



401 Edwards Street, Suite 1100 | Shreveport, LA 71101
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Metropolitan Planning Organization Transportation Policy Committee

MINUTES

Friday, November 21, 2025 (9:00 AM)

Government Chambers at Government Plaza
505 Travis St., Shreveport, LA 71101

Members' Present

Mrs. Erica Bryant – Caddo Parish – Chair
Mrs. Carlotta Askew-Brown – MPC City of Bossier City
Mayor Tommy Chandler – City of Bossier City
Mr. Alan Clarke – MPC City of Shreveport
Mr. Eric England – Port of Caddo-Bossier
Mr. David North – LaDOTD District 04
Mr. Michael Norton – DeSoto Parish
Dr. Ken Ward – Bossier Parish

Members Absent

Mr. Bruce Blanton – Webster Parish – Vice Chair
Mayor Tom Arceneaux – City of Shreveport
Mr. Dinero' Washington – SporTran

Others Present

Mr. Kent Rogers – NLCOG
Mr. Chris Petro – NLCOG
Mrs. Rita Arnold - NLCOG
Mrs. Savannah Williams – NLCOG
Mr. Adam Driskill - NLCOG

Call to Order

Mrs. Bryant called the meeting to order. She stated that we generally have the invocation, roll call and a pledge at the beginning of the meeting. Mrs. Bryant asked Mr. Clarke to lead us in prayer and Mr. Norton to lead us on the pledge. She stated if those that cared to join them to please stand. Mr. Clarke led us in prayer followed by Mr. Norton leading us in the pledge. Mrs. Bryant asked Mr. Rogers to begin roll call. Mr. Rogers called roll. A quorum was present

Public Comments

Mrs. Bryant asked if there were any public comments. Mr. Rogers stated they had received one public comment.

Mr. Kim Mitchell said that he's had the occasion to drive back from Texas a number of times lately visiting grandchildren, and he's noticed something that he thinks is very important. Mr. Mitchell said that driving back from Texas is really more of how you are going to navigate around these huge eighteen wheelers that are dominating the freeways until you get to the exit ramp of I-220. Once you clear that, it's like a different city. Suddenly, all there is on the road is local truck traffic and there's not that much. Mr. Mitchell says that he's realized that this is a proof point for a position that Allendale Strong has promoted with them for some thirteen years, and that is that they need to separate local and through traffic. Evidence shows that if they do, our city will be better off economically, socially, and environmentally. Mr. Mitchell encourages them to make that a permanent policy. When they finish I-20, Mr. Mitchell says to not open up through truck traffic. He said that if they want to mitigate congestion, that's an easy way to do it and it does seem to work.

Mr. Mitchell said he had two other things he wanted to discuss and would be quick. One of them is amongst what they've learned, they hired a consultant who looked at their travel demand model, and they learned a lot about that. What they learned is that the travel demand model has a lot of serious problems that make it not a very good tool for predicting traffic for the future. Their consultant recommended fixes. Mr. Mitchell said he understands going through an update in that travel demand model, but he's just curious if they did incorporate the fixes their consultant suggested. Otherwise, they're still overpredicting by about four hundred percent what the demand will be. Which is just a waste of money. If they didn't use the suggestions he'd like to know why because that's serious work. This was a very qualified consultant and done by a citizens' group for them.

The last thing is just a request. Mr. Mitchell stated that they really need to update the thinking and practices of urban transportation planning. It's just not working. He would ask them to consider forming a committee for that purpose. Just as an example, Kansas City achieved the number one position for the most highway or freeway lane miles per capita of any city in the country. The city declined. They did things what they call "silver bullet" projects. Big entertainment things, arenas, big public investments and finally woke up and said that this wasn't working and their city isn't getting any better. They did a full strategic pivot. They accepted the harm that freeways caused Kansas City, and it moved in a direction that focused on neighborhood health, alternative transportation, but not wealth filling streets rather than stroads, which is what we're building here. It's made a huge impact. They're attracting billions of investments that they were not attracting at "silver bullet" mindset. Mr. Mitchell said that it's an inspiring city to look at. If you get curious about this request, there's another quick story to tell.

Mr. Mitchell said that Detroit was the first major city to start cutting itself up with freeways. In 1950 they had a million eight hundred fifty thousand people living in forty square miles. That's only twenty more miles than Shreveport. When they started to cut the city up a consistent decline in population began that continued like this till 2013 when they declared bankruptcy. The first major city to declare bankruptcy with a population of six hundred fifty thousand. Mr. Mitchell said, "that's serious". But even Detroit has had an awakening doing a pivot. They are now in the process of tearing down I-173, he believes that's the number, which was a freeway that destroyed the black bottom area and several other neighborhoods of Detroit. In doing that, they're going to replace it with a business boulevard. This is going on all around the country, and he would love for us to join the movement of at least taking the time to learn. That's been a frustration for their small neighborhood group for thirteen years. They've offered a lot of information to them, a lot of their research, and it just seems there's not a willingness to learn. They encourage them to do that, and they'd love to be an informed community group and to be a part of that because they haven't learned a lot. They can't continue a system that the federal highway trust fund is annually twenty billion dollars short of the money they're supposed to have. They're going to take that from other parts of the government. In our state, we have between twenty-five and thirty billion dollars of unfunded maintenance and MEGA projects like I-49 Inner-City freeway. He said it's just not working. We need to right size it and escape the mindset like Kansas City did of what the assumptions are that drive our current transportation planning that we want to drive more, faster, and safer. In doing that we're constantly trying to increase the vehicle miles traveled. The highway industrial complex benefits, cities are getting poorer, and it's driven by our transportation policies. Mr. Mitchell said that that's what he had to say today and he hopes they give it some consideration.

Mr. Clarke said he knows they normally don't get a chance to respond, but he'd like to. He said they may never agree on I-49. I-49 isn't the only issue that faces the City of Shreveport and the City of Bossier City. Mr. Clarke said he thinks like Mr. Mitchell, and he drives every morning from Greenwood. The majority of trucks getting on I-220 is really a pleasant experience because we need eighteen wheelers to transport products and so forth, but they clog up the interstate and downtown Shreveport. He doesn't know about Bossier. Some of the eighteen wheelers still refuse to get off of I-20 onto I-220. Mr. Clarke has spoken with Mayor Chandler on occasion because it's not so long that those same problems will be coming to the City of Shreveport. How do you address those problems. How do you make sure that truckers become courteous, considerate, and obey the law. What he's saying is making everything in short, as he leaves working for this body of government, he hopes they can consider having these conversations. They don't always have to agree, but they always need to have those conversations in order to come up with a positive solution. Mr. Clarke thanked Mr. Mitchell for his comment.

Mrs. Bryant thanked Mr. Clarke and said they will continue the dialogue on this. She stated that this public comment was out of time with the back and forth. Mrs. Bryant said they appreciated his comment, and they have to have a team dialogue on what's best for their community in regard to their transportation system.

Business

1. Approval of Minutes

The next item on the agenda was for approval of the minutes for the October 17, 2025, meeting. Mr. England motioned, and Mr. Norton seconded to approve the minutes as provided. Mrs. Bryant called for questions or comments. Having none, the chair called for a vote and the motion passed.

2. Transportation Improvement Program (TIP)

- Amendments and Modifications

Mr. Rogers stated they had three amendments that were introduced at the last meeting and they've received no public comment.

