# South Central Regional Safety Coalition (SCRSC)
# Infrastructure & Operations Subcommittee Meeting

December 15, 2016

11:00 am to 12:00 pm

*SCPDC Pelican Room – 5058 West Main Street, Houma, LA 70364*

1. Approval of the September 8, 2016 IO Meeting Minutes

2. SC Regional Infrastructure & Operations Plan Update
    a. RSA Initiatives/Updates
    b. LADOTD Safety Concerns/Safety Projects
    c. Local Road Safety Project Updates
    d. Regional Bicycle & Pedestrian Plan Updates
    e. Transportation Alternatives Program Grant Applications
    f. Safe Routes to Public Places Guidelines

3. Trainings/Workshops/Grants
    *Past or Upcoming, Let us know if there are any trainings/workshops that you would like us to arrange for our region, email cassie@scpdc.org or call at 985-851-2900*

4. Next Steps/Adjournment
    *SC Regional Safety Coalition Meeting: February 16, 2017*
    *SC Regional IO Subcommittee: March 9, 2017*

# SOUTH CENTRAL REGIONAL SAFETY COALITION

## *Infrastructure & Operations Subcommittee*

Thursday, September 8, 2016 @ 11:00 AM to 12:00 PM

*Terrebonne Parish North Branch Library, 4130 West Park Ave., Gray LA*

*Minutes of the Meeting*

In Attendance:

| | | |
|---|---|---|
| David Rome, TPCG/IO Team Leader | Dawn Sholmire, LADOTD | Jeffery Leuenberger, LPG |
| Pat Gordon, SCPDC | Parker Rogers, LADOTD 61 | James Barnes, LPG |
| Cassie Parker, SCPDC | Lyle Leblanc, LADOTD 02 | Richard Barber, LPG |
| Josh Manning, SCPDC | Joan Schexnayder, TPCG | Pat Matherne, LPG |
| Leo Marretta, SCPDC | Allissia B. Smith, TPCG | Thad Angelloz, City of Thibodaux |
| Emma Bergeron, SCPDC | Wendell Voisin, TPGC | Gene Milford, Milford & Associates |
| Scott Leger, SCPDC | Chris Pulaski, TPCG | Collin DeGuevrce, TPCG |
| Peter Allain, LTAP/LRSP | Anne Picou, TPCG | Ken Pitre, Schriever Fire Department |
| Steven Strength, LTAP | Terry Arabie, LPG | Ronnie Shaw |
| Dan Broussard, LADOTD | | |

### Call to Order

D. Rome called the meeting to order at approximately 11:00 A.M.

*It was motioned by J. Schexnayder, seconded by D. Rome to approve the minutes from the June 9, 2016 IO Meeting. There being no objections, motion carried.*

### SC Regional Safety Coalition IO Action Plan Review/Discussion

D. Rome and C. Parker introduced the revised South Central Regional Transportation Safety Plan's Infrastructure & Operations action plan to the subcommittee. The subcommittee reviewed the action plan and requested the following modification:

Objective 3: To increase safety at roadway intersections, while improving mobility and connectivity be modified to read *Support and maintain relationships with statewide ITS Team.*

### LADOTD Safety Concerns

The subcommittee were updated on the status of safety concerns submitted in the 1st and 2nd quarter of 2016.

### Local Road Safety Program Data Workshop

Steven Strength, LTAP and Peter Allain, LTAP/LRSP gave a presentation on the Local Road Safety Profiles which are preliminary packages designed to help the regions focus their efforts and develop Local Road Safety Plans that will provide inclusion of safety in the planning process and consistency in Local Public Agency Involvement. Utilizing crash data, the top 20 parishes in Louisiana were identified using the number of fatalities and serious/moderate injuries. Terrebonne Parish ranks at 13 and Lafourche Parish ranks at 21. The subcommittee asked questions and discussed findings with presenters after the presentation.

*J. Schexnayder motioned to adjourn, D. Rome seconded.*


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LOUISIANA STRATEGIC HIGHWAY SAFETY PLAN

SOUTH CENTRAL REGIONAL TRANSPORTATION SAFETY COALITION (SCRTSP)

INFRASTRUCTURE AND OPERATIONS ACTION PLAN *updated as of September 8, 2016*

TEAM LEADER: David Rome, TPCG

Roadway Departure Goal: Reduce roadway departures fatalities from the current average of 48 per year to 42 by 2015, which ensures the South Central Region links to the statewide goal of reducing fatalities by half by 2030.

Intersection Goal: Reduce intersection fatalities from the current average of 13 per year to 11 by 2015, which ensures the South Central Region links to the statewide goal of reducing fatalities by half by 2030.

Objective 1: To identify high crash locations and/or safety concerns and develop a strategy for project implementation based on crash data findings, best practices in traffic safety, and availability of funding sources

Strategy 1.1: *Collaborate with DOTD Houma Sub-district, HTMPO committees and South Central Regional Safety Coalition partners to identify safety concerns and assess data*
Strategy 1.2: *Collaborate with a multidisciplinary RSA Team that will work together with DOTD and consultants in implementing low-cost safety improvements in rural and urban state roads. (Include 4e's (Education, Enforcement, Engineering, & EMS) in strategy)*

Objective 2: Collaborate with LADOTD Districts (02 and sub district, 61 and 62), HTMPO, Parish Public Works and Engineers, state and local law enforcement and other key stakeholders to reduce the number of roadway departure and intersection crashes

Strategy 2.1: *Collaborate with key stakeholders to identify high crash intersection locations, proven effective countermeasures and potential funding sources for project implementation*
Strategy 2.2: *Collaborate with stakeholders to identify high crash roadway departure locations, proven effective countermeasures and potential funding sources for project implementation*

Objective 3: Support and maintain relationships with statewide ITS team

Strategy 3.1: *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*

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


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Objective 4: To improve pedestrian safety by providing safe and accessible routes for pedestrians and bicyclists

Strategy 4.1: *Update South Central Regional Bicycle and Pedestrian Plan (Assumption, Lafourche, St. Charles, St. James, St. John the Baptist and Terrebonne) on a biennial basis to ensure all routes are identified. (Next update: 2017)*
Strategy 4.2*: Conduct sidewalk and bicycle route assessments to develop good projects for bicycle and pedestrian safety*

Objective 5: To increase knowledge on transportation planning process, including best practices and new technologies for safer roads.

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

| *Action Steps (O1/S1)* | *Agencies Involved* | *Output Measure* | *Timeline* | *Status* | |
|---|---|---|---|---|---|
| Conduct RSA's and develop low-cost safety improvements intended to reduce crashes in the South Central Region | LADOTD Districts SCPDC/HTMPO Parish Engineers SC RSA Team | Using crash data analysis to prioritize, complete one RSA per quarter. | *Quarterly* | *25%* | *C. Parker, SCPDC Attachment 1 LA 20 RSA Report (Prepared by District 61)* |
| Encourage the stakeholders and the public to express their safety concerns by completing the "Safety Concern to Refer to DOTD" yellow sheets and collaborate with DOTD and parishes on addressing the concern. www.htmpo.org | *SCPDC/HTMPO LADOTD Parish Public Works/Engineers* | *# of concerns submitted* | *Annually* | *25%* | *C. Parker, SCPDC T. Wang, LADOTD 02 Attachment 2 SC Safety Concern 2016 Tracking Spreadsheet* |
| Coordinate with the Local Road Safety Program (LRSP) team, Highway Research Safety Group and other data sources in assessing data and recommending local safety projects | *SCPDC/HTMPO LTAP - LRSP Parish Public Works/Engineers* | *# of roadway segments analyzed* | *Quarterly* | *25%* | *J. Manning, SCPDC C. Parker, SCPDC Attachment 3 LRSP Project Tracking Spreadsheet* |
| *Action Steps (O1/S2)* | *Agencies Involved* | *Output Measure* | *Timeline* | *Status* | |


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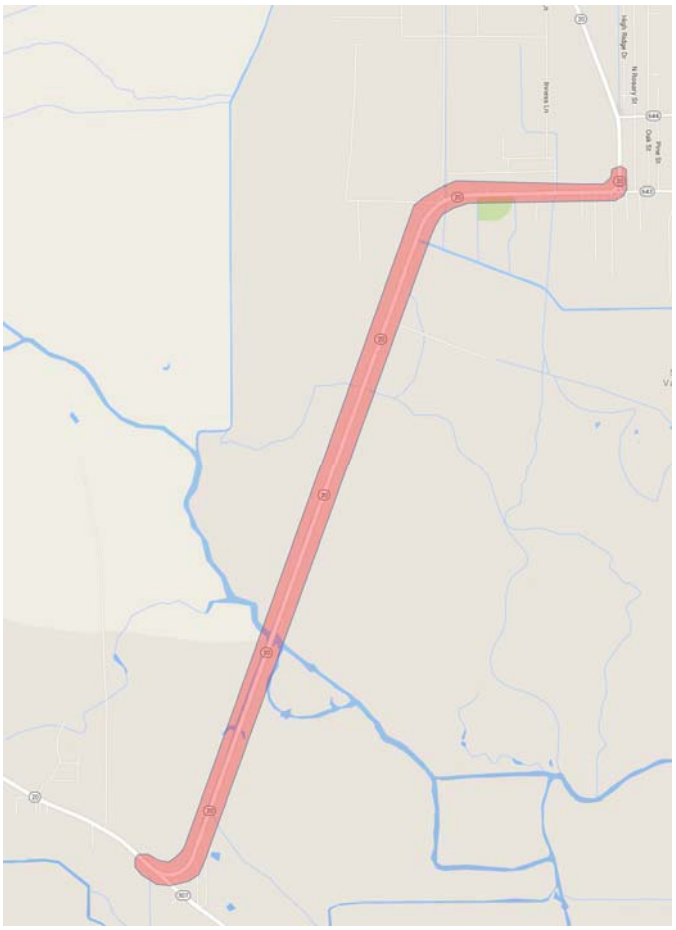
***LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT***

# Road Safety Assessment

## LA 20: LA 643 to LA 307
## St. James and Lafourche Parish



May 2016



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## Purpose

A Road Safety Assessment (RSA) is a safety performance evaluation conducted by a multi-disciplinary / multi-agency team. It qualitatively estimates and reports potential road safety issues as indicated by the presence of crashes and identifies opportunities for safety improvements. The aim of a RSA is to answer the following questions:

- What elements of the road may present a safety concern; to what extent, to which road users, and under what circumstances?
- What opportunities exist to eliminate or mitigate identified safety concerns?

## Scope

The RSA should be defined in terms of the geographical area, the aspects of the project to be reviewed, and what is considered to be out of scope. The project owner, in consultation with the RSA team leader, should specify how many individuals will be on the audit team and what qualifications they should possess. The size and qualifications of the team will vary depending on the scope and type of project being assessed. Low-cost crash countermeasures that may be quickly implemented should be identified as well as long term improvements that would further enhance the safety of the roadway.

## Background

The study segment of LA 20 is an undivided arterial located in the Parishes of Lafourche and St. James. The road typically consists of two 10-ft asphalt lanes with 2-ft asphalt shoulders. LA 20 heavily used during sugar cane harvest season (October – December) and serves as a hurricane evacuation route for Lafourche and Terrebonne parishes. The adjacent land use consists of agricultural, residential, and commercial properties. Recent weekday traffic counts performed by DOTD indicate the average daily traffic (ADT) for this segment of LA 20 is 9,400 vehicles per day.

In October 2015, St. James officials requested DOTD provide immediate low-cost striping and signage improvements to enhance safety along the LA 20 corridor from LA 307 to LA 3127 with special emphasis on the Bayou Chevreuil Bridge. In addition to these improvements, a safety study was requested detailing existing conditions and further safety projects that may be beneficial to LA 20. Signs and striping were installed by DOTD forces in November 2015 as shown in Figure 1 and a RSA field visit was subsequently held on March 17th.



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Figure 1: November 2015 Improvements to Bayou Chevreuil Bridge

## Limits of Study

The scope of this study focuses on a 4.08 mile segment (Control Sections 065-06 and 065-07) of LA 20 from LA 643 to LA 307. Emphasis areas of the study include the intersection of LA 20 at LA 643, the Bayou Chevreuil boat launch drive, the Bayou Chevreuil Bridge and approaches, the Nocko's Discount gas station drive, and the intersection of LA 20 at LA 307.

## Existing Projects and Proposals

Project H.009481 is a bridge rehabilitation project to replace the existing 24 foot wide Bayou Chevreuil Bridge with a wider bridge. The new bridge will accommodate two 12 foot lanes with four foot shoulders and include improvements to the approaches to ensure vertical sight distances comply with current design standards. The current letting date for the project is March 2018.

A project to widen the existing LA 20 roadway to the east in order to provide for shoulders has been proposed to St. James officials by T. Baker Smith, LLC. This proposed project would also include a realignment of LA 20 to bypass LA 643, LA 644, and the new St. James High School. The Parish has contracted T. Baker Smith, LLC to begin environmental assessments in addition to traffic and safety studies.



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## Crash Data Analysis

Crash data was compiled and evaluated to determine locations that may be subject to particular crash types or if the overall corridor experienced an abnormal frequency of crashes.

