



## SOUTH CENTRAL SAFE COMMUNITY PARTNERSHIP Quarterly Partnership Meeting

### and Zero for December Kickoff & MADD Christmas Tree Lighting Ceremony

Thursday, November 15, 2012, 9:30 A.M. to 12:30 P.M.  
Squad Room, LA State Police Troop C  
4047 West Park Avenue, Gray, LA 70359

## **Minutes of the Meeting**

### **In Attendance (38)**

Greg Hood, TPCG/ADAC  
Craig Poche, St. James SO  
Rudynah Capone, SCPDC  
Cassie Parker, SCPDC  
Steve Tullis, NSU PD  
Brad McGlothren, LHSC  
Dustin Poche, St. James SO  
Earl Geason, St. James SO  
Brandy Jarreau, LOSGH  
Mike Barron, LHSC  
Jerry Larpenter, LPSO  
Ernest Savoie Jr, MADD  
Ava Fontenot, MADD

Darrin Naquin, LSP-Troop C  
Josephine Rodrigue, MADD  
Valerie Cox, MADD  
Alicia Toups, ADAC  
Dennis Hebert, DOTD  
Kimberly McDaniel, DOTD  
Greg Maurin, St. John SO  
Bruce Prejean, APSO  
Ray Traigle, APSO  
Floyd Benoit, LPSB  
Mark Adams, LPSO  
Mary Kay Tracy, MADD  
Michael Tracy, MADD

Karla Courtade, DOTD  
Autumn Thompson, DOTD  
Todd Duplantis, HPD  
Michael Toups, HPD  
Tina Ledet, HPD  
Perry Blanchard, TPCG  
Ron Whittaker, DOTD  
Philip Poche Jr, LSP-Troop C  
Evan Harrell, LSP-Troop C  
Michael Dean, TPSO  
Katie Urbaszewski, The Courier  
Angel Ledet, MADD

### **PART 1 - PARTNERSHIP MEETING**

#### **1. Call to Order**

Chairman Greg Hood Sr. called the meeting to order at 9:32 A.M.

#### **Opening Prayer /Pledge of Allegiance**

Alicia Toups said the opening prayer and Dustin Poche led the Pledge of Allegiance.

#### **Introductions**

Everybody introduced themselves individually. A total of 38 partners attended.

#### **2. Approval of the Minutes from Previous Meetings (Aug. 16, Sept 11 and Sept. 27)**

Craig Poche made a motion to approve the Minutes from the Quarterly Meeting on August 16, Special Summit Meeting on September 11 and Traffic Safety Summit on September 27. It was seconded by Earl Geason. Motion passed.

#### **3. Previous Event Feedbacks**

A. Traffic Safety Summit 2012 - Rudynah Capone thanked all partners for the efforts they've pitched in to make another successful summit. It was attended by 113 partners, which was the highest so far and an 18% increase from last year's 95 attendees. For the first time, high school students attended. They're from Assumption High School, HL Bourgeois High School and Evergreen Junior High. It was also the first time when more breakout sessions were held simultaneously, which kind of affected the attendance of each session. Suggestion was to cut the number according to anticipated attendance.

She then shared a partner's comment on possibly doing the next summit sooner than September because it's the last month of the federal fiscal year, which is quite tight for paperwork filing, etc. She also shared some of the comments that the participants wrote on the evaluation sheets such as: *"Temperature was too cold."* *"Why was Destination Zero Deaths logo used on the handouts?"* (She responded that it was actually used on the Drive Sober and Click it or Ticket banners placed along the hallway.) *"There were too many breakout sessions."* *"Overall summit was very good! Keep up the good work!"* *"Great resources! Good job!"* *"It was too long that everyone leaves after lunch or after the presentation..."*

Some of the recommendations for improvement were: *"Shorten the event and keep the breakout sessions shorter" (Possibly until 2 PM?)* *"Have more variety of topics..."* *"Hand out packets containing contact information of speakers with website or include these info on the agenda..."* *"Scale down the number of presentations to number of attendees"*. The participants suggested more topics on teenage driver issues, road rage and what to do about it, i-10 Baton Rouge 85-mph speeders issue, and safety connections to other forms of transportation and how they are implemented in all phases of transportation. She encouraged the partners to speak up for any other comments.

Greg Hood Sr. said that it's always been experienced yearly that majority of the participants leave after enjoying the meal. He suggested that the outdoor safety demos should have a set period when there aren't no lectures going on at the same time. There were some add-ons to the original summit program which was done at the very last minute. He suggested that a deadline should be set for finalization of program to avoid confusion in the future.

Evan Harrell said that it's his first time to attend the summit. He found that it was hard to get more public participation for the outdoor demos because it was a weekday. Everybody is at work or at school. He asked if it the coalition's focus is to get more public involvement, then consider doing it on a Saturday, This sparked further discussion.

Michael Toups expressed how it was difficult to attend the breakout sessions because he was stuck doing the outdoor demo every 30 minutes or so. R. Capone told it wasn't in the original agenda, which went back to the conversation on putting a deadline for finalization of agenda (which G. Hood suggested earlier) to avoid this from happening again.

Alicia Toups said registration went smoothly.

