



INFRASTRUCTURE AND OPERATIONS Subcommittee Meeting

*Wednesday, April 9, 2014 • 10:00 A.M. to 12:00 Noon
South Central Planning & Development Commission, Houma, LA*

Attendance (12)

Rudynah Capone, SCPDC
Josh Manning, SCPDC
Cassie Parker, SCPDC
Leo Marretta, SCPDC
Perry Blanchard, TPCG
Steven Strength, LADOTD

Glen Graham, Stantec
Hachi Shiraz, LADOTD
Jim Chapman, LADOTD
April Renard, LADOTD
Dennis Hebert, LADOTD
Don Edwards, Lafourche Parish Gov't

Welcome and Introductions

Team Leader, Perry Blanchard called the meeting to order at approximately 10:00 A.M. The twelve attendees introduced themselves individually.

Approval of Minutes from July 30, 2013 Meeting

R. Capone reviewed the action items from the July 30, 2013 meeting. She explained that progress is continuously tracked on LADOTD safety concerns and an update is given at each Safe Community Partnership meeting. RSA reports have been completed for St. John and St. Charles and a meeting was scheduled with Brian Nunez with St. John the Baptist. A follow up meeting has also been scheduled with Terry Arabie, Lafourche Parish, to finalize the parish's LRSP projects. She also informed the subcommittee that there was representation from our Coalition at the New Orleans Traffic Safety Summit on September 17, 2013 as well as the statewide IO meeting.

She enunciated that separate meetings with St. James Parish and Assumption will be scheduled. The subcommittee discussed conducting a Speed Management Workshop with the possibility of dedicating a morning session to elected officials. S. Strength indicated that the Northshore Coalition is interested in participating in conjunction with South Central Coalition to conduct a Speed Management Workshop. The subcommittee then reviewed the meeting minutes from July 30, 2013.

D. Hebert made a motion to approve the minutes, seconded by P. Blanchard. Motion carried.

SCRTSP Infrastructure & Operations Emphasis Area Action Plan Review

Strategy 1.1 – “Collaborate with DOTD Houma Sub-district, HTMPO committees and Safe Community partners to identify safety concerns and access data”

The subcommittee decided that this strategy is ongoing and should remain in the action plan.

Action Step 1.1.1 “Encourage the stakeholders and the public to express their safety concerns by completing the “Safety Concern to Refer to DOTD” yellow sheets...” and Action Step 1.1.2 “Coordinate with the Local Road Safety Program (LRSP) team...” are both at substantial progress.

Strategy 1.2: Organize a multidisciplinary RSA Team that will work together with DOTD and consultants in implementing low-cost safety improvements in rural and urban state roads

R. Capone pointed out that there are three action steps under Strategy 1.2. Two of which have been completed. Action Step 1.2.1 “Collaboration with DOTD’s Statewide RSA Team to hold a regional RSA workshop in our region...” was held on March 7, 2012. Multiple multidisciplinary teams were formed and participated in RSA field visits on 15 local roads. She added that Action Step 1.2.3 “Encourage participation from non-infrastructure partners such as law enforcement officers, hospitals, schools and non-profit organizations in conducting RSA’s in the region”, is completed but remains to be an ongoing effort. Action Step 1.2.2 “Once RSA Team is organized, the members will collaborate to develop guidelines and standard templates that will help determine appropriate low-cost safety improvements...” is at substantial progress.

The IO Subcommittee suggested modifying the language in the strategy from “rural and urban state roads” to “rural and urban public roads”. A. Renard asked for clarification of the selection process used to decide which roadways will receive RSA’s. R. Capone stated that three year average crash data was utilized to determine each parish’s top 10 roadways, the parishes were then given a list of their top 10 high crash locations. At that time, each parish agreed to the top three locations in their area, as well as added other roadways that were concerning to them. P. Blanchard informed the IO subcommittee that Assumption Parish and St. James Parish RSA’s still need to be conducted.

