

# Appendix B

## Public Meeting Transcript



Open House Public Meeting Transcript  
for

State Project No. H.011295

F.A.P. No. H011295

LA 73 (Government St): East Blvd – Lobdell Ave  
East Baton Rouge Parish

December 17, 2015

U.S. Department of Transportation  
Federal Highway Administration  
and

Louisiana Department of Transportation and Development





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# Open House Public Meeting Notice



**OPEN HOUSE PUBLIC MEETING**  
STATE AND FEDERAL AID PROJECT NO. H011295  
LA 73 (GOVERNMENT ST) EAST BLVD – LOBDELL AVE  
EAST BATON ROUGE PARISH

The Louisiana Department of Transportation and Development (DOTD) is conducting an open house public meeting for the proposed Government Street project from East Boulevard to Lobdell

Avenue in Baton Rouge. The proposed project consists of rehabilitating the existing pavement, implementing a “road diet,” incorporating bicycle and pedestrian elements, and constructing a roundabout at the intersection of Government Street and Lobdell Avenue. The road diet would reduce the number of travel lanes on Government Street from four lanes (two lanes in each direction) to three lanes (one travel lane in each direction with a center two-way-left-turn-lane).

The purpose of the meeting is to provide information about the project and to obtain input from interested parties. There will be a continuous multi-media presentation about the project. Additional project information will be available. Representatives from DOTD will be available at the open house to answer questions and discuss issues related to the project. Oral and written comments on the project can be submitted at the meeting. Comments can also be mailed to the DOTD address shown below, postmarked by December 30, 2015. The public meeting has been scheduled as follows:

Thursday, December 17, 2015  
4:00 – 7:00 p.m.  
Our Lady of Mercy Catholic Church Parish Activity Center  
440 Marquette Avenue  
Baton Rouge, LA 70806

Should you require special assistance, due to a disability, to participate in this public meeting, please contact DOTD by mail at the address shown below, or by telephone at 225-242-4506, at least five working days prior to the meeting.

Louisiana Department of Transportation and Development  
Environmental Engineer Administrator, Section 28  
P.O. Box 94245  
Baton Rouge, LA 70804-9245



# Open House Attendance Record



OPEN HOUSE PUBLIC MEETING  
LA 73 (GOVERNMENT ST): EAST BLVD - LOBDELL AVE  
H.011295  
EAST BATON ROUGE PARISH  
DECEMBER 17, 2015

**GENERAL PUBLIC**

(including business, industry, civic and non-profit organizations)

Name (Please Print): JASON PLACKE

Mailing Address: 5980 GOVERNMENT STREET  
BATON ROUGE, LA 70806

Name (Please Print): EVERETT G POWERS

Mailing Address: 2250 GOVERNMENT ST  
Baton Rouge, LA 70806

Name (Please Print): GREGORY J DuCOTE

Mailing Address: 2168 CEDARDALE AVE  
B.R. LA 70808

Name (Please Print): Jeanne George

Mailing Address: 2222 PAUL OAK  
Baton Rouge, LA 70808

Name (Please Print): Bob Gussard

Mailing Address: 3008 WILSHIRE DR  
B.R., LA 70806

Name (Please Print): Catalina Brown

Mailing Address: 3912 Alysia Ave.  
BR LA 70808

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**GENERAL PUBLIC**

(including business, industry, civic and non-profit organizations)

Name (Please Print): Robin Neil  
Mailing Address: 360 Hearthstone Dr  
BR, LA 70806

Name (Please Print): KAREN KEAN  
Mailing Address: 1147 Richland Ave.

Name (Please Print): Carm Dugg  
Mailing Address: 1701 LOBDELL AVE #93  
BR 70806

Name (Please Print): Kema Bueche  
Mailing Address: 540 Audubon  
70806

Name (Please Print): KRISTEN CAULK  
Mailing Address: 5775 Senator Gay Blvd  
Plaquemine 70764

Name (Please Print): Todd Pourciau  
Mailing Address: 910 Hearthstone Dr  
BR LA 70806

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**GENERAL PUBLIC**

(including business, industry, civic and non-profit organizations)

Name (Please Print): Annette DAWSON  
Mailing Address: 1248 N. LEIGHTON Dr  
Baton Rouge LA 70806-1839

Name (Please Print): Gretchen Kentrow  
Mailing Address: 1112 Steele Blvd  
OR 70804

Name (Please Print): ~~Ayan Holcomb~~  
Mailing Address: ~~1100 Larch~~

Name (Please Print): Christopher Kersey  
Mailing Address: 3472 Grant Street  
Baker, LA 70724

Name (Please Print): JEROME M. KLIER  
Mailing Address: 8282 GOODWOOD BLVD.  
BATON ROUGE, LA. 70806

Name (Please Print): Frank Keen  
Mailing Address: 1147 Richland  
70806

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## GENERAL PUBLIC

(including business, industry, civic and non-profit organizations)

Name (Please Print): Grace Lee

Mailing Address: 1557 Cora Dr.  
Baton Rouge, LA 70815

Name (Please Print): David Hebert

Mailing Address: 12234 E. Sheraton Ave  
BR, LA 70815

Name (Please Print): Sarah Kirkpatrick

Mailing Address: 432 Richland Ave.  
BR, LA 70806

Name (Please Print): Barrington Neil

Mailing Address: 360 Heathstone DR 70806

Name (Please Print): Jeremiah Anz

Mailing Address: 128 Covers LN  
BR LA

Name (Please Print): Michelle Kiefer

Mailing Address: 391 Finchley Ave.  
BR 70806

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## GENERAL PUBLIC

(including business, industry, civic and non-profit organizations)

Name (Please Print): Justin Lamoine  
Mailing Address: 5345 Arlington Ave  
Baton Rouge, LA 70806

