

Houma-Thibodaux Metropolitan Planning Organization (MPO)
Policy Committee Minutes
June 3, 2004, 2:00 PM

1. Pledge of Allegiance

The Pledge of Allegiance, Mr. Scott Leger

2. Prayer

The Prayer, Mr. Wayne Thibodeaux

3. Roll Call

Mr. Peter Rhodes called roll

Lafourche Parish President, Ms. Charlotte Randolph-Present proxy Ms. Shannon Chauvin

Terrebonne Parish President, Mr. Don Schwab-Present

City of Thibodaux Mayor, Mr. Charles Caillouet-Present, proxy Mr. Kermit Kraemer

Terrebonne Parish Council Member, Mr. Harold Lapeyre-Absent

Terrebonne Parish Council Member, Mr. Peter Rhodes-Present

Terrebonne Parish Council Member, Mr. Wayne Thibodeaux-Present

Terrebonne Parish Council Member, Mr. Clayton Voisin-Present

LADOTD, Mr. Tom Payment-Present

4. Approval of minutes from April 29, 2004 meeting

Moved, W. Thibodeaux, second, C. Voisin, no discussion, passed.

5. Discussion: DRAFT HOUMA-THIBODAUX METROPOLITAN
TRANSPORTATION PLAN – MTP 2025

L.P. Ledet gave a summary of the process the consultants took to develop a travel demand computer model for the Houma-Thibodaux Area. L.P. Ledet stated that network data and demographic data were collected by Traffic Analysis Zone (TAZ) for input into the model. L.P. Ledet stated that 2000 Census data was also utilized and served as the Base Year Planning Data. L.P. Ledet then described the street network, functional classification and traffic counts in the study area. L.P. Ledet described how the travel demand model was calibrated for the Houma-Thibodaux Urban Area. L.P. Ledet then summarized the 3 stages of projects that the plan recommends and gave a description of some of the more significant projects in the area and their potential impact. L.P. Ledet then described the projected cost for these projects as well as the methodology used to project costs. L.P. Ledet also described the 3 stages the projects are planned for and possible funding sources. L.P. Ledet stated that Stage I (2005-2009) is estimated to cost about \$63 million, Stage II (2010-2015) is estimated to cost about \$79 million and Stage III is estimated to cost about

\$153 million while the unfunded portion of the plan would cost about \$200 million.

A question was raised about the Westside Blvd. project and its priority and justification in the plan. It was also asked as to why Westside Blvd. was being extended from St. Louis Canal Road to Martin Luther King Drive as opposed to extending Enterprise Blvd. It was stated that Enterprise Drive should be more justified than Westside Blvd. and would carry more traffic. It was suggested that the funds planned for the extension of Westside Blvd. ~~be used to build a bridge at Equity Blvd.~~ L.P. Ledet stated that Westside Blvd. has been in the plan for years and is justified as an east-west corridor providing cross access from Martin Luther King Drive to St. Louis Canal Road. L.P. Ledet added that Westside Blvd. is in Stage I of the plan but that it could be moved back into Stage II and built later.

A question was raised about the status of Country Drive and whether it was still in the plan. L.P. Ledet stated that Country Drive was not mentioned in his presentation but is included in the plan. K. Ghirardi stated that Country Drive has been a funded project in the TIP for years and is considered a committed project which means it is included in the model as a built project.

W. Thibodeaux asked if K. Ghirardi could address the issues raised about Enterprise Blvd. K. Ghirardi stated that projects in the plan have justification based on the model. K. Ghirardi added that it was the MPO Policy committee's responsibility to decide what, when and how these projects should be initiated.

C. Voisin suggested that Enterprise Drive could be extended across Bayou Terrebonne and could connect with Park Ave. in order to fully utilize the capacity of Enterprise Drive which carries about 6000-6500 cars per day. K. Ghirardi stated that there is a bridge very close to Enterprise Drive which presently functions as the connection from Enterprise Drive to Park Ave.

W. Thibodeaux made a motion to amend the plan by having the MPO shift Westside Blvd. from Stage I to Stage II of the plan and to investigate the possibility of relocating the Roy Street Bridge to align with Enterprise Drive directly connecting it to Park Ave and having that project included in Stage I. The motion was seconded by C. Voisin and was passed.

6. Call for motion to adopt DRAFT HOUMA-THIBODAUX METROPOLITAN TRANSPORTATION PLAN – MTP 2025

D. Schwab made a motion to adopt the HOUMA-THIBODAUX METROPOLITAN TRANSPORTATION PLAN – MTP 2025 with W.

Thibodeaux's amendment included. The motion was seconded by W. Thibodeaux and was passed.

7. 2004-2005 Draft Unified Planning Work Program (UPWP)

A motion was made by C. Voisin to distribute the 2004-2005 Draft UPWP for review, publish the public notice, call for the public hearing and possibly adopt the UPWP at the next meeting. The motion was seconded by W. Thibodeaux and was passed.

8. Determine date of next MPO Policy Committee meeting

A motion was made by W. Thibodeaux to hold the next MPO meeting on Thursday, July 8, 2004 at 2:00 P.M. The motion was seconded by K. Kraemer and was passed.

9. Other Business

K. Ghirardi suggested holding a TAC meeting with the DOTD to discuss TIP funding options.

10. Adjournment

C. Voisin made a motion to adjourn the meeting. The motion was seconded by W. Thibodeaux and was passed.