Strategy 2.1: Assist parish governments and local agencies in seeking out various opportunities for implementing safety projects on horizontal curves on local roads

S. Strength stated that LTAP has received the new crash data that has been cleaned for 2010, 2011, and 2012 from the Highway Safety Research Group. He added that DOTD has reviewed the data and the data was placed on Crash 3. J. Manning explained that a GIS analysis was done in order to locate horizontal curve locations in the area. He suggested that traffic counts be taken for those locations and the 3 year crash data be taken to determine crash rate. A. Renard commented that a systemic project is taking place at the state level at this time. She explained that with a systemic project, risk factors are identified and then curves are chosen based on the risk factor criteria. J. Chapman added that the criteria also takes into account crash data. P. Blanchard stated that Terrebonne has started the horizontal curve study using the information given to him by J. Taylor. He explained that recommendations have been made, and the parish is still working on the draft. A. Renard informed the subcommittee that the state has a project to be let in August. The plans identify low cost improvements for intersections and curves on state routes in LADOTD District 02. She offered to provide the designated representatives of each parish with the plans for their respective parish.

The team determined that Action Step 2.1.1 “Assist SCPDC and/or partner with coalition members in conducting curve analysis on roads identified as Top 10 Hot Spots based on gathered crash data” and Action Step 2.1.2 “Partner with DOTD’s Local Roads Safety Program to assist agencies in seeking resources to implement safety projects on horizontal curves on local roads...” both remain underway.

Strategy 2.2: Minimize the likelihood of crashing into an Object or Overturning if the Vehicle travels Off the Shoulder

R. Capone commented on Action Step 2.2.1 “Partner with DOTD and agencies to identify areas that have the potential to provide low-cost solutions for a safer roadside as deemed by project-based analysis.” She asked if this step should be rephrased. She reminded the subcommittee that there are no systematic programs for addressing roadside obstructions. Discussion ensued. J. Chapman stated that DOTD can look into roadway departures that resulted in a vehicle hitting something besides another vehicle. S. Strength suggested to leave progress as not started until a crash data analysis is done using the new data.

Strategy 3.1: Collaborate with DOTD District 2, DOTD District 61, DOTD District 62 and Houma Sub-district traffic engineers in implementing low-cost yet effective projects on high-crash intersections

Status for Action Step 3.1.1 “Work with DOTD and LTAP in conducting intersection analysis on Top 10 hot spots that are deemed as prioritized areas for improvements” and Action Step 3.1.2 “Work with DOTD and city/parish planners in implementing effective strategies (e.g. turning lanes, rumble strips) based on the intersection analysis/feasibility study findings” are both underway.

Strategy 3.2: Our Regional Incident Management and ITS teams will collaborate with DOTD in responding to incidents as they occur and eventually identifying roadway concerns that need to be addressed

R. Capone commented that ITS plays a vital role in addressing safety issues. G. Graham informed the subcommittee that the architecture ITS is in the process of being updated. Action Step 3.2.1 “Collaborate with statewide ITS Team in forming alternative route development including infrastructure (arterial DMS’s, traffic adaptive signals, black out signs, etc.)” is moved to substantial progress. Action Step 3.2.2 “Collaborate with statewide ITS Team in developing Cars-Routes & Cars Alert D – Traveler information” remains underway.

Strategy 4.1: Conduct sidewalk and bicycle route assessments to develop good projects for bicycle and pedestrian safety

R. Capone stated that a few things have been done in conjunction with Safe Routes to School (SRTS). P. Blanchard mentioned that Terrebonne Parish has opened a new on road and off-road bicycle route. R. Capone let the subcommittee know that a Safe Routes to School project from Royce Street to Marietta Place is in the works. She also pointed out that Raceland Elementary’s Safe Routes to School project was approved two years ago and is in the letting schedule. She stated that two projects have been completed within the region: Lockport Elementary and Napoleonville Safe Routes to School projects. J. Chapman mentioned that there are also two projects taking place in St. John the Baptist parish. J. Manning then briefly discussed the South Central Regional Bicycle and Pedestrian Plan.

