



  
**Houma - Thibodaux**  
**MTP 2035**

Prepared for:



Prepared by:

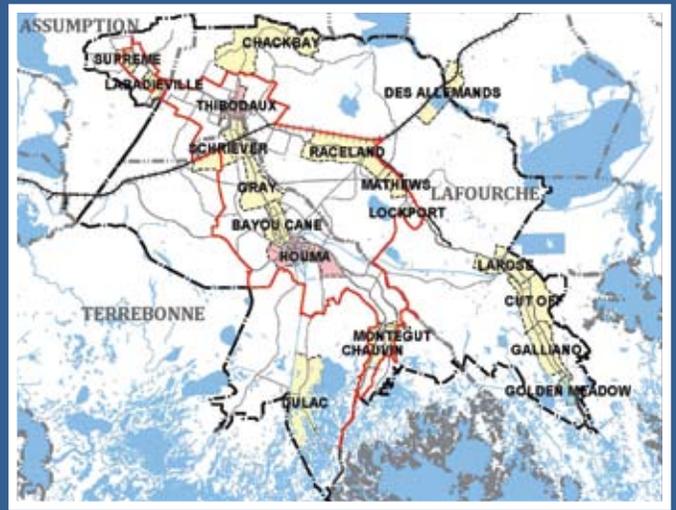


In Association with:



## INTRODUCTION

The Houma-Thibodaux Metropolitan Area is located in south Louisiana approximately 50 miles southwest of New Orleans. The metropolitan area lies mostly in Terrebonne and Lafourche Parishes, with a smaller portion extending into Assumption Parish. The cities of Houma and Thibodaux and the towns of Lockport and Golden Meadow along with several unincorporated communities are in the study area. The map to the right shows the current boundaries of the Houma-Thibodaux Urbanized Area and the expanded study area that was included in this plan. The study area is that portion of the region that is anticipated to be included in the urbanized area within the 25-year planning horizon.



The MTP is a long range transportation master plan, which is a blueprint to guide the development of programs and transportation projects within the Houma-Thibodaux Urbanized Area.

## LEGISLATIVE AUTHORITY FOR THE MTP

With the passing of the Federal Aid Highway Act of 1962, Congress made urban transportation planning a condition for receipt of federal funds for highway projects in urban areas with a population of 50,000 or more. That legislation encouraged a continuing, comprehensive transportation planning process carried out cooperatively by the states and local communities. Metropolitan planning organizations were designated by the governor in each state to carry out this legislative requirement. Following that initial Federal legislation, there have been a series of acts by Congress that have continued to fund transportation projects.

These acts have included the *Intermodal Surface Transportation Efficiency Act (ISTEA)* in 1991 and the *Transportation Equity Act for the 21st Century (TEA-21)* in 1998. The most recent act is the *Safe, Accountable, Flexible*

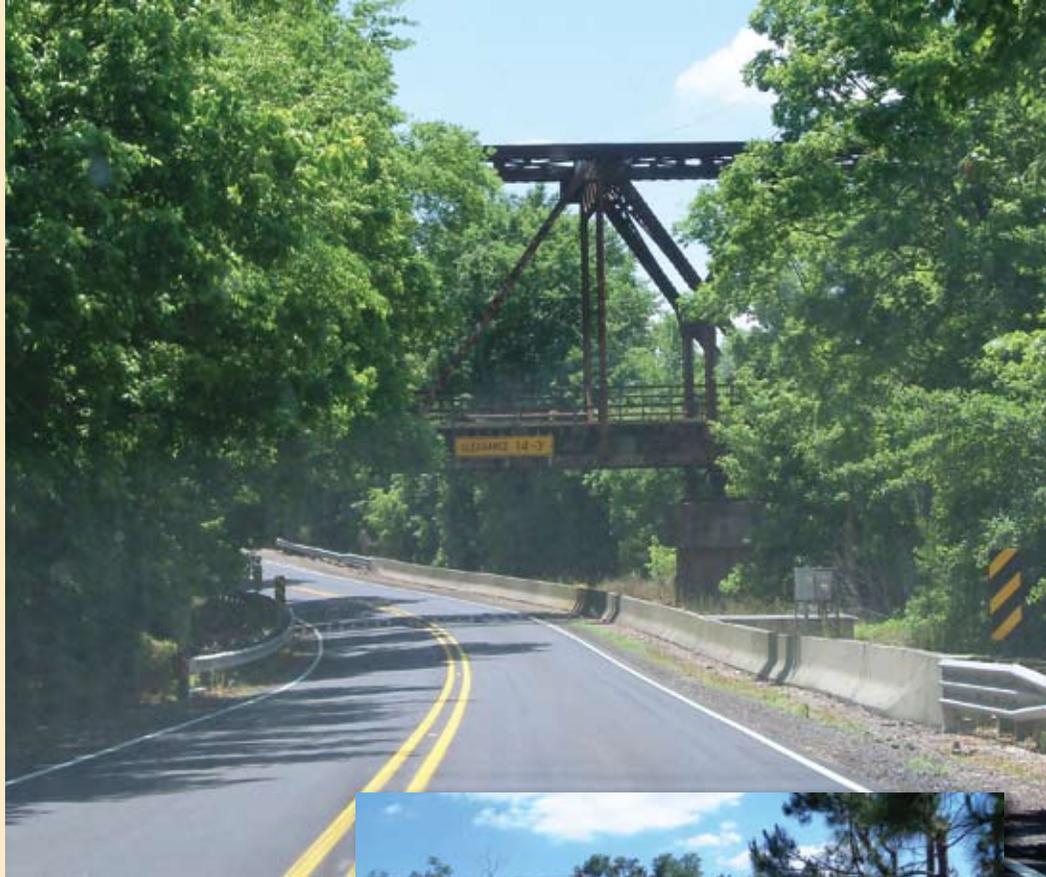
*and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)* of 2005. SAFETEA-LU serves as the current regulatory and funding framework for transportation planning in the United States and has guided this update of the Houma-Thibodaux Urbanized Area Metropolitan Transportation Plan (MTP) 2035.

