

HTMPO

2022 ANNUAL REPORT

SCPDC.org

Vision Statement, Goals & Objectives from 2045 MTP

VISION STATEMENT

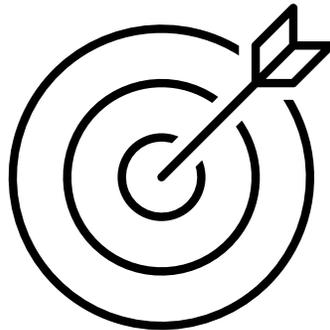
All members of our community will be provided safe and visually attractive access to the transportation network. A sustainable, resilient network will be designed to enable people to efficiently get from home to jobs as well as to commercial and recreational opportunities via multiple modes, including car, transit, bicycle, and foot, and to facilitate the movement of goods in support of those activities.

GOALS & OBJECTIVES

- Provide reliable transportation options
 - **TO.1** Reduce roadway congestion and delay
 - **TO.2** Make more areas in the region walkable and bikeable
 - **TO.3** Expand and improve transit to meet the needs of the region
 - **TO.4** Support convenient and affordable access to surrounding airports and regions
- Improve safety and security
 - **SS.1** Coordinate with local and state Strategic Highway Safety Plan partners to reduce the number and rate of highway-related crashes, fatalities and serious injuries
 - **SS.2** Redesign corridors and areas with existing safety and security needs
 - **SS.3** Establish truck operational plans for downtown areas
 - **SS.4** Encourage the use of Intelligent Transportation Systems and other technology during disruptive incidents, including evacuation events
- Maintain and maximize our system
 - **MM.1** Maintain transportation infrastructure and assets in a good state of repair
 - **MM.2** Reduce demand for roadway expansion by using technology to efficiently and dynamically manage roadway capacity
- Support prosperity
 - **SP.1** Pursue transportation improvements that are consistent with local plans for growth and economic development
 - **SP.2** Support local businesses and industry by ensuring efficient movement of freight by truck, rail, and other modes
 - **SP.3** Address the unique needs of visitors to the region and the impacts of tourism
 - **SP.4** Promote context-sensitive transportation solutions that integrate land use and transportation planning and reflect community values
- Protect our environment and communities
 - **EC.1** Minimize or avoid adverse impacts from transportation improvements to the natural environment and the human environment (historic sites, recreational areas, environmental justice populations)
 - **EC.2** Encourage proven Green Infrastructure and other design approaches that effectively manage and mitigate stormwater runoff
 - **EC.3** Work with local and state stakeholders to meet the growing needs of electric and alternative fuel vehicles
 - **EC.4** Increase the percentage of workers commuting by carpooling, transit, walking, and biking

2022 Major Accomplishments

- Completion of new *2023-2026 Transportation Improvement Program*
- Provided technical assistance on:
 - **Canal Bridge Replacement** application for the Bridge Investment Program (City of Thibodaux)
 - City of Thibodaux Local Road Safety Program Application at **West 5th and Canal Blvd.**
 - Regional application to the new federal Safe Routes for Everyone program to develop a regional **Safety Action Plan.**
- Began design on **Valhi Blvd. Multi-use trail, City of Thibodaux Downtown Sidewalks Rehabilitation, and Audubon Avenue Overlay**
- Awarded construction contract for **Acadian Roundabout Project**
- Re-start of **Traffic Counting Program** from COVID and Hurricane Ida delays
- Acquiring of **drone** and on-going training of two drone pilots



Federal Funding

FEDERAL HIGHWAY FUNDING

In Federal Fiscal Year 2022 (October 1, 2021 to September 30, 2022) **\$92,523,458.94** was obligated on various roadway projects in the Houma-Thibodaux Metropolitan Area. Major projects costing over \$1 million are listed below. A complete listing of all projects is included online at <http://www.htmmpo.org>.

Major Transportation Projects, 2022

Project Name	Total Funds Obligated
LA 1: LEEVILLE TO GOLDEN MEADOW (PHASE 2)	55,791,982.47
ACADIAN ROAD ROUNDABOUT	7,440,387.52
LA 308: GOLDEN MEADOW BR - GALLIANO BR	6,997,616.62
LA 24 NB: LA 664 - ST. GEORGE RD.	6,795,664.70
LA 308: THERIOT CANAL - ST. CHARLES BR.	3,117,424.94
LA 648: LA 20 - LA 1	2,123,036.75
LA 20: DUCROS RD. - LA 648	1,946,225.41
LA 1: TURN LN @ BRANDYWINE-COUNTRY CLUB	1,210,376.24
LA 57, 3162 ,661, 3087: MB BARRIER RPRS (HBI)	1,187,071.91

Source: DOTD

Projects using STP<200K funds, sometimes referred to as “Urban Systems” or “MPO funds,” totaled **\$197,154.25** with \$185,993.20 returned to FHWA from previous years. Projects using these funds are listed below. Note, a negative number represents funds returned to FHWA from previous years.

