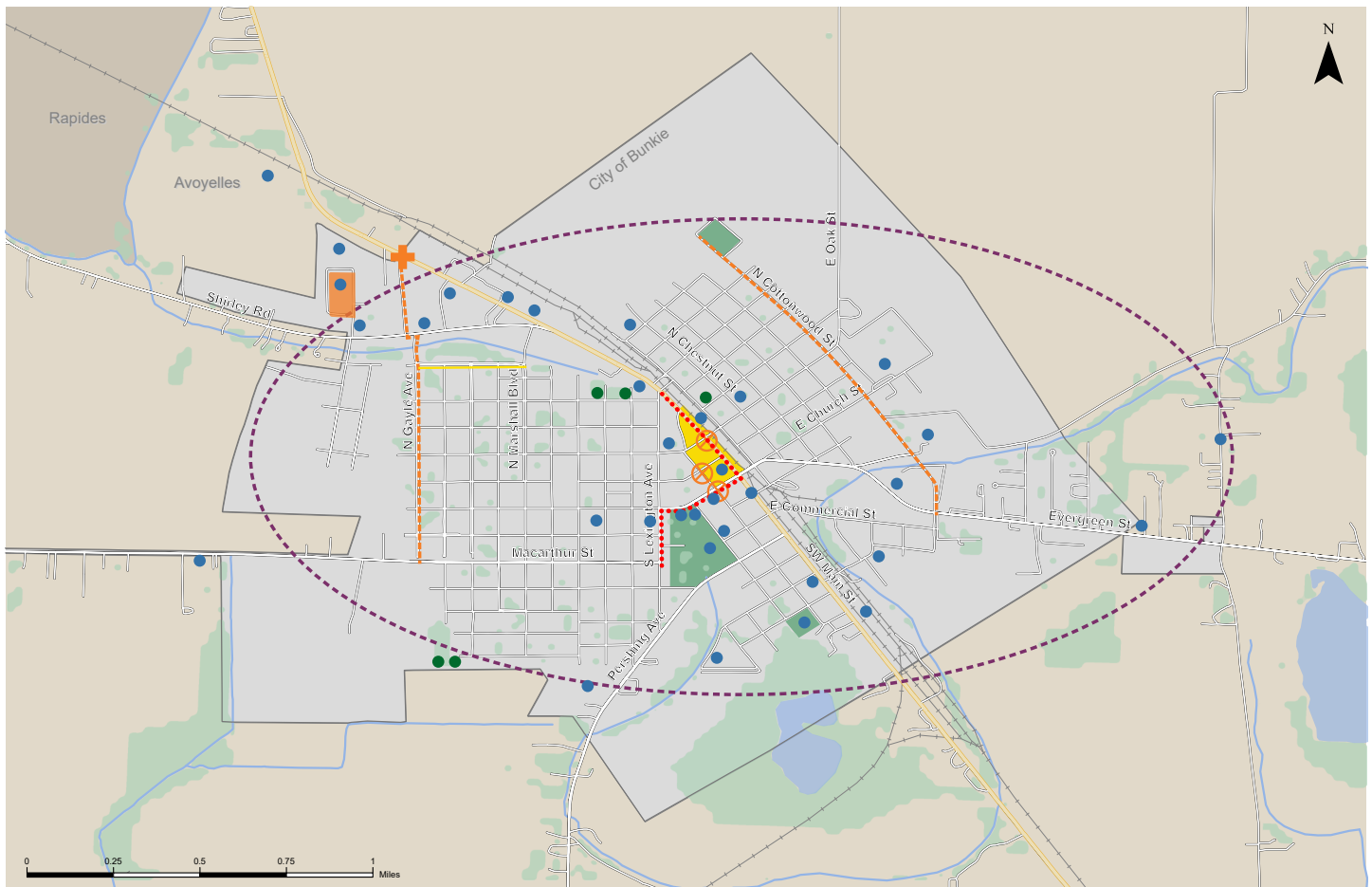
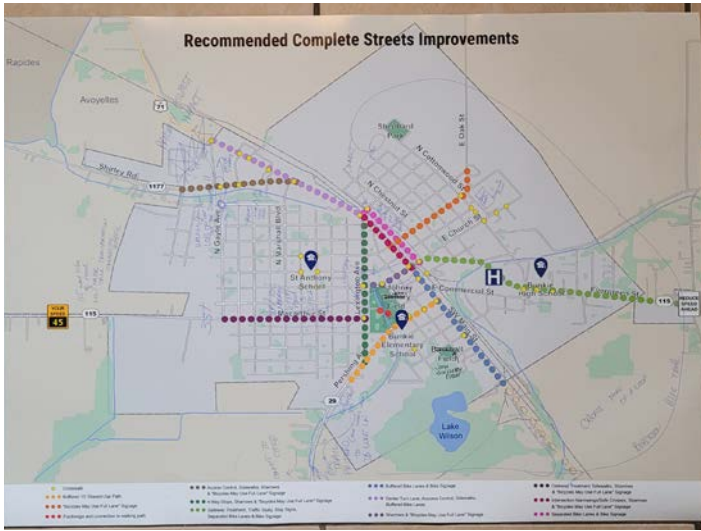


Observations and ideas for improvements gathered during the mapping activity are shown in the images and map that follow and include:

- LA 115 is too narrow for heavy truck traffic
- Additional sidewalk maintenance needs
- Additional crosswalks
- Additional stop signs
- Additional lighting
- Animal control concerns
- There is desire for a bike trail or loop around the city
- Access to the shopping center area will impact a lot of people and should be a priority

"We have schools, a hospital... everything we need right here."

Community Engagement



Legend

- Vacant City Lots
- Priority Area (Grocery Store)
- - - Bike trail loop concept
- X Crosswalk Needed
- Key Destinations
- - - Sidewalks Needed
- Lighting Needed
- + Gateway Treatment

Themes & Priority Projects

KEY PROJECT THEMES

Based on the priorities established in past plans, public input, and CPEX's assessment of existing conditions, challenges and opportunities, the following recommendations have been developed to be feasible for implementation over immediate, mid-, and long-range periods; responsive to community needs and desires; and to leverage existing plans, local initiatives, and funding opportunities. The interventions summarized below are detailed in the following recommendations section of this plan.

Summary of the Bunkie Complete Streets Action Plan recommendations:

- Install ADA Compliant Crosswalks at key locations on state-owned roads
- Install ADA Compliant Crosswalks at key locations on city-owned roads
- Construct sidewalks on key pedestrian routes on state-owned roads
- Install signage to improve bicycle safety along key routes
- Designate key bicycle routes with sharrows
- Implement access control measures along LA 1177 & U.S. 71
- Construct a buffered shared use path on LA 29
- Add buffered bike lanes and safety signage along key routes
- Develop and install gateway treatments at entry/exit points
- Install a footbridge and sidewalk connection over the bayou at Redmon Lane

Two priority projects from the Healthy Places for Healthy People Plan were also identified for early implementation by the project partners and are detailed on the following pages:

- Plan and implement a city-wide pocket park program
- Plan, program, and implement a walking tour

Themes & Priority Projects



PRIORITY PROJECTS

Pocket Park Program: A pocket park program can transform blighted vacant lots into neighborhood assets designed to encourage healthy activities and social interaction. Development of the pocket parks should be informed by robust outreach and engagement at the neighborhood level to identify needs and preferences for the function and design of individual pocket parks and guided by a phased implementation plan that outlines partnerships, services, materials, and funding needed.

Walking Tour: A walking tour can highlight Bunkie's unique history and cultural assets, promote tourism and economic activity, encourage residents to engage in regular healthy activity, and foster social interactions and connections. This project should be driven by public input to identify and refine themes; research to provide accurate tour content; and will entail route designation and design, including signage, and creation of promotional materials.

Themes & Priority Projects

POCKET PARK PROGRAM – PLANNING, DEVELOPMENT AND IMPLEMENTATION

Studies show that living within close proximity to parks and open space benefits physical health, mental health, and social health. While Bunkie has a system of neighborhood parks, there are residential areas that would benefit from additional open space amenities dispersed throughout the community. The City currently has an inventory of land that could be evaluated for potential open space conversion through a community-based engagement effort.

Time frame: Immediate to Short-term (1-2 years)

Project Lead: City

Project Partners: CPEX, Louisiana Department of Health (LDH)

Cost: \$\$\$\$ - \$\$\$\$

LOCATIONS

2 lots at the end of Patton St.

Corner of N Holly St. & Williams St.

Corner of N Mable St. & Williams St.

Corner of Frazier St. & NE Main St.

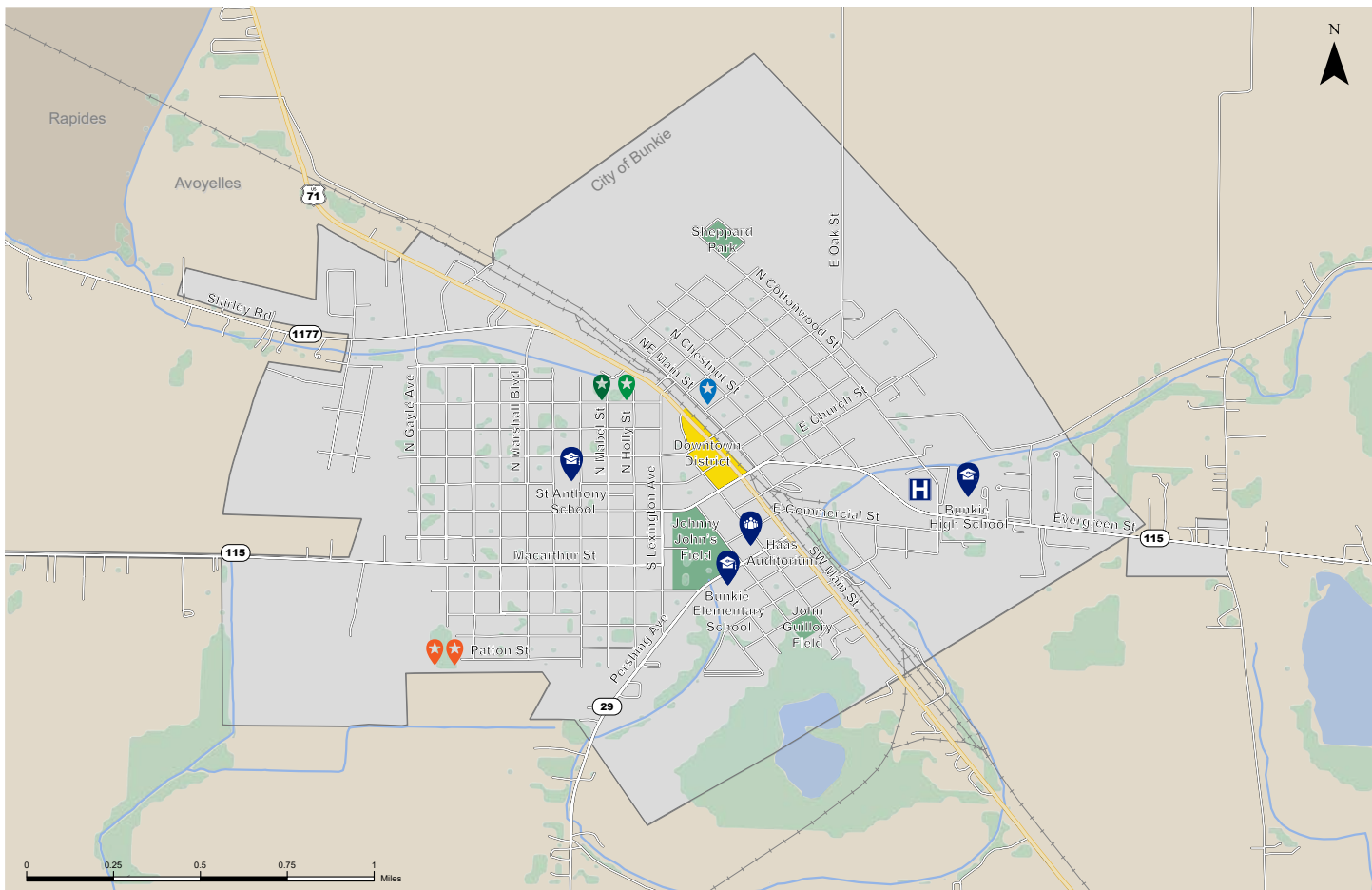
CONSIDERATIONS

- Pocket parks typically have scaled down features and amenities that offer benefits similar to larger parks in a much smaller space.
- Provide new venues for events that can promote physical activity, healthy living and recreation, the local economy, social interaction, and education.
- Decisions regarding programming and amenities at pocket parks should be based upon direct feedback from the surrounding community in order to encourage buy-in and ensure that the park space best meets the needs and desires of potential nearby users.
- Access to green space and safe spaces for public gathering have been shown to contribute positively to community health outcomes such as reduced stress, better mental health, increased physical activity, and greater social cohesion.