SAFETEA-LU also requires that a metropolitan planning area carry out a planning process that provides for consideration and implementation of projects and strategies and services that will:

1. Support the economic vitality of the United States, the States, nonmetropolitan areas, and metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency;

This plan is the result of a process that included consultation with other local, state and federal agencies and governing bodies, as well as an extensive public participation process.

2. Increase the safety of the transportation system for motorized and nonmotorized users;
3. Increase the security of the transportation system for motorized and nonmotorized users;
4. Increase the accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.



## METROPOLITAN PLANNING ORGANIZATION

In 2000, the Governor of Louisiana designated the Parishes of Terrebonne and Lafourche and the City of Thibodaux to serve as the Metropolitan Planning Organization (MPO) for the Houma Urbanized Area. Also, under that agreement the South Central Planning and Development Commission was designated as the technical staff for the MPO. The MPO is comprised of local government representatives, transportation officials and other stakeholders. It functions with two committees. The Technical Advisory Committee (TAC) reviews documents and makes recommendations on the technical aspects of the MPO plans and the Policy Committee (PC) provides policy direction to the MPO staff and authorizes adoption of the MPO plans.

## THE MTP PLANING PROCESS

The planning process for creating the MTP is prescribed by state and federal regulations, but the vision that drives the process is locally developed. The MTP is designed to implement this locally derived vision. In order to create the MTP for the Houma-Thibodaux Urbanized Area, the following planning process was used by the study team, which was comprised of SCPDC staff, technical representatives of member jurisdictions acting as a Technical Advisory Committee, the DOTD, and was supported by professional planning consultants. The planning process was conducted under the authority of the Houma-Thibodaux Urbanized Area MPO.



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## CURRENT CONDITIONS

The initial step in developing a plan to reach a goal is the assessment of the current conditions of the transportation system. This assessment includes an inventory of the existing transportation system, a demographic analysis to ascertain a baseline as well as future demand, an evaluation of existing documents including information from local professionals, and crash data which may indicate locations where safety is a problem.

### System Inventory

Wherever possible, all of the modes of the existing transportation system were inventoried. This inventory includes the urban and rural transportation system by functional class, the national highway system, the fixed route transit system and other public transit systems and their service areas. It also included information on ports, airports, passenger rail, intercity bus, intermodal terminals, bicycle facilities, pedestrian facilities and bridges.

### Land Use and Zoning

The transportation system serves the trips generated by various land uses. Land use and the related demographic data is a direct input to the transportation model for an area. All documents related to land use are gathered to assess the current description of an area. These documents may be zoning documents, land use documents, or vacant land inventories. For the Houma-Thibodaux Urbanized Area, the study team was able to gather the comprehensive plan for Terrebonne Parish, the Terrebonne Parish Zoning Map, information from the Lafourche Parish Comprehensive Plan under development and the zoning map for the City of Thibodaux.

### Travel Characteristics and Markets

Viewing MTP development as a process for optimizing a transportation system to support the travel purposes and address the market demands of consumers offers a more comprehensive understanding of how the various transportation markets interact with broader community land use, economic and societal influences, and objectives. A holistic look at market forces acting on the transportation system allows transportation investments to be identified and prioritized using performance measures and criteria based upon a broad spectrum of community values and objectives.

To implement this market-based systematic approach, the study team incorporated a scenario based planning methodology into the development of the Houma-Thibodaux 2035 MTP. Scenario Based Planning is a process of working with travel consumers and suppliers to look at the various ways that land use decisions, economic development initiatives, and transportation systems design and operation can come together in an articulated vision of the future community.

Each community is made up of a unique combination of transportation markets. As the home to Nicholls State University, the transportation needs of university students must be considered. Also, the oilfield industry and commercial and recreational fishing activities have a significant impact on the travel demand in the study area.

### Demographic Data

Travel demand is greatly influenced by the pattern of development or land use in the study area. A demographic analysis was conducted to determine both the baseline and future land use and economic development patterns of the community. The results of this analysis were used by the travel demand model analysis of highway projects, and to a lesser degree by the qualitative analysis used for other modes of travel.

