



LOUISIANA STRATEGIC HIGHWAY SAFETY PLAN

SOUTH CENTRAL REGIONAL TRANSPORTATION SAFETY PLAN INFRASTRUCTURE AND OPERATIONS Subcommittee

Meeting & Traffic Signalization Workshop

Wednesday, January 30, 2013 • 9:00 AM to 4:00 PM
South Central Planning & Development Commission, Houma, LA

Attendance

MEETING SUMMARY

Perry Blanchard, TPCG
Leo Marretta, SCPDC
Rudynah Capone, SCPDC
Cassie Parker, SCPDC
Jason Taylor, LTAP
Scott Parr, LTAP/LSU
Troy Cassioppi, St. John SO
Jobe Boucvalt, St. John OEP
Brian Nunes, St. John Public Works

Terry Arabie, LPG
James Lucas, City of Thibodaux
Josh Bourgeois, City of Thibodaux
Errol Price, City of Thibodaux
Michael Toups, Houma PD
Tina Ledet, Houma PD
Lee Zeringue, St. Charles Parish
Douglas Foreman, LPSO
Michael Alvis, TPCG
Allen Theriot, TPCG

Part I – Infrastructure Subcommittee Meeting

Welcome, Introductions and Meeting Purpose

SCRTSP's Infrastructure and Operations Emphasis Area (EA) Team Leader Perry Blanchard welcomed everybody to the meeting. He stated that this meeting was set in order to get an update of where we were, where the region's at now and what the Subcommittee's plans for the year area. Right after the meeting, a workshop on Traffic Signalization was set to teach traffic signal technicians/coordinators to get familiar with TS2 controller, signal control box, traffic controller logic and rudimentary problem ID.

Everyone introduced themselves individually.

P. Blanchard shared that Road Safety Assessment (RSA) on high-crash local roads has so far been conducted in Lafourche Parish and the City of Thibodaux, and that the Subcommittee is kind of falling behind on this initiative since the last Subcommittee Meeting on March 7, 2012.

SCRTSP Infrastructure & Operations Action Plan Review

Jason Taylor suggested that we might have to check with LADO on their statewide plan as there might be a few changes after the new transportation bill MAP-21 was released. Budget allocations have changed, including funding for safety projects. There's more money for safety projects. He further said that LTAP can assist in addressing an infrastructure safety issue on local roads especially those that entail low-cost improvements such as a simple signage or striping.

Terry Arabie asked if there's been anything done in Lafourche Parish. J. Taylor informed that LTAP did a parking study in the City of Thibodaux and a lot more that he can't say right off.

Road Safety Assessment (RSA) Reports

J. Taylor then proceeded in giving reports on the RSA's done in Lafourche (April 19, 2012) and Thibodaux (Oct. 24, 2012). R. Capone referred everyone to Tab 3A and 3B of the meeting packet to see important recommendations that came out of the reports.

(A) RSA- Lafourche

The local roads assessed in Lafourche were Gheens Shortcut, Lefort Bypass and Forty Arpent. He presented the issues on each of the roads and some recommendations on what cost-effective improvements could be done to make them a lot safer. Some recommendations for Gheens included STOP Ahead sign with flashing beacon, object markers, double arrows and standard striping. He informed that the Purchase-only projects (like simple signs) get implemented a lot quicker. A STOP sign on the right side of the intersection on Lefort and LA 1 is needed; it's currently placed on the left side. T. Arabie confirmed that the STOP sign issue has been fixed already. Other projects recommended are Chevron signs, edge line striping and bridge end treatments. He also said that lighting could also help.

(B) RSA- City of Thibodaux

As for the RSA in Thibodaux, he said that there's a need for a follow-up walkthrough on Acadia Road—North/South because there are some issues (like merging) that need closer attention. Each of the crashes was intersection-oriented. Traffic signal timing isn't ideal. Discussion ensued on whether or not Acadia Road is owned by the city or state. Errol Price confirmed it's a City Road. But on the map, it's referred to as LA 641. Among the recommendations for Acadia Road are diverging of left turn lanes, fixing the broken loops and compressing of intersection into a traditional configuration, and possibly a roundabout.