"I love that in Bunkie everyone helps each other."

Themes & Priority Projects

POCKET PARK PROGRAM – PLANNING, DEVELOPMENT AND IMPLEMENTATION



Legend

- ★ End of Patton St.
- ★ N Mable St. & Williams St.
- ★ N Holly St. & Williams St.
- ★ Frazier St. & NE Main St.

Themes & Priority Projects

WALKING TOUR – PLANNING, PROGRAMMING AND IMPLEMENTATION

The Healthy Places for Healthy People Plan identified development of a self-guided walking tour around downtown as an implementation action to encourage healthy activities such as walking, biking, running, and other outdoor activity as well as to highlight Bunkie’s rich history.

Designed properly, the tour could also provide improved opportunities for socializing by connecting residents to downtown cafes and coffee shops, open space and recreation assets.

Time frame: Immediate to short-term (1-2 years)

Project Lead: City

Project Partners: MPO, LA DOTD, CPEX, LDH

Cost: \$\$\$\$

LOCATIONS

Downtown and wellness districts

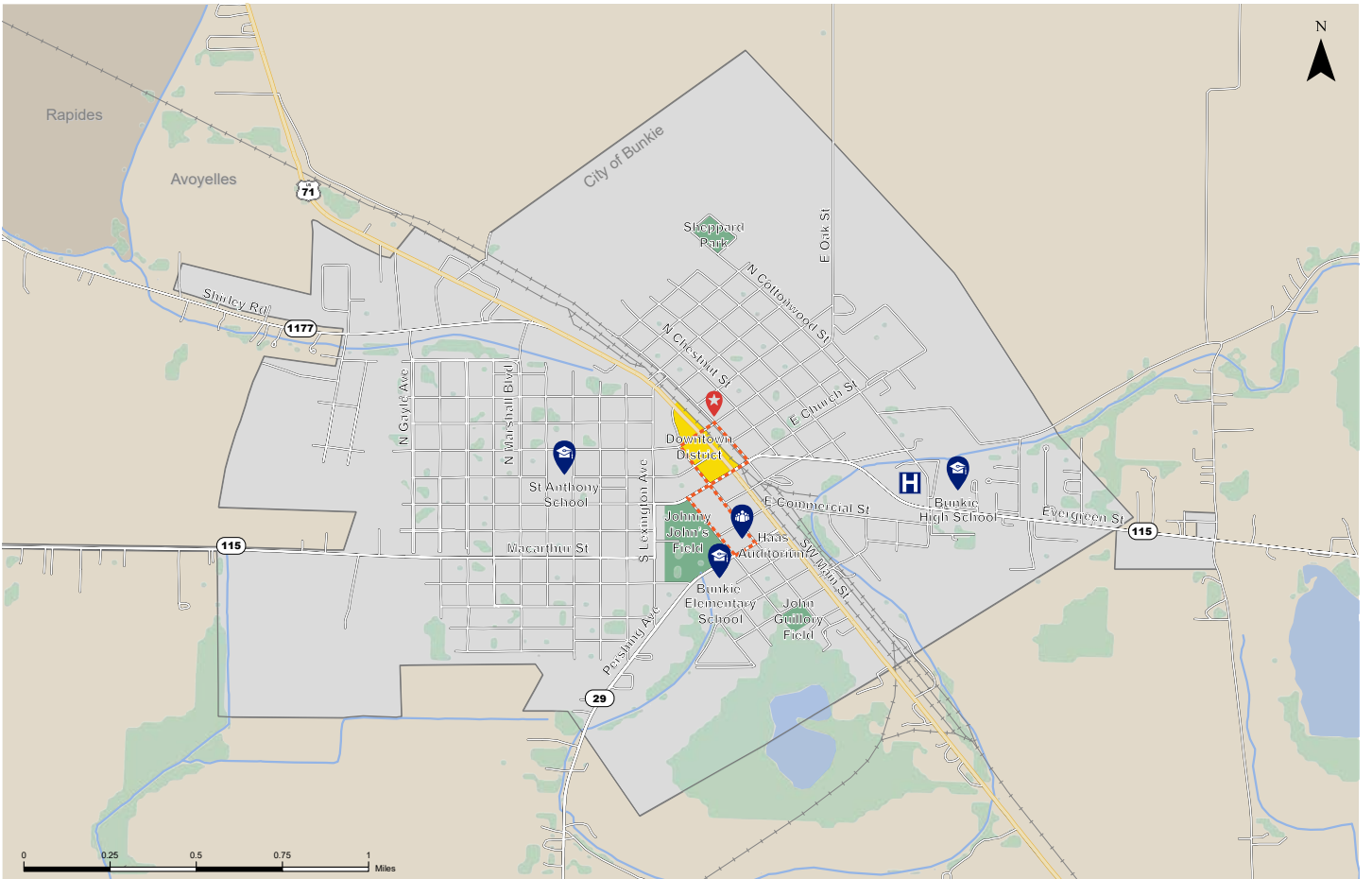
CONSIDERATIONS

- Projects such as the Walking Tour proposed in the Healthy Places for Healthy People plan have multifaceted benefits—ranging from improving access to open space and opportunities to get out and get active, as well as improving how connected people are socially by increasing access to downtown restaurants and gathering spaces.
- Social connections have a greater impact upon health than obesity, high blood pressure, or smoking. Areas with higher access to amenities have improved social connections, and the walking tour can aid in providing these important connections.
- Healthy Places for Healthy People identified the tour as an opportunity to provide a safe, accessible opportunity to be active and contribute to Bunkie’s unique character by highlighting its history and existing assets.
- Aesthetic benefits of the walking tour (such as placemaking¹⁰-inspired signs and markers) can strengthen people’s ties to Bunkie by giving locals a sense of belonging and ownership of their city. This has the chance to bring the city to life by creating a variety of experiences that unite the community. Placemaking can be an economic and sustainable approach to reinvigorate neighborhoods and attract visitors to Bunkie.

¹⁰ <https://www.planning.org/knowledgebase/creativeplacemaking/>

Themes & Priority Projects

WALKING TOUR – PLANNING, PROGRAMMING AND IMPLEMENTATION



Legend



The Bunkie Depot



Possible Walking Tour Path

Complete Streets Recommendations



The Complete Streets recommendations that follow are designed to support healthy and active lifestyles while contributing to everyone on Bunkie's roads' safety. The specific projects that are recommended take into consideration the existing condition of each roadway and build on Bunkie's assets while improving driving and walking conditions. The following page contains a map and list of all of the recommended projects in this plan and detailed information and locations for each recommended project follow. At the end of this plan, an implementation table inventories all of the recommended projects as well as potential funding sources for each.

RECOMMENDED PROJECTS

Complete Streets interventions can include sidewalk and roadway improvements, signage, gateway treatments, access control improvements, and plans and studies. In Bunkie, most of the recommended improvements relate to signage or changes in street markings and striping that will make the roads safer for bikes and pedestrians. The map below shows all of the recommended Complete Streets roadway projects. Detailed descriptions of the recommended projects, locations, and project prioritization are shown in the section that follows and in the implementation matrix at the end of this document.

Complete Streets Recommendations

Recommended Complete Streets Improvements for Bunkie, LA



Legend

- Bicycle Safety Signage
- Lighting, 4-Way Stops, Sharrows and Bicycle Safety Signage
- Access Control, New Sidewalks, Sharrows, and Bicycle Safety Signage
- Buffered 10' Shared-use Path
- Buffered Bike Lanes and Bicycles Safety Signage
- Gateway Treatment, Center Turn Lane, Access Control, New Sidewalks, Buffered Bike Lanes, and Bicycle Safety Signage
- Footbridge and Connections to Walking Path
- Gateway Treatment, New Sidewalks, Sharrows, and Bicycle Safety Signage
- Gateway Treatment, Traffic Study, Stop Signs, Separated Bike Lanes, and Bicycle Safety Signage
- Lighting, Intersection Narrowings/Safe Crosses, Sharrows, and Bicycle Safety Signage
- Separated Bike Lanes and Bicycle Safety Signage
- Lighting, Sidewalk Maintenance, Sharrows, and Bicycle Safety Signage

Complete Streets Recommendations

ADA COMPLIANT CROSSWALKS AT KEY LOCATIONS ON STATE ROADS

A challenge noted during CPEX's tour of the city and first workshop was a lack of safe and well-marked crosswalks, particularly in areas downtown where much of the parking used by visitors is across the street from key destinations. Many of the main roads in town are part of the state highway system; improvements to those facilities will need to be coordinated with LA DOTD. The Metropolitan Planning Organization (MPO) that includes the city of Bunkie, the Rapides Area Planning Commission, will be a valuable resource for coordinating these efforts.