- This segment of LA 20 had a total of 166 recorded crashes during 2008 – 2014.
- The recorded crash rate for this segment is 1.75 crashes per 100 million vehicle-miles of travel (MVMT). The State average crash rate for a two lane rural highway is 0.99 crashes/MVMT.
- **Sideswipe crashes** were found to be approximately **three times higher** than the statewide average.
- **Head on crashes** were found to be approximately **two times higher** than the statewide average.
- **Rear end crashes** were found to be approximately **two times higher** than the statewide average.
- **Right turn opposite direction crashes** were found to be approximately **two times higher** than the statewide average.
- Right angle crashes were found to be slightly above the statewide average**.**
- Left turn opposite direction crashes were found to be slightly above the statewide average.
- Alcohol involvement crashes were found to be slightly above the statewide average.
- The majority of collision type crashes coded by officers as “Non Collision” and “Other” were roadway departure crashes. The percentage of roadway departure crashes accounting for the total crashes along this segment of LA 20 were found to be below the statewide average.

Segment information, crash severity, crash types, and locations are detailed below and on the following pages:

| Route | Control Section | Segment Length | AADT | Number of years | Rate (VMT) | State Avg. |
|---|---|---|---|---|---|---|
| LA 20 | 65-06 & 65-07 | 4.06 | 9400 | 7 | 1.75 | 0.99 |



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| Year | Crash Severity | | | Total |
|---|---|---|---|---|
| | PDO | Injury | Fatal | |
| 2008 | 13 | 12 | 0 | 25 |
| 2009 | 17 | 4 | 0 | 21 |
| 2010 | 14 | 9 | 0 | 23 |
| 2011 | 12 | 3 | 0 | 15 |
| 2012 | 16 | 11 | 1 | 28 |
| 2013 | 14 | 10 | 0 | 24 |
| 2014 | 21 | 9 | 0 | 30 |
| **Total =** | **107** | **58** | **1** | **166** |

| Type of Crash | Crash Severity | | | Total | % of Total | State Avg. |
|---|---|---|---|---|---|---|
| | PDO | Injury | Fatal | | | |
| Roadway Departure | 35 | 24 | 0 | 59 | 35.5% | 57.3% |
| Intersection Crashes | 20 | 9 | 0 | 29 | 17.5% | 19.0% |
| Night Crashes | 13 | 10 | 0 | 23 | 13.9% | 37.2% |
| Alcohol Involvement | 9 | 9 | 0 | 18 | 10.8% | 9.7% |
| Wet Surface | 11 | 5 | 0 | 16 | 9.6% | 17.0% |

| Collision Type | Crash Severity | | | Total | % of Total | State Avg. |
|---|---|---|---|---|---|---|
| | PDO | Injury | Fatal | | | |
| Non Collision | 27 | 21 | 0 | 48 | 28.9% | 53.1% |
| Rear End | 29 | 16 | 0 | 45 | 27.1% | 17.8% |
| Head On | 4 | 0 | 1 | 5 | 3.0% | 1.9% |
| Right Angle | 13 | 3 | 0 | 16 | 9.6% | 7.7% |
| Left Turn Angle | 2 | 1 | 0 | 3 | 1.8% | 3.1% |
| Leeft Turn Opposite Direction | 2 | 4 | 0 | 6 | 3.6% | 2.4% |
| Left Turn Same Direction | 1 | 0 | 0 | 1 | 0.6% | 1.3% |
| Right Turn Angle | 0 | 1 | 0 | 1 | 0.6% | 0.6% |
| Right Turn Opposite Direction | 1 | 0 | 0 | 1 | 0.6% | 0.4% |
| Sideswipe Same Direction | 5 | 1 | 0 | 6 | 3.6% | 3.0% |
| Sideswipe Opposite Direction | 14 | 6 | 0 | 20 | 12.0% | 3.5% |
| Other | 9 | 5 | 0 | 14 | 8.4% | 5.3% |
| **Total =** | **107** | **58** | **1** | **166** | | |



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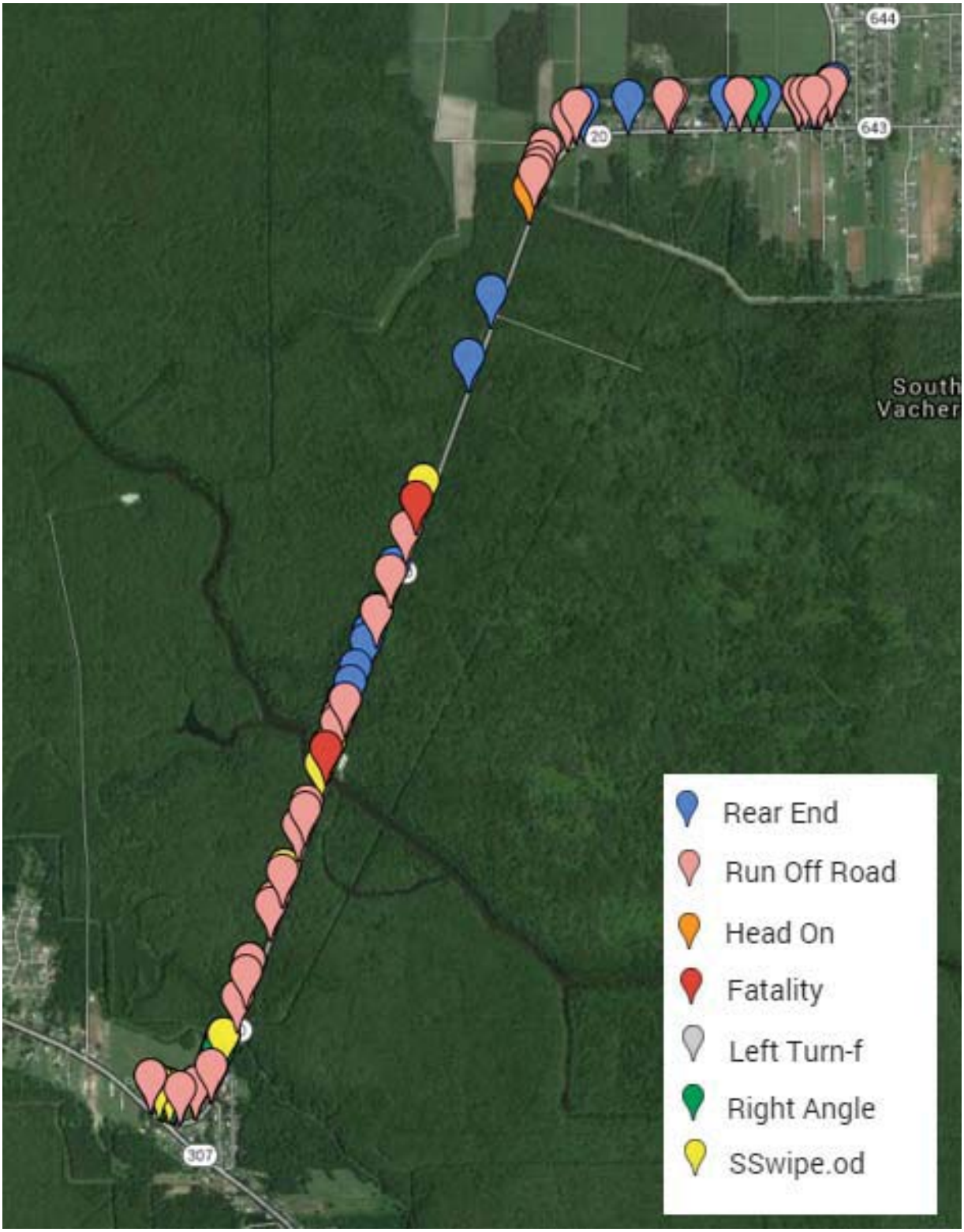




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## RSA Team

In order to best address all aspects of safety, a multidisciplinary team was assembled to conduct field analysis for the RSA. This team included the following members:

- Mark Adams — Lafourche Sheriff's Office
- Edward Becnel — LA 20 Task Force Chairman
- Jim Chapman — DOTD – Highway Safety
- Aaron Elisar — DOTD – District 61 Area Engineer
- Chris Ewing — DOTD – District 61 DTOE
- Douglas Foreman — Lafourche Sheriff's Office
- Earl Geason — St. James Sheriff's Office
- Eddie Kraemer — St. James Councilman
- Lyle LeBlanc — DOTD – District 02 ADA of Operations (Houma)
- Michelle Octave — St. James Parish CAO
- D'Laun Oubre — St. James Grants Officer
- Cassie Parker — SCPDC - Regional Safety Coordinator
- Dustin Pool — St. James Sheriff's Office
- Parker Rogers — DOTD – District 61Traffic
- Timmy Roussel — St. James Parish President
- Chad Vosburg — DOTD – District 61 District Administrator

## Meetings & Findings

The RSA team met at the Vacherie Council Chambers located at 2631 Highway 20 on March 17th to conduct an introductory meeting and discuss how the field visit will be performed. The team then caravanned to several sites along LA 20 to discuss crash reports and data for each individual location. Comments from team members were recorded, compiled, and are summarized on the following pages.



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## Intersection of LA 20 and LA 643

- Team members who have worked crashes at this location in the past believe the majority of rear end crashes are initiated by LA 20 southbound vehicles coming to a stop in order to turn left to LA 643 (see Figure 2).
- Some of the chevron signs along the exterior of the curve were missing.

Figure 2: The southbound blue Ford F-150 is stopped on LA 20 to turn left onto LA 643.

- Local team members also noted that they have witnessed several trucks overturn in the curve.
- It was noted that additional raised pavement markers, rumble strips, and signage could be placed at the site.
- Several team members expressed an interest in converting the intersection into a roundabout to minimize conflicting movements and reduce severity of crashes.
- A team member indicated that a “ball bank” study could be done to see if a curve advisory speed should be installed.



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## Bayou Chevreuil Bridge and Boat Launch Drive

- Multiple team members commented on the lack of shoulders along this section of LA 20 and the minimal area for vehicles to recover.
- Law enforcement team members described the difficulty of enforcing speed limits on roadways that lack shoulders to pull motorists over on.
- It was noted that the elevation of the existing limits vertical sight distance for vehicles exiting the boat launch drive and northbound traffic approaching the drive.
- Several members commented on the existing bridge being too narrow to allow shoulders.
- A team member inquired on the feasibility of installing a flashing beacon to provide advance warning of the boat launch drive.

Figure 3: Bayou Chevreuil Bridge from Southbound Approach.



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### Nocko's Gas Station Drive

- Team members witnessed vehicles having difficulty viewing oncoming traffic as they prepared to leave the gas station due to a parked delivery truck (see Figure 4).
- Installation of a painted island or raised island to prevent trucks from parking adjacent to LA 20 was discussed.

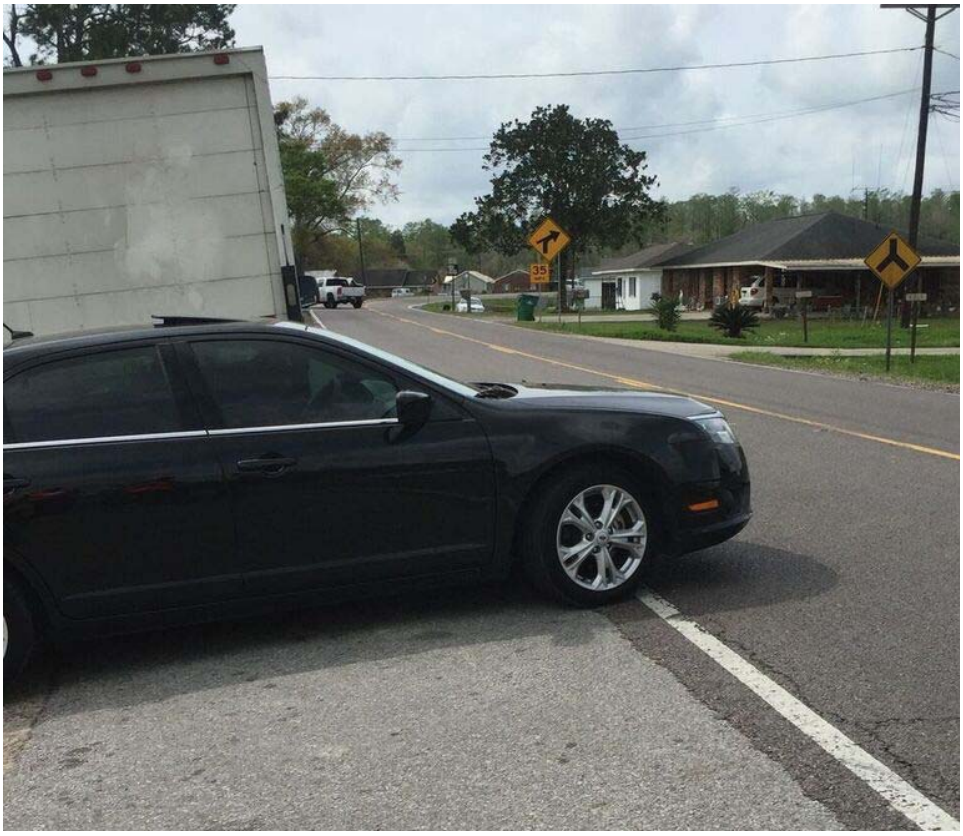

Figure 4: Delivery Truck Obscuring Sight Distance.

- One team member discussed the possibility of conflicting movements from drivers visiting the retirement home across from gas station.
- Use of "No Parking on Shoulder" signs was discussed.