Capt. Darrin Naquin agreed on shortening the event to avoid having only a few people staying for the closing ceremony. G. Hood also shared that there were a few complaints on the food service and leftovers from breakfast were not given to us. Another complaint was the unavailability of projectors and extension cords at the civic center. SCPDC had to provide for three projectors and ADAC lent us one. Discussion further ensued.

B. Child Passenger Safety Seat Distribution - R. Capone announced that SCSCP, through ADAC's leadership, has purchased \$4,000 worth of child seats that have been distributed to caregivers and parents at various CPS events and fitting stations in the region. A. Toups said that there are still a number of seats that are to be distributed. She encouraged partners to get with her to arrange for pickup as soon as possible.

C. Occupant Protection Awareness Training and other CPS events - R. Capone told everyone that an Occupant Protection Awareness Training was held on September 12, 2012 at Troop C. It was attended by mostly CPS technicians; one of them, Michael Toups (HPD), was one of the instructors. M. Toups said that the training was actually geared toward non-CPS-techs.

The National Seat Check Saturday event was done on September 22 at Westside Houma Wal-Mart. R. Capone mentioned that there were only 4 CPS technicians, which made the event shorthanded. Despite this, M. Toups said that they still managed to get a better turnout than last year's Seat Check Saturday at Eastside Houma Wal-Mart but he said they still needed more technicians because there were cars waiting in line. G. Hood asked how many technicians there are in our region. R. Capone said about 14; M. Toups said that are about 37 names on the distribution list but it's always the same four technicians who show up at CPS events.

A. Toups expressed her opinion that techs might think that CPS checkpoints are jurisdiction-centered to the extent that if the event doesn't take place in their area, they think they don't need to provide assistance. She said this notion should change and that we, as a coalition, work together regardless of location. G. Hood asked if the agencies are allowing their technicians to go to the events. M Toups said that they're working on getting non-law-enforcement techs to address the issue of being shorthanded. Discussion ensued.

A MADD member, Ernie Savoie, volunteered to become a CPS technician and consequently extend a hand when needed at CPS events.

D. Regional Impaired Driving Workshop - With majority of the law enforcement partners requesting to put together a Regional Impaired Driving Workshop, the SCSCP partnered with the Louisiana Local Technical Assistance Program (LTAP) to make it happen. It was held on October 10, 2012. R. Capone said that the workshop was focused more on processing drugged impaired drivers—from the time of apprehension to arrest and prosecution. LTAP brought in great speakers; there were 19 attendees not only from the SC Region but also Baton Rouge and other areas. Baton Rouge PD brought their DWI Breath Alcohol Test (BAT) Van so that participants could check it out. This brought to the discussion on SCSCP intending to purchase a DWI Van unit by applying a safety grant through DOTD. The hold-up on this plan is that an agency has got to front the money to purchase the van and be reimbursed later on since it's a reimbursable grant. We're talking about \$300,000 needed to purchase the van which will be used by LSP Troops C, B and L. The question on who's going to maintain and handle the logistics and staffing are also considered in this effort. Troop C is willing to shoulder this part. Discussion ensued.

Brad McGlothren said that LHSC has funded three agencies to purchase DWI vans. The agencies purchased the van in the same year and got reimbursed by LHSC afterwards. Jefferson Parish, for one, has a unit. In fact, they have an MOU with St. John, St. Charles, Lafourche and maybe Terrebonne that they can use the van anytime they want to use it as long as it doesn't conflict with Jefferson's schedules. The ideal thing is to have your own van but this is another route to consider momentarily.

E. Road Safety Assessment in Thibodaux - Last October 24, the South Central Regional Transportation Safety Plan (SCRTSP) Infrastructure and Operations Subcommittee headed by Team Leader Perry Blanchard (TPCG), in partnership with LTAP, the City of Thibodaux Public Works, Thibodaux Police Department and LADOTD, conducted an RSA on three high-crash local roads in Thibodaux, namely: Acadia, Audubon and St. Patrick. The RSA Team (comprised of 10 people) went to see the actual scenario of these roads and determined how roadway segments could be improved to be much safer and consequently reduce the number of crashes. She said another RSA is scheduled. Perry Blanchard confirmed that a Subcommittee Meeting will be set for January 2013 to update the members with the RSA results and plan for the next one in Terrebonne Parish, and then the rest of the Parishes. R. Capone also said that one of the goals in these RSA's is to recommend projects for possible inclusion in the Local Road Safety Program (LRSP). Bottom line is to reduce crashes and save lives.

#### **4. LHSC Safe Community FFY 2012 Results & FFY 2013 Plans & Mini-Grant Application**

R. Capone shared the results of the Safe Community Action Plan FFY 2012. She enumerated the alcohol and seatbelt education & enforcement projects that were accomplished by the SCSCP's partner agencies in the past year and how they supported the realization of the Action Plan. For the past years, the priorities in the Safe Community Action Plan have always been alcohol impaired driving and occupant protection. To name a few of the local accomplishments in FFY 2012, they were:

*On Alcohol Priority:*

- *Distribution of safety commodities*
- *Troop C's Annual Bayou Region Safety Expo*
- *Walk like MADD*
- *Assumption High School's Mock Crash & Overtime DWI Enforcement*
- *St. John DA DWI/Substance Abuse Classes*
- *ADAC's Get in the Zone Program where an alcohol-and-drug-free zone is designated*
- *Continued release of Drive Sober Press Releases*
- *Continued collaboration in increasing DWI enforcement activities like multi-jurisdiction checkpoints, saturation patrols, etc.*
- *No Refusal Policy in some of the Parishes during holiday weekends around 4<sup>th</sup> of July, Labor Day and Holiday Season*
- *Zero for December enforcement campaign between Thanksgiving and Christmas*
- *Continued providing a healthy exchange of ideas at the Traffic Safety Summit 2012 in Houma Terrebonne Civic Center*
- *Continued collaboration with MADD, ADAC and MAC in promoting sober driving*
- *Participated in the Nationwide Labor Day Drive Sober Mobilization*

On Occupant Protection Priority:

- SCSCP now has 5 new certified Child Passenger Safety (CPS) Technicians and one officer, M. Toups from HPD, who is pursuing to become an instructor. (M. Toups confirmed that after facilitating the Kenner Class scheduled on Nov. 28 to Dec. 1, he would be a certified instructor.
- Occupant Protection Awareness Training and various CPS events were conducted
- Daytime and Nighttime Seatbelt checkpoints
- Continued partnership with LA Passenger Task Force in implementing passenger safety efforts
- Supported LHSC's Buckle Up in Your Truck and Click it or Ticket Campaigns
- Participated the Nationwide Click it or Ticket Mobilization in May 2012 by holding a CPS event
- Participated in the National Passenger Safety Week by conducting the CPS Seat Check Saturday in Houma
- Continued release of Click it or Ticket Press Releases

R. Capone then presented the new Action Plan for FFY 2013 (Attachment A) which reflects the same strategies as stipulated in the previous FFY 2012 Action Plan but with an additional item # 3 under Occupant Protection that states "we address and support the need to have a CPS instructor in our region" which is almost materialized at the moment.

For FFY 2013, the total of mini-grant funds allocated is \$13,440.00 which is split in half between alcohol and seatbelt programs, which means \$6,720 for each. R. Capone also announced that the mini-grants will no longer be open to law enforcement agencies because there's separate pot of money allocated for them. They can apply funding directly to LHSC. If an agency receives direct funding from LHSC, they are ineligible to apply for the SCSCP mini-grants. B. McGlothren said that there's a grant for law enforcement agencies to implement enforcement activities during the Click it or Ticket mobilization and Labor Day, at least \$2,500 or probably more. Craig Poche brought up the matter on how their agency (St. James SO) couldn't get a direct funding from LHSC because there's not enough fatality to back up the enforcement urgency. Discussion ensued.

**A motion to approve the new Safe Community Action Plan FFY 2013 was made by Michael Toups, seconded by Dustin Poche. Motion passed.**

R. Capone told partners that the SCSCP mini-grant application has already opened last November 12 and the deadline is on December 7, 2012. To be eligible, an agency must have attended at least 50% of the meetings. Discussion ensued.

A. Toups asked when the agencies would be notified if they get approved for mini-grant funding or not.

R. Capone said that a week after the deadline, the SCSCP Executive Board would meet to evaluate and select the grant recipients (Date to be determined). After so, the agencies will be notified.

Safety commodities such as backpacks, pens and car window stickers have been ordered. They were suggested at the previous partnership meeting. J. Rodrigue also said how the PVC zip bags were a big hit among the teen drivers.

Discussion ensued on when the Executive Board Meeting should be set, either Thursday Dec. 13th or Friday Dec. 14<sup>th</sup>, which is a week after the mini-grant application deadline. The SCSCP meetings for FFY 2013 are set on November 15, 2012, February 21, 2013, May 15, 2013 and August 15, 2013.

**5. Discussion on Plan to Purchase a DWI Van**

This was discussed earlier. Refer to Agenda 3D.

**6. LA 3235 Safety Project**

R. Capone said that this project came about from a safety concern that was referred by one of the coalition members 2 years ago. Kimberly McDaniel from LADOTD Headquarters gave a project description. She said they're looking at engineering safety improvements on LA 3235 corridor, from LA 24 in Larose to LA 1 in Golden Meadow, about 16 miles. It was noted that the speed limit is at 65 mph. Among their project recommendations are offset turn lanes, media modifications and cable guard rails (For more details, refer to Attachment B). She pointed out that a good number of crashes were alcohol-related. That's why she reached out to our coalition for assistance in implementing the education and enforcement aspects of this project. Discussion ensued. K. McDaniel asked if she could have a follow-up meeting with the law enforcement agency partners, LSP Troop C and Lafourche SO, to get into the details of what enforcement initiatives could be done to address the safety issues on the abovementioned roadway segments.