Time frame: Phased over 3 years

Project Lead: LA DOTD

Project Partners: City, MPO

Cost: \$\$\$\$

LOCATIONS

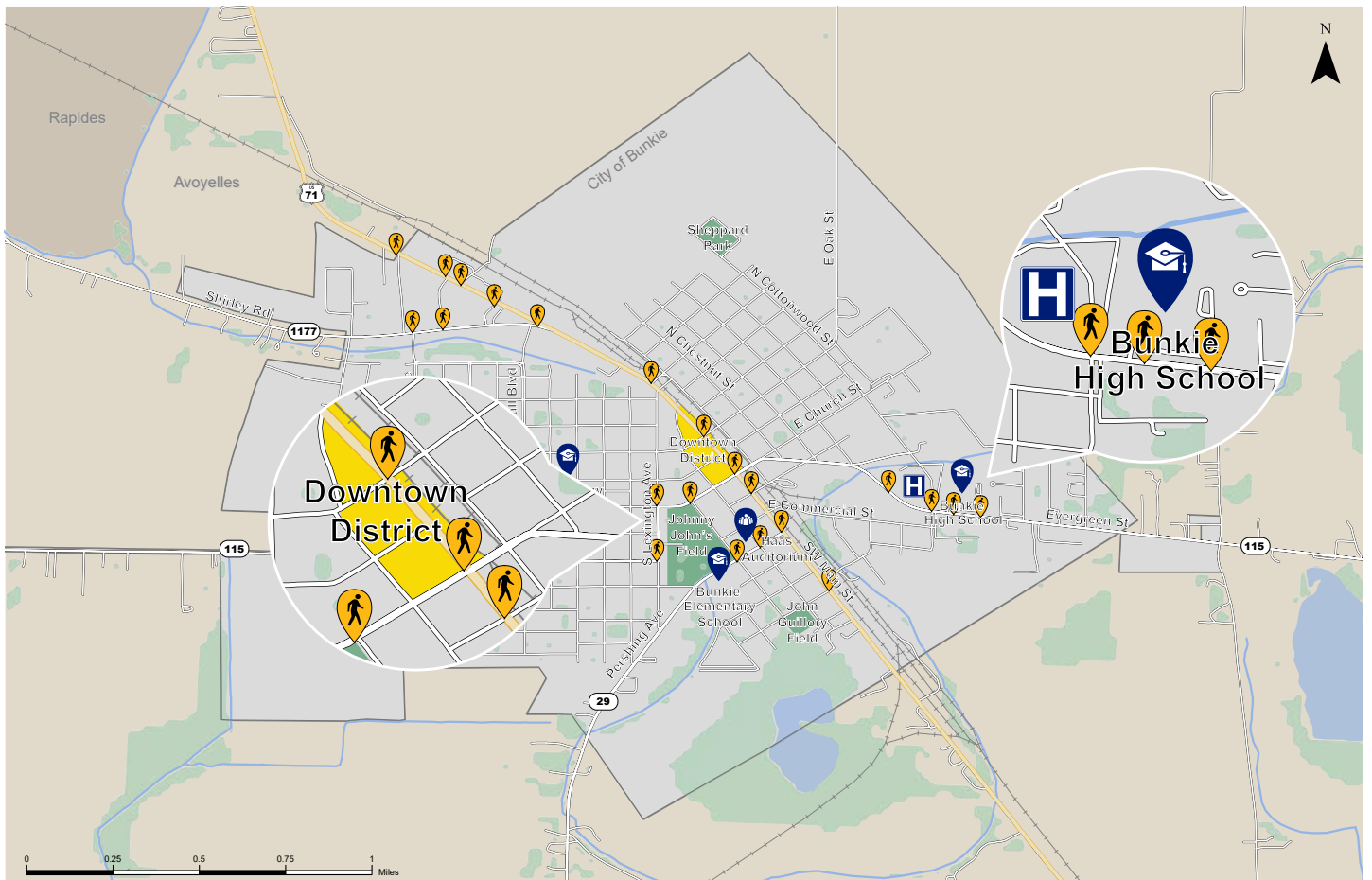
LA 115 & High School Driveway	LA 29 & Walnut St.
LA 115 & High School Entrance	U.S. 71 & LA 1177
LA 115 & High School Stadium Entrance	U.S. 71 & LA 29
LA 115 & Hospital Entrance	U.S. 71 & Cherry St.
LA 115 & SE Main St.	U.S. 71 & Chevy Ln.
LA 115 & Standard St.	U.S. 71 & Michel Ln.
LA 1177 & Chevy Ln.	U.S. 71 & N Lexington Ave.
LA 1177 & N Gayle Blvd.	U.S. 71 & W Pine St.
LA 29 & Lake St.	2 intersections on U.S. 71 in the downtown district

CONSIDERATIONS

- For improved visibility, the preferred crosswalk marking pattern at uncontrolled (no traffic signal or stop sign) and mid-block locations is the high-visibility, "continental" crosswalk marking (ladder-like parallel lines as shown in the top left image on the following page). If placed to avoid the wheel track, these markings may last significantly longer than standard parallel line crosswalks (double lines perpendicular to the roadway as shown in the top right image on the following page).
- Use of standard line crosswalk markings should be limited to signalized intersections, or crossings of side streets controlled by stop signs.
- On state roads, the entire intersection must be ADA compliant. This means ramps must be present, pavement must be in good condition, signs for direction of crossing and crossing buttons must be tactile, audible, and visual.

Complete Streets Recommendations

ADA COMPLIANT CROSSWALKS AT KEY LOCATIONS ON STATE ROADS



Complete Streets Recommendations

ADA COMPLIANT CROSSWALKS AT KEY LOCATIONS ON CITY ROADS

Ensuring that clearly-marked crosswalks are accessible to travelers of all abilities in and around areas where high-levels of pedestrian activity is desired or anticipated is an important step toward making walking around Bunkie safer. Crosswalks not only help make walking a safe option but they also get people out and moving for shorter trips around town. In addition, when amenities, destinations, and services are easily and safely accessible by foot, those who are older or using assistive devices can feel increased independence, and experience less sense of isolation, since they have the option to walk instead of relying on others for transportation and can also more easily get out to interact socially.

Time frame: Phased over 3 years

Project Lead: City

Project Partners: MPO, LA DOTD

Cost: \$\$\$\$

LOCATIONS

6 intersections around St. Anthony School

SE Main St. & Pine St.

E Oak St. & U.S. 71

SE Main St. & E Church St.

E Oak St. & S Cottonwood St.

Walnut St. & W Church St.

NE Main St. & Ebony St.

Walnut St. & W Magnolia St.

S Cottonwood St. & E Church St.

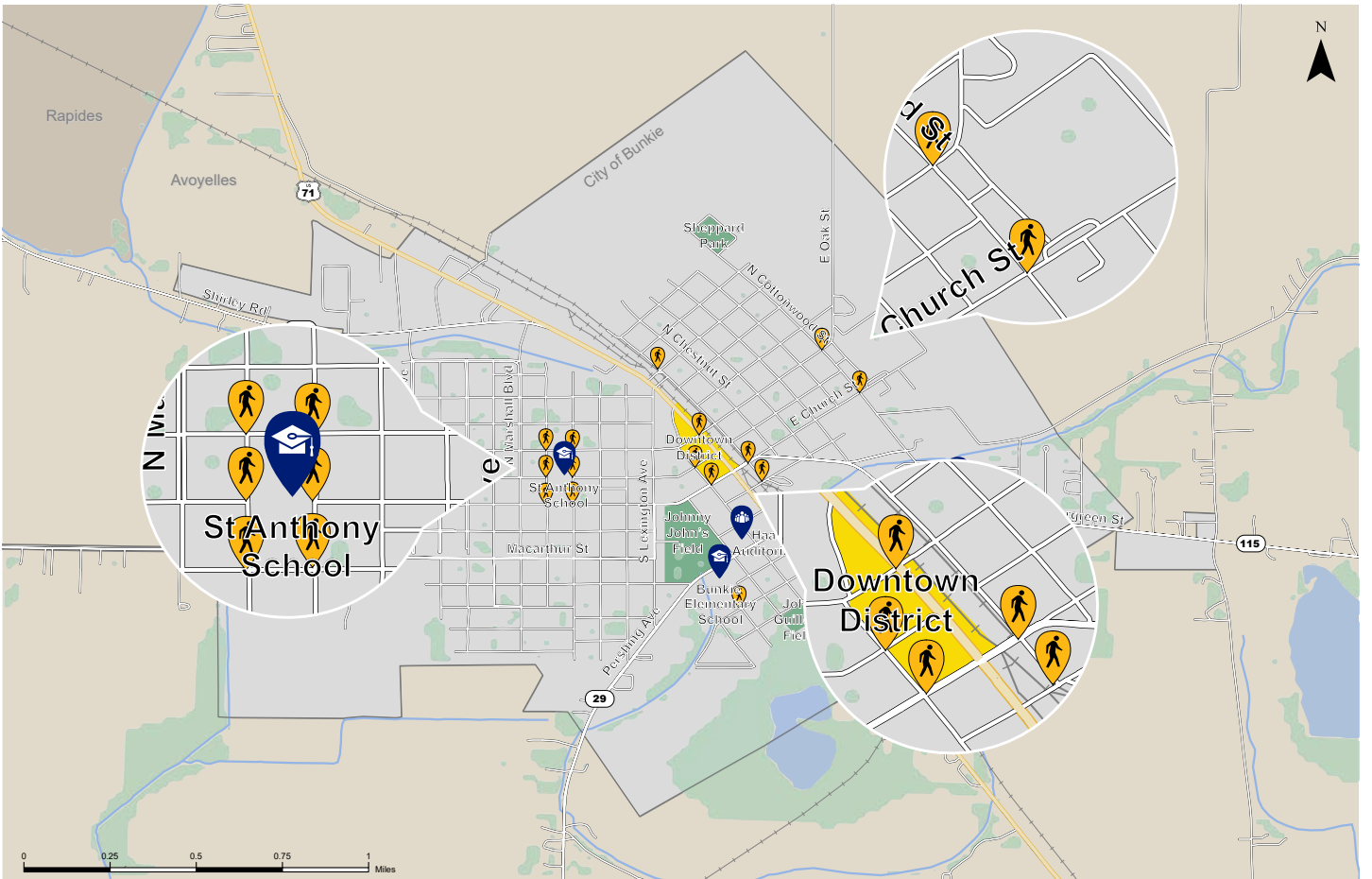
CONSIDERATIONS

- LA DOTD's minimum width recommendation for crosswalks is 4' for a marked crosswalk¹⁰ with 6' or more preferred, where possible.
- For improved visibility, the preferred crosswalk marking pattern at uncontrolled (no traffic signal or stop sign) and mid-block locations is the high-visibility, "continental" crosswalk marking (ladder-like parallel lines as shown in the top left image on the following page). If placed to avoid the wheel track, these markings may last significantly longer than standard parallel line crosswalks (double lines perpendicular to the roadway as shown in the top right image on the following page).
- Use of standard parallel line crosswalk markings should be limited to signalized intersections, or crossings on side streets controlled by stop signs.

¹⁰ LA DOTD Standard Plan PM-08

Complete Streets Recommendations

ADA COMPLIANT CROSSWALKS AT KEY LOCATIONS ON CITY ROADS



Complete Streets Recommendations

SIDEWALKS ON KEY PEDESTRIAN ROUTES ON STATE-OWNED ROADS

Sidewalks increase pedestrian safety and comfort by providing a dedicated space for pedestrians that is buffered from faster moving cars and trucks. Designing and constructing these improvements on state roads that serve as major connectors through town will require coordination with LA DOTD.

Time frame: Long-term (5+ years)

Project Lead: LA DOTD

Project Partners: City, MPO, LA DOTD

Cost: \$\$\$\$ -\$\$\$\$

LOCATIONS

LA 115 from S Gayle Ave. to S Lexington Ave.
(West corridor)

U.S. 71 from Ebony St. to Michel Ln.

LA 1177 from 71 to Oak Villa Dr.