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### Intersection of LA 20 @ LA 307

- The team discussed possible improvements to the existing geometry to facilitate turns by larger trucks.
- Team discussed potential sight obstruction caused by signs located east of Dollar General parking lot (see Figure 5).
- One member of the team mentioned a curve advisory speed may be beneficial.

Figure 5: Potential sight obstruction can be fixed with sign relocation.



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## Crash Countermeasure Recommendations

The U.S. Department of Transportation Federal Highway Administration's *Toolbox of Countermeasures and Their Potential Effectiveness for Roadway Departure Crashes* was referenced for possible treatments that may be implemented to reduce crashes. In addition to this reference, recommendations from the RSA team were compiled and included in the following crash countermeasure recommendations for this segment of LA 20.

Short-Term Countermeasures

- Install or reinstall curve advance warning signs with advisory speeds on all curves.[1]
- Install or reinstall delineators and chevrons signs along all curves.[1]
- Install flashing beacon at boat launch drive.[1]
- Relocate signage near Dollar General to minimize sight obstructions.[1]
- Restripe center line and edge line pavement markings.[1]

Long-Term Countermeasures

- Widen Bayou Chevreil Bridge (currently scheduled to let March 2018).
- Flatten vertical curve at bridge (included in bridge widening plans).
- Install centerline rumble strips with raised pavement markers.[2]
- Install shoulder rumble strips with raised pavement markers in the curves.[2]
- Install raised island within LA 20 right-of-way fronting Nocko's in order to prevent delivery trucks from parking on shoulder and obscuring sight distance.[2]
- Realign intersection of LA 20 and LA 307 in order to improve skew angle and ability of trucks to make turning movements.[2]
- Install bypass road from LA 20 near Apricot Lane to LA 3127 in order to reduce volume in the vicinity of LA 643.
- Widen or add shoulders throughout segment (currently under study by Parish).

[1] – Item will be scheduled for completion by DOTD forces as soon as possible.

[2] – Item will be forwarded to the DOTD Safety Section for funding.



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## Summary

Louisiana Highway 20 is an important arterial within the South Central Planning and Development Commission's area. Crash data evaluated for the period of 2008-2014 indicates a significantly higher than average number of sideswipe, head on, and rear end crashes for the studied segment. Recommendations to minimize crashes on LA 20 were compiled from an RSA field visit conducted on March 17th and from the FHWA's *Toolbox of Countermeasures and Their Potential Effectiveness for Roadway Departure Crashes.* These crash countermeasures were then categorized as short-term and long-term depending on the funds and resources required for implementation. All of the countermeasures listed in this report as short-term may be completed with DOTD forces and recommended to commence as soon as possible. Long-term countermeasures identified as a potential candidates for funding through the Highway Safety Program (rumble strips, raised island, intersection improvements at the intersection of LA 20 and LA 307) will be forwarded to the DOTD Safety Section for consideration. Additionally, this report recommends supporting projects preliminarily being studied by St. James Parish to widen and realign LA 20 as these improvements would further reduce the probability of future crashes.



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**Environmental Section**
PO Box 94245 | Baton Rouge, LA 70804-9245
ph: 225-242-4502 | fx: 225-242-4500

**John Bel Edwards,** Governor
**Shawn D. Wilson, Ph.D.,** Secretary

November 3, 2016

Timothy P. Roussel
Parish President
St. James Parish Government
5800 Highway 44
Convent, Louisiana 70723

SUBJECT: Proposed LA 20 Corridor Improvements in St. James Parish

Dear Mr. Roussel:

We appreciate the time you, your councilmen, and the LA 20 Task Force have invested in the development of the proposed LA 20 Corridor Improvements; however, after thoughtful consideration, DOTD will not move forward with the proposed LA 20 Corridor Improvements at this time for the reasons stated below. However, the Parish may pursue the improvements by obtaining a project permit from DOTD.

As proposed, the LA 20 Corridor Improvement project does not conform with the published Draft Environmental Impact Statement (DEIS) prepared by DOTD for the Houma-Thibodaux to LA 3127 Connection, specifically, the proposed new western alignment of LA 20 in South Vacherie to LA 3127. A similar alignment to the proposed LA 20 Corridor Improvements was identified, considered, and eliminated from further consideration during development of the DEIS. Therefore, our direct involvement in the proposed LA 20 Corridor Improvements would appear contradictory with the DEIS.

Your project will need a lead Federal agency to continue through the National Environmental Policy Act (NEPA) process. The U.S. Army Corps of Engineers or U.S. Environmental Protection Agency (EPA) are potential candidates as partners, as the Federal Highway Administration (FHWA) has declined.

In 2001, the Louisiana Coastal Protection and Restoration Authority (CPRA) and EPA approved the Hydrologic Restoration and Vegetative Planting in the des Allemands Swamp project (CPRA Project BA-0034-2). The project borders LA 20 to the west and Bayou Chevreuil to the south; proposed opening gaps in the spoil bank of Bayou Chevreuil to restore the natural flood regime to the des Allemands swamp; and was approved to start construction in late 2016 or early 2017, see enclosure. As originally proposed, the CPRA/EPA project included siphons from the Mississippi River and cross drains under LA 20. The siphons and cross drains were removed from the project due to higher than expected costs.

CPRA and EPA may be excellent partners for the LA 20 Corridor Improvements project due to the similarities in proposed actions. Ms. Renee Bennett is the Project Manager for the des Allemands Swamp project at CPRA. She can be contacted via email at renee.s.bennett@la.gov or by calling (225) 342-4592.

The U.S. Army Corps of Engineers could also serve as partners for the project. Please contact Mr. Brad Inman of the Program and Project Management Division at (504) 862-2124

We hope for your understanding in this matter, and we look forward to your continued cooperation in on-going and future project planning in St. James Parish. If you have any questions or comments please contact Maria Bernard Reid at (225) 242-4506.

Sincerely,

Noel Ardoin
Environmental Engineer Administrator

Maria Bernard Reid
Environmental Impact Manager

NA/MBR/mbr
enclosure

cc: Dr. Eric Kalivoda, DOTD
Mr. Joshua Cunningham, FHWA-Louisiana Division Office

rev. April 2016
Cost figures as of: October 2016

# Hydrologic Restoration and Vegetative Planting in the des Allemands Swamp (BA-34-2)

## Project Status

**Approved Date:** 2001 **Project Area:** 2,394 acres
**Approved Funds:** $5.22 M **Total Est. Cost:** $7.88 M
**Net Benefit After 20 Years:** N/A
**Status:** Construction
**Project Type:** Hydrologic Restoration/ Vegetative Planting
**PPL #:** 10

## Location

The project is located west of Lac des Allemands in St. James Parish, Louisiana, south of the town of South Vacherie, bordered on the south by Bayou Chevreuil, and on the east by LA Highway 20.

## Problems

The Lac des Allemands River Basin Initiative identified the following specific problems within the Lac des Allemands Watershed: drainage impairments; water quality impairments; loss of marsh; and decline of cypress forest. Many years of study by Louisiana State University researchers in these swamps have demonstrated that, because of impoundment, subsidence, and inadequate accretion of sediments and organic matter, some areas are already highly stressed and converting to open water, floating aquatic plants, and fresh marsh. Also, the Coast 2050 report suggests that other areas of the swamps throughout the basin will likely convert to open water or floating marsh by the year 2050. These problems are caused by the loss of river water along with the associated sediment and nutrients necessary for swamp health. The loss of river water can be attributed to the leveeing of the Mississippi River. Impoundment caused by roads, drainage canals, and spoil banks is also a major cause of degradation of these swamps.

## Restoration Strategy

The original proposed restoration strategy included installing two small siphons (averaging 400 cubic feet per second) to divert water from the Mississippi River; gapping spoil banks on Bayou Chevreuil; gapping spoil banks along the borrow canal beside Louisiana Highway 20; installing culverts under Louisiana Highway 20; improving drainage in impounded swamps; and planting cypress and tupelo seedlings in highly degraded swamp areas. The proposed diversion from the Mississippi River was to bring fresh water, fine-grained sediments, and nutrients into the upper des Allemands swamps, which would have helped maintain swamp elevation, improve swamp water quality, and increase productivity and regrowth of young trees as older trees die. However, after hydrologic modeling and more detailed engineering/design and cost estimation, it was determined that the siphon would cost far more than originally anticipated. For that reason, the CWPPRA Task Force approved the project sponsors' request to re-scope the project to eliminate the siphon feature, and to focus on the remaining project features.

An impounded cypress and tupelo swamp in the upper Barataria Basin in summer during extreme drought is shown here. The open, park-like nature of the landscape is due to the long-term effects of impoundment along with the recent drought. The impoundment has had a negative effect on the growth of young trees and the drought has led to the luxuriant growth of herbaceous plants in what is normally a deepwater impounded swamp.

The remaining project features include six spoil bank gaps into the impounded swamp to reverse the impoundment effects that are serious impediments to healthy swamp structure and function. Planting cypress and tupelo seedlings will help reestablish the swamp forest in highly stressed areas. Over time, project benefits should include reduced swamp submergence and increased swamp productivity. This strategy will, in turn, provide wildlife, fishery, and storm buffering benefits. The project will enhance an area of swamp (2,395 acres) that would continue to degrade without the project.

## Progress to Date

The Louisiana Coastal Wetlands Conservation and Restoration Task Force approved Phase 1 funding at their January 10, 2001 meeting. There is a cooperative agreement between the U.S. Environmental Protection Agency and Louisiana Coastal Protection and Restoration Authority. Engineering & design tasks have been underway for a number of years. Hydrologic modeling, additional development of project features, improved cost estimates, and consultation with an expert swamp ecologist led the project team to conclude that the siphon feature was not sufficiently cost-effective to continue pursuing. In June 2013, the CWPPRA Task Force approved a request to change the scope of the project to eliminate the siphon feature and focus on the remaining original hydrologic restoration and vegetative planting project features.

After the kick-off meeting in January 2014, project sponsors completed hydrologic modeling and developed a preferred alternative for construction to best achieve project goals. Topographic, magnetometer, and spoil placement survey work is complete. The project team completed engineering and design, environmental compliance, real estate negotiations, operation & maintenance, and monitoring planning, and a cultural resources investigation to the 95% design level as required by the CWPPRA standard operating procedures. The 95% design review meeting was held October 28, 2015. All items as required by the CWPPRA SOP were provided to the Tech Committee as part of the Phase II Request.

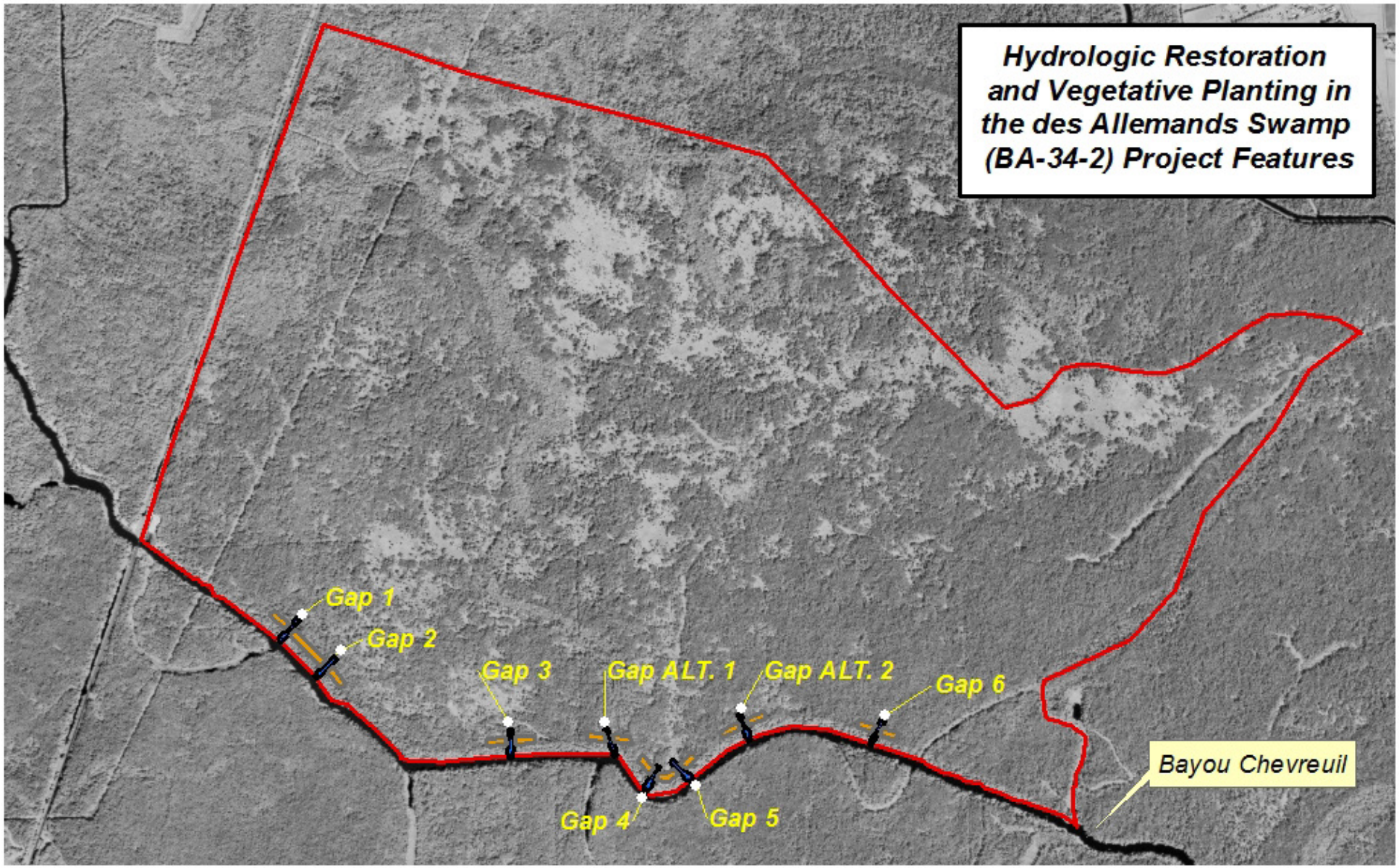
The Phase II Request was presented to the CWPPRA Tech Committee on December 10, 2015. On January 22, 2016, the CWPPRA Task Force approved Phase II funds for construction. Construction is expected to start in late 2016 or early 2017 and last approximately 159 working days.