Name (Please Print): Steven Perret  
Mailing Address: 4726 Government St.  
Baton Rouge, LA 70806

Name (Please Print): JAMES TAYLOR  
Mailing Address: 2148 GOVERNMENT ST.  
BR, LA 70806

Name (Please Print): MARSHALL BOLSBY  
Mailing Address: 169 HEATHSTONE DR  
BR LA 70806

Name (Please Print): Paul Higgins  
Mailing Address: 7227 SEVEN OAKS  
B. R. 70806

Name (Please Print): Leslie Bardwell  
Mailing Address: 9806 Sedgewick St  
BR 70809

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**GENERAL PUBLIC**

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Name (Please Print): Scott Cornelius

Mailing Address: 220 Carol Marie Dr  
Baton Rouge, LA 70800

Name (Please Print): Dyke Nelson

Mailing Address: 235 South 14<sup>th</sup> Street  
Baton Rouge, LA 70802

Name (Please Print): Branden Watkins

Mailing Address: 309 Hammond Ave.  
Baton Rouge, LA 70806

Name (Please Print): Jordan Kidd

Mailing Address: 1148 Aurora Pl  
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Name (Please Print): Brenda Sharp

Mailing Address: 1138 Ashland Dr  
BR 70806

Name (Please Print): PAULA CASCIO

Mailing Address: 6605 GOVERNMENT ST.  
BR LA 70806

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**GENERAL PUBLIC**

(including business, industry, civic and non-profit organizations)

Name (Please Print): LAURENCE J. SIMONEAUX  
Mailing Address: 5445 GOVT. ST. #205  
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Name (Please Print): Josh Ford  
Mailing Address: 4556 Government St. Unit 3  
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Name (Please Print): DON ORTEGA  
Mailing Address: 1579 KEEB AVE.  
BATON ROUGE, LA 70806

Name (Please Print): Joseph Stridchun  
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BR LA 70817

Name (Please Print): Weegie & Ben Peabody  
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Baton Rouge La 70806

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## GENERAL PUBLIC

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Name (Please Print): RAFAEL BERMUDEZ  
Mailing Address: 7633 OLD STURBRIDGE  
70806

Name (Please Print): Audrey Grismore  
Mailing Address: 346 Richland Ave  
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Mailing Address: 2408 RHODODENDRON AVE  
Baton Rouge, La. 7080

Name (Please Print): CYRUS J. GRECO  
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BRCa 70806

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Name (Please Print): Dr. DeAnna Ernst  
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## GENERAL PUBLIC

(including business, industry, civic and non-profit organizations)

Name (Please Print): Joe Hall  
Mailing Address: 4848 Government  
BR La 70808

Name (Please Print): Will Uter  
Mailing Address: 413 #A Longwood Ct.  
Baton Rouge, LA 70806

Name (Please Print): DAVID DICARLI  
Mailing Address: 5580 Government St  
70806

Name (Please Print): Jennifer Hall  
Mailing Address: 449 Westmoreland Drive  
Baton Rouge LA 70806

Name (Please Print): Dennis Jones  
Mailing Address: 1801 Ormandy Dr  
B.R. LA 70808

Name (Please Print): Mary K. Smith  
Mailing Address: 1454 Ormandy Dr.  
BR 70808

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Name (Please Print): Don Hexter

Mailing Address: 2605 LORCELOT DR.  
B.R. LA 70816

Name (Please Print): Randall Wells

Mailing Address: 6541 Sheffield Ave.  
B. R. LA 70806

Name (Please Print): Daniel Shaffer

Mailing Address: 4735 Government St. Unit 301  
Baton Rouge, LA, 70806

Name (Please Print): Janice Evans

Mailing Address: 8014 SEVENOAKS AVE.  
BATON ROUGE, LA 70806

Name (Please Print): Norman Ryan

Mailing Address: 7344 SEVENOAKS AVE  
B.R. 70806

Name (Please Print): Kimberly Munro

Mailing Address: 424 St. Rose Ave  
70806

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## GENERAL PUBLIC

(including business, industry, civic and non-profit organizations)

Name (Please Print): JOANNE RYAN  
Mailing Address: 1611 St Rose Ave  
Baton Rouge LA 70808

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Baton Rouge, LA 70806

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## GENERAL PUBLIC

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Name (Please Print): Carol Paine

Mailing Address: 1344 Crescent Dr  
BR LA 70806

Name (Please Print): JAMES HOFF

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BR, LA 70806

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Name (Please Print): Eric Stewart

Mailing Address: 153 N. 17th Street Apt. 214  
B.R., La 70802

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Mailing Address: 5823 Port Hudson Dr  
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## GENERAL PUBLIC

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BR 70808

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Name (Please Print): Edwina Harvey  
Mailing Address: 7725B N. Jefferson Place Circle  
BR 70809

Name (Please Print): Jack Grennell  
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B.R. LA 70806

Name (Please Print): James Bitting  
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Name (Please Print): Bryan Dupree  
Mailing Address: 402 Longwood Court Apartment C  
Baton Rouge, LA 70806

Name (Please Print): Superior Grill  
Mailing Address: 5435 Government St.  
B.R., LA 70806

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Name (Please Print): \_\_\_\_\_

Mailing Address: \_\_\_\_\_

Name (Please Print): \_\_\_\_\_

Mailing Address: \_\_\_\_\_

Name (Please Print): TYLER HICKS

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BATON ROUGE 70804

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BR, LA 70806

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BR 70806

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Name (Please Print): Vernie J DICKMARZY J  
Mailing Address: 18070 N. MISSION HILL  
BK LA. 70810

Name (Please Print): RYAN BENTON  
Mailing Address: 520 PARK BLVD.  
BK LA 70800

Name (Please Print): Patrick Alderman  
Mailing Address: 1023 Park Blvd  
BK, LA 70800

