

**SOUTH CENTRAL REGIONAL TRANSPORTATION  
SAFETY PLAN (SCRTSP)  
Infrastructure & Operations Subcommittee  
MEETING MINUTES**

*December 7, 2011*

*South Central Planning & Development Commission, Houma, LA*

**Attendees**

Rudynah Capone, SCPDC  
Leo Marretta, SCPDC  
Joshua Manning, SCPDC  
Dan Magri, LADOTD  
Robin Romeo, LADOTD  
Krista Goodin, Fenstermaker  
Cory Belden, Fenstermaker  
Dennis Hebert, LADOTD  
Emery Chauvin III, LADOTD  
Nick Verret, LTAP/LTRC  
Jason Taylor, LTAP/LTRC  
Mary Jean McAdams, LTAP/LTRC  
Josephine Rodrigue, MADD

Perry Blanchard, Terrebonne PCG  
Erin Watson, Assumption Police Jury  
Joseph Savoie, Assumption Parish  
Capt. Jamey Fontenot, Thibodaux PD  
Errol Price, City of Thibodaux PW  
Mike Henderson, St. John Parish  
Clifford Bailey, St. John Parish  
Lee Zeringue, St. Charles Parish  
Shane Landry, St. James Parish  
Mark Adams, Lafourche SO  
Michael Creamer, Lafourche SO  
Tina Ledet, Houma PD

**1. Welcome and Introductions**

At 10:03 A.M., Perry Blanchard (Operations Manager of Terrebonne Parish) welcomed everyone and informed them that he was chosen as the Team Leader for the Infrastructure & Operations Subcommittee of the SCRTSP. He said that today's meeting aimed to gather some input (from the MPO, the parishes and other partners) and to review the crash data on local roads in our region so that we could begin identifying the high-crash locations that need safety improvements and proceed with prioritization and creation of road assessment team to begin the process of getting safety concerns taken care of.

He then asked everyone to introduce themselves individually. All six parishes were represented. *See above attendance list.*

**2. Quick Recap on the Approval of the South Central Regional Transportation Safety Plan**

SCRTSP was officially adopted on October 26, 2011. L. Marretta stressed the importance of today's meeting. The infrastructure component of the coalition's safety plan was the "missing element". We've had the behavioral side worked on for several years now, and it is just this past year that we've added the engineering/roadway/physical element of addressing highway safety. He thanked DOTD for stepping up and helping us to facilitate in adding the infrastructure component to our highway safety program.

L. Marretta also said that SCPDC has brought in R. Capone to serve as liaison of the SCRTSP. Everyone's attendance was a testament to every jurisdiction's interest in getting involved in realizing the plan. He encouraged everyone to take this safety improvement opportunity back to their respective administrations.

R. Capone added that she's glad that the team has lit the fire to get this Infrastructure Subcommittee started and hopefully become more proactive in implementing engineering projects in the South Central Region. She hoped that each of the parishes would support and participate in accomplishing the action plan. L. Marretta acknowledged the presence of LADOTD state reps and Houma sub-district reps, LTAP team from Baton Rouge and local folks from all Parishes.

P. Blanchard gave emphasis that our plan's mission is to reduce accidents/crashes at identified locations (based on crash data) and put a plan together so that we can come up with projects that can make our roadways safer.

### **3. Local Road Safety Program (LRSP) Discussions**

R. Capone acknowledged the presence of Clifford Bailey and Mike Henderson from St. John the Baptist Parish.

J. Taylor presented the crash data on local roads from each of the Parishes, focused on horizontal curves and intersections. He said he gathered the data from Year 2007 to 2010. He went through these data and identified high-crash locations as well as analyzed high injury crashes versus property damage only accidents. He showed the maps where crashes took place the most and came up with Top List of Local Streets which we can improve through Local Road Safety Program funding and Road Safety Assessment (RSA) initiative. Crash rate was derived by getting the highest Average Data Traffic (ADT) of roads in the area and factored per 100,000 vehicles.

He did the presentation parish by parish. *(Please refer to the crash breakdown maps and data that LTAP provided us.)* N. Verret emphasized that this meeting was to primarily identify what roads which we can start working on and proceed to doing the Road Safety Audit to determine what the causes are, and finally make recommendations as to what needs to be done.

#### **Terrebonne**

J. Taylor pointed out that the high-crash intersections/streets in Terrebonne include: Hollywood, Bayou Gardens, Prospect Boulevard, Industrial, East Street, Savanne, Bayou side, Enterprise, Valhi, Woodlawn Ranch, Country and Barataria. He specifically pointed out the types of crashes that occurred in these locations.

Bayou side had high roadway departure crashes and its issues involved cars hitting trees, ditches and utility poles. Woodlawn Ranch had shoulder problems while Country Drive was suggested for striping and future paved shoulder. One-way signs, general striping and lighting needed to be studied on Barataria. Comments from members were heard. Discussion ensued.

N. Verret added that when doing the projects, they wanted to ensure that they're able to determine the right sponsor/entity so that agreements are executed smoothly.

### **Lafourche**

J. Taylor proceeded with presenting the crash data in Lafourche. Crashes involving parked vehicles seemed to be a concern in the area. He enumerated the high-crash intersections—Audubon, Acadia, St. Patrick, Canal Boulevard, Sanders, St. Phillip (Thibodaux), Forty Arpent, Arms, Burma, Tiger, Market, Cardinal (on E. 7<sup>th</sup>), Choctaw, General Peltier, St. Charles, Lafort Bypass, Cypress, 3th St., Laurell Valley, Church St., St. Louis and Mar Drive (which is in Lockport). There are pedestrian issues on Mar Drive because a supermarket, a local neighborhood and a bar are nearby. Discussion ensued.