This project is on Priority Project List 10.

*For more information, please contact:*

**Federal Sponsor:**
U.S. Environmental Protection Agency
Dallas, TX
(214) 665-2712

**Local Sponsor:**
Coastal Protection and Restoration Authority
Baton Rouge, LA
(225) 342-4736


Hydrologic Restoration and Vegetative Planting in the des Allemands Swamp (BA-34-2) Project Features
Gap 1
Gap 2
Gap 3
Gap ALT. 1
Gap ALT. 2
Gap 6
Gap 4
Gap 5
Bayou Chevreuil
Louisiana
Project Site
N
W
E
S
1,250 625 0 1,250 2,500 3,750
Feet
450 240 0 450 960 1,440
Meters
Data Source:
Coastal Protection and Restoration Authority of LA Operations
2013 NAIP
Date: Juner 23, 2015
Map ID: 2015-TRO-026
Spoil Disposal
Gap Cuts
BA-34-2 Project Area

U.S. Department of Transportation
Federal Highway Administration

**Louisiana Division Office**

5304 Flanders Drive, Suite A
Baton Rouge, LA 70808
225.757.7600
225.757.7601(fax)

September 28, 2016

**In Reply Refer To:**
HDA-LA

Timothy P. Roussel
Parish President
5800 Hwy. 44
Convent, LA 70723

Subject: Request for Lead Agency Status
LA 20 Corridor Improvements, LA 307 to LA 3127
St. James Parish

Dear Mr. Roussel:

We apologize for the delay in responding to your July 25, 2016, enclosed letter. In your letter you requested three items: (1) to not include the proposed LA 20 improvements in the ongoing EIS project, The Houma-Thibodaux to LA 3127 EIS (Project Numbers - HP-9902(518), H005257), (2) a separate NEPA action from the EIS in the form of an Environmental Assessment (EA) for the proposed LA 20 improvements, and (3) for FHWA to assume the lead agency role for this EA.

Since the proposed LA 20 improvements occur on a state owned route FHWA is requesting that the Parish continue the coordination for any changes in the corridor with LDOTD. LDOTD can then propose any changes to our office.

Please contact Maria Reid, LDOTD at Maria.Reid@la.gov or 225-242-4506 for continued project coordination.

Sincerely yours,

Joshua Cunningham
Project Delivery Team Leader

Enclosure: (1)

cc: Maria Reid, LDOTD

# St. James Parish Government

P. O. Box 106
Convent, Louisiana 70723-0106
(225) 562-2260
FAX (225) 562-2279
TDD: (225) 562-8500

**Timothy P. Roussel**
Parish President

**Michelle N. Octave**
Chief Administrative Officer

July 25, 2016

Mr. Robert Mahoney
Environmental Coordinator
Federal Highway Administration
Louisiana Division
503 Flanders Drive, Suite A
Baton Rouge, LA 70808
Robert.mahoney@dot.gov

*Sent Via Email and US Mail*

Re: **LA 20 Corridor Improvements**
**LA 307 to LA 3127**
**St. James Parish, LA**
**Request for Lead Agency Status**

Dear Mr. Mahoney,

I would like to first thank you for your time and for meeting with St. James Parish representatives to discuss the proposed Hwy 20 project. As we explained in the meeting at DOTD, this is a very important project to our community as we continue to see increased demand on this highway and unfortunately, increased crashes and fatalities. We were very encouraged by the initial response to the project by the agencies present at the DOTD meeting, especially the welcoming response from the US Army Corps of Engineers and the EPA.

As provided in the presentation at the meeting, the project's purpose is to enhance motorist safety along the existing LA 20 (Bayou Chevreuil Rd.) from LA 307 northwards to LA 3127 by providing roadside widening and improvements as well as improving efficiency of LA 20 from the South Vacherie area to LA 3127. This is proposed to be accomplished by widening the existing roadway from LA 307 to South Vacherie, which will coincide with DOTD's current LA 20/Bayou Chevreuil Bridge widening project (S.P. No. H.009481). From South Vacherie, the safety and efficiency goals would be implemented in the form of one of the following options:

1. Widening of the existing LA 20 from South Vacherie to LA 3127 and inclusion a Two-Way Left Turn Lane and shoulders, or,

2. Construction of a bypass alignment north from South Vacherie to LA 3127 and connect to LA 3127 approximately 0.30 miles West of the existing LA 20/LA 3127 intersection. This would result in a significant traffic reduction along the existing LA 20 south of LA 3127 where we have experienced many recent crashes and fatalities.

As discussed previously, this is a standalone project with independent utility, logical termini and is fundable and constructible by the year 2020. This is our goal as ***time is of the essence***. With the new St. James High School set to open along LA 20 in 2017, traffic demand and crash frequencies will only increase on this route. According to recent traffic counts, the daily traffic volume on this portion of roadway has increased 56% since 2009. The new high school along with the continuing growth of industry in St. James Parish along the Mississippi River will only further increase the demand on this portion of LA 20.

The proposed improvements to LA 20 discussed above were part of the recommendation of a Road Safety Assessment (RSA) completed by LADOTD in March, 2016. These improvements (in particular the bypass alternate presented above) are well aligned with our Parish Land Use Plan adopted by the Council in 2013. For the widening portion of LA 20 near the forested wetlands, additional cross culverts are proposed to assist in water transfer across the roadway to enhance the swamplands to the East of LA 20.

St. James Parish has committed $467,500.00 towards this project for the years 2016 and 2017. This includes funding for the Environmental Assessment as well as traffic studies. St. James Parish is also committed to funding all wetlands mitigation which may be necessary for this project. In addition to this current amount of local funding, the Parish is also discussing additional local funding as well as considering engagement in the LADOTD Local Road Transfer program for LA 644 and other routes in this area to fund the remainder of the preconstruction activities. St. James Parish also intends to seek TIGER grant funding in 2017.

St. James Parish is aware of the ongoing EIS for the Houma-Thibodaux to LA 3127 Connector project, which is a capacity project aimed to assist with Hurricane Evacuation. However, this is a mega project with an extensive environmental document which may not be competed for quite some time. St. James Parish does not wish for the proposed LA 20 improvements to be included within the ongoing EIS project and is hereby requesting separate NEPA action from the EIS in the form of an Environmental Assessment for the proposed LA 20 improvements. This separate NEPA action is necessary in order to meet our goal of gaining NEPA clearance in 2017 and moving forward into construction in late 2018 or early 2019. This timeline is essential to maintain a safe and efficient roadway network for this portion of our Parish given the current development of education and industrial facilities in the area. St. James Parish also requests that FHWA assume the lead agency role for this EA as well as provide expeditious review/work flow of the document through its development in order to maintain this very important project schedule.

I thank you in advance for your continued support of this project. I have attached a copy of the presentation to the agencies and LADOTD which provides more information regarding the project.

Sincerely,

Timothy P. Roussel
Parish President

cc:Maria Bernard Reid (LADOTD)

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

**Office of Operations/District 02H**
5056 West Main Street | Houma, LA 70360
PO Box 4900 | Houma, LA 70360
Phone: 985-858-2400

**John Bel Edwards,** Governor
**Shawn D. Wilson, Ph.D.,** Secretary

April 6, 2016

Reduce Speed Limit
LA 3040
Control Section 065-30
Houma
Terrebonne Parish
District 02

This report is written for a request to lower the speed limit on LA 3040 (Martin Luther King Blvd) from LA 24 (W Main St) to S Hollywood Rd in Houma, LA.

LA 3040 is a five lane roadway that is bi-directional with two lanes heading each direction and a continuous turn lane at the center. It is oriented in a general north south direction throughout its course starting at LA 3040 @ LA 24 to LA 3040 @ S Hollywood Rd.

Accidents for a three year period from 01/01/2013 to 12/31/2015 are as follows: In 2013, there were a total of 278 accidents with 108 rear end, 86 right angle, 13 other, 11 non-collision, 25 side swipe (same direction), 3 side swipe (opposite direction), 4 head-on, 7 right turn-h, 6 left turn-g, 3 left turn-e, and 12 left turn-f. In 2014, there were a total of 258 accidents with 99 rear end, 68 right angle, 2 other, 10 non-collision, 42 side swipe (same direction), 1 side swipe (opposite direction), 3 head-on, 8 right turn-h, 2 right turn-i, 5 left turn-g, 5 left turn-e, and 13 left turn-f. In 2015, there were a total of 257 accidents with 100 rear end, 95 right angle, 2 other, 8 non-collision, 23 side swipe (same direction), 3 side swipe (opposite direction), 4 head-on, 7 right turn-h, 3 left turn-g, 1 left turn-e, and 11 left turn-f. Majority of accidents were rear end, then right angle, then side swipe (same direction). This section of roadway was on the abnormal listing with abnormal spot occurring in logmile 4.3 to 4.4 at LA 3040 near Enterprise Drive.

Speed studies were conducted along LA 3040 on 03-28-2016. One was conducted in front of Smoothie King (CS 065-30, LM 5.807) in which the 85$^{th}$ percentile speed was 55 mph while the 50$^{th}$ percentile speed was 53 mph. Another was conducted in front of Holiday Inn (CS 065-30, LM 4.898) in which the 85$^{th}$ percentile speed was 56 mph while the 50$^{th}$ percentile speed was 54 mph. Then one was conducted in front of Burke's Outlet (CS 065-30, LM 3.955) in which the 85$^{th}$ percentile speed was 50 mph while the 50$^{th}$ percentile speed was 48 mph. The posted speed limit was 50 mph.

A conditions report revealed that there are many access points along this roadway with many businesses on both sides along LA 3040.

Traffic on this section of LA 3040 is heavy with ADT being 40,800 vehicles. The field review also indicated that the left turn lane markings on the roadway were correctly placed.

Engineer observation indicated that accident data and the large number of driveways along this roadway will justify the lowering of speed limit from 50 mph to 45 mph in an effort to increase safety. A safety study was also requested to LADOTD's Safety Section for suggested safety measures be put in.

With this in mind, the following Chief Engineer's Order should be enacted:

"No person shall operate any vehicle at a speed in excess of 45 miles per hour on State Route LA 3040 (Martin Luther King Blvd) between (1) its intersection with State Route LA 24 (West Main Street) (CS 065-30, LM 6.210) and (2) its intersection with South Hollywood Road (CS 065-30, LM 3.728), in the City of Houma, all in Terrebonne Parish."

This Chief Engineer's Order revokes and supersedes Director's Order No. 15 of 1972.

Upon Promulgation of this Chief Engineer's Order, 45 mph signs will be installed on this section of roadway as well as reduced speed ahead signs in advance of the zone.

## Introduction

The study area is located in Terrebonne Parish, within the Houma urbanized area. This at-grade roadway is classified as a primary arterial. This section of LA 3040 has two lanes in each direction and a center-lane that is mostly a center-two-way-left-turn-lane.

## Background

The road was last resurfaced in 2001. The properties adjacent to this section of road have developed rapidly in the past decade, while the Average Annual Daily Traffic has increased over 30%. Sometime during either 2007 or 2008, the median was restriped from a center-two-way-left-turn-lane along the entire segment to provide more positive guidance to drivers from Control-Section 065-30 log-mile 3.94 to 4.80. In 2016 April, the DOTD's Houma Traffic Section requested that the speed limit be reduced from 50 mph to 45 mph in this section and that DOTD's Safety Section perform a Safety Analysis to include recommendations.

## Crash Data

Existing Crash Data was reviewed for years 2011 through 2015. The initial search produced 1354 potential crashes for the segment. Over 250 crashes were reviewed for quality assurance. Some 1141 occurred on the segment and not at an intersection – these were the crashes examined for the segment.