## 7. Upcoming Events and Media Campaigns

- A. Holiday Enforcement Campaigns - R. Capone reiterated that the coalition partners usually participate in the yearly Holiday Enforcement Campaigns such as the Buckle Up, America! Campaign during Thanksgiving and "Buzzed Driving is Drunk Driving" prior to the holidays. The big "Drive Sober or Get Pulled Over" Campaign is happening from December 12, 2012 to January 1, 2013 where the law enforcement partners crack down on drunk drivers.
- B. Zero for December & MADD Christmas Tree Lighting - These were scheduled to take place immediately after the partnership meeting.
- C. CPS Classes in Kenner and Baton Rouge - The LPSTF is conducting two CPS technician's classes: one in Kenner on Nov. 28 to Dec. 1, 2012 and one in Baton Rouge on Dec. 12-15, 2012. The SCSCP is sponsoring two participants (1 from NSU and 1 from ADAC) for the Kenner class. B. McGlothren mentioned that there are still open slots for the Baton Rouge class. There is also a plan to do one class in our area sometime in March 2013. Mary Kay Tracy asked if there was an age limit for one to be a certified CPS technician. They assumed that one has to be at least 18. R. Capone said she would check with LPSTF on the age limit.
- D. Road Safety Assessment in Terrebonne - R. Capone said that an RSA will be done on Top 3 high-crash locations in Terrebonne, after two successful RSA's were done in Lafourche Parish and the City of Thibodaux. The date is yet to be determined during the SCRTSP Infrastructure Subcommittee Meeting sometime in January 2013.
- E. DDACTS Workshop Jan. 16-17, 2013 in Lake Charles - R. Capone shared to partners that there's a Data-Driven Approaches to Crime and Traffic Safety (DDACTS) Implementation Workshop happening in Lake Charles on January 16-17, 2013. She encouraged that if their agency is interested in implementing the DDACTS approach in deterring crimes and traffic crashes, they should plan on sending representatives to this workshop. The course is free. Meals and accommodations are not inclusive. The agency or participant himself will have to cover them on their own. Discussion ensued. The possibility of holding this workshop in our area was discussed. Most of the partners suggested that we should have one here.
- F. Lifesavers Conference - April 14-16, 2013 - The next Lifesavers Conference is scheduled on April 14-16, 2013 in Denver, Colorado. R. Capone said that the coalition has to appoint someone to attend, as it has always been a tradition every year. The SCSCP sponsors one participant to go. This year, Alicia Touns went (after her name was drawn first amongst other nominees during the November 17, 2011 Partnership Meeting.) R. Capone declined to go this year because of her maternity situation back then. Houma Police Department sent Daniel Belanger at their own expense.

**A motion to send R. Capone as SCSCP's representative at the Lifesavers Conference 2013 was made by Capt. Darrin Naquin, seconded by Greg Maurin. Motion passed.**

## 8. Parish/Agency Reports

Assumption SO, NSU PD and LADOTD Houma Sub-district had nothing to report.

### LADOTD

Karla Courtade said that they're working on a safety funding application process to support agencies in implementing the Strategic Highway Safety Plan - Destination Zero Deaths. They just had a statewide implementation meeting last week and they're planning to do Emphasis Area Team meetings soon to evaluate the action plans & strategies developed by each teams and see what's been done, what needs to be done, etc. She also encouraged partners to attend the biennial Louisiana Transportation Conference on February 17-20, 2013 at the River Center in Baton Rouge. Online registration is ongoing.

### LPSO

Lt. Mark Adams said they're agency has been aggressive with DWI enforcement throughout the year and they continue to keep drunk drivers off the road.

### St. John DA/SO

Greg Maurin informed that they're doing a fundraising event called Fallen 4Run on January 13, 2013. Proceeds will be distributed to the families of the four fallen and injured officers of St. John SO.

### LSP-Troop C

Capt. Naquin said that his troop will do a DWI checkpoint during the Zero for December campaign period and increase their nighttime and daytime seatbelt enforcement. They're also working with local judges and DA's office in trying to implement the No Refusal Policy throughout the month of December.

### St. James SO

Dustin Poche reported that they have saturation patrols and DWI checkpoints lined up for the month of December. Their biggest thing is the bonfire on Christmas Eve where they increase nighttime enforcement.

### MADD

Josephine Rodrigue encouraged partners to stick around for the MADD Christmas Lighting immediately after this meeting. She also invited everyone to witness their Victim Impact Panel scheduled on Monday night of November 19 at Houma Courthouse. A safety concern on increasing public safety education about rules of the road was brought up by a MADD advocate.

### Houma PD

Tina Ledet shared that they're gearing up towards Zero for December campaign. Michael Toups has a CPS Class to facilitate in Kenner by the end of November in order to complete his instructorship process. M. Toups expressed his willingness to assist current techs to get through the recertification process.

### Our Lady of the Sea GH

Brandy Jarreau had nothing to report but she expressed her interest in being part of the LA 3235 Education efforts.

### ADAC

Alicia Toups reminded everyone that the coalition still has car seats up for distribution. They also have two CPS events scheduled in honor of the Martin Luther King holiday on January 11 and 19, 2013.

### Thibodaux PD

The agency has increased their saturation patrols for Zero for December campaign. Chief Silverii also implemented Home Safe for the Holidays program. They have done 238 DWI arrests in the city limits so far.

### LHSC

Brad McGlothren encouraged partners to continue their efforts and be aware of the waves coming up for the holidays. He appreciated everyone's support and said that LHSC couldn't do anything without the coalition's enforcement efforts. He offered that if there's anything that LHSC can assist with, feel free to contact him.

## **9. Safety Concerns to Refer to LADOTD**

There were no verbal concerns brought up. Please refer written concerns on the Yellow Sheets.

## **10. Other Business**

No other business was brought to the table.

## **11. Adjournment**

A motion to adjourn the meeting at 10:50 A.M. was made by Craig Poche, seconded by Michael Toups. Motion carried.