Redmon Ln. to LA 29

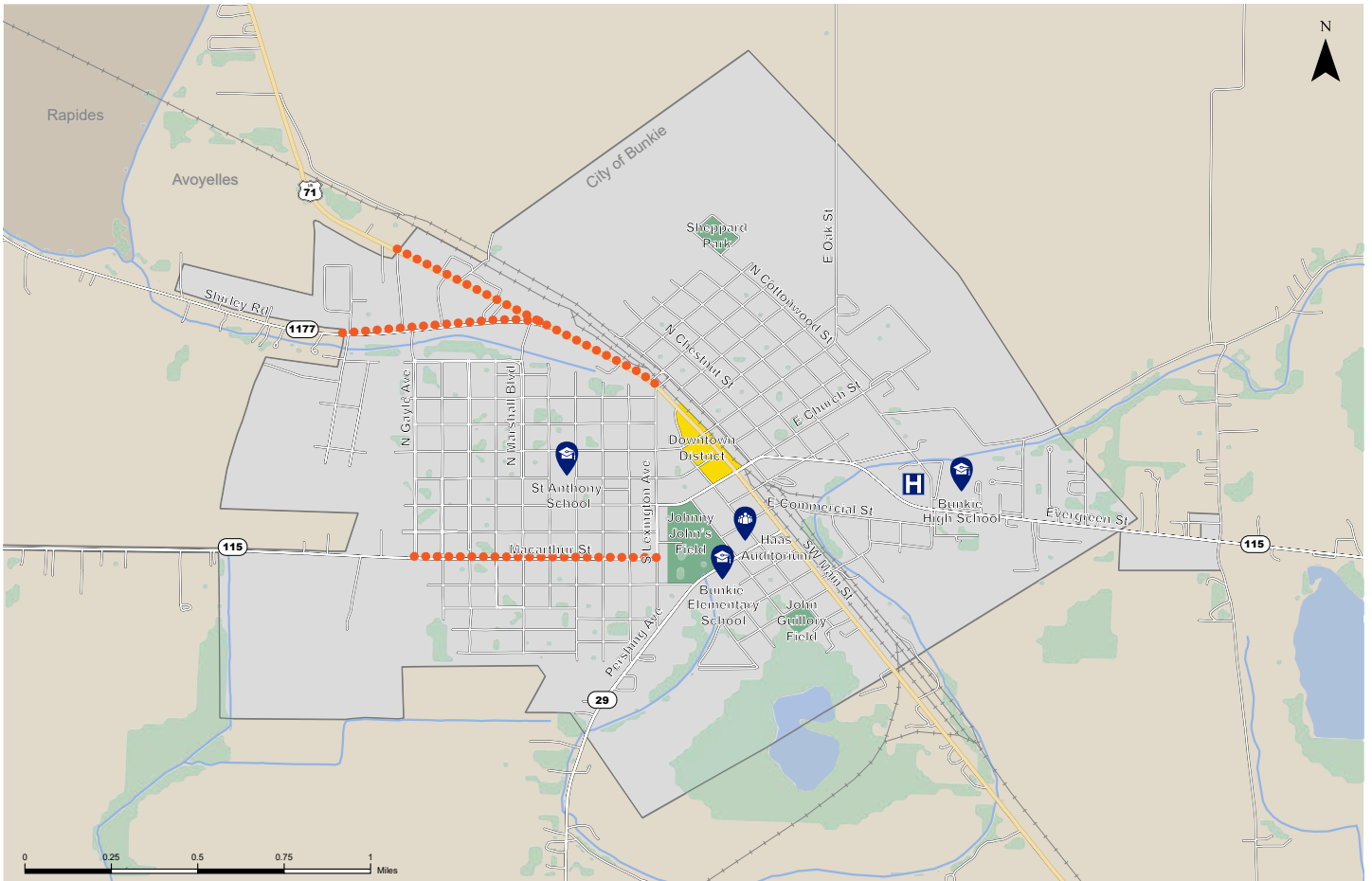
CONSIDERATIONS

- Provides a dedicated place within the public right-of-way for pedestrians to safely travel and reduces collisions involving pedestrians in rural areas.
- Reduces “walking along roadway” crashes.
- May notably increase levels of walking in areas with high traffic speeds and/or volumes.
- Sidewalks may not support a rural visual character when configured with curb and gutter and no landscaped separation.
- Requires a moderate-width roadside environment to provide for separation and sidewalk area outside of the adjacent roadway.

“Bunkie is a close knit community, everyone knows everyone. Everyone grew up together.”

Complete Streets Recommendations

SIDEWALKS ON KEY PEDESTRIAN ROUTES ON STATE-OWNED ROADS



Complete Streets Recommendations

SIDEWALK MAINTENANCE & LIGHTING ON CITY-OWNED ROADS

It is important that sidewalks are well maintained and properly lit so that they are safe for all types of users. When sidewalks do not connect, have damage that makes them unsafe, have obstructions, or are inadequately lit they can either prevent travel or cause users to resort to using the street which increases the risk of crashes, injuries, and death.

Time frame: Immediate

Project Lead: City

Project Partners: MPO

Cost: \$\$\$\$ -\$\$\$\$

LOCATIONS

E Church St. from S Lexington Ave. to U.S. 71

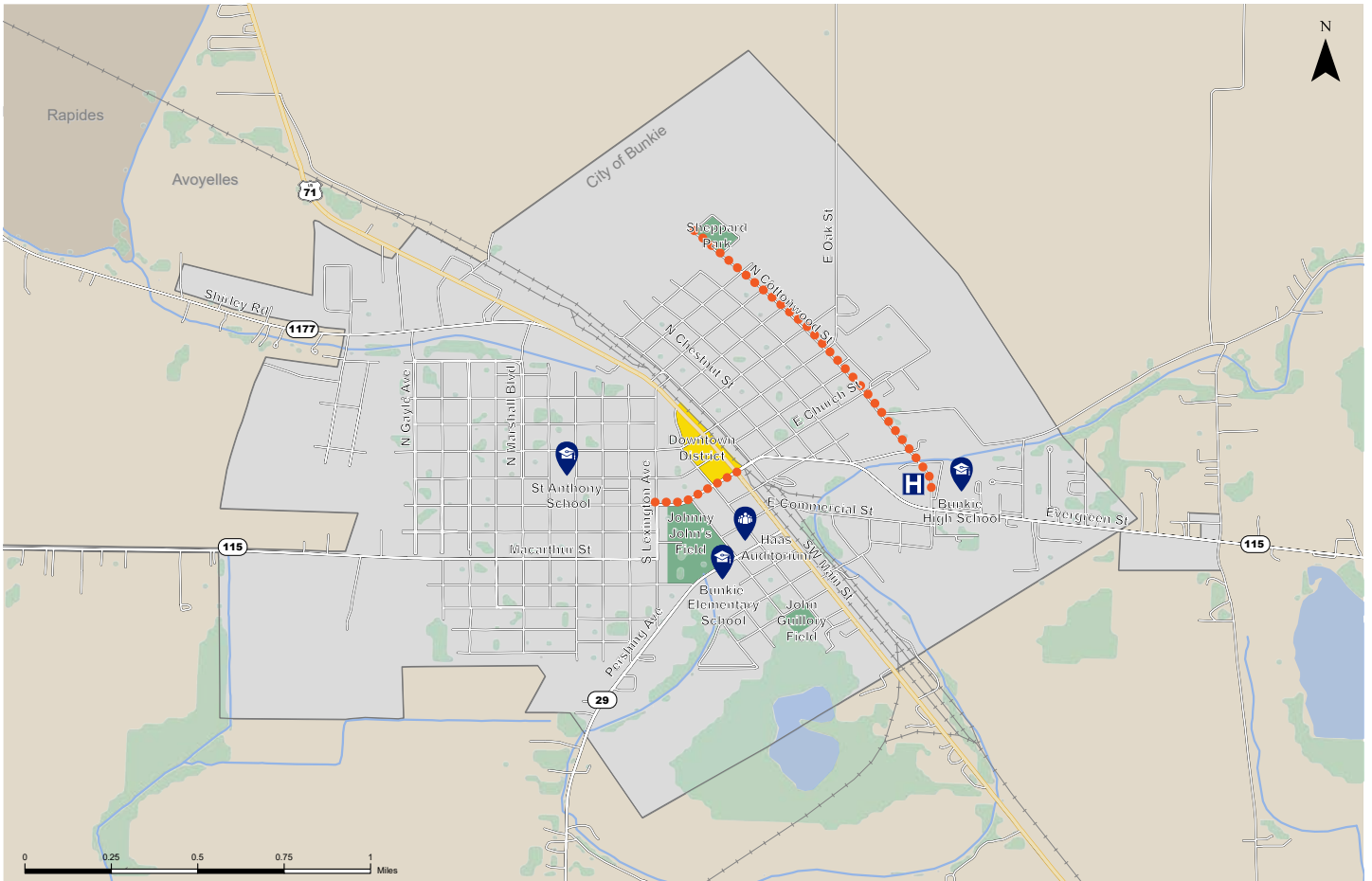
Cottonwood St.

CONSIDERATIONS

- Improves accessibility for people with disabilities.
- Reduces "walking along roadway" crashes.
- Lighting and maintenance help keep pedestrians from accidentally injuring themselves on uneven or obstructed sidewalks.
- Adequate lighting improves visibility and a sense of safety.

Complete Streets Recommendations

SIDEWALK MAINTENANCE & LIGHTING ON CITY-OWNED ROADS



Complete Streets Recommendations

SIGNAGE TO IMPROVE BICYCLE SAFETY ALONG KEY ROUTES

Signs along main bicycle routes through town raise awareness of the likelihood that cyclists may be present on the road and serve as a reminder to all travelers of the rights of cyclists to use the road. Preferred signs for shared lanes are those that state, "Bicycles May Use Full Lane" or "3 Feet - It's the Law."

Time frame: Immediate to Mid-Term (3-5 years)

Project Lead: Dependent on roadway ownership

Project Partners: City, MPO, or LA DOTD

Cost: \$\$\$\$ -\$\$\$\$

LOCATIONS

LA 115 from S Gayle Ave. to S Lexington Ave.
(West corridor of LA 115)

LA 115 from Slaughterhouse Rd. to U.S. 71
(East corridor of LA 115)

LA 1177 from U.S. 71 to Oak Villa Dr.

U.S. 71 from city boundary to Ebony St.

E Oak St.

U.S. 71 from E Church St. to Ebony St.

Rose St./W Church St. from S Lexington Ave. to U.S. 71

S Lexington Ave. from LA 29 to U.S. 71

Ebony St. from U.S. 71 to SE Main St.

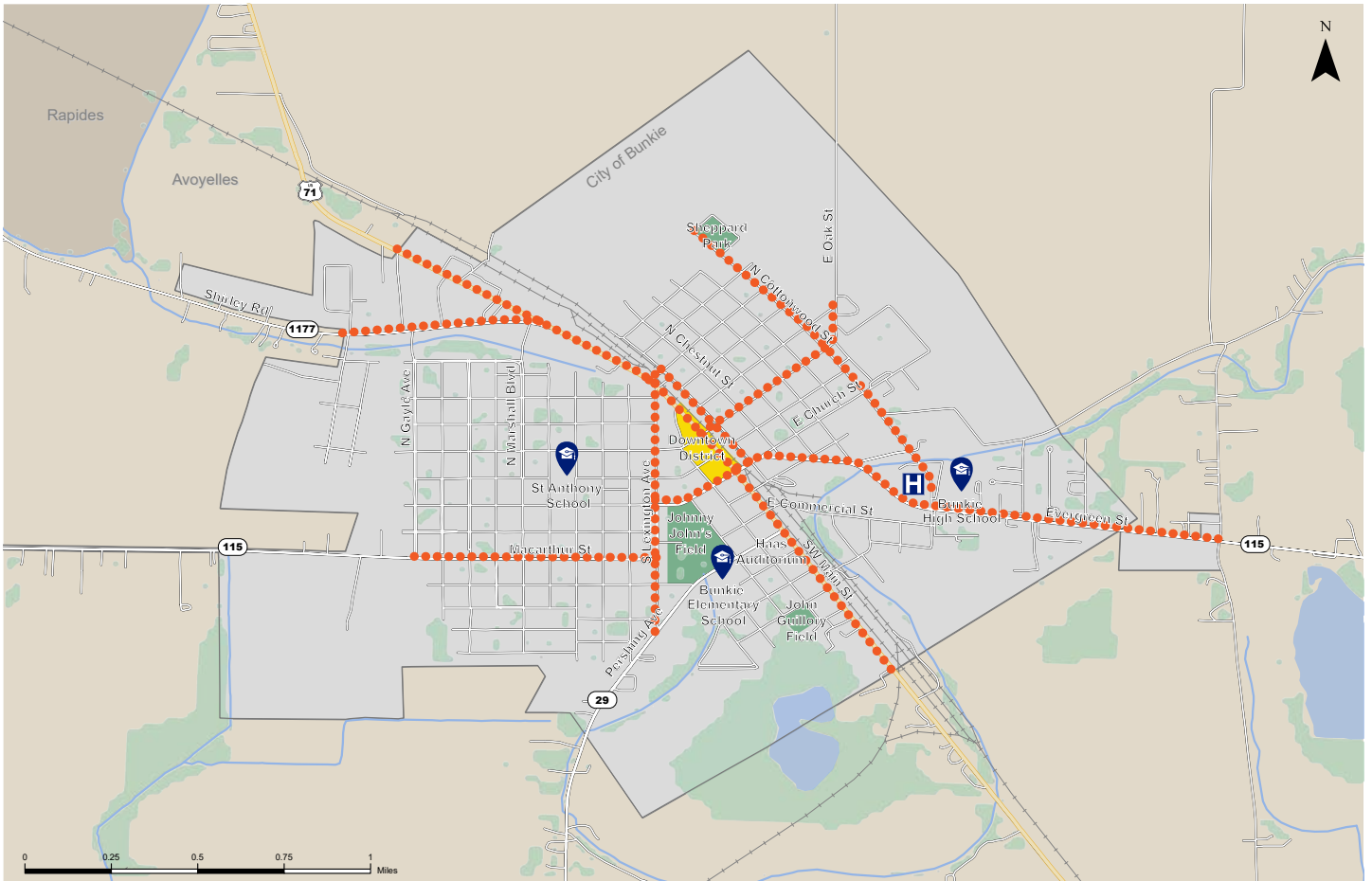
SE Main St. from 115 to Ebony St.