Urban Systems Projects, 2022

Project Name	Total Funds Obligated
DOWNTOWN THIBODAUX SIDEWALKS	120,843.74
DISTRICT 02 APPR SLAB LEVELING PHASE 2	58,027.56
DISTRICT 02 APPR SLAB LEVELING PHASE 2	18,282.95
DISTRICT 02 APPR SLAB LEVELING PHASE 2	0.00
LA 182: ROUNDABOUT AT HOLLYWOOD RD	-8,804.82
HTMPO TRANSPORTATION PLAN UPDATE 19-20	-64,308.79
LA 3040: PATCHING S HOLLYWOOD - LA 24	-112,879.59

Source: DOTD

The Houma-Thibodaux MPO has placed an emphasis on improving the bicycle and pedestrian network over the last several years. Many urban system funds, MPO planning funds, and staff time have been directed towards identifying needed bicycle and pedestrian improvements and applying for grant funding in these areas. In fiscal year 2022, **\$198,506.95** was obligated on various projects in the region, listed below.

Bicycle and Pedestrian Projects, 2022

Project Name	Total Funds Obligated
DOWNTOWN THIBODAUX SIDEWALKS	120,843.74
INTERSECTION UPGRADE N CANAL & 7TH ST	41,184.31
RACELAND AND BAYOU BLUE SIDEWALKS	29,067.21
NSU BAYOUSIDE TRAILHEAD	7,411.69

Source: DOTD

Another emphasis area for the MPO is Highway Safety, with the MPO housing the South Central Regional Safety Coalition. The Coalition is a multi-disciplinary team made up of law enforcement, area planners and engineers, educators, emergency response personnel, and other community partners to reduce highway related crashes and fatalities. Projects using these funds are listed below. Note, a negative number represents funds returned to FHWA from previous years.

Safety projects using HSIP or HSIPPEN funding totaled **\$8,889,396.72** with \$495,241.82 returned to FHWA from previous years.

Highway Safety Projects, 2022

Project Name	Total Funds Obligated
ACADIAN ROAD ROUNDABOUT	7,440,387.52
LA 3235: IMP @ LA 3162, LA 3161 & LA 657	381,940.36
2018-2023 SHSP S.CENTRAL REG. COALITION	344,000.00
LA 20 WIDEN: LA 307 - S. VACHERIE	319,724.00
LA 3235: IMP @ LA 3162, LA 3161 & LA 657	224,795.24
LA 3235: IMP @ LA 3162, LA 3161 & LA 657	58,564.90
INTERSECTION UPGRADE N CANAL & 7TH ST	41,184.31
RACELAND AND BAYOU BLUE SIDEWALKS	29,067.21
LA 3040 FEASIBILITY STUDY (HOUMA,LA)	28,768.00
LA 3235: IMP @ LA 3162, LA 3161 & LA 657	13,180.59
LA 3235: IMP @ LA 3162, LA 3161 & LA 657	7,784.59
VALHI BLVD SHARED-USE PATH (HOUMA)	0.00
AUDUBON AVE & ARDOYNE DR MINI-ROUNDABOUT	-6,376.04
AUDUBON AVE & ARDOYNE DR MINI-ROUNDABOUT	-27,895.34
LA 308 NEAR MCCLOUD RD	-116,970.44
2018-2023 SHSP S.CENTRAL REG. COALITION	-344,000.00

Source: DOTD

FEDERAL TRANSIT FUNDING

Regional transit funding is reported in National Transit Database by local agencies including the Assumption Council on Aging, the Terrebonne Council on Aging, and Good Earth Transit (Terrebonne Parish). The various councils on aging provide a mix of rural demand-response service and elderly/disabled paratransit services. Good Earth Transit provides fixed-route and para-transit service in Terrebonne Parish and the City of Thibodaux.

The latest data available on the NTD is from 2021. Full reports on each agency can be found at www.transit.dot.gov/ntd.