The baseline was developed using building permit data. This provides a more realistic assessment of population and employment when the baseline year does not coincide with the availability of decennial census data.

## VISIONING

This process involved the identification of the vision that the community wished to implement. In order to develop these elements of the plan, a variety of methodologies were employed in an effort to build a strong foundation for developing the long-range transportation plan that would best meet the needs of the community over the next 25 years. These activities included a review of local plans, the forecast of the demographic data, stakeholder consultations, the identification of alternate growth scenarios and public participation workshops. The results of those activities were crafted into a recommended vision, set of goals and objectives, and list of evaluation criteria to be used to evaluate potential projects.

# Houma-Thibodaux MTP Update 2035

Demographic Data Forecast 2007-2015-2025-2035



**VISION:**  
The quality of life in the Houma-Thibodaux Urbanized Area is enhanced by a transportation system that supports the local economy and provides users with safe, convenient, and affordable transportation choices to desired destinations.

## IDENTIFICATION OF NEEDS

The next step in the planning process was the determination of the transportation needs of the community over the next 25 years. This was done using a variety of methods. One method uses computer modeling that represents the roadway system. Another method evaluates future transportation demand based on various types of travel behavior such as tourist travel, travel to work, etc. For non-highway projects, available needs assessments and professional judgment were used to conduct a deficiencies analysis.

The Needs Assessment included the analysis of deficiencies created by the future trips on the existing system, the identification of test projects to alleviate those deficiencies, investment strategies to increase or improve the current infrastructure, and operation and management strategies for system preservation.

## FINANCIAL ANALYSIS

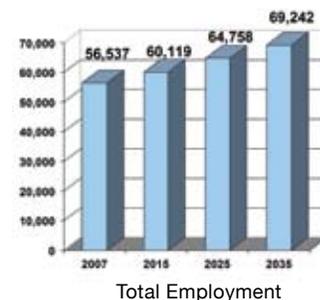
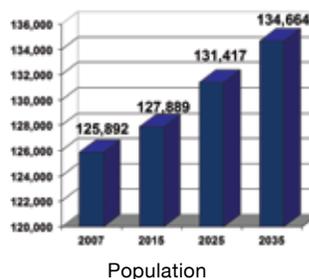
Fiscal achievability is a significant priority in determining the final list of improvements to be included in the MTP. SAFETEA-LU mandates that the MTP be fiscally constrained, that is, only projects that can reasonably be expected to have adequate funding can be included in the Implementation Program. The process for establishing both estimated costs and revenues is critical for the creation of a viable long-range transportation plan.

The financial analysis included a revenue projection that identified the anticipated revenue stream for local, state and federal funds. This revenue stream was indexed to account for future inflation.

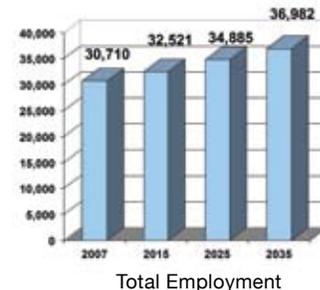
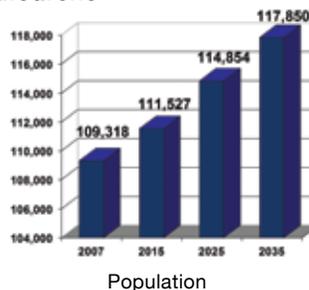
An implementation cost was calculated for each project based on historical project cost by project type. Cost is defined as the total project cost, which includes: planning elements, engineering costs, preconstruction activities, construction, and contingencies. These figures also include an inflation factor so that costs can be determined based on year-of-expenditure dollars.



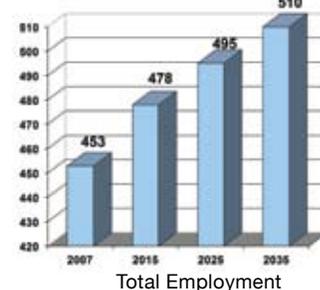
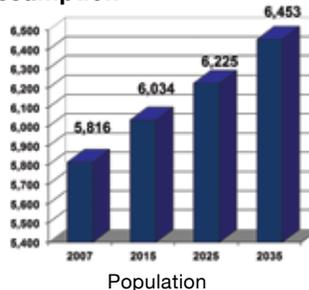
### Terrebonne



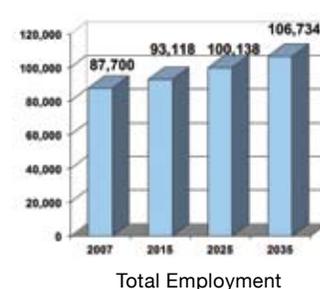
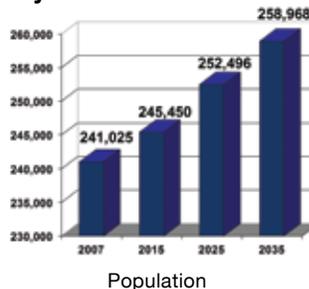
### Lafourche