CONSIDERATIONS

- Use a combination of signage and road markings, where appropriate, to mark the routes.
- Create a wayfinding map of the routes and display at key points in town to help visitors navigate the area and alert residents to active transportation options.
- Bicycle routes through rural areas can attract day visitors from the surrounding area, as well as long-term visitors cycling through the region.

Complete Streets Recommendations

SIGNAGE TO IMPROVE BICYCLE SAFETY ALONG KEY ROUTES



Complete Streets Recommendations

SHARROWS ALONG KEY BICYCLE ROUTES

Sharrows are pavement markings that indicate that cyclists are permitted to use the lane. While this is true of all local streets, markings can be used to alert motorists to routes where bike traffic may be more frequent.

Time frame: Immediate to Short-term (1-2 years)

Project Lead: Dependent on roadway ownership

Project Partners: City, MPO, or LA DOTD

Cost: \$\$\$\$

LOCATIONS

LA 115 from S Gayle Ave. to S Lexington Ave.
(West corridor)

SE Main St. from LA 115 to Ebony St.

LA 1177 from U.S. 71 to Oak Villa Dr.

U.S. 71 from E Church St. to Ebony St.

Rose St./W Church St. from S Lexington Ave. to U.S. 71

S Lexington Ave. from LA 29 to U.S. 71

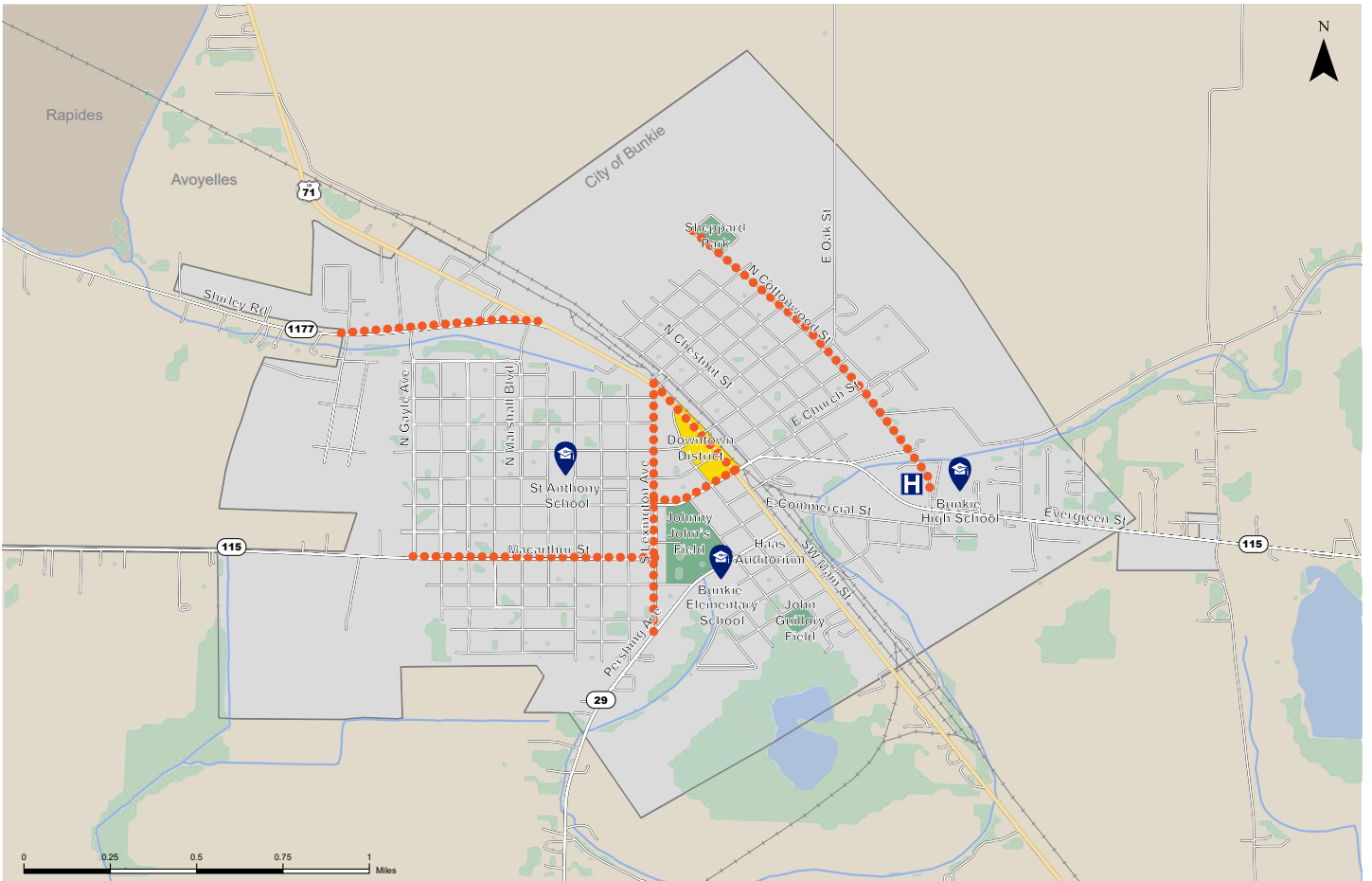
CONSIDERATIONS

- Bicycle symbols that are placed in the travel lane indicate that motorists should expect to see and share the lane with bicycles.
- Motorists may drive on sharrows; whereas, motorists may not drive on bicycle lanes, except when necessary during turning movements.
- Provides non-motorized access to natural and recreational areas, which can especially help low-income people obtain access to recreation.

"Bunkie is great because you can get anywhere in Bunkie in about 5 minutes."

Complete Streets Recommendations

SHARROWS ALONG KEY BICYCLE ROUTES



Complete Streets Recommendations

ACCESS CONTROL ALONG LA-1177 & U.S. 71

Access control is a safety measure that tries to limit the number of driveways (or other points of ingress and egress) that intersect a road so that there are as few potential conflict points as possible for motorized vehicles. Access control also considers the way that driveways cross sidewalks and bike lanes. Well-defined sidewalks and bike lanes signal to drivers that they should be on the lookout for pedestrian and bicycle traffic. In areas with high concentrations of retail and service destinations, this type of access control can be an especially important tool to improve bike and pedestrian safety.

Besides limiting driveways, another form of access control is to provide a center turn lane so that there is less likelihood of rear-end and left turn crashes caused by cars turning from the main travel lanes into driveways or onto cross streets. This type of improvement has been proven to reduce all types of crashes by reducing the number of possible conflict points in travel lanes and making it easier for motorists to see gaps in traffic that they can merge or turn into. Bunkie's grocery and shopping center located in the northwest corner of the city between U.S. 71 and LA 1177 attracts a lot of foot, bicycle and car traffic relative to the rest of the city and would be an ideal place for this type of improvement.

Alongside Bunkie's grocery store U.S. 71 (NW Main St.) has about 40 feet of paved roadway and could be converted from two lanes to three 10-foot lanes with 5 foot, separated bike lanes by changing the current road markings. If the road were widened by 11 feet, it could accommodate two 11-foot travel lanes and center turn lane plus buffered bike lanes. New sidewalks with benches and bike racks could also be added to the existing roadside buffer area between the curb and parking lot to further improve the pedestrian and bicyclist experience. An example of a road section with these improvements is shown at the bottom of the following page.

Time frame: Long-term (5+ years)

Project Lead: LA DOTD

Project Partners: City, MPO

Cost: \$\$\$\$

LOCATIONS

LA 1177 from U.S. 71 to Oak Villa Dr.

U.S. 71 from Ebony St. to Michel Ln.

