



# Parish of Ascension

Office of the Parish Council

[www.ascensionparish.net](http://www.ascensionparish.net)

## **REGULAR MEETING OF THE ASCENSION PARISH COUNCIL**

**October 15, 2020 - 6:00 PM  
ASCENSION PARISH COURTHOUSE  
828 S. Irma Blvd  
Gonzales**

### **AGENDA**

- (1) Call To Order / Invocation and Pledge**
- (2) Roll Call**
- (3) Chair's Additions**
- (4) Public Comment Sign- In Period**
- (5) Parish President's Report:**
- (6) Presentations**
  - a. Update on New Ascension Parish Courthouse (Gasper Chifici, Project Manager)
- (7) Consent Agenda**
  - a. Sidewalk agreement between Department of Transportation and Development and Ascension Parish - State Project No. H.010960, LA 30 Roundabouts @ Tanger Mall & 1-10. (Transportation Committee Recommendation)
  - b. Approval of Change Order 002 - MA-18-18-B LA 73 Turn Lanes at Oakland Drive to add Storm Drain and Catch Basins, Tree Removal, Final Quantity Adjustments. Total amount added \$4,575.23 (Transportation Committee Recommendation)
  - c. Approval of Change Order - 01 LA 73 Turn Lanes @ Brown Rd. to remove Item 805-16-01400, Reinforced Concrete Box Culvert wing walls. Increase in Saw-Cutting quantity. Decrease contract amount by \$14,446.08. (Transportation Committee Recommendation)

- d. Renewal of the DPW Surveying Retainer Contract at the budgeted amount of \$150,000 to be split between BFM Corporation, LLC, Bryant Hammett & Associates, Earles & Associates, LLC, Quality Engineering & Surveying, LLC, and T. Baker Smith, LLC on a task order basis (Transportation Committee Recommendation)
- e. Amendment to Renewal Geotechnical Retainer Contract, Gulf South Engineering and Testing, Inc. (\$300,000 total share among 3 consultants) Project ENG-19-026. (Transportation Committee Recommendation)
- f. Amendment to Renewal Geotechnical Retainer Contract, The Beta Group Engineering and Construction Services, LLC, (\$300,000 total share among 3 consultants) Project ENG-19-026. (Transportation Committee Recommendation)
- g. Amendment to Renewal Geotechnical Retainer Contract, Ardaman & Associates, Inc., (\$300,000 total share among 3 consultants) Project ENG-19-026. (Transportation Committee Recommendation)
- h. Resolution - 2020 - 2021 Priority for Off-System Bridge Replacement Program Renewal. (Transportation Committee Recommendation)
- i. Approval to Amendment No. 8 to the HNTB Master Contract for General Engineering Consultant Services: Renew the existing contract through 12-31-2021, as well as an increase in the budgeted amount of \$350,000. (Transportation Committee Recommendation)
- j. Proposed Budget Amendment approval to move \$1 Million from the Road Construction budget to the Move Ascension program for additional design Task Orders to be assigned through 2021 (Transportation Committee Recommendation)
- k. Approval of the Traffic Calming Protocol. (Transportation Committee Recommendation)
- l. Approval of SCADA contract with I.C.E. Sales & Service - SCADA Support, Service & Maintenance - Project #PUA-19-001 for extension of time. (Utilities Committee Recommendation)
- m. Cooperative Endeavor Agreement between Ascension Parish Government and Jambalaya Capital of the World for marketing and public relations for a one-time payment of \$20,000.00 (Finance Committee Recommendation)
- n. Renewal of Cooperative Endeavor Agreement between Ascension Parish Government and Ascension Economic Development Corporation (AEDC) to promote, encourage, and develop industry and commerce in the Parish and for the purpose of providing and serving the residents of the Parish with greater economy and efficiency related to economic development. Total amount \$322,800.00 (Finance Committee Recommendation)
- o. Change Order #1 to the Master Contract between AP Fire District #3 and McLin Construction, LLC for AP Fire Department Station 30 Training Room Addition for additional amount of \$12,763.37 and an additional 95 days (Finance Committee Recommendation)
- p. Certificate of Substantial Completion for the Ascension Parish Fire Department Station 30 Training Room Addition, McLin Construction, LLC (Finance Committee Recommendation)
- q. Renewal of Contract between Enmon Enterprises, LLC d/b/a Jani-King of Baton Rouge for janitorial services at Lamar Dixon Expo Center and as needed for scheduled events, per fee schedule for a not to exceed amount of \$200,000.00 (Finance Committee Recommendation)