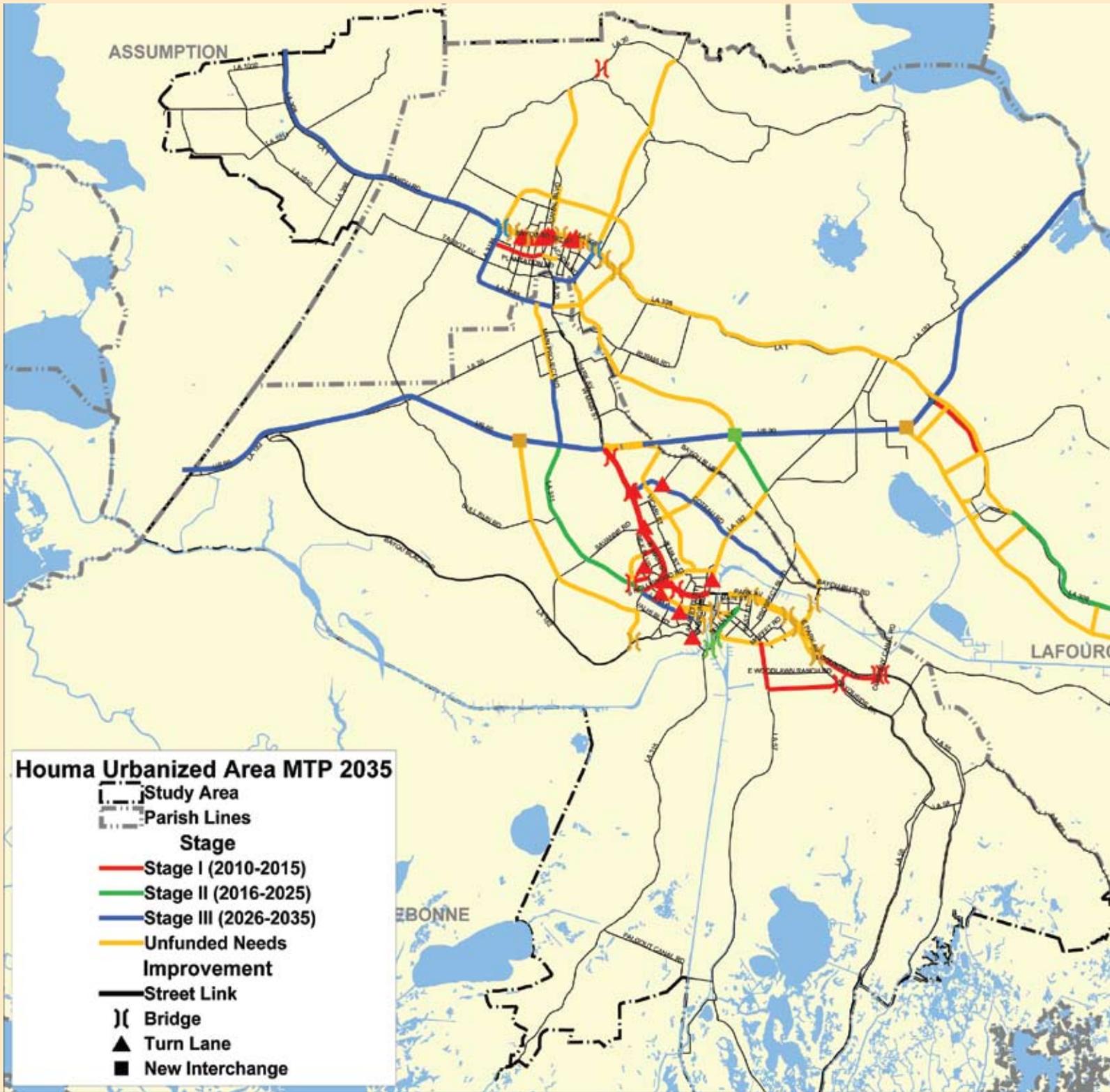


### Assumption



### Study Area







## STAGED IMPROVEMENT PROGRAM

Annual transportation revenues in the small urban areas of the state can vary widely. Therefore, revenue projections were calculated for three time periods, or stages. The revenue projections for state and federal recurring funds for transportation projects identified in the Houma-Thibodaux Urbanized Area MTP 2035 are shown in the following table.

Time Period	Street & Highway	Transit
Stage I (2010 to 2015)	\$130,000,000	\$17,475,000
Stage II (2016 to 2025)	\$275,000,000	\$42,990,000
Stage III (2026 to 2035)	\$365,000,000	\$56,750,000
Total (2010 to 2035)	\$770,000,000	\$117,215,000

These dollar amounts represent recurring revenues. In the case of projects with special dedications of non-recurring funds (such as American Recovery and Reinvestment Act funds) the amount of funding dedicated to individual projects is added on top of the recurring revenue forecast on a case-by-case basis.

Projects identified in each Stage are shown in the map and tables on the following pages.