Name (Please Print): DEBBIE COOGAN  
Mailing Address: 5930 GOODWOOD AVE  
70806

Name (Please Print): MIKE COOGAN  
Mailing Address: 5930 GOODWOOD AVE  
70806

Name (Please Print): Sam + Jessica Stroope, Lillias + Violet  
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Baton Rouge LA 70802

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Name (Please Print): Karen Zobrist

Mailing Address: 1025 Richland Ave  
BR, La 70806

Name (Please Print): Matthew Cope

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BR LA 70806

Name (Please Print): Camille Manning-Broome

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Name (Please Print): Madelyn Carrall

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BR 70806

Name (Please Print): Justin Alford

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Name (Please Print): Dennis Vidrine

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BTR 70806

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Name (Please Print): Geordy Waters  
Mailing Address: 8054 Summa Ave #E  
BRCA 70809

Name (Please Print): Lynley Farnus  
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Name (Please Print): KYLE MOPPERT  
Mailing Address: 2170 TERRACE AVE  
BR 70806

Name (Please Print): Tom David  
Mailing Address: 534 Finchley Ave  
BATR, LA 70806

Name (Please Print): Michael Bibler  
Mailing Address: 408 Beverly Dr.  
BR, LA 70806

Name (Please Print): Gerald E. Tulker  
Mailing Address: Catholic High School  
855 Hawthstone BR  
Baton Rouge, LA 70806

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## GENERAL PUBLIC

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Name (Please Print): JAMES A. CULOTTA  
Mailing Address: 1751 GOLDENROD AVE.  
BR

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Mailing Address: 715 DREHR AVE.  
70006

Name (Please Print): Brent Caldwell  
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Name (Please Print): STEVE MYERS  
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→ 642 URVULINE DR 70808  
BR LA 70808

Name (Please Print): NANCY LANDRY  
Mailing Address: 4138 DOWNING DR  
Baton Rouge, La 70809

Name (Please Print): Allyson Eckman  
Mailing Address: 7213 Government St  
BR LA 70806

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**GENERAL PUBLIC**

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Name (Please Print): Dr Michael J Maginnis  
Mailing Address: 2222 Government St  
BR LA 70806

Name (Please Print): Boo Thomas  
Mailing Address: 3167 E. LAKESHORE DR  
BRLA 70808

Name (Please Print): Jeffery Luenberger  
Mailing Address: 433 Concord Ct E  
Baton 70806

Name (Please Print): Margaret Bead  
Mailing Address: 2520 Heartstone Drive  
BR, LA 70806

Name (Please Print): Billie & Terence Alost  
Mailing Address: 2772 Windrush Way  
Baton Rouge, LA 70809

Name (Please Print): BRYAN PAZZA  
Mailing Address: 2915 Myrtle Ave.  
B.R LA 70806

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## GENERAL PUBLIC

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B.R. LA 70806

Name (Please Print): WILLIAM DURAN

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Name (Please Print): Marcel Dupré

Mailing Address: 7020 Menlo Dr.  
BR LA 70808

Name (Please Print): Tara Hone / EBPPA.

Mailing Address: 800 North Blvd Ste 200  
BR LA 70802

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## GENERAL PUBLIC

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Name (Please Print): CONNIE & VAL GUILLOTTE

Mailing Address: 2126 MYRTLE AVE  
BR, LA 70806

Name (Please Print): GREGG SNEEDEN

Mailing Address: 1061 MARWEDE AVE  
BR LA 70806

Name (Please Print): WE MANHEID

Mailing Address: 6511 JEFFERSON HWY,  
BR LA 70806

Name (Please Print): Rebecca Christofferson

Mailing Address: 8958 Cottage Dr.  
BR, LA 70806

Name (Please Print): Melinda Gray

Mailing Address: 4843 Claycut Rd.  
Baton Rouge, LA 70806

Name (Please Print): Will Luikart

Mailing Address: 2151 Wisteria  
BR, LA 70806

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## GENERAL PUBLIC

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Name (Please Print): <sup>M/M</sup> SAM W. BERGERON, JR.

Mailing Address: 1575 NORMANDY DRIVE  
B.R. LA 70806

Name (Please Print): Emy Langlois

Mailing Address: 563 Mouton St.  
BR LA 70806

Name (Please Print): RICK & ERICA STATON

Mailing Address: 6166 GOVERNMENT ST.  
BATON ROUGE, LA 70806

Name (Please Print): Allen Lewis

Mailing Address: 15644 Hogenville Ave  
BR LA , 70817

Name (Please Print): M. Todd Dow

Mailing Address: \_\_\_\_\_  
\_\_\_\_\_

Name (Please Print): Lauren Uter

Mailing Address: 413 Longwood Ct Apt A  
B.R., LA 70806

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## GENERAL PUBLIC

(including business, industry, civic and non-profit organizations)

Name (Please Print): Beau Ly Le Beau

Mailing Address: PO Box 14885 BR ~~708~~ 90898

Name (Please Print): Nolde Alexis

Mailing Address: 838 N. 7<sup>th</sup> St.  
BR, LA 70802

Name (Please Print): William Dawkins

Mailing Address: 4541 Claycut Rd.  
Baton Rouge, LA 70806

Name (Please Print): Tommy Knox

Mailing Address: \_\_\_\_\_

Name (Please Print): Kurt Ristroph

Mailing Address: 1222 Pickett Ave  
Baton Rouge 70808

Name (Please Print): Matt Callac

Mailing Address: 4305 Capital Heights Ave  
BR, LA 70806

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## GENERAL PUBLIC

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Name (Please Print): T.N. Bartkiewicz  
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B.R., LA 70806

Name (Please Print): LA Stoltzfus  
Mailing Address: 1024 Glenmore Ave  
BR LA 70806