E. Price, J. Fontenot and J. Manning gave their comments on how Audubon, Acadia and Canal top the list of high crash locations (for various reasons as high-volume traffic, roadway conditions, lighting insufficiency, lack of signage/striping, etc.) These locations are few of the main thoroughfares to the Nicholls State University, Thibodaux Medical Center and other establishments. N. Verret said that the comments from the members are confirmation to what the data reveal. More specifics on the road issues were presented and discussion further ensued.

### **St. Charles**

J. Taylor proceeded with presenting the maps and crash data on local roads in St. Charles. Ormond had the highest number of crashes (220) followed by Paul Frederick, Killona, Harding, James, Kinler, 1<sup>st</sup> Street, Boutte Estates, Dianne, Lakewood, Mockingbird and Willowdale.

St. Charles had issues on vehicles hitting mailboxes but not so bad on parked vehicles. Ormond is currently on the Roadway Departure Program of LTAP. Discussion ensued.

On Paul Frederick, 20% of crashes involved pedestrians. This might be an issue on lack of sidewalk. Hackberry on Paul Frederick is already on the Intersection Program. On Harding, 55.56% of crashes were injuries mostly at night. Signs and speed advisory also needed to be looked at. First St. had head-on and above-average injuries. Comments were heard and discussion ensued.

### **St. John the Baptist**

J. Taylor went ahead to show the data on St. John Parish's local roads. He showed the Top 17 streets that made up 42% of all reported traffic crashes in the area. It didn't have too much issue on parked vehicles. Carrollwood topped the list, with 94 crashes. It is recommended for RSA. M. Henderson and C. Bailey pitched in their comments as data were presented and streets were identified.

Cambridge at Medford is already on the Intersection Program. Fairway is a large boulevard where signing is suggested to be updated under MUTCD policy. Woodland is recommended for RSA. It is a four-lane divided boulevard but designed narrow. Other locations needed to be looked at are Main, Yorktowne, 13<sup>th</sup>, Madewood, Central, Ormond @ Oak Alley, Greenwood, 5<sup>th</sup> Street, Historic East, St. Andrews, Sugar Ridge and Camelia and Homewood. Discussion ensued.

### **St. James**

J. Taylor said the reported crashes for St. James are lower than lowest one in Terrebonne. P. Blanchard asked why. It's just there are less crashes in the Parish speaking of local roads. The 5<sup>th</sup> Street topped the

list of high-crash streets (with 19 crashes) followed by Main, Magnolia Heights, Railroad, Ezidore, Millet, Magnolia, 2<sup>nd</sup>, Church, Montz, Courseault and King View. The 5<sup>th</sup> Street is under the Town of Lutchter jurisdiction. J. Taylor said that he found out that almost all railroad crossings in St. James don't have good signage and pavement markings. The Main Street is a state intersecting route and needed to be referred to DOTD District for railroad pavement markers.

### **Assumption**

In Assumption, Lee Drive had the highest number of reported crashes (24), mostly roadway departures. Signs, striping, lighting and vegetation need to be looked at. E. Watson pitched in her input as J. Taylor presented the maps and data. She said that Lee is very narrow and it's without shoulders. Bayou Drive is just being addressed by the Parish already, with some striping done.

Daggs Street had 11 crashes. J. Savoie said that it's a heavily travelled residential road and most crashes are seemingly speed-related. This road is used by most drivers as a shortcut from LA 70 to LA 308. J. Savoie also added that the Parish was actually looking to address this particular road. Aristile is a narrow road, with a single way in and single way out. This is a heavily resided and straight road (about 1 mile) with nothing that breaks it, with approximately 280 homes. The bridge in this area is being replaced which triggered further concerns. More comments were pitched in. Discussion ensued.

J. Taylor wrapped up his presentation and told the members that the crash data will be shared to R. Capone who will later distribute to each of the Parish representatives for further evaluation.

### **4. Comments from Parish Representatives**

No further comments were brought up. N. Verret said that he's very encouraged about the feedback that everyone has given at the meeting. He saw the correlation between the data presented and the concerns shared.

### **5. Team Leader's Remarks**

P. Blanchard encouraged all the Parish representatives to begin identifying which of the locations in their area that they wanted to recommend for improvements. He asked a consensus on when to meet again to finalize their list of streets by parish. From there, the subcommittee can form a road assessment team and then prioritize projects for LRSP funding. A region-wide list will be produced.

P. Blanchard asked R. Capone to get the respective contacts from each Parish who should be at the next meeting. This is a lengthy process but good things will come out of this. It's worth it.

N. Verret commented that things seemed to be going in a good direction and he asked if the Subcommittee could pick a timeline for them to come up with their prioritized list of project locations. **Everyone agreed to meet again sometime end of January 2012.** This will give them time to meet with law enforcement officers and local officials.

## **6. Other Business**

M. Adams brought up a safety concern about the intersection on LA 1 by Wal-Mart in Lafourche (with a lot of rear-end accidents and heavy traffic in the evenings). It's a bumper to bumper situation around 5:00 p.m. He asked if a survey or anything that could be done. Since this is a state highway, it's being referred to DOTD Houma Sub-district. D. Hebert said that they already did a study of the area but needed to take further action. M. Kremer also pitched in his comment: It seems like Wal-Mart traffic takes over LA 1 flow. D. Magri asked D. Hebert if it's something that DOTD can take a further look at. Discussion ensued on this concern.

N. Verret said that the timing of this meeting is good as it coincides with the funding cycle of LRSP which begins in January 2011.

## **7. Adjournment**

With no further comments, P. Blanchard adjourned the meeting at 11:20 a.m. and all agreed unanimously. Lunch was served immediately after.