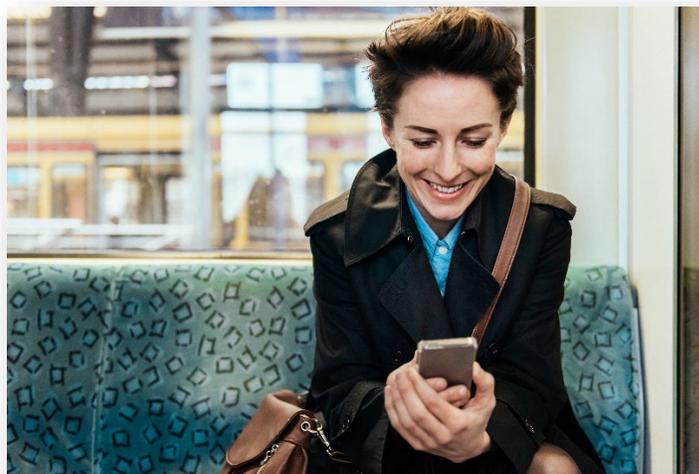
In total, the region reported annual operating expenses of **\$1,909,798** and **\$1,841,580** of capital expenses. These efforts went to providing nearly 77,000 trips in 2021.

Transit Agency Information, 2021

Agency	Operating	Capital	Trips Provided	Vehicle Revenue Miles	Vehicle Revenue Hours
Assumption COA	\$294,556	\$46,242	5,523	106,486	5,655
Terrebonne COA	\$296,061	\$213,042	22,582	241,340	19,962
Good Earth Transit	\$1,316,181	\$1,582,296	48,883	211,193	11,028
Region Total	\$1,906,798	\$1,841,580	76,988	559,019	36,645

Source: National Transit Database

The transit system continued to be greatly affected by the COVID-19 pandemic in 2021. Trips were down 65% from pre-COVID number with total revenue hours operated down 42.5%. This trend is anticipated to continue through the at least 2022 NTD report.



Systems Operations and Maintenance

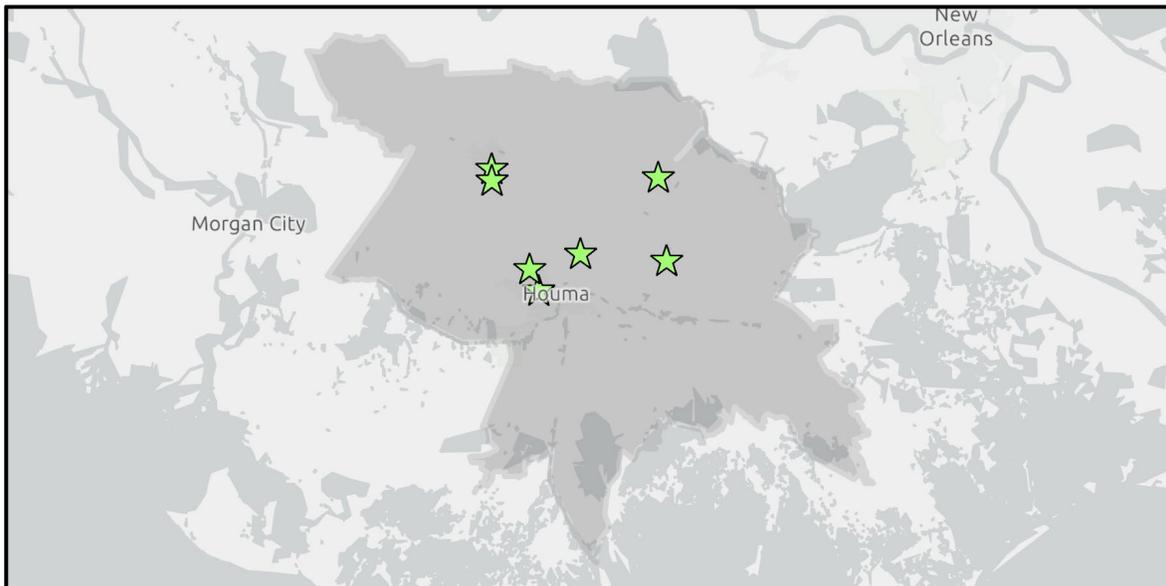
TRAVEL DELAY

Travel delay had an annual cost of approximately **\$2.9 million** to drivers in the region in 2022. This is a reduction of nearly \$2.4 million in delay from 2021, which was greatly impacted by Hurricane Ida. The top ten bottleneck locations affecting travel delay in the MPO area are listed below.