- The first is to add the remaining funds for Shreveport's Pavement Program. They are pretty much ready to go out for construction on this project, then supplementing the remaining funds into this phase.
- The second amendment is for the Aerial Photography Program. They'll be flying roughly late December, early March timeframe. Leaves off, good weather and no clouds type of weather.
- The third amendment is for US 171: US 84 to LA 3015. That includes a rehab of that corridor in the Mansfield-Desoto area.

Mr. Rogers said that again, they've received no public comment.

Mrs. Bryant asked if there were any further questions.

Mrs. Askew-Brown asked Mr. Rogers that once they do the aerials, when did he expect them to dispatch the layers.

Mr. Rogers said they usually can get the first generation of them around June timeframe. The process they do includes obliques and vertical imagery. With the overlaps including the interstates and tall buildings, they lay a series of them over top to get the vertical imagery of the buildings and whatnot. They generally get the preliminaries sometime around the June timeframe.

Mrs. Askew-Brown thanked Mr. Rogers.

Mrs. Bryant asked if there were any further questions. Having none, Mrs. Bryant entertained a motion to Approve the Adoption of the Transportation Improvement Program Administrative Modifications and Amendments. Mr. Clarke motioned, and Mr. England seconded. Mrs. Bryant called for questions or comments. Having none, the chair called for a vote and the motion passed.

3. Congestion Management Process – Introduction for Public Comment

Mr. Petro said, “good morning”. At the last meeting he was able to brief them on the Congestion Management Process, the methodology and everything. Mr. Petro said that this is the formal introduction of the plan itself that they’ve been able to develop. He gave them a little bit of a review of what that process will be and getting them all the way to what the methodology was to collect the data.

Please see the attached slides for Mr. Petro’s presentation.

Dr. Ward asked Mr. Petro if the maps for the 2025 CMP Study Corridors listed 1 through 17 were listed as priority.

Mr. Petro said, “No, but they’ll get to priority in a little while”.

Mr. Clarke said that he listened to the congestion issues during the public comment time and he’s just curious if this is a public process. We need to try with everything we have to solicit input from our citizens and other people in these areas.

Mr. Petro said that their online surveys certainly have felt that need. He actually had pushed out an article with the Shreveport Advocate, Ms. Swayne was nice to do to an article on it, to push out the survey and get more people notified and onboard about it. They had it posted on their website. Mr. Petro said that in addition to that, they’ve had a number of plans and projects that require robust public outreach like their Safe Roads 4 All and the Regional Active Transportation Plan. This was just more of a focus on the congestion. They have all of the other public input from all the other efforts that were recently completed within the last year, which they’ll be able to fold all that into their Long-Range Transportation effort to kind of beef up and make it even more public engaging.

Mr. Clarke said that he understands that it’s often difficult to get the public engagement and public input. He would just like to say that he thinks they need to continue to have those conversations and continue to have a better relationship with the public. These are not just our cities. They’re everyone’s cities. He encourages this body to ensure that they continue the conversations and have more conversations and try to understand the thoughts of the public and not just the thoughts of those on this board. Mr. Clarke uses the example of the emphasis of the City of Shreveport that has been provoked ever since he’s been the director and the emphasis is that they need to talk to, engage with and know how citizens feel. Then they’ll become part of trying to make and being the cities they want to have.

Mrs. Bryant asked how they’re using social media to advertise the survey.

Mr. Rogers said they have a couple of different Facebook pages including NLCOG and the Safety Coalition page. They pushed it out through there. They did make a Press Announcement to the media. Ms. Swayne was the only one that really responded to that.

Mrs. Bryant said that she just wanted to make sure that in this day and time, a lot of them are getting their information from social media, the new particular means of communication, and just making sure that they're addressing that.

Mr. Petro stated that this Congestion Management: Draft 2025 Plan Process is for Introduction for Public Comment, and it will go out on Tuesday, November 25, 2025.

Project Updates

4. I-20 Major Rehabilitation Project

Mr. Rogers said the good news, from what he understands, is that all the ramps are open at Airline Drive. It's helping with the flow and roughly ninety-eight percent complete. They're still anticipating the end of this year or early next year for the completion of the total project. Mr. Rogers said that he believes there's still some small panel replacements and other work to be done on the Caddo side, and there's a striping component that follows afterwards to redo all the striping.

5. Jimmie Davis Bridge (LA 511) Replacement/Rehabilitation

The second project is the Jimmie Davis Bridge. If you drive by there anytime from day to day, you'll see more and more cranes going up and a lot of work going on. Mr. Rogers said this is wonderful work that's being done and process being made on the project. They're still anticipating completion for mid-late 2027.

6. I-69 Service Road (LA 1 to I-49)

The next project is the I-69 Service Road project. For the portion along Stonewall-Frierson Road, they're in the final survey portion of that. Stonewall-Frierson Road to Ellerbe Road: Field work has begun for more of the survey work to begin. Ellerbe Road to LA 1: Survey has been completed and the preliminary design work has begun. Mr. Rogers stated that for the full project there was an INFRA Grant received. The process is being worked out in terms of that grant between DOTD, FHWA and the Port. They had entered into that bigger agreement with the Port, as they recall, so they wouldn't have had to make ten different agreements with each segment. Mr. Rogers said it's moving along pretty good.

7. I-49 Inner City Connector

Last but not least, the I-49 Inner City Connector Project. The project team has been moving along the best they can. Mr. Rogers said that unfortunately, they probably will not meet the December deadline. Most of that is due to the government's shutdown. There are other government agencies that have to comment and report on the document, and because they haven't been in the office for the last forty-five days, it's gotten pushed back a little bit. He knows they had a very detailed meeting yesterday with the Revision Office of FHWA, DOTD, and the consulting team. They will be here in December to give a very detailed report and an approximate timeline of how far off it is. Mr. Rogers said that he doesn't see any major delays, but once again, if they're not working, there's nothing they can do about it.

Announcements

Mr. Rogers stated that just as a reminder, the Joint Transportation, Highways and Public Works Committee have rescheduled. The Legislative Public Hearings for our district will be held December 2, 2025, at 8:30 am, in the Government Chambers. This is previously what they've called the "Road Show".

Mr. Rogers said that again, the FHWA/FTA MPO Certification Review is scheduled for December 17-18, 2025. The FHWA and FTA will be attending the December 19, 2025, meeting and making a presentation.

The next regular scheduled MPO meeting is on Friday, December 19, 2025, in the Government Chambers at 9:00 am.

Adjourn

With no remaining agenda items, Mrs. Bryant entertained a motion to adjourn. Mr. England motioned, and Mr. Clarke seconded, and the meeting was adjourned.

A handwritten signature in black ink that reads "J. Kent Rogers". The signature is written in a cursive, slightly stylized font. The "J" is large and loops around the "K". The "R" is also large and loops around the "G". The signature is positioned above a horizontal line.

J. Kent Rogers, Secretary

PUBLIC COMMENT CARD

As a reminder, public comment is limited to three (3) minutes per speaker.

Comments relative to any issues that are in active litigation will not be heard in this meeting.

Speakers are to address the Chairman, not each other or the audience, and are expected to conduct themselves in an appropriate manner.

The use of abusive or profane language shall not be allowed. No debate or argument between speakers and/or members of the audience shall be permitted.