- r. Approval of the Renewal of the Cooperative Endeavor for Use Agreement, My Permit Now with South Louisiana Planning and Development Commission, for Building and Permits Software, Work Order and 311 Module and Web Portal for GPS Tracking, July 6, 2020 through July 6, 2021 in the amount of \$183,599.97 (Finance Committee Recommendation)
- s. Bid/Quote Items: To Accept Lowest Responsive Bid/Quote as Follows:
  - 1) . To Purchase a New Truck Mounted Jet Rodder
    - Covington Sales & Services, Inc., \$168,445.00
  - 2) Contract Services to Provide Specified LED Sports Lighting System and to Achieve 50/30 Levels when Remaining Poles are Upgraded
    - Geo Sport Lighting, \$51,500.00
  - 3) New Construction of a Pavilion for Station 30 (Quote Request)
    - McLin Construction, \$189,900.00
  - 4) Ascension Parish - Grounds Maintenance Services - RFP
    - H&O Grounds
    - Royal Estate Lawn & Landscape

**(8) Committee Recommendations:**

- a. Approval of Amendment of the ULDC Section 17-2043-B. Standards of Small Wireless Facilities in the Rights-of-Way in the Parish of Ascension Parish Government. (Utilities Committee Recommendation)
- b. Approval of USDA grant application to provide clean drinking water to the customers of ACUD#1 and PUA (Utilities Committee Recommendation)

**(9) General Business**

- a. Set Trick or Treat Hours for Halloween 2020 (Chairwoman Teri Casso)
- b. Resolution - to appoint Infrastructure Director Ken Dawson to the Capital Area Groundwater Conservation Commission (Parish President Clint Cointment)
- c. Approval of Change Order No. 1 for 20 days (Days Only) for the Council on Aging Wellness Center - Acadian Commercial Contractors, LLC Project No. PM-19-01-006 (Dean Thomason, Project Manager)
- d. Presentation of the 2021 Budget and the 2020 Amended Budget (Parish President Clint Cointment and CFO Gwen Leblanc)

**(10) Introduction of Ordinances**

- a. Introduction of Ordinance - to amend the 2020 Budget and adopt the 2021 Budget for Parish of Ascension

**(11) Executive Session (Legal Counsel)**

- a. Employee Appeal of Termination
- b. Settlement Authority for a Workman's Compensation Claim

**(12) Adjourn**

**RESIDENTIAL AND PARISH  
WIDE TRAFFIC CALMING  
POLICIES AND PROCEDURES  
BRIEFING**



**NOVEMBER 18, 2019**

## PURPOSE OF THE TRAFFIC CALMING MANUAL

Provide  
Ascension Parish Residents, Community Leaders, and Officials  
Guidance and Standardized Administrative Procedures  
for

- Project Initiation & Evaluation
- Plan Development
- Priority Ranking and
- Potential Implementation

of  
Traffic Calming Measures

Must have; a defined Process, an opportunity for public participation, and Proven Solutions

## Traffic Calming As Defined By The Federal Highway Administration (FHWA) & The Institute of Traffic Engineers (ITE)

---

Combination of mainly physical measures including:

- Changes in Street Alignments and Configurations
  - Installation of Barriers and other Measures
- to
- reduce vehicle speeds and/or cut-through volumes and
  - **alter driver behavior**

All in the interest of street safety, livability, and other public purposes.

## Day to Day Issues We Face

---

### Complaints are Filed- Opinions Expressed-Demands Made

- My street is dangerous
- My kids can't play in the front yard
- It is unsafe for me to pickup my mail
- I can't safely back out of my driveway
- To many cars-To Many Trucks
- To Many Cut-Thru Vehicles
- To many speeders
- Morning Traffic-Daytime Traffic-Evening Traffic.....
- *What are you going to do about this?*
- *The Parish Must Come Out and....*

As Public Servants you frequently face these types of issues and complaints

## In Response the Parish Must Investigate

- Traffic issues are typically Life Safety or Quality of Life.
- It is the obligation of the Parish to address Life Safety Issues
- Quality of Life is more “choice” based on desires and expectations with no Parish Obligation
- While traffic calming measure can be utilized to address life safety they typically are classified as quality of life.