The Level of Service of Safety (LOSS) for all severities of crashes is 3 or moderate potential for safety improvement, as can be seen in Figure 1. This means some measure of safety can be achieved for all crashes. The LOSS for Severity KAB crashes is 1 or negligible potential for safety improvement, as can be seen in Figure 2. This means that little could be done to improve the safety of Severity KAB crashes.

| | | |
|---|---|---|
| Observed: | 230 | Crashes/yr |
| Predicted (SPF): | 214.83 | Crashes/yr |
| Overdispersion Parameter: | 0.12 | |
| Weighted Adjustment: | 0.04 | |

| | | |
|---|---|---|
| Observed: | 87.79 | Crashes/mile/yr |
| Predicted (SPF): | 91.11 | Crashes/mile/yr |
| Expected (SPF + EB): | 97.30 | Crashes/mile/yr |
| 80th Percentile: | 127.78 | Crashes/mile/yr |
| Louisiana Average: | 91.11 | Crashes/mile/yr |
| 20th Percentile: | 49.50 | Crashes/mile/yr |
| Level of Service of Safety: | LOSS 3 | |

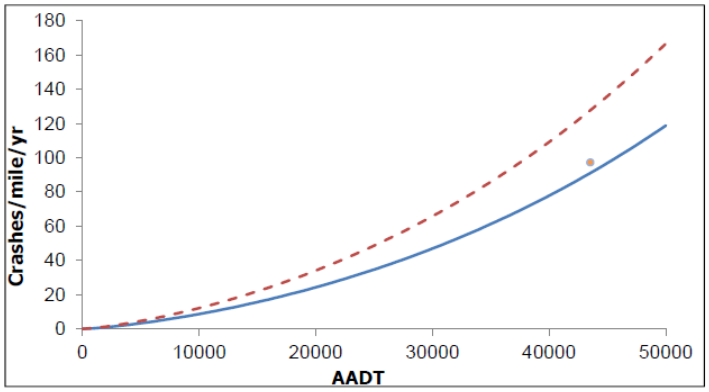



Figure 1: LOSS – All Severity


This document and the information contained herein is prepared solely for the purpose of identifying, evaluating and planning safety improvements on public roads which may be implemented utilizing federal aid highway funds; and is therefore exempt from discovery or admission into evidence pursuant to 23 U.S.C. 409.

| | | |
|---|---|---|
| Observed: | 7.00 | Crashes/3yrs |
| Predicted (SPF): | 27.07 | Crashes/3yrs |
| Overdispersion Parameter: | 0.13 | |
| Weighted Adjustment: | 0.22 | |

| | | |
|---|---|---|
| Observed: | 2.67 | Crashes/mile/3yrs |
| Predicted (SPF): | 10.53 | Crashes/mile/3yrs |
| Expected (SPF + EB): | 4.43 | Crashes/mile/3yrs |
| 80th Percentile: | 15.05 | Crashes/mile/3yrs |
| Louisiana Average: | 10.53 | Crashes/mile/3yrs |
| 20th Percentile: | 5.34 | Crashes/mile/3yrs |
| Level of Service of Safety: | LOSS 1 | |

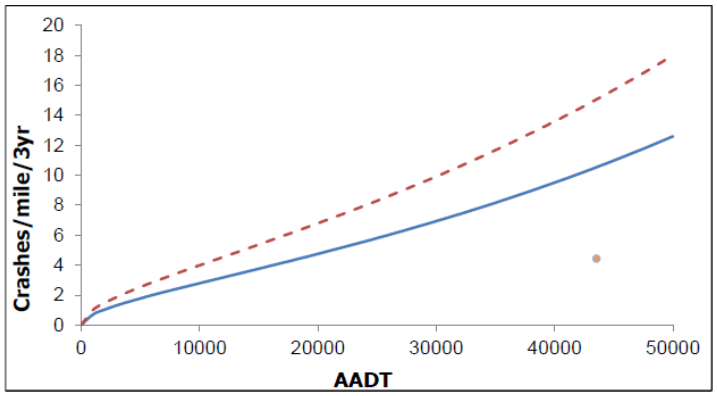



Figure 2: LOSS – Severity KAB

Initially the data showed that wet-road, right-angle, and road-departure crashes were over-represented. During the quality assurance review, it was determined that some of the road-departure crashes were not coded correctly. Of the remaining 39 Roadway Departure crashes, 22 occurred with wet roads, while the rest were primarily driver errors. The wet-road crashes occur on nearly the entirety of the road segment. The over-representation can be seen in Figure 3.

| Code | Category | Obs % | State % | Δs > Cutoff | |
|---|---|---|---|---|---|
| A | Fatal | 0.00% | 0.11% | 0 | ☐ |
| B | Severe | 0.00% | 0.30% | 0 | ☐ |
| C | Moderate | 1.01% | 3.98% | 0 | ☐ |
| D | Complaint | 28.55% | 20.99% | 71 | ☐ |
| E | None | 70.43% | 74.63% | 0 | ☐ |
| A | Run off rd | 3.48% | 2.04% | 55 | ☑ |
| B | Overturn on rd | 0.29% | 0.05% | 9 | ☐ |
| C | Coll wt ped | 0.14% | 0.31% | 0 | ☐ |
| D | Coll wt veh | 95.51% | 95.25% | 2 | ☐ |
| E | Coll wt pk car | 0.14% | 0.22% | 0 | ☐ |
| F | Coll wt train | 0.00% | 0.01% | 0 | ☐ |
| G | Coll wt bicycle | 0.00% | 0.14% | 0 | ☐ |
| H | Coll wt animal | 0.00% | 0.13% | 0 | ☐ |
| I | Coll wt fix obj | 0.00% | 0.41% | 0 | ☐ |
| J | Coll wt other obj | 0.00% | 0.98% | 0 | ☐ |
| K | Non Col on Rd | 0.43% | 0.47% | 4 | ☐ |

| Code | Category | Obs % | State % | Δs > Cutoff | |
|---|---|---|---|---|---|
| A | Non Coll | 4.20% | 2.14% | 45 | ☐ |
| B | Rear End | 42.32% | 54.94% | 0 | ☐ |
| C | Head On | 1.45% | 1.10% | 11 | ☐ |
| D | Rt Angle | 26.38% | 13.41% | 72 | ☑ |
| E | Left Turn-e | 0.87% | 1.25% | 0 | ☐ |
| F | Left Turn-f | 4.20% | 3.63% | 27 | ☐ |
| G | Left Turn-g | 2.03% | 1.64% | 20 | ☐ |
| H | Right Turn-h | 2.32% | 2.08% | 14 | ☐ |
| I | Right Turn-i | 0.29% | 0.32% | 0 | ☐ |
| J | S Swipe(sd) | 12.75% | 15.33% | 0 | ☐ |
| K | S Swipe(od) | 0.87% | 0.85% | 2 | ☐ |
| Z | Other | 2.32% | 3.30% | 0 | ☐ |
| 1 | Roadway Dept. | 3.62% | 2.54% | 48 | ☐ |
| 1 | Lane Dept. | 6.81% | 3.88% | 42 | ☐ |
| B | Night (Dark-B) | 1.01% | 0.75% | 32 | ☐ |
| 1 | Alcohol | 3.04% | 2.01% | 30 | ☐ |
| B | Wet surface | 20.87% | 13.05% | 77 | ☐ |

Figure 3: Pattern Recognition Analysis – Over-representations

Right-angle crashes not at intersections is an over-represented pattern for the section from Synergy Center Blvd to the beginning of the divided section just South of South Hollywood Road. The lack of access management along this corridor is evident in the density of access-connections (aka driveways) and lack of connection between many of the developments along this section. The crash pattern for right-angle and run-off-road, the two biggest patterns that do not comprise almost the entire segment are shown in Figure 4.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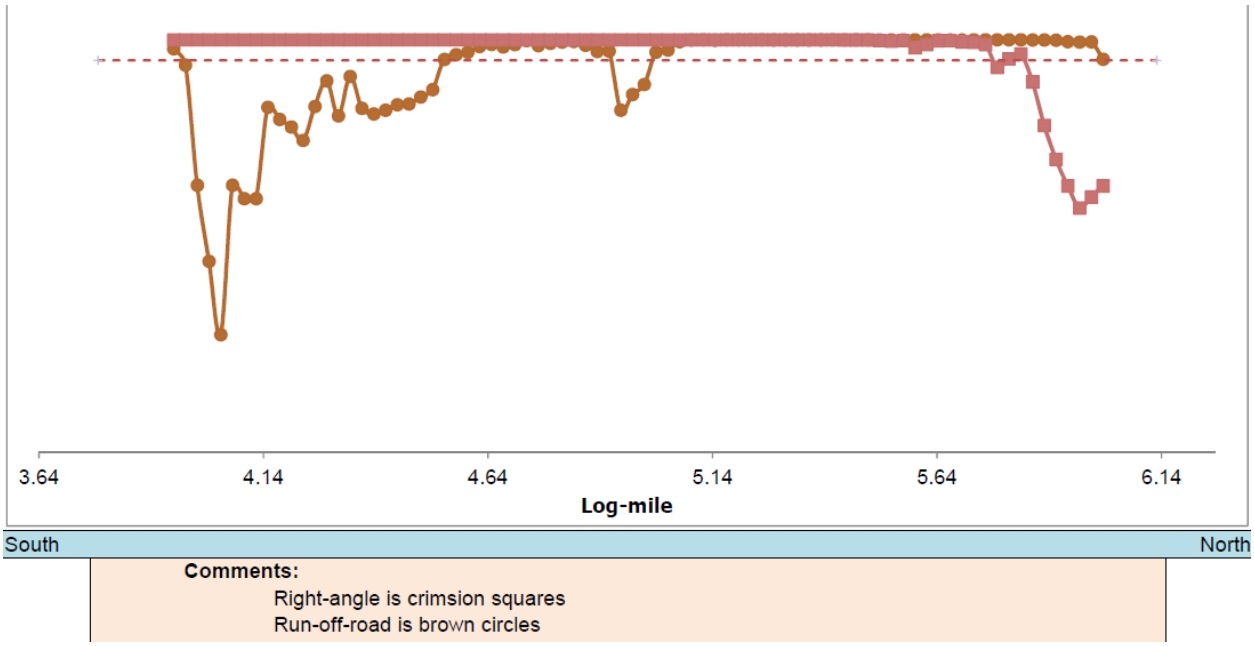


Figure 4: Pattern Recognition Analysis – Distribution

None of the intersections along this section are over-represented in crashes, but the intersection of Corporate Drive stands-out as there are over twice the number of crashes necessary for the Manual on Uniform Traffic Control Device's Traffic Control Signal's Warrant 7's Section 2B for years 2015 to 2012.

## Recommendations

It is recommended to explore the installation of a median with limited (at or greater than ¼-mile opening spacing for turn-lanes) to mitigate the over-represented right-angle crashes. Since this area is rapidly growing the median ought to range the entire study area. It is further recommended to explore access management to bring the segment into better alignment with the current policy.

It is further recommended to investigate alternatives to the current traffic control at Corporate Drive of stop on the side street. While a roundabout may be the best solution to mitigate the crashes, a traffic signal or all way stop may be a more appropriate solutions to also accommodate the existing traffic.

Since wet-road crashes are over-represented on the entire stretch, it is recommended to evaluate drainage for this entire study area. There is no recommendation from the Data Management section for surface treatment, more than likely since the existing surface is so new.


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| Date | Location | Parish | Type of Issue | Safety Concern | Initial Action Taken | Dec-16 Update |
|---|---|---|---|---|---|---|
| 4/18/2016 | LA 20: Intersection of St. Patrick Highway to LA Highway 307 | Lafourche | Infrastructure | LA Hwy 20 is a major north/south arterial in northern Lafourche Parish. The state highway, which was originally a farm to market roadway, does not have a shoulder. The state does not own the right-of-way along the highway. Limited lighting is also a concern. There are no center-line rumble strips, no edge-line rumble strips, and there are no raised pavement reflectors. Subsequently, there have been an extreme amount of vehicular accidents; some with and without injury and some with fatalities. Requested Regional Safety Assessment (RSA) to be completed. Proposed solution: construction of a 2' shoulder with edge-line rumble strips on both north and southbound lanes and the addition of a center-line rumble strip. Curves enhanced with raised pavement reflectors may also assist drivers at night. | LADOTD contacted 4/25/16. Speed study was completed. C. Parker requested DOTD to decide if rumble strips and raised pavement markers can be done or if an RSA was the best route. Waiting on further guidance from LADOTD | 12/1/16 C. Parker emailed Tracey Wang for update. 12/12/16 TW informed CP that LADOTD sub district is reviewing this concern. Tracey will consult with District Administrator on potential for improvements. |
| 8/17/2016 | LA 24 & St. George Road/ LA 24 & LA 659 | Terrebonne | Intersection | Reduce Speed, trip vegetation, add right turn lane | LADOTD completed speed study 8/22/16, speed met 85th percentile speed. LADOTD pulled crash data | 12/1/16 C. Parker emailed Tracey Wang for update. 12/12/16 TW informed CP that she will |

