



LOUISIANA STRATEGIC HIGHWAY SAFETY PLAN

SOUTH CENTRAL REGIONAL TRANSPORTATION SAFETY PLAN INFRASTRUCTURE AND OPERATIONS SUBCOMMITTEE

MEETING SUMMARY

*Wednesday, February 1, 2012 • 10:00 AM to 11:30 AM
South Central Planning & Development Commission, Houma, LA*

Attendance (18)

Leo Marretta, SCPDC
Joshua Manning, SCPDC
Perry Blanchard, TPCG
Terry Arabie, LGP
Cory Belden, Fenstermaker
Sarah Laakso, Fenstermaker
Errol Price, City of Thibodaux
Jason Taylor, LTAP
Nick Verret, LTAP
Mary Jean McAdams, LTAP

Terri Monaghan, DOTD
Dan Magri, DOTD
Emery Chauvin III, DOTD
Dennis Hebert, DOTD
Murphy Melancon, LPSO
Verdell Kindrick, St. John Parish
Jobe' Boucvalt, St. John Parish
Jerome Robinson, TPCG

Meeting Summary

The goal of this meeting was to allow the Parishes within the South Central region to present their high-priority projects in order to develop a regional list of LRSP projects for prioritization in the region. During the previous subcommittee meeting on December 7, 2011, LTAP presented each Parish with a list of roadways within their Parish that have a high number of crashes for them to evaluate for potential safety improvement projects.

Welcome and Introductions

Perry Blanchard (Team Leader for the Infrastructure & Operations Subcommittee of the SCRTSP and Operations Manager of Terrebonne Parish) opened the meeting with the purpose and goals. Perry stated that the meeting was intended to gain input from the parishes about high crash locations occurring on local roads in the region that needed safety improvements. Those high crash locations would then be prioritized in order to perform road assessments and address the safety concerns.

Perry then proceeded to allow all individuals present to introduce themselves.

Approval of Meeting Minutes from December 7, 2011

Perry Blanchard referred to the previous meeting minutes provided in the meeting agenda handout and asked for any opposition to the documented notes. No one opposed the meeting minutes.

High Crash Maps and Locations by Parish

Nick Verret stated that the information presented by Jason Taylor (LTAP) at the last meeting reflected all the local crash data provided. The Parishes were asked to look at the roadways with high crashes and prepare a list of their priority projects to be included in the regional plan. Road Safety Assessments (RSA) would be performed in order to determine probable causes of the crashes and establish appropriate countermeasures to be pursued at each location. Nick indicated that training for RSAs would take approximately 2-3 hours and could be held at the next meeting. He emphasized that the ultimate goal is to identify projects that can be funded through the LRSP. He encouraged everyone to continue staying involved through the process. The PowerPoint presentation provided by LTAP was broken down into the parishes within the South Central region. Each parish contained a list of streets ranked in order based on the number of crashes at those locations.

Lafourche Parish

The discussions began with Lafourche Parish. Murphy Melancon with Lafourche Parish Sheriff's Office brought up their priorities which included the intersection of LA 1 at Wal-Mart in Matthews (if the light cycle issue has been addressed there) and LA 1 at Dr. Mikes Office, North of Highway 90 about possibly putting a turning lane. N. Verret referred him to DOTD folks to address these specific concerns as they involve state roads, not local roads. Leo Marretta emphasized that the purpose of this safety plan was to address safety issues on local roads; however, they could refer to DOTD attendees to potentially talk about these locations. Dan Magri reminded everyone that SCPDC uses forms to bring up safety concerns to DOTD.

L. Marretta referred them to their "Yellow Sheets" which can be filled out at each meeting to identify projects on the State roadway system and passed out sheets to those in attendance.

Terry Arabie with Lafourche Parish mentioned several roads not on the original list that he would like to be considered for the program such as Burma and Choctaw Rd/Sanchez Rd. They also looked at Hospital Drive and Bayou Folse Road.

Errol Price with the City of Thibodaux stated that the Mayor wanted to reduce speeds around the area and had suggested the use of speed humps. He affirmed Audubon, Acadia, St. Patrick Highway and 40 Arpent would be the city's priorities. He mentioned that St. Charles and Tiger Drive may be speed-related, and that the City of Thibodaux Mayor is in the process of creating speed hump procedures. Jason Taylor of LTAP warned against the use of speed humps as they required frequent repairs and maintenance. He stated the concrete speed humps are very difficult to remove and advised using speed calming methods provided by DOTD. L. Marretta suggested that the committee make an agenda item for best practices on traffic calming in future meetings. Further discussion ensued on speed humps.