Top Ten Bottleneck Locations for 2022

Rank	Location	Ave. Max Length (mi)	Avg. Daily Duration	All Events/ Incidents
1	LA-20 E @ PERCY BROWN RD	1.29	55 m	31
2	LA-20 E @ LA-3185	1.19	33 m	8
3	LA-3040 S @ LA-3040-SPUR/S HOLLYWOOD RD	0.08	11 h 58 m	86
4	US-90 W @ LA-182 (DES ALLEMANDS)	7.25	7 m	321
5	LA-3040 S @ LA-24/W PARK AVE/W MAIN ST	0.05	5 h 36 m	1
6	LA-1 S @ VACHERIE ST	5.52	20 m	1
7	LA-648 W @ W MAIN ST	0.05	15 h 5 m	1
8	LA-20 W @ LA-3185	1.23	22 m	14
9	LA-182 E @ LA-3087	3.69	14 m	46
10	LA-24 S @ MARTIN LUTHER KING JR BLVD	3.51	20 m	67

Source: RITIS



Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Total
2023													-
2022	\$0.2M	\$0.4M	\$0.4M	\$0.1M	\$0.1M	\$0.1M	\$0.2M	\$0.1M	\$0.4M	\$0.5M	\$0.2M	\$0.1M	\$2.9M
2021	\$0.3M	\$0.2M	\$0.7M	\$0.2M	\$0.2M	\$0.1M	\$0.1M	\$0.3M	\$1.3M	\$0.5M	\$0.7M	\$0.7M	\$5.3M

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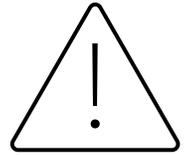


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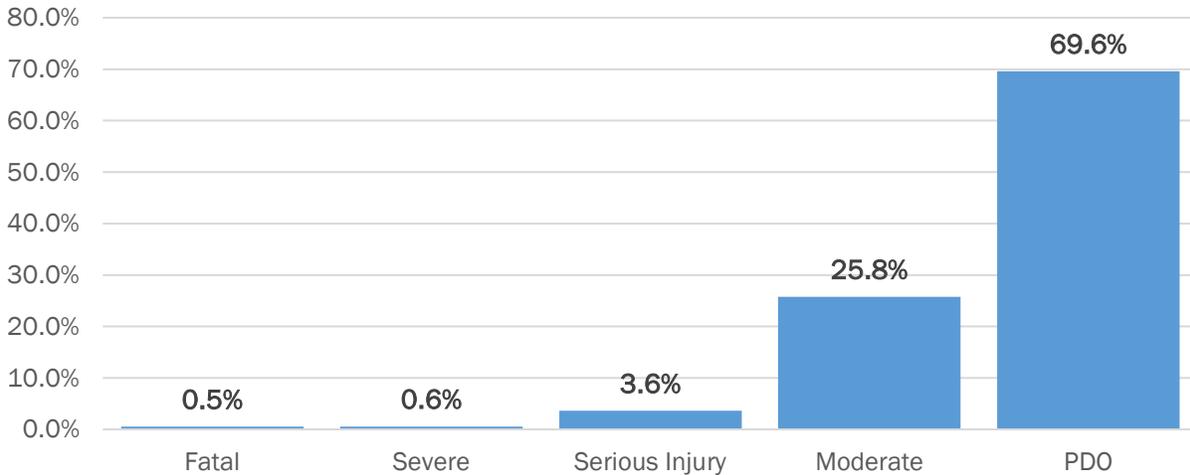
Based on lowest values of all years to highest values of all years.

CRASH HISTORY

The MPO uses LADOTD's *Crash 3* database for crash data analysis. The latest full year of available crash data included in *Crash 3* is from 2021. During this year, there were 8,294 crashes. Most of these crashes, 69.6%, were property damage only crashes. Just over 1% of all crashes resulted in a fatality (42, 0.5%) or severe injury (46, 0.6%).



Severity of Crashes, 2021



Source: DOTD, *Crash 3 Database*

In total, there were **79 crash related fatalities** in 2021, 25 (32%) of which were alcohol related. Additionally, 1,709, or 21% of all crashes, were considered roadway departure crashes. Roadway departure crashes resulted in 39 fatalities, or 49% of all fatal crashes.