Name (Please Print): Paul Sawyer  
Mailing Address: 2351 Energy Dr. BR, LA 70808

Name (Please Print): Julie Betz Floyd  
Mailing Address: \_\_\_\_\_

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## GENERAL PUBLIC

(including business, industry, civic and non-profit organizations)

Name (Please Print): Donald Dawson  
Mailing Address: 1248 N. Georgetown Dr  
BR LA 70806

Name (Please Print): TERRI SINGLETON / TERRY SINGER  
Mailing Address: 724 Bienville St  
BR 70806

Name (Please Print): Beaux Jones Non Profit  
Mailing Address: 1885 N 3<sup>rd</sup> St  
BR

Name (Please Print): Kevin Notard  
Mailing Address: 706 Concordia St  
BR LA 70806

Name (Please Print): Perry J. Franklin  
Mailing Address: 2148 Government St  
Baton Rouge, LA 70806

Name (Please Print): Jeannette Dubinin  
Mailing Address: 326 Westmoreland Dr  
BR 70806

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**GENERAL PUBLIC**

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Name (Please Print): R. J. BOURGEOIS  
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Name (Please Print): ANDRE FOURNIER  
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Name (Please Print): Scott Ritter  
Mailing Address: 2987 GOV'T ST. 70806

Name (Please Print): SANDRA RIBES  
Mailing Address: 1225 STEELE BLVD  
BATON ROUGE, LA 70806

Name (Please Print): ANN HOWARD  
Mailing Address: 557 glenmore Ave  
BR LA 70806

OPEN HOUSE PUBLIC MEETING  
LA 73 (GOVERNMENT ST): EAST BLVD - LOBDELL AVE  
H.011295  
EAST BATON ROUGE PARISH  
DECEMBER 17, 2015

**GENERAL PUBLIC**

(including business, industry, civic and non-profit organizations)

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OPEN HOUSE PUBLIC MEETING  
LA 73 (GOVERNMENT ST): EAST BLVD - LOBDELL AVE  
H.011295  
EAST BATON ROUGE PARISH  
DECEMBER 17, 2015

**GENERAL PUBLIC**

(including business, industry, civic and non-profit organizations)

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OPEN HOUSE PUBLIC MEETING  
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DECEMBER 17, 2015

## GENERAL PUBLIC

(including business, industry, civic and non-profit organizations)

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OPEN HOUSE PUBLIC MEETING  
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EAST BATON ROUGE PARISH  
DECEMBER 17, 2015

## GENERAL PUBLIC

(including business, industry, civic and non-profit organizations)

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OPEN HOUSE PUBLIC MEETING  
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## GENERAL PUBLIC

(including business, industry, civic and non-profit organizations)

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**GENERAL PUBLIC**

(including business, industry, civic and non-profit organizations)

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**GENERAL PUBLIC**

(including business, industry, civic and non-profit organizations)

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**GENERAL PUBLIC**

(including business, industry, civic and non-profit organizations)

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## GENERAL PUBLIC

(including business, industry, civic and non-profit organizations)

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OPEN HOUSE PUBLIC MEETING  
LA 73 (GOVERNMENT ST): EAST BLVD - LOBDELL AVE  
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DECEMBER 17, 2015

**GENERAL PUBLIC**

(including business, industry, civic and non-profit organizations)

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OPEN HOUSE PUBLIC MEETING  
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DECEMBER 17, 2015

**GENERAL PUBLIC**

(including business, industry, civic and non-profit organizations)

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**GENERAL PUBLIC**

(including business, industry, civic and non-profit organizations)

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**GENERAL PUBLIC**

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**GENERAL PUBLIC**

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**GENERAL PUBLIC**

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**GENERAL PUBLIC**

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OPEN HOUSE PUBLIC MEETING  
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**GENERAL PUBLIC**

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**GENERAL PUBLIC**

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OPEN HOUSE PUBLIC MEETING  
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**GENERAL PUBLIC**

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OPEN HOUSE PUBLIC MEETING  
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**GENERAL PUBLIC**

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**GENERAL PUBLIC**

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OPEN HOUSE PUBLIC MEETING  
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## GENERAL PUBLIC

(including business, industry, civic and non-profit organizations)

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DECEMBER 17, 2015

**GENERAL PUBLIC**

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**GENERAL PUBLIC**

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## GENERAL PUBLIC

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## GENERAL PUBLIC

(including business, industry, civic and non-profit organizations)

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## GENERAL PUBLIC

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## GENERAL PUBLIC

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OPEN HOUSE PUBLIC MEETING  
 LA 73 (GOVERNMENT ST): EAST BLVD - LOBDELL AVE  
 H.011295  
 EAST BATON ROUGE PARISH  
 DECEMBER 17, 2015

**DOTD, FHWA, and OTHER AGENCY PERSONNEL**

(Federal, State, Parish, and Local)

NAME	AGENCY
<i>[Signature]</i>	<i>[Signature]</i>
Cathy Cox	DOTD
FRED BORSE	DOTD
MARIA BERNARD REID	DOTD
Cindy Hall	Stantec
Ryan Nolan	Stantec
Mike LaFleur	DOTD
Stacie Palmer	DOTD
Anna Hanks	DOTD
JASON PRADICE	DOTD
Stephen Mensah	Stantec
Chuck McBride	DOTD
LaDarien Beene	DOTD
MICHAEL JOHNSON	CHENEVERT ARCHITECTS
Sharon Gage	DOTD
Hadi Shiraz	DOTD
Chad Winchester	DOTD
Debbie Guest	DOTD
Brian Parsons	DOTD
J.T. Sotiris	CRPC
Cheryl O'Conor	DOTD
M. Todd Donmyer	DOTD
ANDREW BARRY	DOTD