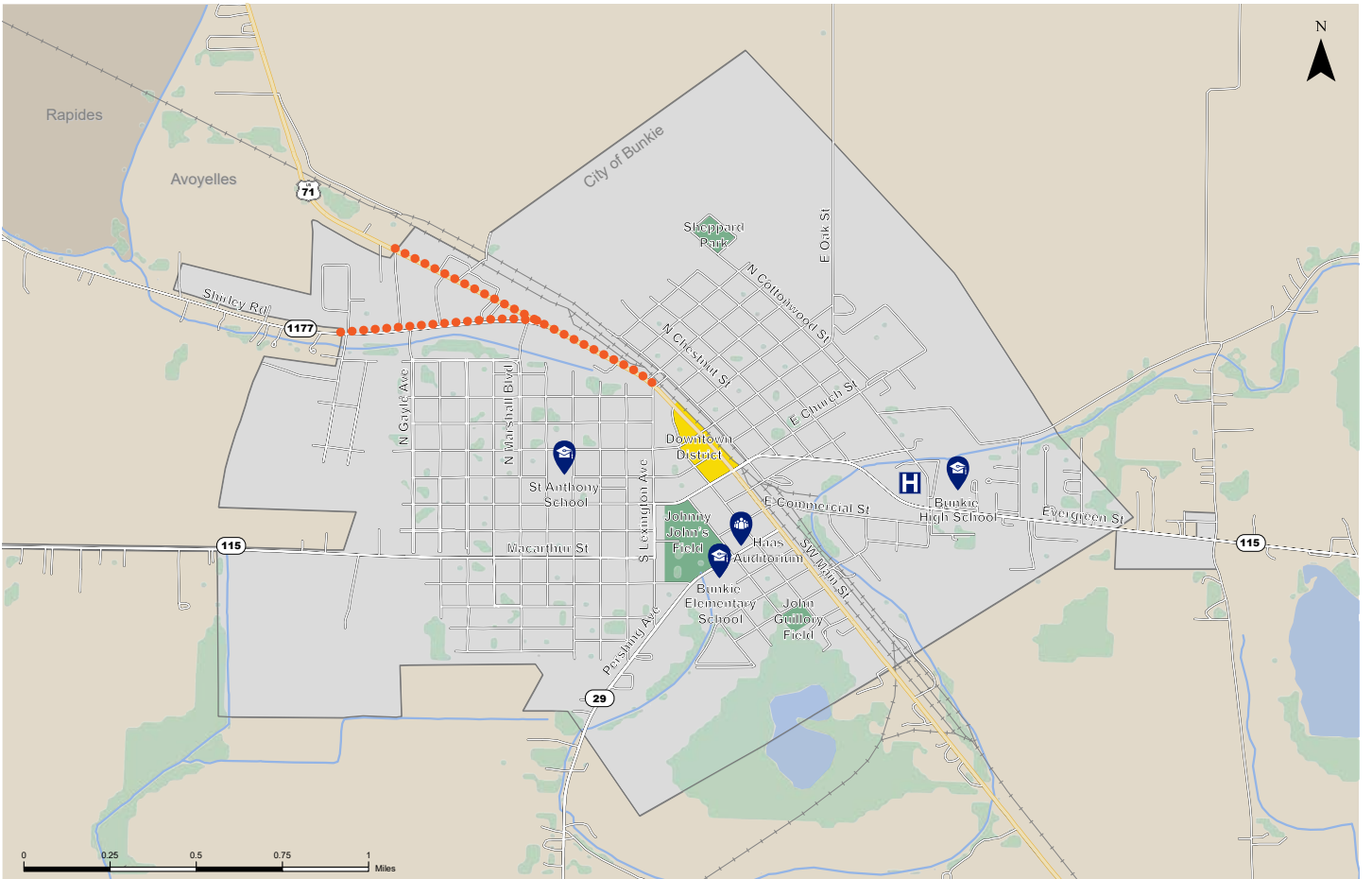
CONSIDERATIONS

- Driveways that are close together along a road, are not well defined, or where driver attention is focused on entering the flow of traffic all make roads less safe for everyone; especially bicyclists and pedestrians.
- Access control can include removing redundant driveways, narrowing driveways, tightening turning radii, or improving driveway definition.
- Pedestrian routes and bike lanes should be clearly defined to make it clear to drivers that they need to be on the lookout for people walking or biking.
- ADA standards for slope will need to be considered when paving sidewalks that cross driveways.

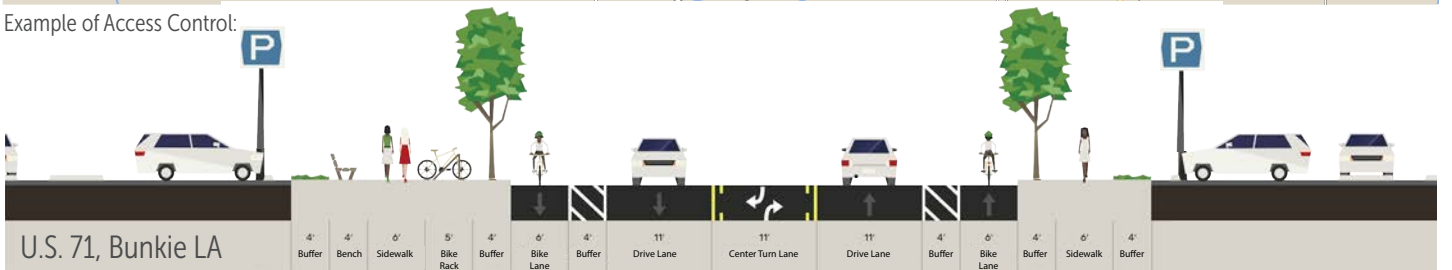
⁹ https://safety.fhwa.dot.gov/road_diets/guidance/info_guide/es.cfm

Complete Streets Recommendations

ACCESS CONTROL ALONG LA-1177 & U.S. 71



Example of Access Control:



U.S. 71, Bunkie LA

Complete Streets Recommendations

BUFFERED SHARED USE PATH ON LA-29

LA 29 is the main connector to the wellness district surrounding Haas Auditorium and Bunkie Elementary School. Community input indicated that the corridor could benefit from safer access to this and other destinations along the corridor for bikes and pedestrians. LA 29 was also a roadway that was noted in the LA DOTD bike planning tool to have poor Bicycle Level of Service, yet moderate demand. A shared use path will provide a dedicated space for bicyclists and pedestrians to travel along this main corridor, safely separated from faster moving vehicles.

Time frame: Long-term (5+ years)

Project Lead: LA DOTD

Project Partners: City, MPO

Cost: \$\$\$\$

LOCATIONS

LA 29 from S Holly St. to U.S. 71

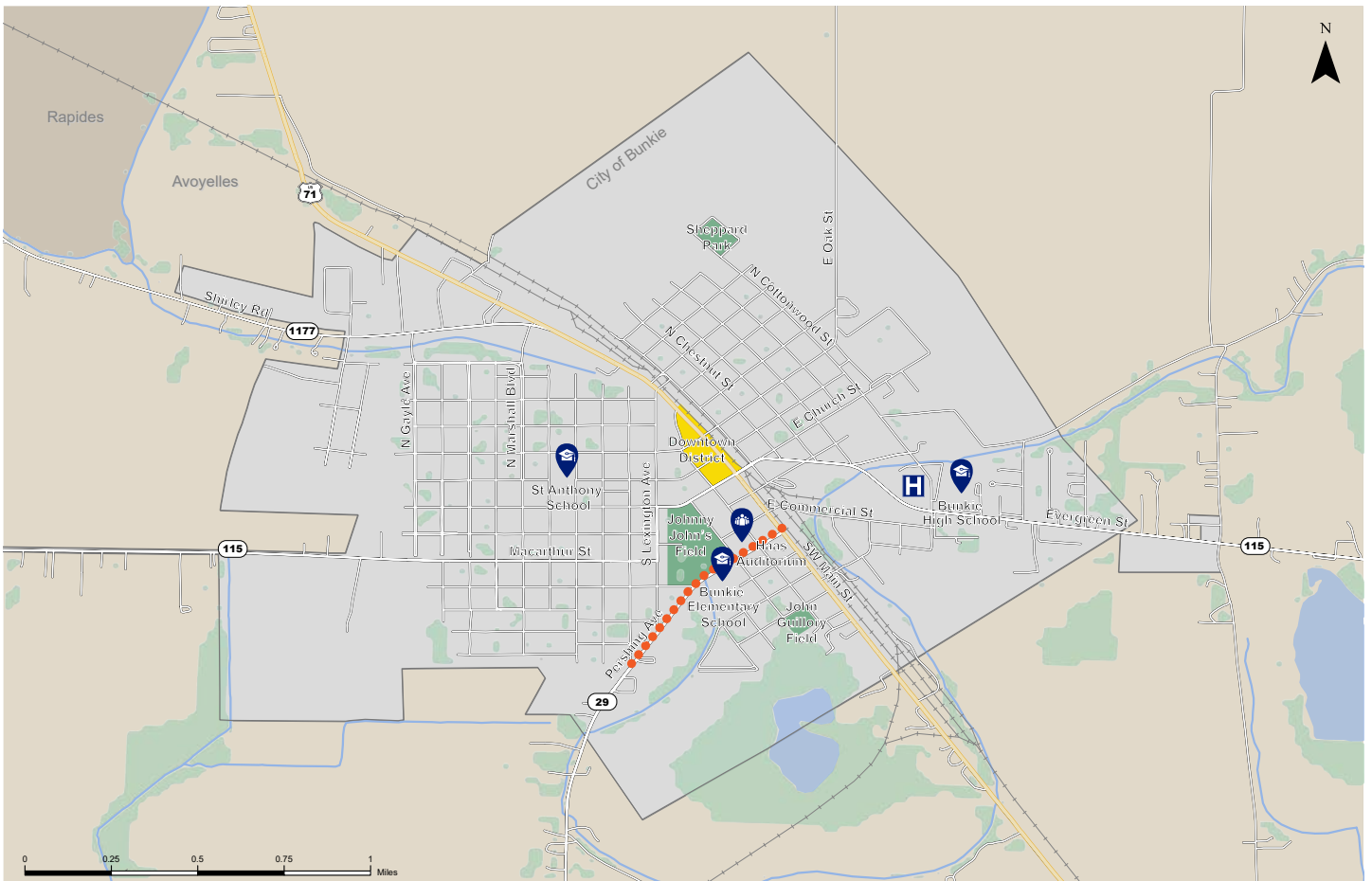
CONSIDERATIONS

- Provides a dedicated space for path users of all ages and abilities.
- Provides, in some cases, a short-cut between neighborhoods.
- Provides, in some cases, access to areas that are otherwise served only by limited-access roadways.
- Supports tourism through convenient access to natural areas or as an enjoyable recreational opportunity itself.
- Provides non-motorized access to natural and recreational areas, which can especially help low-income people obtain access to green space and recreation.
- Shared use paths have a small footprint and can display a distinctly rural character.

"Lots of great memories here and a lot more great memories to be made"

Complete Streets Recommendations

BUFFERED SHARED USE PATH ON LA-29



Complete Streets Recommendations

BUFFERED OR SEPARATED BIKE LANES

Community input noted that it was difficult to safely access many of the retail stores and services along Bunkie's main corridors without a vehicle. Providing buffered bike lanes along main routes will provide better access to local amenities and improve safety for all road users. As the main corridor connecting downtown, multiple residential neighborhoods, and retail and service destinations within Bunkie, U.S. 71 will be an important segment of the buffered/separated bike lane network outlined in this plan.

Time frame: Immediate to Mid-term (3-5 years)

Project Lead: Dependent on roadway ownership

Project Partners: City, MPO, or LA DOTD, dependent on roadway ownership

Cost: \$\$\$\$-\$\$\$\$

LOCATIONS

U.S. 71 from northern city boundary to Ebony St.

U.S. 71 from southern city boundary to E Church St.

LA 115 from Slaughterhouse Rd. to U.S. 71 (east corridor of LA 115)

Ebony St. from U.S. 71 to SE Main St.