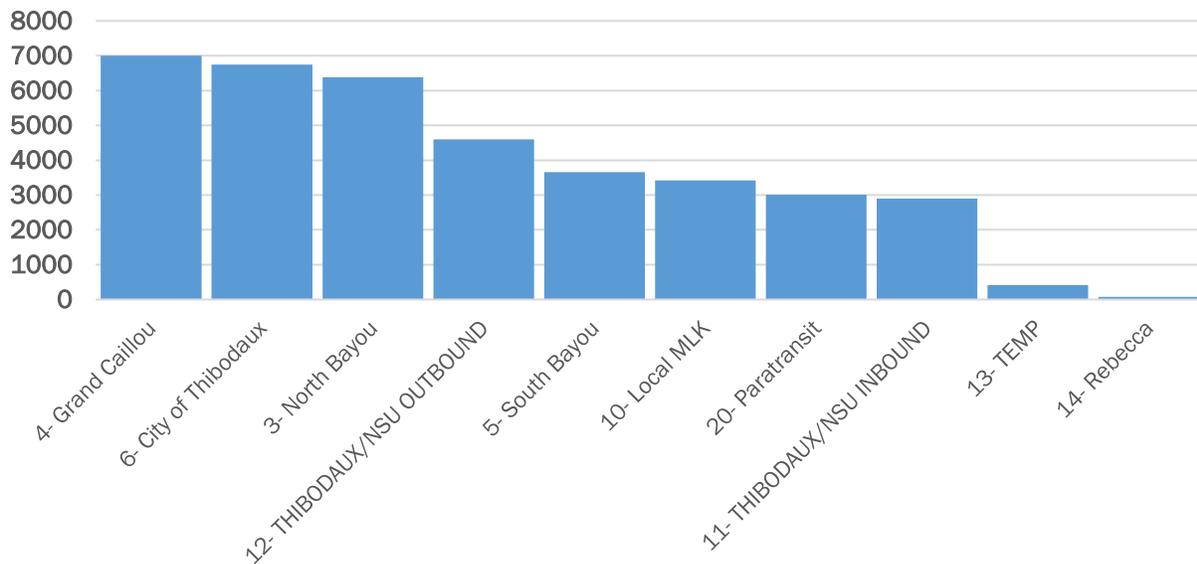
Bicycle & Pedestrian Crashes

There were 111 bicycle and pedestrian related crashes in 2021. Of these, 11% (12) were fatal crashes and 13% were severe injuries.

Transit System Performance

As discussed earlier, transit operations throughout the region have continued to be impacted by various factors including COVID-19, Hurricane Ida, and staffing shortages. For the fixed-route system, ridership in 2021 was down 23% when compared to 2020. This decrease affected all routes with the exception of paratransit, which was up 10%, and a temporary route which have since been discontinued. The Grand Caillou and the City of Thibodaux routes were the most used, followed closely by North Bayou.

Ridership by Route in 2022



The most popular stops in the fixed-route system were the downtown station, which is the starting point for most transit routes, the Medical Mall in Thibodaux, and the Walmart stop on Grand Caillou.

Top Ten Transit Stops in 2022

Stop Name	Community	Routes	Boardings
Downtown	Houma	4 3 10 20 12 5 13 14	14,128
Medical Mall	Thibodaux	12 6	1,419
Walmart (GC)	Houma	4	1,321
NSU	Thibodaux	11	1,316
Physical Therapy	Houma	5	542
Cannata's	Houma	3	503
Westover Dr	Thibodaux	6	457
Walmart (MLK)	Houma	10 11	450
Government Circ	Thibodaux	6	409
Parish Rd	Thibodaux	6	405

Source: Good Earth Transit

Goals for 2023

- **Develop Smoothed Urban Boundaries and updated Planning Area Boundary:** The MPO will review the new Census-defined urban boundaries and work in coordination with DOTD and local stakeholders to smooth the boundary, examine the MPO Planning Area, and designate the Functional Classification roadways.
- **Use of drone to collect transportation planning information:** Two employees should complete training program within the first quarter of 2023. The MPO will then begin the process of using the drone to obtain transportation information on local roadways
- **2050 Metropolitan Transportation Plan:** The 2045 MTP was adopted in May 2020. In the second half of 2023, the MPO will begin discussions with DOTD relative to funding the 2050 update to be adopted no later than May 2025.
- **Bicycle and Pedestrian Plan:** The MPO intends to bring on a consulting firm to wrap up the regional bicycle and pedestrian plan started in 2018. Staff turnover, COVID-19, Hurricane Ida, and other priorities have delayed the completion of this planning document.
- **Technical Assistance:** Continued technical assistance to parish/municipal staff on grant applications for Local Road Safety Program, Transportation Alternatives Program, Recreational Trails and other grant or funding applications that support the implementation of the Goals identified in the 2045 MTP
- **Data collection:** Update bus stop inventory, sidewalk inventory, and continued traffic counting
- **Online Mapping Application:** Updating and promotion of an online mapping dashboard to give elected officials and the public information on DOTD/MPO projects (to update monthly)
- **LA 3040 (MLK Blvd) Stage 0:** Continue to work with DOTD on the completion and implementation of safety improvements on Martin Luther King Boulevard.