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**DOTD, FHWA, and OTHER AGENCY PERSONNEL**  
 (Federal, State, Parish, and Local)

NAME	AGENCY
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Betsy Tramonte	FHWA
BOB NAHONEY	FHWA
Jody Colvin	DOTD
Paul Stone	EBR-PPA
<del>Christopher Strait</del>	<del>Planning Commission</del>
Matt Watson	Metro Council D11
Carey Chaunin	EBR Mayor's Office
Ryan Holcomb	Planning Commission office
Bob Mirabito	CATS
John Broemelsieck	FHWA
DAN BROUSSARD	DOTD
Laura Riggs	DOTD
Eric K...	DOTD
Ingulf Partenkamer	C-P DOTD-TEN
Connie Betts	DOTD
Louis Rhoads	SHD
FARLEIGH JACKSON	FOUNDATION FOR HISTORICAL LOUISIANA
TOM STEPHENS	B.R. DEPT OF TRANS.
Janice P. Williams	DOTD
TED JACK	BRER
Dan Rosenguis	CLP of EAST BR
Don Palmer	CATS
TRACI T. JOHNSON	DOTD



# Open House Public Meeting Handout





**LA 73 (GOVERNMENT ST.):  
EAST BLVD – LOBDELL AVE  
OPEN HOUSE PUBLIC MEETING**



**STATE PROJECT NO. H.011295  
FEDERAL AID PROJECT H011295  
LA 73 (GOVERNMENT ST): EAST BLVD – LOBDELL AVE  
EAST BATON ROUGE PARISH, LOUISIANA**

**Our Lady of Mercy Catholic Church – Parish Activity Center  
440 Marquette Avenue  
Baton Rouge, LA 70806**

**December 17, 2015  
4:00 – 7:00 p.m.**

Thank you for attending this Open House Public Meeting for the proposed Government Street Road Diet project. In this handout you will find information about the proposed project, including a preliminary project description, a location map, and typical sections. Also included is a comment form.

Project team members are stationed throughout the room to discuss the project and answer your questions. These individuals are easily identified by their name tags. Please take this opportunity to discuss the project with team members. **There will be no formal presentation.**

As you enter the room, you will see four stations:

### **Station 1: Sign-in Table**

At this station, there are sign-in sheets for General Public, Elected and Other Officials, Agency Personnel, and News Media. Please sign in on the appropriate sheet.

### **Station 2: Continuous PowerPoint Presentation**

This short presentation will explain the environmental process and provide an overview of the proposed Government Street Road Diet project. The presentation lasts approximately 20 minutes and will re-start automatically after a two-minute intermission. **The PowerPoint presentation and the exhibits shown tonight are available on the DOTD website at:**

[http://wwwapps.dotd.la.gov/administration/public\\_info/projects/home.aspx?key=91](http://wwwapps.dotd.la.gov/administration/public_info/projects/home.aspx?key=91)

### **Station 3: Exhibits**

This station will consist of a series of maps that illustrate the proposed changes to Government Street super-imposed over aerial photographs and several graphics of the typical design section that is proposed. The exhibits display the entire proposed project in eight large layouts.

## Station 4: Comment Table

At this station, comments can be made orally or in writing. A tape recorder is available at this table for oral comments. The last page of this handout is a comment form that you may use. Comments can be turned in during this meeting or mailed to the address on the back of the form. Additional comment forms are also available to be taken with you. **Please note that comments mailed after this meeting must be postmarked no later than December 30, 2015 to be included as part of the meeting transcript.**

We hope you will take advantage of this opportunity to provide input on the proposed Government Street Road Diet project. Thank you for attending this meeting and for providing input.

## PROJECT DESCRIPTION

The Louisiana Department of Transportation and Development (DOTD) and the City of Baton Rouge/Parish of East Baton Rouge Government (City/Parish) propose the Louisiana State Highway (LA) 73 (Government Street) project which consists of rehabilitating the existing pavement and implementing a “road diet” to incorporate bicycle and pedestrian friendly concepts. The road diet would reduce the number of travel lanes on Government Street from four lanes (two lanes in each direction) to three lanes (one travel lane in each direction with a center two-way-left-turn-lane) (See attached Typical Section). Approximately 4.2 miles of the Government Street corridor from East Boulevard (30.443714, -91.18071) in Downtown Baton Rouge continuing eastward to the Lobdell Avenue intersection (30.445397, -91.111033) near Independence Park is included in this project (See attached Location Map). A roundabout would replace the signalized intersection at Government Street, Lobdell Avenue, and Independence Park Boulevard. The turning geometry at the Government Street and Jefferson Highway intersection would also be improved.

## PURPOSE AND NEED

The purpose of and need for this project is to:

- Improve the condition of the pavement on Government Street
- Provide safe and diverse multimodal transportation options, and
- Contribute to the livability and the economic revitalization of the corridor.

Figure 1: Typical Section Drawing of Proposed Project.