All cards must be returned to the Chair prior to the start of the meeting. Comments will not be accepted during the meeting. You will be called upon at the appropriate time to speak.

Please print:

Date: 11.21.25

Name: Kim Mitchell

Address: 770 Thors Blvd.

E-mail: Kmitchellarchitect@gmail.com

Phone: (318) 773-1470

I am representing: ☒ myself ☐ business ☒ organization

Name of business / organization: Allendale Strong

Comment on Agenda Items Only

Briefly describe your comment(s):

- Request to permanently route through truck Traffic to loop

- Fixing problems w/ TDM

- Request to form committee to update transportation planning assumptions & practices

Northwest Louisiana Council of Governments



CONGESTION MANAGEMENT PROCESS

Introduction: DRAFT 2025 Plan

NLCOG MPO Transportation Policy Committee
11.21.2025

WWW.NLCOG.ORG

WHY DOES NLCOG HAVE TO UPDATE THE CMP PLAN DOCUMENT?



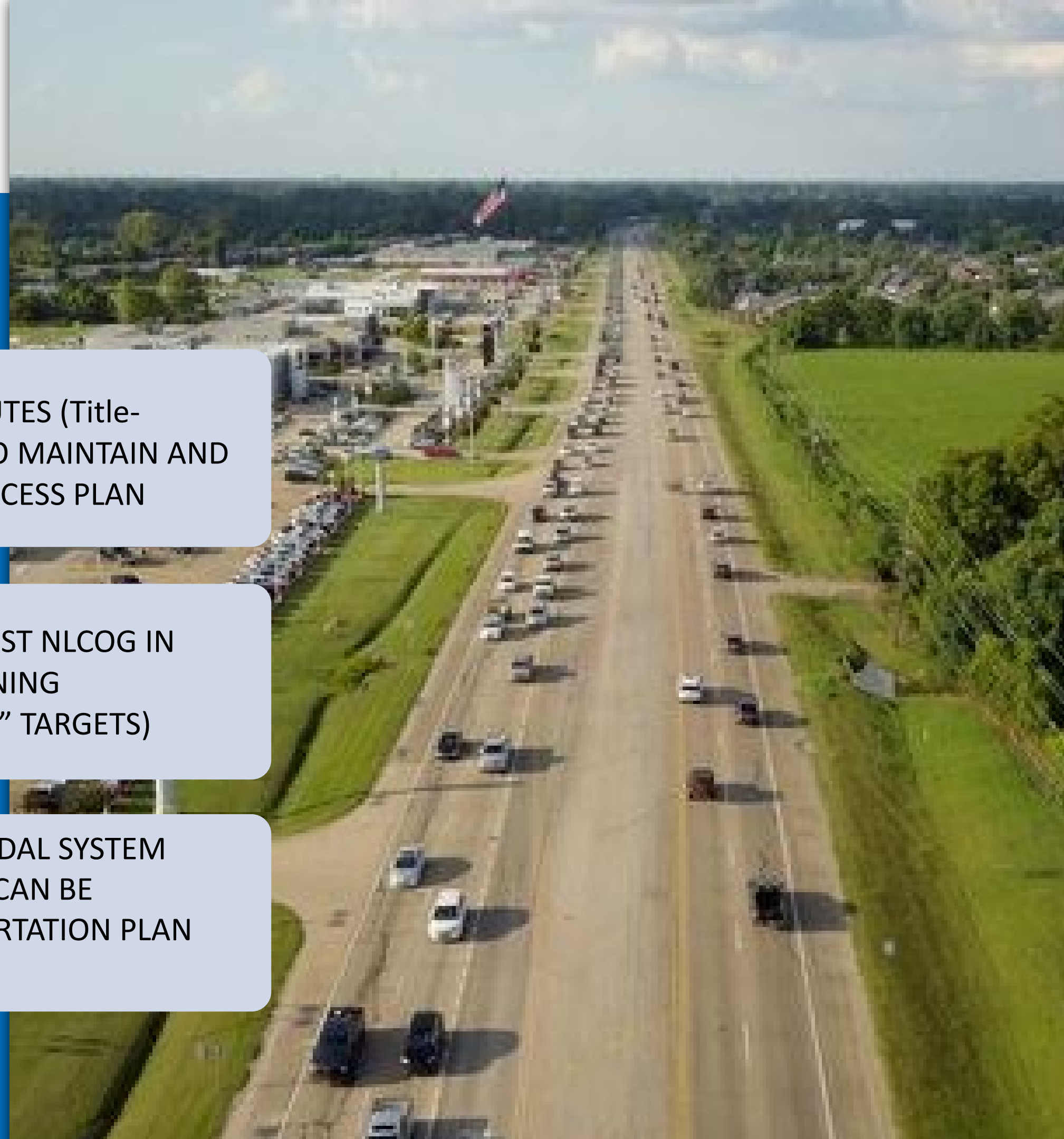
TO BE IN COMPLIANCE WITH FEDERAL STATUTES (Title-23/Section-450.322), NLCOG IS REQUIRED TO MAINTAIN AND UPDATE A CONGESTION MANAGEMENT PROCESS PLAN



PLAN RECOMMENDED IMPROVEMENTS ASSIST NLCOG IN MEETING OUR PERFORMANCE BASED PLANNING REQUIREMENTS (PM-3 “SYSTEM RELIABILITY” TARGETS)



THE CMP PLAN SHOULD RESULT IN MULTIMODAL SYSTEM IMPROVEMENT PROJECTS/STRATEGIES THAT CAN BE REFLECTED IN THE METROPOLITAN TRANSPORTATION PLAN AND THE TIP.