*Chairman Hood announced that everyone can take a 5-minute break before proceeding to Part 2 of the Meeting, which was the Zero for December Kickoff and MADD Christmas Tree Lighting Ceremony.*

## **PART 2 - ZERO FOR DECEMBER KICKOFF & MADD CHRISTMAS TREE LIGHTING CEREMONY**

### **1. Call to Order**

LSP Troop C's PIO Evan Harrell called this part of the meeting to order at 11:05 A.M.

### **2. Opening Prayer**

Minister Jody Babin from BAYouland Worship Church said the Opening Prayer.

### **3. Welcome Remarks & Zero for December Background**

LSP Troop C Commander Capt. Darrin Naquin welcomed and thanked everyone for participating in this very special event.

He shared that alcohol and drugged impaired driving is no doubt one of the significant issues faced in our society today. In last year's 676 roadway fatalities in Louisiana, 277 or 41% were alcohol or drug-related. Locally in Troop C area, of the 38 people killed last year, 55% were alcohol and/or drug-related. He said that these crimes and crashes are worthy of our attention and concern.

"We cannot accept impaired driving as a minor offense. It has done and continued to do so much damage to our families and our community," he said. During the holiday season, one drink is one too many and increases the risks of roadway crashes, that's why LSP Troop C, in cooperation with SCSCP and law enforcement partners, will once again conduct the Zero for December Campaign, a highway safety awareness campaign which will focus on education and enforcement activities throughout the month of December and the holiday season free of highway fatalities. Education activities will focus on awareness on highway safety issues while enforcement activities will vigorously pursue impaired and aggressive driving.

### **4. MADD Christmas Tree Lighting Project Overview**

Valerie Cox, the resource coordinator of MADD Louisiana, pointed out that with the more fatalities taking place between Thanksgiving and New Year's holidays, they came up with the Christmas tree adorned with pictures of loved ones killed due to drunk driving. They feel that if the community sees the faces of the victims, surely they'd think twice about driving a vehicle after drinking. They usually have a news media attending the tree lighting ceremony so that they can spread the word to the public. It's their prayer that no more photos are added to the tree, although each year they have more and more photos added.

### **5. MADD Advocate's Testimony**

Josephine Lirette Rodrigue, MADD Bayou Region coordinator, gave her personal testimony about her late husband Elgin who was burnt to death in his truck after being hit by a 21-year-old drunk driver. It was Mother's Day when it happened. It was an emotional moment for her to share the story. She showed pictures of the accident scene, the burnt truck and his funeral. She said that she shares her story to young drivers to educate them about the ill effects of driving under the influence of alcohol. She also stressed that what happened to her husband wasn't an accident because it could have been avoided if the driver didn't choose to drive drunk. *"Elgin didn't have a choice that day,"* she said. She then expressed how grateful she was for being part of the efforts that the coalition does to save lives.

Evan Harrell thanked J. Rodrigue and commended her for her efforts. He personally noted that she's a strong woman and she's there side by side with everybody, law enforcement or not.. *"If you need her, she'll be the first one to go with you to the schools or anywhere and talk. She really helps us on the education side. This is why we're here, because one fatality is one too many. It is only through the combined effort through law enforcement, the community, media and everybody that we can be as successful and effective that we can be".*

### **6. Song Number**

Mary Kay Tracy, a MADD Advocate, along with her granddaughter Angel, performed a song titled "My Heart Will Go On", which brought the room to solace. Her daughter died 6 months before this song came out in 1997. She said that every picture on the Christmas tree is somebody's loved one, just like her daughter. Angel is her daughter's daughter who was only one year old when the crash took place.

### **7. PRESS BRIEFING**

Evan Harrell facilitated a short press briefing wherein members of the press and the attendees asked questions to the panelists comprised of Capt. Naquin, J. Rodrigue, V. Cox, SCSCP Chairman Hood and Vice Chairman Poche.

Katie Urbaszewski, a writer from The Courier, asked, "Do you all coordinate with bars, types of services or any businesses during Zero for December?" Capt. Naquin responded, "No, but it is part of our educational program. We encourage people to take a cab or designate a driver, or a sleep at a friend's house when planning on drinking."

Terrebonne Parish Sheriff Jerry Larpenter added that his agency used to offer cab rides for impaired drivers during the holidays. "We did it for several years but unfortunately, nobody took us up on our offer." He went on to the podium sharing more thoughts. He thanked Troop C for hosting the Zero for December kickoff. "We do what we can do trying to educate people. It's all about choices regardless. It's a privilege to have a driver's license. Every police officer here has seen tragedy."

He further said, "It's a never-ending battle that we are dealing with criminals. If you are drinking and driving, I consider you a criminal. The problem is that within a split second that you may either save yourself or become a victim of a crash. Unfortunately, we're losing too many people." He also shared that if crash statistics go back farther than just last year, I guarantee that more people died in automobile wrecks since 1940 than those who died in the war.

"We will try to continue to educate about the dangers of impaired driving and do our best to keep impaired drivers off the road," Sheriff Larpenter ended his talk.

No other questions were raised.

#### **8. Lighting of the MADD Christmas Tree**

At this juncture, all the panelists and distinguished guests were called to the front for a quick photo opportunity. The tree has been officially lit. Valerie remarked that for every fatality, the white bulb on the Christmas tree would be replaced with a red bulb. She encouraged all partners to bring awareness as much as they could so that they wouldn't have to change the white bulbs. After the photo op, she called in some of victims' family and asked them to introduce themselves and say the name of the deceased loved and the date they were killed. She gave each of them a little token courtesy of MADD.