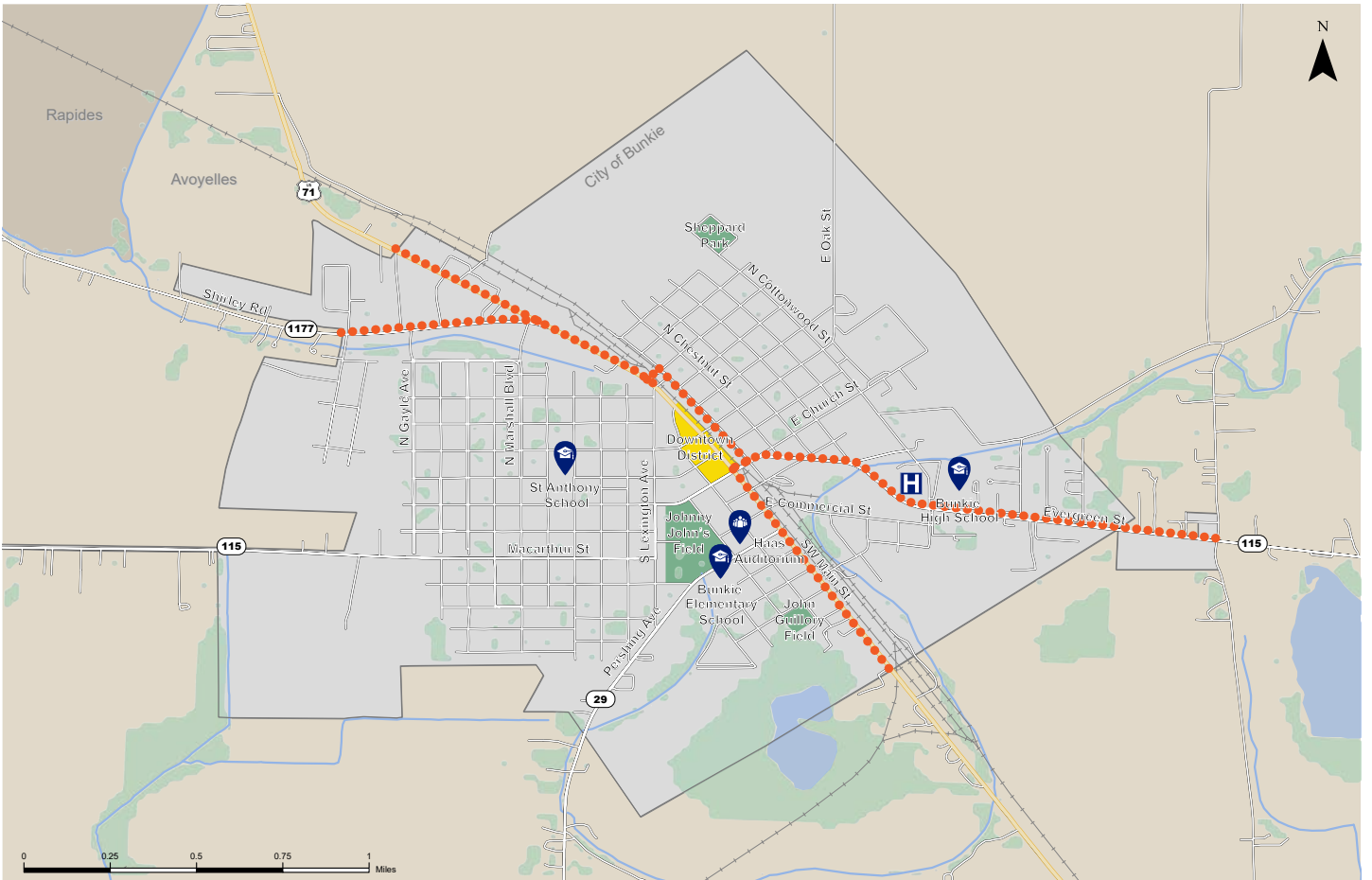
SE Main St. from LA 115 to Ebony St.

CONSIDERATIONS

- Bike lanes can be an effective and economical way to provide increased safety to bicyclists.
- Bike lanes not only provide increased visibility of bikes to motorists, but also act as a traffic calming feature by narrowing the lane width.

Complete Streets Recommendations

BUFFERED OR SEPARATED BIKE LANES



Complete Streets Recommendations

GATEWAY TREATMENTS

LA 115 provides important east-west entryways into the community, and has moderate demand for bicycle traffic. This corridor saw the highest concentration of moderate to severe-injury crashes from 2017-2020 and requires special consideration for safety improvements. Traffic entering Bunkie on this corridor has likely been traveling at high speeds thanks to vast rural areas with few obstructions. Substantial risk is created when high speeds meet with increases in traffic within city limits. One method for encouraging traffic to slow is through gateway treatments that signal to drivers that they have entered a new driving condition (i.e. transitioning from a rural to a residential area).

Gateway treatments can include reduced speed limit warning signs, welcome signs, wayfinding signs, and speed radar signs. In Bunkie, a reduced speed warning sign would alert drivers to the changing speed limit where LA 115 crosses the eastern city boundary. At the western boundary on LA 115, a wayfinding sign—such as a sign announcing the distance to the Bunkie Depot, downtown, or other attractions—could alert drivers that they are entering the city and also contribute to a sense of place. Finally, a speed radar sign mounted on a trailer would be a good way to remind drivers to pay attention to their speed. Speed radar signs have been proven most effective when only in place for 3-weeks at a time and can be useful tools for mitigating speeding throughout the entire area as they are moved from place to place.

Time frame: Short-term (1-2 years)

Project Lead: City or LA DOTD

Project Partners: LA DOTD

Cost: \$\$\$\$

LOCATIONS

LA 115 & JB Luke Rd.

LA 115 & Haasville Rd.

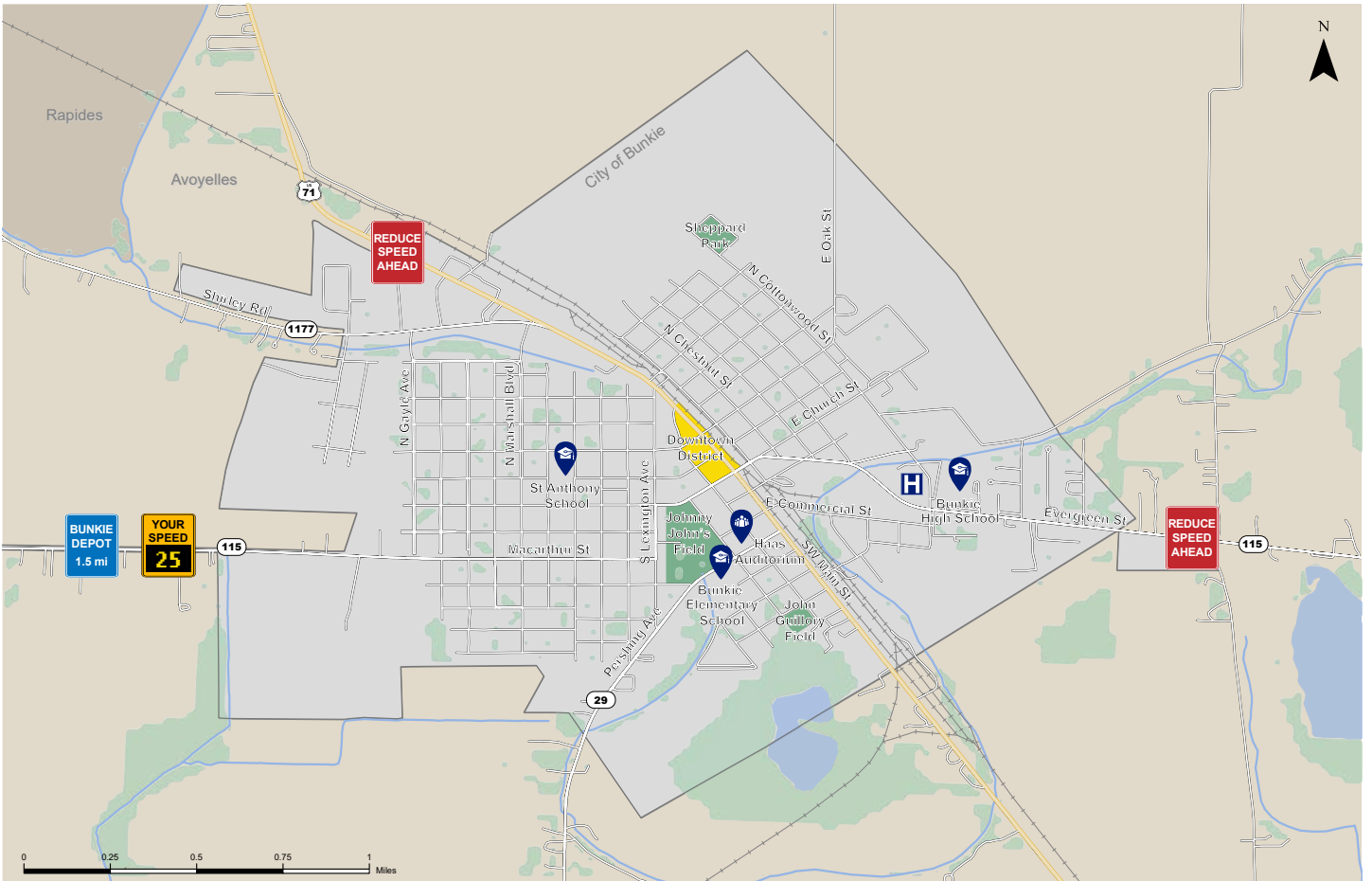
U.S. 71 & city boundary

CONSIDERATIONS

- Gateway treatments can be used as a traffic calming measure by creating a visual cue that drivers are transitioning to a residential area.
- Traffic calming is a strategy for making roads safer for all users: motorists, pedestrians, and bicyclists.
- Signage can be a visual transition that contributes to placemaking.

Complete Streets Recommendations

GATEWAY TREATMENTS



Complete Streets Recommendations

FOOTBRIDGE/SIDEWALK CONNECTION ON BAYOU/REDMON LANE

There is currently limited access to the wellness district—which refers to the area and amenities around the senior center and Haas Auditorium—across Bayou Huffpower. Community input indicated that there used to be a footbridge over the bayou. Providing a footbridge similar to what existed in the past would provide increased access to the district from the surrounding areas while also highlighting the natural features of the bayou and contributing to Bunkie’s city character.

Time frame: Long-term (5+ years)

Project Lead: City

Project Partners: None

Cost: \$\$\$\$

LOCATIONS

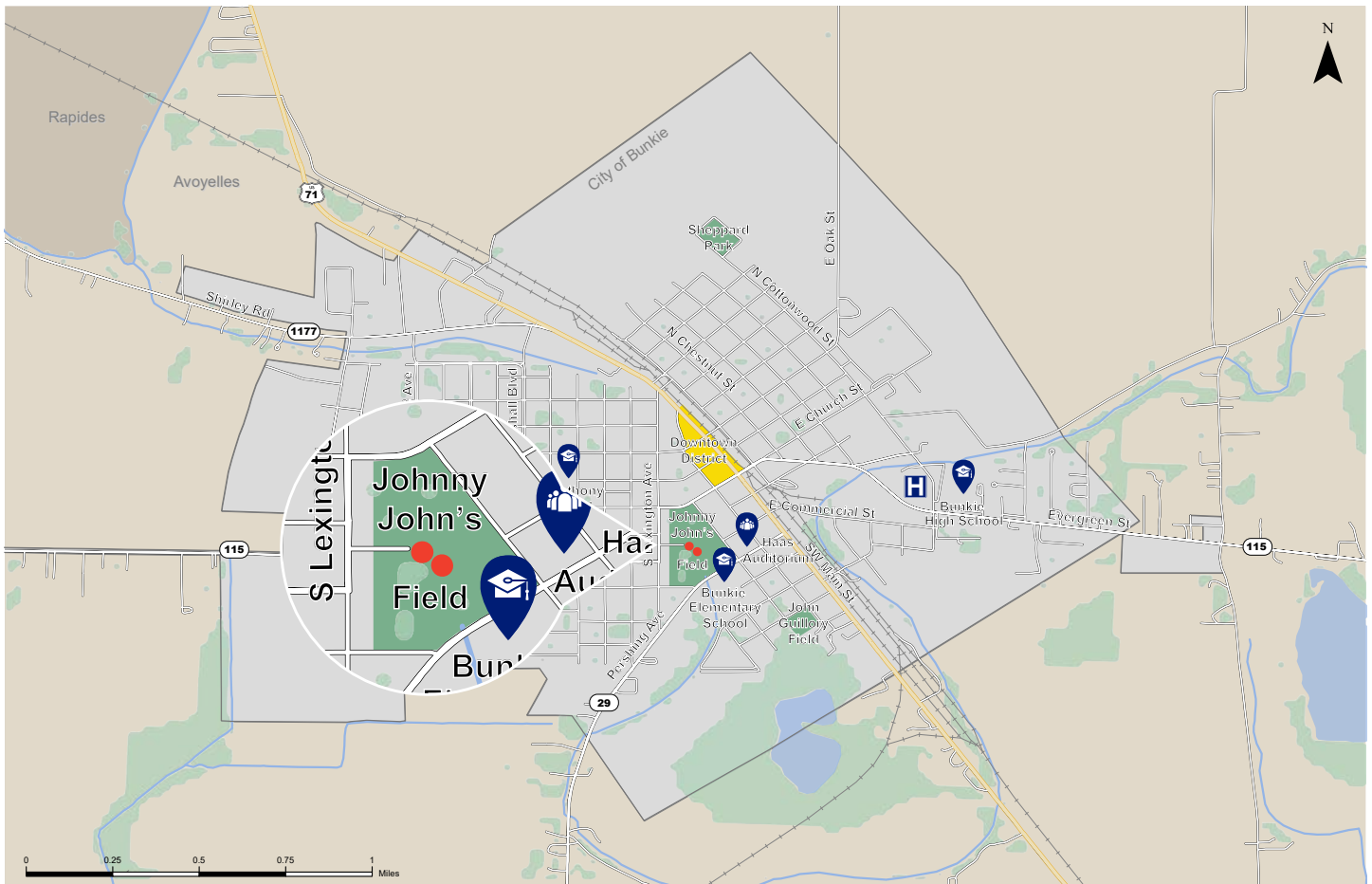
Redmon Ln. to LA 29

CONSIDERATIONS

- A pedestrian/bike bridge over the Bayou would provide more direct access to Bunkie’s wellness district from nearby neighborhoods.
- This Improved access could lead to increased likelihood of users traveling by foot or bike to health amenities, as well as increased use of the health amenities in the wellness district, in general.
- Improved access across the bayou could also be a part of a larger strategy to improve connectivity throughout Bunkie for bikes and pedestrians.
- A bridge could also promote residents’ engagement with and appreciation of the bayou, providing interactions with nature that are known to be beneficial to physical and mental health.