Parish is obligated to try and address life safety issues. They are under no obligation to address Quality of life concerns. As it relates to roadways the road may be operating safely however it may be outside of the comfort zone for some of the area residents. Vehicle speed and volume are emotion-based Quality of Life however they can also be Life Safety Issues.



## Understanding Traffic Calming

---

1/3

- “Traffic calming involves trade-offs; finding a balance between the need to provide an efficient transportation network and maintaining a livable and safe environment for bicyclists, pedestrians, and other street or street-adjacent users.
- Often in neighborhood traffic calming, meeting the desires of the residents is a challenge.
- A traffic calming measure seen as necessary by some may be seen as a nuisance by others

Residents may want slower vehicle travel speeds through their neighborhoods, but mobility desires can be at odds with that goal.

The challenge of traffic calming is selecting the appropriate measures and locations to reach that balance

### Traffic Calming Devices should not be confused with Traffic Control Devices(MUTCD).

- Traffic control devices are the signs, signals, pavement markings, and other devices placed along roadways to guide and regulate the action of motorists on public roads.
- Traffic calming devices are typically *self-enforcing measures* used to strike a balance between vehicular traffic and everyone else who uses the street.

Self-Enforcing measures, such as speed humps and traffic circles, have the ability to slow and/or direct motor vehicles in the absence of enforcement.

Self-Enforcing Traffic calming measures are grouped within four categories:

- horizontal deflections,
- vertical deflections,
- street width reductions,
- and routing restrictions.

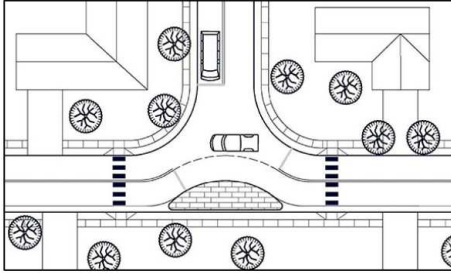
**Horizontal deflections** hinder the ability of a motorist to drive in a straight line by creating a horizontal shift in the roadway.

**Vertical deflections** create a change in the height of the roadway that forces a motorist to slow down in order to maintain an acceptable level of comfort.

**Street width reductions** narrow the width of the travel lane. As a result, a motorist slows the vehicle in order to maintain an acceptable level of comfort and safety.

**Routing restrictions** prevent particular vehicle movements at an intersection and is intended to eliminate some portions of cut-through traffic.

## Ex. Typical Horizontal Deflections



Realigned Intersection



Traffic Circle

**Horizontal deflections also include** such measures as:

- Lateral Shifts
- Chicanes
- RoundABOUTS

## Ex. Typical Vertical Deflections



Speed Table/Cushion

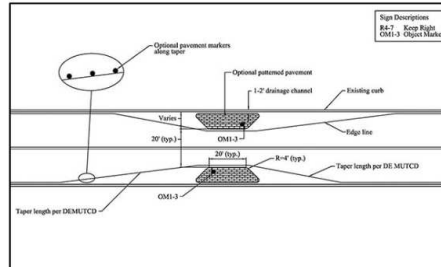


Speed Hump

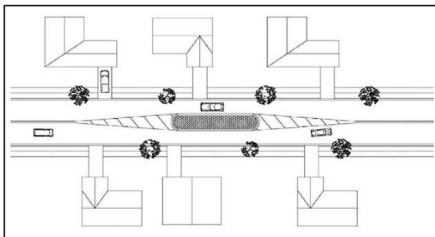
**Vertical deflections** also include such measures as:

- Speed table/Raised Cross Walk
- Raised intersection

## Ex. Typical Street Width Reductions



**Choker (mid-block extensions)**

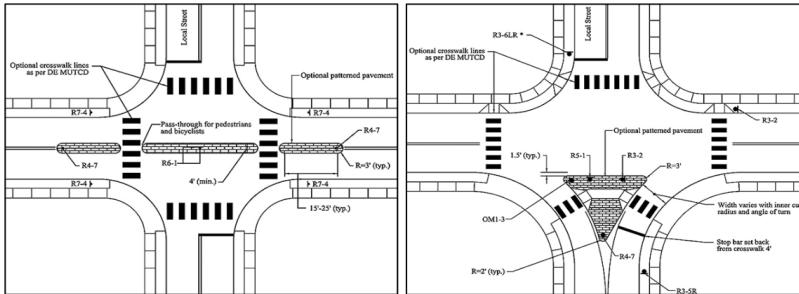


**Median Islands**

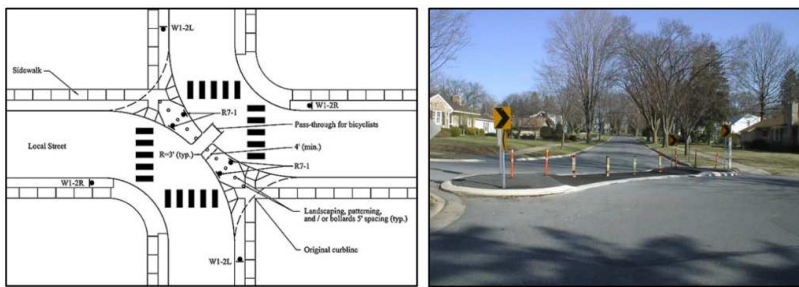
**Street width reductions also include such measures as:**

- Corner extension/Bulb-Outs
- On-street parking
- Road diet

## Ex. Typical Routing Restrictions



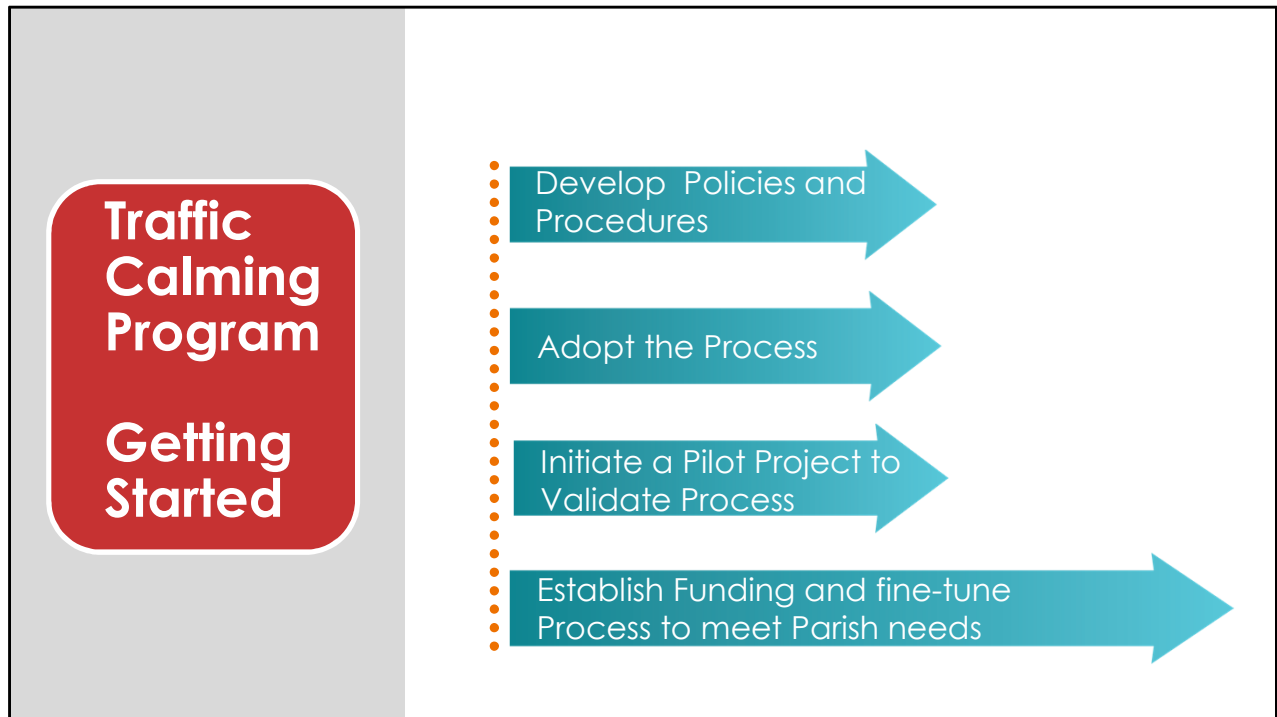
Median Barrier Forced Turn Island



Diagonal Diverter

Routing restrictions also include such measures as:

- Full closures
- Half closures



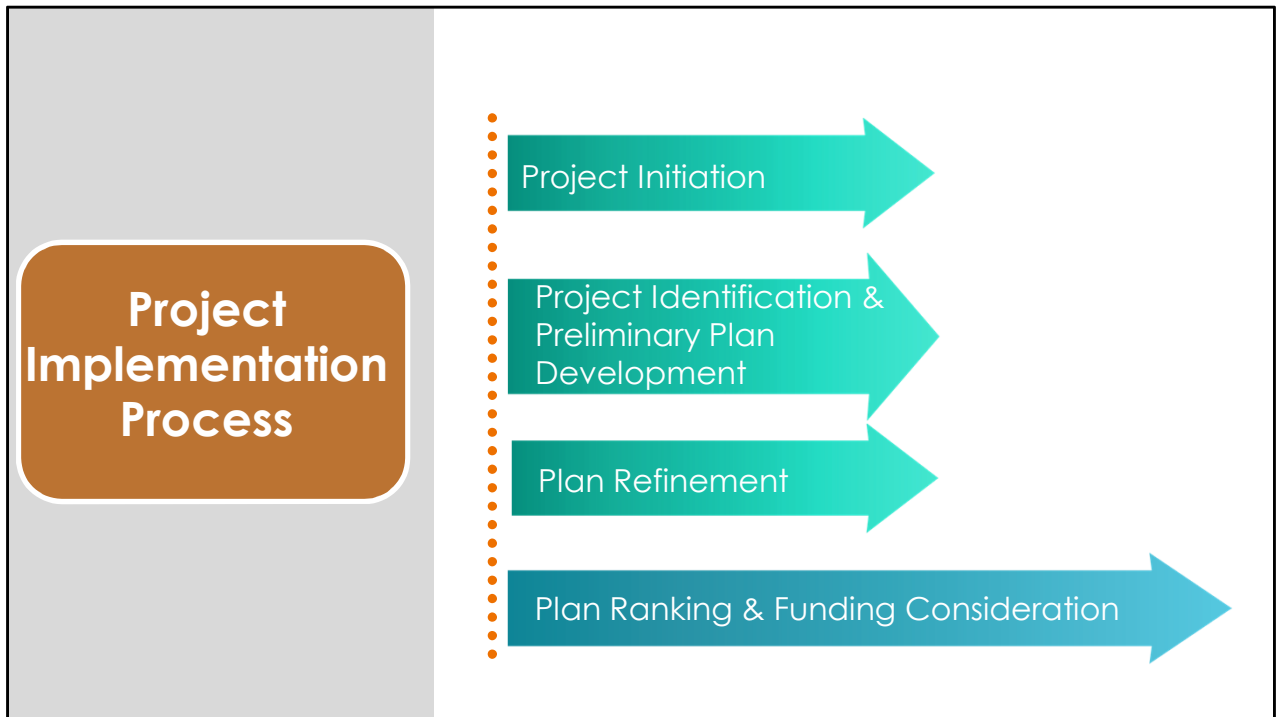
A Traffic Calming Program is something that must be built, tested , and fine tuned.

It must have a clear and concise process

Funding of the Program can be a struggle for both the Private Participants and the Parish Government.

It is important to understand that most TCM's apply to local roads with speeds of 35mph or less. Anything above that and you are trying to implement more "non-evasive" speed and safety controls





The traffic calming process contains multiple steps and require collaboration between the local residents and the Parish.

## Process Details

### *Project Initiation*

#### Public Action (Request Study By Submitting Standard Form)

#### Parish Will Perform an Initial Assessment and Screening to Determine if the Request Meets Minimum Warrants for Eligibility

- For a request to be considered, the functional classification and posted speed thresholds must be met. In addition, a minimum of two additional warrants must also be met

#### Projects Can be initiated by

- Homeowner or Civic Associations that includes Board Action
- Individuals must include Initial Traffic Calming Study Petition (Requires Signatures from 10 Residents of Separate Households Along area of Study)
- Request must clearly identify problem location and limits, specific concerns (speeding, cut-through traffic, truck and commercial traffic, pedestrian safety, roadway safety, or other issues). A clear understanding of the issue is important to assist the Parish in the development of overall study area.