#### **9. CLOSING REMARKS**

SCSCP Chairman and Terrebonne Councilman Greg Hood Sr. delivered the closing remarks. He extended condolences to the families of drunk driving victims. He also shared that when he served as a cop for 30 years, one of his goals was getting drunk drivers off the streets. Even after retirement, he's still involved in educating the public about highway safety through the Safe Community Partnership. He thanked everybody for the efforts they do to keep everyone safe.

**The event adjourned at 11:59 A.M. A lunch social followed afterwards until 12:45 P.M.**

**Attachment A and B are in the succeeding pages.**

*Attachment A - Safe Community Action Plan FFY 2013*

*Attachment B - LA 3235 Safety Project Description*





### **SOUTH CENTRAL SAFE COMMUNITY ACTION PLAN 2012-2013**

Our growing coalition hopes to continue strengthening good relationships with safety partners and keeping the momentum up. While we seek to generate new partnerships with both public and private organizations, we collaborate closely with our current active partners to achieve our goals as follows:

#### **IMPAIRED DRIVING**

1. Continue to expand education, prevention and enforcement programs in local communities through safety expos, press releases and PSA's, community outreach & advocacy, and publicized checkpoints
2. Establish an alcohol-and-drug-free area or limit alcohol consumption and drug use at a local event
3. Collaborate with law enforcement agencies in increasing DWI enforcement activities and encourage officers to enhance their knowledge & skills in processing impaired drivers
4. Collaborate with non-profit and local community-based organizations in conducting awareness campaigns involving young drivers and parents
5. Provide a healthy exchange of ideas that allow coalition partners to discuss impaired driving issues and possible solutions to decrease alcohol fatalities at the Traffic Summit 2013
6. Participate in the Labor Day Drive Sober Mobilization & other major holiday impaired driving enforcement campaigns, and integrate the nationwide branding into local outreach efforts

### OCCUPANT PROTECTION

1. Continue to improve our regional capacity to provide child passenger safety services through trainings, open forums, field events and other safety education opportunities
2. Continue to support our team of child passenger safety technicians in educating the public about occupant protection for kids
3. Address and support the need to have a certified CPS instructor in our region
4. Improve the public's seatbelt compliance through education and enforcement activities such as school presentation, seat inspections and checkpoints
5. Provide a healthy exchange of ideas that allow coalition partners to discuss issues and possible solutions to increase seatbelt use at the Traffic Summit 2013
6. Participate in the Click it or Ticket Mobilization and other major holiday seatbelt enforcement campaigns, and integrate the nationwide branding into local outreach efforts

**Attachment B - LA 3235 Safety Project**



IN REPLY REFER TO  
FILE NO.

**DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT**

**INTRADEPARTMENTAL CORRESPONDENCE**

REFERRED TO

- \_\_\_\_\_ REFERRED FOR ACTION
- \_\_\_\_\_ ANSWER FOR MY SIGNATURE
- \_\_\_\_\_ FOR FILE
- \_\_\_\_\_ FOR YOUR INFORMATION
- \_\_\_\_\_ FOR SIGNATURE
- \_\_\_\_\_ RETURN TO ME
- \_\_\_\_\_ PLEASE SEE ME
- \_\_\_\_\_ PLEASE TELEPHONE ME
- \_\_\_\_\_ FOR APPROVAL
- \_\_\_\_\_ PLEASE ADVISE ME

BY \_\_\_\_\_ DATE \_\_\_\_\_  
 BY \_\_\_\_\_ DATE \_\_\_\_\_  
 BY \_\_\_\_\_ DATE \_\_\_\_\_

**MEMORANDUM**

**To: Mr. Lyle LeBlanc, PE  
Assistant District Administrator**

**From: Ms. Kimberly McDaniel, PE, PTOE  
Access Management Engineer**

**Subject: LA 3235**

**Date: October 1, 2012**

During the Regular Session of the Louisiana State Legislature in 2009, House Concurrent Resolution No. 108 was passed. HCR 108 requested that LaDOTD conduct a study of LA 3235 in Lafourche Parish. HCR 18 cited concerns about speed, speed limits, safety, and crash rates. The Resolution specifically states that the Louisiana State Police responded to 287 crashes on or near this corridor in a three-year period. HCR 108 also requests LaDOTD to consider lowering the posted speed limit by 10 miles per hour as a remedy for the stated concerns.

LA 3235 is a four-lane divided urban highway in Lafourche Parish. It runs west of and parallel to LA 1/LA 308 and travels in a generally north-south direction. The posted speed limit on this corridor is primarily 65 MPH, but changes to 55 MPH and 50 MPH in specific locations. The grassy center median varies in width from 15 to 150 feet along this 16 mile corridor.

**CRASH STUDY**

In 2009, a full safety analysis of LA 3235, from LA 24 in Larose, LA, to LA 1 in Golden Meadow, LA, was conducted by Urban Systems. The study area included five major intersections: LA 24, LA 657, LA 3161, LA 3162, and LA 1. The objective of the study included analyzing crash data and identifying correctible crash patterns and types. The following data resulted from this study.