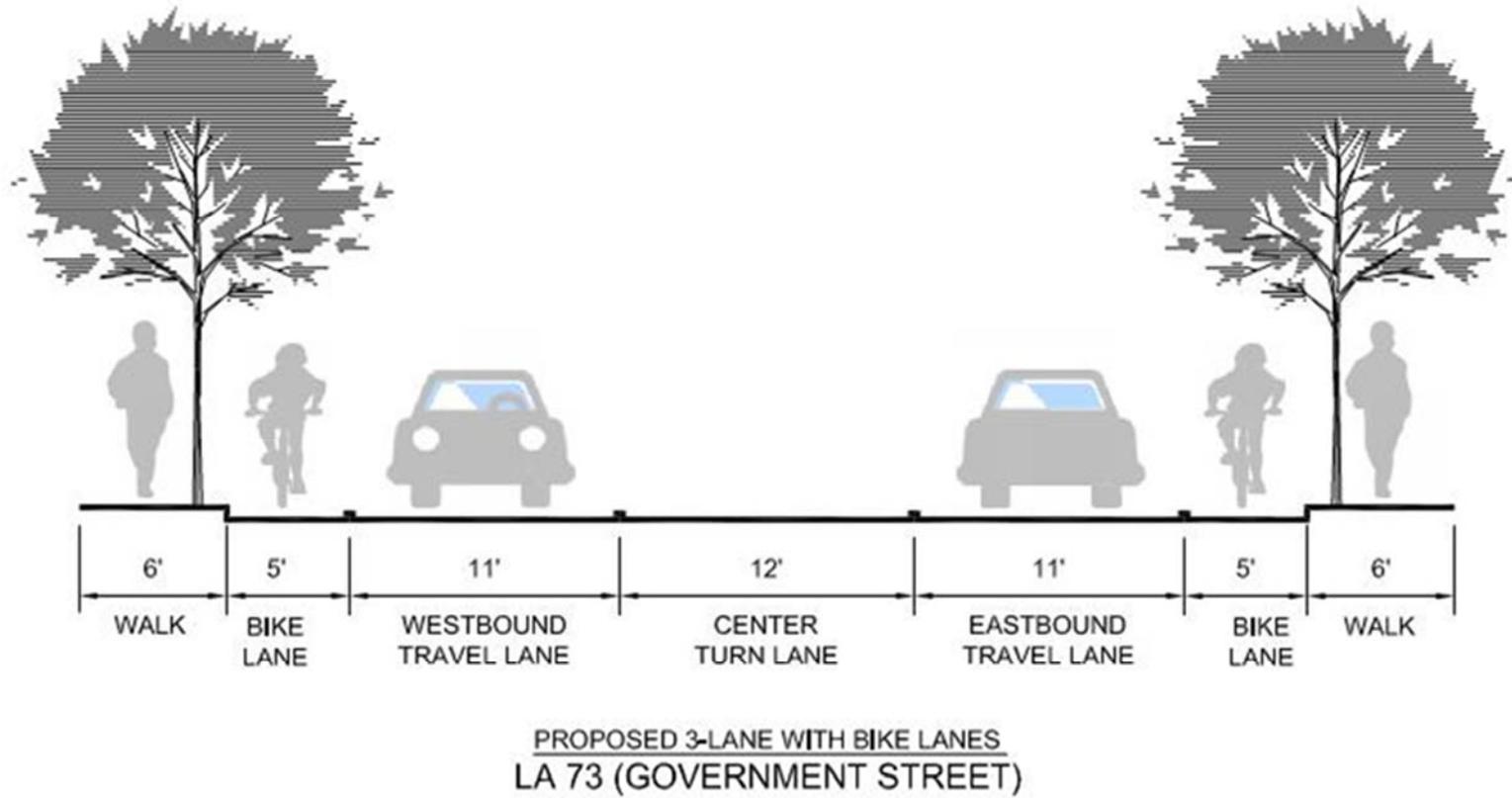
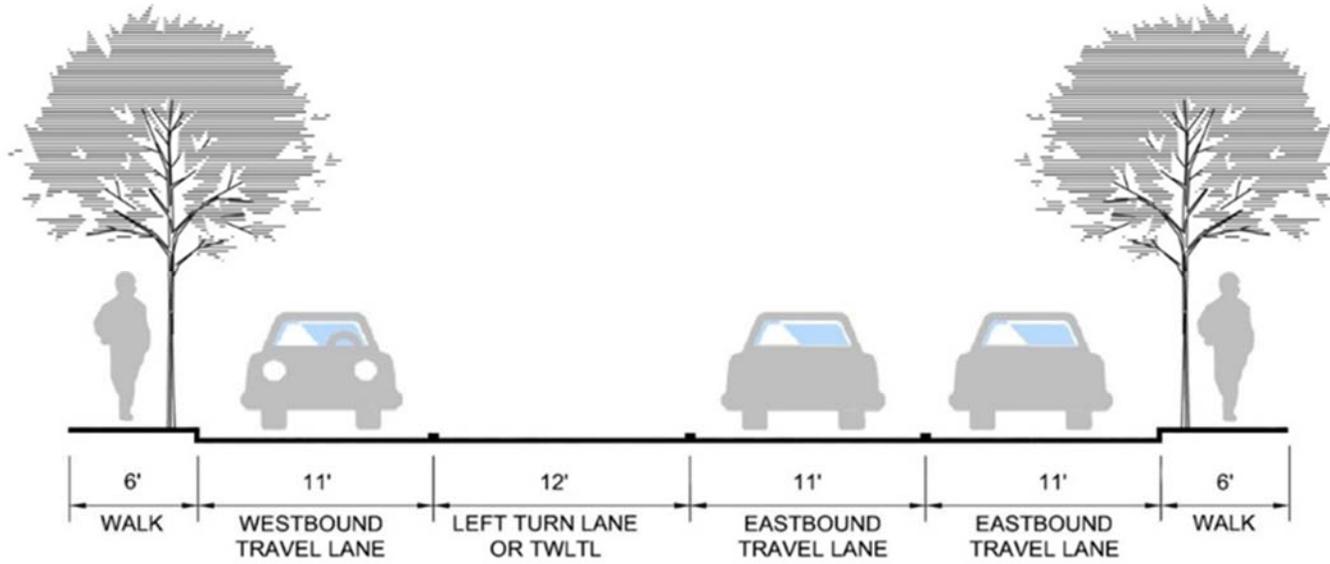
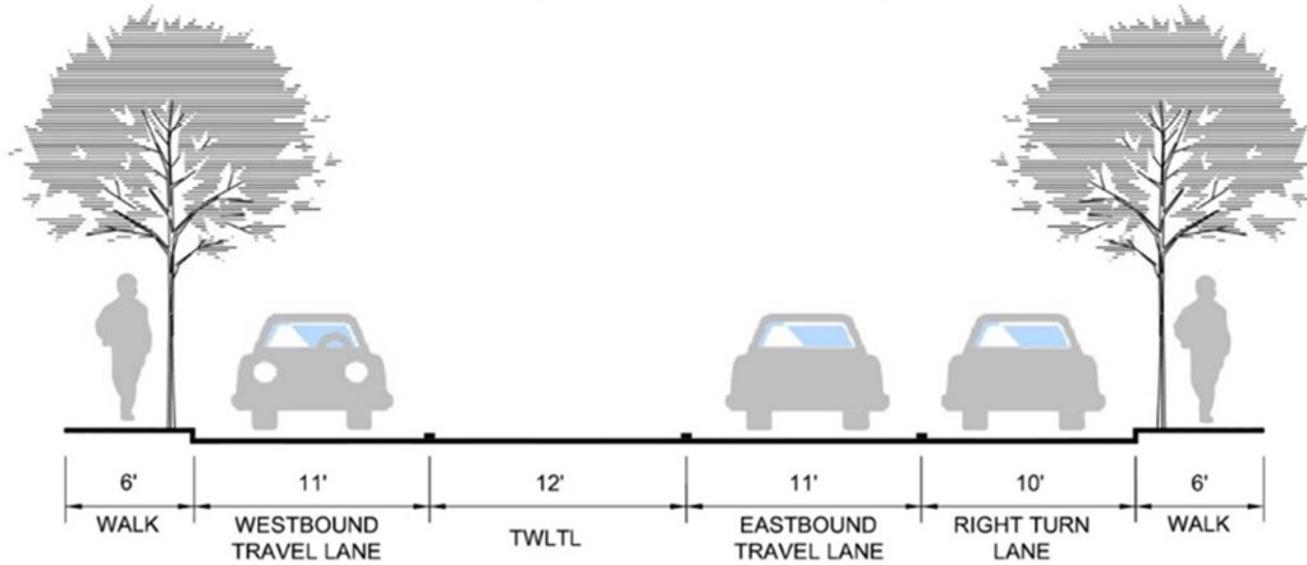