| | | | | | | |
|---|---|---|---|---|---|---|
| | | | | | and crashes were not considered abnormal, LADOTD was contacted to trim vegetation. On 9/7/16 C. Parker requested LADOTD review crash data on larger radius, specifically LA 24 NB/WB (Park) at intersection of 659 as more concerns were raised. | pull the data on both LA 24 @ St. George and LA 24 & LA 659 intersections at 200 feet radius. |
| Date | Location | Parish | Type of Issue | Safety Concern | Initial Action Taken | Dec-16 Update |
| 8/26/2016 | LA 308 | Lafourche | Request for MVA/crash data in the St. Charles area on Hwy 308 just south of the St Charles Bypass bridge in the bad S-curve. | N/A | C. Parker requested approval 8/29/16 from LADOTD to provide specific data. LADOTD suggested he contact law enforcement in the area as LADOTD data is protected by 23 U.S.C 409.1 | Tracey Wang provided data. It was suggested to speak to the Lafourche Council in potentially instituting zoning/land use regulations. |
| 9/22/2016 | Audubon Avenue onto Percy Brown | Terrebonne | Infrastructure - road caving and needs repair | Permanently repair roadway, the road has been patched but patching is only a temporary fix lasting approximately 6 weeks. | While no traffic engineer has been named for District 02 or sub district, C. Parker will email LADOTD Highway Safety Concerns | 12/1/16 C. Parker emailed Tracey Wang for update. T. Wang directed C. Parker to contact construction or design section for permanent solution. |
| 10/27/2016 | Highway 311 @ Fletcher | Terrebonne | Speed/Lighting | Traffic exiting onto highway and many unexperienced drivers. Speed limit on 311 is 55 MPH and drivers travelling at this rate of speed do not have any warnings to slow down as Fletcher students are leaving the | | 12/1/16 C. Parker emailed Tracey Wang for update. 12/12/16 T. Wang stated that LADOTD is looking into this, possibly warning signs and flashing lights |

| | | | | | | |
|---|---|---|---|---|---|---|
| | | | | campus. Suggested Caution Light. | | but must be approved by LADOTD District Administrator. |
| Date | Location | Parish | Type of Issue | Safety Concern | Initial Action Taken | Dec-16 Update |
| 12/1/2016 | Highway 308 | Lafourche | Infrastructure | There is an S curve near St. Charles Bypass on LA 308. Mr. Cheramie brought up concerns to SCPDC staff during the Lafourche Parish Transportation Plan public meeting. Currently there is a project set to let 7/2017 (H.002780). What is the status of this project? Also, were any safety studies completed on this roadway? If so, is it available to the public? He would like to review any safety studies completed on this roadway. If none have been completed, Mr. Cheramie requests that one be conducted. | | 12/1/16 C. Parker emailed Tracey Wang for update. 12/12/16 T. Wang stated that a speed study was completed and under review by the District Administrator. Once approved, the study will be provided. Note: LA 308 near S curve project in letting schedule - shoulders will be added (small safety project) |
| 12/1/2016 | Jackson Street | Lafourche | Signalization | Signalization should be improved at LA 308 and Jackson Street and LA 1 and Jackson Street to address unsafe left turns at those intersections. | Safety Concern collected from Lafourche Transportation Plan public meeting | Last week (12/5/16) added protected left turn on La 308 @ Jackson. Jackson Street and LA 1 and Jackson Street is limited by the bridge due to number of lanes to address unsafe left turns at those intersections. |

| Date | Location | Parish | Type of Issue | Safety Concern | Initial Action Taken | Dec-16 Update |
|---|---|---|---|---|---|---|
| 12/1/2016 | LA 1 | Lafourche | Drainage | Drainage at the Lafourche Crossing (LA 1 side) causes flooding which becomes a safety hazard for drivers | Safety Concern collected from Lafourche Transportation Plan public meeting | 12/12/16 T. Wang advised C. Parker to contact Maintenance (Teresa) |
| 12/1/2016 | LA 308 | Lafourche | Infrastructure/ Striping | LA 308: Addition of passing lanes and shoulders | Safety Concern collected from Lafourche Transportation Plan public meeting | 12/12/16 T. Wang informed C. Parker that Monday December 12-17 Construction being done LA 308 @ Tiger Drive, working on adding bypass lane that would accommodate a left turn toward John Deere direction. Contact Person: Chris Rogers |
| 12/1/2016 | LA 308 | Lafourche | Infrastructure | LA 308: On LA 308, just north of the bridge at St. Charles Bypass, there is a dangerous S curve that should be addressed. (Note: Participants informed that LADOTD has a project set for 2017 to straighten the curve) | Safety Concern collected from Lafourche Transportation Plan public meeting | T. Wang informed C. Parker that low cost safety improvements are underway to add shoulders, will be left on the list. T. Wang advised C. Parker to contact Highway Safety Section – request what is being done on McCloud to be done on this particular curve |

| Date | Location | Parish | Type of Issue | Safety Concern | Initial Action Taken | Dec-16 Update |
|---|---|---|---|---|---|---|
| 12/1/2016 | LA 3235 | Lafourche | Access Management | LA 3235 safety issues - access management enforcement and traffic impact analysis requirement | Safety Concern collected from Lafourche Transportation Plan public meeting | C. Parker has been in contact with LADOTD Highway Section. Last update rec. 5/5/16: Arcadis conducted 16 mile corridor study focusing on access management improvements. Currently, there is no funding for the project. |
| 12/1/2016 | LA 648 | Lafourche | Sight Distance | (Percy Brown): Sight distance issue in the curve at Terrebonne Parish line | Safety Concern collected from Lafourche Transportation Plan public meeting | T. Wang stated that LADOTD will complete a site visit |
| 12/1/2016 | Cote Blanch Bridge | Lafourche | Sight Distance | Line of sight issues around the Cote Blanch Bridge, particularly where the Parish generator is located – frequently causes accidents or near accidents | Safety Concern collected from Lafourche Transportation Plan public meeting | T. Wang informed C. Parker that in December - Flashing Lights on LA 308 and red facing Cote Blanch Bridge. However, this intersection did not meet warrant for full signal |
| 12/1/2016 | Bridges along LA 20 | Lafourche | Bridge Inspection | Old bridges along LA 20 need inspection | Safety Concern collected from Lafourche Transportation Plan public meeting | T. Wang advised C. Parker to contact Bridge Division (Keith Angelloz). D. Rome will contact LADOTD bridge division for further advisement. |

| Date | Location | Parish | Type of Issue | Safety Concern | Initial Action Taken | Dec-16 Update |
|---|---|---|---|---|---|---|
| 12/1/2016 | US 90 | Lafourche | Roundabout | Roundabout on US 90, between LA 308 and LA 182 | Safety Concern collected from Lafourche Transportation Plan public meeting | More information is needed to proceed with potential solutions. |
| 12/1/2016 | LA 308 and Menard St | Lafourche | | | Safety Concern collected from Lafourche Transportation Plan public meeting | More information is needed to proceed with potential solutions. |
| 12/10/2016 | W. Thib Bypass Intersection | Lafourche | Intersection | West Thibodaux Bypass @ intersection with Parish Road, cane trucks entering roadway | Safety Concern collected from Lafourche Transportation Plan public meeting | Enforcement issue, contact LPSO |

| |
|---|
| Need to Follow Up |
| Project Letting |
| C. Parker additional follow up |
| Completed |

| LRSP App No | State Proj No | Project Title | Comments | Action Required | Appl Date | Parish | Dist | Type of LRSP Project |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | | |
| 03-LAFa-150024 | | Choctaw Road Restriping | Waiting on completion of H.010965 before approving | After H.010965 TECO'ed, draft supplemental agreement for pavement markings | 3rd Q 2015 | Lafourche | 02 | Construction |
| | H.006546 | N. Canal @ East 7th Street | Emailed for update 8/31/16; reply back expected 9/11; email 9/20/16; email 10/20/16-city is relocating gas line; plans in final QC review; email 11/9/16 discussing ability to have project let by 6/17. | waiting on plans to be submitted prepare supplement for CE&I (MJM) | | Lafourche | 02 | Construction |
| | H.009453 | VARIOUS ROADS:SIGNING (ST. CHARLES) | Entity/State Agreement approved 7/1/2015. Waiting entity to purchase & install signs. | Tom contacting entity for final inspection. | RWD 2011 | St. Charles | 02 | Purchase |
| | H.010965 | Choctaw Road Signing | 13Oct'14: Tom re-inspection and has additional sign recommendations. Jan'15: Supplemental agreement 2 approved; Entity needs to correct sign installation and install additional signing per T. Buckley's recs, Supplement No. 2 approved 2/27/2015 | Waiting Entity to purchase & install additional signs; needed correction done. | RWD 2012 | Lafourche | 02 | Purchase |
| | H.011332 | RWD SIGNING (GHEEN'S SHORTCUT RD) | Sign inspection 24 Jun 2015, T Buckley, Corrections needed | Tom's sign inspection 7/2015 shows needed correction. Contact entity to see if corrected. | RSA 2012 | Lafourche | 02 | Purchase |
| | H.011666 | TERREBONNE PARISH SIGNING (HOUMA) | Agreement approved 2/20/15 | P. Blanchard advised C. Parker all locations complete except Barataria @ Verret 2/16/2016; David Rome will be new contact | RSA 2013 | Terrebonne | 02 | Purchase |
| | H.011707 | RWD Signing Phase 2 (via RSA on Forty Arpent, Lefort Bybass and Laurel Valley) | Waiting on Entity to purchase | Waiting entity to purchase & install signs. | | Lafourche | 02 | Purchase |
| 03-THIBa-150017 | H.012479 | Audubon @ Ardoyne Mini-Roundabout | Agreement approved 9/6/16 | Need fee schedule for task order | 3rd Q 2015 | Lafourche | 02 | Construction |

| | | | | | |
|---|---|---|---|---|---|
| Collaborate with DOTD's Statewide RSA Team to hold a regional RSA workshop in our region on an annual basis | *SCPDC/HTMPO LADOTD LTAP - LRSP Parish Public Works/Engineers* | *# of participants* | *Bi-Annual* | *0%* | *D. Rome, TPCG/IO Team Leader* |
| Encourage participation from non-infrastructure partners such as law enforcement officers, hospitals, schools and non-profit organizations in conducting RSA's in the region | *All Subcommittee Members* | *# of agencies contacted* | *Quarterly* | *0%* | *D. Rome, TPCG/IO Team Leader* |
| ***Action Steps (O2/S1) Roadway Departure*** | ***Agencies Involved*** | ***Output Measure*** | ***Timeline*** | ***Status*** | |
| Partner with DOTD and agencies to identify areas that have the potential to provide low-cost solutions to reduce ROADWAY DEPARTURE crashes. (Include in the Parish Safety Plan) | *ALL Partners* | *# of identified roadways* | *Quarterly* | *0%* | *D. Rome, TPCG/IO Team Leader* |
| Collaborate with local parishes in conducting curve analysis on roads identified through the Network Screening Process and placed on the statewide top 20 list. (Include in the Parish Safety Plan) | *LTAP Parish/Municipalities HTMPO/SCPDC* | *# of curve analysis identified* | *Quarterly* | *0%* | *D. Rome, TPCG/IO Team Leader* |
| Partner with DOTD's Local Roads Safety Program to assist agencies in seeking resources to implement safety projects on horizontal curves on local roads, including improved signing and striping, rumble strips, lane and shoulder widening, and lighting. | *LADOTD LRSP Parish/Municipalities HTMPO/SCPDC* | *# of projects submitted* | *Quarterly* | *0%* | *D. Rome, TPCG/IO Team Leader* |
| ***Action Steps (O2/S2) Intersections*** | ***Agencies Involved*** | ***Output Measure*** | ***Timeline*** | ***Status*** | |
| Partner with DOTD and agencies to identify areas that have the potential to provide low-cost solutions to reduce INTERSECTION crashes. | *ALL Partners* | *# of identified intersections* | *Quarterly* | *0%* | *D. Rome, TPCG/IO Team Leader* |



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| | | | | | |
|---|---|---|---|---|---|
| Collaborate with local parishes in conducting intersection analysis on roads identified through the Network Screening Process and placed on the statewide top 20 list. (Include in the Parish Safety Plan) | *LTAP Parish/Municipalities HTMPO/SCPDC* | *# of intersection analysis identified* | *Quarterly* | *0%* | *D. Rome, TPCG/IO Team Leader* |
| Work with DOTD, LRSP and city/parish planners in implementing effective strategies (e.g. turning lanes, rumble strips) based on the intersection analysis/feasibility study findings | *LADOTD LTAP/LRSP Parish/Municipalities HTMPO/SCPDC* | *# of projects submitted* | *Quarterly* | *0%* | *D. Rome, TPCG/IO Team Leader* |
| ***Action Steps (O3/S1)*** | ***Agencies Involved*** | ***Output Measure*** | ***Timeline*** | ***Status*** | |
| Collaborate with statewide ITS Team in forming alternative route development including infrastructure (arterial DMS's, traffic adaptive signals, black out signs, etc.) | | | *Bi-Annual* | *0%* | *D. Rome, TPCG/IO Team Leader* |
| Collaborate with statewide ITS Team in developing Cars-Routes & Cars Alert D – traveler information | | | *Bi-Annual* | *0%* | *D. Rome, TPCG/IO Team Leader* |
| ***Action Steps (O4/S1)*** | ***Agencies Involved*** | ***Output Measure*** | ***Timeline*** | ***Status*** | |
| Collaborate with local and state partners to update the South Central Regional Bicycle and Pedestrian Plan (Assumption, Lafourche, St. Charles, St. James, St. John the Baptist and Terrebonne) on a biennial basis to ensure all routes are identified. (Next update: 2017) | *LADOTD Parish/Municipalities HTMPO/SCPDC* | *# of applications submitted* | *Quarterly* | *5%* | *C. Parker, SCPDC* |
| ***Action Steps (O4/S2)*** | ***Agencies Involved*** | ***Output Measure*** | ***Timeline*** | ***Status*** | |



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| | | | | | |
|---|---|---|---|---|---|
| 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 | *LADOTD Parish/Municipalities HTMPO/SCPDC* | *# of applications submitted* | *Quarterly* | *25%* | *C. Parker, SCPDC* |
| Partner with DOTD program coordinators to assist agencies in seeking resources to implement pedestrian safety improvement projects, such as; Safe Routes to Public Places and Transportation Alternative Program. | *LADOTD Parish/Municipalities HTMPO/SCPDC* | *Provide resources to subcommittee for SRTS, TAP, Recreational Trails, etc.* | *Annual* | *0%* | *C. Parker, SCPDC Attachment 4 SRTPP Guidelines* |
| ***Action Steps (O5/S1)*** | ***Agencies Involved*** | ***Output Measure*** | ***Timeline*** | ***Status*** | |
| 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. | *ALL Partners* | *# of workshops* | *Bi-Annual* | *0%* | *D. Rome, TPCG/IO Team Leader* |
| Provide regional workshops, lectures, trainings and meetings to subcommittee partners in an effort to keep abreast with best practices and new technologies in transportation world. | *ALL Partners* | *# of regional workshops held* | *Bi-Annual* | *15%* | *D. Rome, TPCG/IO Team Leader* |


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LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

# Safe Routes to Public Places Program

## Guidelines and Policies

*October 2016*

DESTINATION ZERO DEATHS

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# FOREWORD

The purpose of this document is to outline the program requirements and guidelines for potential projects considered for the Safe Routes to Public Places Program (SRTPP) projects as part of the Highway Safety Improvement Program (HSIP). All SRTPP projects must adhere to the requirements and guidelines set forth in this document and in accordance with Section 148 of Title 23, United States Code (23 USC 148 (h) and 23 CFR 924).