#### The Parish will perform an initial screening to determine if the request meets the minimum warrants that include:

- Functional Classification with posted speeds of 35mph or less
  - Local residential street or Parish Road
  - Minor Collector Street with predominantly residential land use
- Minimum bidirectional ADT volumes of 1,000 vehicles/day or peak hour volumes in excess of 100 vehicles per day for the roadway under consideration
- For speeding concerns, the 85<sup>th</sup> percentile measured speed is at least 7 mph over the posted speed
- Cut-through traffic volumes exceeds 25% of the total volume on the street
  - The street is not the primary access to commercial or industrial sites
  - The street is not a primary emergency response route
- Schools, parks or other pedestrian generators are along the study route

- A minimum of 3 correctable crashed along the study route over the last 3 years.

## Process Details

### *Problem Identification and Preliminary Plan Development For Eligible Projects*

#### Initial Problem Identification

- Data Collection and Analysis
- Study/Impact Area Determination

#### Preliminary Plan Development with Informational Kick Off Meeting

- Establish Working Group to Assist in Identification of Suitable TCM Applications
- Additional Data Collection as required based on tentatively selected plans
- Work Group Acceptance of Plan and Impact Area followed by an “Open House Meeting “
- Petition Study Area for Plan Acceptance (Min 33% acceptance to proceed to Final Plan Development)

An Information Kickoff Meeting will be used to discuss the proposed project with the neighborhood, to share information and discuss potential educational and enforcement considerations and establish a Working Group.

The Parish must consider the area that could potentially be affected by the implementation of these measures. This will include all streets for which traffic calming is proposed, all streets that are only accessible via these streets, and all streets that are likely to absorb significant levels of traffic diverted as part of traffic calming measures. **The findings from this evaluation will set the impact area that will later be petitioned for potential Traffic Calming Plan acceptance.**

After the Working Group Acceptance a 2<sup>nd</sup> Meeting will be held. This will be a larger “Open House Meeting” that includes invites to the entire impact area. At this meeting the Parish will explain the traffic calming process, present the findings of the data analysis, describe the appropriate traffic calming measure/measures that have been identified, identify potential options that could be considered, and discuss the likelihood of the success of the project actions.

Schedules for any plan modifications and subsequent meetings that may be required, shall be established and the path forward to final plan approval addressed. At this time a survey of the residents of the impacted area will also be conducted and **a minimum of 33% of those surveyed must support moving forward** with the development of the Final Traffic Calming Plan for the process to continue.



## Process Details

---

### *Plan Refinement*

Finalize Plan Considering Comments Received from Open House

The Parish will Develop an Estimate of Probable Cost

The Applicants must Initiate the Final Plan Acceptance Petition of the Impact Area

- Must obtain a Minimum of 50% of all petitions returned with at least 67% of the returned petitions providing positive support for the plan

This Final Plan approval petition process provides the affected neighborhood residents the opportunity to approve the details of the recommended traffic calming measures.

For the Final Traffic Calming Plan approval, a minimum of 50% of all petitions of the households and businesses within the designated impact area must be returned with at least 67% of those providing positive support

## Process Details

---

### *Plan Ranking and Funding Consideration*

#### **Rank Eligible Projects**

- Only Projects that have garnered the appropriate level of local impact area support will be ranked
- Priority rankings/scoring has been developed based on consideration of excess traffic speed and volumes, safety risk and impact generators. Criteria/Warrants that come into play include items such as sight distance issues, roadway geometry, driveway density, pedestrian generators, school zones, past preventable accidents...

#### **Review /Pursue Funding**

- Funding Sources must be established, potential considerations may include
  - Annual budget appropriations
  - One-time supplemental budget allocations
  - Traffic Impact fee allocations
  - Federal safety and enhancement programs
  - Private funding participation and assessments

Lack of a dedicated funding stream will have a significant impact on the Parish's ability to adequately initiate a Traffic Calming Program.

Seed money should be considered to assist in getting this program up and running and potentially providing match monies for other revenue sources.