On Audubon Road, LTAP recommended putting a roundabout at the intersection of Ardoyne. This could be done in conjunction with a student engineer project. It was also recommended to remove a couple of parking places. On St. Patrick Road, J. Taylor recommended getting a geotechnical pavement expert to grasp a picture of what it takes to maintain it. It was also recommended to upgrade signage and striping on all T intersections. He also advised to investigate the future needs of full signalization and lighting on St. Patrick and Forty Arpent. Installing STOP bars and Signal Ahead signs in all four directions was also suggested. Discussion ensued on the different options recommended.

J. Taylor then spoke about the LRSP grant application paperwork that the City of Thibodaux and Lafourche Parish Government have to complete. P. Blanchard asked if there's enough money to get those local safety projects started. J. Taylor said yes. Those locations that undergo RSA's are getting the first priority in funding inclusion. There's a maximum of \$500,000 allocated per entity per year. Projects can be by phase. It's also important to know who the responsible charge for each project is. Further discussion ensued.

J. Taylor made it clear that those roads that went through the RSA in Thibodaux and Lafourche have already been included for funding in the previous years. It's just a matter of turning in the paperwork to get them implemented. He further brought up that he's got maps showing all horizontal curves. He would email it to SCPDC. Over the next few years, these curves will be signed. Signage alone reduces fatality by 25%. J. Taylor would contact each Parish for this effort.

Planning/Scheduling for Next RSA's

Terrebonne

P. Blanchard reported that his department looked at Terrebonne's high-crash locations and the numbers do not reflect the last 2 years of construction done in some of the roads. They've done a few turning lanes on Hollywood Road, Bayou Gardens and Prospect. They'll extend turning lanes on Industrial Blvd. He said they still don't know how these new improvements will affect the crash data. They would need an update. So, in

this regard, he suggested that Terrebonne would be the last to have an RSA. J. Taylor asked for a list of the roadways where these improvements were done. P. Blanchard gave him a copy.

St. John

Jobe Boucvalt said his team is regrouping to review their list of local roads to assess and agreed that they can go ahead do the RSA. He told that their public works department and the parish sheriff's office are on board with this effort. R. Capone will get with J. Taylor and J. Boucvalt to set the date sometime in March. J. Taylor preferred it to be Tuesday or Thursday. The roads to be assessed are Cambridge, Madewood and Carrollwood. Discussion ensued.

St. Charles

Lee Zeringue said that conducting the RSA in their Parish sometime in March is more likely doable. He told that the roads to assess are Ormond (they're getting this roadway repaved) and Paul Frederick. But, Primrose Avenue was also considered if there's enough time. J. Taylor said he could accommodate two sets of RSA in one month. He recommended that L. Zeringue should consider friction treatments on Ormond.

Assumption and St. James

Nobody from Assumption and St. James was present. R. Capone will follow them up.

There being no other comments, the first part of the meeting was adjourned at approximately 10:08 a.m.

Part II – Traffic Signalization Workshop

A short break was taken after the meeting. The Traffic Signalization Workshop followed right after. J. Taylor taught the class. There were five attendees—one from St. John, two from City of Thibodaux and two from Terrebonne. At the training, the participants were given the opportunity to operate the traffic controllers. They were taught the following topics: familiarization with TS2 controller and signal controller box, rudimentary understanding of traffic controller logic and problem identification.

ACTIONS

- Schedule next two RSA's for St. John and St. Charles Parishes sometime in March 2013. Identify people to invite for each of the respective RSA's.
- Get maps on horizontal curves from J. Taylor. Follow up.
- Follow up Assumption and St. James Parish representatives and determine when they would like to conduct the RSA's in their area.
- Set another date for the IO Action Plan Review.