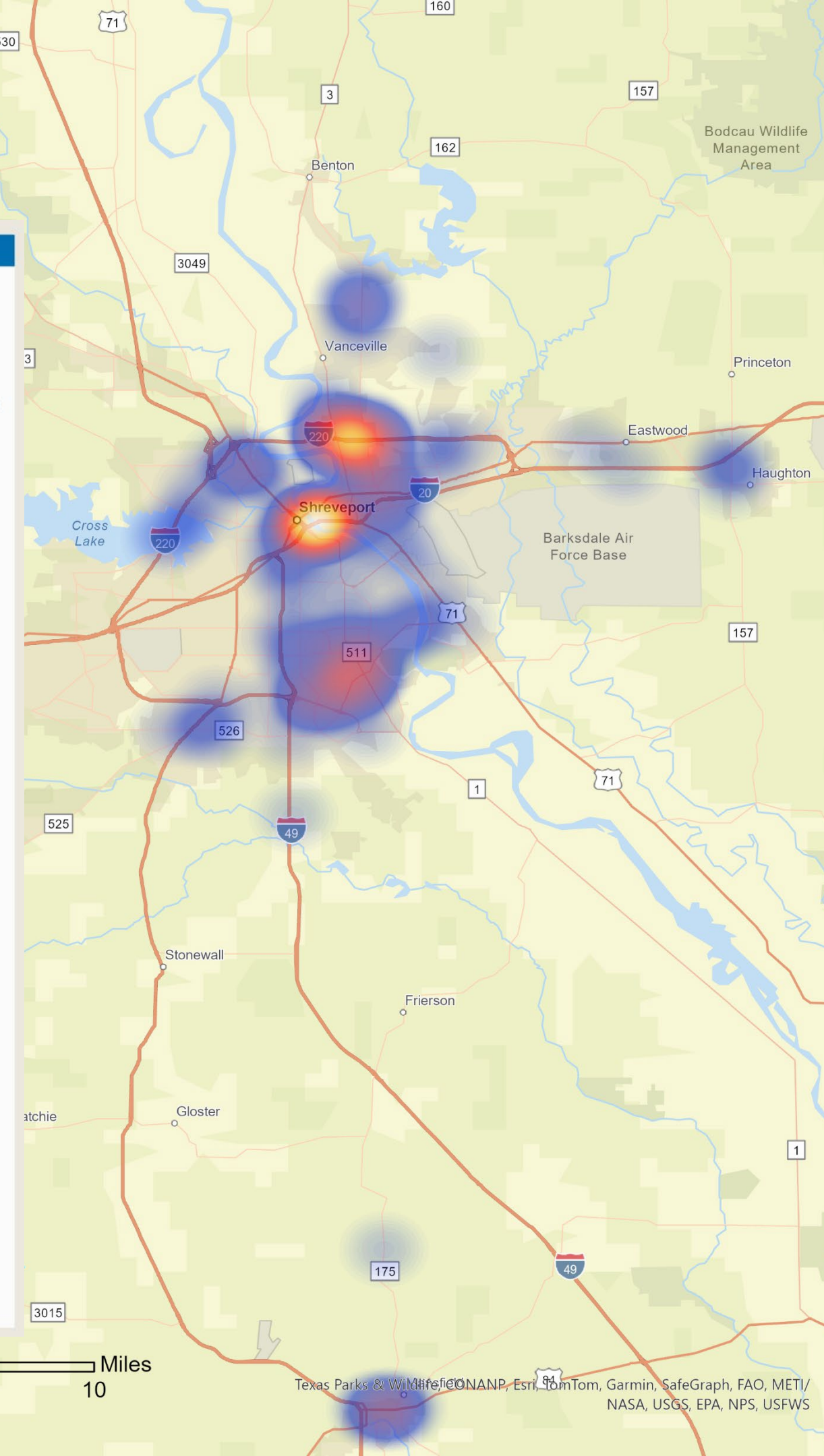
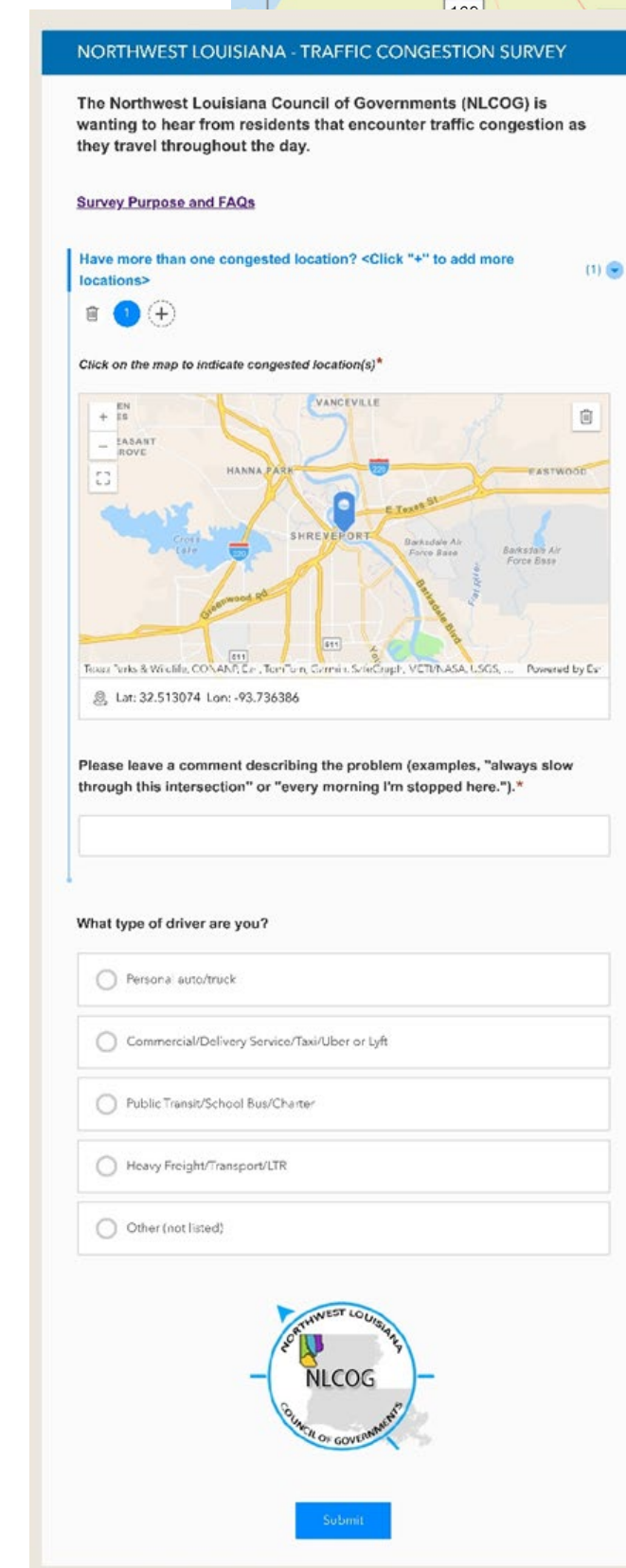
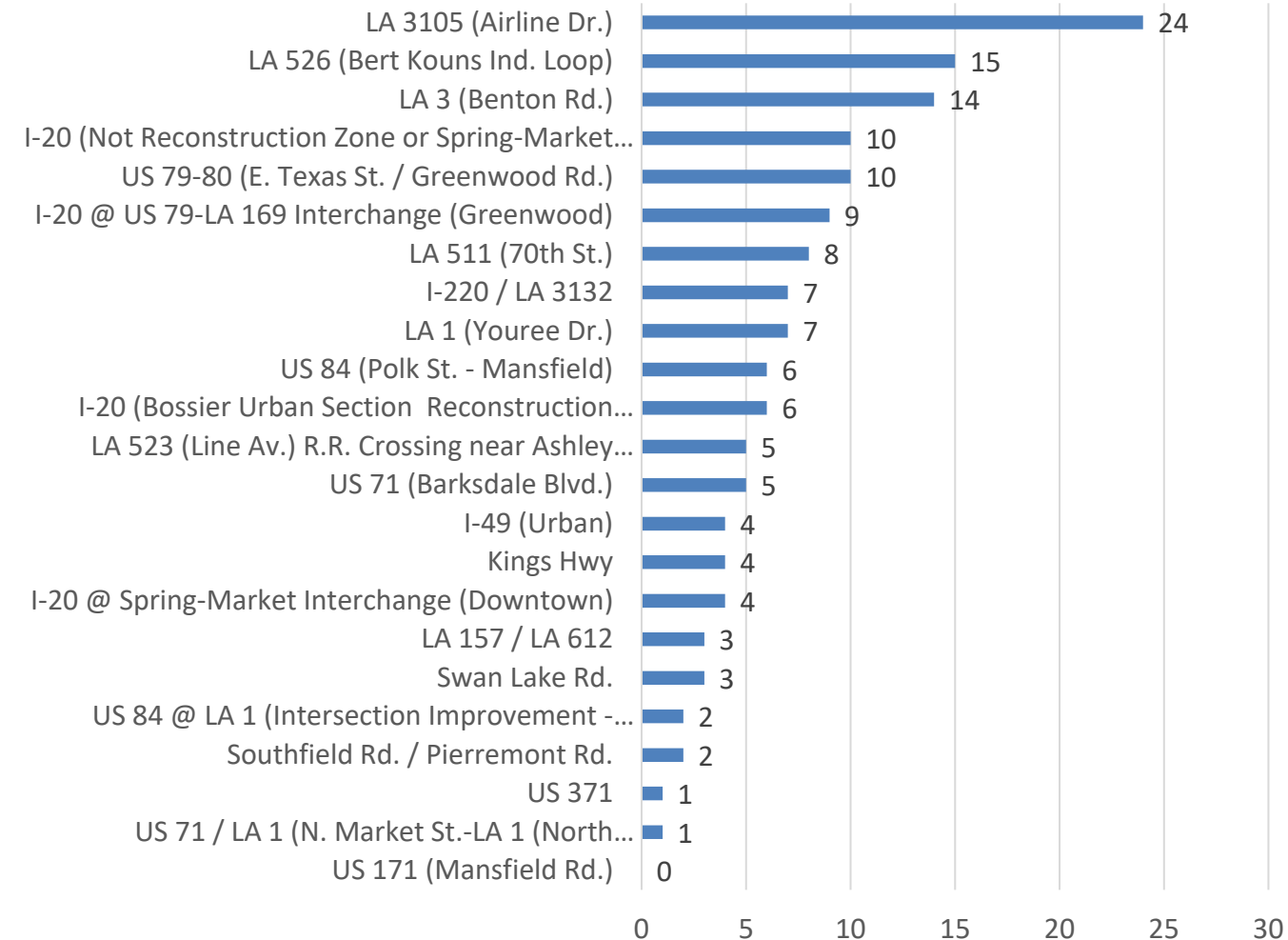