## Houma Streetscape Improvements

### Conceptual Collage

Houma, Louisiana

#### Legend:

- A** Main Street
- B** Goode Street
- C** New Crosswalks - Specialty Paving/Stamped Concrete
- D** New Historic Lighting
- E** Curb 'Bump Outs' with Landscaping - Palms, Trees, Shrubs, and Groundcovers
- F** New/Repaired Sidewalks - ADA Accessibility



**STAGE I (2010-2015)**

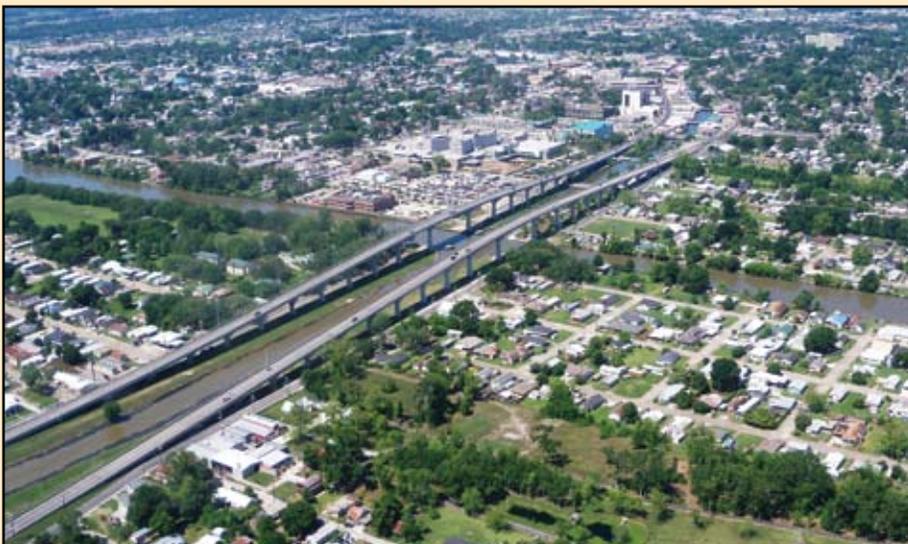
Parish	Name Limits or Location	Improvement	Stage I (000)
Terrebonne	Hollywood Rd. LA 3040 (Tunnel Blvd.) to LA 311	Widen to 4 Lanes	\$9,506
Terrebonne	LA 660 (Coteau Rd.) @ Bayou Terrebonne	Replace 2 Lane Bridge	\$754
Lafourche	LA 1 US 90 South 1.4 miles	Center Turn Lane	\$1,100
Lafourche	LA 1 NB & SB @ Canal Blvd.	Turn Lane	\$129
Lafourche	LA 1 NB & SB @ Tiger Dr.	Turn Lane	\$165
Lafourche	LA 308 NB @ Tiger Dr.	Turn Lane	\$82
Lafourche	LA 1 NB & SB @ Audubon Dr.	Turn Lane	\$165
Lafourche	LA 308 NB @ Audubon Dr.	Turn Lane	\$82
Lafourche	LA 1 NB & SB @ Jackson St.	Turn Lane	\$129
Terrebonne	Corporate Dr. @ LA 3040 (Tunnel Blvd.)	Turn Lane	\$155
Terrebonne	Corporate Dr. @ LA 3040 (MLK)	Turn Lane	\$155
Terrebonne	LA 182 (New Orleans Blvd.) @ 6th St.	Turn Lane	\$361
Terrebonne	Country Estates Dr. @ LA 660 (Coteau Rd.)	Turn Lane	\$155
Terrebonne	Hollywood Rd. @ LA 24 (Main St.)	Turn Lane	\$155
Terrebonne	MLK (LA 3040) @ Hollywood Rd.	Turn Lane	\$309
Terrebonne	Bayou Gardens Blvd. @ LA 24 (W. Park Ave.)	Turn Lane	\$155
Terrebonne	Polk St. @ LA 311	Turn Lane	\$155
Terrebonne	LA 660 (Coteau Rd.) @ LA 24 (W. Park Ave.)	Turn Lane	\$155
Terrebonne	LA 182 (Bayou Black Dr.) @ Barrow St.	Turn Lane	\$155
Terrebonne	Westside Blvd Phase B LA 24 (Main St.) to LA 3040 (MLK)	New 4 Lane Roadway	\$5,657
Terrebonne	LA 664 (St. Charles St.) @ Bayou Terrebonne	Replace 2 Lane Bridge	\$1,215
Terrebonne	LA 57 (Grand Caillou Rd.) Industrial Blvd. to Thompson Rd.	Widen to 4 Lanes	\$19,678
Lafourche	LA 20 @ Grand Bayou	Replace 2 Lane Bridge	\$2,120
Lafourche	Acadian Rd. West LA 20 (Canal Blvd.) to LA 3185	New 2 Lane Roadway	\$12,875
Terrebonne	LA 24 @ Company Canal	Replace 2 Lane Bridge DOTD Let cost est. \$39,900,000	\$13,495
Terrebonne	Country Dr. LA 24 to St. Anne Bridge	Reconstruction	\$11,360
Terrebonne	St. Anne Bridge @ Bayou Terrebonne	Replace 2 Lane Bridge	\$5,305
Terrebonne	LA 24 US 90 to LA 182 (New Orleans Blvd.)	ITS Corridor	\$2,060
Terrebonne	Enterprise Dr. Corporate Dr. to Westside Blvd. Ext.	New 2 Lane Roadway	\$2,185
Terrebonne	Thompson Rd. Ext. LA 57 to LA 56	New 2 Lane Roadway	\$7,512
Terrebonne	Thompson Rd. Ext. Bridge LA 56 to Bayouside Dr.	New 2 Lane Bridge	\$6,556
Terrebonne	Reservation Bridge @ Bayou Terrebonne	New Pedestrian Bridge	\$273
Lafourche	Acadia Dr. Bayou Lane to Percy Brown Rd.	Pedestrian Walkway	\$247