Complete Streets Recommendations

FOOTBRIDGE/SIDEWALK CONNECTION ON BAYOU/REDMON LANE



Complete Streets Recommendations

IMPLEMENTATION MATRIX

Grant Key

CC: Cool & Connected
 HRRRP: High Risk Rural Roads Program
 HSIP: Highway Safety Improvement Program
 LRSP: Local Road Safety Program
 LWCF: Land and Water Conservation Fund
 OT: Our Town Placemaking Grant

RAISE: Rebuilding American Infrastructure with Sustainability and Equity
 RTP: Recreational Trails Program
 SEDAP: States' Economic Development Assistance
 SG: EPA Smart Growth Grants
 SRTPP: Safe Routes to Public Places
 STBG: Surface Transportation Block Grant Program

Time frame	Recommendation	Cost	Location	Lead	Partners	Potential Funding
Immediate	Sharrows	\$	115 from S Gayle Ave. to S Lexington Ave. (West corridor)	LA DOTD	City, MPO	HSIP, STBG, SRTPP
	Signage	\$	115 from S Gayle Ave. to S Lexington Ave. (West corridor)	LA DOTD	City, MPO	HSIP, STBG, SRTPP
	Buffered Bike Lanes	\$	71 from city boundary to Ebony St.	LA DOTD	City, MPO	HSIP, STBG, SRTPP
	Buffered Bike Lanes	\$	71 from city boundary to E Church St.	LA DOTD	City, MPO	HSIP, RAISE, STBG, SRTPP
	Sharrows	\$	SE Main St. from 115 to Ebony St.	City	MPO, LA DOTD	LRSP, STBG, SRTPP
	Sidewalk Maintenance	\$\$	Cottonwood St.	City	MPO	HSIP, RAISE, STBG, SRTPP
	Sidewalk Maintenance	\$\$	E Church St. from S Lexington Ave. to U.S. 71	City	MPO	HSIP, RAISE, STBG, SRTPP
	Signage	\$\$	115 from Slaughterhouse Rd. to 71 (east corridor)	LA DOTD	City, MPO	HSIP, STBG, SRTPP
	"Bicycles May Use Full Lane" Signage	\$\$	1177 from 71 to Oak Villa Dr.	LA DOTD	City	HSIP, RAISE, STBG, SRTPP
	Signage	\$\$	71 from city boundary to Ebony St.	LA DOTD	City, MPO	HSIP, STBG, SRTPP
	"Bicycles May Use Full Lane" Signage	\$\$	E Oak St.	City	MPO, LA DOTD	LRSP, STBG, SRTPP
	Planning	\$\$	Pocket park Program Development	City		SG
	Planning	\$\$	Walking Tour Planning and Programming	City		CC, OT, STBG [^]

[^]Eligible for funding as a pedestrian plan.

Time frame	Recommendation	Cost	Location	Lead	Partners	Potential Funding
Short-term (1-2 years)	Sharrows	\$	Cottonwood St..	LA DOTD	City	HSIP, RAISE, STBG, SRTPP
	Sharrows	\$	1177 from 71 to Oak Villa Dr.	LA DOTD	City	HSIP, RAISE, STBG, SRTPP
	Sharrows	\$	71 from E Church St. to Ebony St.	LA DOTD	City, MPO	HSIP, STBG, SRTPP
	Sharrows	\$	Rose St../W Church St. from S Lexington Ave. to 71	City	MPO, LA DOTD	LRSP, STBG, SRTPP
	Sharrows	\$	S Lexington/N Lexington Ave. from 29 to 71	City	MPO, LA DOTD	HSIP, STBG, SRTPP
	Gateway Treatment: Reduced Speed and Speed Radar*	\$	1177 & 71	City	City	HSIP, STBG, SRTPP
	Gateway Treatment: Reduced Speed and Speed Radar*	\$	115 & JB Luke Rd.	LA DOTD	City	HSIP, STBG, SRTPP
	Gateway Treatment: Wayfinding Sign (with Distance)	\$	115 & Haasville Rd.	City		HSIP, STBG, SRTPP
	Gateway Treatment: Speed Radar Sign*	\$	115 & S Gayle Ave.	City		HSIP, STBG, SRTPP
	Signage	\$\$	71 from E Church St. to Ebony St.	LA DOTD	City, MPO	HSIP, STBG, SRTPP
	"Bicycle May Use Full Lane" Signage	\$\$	Cottonwood St..	City	MPO, LA DOTD	LRSP, STBG, SRTPP
	"Bicycle May Use Full Lane" Signage	\$\$	Rose St../W Church St. from S Lexington Ave. to 71	City	MPO, LA DOTD	LRSP, STBG, SRTPP
	"Bicycle May Use Full Lane" Signage	\$\$	S Lexington/N Lexington Ave. from 29 to 71	City	MPO, LA DOTD	HSIP, STBG, SRTPP
	Signage, Sidewalks, ADA Compliant Ramps and Crosswalks as necessary	\$\$	Walking Tour Implementation	City	MPO, LA DOTD	CC, HSIP, LRSP, OT, RAISE, STBG, SRTPP
	Open Space	\$\$\$	Pocket park Program Implementation	City		LWCF, SG
	Separated Bike Lanes (req. road widening)	\$\$\$\$	115 from Slaughterhouse Rd. to 71 (east corridor)	LA DOTD	City, MPO	HSIP, RAISE,

*Speed radar signs are proven effective when moved to different locations every 3 weeks. One sign can be purchased and mounted on a trailer to be used at various locations in town.

Time frame	Recommendation	Cost	Location	Lead	Partners	Potential Funding
Phased over 3 years	ADA Compliant Crosswalks	\$\$	6 intersections around St. Anthony School	City	MPO, LA DOTD	LRSP, STBG, SRTPP
			E Church St. & S Cottonwood St.			
			E Oak St. & S Cottonwood St.			
			SE Main St. & E Church St.			
			E Oak St. & U.S. 71			
			NE Main St. & Ebony St.			
			SE Main St. & Pine St.			
			W Church St. & Walnut St.			
			W Magnolia St. & Walnut St.			
		\$\$	115 & High School Driveway	LA DOTD	City	HSIP, STBG, SRTPP
			115 & High School Entrance			
			115 & High School Stadium Entrance			
			115 & Hospital Entrance			
			115 & SE Main St.			
			115 & Standard St.			
			1177 & Chevy Ln.			
			1177 & N Gayle Blvd.			
			29 & Lake St.			
			29 & Walnut St.			
			71 & 1177			
			71 & 29			
			71 & Cherry St.			
			71 & Chevy Ln.			
			71 & E Oak St.			
71 & Michel Ln.						
71 & N Church St.						
71 & N Lexington Ave.						
71 & W Pine St.	LRSP, STBG, SRTPP					

Time frame	Recommendation	Cost	Location	Lead	Partners	Potential Funding
Mid-term (3-5 years)	ADA Compliant Crosswalk	\$\$	W Church St. & Walnut St.	City	MPO, LA DOTD	LRSP, STBG, SRTPP
	ADA Compliant Crosswalk	\$\$	W Magnolia St. & Walnut St.	City	MPO, LA DOTD	LRSP, STBG, SRTPP
	Separated Bike Lanes	\$	Ebony St. from 71 to SE Main St.	City	MPO, LA DOTD	LRSP, STBG, SRTPP
	Traffic Study: 4-Way Stops	\$	S Lexington Ave.	City	LA DOTD	STBG, HRRRP, HSIP
	Separated Bike Lanes	\$	SE Main St. from 115 to Ebony St.	City	MPO, LA DOTD	LRSP, STBG, SRTPP
	Lighting	\$\$	71 from E Church St. to Ebony St.	LA DOTD	City, MPO	HSIP, STBG, SRTPP
	Lighting	\$\$	Rose St./W Church St. from S Lexington Ave. to 71	LA DOTD	City, MPO	HSIP, STBG, SRTPP
	Lighting	\$\$	S Lexington/N Lexington Ave. from 29 to 71	LA DOTD	City, MPO	HSIP, STBG, SRTPP
	Signage	\$\$	Ebony St. from 71 to SE Main St.			LRSP, STBG, SRTPP
	Signage	\$\$	SE Main St. from 115 to Ebony St.	City	MPO, LA DOTD	LRSP, STBG, SRTPP
	Safe Crosses (with plantings)	\$\$\$	71 from E Church St. to Ebony St.	LA DOTD	City, MPO	HSIP, STBG, SRTPP
	Center Turn Lane	\$\$\$	71 from Ebony St. to Michel Ln.	LA DOTD	City, MPO	HSIP, RAISE, SEDAP
Long-term (5+ years)	New Sidewalks	\$\$	71 from Ebony St. to Michel Ln.	LA DOTD	City, MPO	HSIP, RAISE, STBG, SRTPP
	New Sidewalks	\$\$\$	115 from S Gayle Ave. to S Lexington Ave. (West corridor)	LA DOTD	City, MPO	HSIP, RAISE, STBG, SRTPP
	Traffic Study: Stop Signs	\$\$\$	115 from Slaughterhouse Rd. to 71 (East corridor)	LA DOTD	City, MPO	STBG, HRRRP, HSIP
	New Sidewalks	\$\$\$	1177 from 71 to Oak Villa Dr.	LA DOTD	City	HSIP, RAISE, STBG, SRTPP
	Footbridge and Sidewalk Connection	\$\$\$	Redmon Ln. to 29	City	LA DOTD	RTP, SRTPP, STBG
	Access Control	\$\$\$\$	1177 from 71 to Oak Villa Dr.	LA DOTD	City	RAISE, , STBG, STPP
	Buffered 10' Shared-Use Path	\$\$\$\$	29 from S Holly St. to 71	LA DOTD	City	RTP, SRTPP, STBG
	Access Control	\$\$\$\$	71 from Ebony St. to Michel Ln.	LA DOTD	City, MPO	RAISE, STBG, STPP

Prepared by CPEX, 2022

Note: Safety improvements are covered 100% for all federal grants.

Developed for the City of Bunkie

by  CENTER for PLANNING EXCELLENCE