*Traffic Volumes*

The average daily traffic volumes (number of vehicles travelling in either direction of the corridor in an average 24-hour period) for this corridor range from approximately 8,500 (near Bourg Larose Hwy) to approximately 15,500 (north of LA 3162). This indicates that the roadway is certainly under-capacity, meaning the roadway has the necessary capacity to service much higher volumes than are experienced currently.

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### *Roadway Geometry*

The roadway has a wide grassy median (ranging from 15' to 150') and shoulders on both sides of the roadway. Rumble strips align the shoulders between LA 24 and LA 3161 and between LA 3162 and LA 1. The land use along this 16-mile corridor is a combination of residential and light commercial.

### *Crash Data Analysis – Corridor*

Available crash reports for 2006-2008 were reviewed. These included crashed at intersections with LA 24, LA 657, LA 3161, LA 3162, and LA 1. The overall crash rate of the corridor was determined to be 0.04 crashes per million vehicle miles. The Louisiana statewide average crash rate for roadways of this type is 2.44 crashes per million vehicle miles. This indicates that the crash rate on this corridor is far less than the statewide average of like corridors.

### *Crash Data Analysis*

The corridor was subdivided into twenty-four (24) roadway segments and five intersection locations (LA 24, LA 657, LA 3161, LA 3162, and LA 1). The division of segments was based on roadway configuration and surrounding land use and each measure between 0.25 and 1.0 mile each. Each segment where the average crash rate exceeded the statewide average (2.44 crashes per million vehicle miles) was then further subdivided into segments of no more than 0.25 mile in an effort to pinpoint the source of the crash rate. Overall, two (2) segments and four (4) intersections were identified for more in-depth analysis:

- Sub-Segment 2B: This segment is 0.23 miles long and extends north and south of 11<sup>th</sup> Street along LA 3235. The sub-segment includes a horizontal curve; however, in each direction the roadway departure crashes occurred on both sides of the roadway, indicating that the roadway geometry is not likely a contributing factor to these departures. Rumble strips are installed on both sides of the roadway.
- Sub-Segment 20A: This sub-segment is 0.27 miles long and extends north and south of West 159<sup>th</sup> Street. A field review was conducted and found sight distance to be adequate and free of any obstructions. The crashes at this location are randomly distributed and there does not appear to be a clearly identifiable pattern.
- Intersection 1 – LA 3235 & LA 24: This is a 3-legged intersection where LA 3235 terminates at the north end into LA 24. The northbound approach of LA 3235 is stop-controlled, while the two approaches of LA 24 have the right-of-way. Standard dead-end signage is installed for the LA 3235 approach, along with standard safety countermeasures, including stop ahead warning signs and a series of in-lane rumble strips to warn motorists of the approaching stop condition at the intersection. This intersection is also well-lit. The crash history during the study period shows no specific pattern of crashes.
- Intersection 2: LA 3235 & LA 657: This intersection has three approaches; LA 657 terminates into LA 3235. The intersection is stop-controlled with a flashing signal – red for LA 657 and amber for LA 3235. Existing safety measure include oversized stop signs, “Stop Ahead” warning signs, and a series of perpendicular rumble strips in the travel lane on LA 657 approaching LA 3235. The majority of crashes at this intersection during the study period were right-angle. This indicates a potential failure-to-yield situation. Sight distance at this location appears adequate, as there is virtually no vertical or horizontal curvature.

- Intersection 3: LA 3235 & LA 3161: This intersection is a t-intersection, with LA 3161 terminating at LA 3235. It is stop controlled for LA 3161, with a flashing signal giving red to LA 3161 and amber to LA 3235. Existing safety measures include appropriate signing as well as perpendicular rumble strips on the LA 3161 approach. The majority of crashes at this intersection during the study period were right-angle. This indicates a potential failure-to-yield situation. Sight distance at this location appears adequate, as there is virtually no vertical or horizontal curvature.
- Intersection 4: LA 3235 & LA 3162: This intersection is a t-intersection, with LA 3162 terminating at LA 3235; however, directly across from LA 3162 is the Galiano Truck Plaza access connection. This is the only signalized intersection along this corridor being studied. Westbound LA 3162 and northbound LA 3235 have large-radius right turn lanes. The southbound approach has an exclusive left turn lane. This intersection is surrounded by several commercial establishments, one of the few more commercially-developed areas of this corridor. The access connection for the Galiano Truck Plaza (which creates the eastbound approach for the signal) is very wide and has no pavement markings, has a very short throat distance, and serves establishments on both sides of the driveway within the commercial property. The signal operates with permitted/protected southbound left turns; minor approaches are serviced during a single phase with no protected turns. Most of the crashes at this location are right angle, and almost all of those involve westbound vehicles (those coming from LA 3162).

*Other Analysis Results & Observations:*

- There is a significant proportion of roadway departure crashes compared to statewide averages.
- There are signs of repeated use of the grassy median for facilitating turns and u-turns where paved crossovers do not exist.
- There is a significant proportion of right-angle crashes compared to statewide averages.
- The percentage of alcohol-related crashes was more than three times the statewide average.
- Intersection-related crashes were less than half of the total crashes. More than half of the crashes along this corridor occurred at mid-block (non-intersection) locations.
- Many known safety measures have already been installed along the corridor.