## STAGE II (2016-2025)

Parish	Name Limits or Location	Improvement	Stage II (000)
Lafourche	LA 3087 (Prospect Blvd. Ext.) LA 182 to US 90/I-49	New 4 Lane	\$18,179
Lafourche	LA 3087 (Prospect Blvd. Ext.) at US 90/I-49	New Interchange	\$32,864
Terrebonne	LA 311 (Little Bayou Black Dr.) Savanne Rd. to US 90/I-49	Widen to 4 Lanes	\$37,341
Terrebonne	LA 661 (N. & S. Van Ave.) LA 3040 (Tunnel Blvd.) to Houma Navigation Canal	Widen to 4 Lanes & 2 Bridges	\$61,594
Lafourche	New Road South Lafourche Airport to LA 3235	New 2 Lane & Bridge	\$10,907
Terrebonne	LA 311 (Little Bayou Black Dr.) Hollywood Rd. to Savanne Rd.	Widen to 4 Lanes	\$18,478
Lafourche	LA 308 Lockport to Galliano	Reconstruction with Shoulders	\$58,172

## STAGE III (2026-2035)

Parish	Name Limits or Location	Improvement	Stage III (000)
Terrebonne	LA 311 (Little Bayou Black Dr.) I-49/US 90 to Main Project Rd.	Widen to 4 Lanes	\$22,074
Terrebonne/ Lafourche	LA 3185 (Thibodaux Loop SW) LA 308 (Bayou Dr.) to LA 20	Widen to 4 Lanes & Bridge	\$53,345
Assumption/ Lafourche	LA 308 Supreme to Thibodaux	Reconstruction with Shoulders	\$64,382
Terrebonne	LA 311 (Little Bayou Black Dr.) Barataria Blvd. to Hollywood Rd.	Widen to 4 Lanes	\$25,753
Terrebonne/ Lafourche	LA 648 (Percy Brown Dr.) LA 20 (Canal Blvd.) to LA 308 (Bayou Dr.)	Widen to 4 Lanes & Bridge	\$25,753
Terrebonne	LA 660 (Coteau Rd.) LA 24 (Main St.) to LA 3087 (Prospect Blvd.)	Widen to 4 Lanes & Bridge	\$72,660
Terrebonne/ Lafourche	US 90 Through Study Area	Upgrade to I-49	\$19,161