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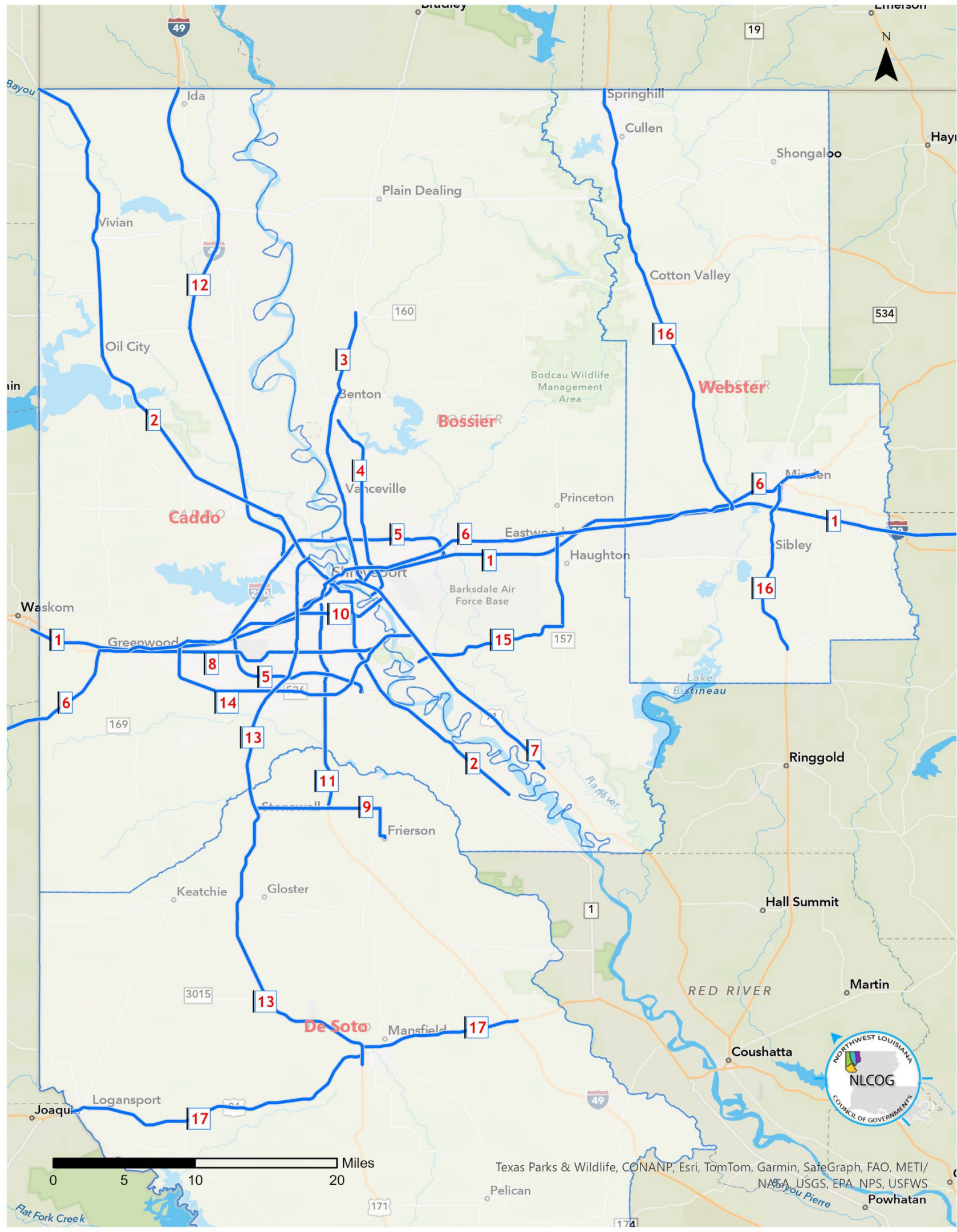