Status is Underway on Action Item 4.1.1 “Provide assistance to city or parish planners in their efforts to do sidewalk assessments for the purpose of developing a winning project proposal for bike and pedestrian safety improvements.” Status remains at substantial progress on Action Step 4.1.2 “Partner with DOTD program coordinators to assist agencies in seeking resources to implement pedestrian safety improvement projects, such as; Safe Routes to Schools and Transportation Enhancement Program.”

Strategy 5.1: Keep abreast with safety concepts and practices by participating in all safety-related events and circulating helpful information

Action Step 5.1.1 “Participate or send a representative from different parishes to attend DOTD’s safety related workshops, lectures, trainings and meetings to keep abreast with best practices and new technologies in transportation world.” Status for this item continues to be substantial progress because we always participate.

Action Step 5.1.2 “Conduct yearly Safety Summit that provides a healthy exchange of ideas...” and Action Step 5.1.3 “Disseminate valuable information on transportation practices and programs when opportunity arises...” have been completed but remain ongoing efforts. R. Capone commented that a separate Bicycle and Pedestrian Forum will take place at the 2014 Traffic Safety Summit from 2:00 pm to 4:00 pm.

Status Updates on Local Road Safety Projects /Road Safety Assessments/ Field Review Reports/ Next Steps

Lafourche

D. Edwards stated that Lafourche Parish has executed all of the documentation for the Local Road Safety Program. He is under the impression that signage will be placed in the areas of Chackbay/Choctaw. R. Capone referred to an email from Rick Holm which states that LTAP is "moving forward with Entity/State Agreement where DOTD pays 100% of the material costs and the entity installs the signs with their forces." The email listed the following roadways: Forty Arpent (Lafourche), Gheen's Shortcut (Lafourche), Laurel Valley (Lafourche), Lefort Bypass (Lafourche), and St. Patrick Street (Thibodaux). S. Strength stated that three of the four projects in Lafourche Parish resulted from the RSA process. He also informed the committee that the Local Road Safety Program is advertising for an engineer to complete the design work on some of the projects.

Thibodaux

S. Strength informed the subcommittee that a mini roundabout is being considered for Audubon Avenue.

St. John the Baptist

S. Strength stated that LTAP has met with Brian Nunez with St. John Parish, and it was decided that the team would conduct the RSA for the total length of Madewood Drive.

St. Charles

S. Strength updated the subcommittee on the RSA progress made in St. Charles. He commented that LTAP is currently waiting for Lee Zeringue to contact them in order to move forward with Ormond Boulevard.

Terrebonne

Instead of conducting a complete RSA for Terrebonne Parish, the team elected to make site visits to certain locations. P. Blanchard stated that signs and rumble strips have been placed on Bull Run Road since the field review. With regards to St. Charles Street, the team is considering placing a roundabout. P. Blanchard mentioned that Terrebonne Parish recently upgraded the intersection of Industrial Boulevard and Denley Road; therefore, no further action will be taken at this time. He added that Woodlawn Ranch Road would also not see changes taking place at this time because it is not feasible to close the roadway to truck traffic. P. Blanchard explained that the roadway would have to be closed in order to properly complete the roadway work.

Identifying Data Needs/Methods/Criteria in Prioritizing Curve Road Safety Projects

J. Manning reiterated that he will use the initial list provided by J. Taylor, review traffic counts and pull the crash data in order to prioritize the horizontal curves. A. Renard suggested that roadway and lane departure should be reviewed as well.

2014 Regional Traffic Safety Summit

R. Capone informed the subcommittee that the Traffic Safety Summit will take place on May 13, 2014 at the Houma-Terrebonne Civic Center. She stated that highway elements will be discussed from 8:00 am until 2:00 pm and from 2:00 pm until 4:00 pm, a Bicycle and Pedestrian Forum will take place.

LADOTD Statewide Safety Project Updates

S. Strength stated that LTAP's LPA Planning class held at South Central Planning and Development Commission on March 26, 2014 was a success. He informed the subcommittee that the last class of the cycle will be held on April 24th in Lafayette. He added that LTAP is willing to provide more classes in the area if South Central Planning and Development Commission is willing to host.

The meeting was adjourned at approximately 11:42 am.