



MINUTES
LAKE CHARLES URBANIZED AREA METROPOLITAN PLANNING
ORGANIZATION
TECHNICAL ADVISORY COMMITTEE (TAC) – SPECIAL MEETING
SCORING OF PROJECT CALL
OCTOBER 20, 2016 AT 9:00 AM
2ND FLOOR, ROOM B/C
SEED CENTER
4310 RYAN ST., LAKE CHARLES, LOUISIANA, 70605

MEMBERS PRESENT (QUORUM):

Tim Conner (CPPJ) (Chair)
John Cardone (City of Lake Charles) (Vice Chair)
Todd Landry (DOTD District 7)
Mary Bass- Fontenot (Calcasieu Parish School Board)
Gary Williams (City of Westlake Public Works) (Proxy was Mayor Bob Hardey)
Heath Allen (Lake Charles Regional Airport)
Randy Chiasson (City of Sulphur)

IMCAL STAFF:

Cheri Soileau (Executive/MPO Director)
Walter Council (Transportation Planner III)
Benjamin Magallon (Transportation Planner II)

GUESTS:

Mister Edwards (City of Lake Charles)
Mike Huber, (City of Lake Charles)
Alberto Galan, (Calcasieu Parish)
Michael Daigle, (City of Sulphur)
J.D. Allen, (Alliance Transportation Group)

ROLL CALL

Ms. Cheri Soileau introduced herself and MPO staff. The TAC committee and their guests introduced themselves.

I. Explanation of Project Call Scoring Process: Ms. Soileau, Mr. Ben Magallon and Mr. JD Allen explained the project scoring criteria, criteria weights and definitions, project scoring and evaluation method.

II. Project Call Submission Overview: Ms. Soileau, Mr. Ben Magallon and Mr. Allen did an overview of the submissions. Mr. Allen noted that the final scores will have to be either accepted or rejected by the TPC at the next meeting, November 18, 2016. The TPC can alter the priority list. If rejected, then the TAC would have to re-score the projects. Mr. Allen also emphasized the difference between project delivery and project priority.

III. Project Scoring

Crocker Street:

According to Mr. Chiasson

- Reconstruction.
- Mr. Allen and Mr. Magallon provided explanations for Complete Streets.
- There were questions from the committee members about particular acronyms: VMT, ADT, TDM, HSTP, and SHSP.
- Question about #7, "Protect the Environment", in the evaluation criteria, if there is no impact is it closer to a score of 0 or 5. The answer was if there is no impact then no closer to a score of 5.

E. Burton Street:

According to Mr. Chiasson

- Major east/west corridor.
- Mr. Allen provided examples of intermodal centers, including airports, Amtrak station, or trucking center.
- Explanation of difference between reconstruction and rehabilitation. The former is more intensive and costlier, and may include total reconstruction of the base, new sewer, and widening of the road. Rehabilitation is just an overlay, that involves less intensive maintenance.
- Mr. Cardone requested that Sallier Street be considered next, as he had a previous engagement, for which he had to leave.

Sallier Street:

According to Mr. Cardone:

- Sallier Street is important because of the 4 lane Nelson Street extension bridge. Sallier needs to be 4 lanes, as well as relocating the railroad up north a few feet. Cost has increased from \$5.1 to \$12 million. Will require purchasing additional Right-of-Way. Needs to be updated to 4 lanes, and traffic capacity is beyond what it can currently handle.
- Scores well for safety and access management because it has median, for ingress and egress into new mixed-used development.
- Should score well on making new connections. It will change the travel patterns, has good congestion relief, and also will feature bike/pedestrian infrastructure.

- City of Lake Charles seeking 70% - 75% from federal partners, while city will do the 25% - 30%.
- Port of Lake Charles nearby, annually #11 or #12 total tonnage U.S. multi-modal facility

J. Bennett Johnson Road:

According to Mr. Huber

- Traffic study to determine if J. Bennet Johnson Road could be turned into a pedestrian area to make it more closed in campus.
- Mr. Allen suggest that it may be good to have a sub-area study, as opposed to a corridor study, that goes from Broad Street to I-210. There are lots of private and public institutions there that have to be considered.
- Consider pursuing State Planning Research (SPR) funding, with local match of 20%.
- The displayed cost of \$350,000 maybe more than is needed.
- Mr. Cardone had to leave and nominated Mr. Mike Huber to be his proxy.

LA 171:

According to Mr. Conner

- Add addition northbound lanes. Also, will connect signals with adaptive signal technology, allowing signal to adjust timing according to volume on the road. Essentially, giving more "green" time to traffic during peak periods.
- Not seeking any federal funding.
- Every project that is "locally funded, but regionally significant" should appear in MTP.
- No major environmental concerns. Will feature some sidewalks.

LA 384:

According to Mr. Conner

- Not using STP<200K funding
- Funding likely available from various sources: safety or innovative intersection improvements.
- Mr. Huber suggests sidewalks.
- Graveyards adjacent to the street could be an impacted.

Lewis Street:

According to Mr. Chiasson

- Just an overlay.
- Mr. Allen states that when you have a transparent selection process, the next time becomes easier to do, and allows implementation of projects that make our community better.

Maplewood Drive:

According to Mr. Chiasson

- Major east-west corridor that is receiving increased industrial traffic.
- Widening and enough capacity that no environmental study should be required.

Moeling Street:

According to Mr. Huber

- Widen roadway, and add sidewalks.
- Existing business and want to further enhance.
- Mr. Todd Landry expressed concern about access from the I-210.

Patton Street:

According to Mr. Chiasson

- Mix of residential and industrial corridor, as drivers try to get to Beglis Parkway from LA 1256.
- Open ditches and no sidewalks.
- Half of the road in the parish and half in the City of Sulphur.

Picard Road:

According to Mr. Chiasson

- Rehabilitation.
- Mr. Conner mentioned that there will be improvements to the frontage road that will generate additional traffic to Picard Road.

Picard Road Bridge:

According to Mr. Chiasson

- Bridge replacement and widened.

Post Oak Road:

According to Mr. Chiasson

- Just an overlay.
- No sidewalk. All open ditch, and no shoulder.

Prater Road:

According to Mr. Chiasson

- Overlay, that is partially parish and city.
- Connector to Axial industrial development.
- Will be signalization happening at Maplewood Street and Prater Street.
- No sidewalk. All open ditches, but there are shoulders.

West Burton Street:

According to Mr. Chiasson

- Rehabilitation project that has existing sidewalks. Ditches are closed.
- Primarily residential, but lots of trucks from the Sulphur mines.

Sale Road and Ryan Street:

According to Mr. Huber

- Rebuilding entire intersection.
- Widen for left bound turns, going north on Ryan Street.

Sale Road:

According to Mr. Huber

- Widening of roadway.
- Good east-west route to avoid school zones.
- In the city's bike/pedestrian plan.

Sallier Road and Ryan Street:

According to Mr. Huber

- Safety issue, because of left turn lane that sits on top of the railroad. Anticipating more movement from the Nelson Road bridge extension and Sallier Road widening.
- Considering buying land.
- Looking for 50% funding.

W. Prien Lake Road:

According to Mr. Huber

- Currently 2 lanes, and plans to make it a 3 lane road. May require widening.
- Interest from hospitality related businesses.

IV. Adjournment



Tim Conner
Chair



Cheri Soileau
Executive/MPO Director