SURVEY RESPONSES

MAPPED LOCATIONS

DAILY SURVEY RESPONSES





2025 CMP STUDY CORRIDORS (17)

(4 6 2.1 MILES OF ROADWAY UNDER STUDY)

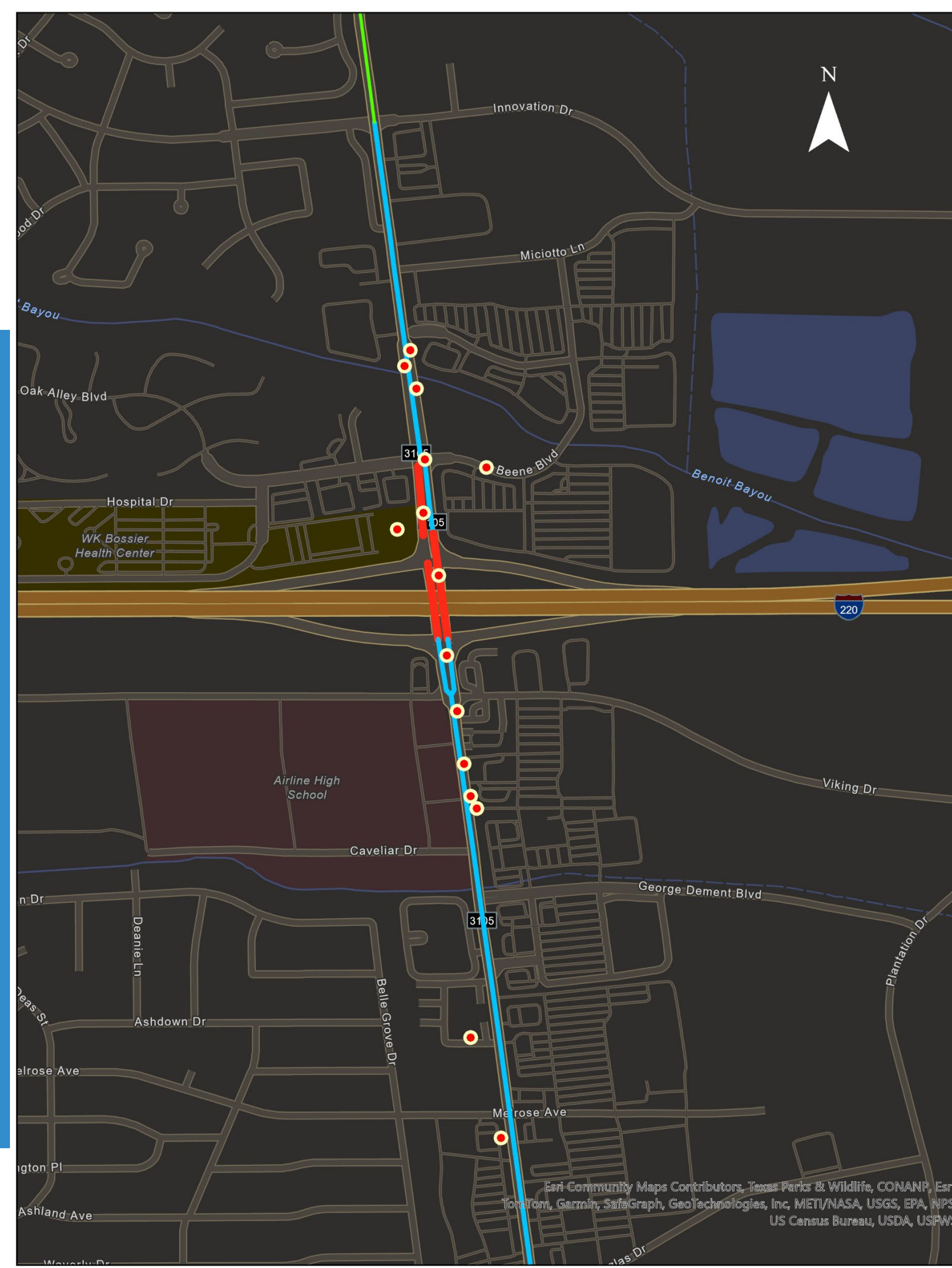
| Map ID | Corridor Name | Length (miles) | Corridor Extents |
|--------|---|----------------|---|
| 1 | I-20 | 54.1 | Texas S.L. – Bienville P.L. (LA 532) |
| 2 | LA 1/Youree/ Spring-Market | 61.8 | Texas S.L. – Ellerbe Rd (South - Port of Caddo-Bossier) |
| 3 | LA 3/ Benton Rd | 19.5 | LA 160 (North of Benton) – I-20 (Bossier City) |
| 4 | Airline Dr | 13.4 | Burt Blvd – A.R. Teague Pkwy |
| 5 | I-220/LA 3132 | 27.8 | I-20 (Bossier City) – Flournoy-Lucas (LA 523) |
| 6 | US Hwy 79-80/ E. Texas/Greenwood | 53.4 | Texas S.L. – LA 531 (East of Minden) |
| 7 | US Hwy 71/ Barksdale Blvd | 15.2 | Old Minden Rd (Bossier City) – LA 157 |
| 8 | LA 511/70 th St | 18.0 | US Hwy 79-80 – US Hwy 71 (Barksdale Blvd) |
| 9 | LA 3276/Stonewall- Frierson Rd | 7.5 | US Hwy 171 – Wallace Lake Rd |
| 10 | Kings Hwy/S’port- Barksdale Hwy/ Westgate | 5.7 | Hearne Ave – US Hwy 71 (Barksdale Blvd) |
| 11 | I-49 (Urban) | 14.6 | I-20 – LA 3276 (Stonewall-Frierson Rd) |
| 12 | I-49 (North) | 35.7 | Arkansas S.L. – I-220 (Shreveport) |
| 13 | US Hwy 171/ Mansfield/ Hearne | 41.2 | N. Market St (LA1-US Hwy 71) – Shell St (Mansfield) |
| 14 | LA 526/ Bert Kouns | 16.0 | US Hwy 79-80 – LA 511 (70 th St.) |
| 15 | LA 157/LA 612 | 15.8 | US 79-80 (Princeton) – US 71 (Sligo Rd-Parkway H.S.) |
| 16 | US Hwy 371/ LA 159 | 33.1 | Arkansas S.L. – I-20 and I-20 – US Hwy 79-80 |
| 17 | US Hwy 84 | 29.3 | Texas S.L. – I-49 |
| | Totals: | 462.1 | |

STREETLIGHT DATA ANALYSIS + SURVEY LOCATIONS (LOCATING CONGESTION)