Terrebonne Parish

Perry Blanchard stated that many of the intersections mentioned at the December 7th Meeting have had turn lanes installed recently such as Hollywood Road, Bayou Garden, Industrial Road and Savanne Road. They are waiting to collect the data and determine the effectiveness of the improvements. He said he's working with Houma PD and Terrebonne SO to get some more information. He gave a PowerPoint presentation on Terrebonne's priorities and his suggested improvements as follows:

- 1) Bayouside Drive - There is a T-intersection within a curve which has experienced several crashes. Many of the crashes are roadway departures due to the curve radius. He felt there's a need for more street light, traffic control signs and pavement markings.
- 2) Woodlawn Ranch Road - Roadway has minimal shoulders and Perry said they had discussed reducing the speed along the road from 55 mph to 45 mph.
- 3) Industrial at Glynn Avenue – This is a T-intersection. Not sure why so many crashes were occurring.
- 4) Industrial at Denley Road – Intersection is not signalized but has a lot of left turn traffic. Jason Taylor suggested installing a roundabout to avoid the construction of a signalized intersection and to provide a safer location for traffic. Dan Magri said that a roundabout construction would approximately cost \$250,000 to \$500,000. DOTD has their consultant to help entities jump start this particular countermeasure. N. Verret announced that a Roundabout Peer Exchange will be held on February 16, 2012 and he encouraged everyone to participate.
- 5) St. Charles at Valhi - Intersection does not have turn lanes so left turn movements back up and many cars do not make it through the intersection. Jason Taylor suggested a "No Left Turn" sign to be posted at the intersection until better alternatives were determined.
- 6) Hollywood at Main - Perry said they were still waiting for an update on the crashes at this intersection

St. Charles Parish

No attendees were present from St. Charles Parish. P. Blanchard said he would get with Rudynah Capone to follow up with Lee Zeringue.

St. John the Baptist

Mr. Jobe Boucvalt, Public Safety Director and Mr. Verdell Kindrick, Assistant Director of Public Works, were in attendance. They noted the new administration is working to get up to speed, but has not yet named the new Public Works Director. They expressed their desire to learn more about the LRSP and our regional safety efforts. Leo Marretta and the group brought them up to speed on the status and process at the meeting, and indicated that they are not far behind as LRSP is a new effort that SCPDC has started working on. They planned to be prepared for review of projects at the following meeting. They affirmed that Cambridge, Madewood and Carrollwood would be their priorities based off of the current information provided. No roads on the west bank appeared to be an issue so they wanted to make sure that the west bank was studied.

St. James Parish

No attendees were present from St. James Parish. Again, P. Blanchard would get with R. Capone to follow up. N. Verret informed that he did communicate with the Town of Litcher but have not heard back from them.

Assumption Parish

No attendees were present from Assumption Parish. Jason Taylor did state that Lee Road needed to be addressed for safety issues. There's not a set location identified where the crashes were actually happening.

N. Verret mentioned that there are two ways of implementing these projects:

1. If it's just as simple as putting out signs, they can do "purchase-install type contracts". The LRSP will pay for the signs and the parish crew can do the installation.
2. To fully execute a contract on the project depending on the scope of work.

The members discussed on the possibility to hold the RSA Training. N. Verret suggested that it should be done in the next meeting sometime early March. T. Monaghan mentioned about how they did it in New Orleans.

ACTIONS

- Schedule next meeting, anticipated to take place around March 5-9, 2012
- Review data and roads addressed by local agencies
- Schedule Road Safety Assessment Training, 2-3 hours
- Due to low participation from the Safe Communities partners, it was recommended to discuss the road safety assessment at the next meeting.
- Delegate representatives for the next meeting based on all interested individuals including local police officials, engineers, local officials and any other parties with interest.
- Participate in the Roundabout Peer Exchange next month.
- Dan Magri stated the following workshops to be offered:
 - April 3-4: Statewide Highway Safety Summit in Baton Rouge, LA
 - March 1-2: ADA Workshop pertaining to sidewalks in New Orleans, LA
 - March 5-7: Bike and Pedestrian Design Course presented by the Lafayette MPO. New Orleans is trying to set up one in May.
- Consider inviting a speaker on "Best Practices for Traffic Calming" in future meetings