**RECOMMENDED MEASURES TO IMPROVE SAFETY ALONG THE CORRIDOR**

Based on the review of crash data, site visits, and review of speed data and other data, the following are recommended in an effort to improve the safety of this corridor.

- *Cable Guardrail or Other Median Treatments*

This corridor experiences a higher-than-average number of roadway departure crashes, many of which involve impaired drivers crossing the median and/or misuse of the median. Cable guardrail has proven to be very effective at preventing these types of crashes as well as reducing the severity of potential roadway departure crashes. The DOTD has in place a program to install this equipment along interstate routes and state highway. A recommendation is being made to add LA 3235 to this program for consideration of this type of safety improvement installation. This program is limited in funding, and priority is given to the interstate system. In order to increase the priority of LA 3235 in this program, other funding sources would have to be dedicated (i.e. emergency funds, etc.). A short term solution, or for

those areas experiencing misuse of the median but no related crashes may be landscaping or fencing (i.e. barbed wire).

ACTION: Secure funding for the installation of cable guardrail along this corridor. The cost for this installation is estimated at \$200,000 per mile, for a total cost of approximately \$3.2M. In the short term, the District should evaluate specific locations that may benefit from other lower cost median treatments such as landscaping and/or fencing.

- *Offset Right Turn Lanes*

At locations with high right-turn volumes, the installation of dedicated offset right turn lanes has been shown to reduce rear-end crash rates. The dedicated offset right-turn lane allows a turning vehicle to be removed from the stream of through traffic as it decelerates for the turning movement. Additionally, the offset of the right turn lane may secondarily improve sight distance of vehicles stopped on the minor roadway awaiting an opportunity to enter the traffic stream of the major roadway, thereby potentially having the benefit of a reduction in right-angle crashes. Turning movement counts have not been taken along this corridor. Full analysis, including peak hour turning movement counts, would be necessary in order to determine appropriate locations for installation. Recommended locations to consider for further study for this treatment include:

- LA 3161
- West 132<sup>nd</sup> Street
- West 134<sup>th</sup> Street
- West 159<sup>th</sup> Street
- West 163<sup>rd</sup> Street
- West 217<sup>th</sup> Street

ACTION: The DOTD District Office should take peak hour turning movement counts at all listed locations, as well as any other the District staff feels may be a concern. A detailed analysis should be conducted for each, as well as a review of updated crash data, to determine the potential effectiveness of an offset right turn lane at each location. The district may conduct this review, Section 77 may assist with this portion, or the analysis can be conducted through a Section 77 Retainer Contract. If it is determined that an offset right turn would be beneficial for any of these locations, the District should proceed with designing the improvements and securing funding for the construction.

- *Median Opening Modifications*

There are 72 paved median openings, all of which are full-access with no restriction, along this 16 mile corridor. In addition, there are many locations where there is not a paved median opening, but the condition of the soil indicates that the median is used like a median opening by vehicles. It is recommended that some of these median openings be closed, and others modified to have only channelized u-turns and/or direction left-turns, with appropriate storage lanes provided as necessary. A full traffic analysis, including turning movement counts at all existing median openings, should be performed in order to determine selected locations for modification and/or closures of the existing opening. Without the benefit of a full analysis, a preliminary recommendation would be to incorporate j-turn type intersection and/or directional channelized u-turns in order to restrict full-access movements at the higher volume

existing median openings. Attached are DOTD brochures regarding these types of median openings.

**ACTION:** The DOTD District Office should take peak hour turning movement counts at all paved median opening locations. A detailed corridor analysis should be conducted to determine which median openings should be closed and/or modified. The district may conduct this review, Section 77 may assist with this portion, or the analysis can be conducted through a Section 77 Retainer Contract. The District should then proceed with designing the improvements/closures/modifications and securing funding for the construction.

- *Increased Police Enforcement.*

The number of alcohol-related crashes was almost three times great than the statewide average rate. Additionally, speed is a factor in many of the crashes. Increased enforcement is recommended to combat these issues. A request was informally submitted to the State Police – Troop C for increased enforcement (overtime paid through DOTD funds) by Mr. Ron Whittaker via Mr. Dan Magri (DOTD Safety). Because of the rural location of this corridor and staffing inadequacies this was not a project that Troop could take on at this time. DOTD recommends working with Troop C to, at a minimum, schedule monthly or bi-monthly random checkpoints for seatbelt, alcohol, and speed. Additionally, an educational campaign is recommended to target speed and drunk driving violations in this area. DOTD safety funding may be available for this.

**ACTION:** DOTD District Staff should meet with the administration of LSP Troop C to discuss methods for enforcement, the potential for scheduling regular checkpoints along this route, and other ways to address the operational concerns of this corridor. The DOTD Safety Section should work with Troop C and the DOTD District Office to create an effective campaign for enforcement (possibly a 4E approach).

The study and recommendations included in this letter are meant to address safety concerns along LA 3235. Safety improvements to such a corridor require a multi-agency coordinated approach, so gaining cooperation and assistance from the Louisiana State Police, local sheriff's office, and all DOTD District and Section personnel is critical in the success of any improvements. DOTD Section 77 (Traffic Engineering Management) is committed to assist in any way possible with improving this corridor.

I will be contacting you within the next few weeks to discuss how DOTD should proceed with this.

Cc: Michael Stack  
Dan Magri  
Peter Allain  
Jody Colvin