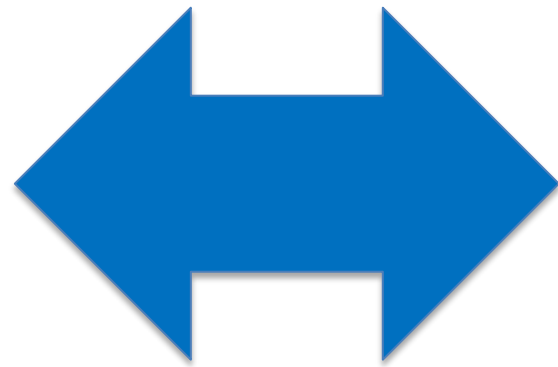
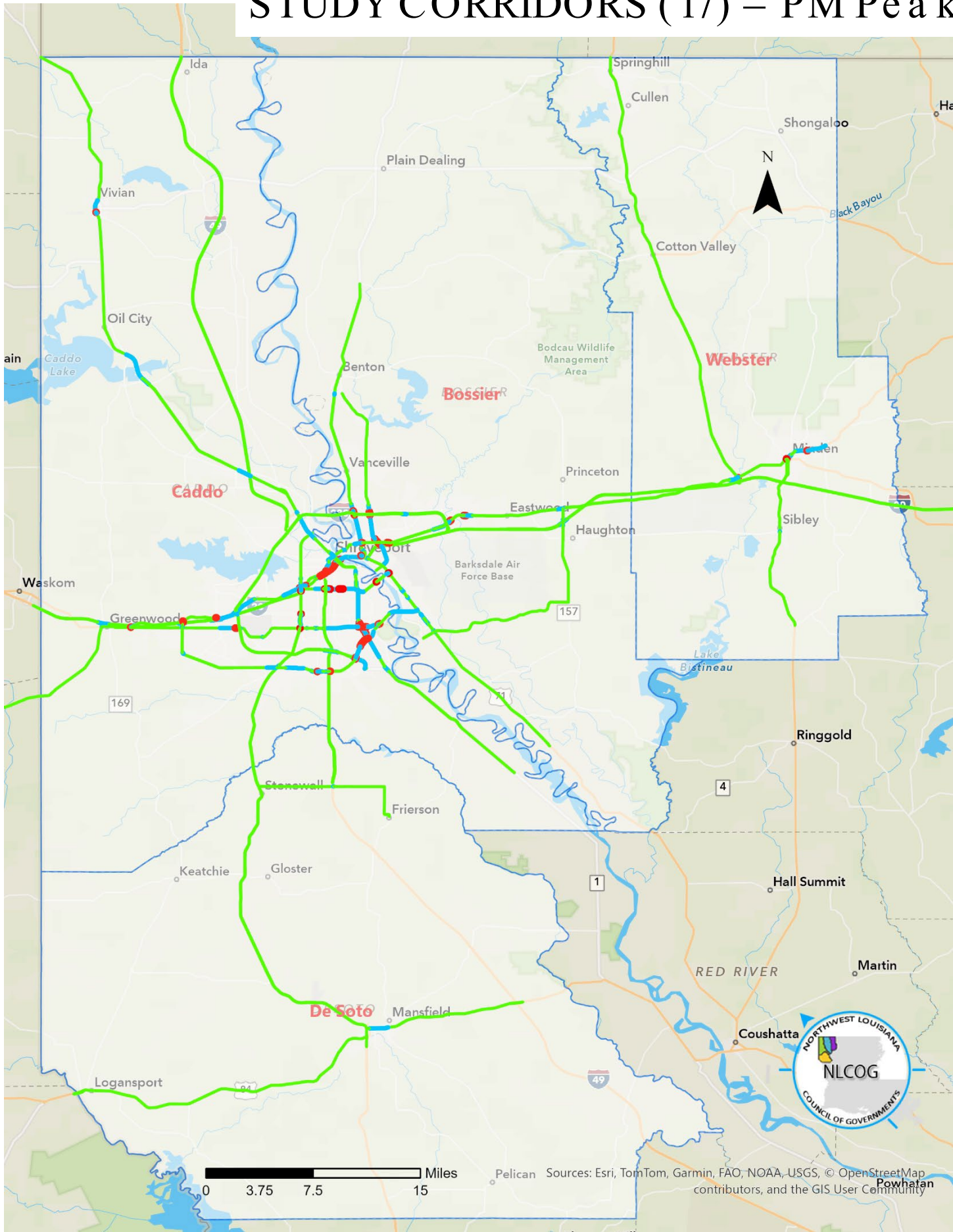
Example: Airline Dr Study Corridor – PM Peak (4p-6p)

2025 CMP Plan – Methodology to Determine the Level of Congestion Along the 17 Regional Study Corridors

- Streetlight Parameters: Traffic flow data / corridor 07.2022 – 07.2023
- Account for the I - 20 Reconstruction Project (09.2022) = Regional Game Changer
- Analysis Time Periods: AM Peak (6a - 9a), Mid - day (11a- 1p), PM Peak (4p - 6p)
- Utilized Federal Guidance (Congestion Levels) Speed Reduction Factor(SRF)
- SRF: Average Vehicle Speed / Free Flow Speed



STUDY CORRIDORS (17) – PM Peak (4p - 6p) / Analysis Period 07.01.2022 – 07.31.2023