# UNFUNDED

Parish	Name Limits or Location	Improvement	2008 Cost (000)
Lafourche	LA 3087 (Prospect Blvd. Ext.) US 90/I-49 to LA 648 (Percy Brown Rd.)	New 4 Lane	\$39,740
Lafourche	LA 3235 LA 24 to US 90/I-49 west of LA 1	New 4 Lane, Interchange & Bridge	\$178,000
Terrebonne	Industrial Blvd. LA 661 (S.Van Ave.) to LA 311 (Little Bayou Black Dr.)	New 4 Lane & Bridge	\$30,950
Terrebonne	Industrial Blvd. LA 57 (Grand Caillou Rd.) to LA 659 (Park Ave.)	New 4 Lane & Bridge	\$16,225
Terrebonne/ Lafourche	Industrial Blvd. LA 659 (Park Ave.) to LA 3087 (Prospect Blvd.)	New 4 Lane & Bridge	\$36,475
Terrebonne	Industrial Blvd. LA 661 (S.Van Ave.) to LA 57 (Grand Caillou Rd.)	Widen to 4 Lanes	\$7,500
Terrebonne	Bayou Gardens Blvd. Vicari St. to LA 660 (Coteau Rd.)	Widen to 4 Lanes	\$6,400
Terrebonne/ Lafourche	LA 182 (New Orleans Blvd.) Legion Ave. to LA 3087 (Prospect Blvd.)	Widen to 4 Lanes	\$18,000
Terrebonne	LA 3040 (ICVW Tunnel) at Intracoastal Canal	Replace Tunnel with 4 Lane High Rise Bridge	\$25,000
Terrebonne	St. Louis Canal Rd. Ext. Bayou Gardens Blvd. to LA 316 (Bayou Blue Rd.)	New 4 Lane Road	\$12,500
Lafourche	LA 308 St. Charles Bridge to Lockport	Reconstruction with Shoulders	\$32,000
Lafourche	LA 308 Galliano to Golden Meadow	Reconstruction with Shoulders	\$15,600
Terrebonne	Bayou Gardens Blvd. LA 660 (Coteau Rd.) to LA 316 (Bayou Blue Rd.)	New 4 Lane Roadway	\$6,375
Lafourche	Bayou Gardens Blvd. LA 316 to LA 3087 (Prospect St. Ext.)	New 4 Lane Roadway	\$4,250
Lafourche	LA 20 (N. Canal Blvd.) Reinzi Dr. to LA 304	Widen To 4 Lanes	\$21,600
Terrebonne	LA 3040 (Tunnel Blvd.) S. Hollywood Rd. to ICVW	Widen To 6 Lanes	\$10,000
Terrebonne	Valhi Blvd. Savanne Rd. to US 90/I-49	New 4 Land & Interchange	\$64,500
Terrebonne/ Lafourche	Thibodaux Loop SE LA 20 to LA 308 (Bayou Dr.)	New 4 Lane & Bridge	\$17,000
Terrebonne	Main Project Rd. LA 311 (Little Bayou Black Rd.) to LA 3185	Widen To 4 Lanes	\$12,000
Lafourche	Thibodaux Loop NW LA 20 (N. Canal Blvd.) to LA 308 (Bayou Dr.)	New 4 Lane Roadway	\$13,200
Lafourche	Thibodaux Loop NE LA 308 (Bayou Dr.) to LA 20 (N. Canal Blvd.)	New 4 Lane Roadway	\$18,700
Terrebonne	Valhi Blvd. S. Hollywood Rd. to Savanne Rd.	New 4 Lane Roadway	\$12,750
Terrebonne	Westside Blvd. LA 3040 (MLK) to LA 311 (Little Bayou Black Dr.)	New 4 Lane & Bridge	\$7,332
Terrebonne	N. Hollywood Rd. LA 24 (Park Ave.) to LA 182 (New Orleans Blvd.)	Widen to 4 Lanes and new 4 Lane Roadway	\$8,000
Lafourche	New Route (Laurel Valley Rd.) LA 308 (Bayou Dr.) to LA 20	New 2-4 Lane Highway	\$34,000
Terrebonne	LA 24 (Presque Isle) LA 24 (Main St.) to LA 659 (Park Ave.)	Widen to 4 Lanes & 2 Bridges	\$12,000

Lafourche	LAI/LA 308 LA 3185 to LA 648 (Percy Brown Dr.)	One way Couplet & Bridges	\$23,750
Lafourche	LA 648 (Acadian Dr.) LA 20 (Canal Blvd.) to Cardinal Dr.	Widen to 4 Lanes	\$2,400
Terrebonne	LA 24 (Main St.)/LA 659 (Park Ave.) LA 57 (Grand Caillou Rd.) to Presque Isle	One way Couplet & Bridges	\$25,900
Terrebonne	St. Louis Canal Rd. N. Hollywood Rd. to Bayou Gardens Blvd.	Widen to 4 Lanes	\$10,000
Terrebonne	I-49 LA 24 (Park Ave.) to LA 316 (Bayou Blue Rd.)	New 2 Lane Service Roads	\$6,000
Terrebonne	S. Hollywood Rd. LA 311 to LA 182 (Bayou Black Dr.)	New 2 Lane & Bridge	\$4,225

## CONTINUING PLANNING

A continuing transportation planning process is an important part of overall planning. It is also an essential requirement to ensure that the transportation system is serving travel demand in an efficient and effective manner. In addition, an annual evaluation of the MTP is required by the 3-C Planning Process. The SCPDC, as the technical staff for the Houma-Thibodaux MPO, is the agency responsible for conducting continuing transportation planning. The process is coordinated with other local and State planning activities through the Technical Advisory Committee and the Policy Committee.

Implementation of the MTP should be continually monitored to determine any necessary revisions in the Program resulting from changes in urban development and travel patterns that were not identified when the MTP was prepared. Maintenance of current information on land use planning data and travel demand – and how they interrelate – will permit a continuing evaluation of the transportation needs of the area. This continuing transportation planning process will protect the local, State and Federal governments' investment in necessary improvements. The continuing transportation planning process should contain at least the following three steps:

1. Collect, maintain and annually update key land use and planning data, system characteristics and travel demand information. This MTP was prepared based on specific land uses, population and socio-economic data. An annual update of this data is essential to maintain an up-to-date transportation plan. Information should be maintained and collected in order to update travel demands as they pertain to the transportation system.