The document, in part, presents the standard operating procedure to be used for the Department of Transportation and Development (DOTD) Office of Multimodal Planning when managing the HSIP funds awarded through the Safe Routes to Public Places (SRTPP) Program. It also details the staff or agency that is responsible for various aspects of the activity, the procedure to be followed and includes links to any references that are relevant to this procedure. The document is intended to be a guide for DOTD employees and other public entities to understand the work processes for administering HSIP funds within the Safe Routes to Public Places Program.

# OVERVIEW

The Safe Routes to Public Places Program (SRTPP) is part of the overall Highway Safety Improvement Program (HSIP) and falls under the umbrella of the Louisiana Strategic Highway Safety Plan (SHSP). The vision for the SHSP is Destination Zero Deaths and the HSIP is the core federal-aid program that aims to implement the SHSP's mission to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

The development of the SRTPP is a result of the recognition that the transportation network is utilized by motorists and non-motorists, such as pedestrians, bicyclists, and transit users of all ages and abilities and the SRTPP aims to address the safety needs of the non-motorists evidenced in fatality and ~~serious~~ injury data. On average, 107 pedestrians and 19 bicyclists are killed and 149 pedestrians and 34 bicyclists are seriously injured on Louisiana's public roads each year (Source: LADOTD Crash Database, 2011 -2015). This represents 15% of the overall annual fatalities and serious injuries and roughly 41% of those occur on local roads.

To address the need to reduce pedestrian and bicyclist fatalities and ~~serious i~~njuries, $10.8 million of the HSIP are allocated annually to implementing strategically selected projects to improve safety for pedestrians and bicyclists with roughly $4.4 million of these funds dedicated to local roads.

Funding allocations provided are program goals. Distribution of funds shall be at the discretion of the SRTPP Project Selection Committee and Highway Safety Administrator considering number and quality of applications received annually in each category.

Types of eligible projects may include but are not limited to:

- Pedestrian facilities (sidewalks, crosswalks, signs & signal devices)
- Curb extensions

- Bicycle facilities (on-street, buffered and separated bike lanes, cycle tracks, shared use paths)
- Traffic calming
- ADA accessible facilities
- Bus turnouts
- Enhanced signing and striping (Sharrows, bike lane markings, bike boxes, colored pavement, etc.)
- Development of a local pedestrian/bicycle/transit plan

# ELIGIBILITY

The SRTPP program allows public agencies to compete for funding for SRTPP projects for the purpose of facilitating the planning, development, and implementation of projects that will improve safety for pedestrians, bicyclists, and transit users of all ages and abilities. Eligible projects include improving pedestrian, bicycle, and transit facilities to schools, libraries, governmental buildings, hospitals, transit facilities, public parks, and other public places.

Any public agency is eligible to apply during specific applications periods designated by DOTD. All public roads, state and locally owned, are eligible under the SRTPP Program. Applications must be submitted by the project sponsor. **The application sponsor must be the government agency that will ultimately assume responsibility for maintaining the safety improvements provide by the project.** If the project sponsor is not the owner of the public right-of-way where the improvement will be constructed, a letter of endorsement from the owner must accompany the application. For example, improvements on School property will require an endorsement letter from the local school board included in the application.

On state routes, an endorsement letter from the DOTD District Administrator must be included in the application. Applications may be submitted for SRTPP funding for work to be included in a larger DOTD road project. A resolution from the local agency accepting long term maintenance of the improvements must be included in the application.

Project applications are generally solicited and accepted on an annual basis. All project applications must be submitted with a supporting data analysis (for more information, see Phase 1: Project Safety Impact Assessment section under Selection Process).

Applications are evaluated in a competitive manner using standardized criteria and prioritized according to total score. Positive consideration is given for projects that reflect priorities in Local Complete Street Plans, Bicycle Planning Tool, the Regional Safety Coalition Action Plans, and/or other locally adopted transportation plans.

After applications are received, a confirmation email will be sent verifying receipt of the project application. You will be contacted if additional information is necessary during the project application review process.

# PROJECT APPLICATION AND SELECTION PROCESS

## APPLICATION PROCESS

The SRTPP Project Selection Committee reviews project applications. Each applicant must complete the electronic application file found on the DOTD LPA website. One (1) completed hard copy must be submitted along with an electronic pdf file on CD or USB flash drive. The application must be certified by someone who has legal authority to enter into a contract on behalf of the Local Public Agency (LPA) to implement the project.

To save time in processing your application, please follow directions and provide all requested application documentation as follows:

a. Completed application
b. Project scope
c. Supporting data analysis
d. Pictures of site
e. Map of site(s) including street names and historical districts (if applicable)
f. Detailed and accurate cost estimate
g. Signed certification by legal authority
h. Responsible charge form

Accurate cost estimates for the services to be performed are extremely important to ensure that adequate funding is provided. If a project cost increases more than 20% of the total initial cost, the LPA may be required to reapply. Funding requests should take into account that the project will not be under construction until the third (3rd) year in the program. It is recommended that the services of a professional engineer familiar with DOTD procedures be acquired to assist in the development of the required project services and cost estimates compliance to DOTD standards. Costs for professional services associated with preparation of the application are not eligible for reimbursement.

The current application includes the following sections. Refer to Appendix A for a link to the Program Guidelines and Application Instructions.

## APPLICATION FORMAT

1) <u>Problem Identification</u>

   a) Describe current pedestrian or cyclist activity.

   b) Identify obstacles to walking/bicycling to primary public facility identified in the application that pose safety risks for pedestrians and/or bicyclists.

   c) Provide statistical data through pedestrian and/or bicycle counts, population data, user surveys, community outreach or other data that supports a high potential for pedestrian and/or bicycle user demand with implemented safety improvements. Specific data needs to represent user demand to the public facility within one mile for pedestrians and two miles for bicyclists.

d) Identify surrogate safety measures of the existing road facility such as ADT, speed, intersections that pose a safety risk to pedestrians and/or bicyclists.

e) Provide pictures of existing conditions.

f) Provide any additional data and/or data analysis that support a need for the proposed improvements such as traffic infractions, parking tickets, etc.

2) Proposed Improvement/Activity

a) Describe the proposed improvement and/or activities.

b) Identify the safety improvements proposed to mitigate high risk road features and obstacles to pedestrians and/or bicyclists.

c) Provide supporting data for projecting the benefits of the safety improvements such as potential risk reductions, increase facility use, etc. to support a & b above.

d) Provided adopted local plan (if applicable) indicating priority of proposed project and safety improvements.

3) Project Support

a) Provide endorsement and support letters from other public agencies and community associations that indicated the need and priority of the project.

b) Provide resolution accepting future maintenance responsibility and funding

4) Project Cost (accuracy & comprehensive)

a) Provide a detailed cost estimate

b) list items with description, estimated quantities, unit prices, and total amount

c) Include items for mobilization, signs, and barricades, construction layout, etc.

d) Use guidelines for estimates of engineering

e) Provide projected need for utility relocations and additional right-of-way.

f) Indicate those items being paid for with local funds (if any)

## SELECTION PROCESS

The selection process consists of two phases: Phase 1) Project Safety Impact Assessment and Phase 2) Project Feasibility Assessment.

The application will be graded on specific evaluation factors specifically detailed below. Higher value (i.e. weight) is given to safety improvement potential and/or data driven factors. The weighted average and maximum score for each evaluation factor is provided. The weighted average is multiplied by the application score to achieve a maximum factor score. Project Evaluation Forms may be found in the Appendix B.

A Project Priority Short List will be developed from Phase I evaluation factors. Final Project Selection List will be developed upon completion of Phase 2. If the project application is approved, you will receive a memorandum indicating project approval which may also contain information on how to proceed.

## PHASE 1: PROJECT SAFETY IMPACT ASSESSMENT

### PREREQUISITES FOR EVALUATION (ALL MUST APPLY FOR APPLICATION TO MOVE TO STEP 2)

Purpose and need focused on Pedestrian and/or Bicycle Safety

Application/evaluation includes a defined purpose and need that distinctly improves the safety for pedestrian and/or bicycles with proper safety countermeasures installed. Things to look for are lack of proper pedestrian/bicycle facilities at vehicle conflicts points and an identified potential of walkers/bicycles.

Aligned with Strategic Highway Safety Plan

The SHSP Infrastructure and Operations Emphasis Area address all road users. Also, through data analysis and stakeholder involvement, SHSP regional safety coalitions may identify pedestrian/bicycle as a standalone emphasis area. This project application/evaluation is identified within an action plan developed under the umbrella of the Strategic Highway Safety Plan. This approach is additionally supported through the FHWA Focused Approach where New Orleans and Baton Rouge were identified as Focus Cities for Pedestrians and Bicyclists.

Data Driven (Risk factors Identified through data analysis)

Application/site evaluation includes analysis of pedestrian/bicycle risks identified through site specific undesirable site conditions, pedestrian/bicycle crashes, ADT, crash data, systemic analysis or evidence of pedestrian/bicycle use as well as findings from the site visit to justify the project.

Safety Effectiveness (does recommended scope address potential for improved pedestrian / bicycle safety?)

Application/site evaluation recommends identified proven solutions and safety countermeasures to reducing the potential risk of pedestrian/bicycle crashes with motorized vehicles.

### SAFETY EVALUATION FACTORS

The safety evaluation factors and scoring criteria are shown below.

| Factor | Scoring Criteria |
|---|---|
| Identified through a local complete street plan as defined in EDSM II.2.1.14 (weight factor: 4) | 4- Entity has a specific pedestrian and/or bicycle plan for improved safety which includes application project site<br>2- Entity has a local traffic safety plan that addresses pedestrian and/or bicycle safety concerns<br>0- Entity has no pedestrian and/or bicycle plan |
| Pedestrian / Bicycle Crashes reported within one mile of | *Rating should reflect use of appropriate pedestrian and/or bicycle incident data relative to the scope of project within the last five years:* |

| | |
|---|---|
| school for pedestrians and/or two miles for bicycles (weight factor: 4) | 4 – Project site has high number of reported crashes (>20) reported.<br>2- Project site has moderate number of reported crashes (6-10) reported.<br>0- Project site has no reported crashes reported. |
| Pedestrian / Bicycle Crashes severity reported within one mile of school for pedestrian and three miles for bicycles (weight factor: 4) | *Rating should reflect use of appropriate pedestrian and/or bicycle incident data relative to the scope of project within the last five years:*<br>4- Crash data includes at least one fatality or severe injuries account for at least 10% of crashes.<br>3- Crash data includes at least one severe injury.<br>2- Crash data includes at least one moderate injury.<br>1- Crash data contains less than moderate injuries<br>0- Project site has no reported crashes reported within one mile for pedestrian improvements and two miles for bicycle improvements. |
| Identified Pedestrian / Bicycle Risks (weight factor: 4) | *Rating should reflect safety risk with local vehicular traffic relative to the current condition or lack of proper facility to support pedestrian / bicycle traffic (i.e. no sidewalk may rate higher than a sidewalk in need of repair, large number of countermeasures at high volume intersections may rate higher than a sidewalk project with minimal number of intersections):*<br>4- Application include strong evidence of specific locations with supporting pictures and maps that clearly identify the potential safety risks for pedestrian and/or bicycles walking or operating along, adjacent or across the roadway(s) within the proposed project limits.<br>2- Application include a some evidence of specific locations with supporting pictures and maps that clearly identify the potential safety risks for pedestrian and/or bicycles walking or operating along, adjacent or across the roadway(s) within the proposed project limits.<br>0- Application provides a no evidence of specific locations that clearly identify the potential risks for pedestrian and/or bicycles walking or operating along, adjacent or across the roadway(s) within the proposed project limits. |
| Systemic Analysis of Pedestrian and Bicycle Crashes – Dickey, Jeff 5/03/2016 (two lane undivided street, intersection, uncontrolled, no shoulder) (weight factor: 5) | *Rating should reflect use of appropriate pedestrian and/or bicycle systemic analysis relative to the scope of project:*<br>4- Application project limits include a high number of specific locations with high risk conditions as identified by systemic analysis (two lane undivided street, intersection, uncontrolled, no shoulder) within the proposed project limits.<br>2- Application project limits include a moderate number of specific locations with high risk conditions as identified by systemic analysis (two lane undivided street, intersection, uncontrolled, no shoulder) within the proposed project limits.<br>0- Application project limits include a very low number of specific locations with high risk conditions as identified by systemic analysis (two lane undivided street, intersection, uncontrolled, no shoulder) within the proposed project limits. |
| Pedestrian / Bicycle Demand (high current or projected usage) (weight factor: 3) | *Rating should reflect potential for pedestrians within one mile of school and/or bicycles within two miles of the school:*<br>4- Application demonstrates through statistical data, parent surveys, community outreach or other data analysis that a high potential for pedestrian and/or bicycle traffic will exist with implemented safety improvements. (>100 or 40%)<br>2- Application demonstrates through statistical data, parent surveys, community outreach or other data analysis that a moderate potential for pedestrian and/or bicycle traffic will exist with implemented safety improvements. (>50 or 20%)<br>0- Application does not provide data to support a claim that potential pedestrian and/or biker traffic will exist with implemented safety improvements. |