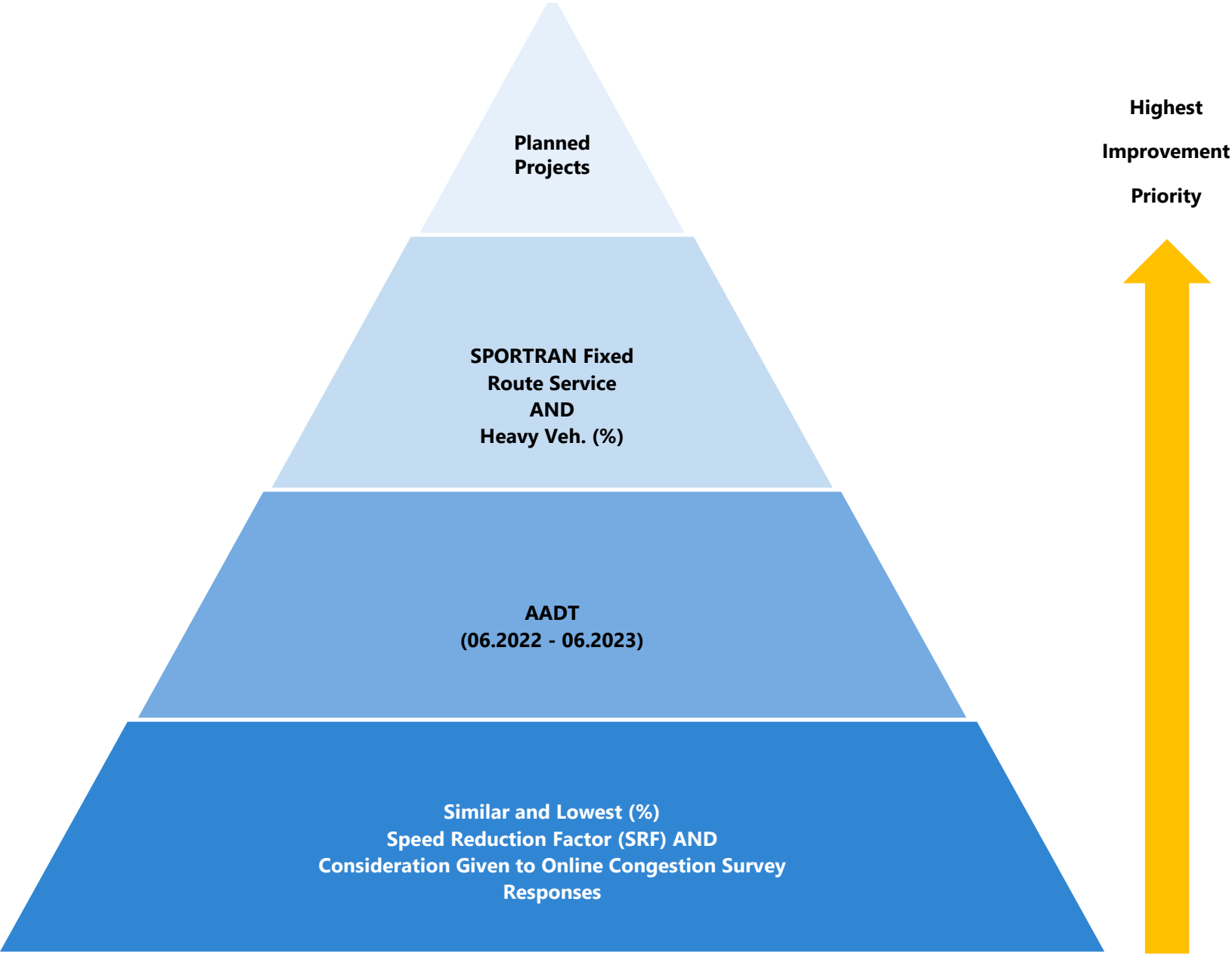


| Map ID | Corridor Name | Study Length (Lane miles) | Worst Peak Period | Severe Congestion Mileage (% Total) | Moderate Congestion Mileage (% Total) | Overall Corridor Congestion SRF Rank* |
|---------|--|---------------------------|-------------------|-------------------------------------|---------------------------------------|---------------------------------------|
| 1 | I-20 | 122.7 | PM Peak | 1.2 (1.0%) | 5.2 (4.2%) | 6 |
| 2 | LA 1/Youree/ Spring-Market | 84.7 | PM Peak | 0.8 (0.9%) | 12.0 (14.2%) | 7 |
| 3 | LA 3/ Benton Rd | 26.5 | Mid-day | 0.2 (0.9%) | 2.9 (11.1%) | 8 |
| 4 | Airline Dr | 13.7 | PM Peak | 0.9 (6.5%) | 4.0 (29.0%) | 2 |
| 5 | I-220/LA 3132 | 55.4 | Mid-day | 0.0 (0.0%) | 3.8 (7.0%) | 13 |
| 6 | US Hwy 79-80/ E. Texas/Greenwood | 82.3 | Mid-day | 1.8 (2.2%) | 10.0 (12.1%) | 5 |
| 7 | US Hwy 71/ Barksdale Blvd | 22.8 | Mid-day | 0.1 (0.5%) | 0.7 (3.3%) | 9 |
| 8 | LA 511/70 th St | 21.9 | PM Peak | 0.7 (3.4%) | 6.2 (28.1%) | 4 |
| 9 | LA 3276/Stonewall-Frierson Rd | 10.4 | NONE | 0.0 (0.0%) | 0.0 (0.0%) | 15 |
| 10 | Kings Hwy/S'port-Barksdale Hwy/ Westgate | 5.6 | PM Peak | 1.7 (30.7%) | 2.1 (36.5%) | 1 |
| 11 | I-49 (Urban) | 21.3 | NONE | 0.0 (0.0%) | 0.0 (0.0%) | 15 |
| 12 | I-49 (North) | 71.3 | NONE | 0.0 (0.0%) | 0.0 (0.0%) | 15 |
| 13 | US Hwy 171/ Mansfield/ Hearne | 79.3 | PM Peak | 0.2 (0.2%) | 5.2 (6.5%) | 10 |
| 14 | LA 526/ Bert Kouns | 26.6 | PM Peak | 1.3 (4.7%) | 6.3 (23.7) | 3 |
| 15 | LA 157/LA 612 | 17.0 | AM Peak | 0.03 (0.2%) | 0.7 (4.0%) | 11 |
| 16 | US Hwy 371/ LA 159 | 46.5 | AM Peak | 0.06 (0.1%) | 6.2 (13.4) | 12 |
| 17 | US Hwy 84 | 31.1 | Mid-day | 0.0 (0.0%) | 1.1 (3.6%) | 14 |
| Totals: | | 739.1 | Miles | 9.0 | 66.4 | |

STUDY CORRIDOR PROJECT PRIORITIZATION

SCHEME AND HIGHEST 10 SUB CORRIDORS

By integrating the six ranking criteria (SRF, Survey Responses, Presence of Transit, Heavy-Medium Duty Vehicle Percentage, AADT, and Planned Location-Specific Improvements) into a local prioritization scheme, a well-balanced and robust prioritization scheme is achieved.



| Sub-Corridor Name | Lowest SRF* Segment (Overall Rank) | Sub-Corridor Survey Responses (Tier) | Peak Period AADT (Rank) | Fixed Route Transit Service | Heavy Veh. (%) | Exist (TIP) Proj. | Prioritize Final (Rank) |
|--|------------------------------------|--------------------------------------|-----------------------------|-----------------------------|----------------|-------------------|-------------------------|
| Kings Hwy/S'Port Barksdale Hwy: Holly St.-Gilbert Dr. | 0.552 (1) | 4 (High) | 3,357 (8) | ▲ | ▼ (3%) | ▲ | 3 |
| LA 3105/Airline Dr: Beene Blvd – Melrose Dr | 0.554 (2) | 15 (High) | 5,937 (2) | ▲ | ▼ (4%) | ▲ | 1 |
| LA 526/Bert Kouns Ind. Loop: Fern Av-LA 1 (Youree Dr) | 0.645 (3) | 9 (High) | 5,366 (4) | ▲ | ▼ (7%) | ▲ | 2 |
| LA 511/70 th St: Fern Av-LA 1 (Youree) | 0.607 (4) | 2 (Moderate) | 4,300 (6) | ▲ | ▼ (4%) | ▲ | 5 |
| *US Hwy 79-80/E Texas St: @ LA 3 Signal. Intersection @ Bellevue Rd Signal. Intersect. @ Pines Rd Signal. Intersection | 0..627 0.598 0.563 (5) | 6 (High) | 3,224 4,470 1,033 (9) | ▲ (LA 3 Only) | ▲ (10%) | ▲ | 8 |
| I-20 (Eastbound): I-49-Traffic St Exit (Downtown) | 0.663 (6) | 6 (High) | 6,845 (1) | ▼ | ▲ (21%) | ▲ | 4 |
| LA 1/Youree Dr/Spring-Market: LA 511 (70 th St)-LA 526 | 0.573 (7) | 5 (High) | 4,598 (7) | ▲ | ▼ (5%) | ▲ | 7 |
| LA 3/Benton Rd: Tilman Dr-Greenacres Bv | 0.620 (8) | 12 (High) | 5,655 (3) | ▲ | ▲ (11%) | ▲ | 6 |
| *US Hwy 71/Barksdale Bv: Westgate (BAFB) Signal Intersect. | 0.554 (9) | 2 (Moderate) | 5,078 (5) | ▲ | ▼ (8%) | ▲ | 9 |
| *US Hwy 171/Mansfield Rd: LA 511 (70 th St) Signal Intersect. | 0.568 (10) | 0 (None) | 1,977 (10) | ▼ | ▼ (6%) | ▲ | 10 |

Example: Recommended Congestion Mitigation Project for Priority # 3 / Kings Hwy Corridor



- Several geometric and safety deficiencies: (Lateral lane widths vary from 8 feet to 9 feet / Private businesses, with an inadequate amount of setback and front - facing parking / 2 to 3 feet setback from the travel lanes of overhead power/communication poles).
- NLCOG coordinated with COS Engineering Staff (David Smith and Thomas Jenkins) to include this effort into the CMP Plan
- Kings Corridor Road - Traffic Diet Project: Kings Hwy. (Gilbert – Holly St – Centenary College fronts the north side)
- Project Features: 4 - lane reduced to 2 - 10ft. travel lanes; 12ft. Bus pullouts; buffered parking access lanes; extensive striping/pavement markings; closure of the Gold Dome crosswalk; utility relocations = IMPROVED TRAFFIC FLOW and SAFETY
- Estimated Project Cost: \$12M



NEXT STEPS >>

NLCOG Staff Outreach to TCC (10.27-11.07)

- 1) Brief affected TCC on Analysis Findings
- 2) Discuss Cong. Mitigation Options
- 3) Develop Potential Improvement Projects and/or Strategies
- 4) NLCOG Staff: Complete the Draft Plan Given the Input from the TCC



MPO 11.21.2025 (TPC Introduction)

- 1) Receives Staff/TCC Recs.
- 2) TPC Discussion and Questions
- 3) Introduce for Public Comment



MPO 12.19.2025 (TPC Consideration)

- 1) Address any Public Comments
- 2) TPC Discussion
- 3) Adopt or Reevaluate 2025 CMP Plan Update