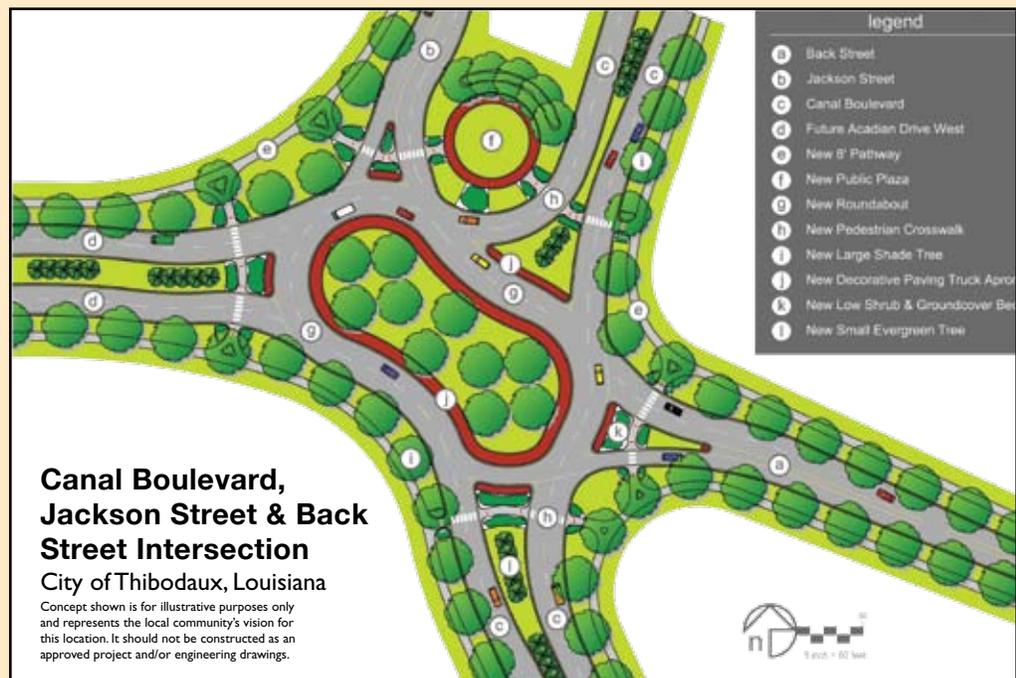
2. Information from the land use and planning data collection should be compared with forecasts from this study to determine the continued validity of the projections. Information concerning the use, capacity, finances, and level of service of the transportation system should be maintained and collected periodically in order to provide current knowledge of the total system operation for evaluation with respect to future need and possible change.

Evaluate the current MTP. Based on updated data, annual projections of future travel demands should be made. This data should be compared with projections estimated in the original MTP. It must then be determined if the MTP needs revision.

3. Revise and update the MTP as needed based on new projections of travel demand, the results of sample surveys, and current transportation system data.

## CONCLUSION

The MTP, adopted May 13, 2010, provides a framework for rational implementation of a transportation system to satisfy travel demand as the Houma-Thibodaux Urbanized Area continues to develop and grow into the future. The realization of the recommended improvements will require the continued coordination and cooperation of local, State and Federal officials in making decisions concerning the availability and use of transportation improvement funds. The ultimate improvement and fulfilling of the mobility needs of the travelling public in the Houma-Thibodaux Urbanized Area will depend on the degree of compliance with the MTP.



# ACKNOWLEDGEMENTS

## METROPOLITAN PLANNING ORGANIZATION

The Metropolitan Planning Organization (MPO) consists of two committees: the Policy Committee and the Technical Advisory Committee. These committees are comprised of elected and appointed decision-makers as well as technically qualified persons interested in transportation planning. The SCPDC provides staffing functions for both committees.

### POLICY COMMITTEE

The Policy Committee (PC) provides decision-making with regard to the approval and adoption of transportation plans and programs. It is comprised of the principal elected officials in the metropolitan area and State and Federal transportation representatives.

**President**, Terrebonne Parish  
**President**, Lafourche Parish  
**President**, Assumption Parish Police Jury  
**Council Member**, TPCG  
**Council Member**, TPCG  
**Council Member**, TPCG

**Council Member**, TPCG  
**Mayor**, City of Thibodaux  
**Mayor**, Town of Lockport  
**District 02 Administration**, LADOTD  
**Federal Highway Administration**

### TECHNICAL ADVISORY COMMITTEE

The Technical Advisory Committee (TAC) reviews and evaluates the technical aspects of planning activities. It is made up of local, State and Federal transportation planners, engineers and other technically qualified persons with an interest in the existing and future transportation system.

**Director of Planning and Zoning**, TPCG  
**Director of Public Works**, TPCG  
**Engineering Division**, TPCG  
**Operations Manager, Roads and Bridges Division**, TPCG  
**Public Transit Manager**, TPCG  
**Public Works Director**, Lafourche Parish  
**Planning Department**, Lafourche Parish  
**Parish Manager/Public Works Director**, Assumption Parish

**Public Works Director**, City of Thibodaux  
**Grants Director**, City of Thibodaux  
**Mayor**, Town of Lockport  
**Office of Planning and Programming**, LADOTD  
**District 02 Traffic Engineer**, LADOTD  
**District 02 Maintenance Engineer**, LADOTD  
**Public Transportation Administrator**, LADOTD  
**Federal Highway Administration**

## LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT FEDERAL HIGHWAY ADMINISTRATION FEDERAL TRANSIT ADMINISTRATION

“The preparation of this report has been financed in part through grant(s) from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.”

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We especially acknowledge the contributions of the many people of the Houma-Thibodaux Urbanized Area who took time to participate in the public meetings to give us insight into the needs of the traveling public.