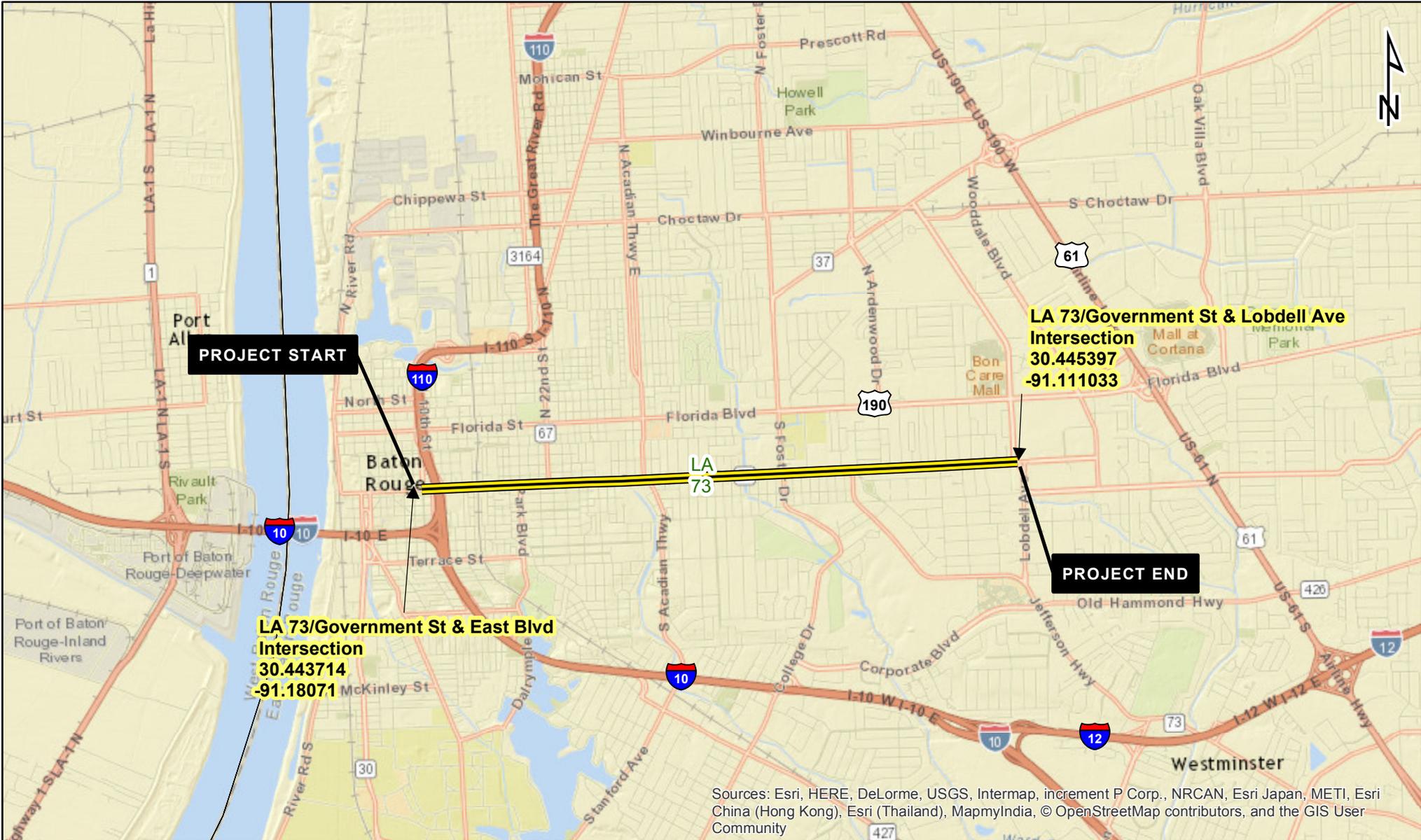
Figure 2. Modified Cross Section



PROPOSED 3-LANE NEAR COMMUNITY COLLEGE DR. WITH LEFT TURN LANE  
LA 73 (GOVERNMENT STREET)