| | |
|---|---|
| Surrogate Safety Measures (ADT, speed, # of conflict points, high pedestrian / bicycle volume)<br>(weight factor: 4) | *Rating should reflect a combination of potential pedestrians/bicycle safety risks with vehicular traffic relative to the scope of the project:*<br>4- Identified safety risks include complete combination surrogate safety measures at numerous locations. ADT> 5000, High speed 40mph, >10 conflict points, urban<br>2- Identified safety risks include some combination of surrogate safety measures at multiple locations. ADT> 500, Moderate speed 30 mph, >5 conflict points, rural pedestrian / bicycle traffic<br>0- No surrogate safety measures identified |
| Other supporting risk data analysis<br>(weight factor: 2) | *Rating should be based on outcome and quality of additional supporting data not identified or addressed in previous ratings (i.e. high number of speeding tickets issued on project streets, number of disabled users, etc.):*<br>4- Application includes additional high quality site specific data and data analysis that support the need and/or potential safety risk reduction provided by safety countermeasures.<br>2- Application includes additional site specific data to support the need and/or potential safety risk reduction.<br>0- No additional supporting data and/or data analysis provided |
| Safety Effectiveness (potential to reduce vehicle /pedestrian crashes with implementation of pedestrian/bicycle safety countermeasures)<br>(weight factor: 5) | *Rating should reflect safety risk with local vehicular traffic relative to the proposed safety countermeasures in the application: (i.e. new sidewalk on road with no shoulders may rate higher than a sidewalk in need of repair, large number of countermeasures at high volume intersections may rate higher than a sidewalk project with minimal number of intersections):*<br>4- Applications include proven safety counter measures that clearly address the potential safety risks for pedestrian / bicycles conflicts with vehicular traffic walking or operating along, adjacent or across the roadway(s).<br>2- Application safety counter measures that may address the potential safety risks for pedestrian / bicycles conflicts with vehicular traffic walking or operating along, adjacent or across the roadway(s).<br>0- Application project limits include a very low number of specific locations that clearly address the potential safety risks for pedestrian / bicycles conflicts with vehicular traffic walking or operating along, adjacent or across the roadway(s). |
| Implementing FHWA Proven Countermeasures: 1. Median & Pedestrian Crossing Islands<br>2. Pedestrian Hybrid Beacon | 4- Project includes use of both countermeasures at multiple locations.<br>2- Project includes use of one countermeasure at multiple locations.<br>0- Project does not include use of either countermeasure. |

### Priority Project Short List

A short list of potential projects will be developed based on phase 1 ranking of projects with a minimum score of 75. Projects provided on the Short List do not represent or imply approval for funding or implementation. The short list may contain projects that will not be funded. The final approved list will be determined with information provided from a Phase 2 Feasibility Report.

## Phase 2: Project Feasibility Assessment

### Project Feasibility Report

DOTD, through its engineering consultant, will prepare a Project Feasibility Report for each application on the short list. The Consultant shall meet with the DOTD Project Manager and Sponsor for a scoping meeting, visit the project site(s) and prepare a project feasibility report. Each report shall contain a detailed scope, cost estimate for engineering and construction, and a time schedule for completion.

### SITE VISITS

Site visits and scoping meetings are conducted at the proposed project location within three months of notification of selection to the Short List.

The primary goals of the site visit include:

- Meet with the LPA and PM of the proposed project to review application information, data and project scope.
- Introduce the LPA and PM to the process and procedures of the program. For LPAs who are participating in the program for the first time this is a chance to ask questions about the process.
- Conduct a visual examination with the LPA of the existing conditions and the proposed project as outlined in the application.
- Review project scope, construction items and costs with the LPA to determine if application accurately reflects the estimated construction activities necessary for the site conditions.

### FEASIBILITY FACTORS

| Factor | Scoring Criteria |
|---|---|
| Stakeholder Support (District, MPO, LPA, Regional Safety Coalition, etc.)<br>(weight factor: 3) | 4- Application includes high priority designation for site specific improvements from MPO long range plan, DOTD District PSI list, or other political subdivision long range transportation plan, along with documented support from Regional Safety Coalition, political subdivisions, local agencies and public associations.<br>2- Application includes documented correspondence from MPO, DOTD District, Regional Safety Coalition, along with political subdivisions, local agencies and public associations.<br>0- Application provides minimal documented support from outside entities or potential end users. |
| R/W Requirements<br>(weight factor: 2) | *Rating should be based potential need for R/W and estimated R/W costs applied to the project funds when R/W is required:*<br>4 - Project does not need additional right of way<br>3- Additional right of way costs < 5% of total project costs<br>2- Additional right of way costs < 10% of total project costs<br>1- Additional right of way costs < 15% of total project costs<br>0- Additional right of way costs > 20% of total project |

| | |
|---|---|
| | costs |
| Drainage Issues<br>(weight factor: 3) | 4- Drainage costs < 5% of total project costs<br>2- Drainage costs < 15% of total project costs<br>0- Drainage costs > 25% of total project costs |
| Maintenance / Operations Action Plan<br>(weight factor: 2) | 4- Application includes documented Maintenance and Operation Plan to include estimate of the annual costs of maintenance and operation with identified source of revenue to support plan. Application includes resolution to accept and maintain improvements provided by project.<br>2- Application includes documented acceptance of maintenance without providing annual costs or source of funds for maintenance.<br>0- Application does not address maintenance needs. |

#### FINAL SELECTION

The final ranking of projects from the short list will be determined by the SRTPP Project Selection Committee based on the combined score from Phase I and Phase 2. The project selection will be based on final rankings and available program funds.

# IMPLEMENTATION OF PROJECTS

## LOCAL AGENCY RESPONSIBILITIES

### ENTITY STATE AGREEMENT

After final project selection, the local government agency must enter into an Entity/State Agreement prior to project initiation. The agreement is a legally-binding contract between the Agency and DOTD (see sample agreement in Appendix). In order to expedite initiation of the process, the Entity/State Agreement should be signed within 60 days of receipt. The agreement will specify the responsibilities of the local Entity and DOTD depending on the engineering option selected by the Entity.

Once the entity/state agreement is executed, project funding will be allocated to the project to be directly administered by DOTD as specified in the Entity/State Agreement.

### LPA RESPONSIBLE CHARGE

The Entity must provide a full time employee of the Entity to be in "LPA Responsible Charge" of the Project, which employee will hereinafter be referred to as the "LPA Responsible Charge". The LPA Responsible Charge need not be an engineer. The LPA Responsible Charge is expected to be able to perform the following duties and functions for the project:

1. Acts as primary point of contact for the Entity with the DOTD;

2. Participate in decisions regarding cost, time and scope of the Project, including changed/unforeseen conditions or scope changes that require change orders or supplemental agreements;

3. Visit and review the Project on a frequency that is appropriate in light of the magnitude and complexity of the Project;

4. Provide assistance or clarification to DOTD and its consultants, as requested;

5. Attend Project meetings as determined by the DOTD Responsible Charge, and shall attend the Project's "Final Inspection";

6. Review QA/QC forms, Plan/Constructability/Biddability Review form, and other current DOTD quality assurance documents.

### Right-of-Way (ROW) Acquisition

The Entity shall perform any Right-of-Way acquisition and relocation necessary in accordance with the project schedule. This includes costs for acquisition, relocation and appraisals. Administration costs to purchase right-of-way are not compensable.

If right-of-way is required, acquisition of all real property and property rights required for this Project shall be in accordance with all applicable State and Federal Laws, including Title 49 CFR, Part 24 as amended; Title 23 CFR, Part 710 as amended; DOTD's Right-of-Way Manual; DOTD's LPA Right-of-Way Manual; DOTD's Guide to Title Abstracting and any additional written instructions as given by the DOTD Real Estate Section.

Whenever federal funds are used in any phase of a project, acquisition of real property for the project becomes subject to the provisions of the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, no matter if carried out by federal, state, local agencies, or by private parties. An LADOTD certified appraiser must perform right-of-way appraisals to determine property value even if Federal funds are not used for property acquisition. For additional information concerning ROW procedures, go to www.dotd.louisiana.gov/highways/project_devel/realestate/realestate.asp?page=manual on the LADOTD website to consult the LPA Real Estate Manual.

### Construction

This is the major category of work for eligible SRTPP activities involving the actual construction of the project. DOTD will advertise the job, accept bids and hold the contract for the work. On locally owned roads, the Entity shall grant DOTD access to the site to perform the work. The entity shall be responsible for obtaining rights of entry for all properties not on local or state owned roads.

### Cost Increases

Entities through the LPA Responsible Charge should be actively involved in the project scoping, plan reviews and approvals to control increases and overruns as they may jeopardize completion of the entire project. The Entity must approve the project final plans prior to the award of the project. The entity may be responsible for any cost in excess of that awarded initially.

### Utility Relocation

All utility relocation must be done by the LPA prior to letting. No utility relocation activity will be reimbursable.

### Administrative Costs

Administrative costs are not eligible for reimbursement. Some examples of actions considered to be administrative are application preparation, certification and transmittal, ~~consultant selection~~ and management,

### NON-PARTICIPATING ITEMS

Items that are ineligible for funding can be included in the construction contract as nonparticipating items with the funding to be provided by the Entity or others. The Entity shall provide all funds to DOTD for nonparticipating items prior to the project construction to be awarded.

### PERMITS

The Entity shall be obligated to obtain all permits and the approvals necessary for the Project, whether from private or public individuals and pursuant to local, State or Federal rules, regulations, or laws.

## DOTD RESPONSIBILITIES

### ENGINEERING

DOTD will select consultant to conduct appropriate engineering studies, perform project designs, prepare plans, prepare estimates and prepare construction bid proposals. DOTD or its consultant will serve as the "Project Responsible Charge" for the Project pursuant to 23CFR635.105. The consultant will perform the required work and prepare all necessary plans, specifications, and estimates to implement the installation or construction of the safety improvement project.

### ENVIRONMENTAL CLEARANCE

Most safety improvement projects will be Programmatic Categorical Exclusions (PCE). However, all construction projects may require an environmental assessment. Projects in designated historical districts may require environmental clearance. DOTD or its consultant will provide environmental services for the project.

### CONSTRUCTION

DOTD shall prepare construction proposals, advertise for and receive bids for the work, and award the contract to the lowest responsible bidder. DOTD will advertise for and receive bids for the work in accordance with DOTD's standard procedures. All such bids will be properly tabulated, extended, and summarized to determine the official low bidder. Construction contracts will be prepared by DOTD after the award of contract. DOTD will then submit copies of the official bid tabulations to the Entity for review and comment while the DOTD Review Committee will concurrently analyze the bids. The award of the contract shall comply with state law and the latest edition of the Louisiana Standard Specifications for Roads and Bridges. The Entity will be notified when the official low bid is greater than the estimated construction costs. The contract will be awarded by DOTD following the favorable recommendation of award by the DOTD Review Committee and concurrence by the Entity. DOTD consultant will be responsible for construction contract administration. DOTD will provide construction material testing services. After all phases of work under the construction contract and the Final Inspection has been completed, DOTD will formally accept the work with a Final Acceptance. Upon issuance of the Final Acceptance by DOTD, the Entity shall assume the ownership and maintenance of the improvement at its expense. The Final Acceptance shall be recorded by DOTD in the appropriate parish. Before making the final inspection, DOTD shall notify the Entity, and the Entity shall have representative(s) present for such inspection. The project shall be vested in the Entity but shall be subject to DOTD and FHWA requirements and regulations concerning abandonment, disposal, encroachments and/or uses for non-highway purposes.

### Construction Contract Administration

This includes the cost to provide contract administration, inspection and materials testing services during the project construction. DOTD or its consultant will perform contract administration for the project.

# APPENDICES