PROPOSED 3-LANE NEAR JEFFERSON HWY. RIGHT TURN LANE  
LA 73 (GOVERNMENT STREET)



# PROJECT LOCATION MAP

STATE PROJECT NO. H.011295  
 F.A.P. NO. H011295  
 LA 73 (GOVT ST): EAST BLVD - LOBDELL AVE  
 EAST BATON ROUGE PARISH



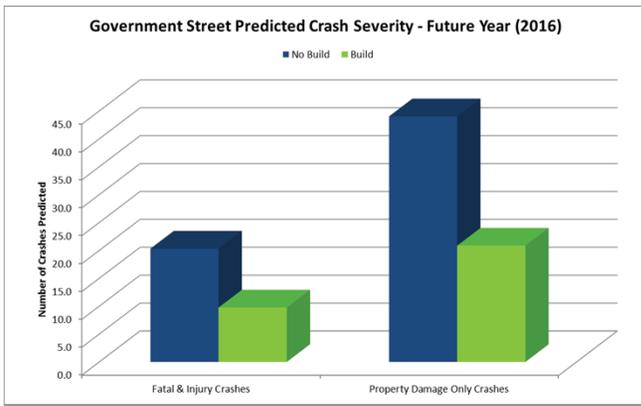
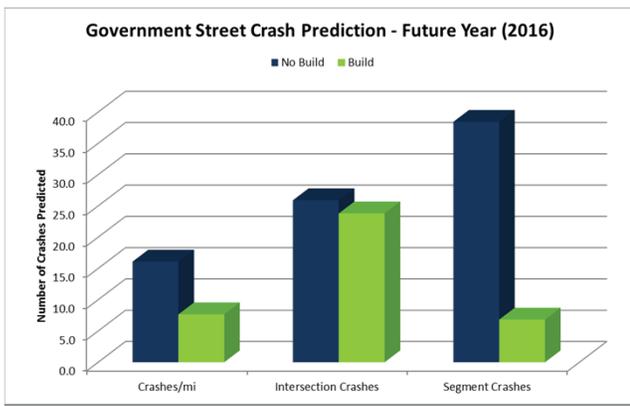
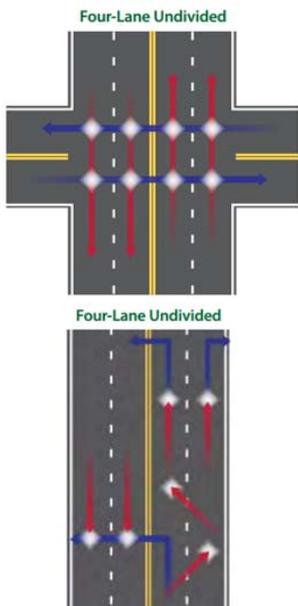
# Safety Analysis of Existing and Proposed Road Diet



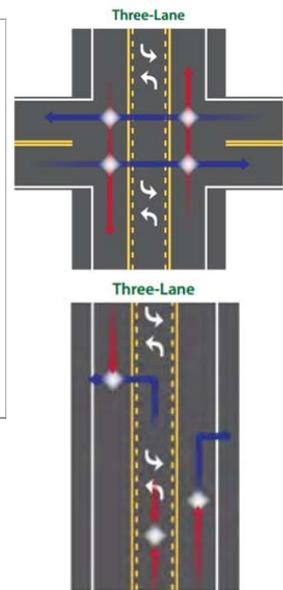
52% reduction in total crashes  
 82% reduction in segment crashes  
 8% reduction in intersection crashes  
 52% reduction in fatal/injury crashes  
 52% reduction in PDO crashes



**Conflict Points  
4-Lane Section**



**Conflict Points  
3-Lane Section**





Louisiana Department of Transportation and  
Development  
Environmental Engineering Administrator, Sec. 28  
P.O. Box 94245  
Baton Rouge, LA 70804-9245

PLACE  
STAMP  
HERE

FOLD  
HERE

Power Point Presentation Shown at  
Meeting



**OPEN HOUSE PUBLIC MEETING  
FOR  
LA 73 (Government Street): East Blvd – Lobdell Ave  
EAST BATON ROUGE PARISH**  
State Project No. H.011295  
Federal Aid Project No. H011295



Welcome to the public meeting for the proposed pavement rehabilitation and road diet project for Government Street (LA 73) from its junction with East Boulevard to Lobdell Avenue in East Baton Rouge Parish. This project is funded by the Federal Highway Administration, the Louisiana Department of Transportation and Development, and the City of Baton Rouge/Parish of East Baton Rouge.



## Meeting Agenda

In addition to this presentation, the following stations are available:

- A Sign-in and Handout Station;
- An Exhibit Station to review layouts of the proposed project and to ask questions to project staff; and
- A Comment Station for giving written and/or verbal comments (Written comments postmarked within 10 calendar days of meeting will also be included in the transcript).

Project team members are available to assist you and receive your comments.

In addition to this presentation, the following stations are available tonight:

- A Sign-in and Hand-out Station
- An Exhibit Station to review layouts of the proposed project and to ask questions to project staff
- And a Comment Station for giving written and/or verbal comments. Comments received tonight and those postmarked within 10 days of this meeting will be included in the official meeting transcript.

Project team members are available to assist you and receive your comments.



As shown on this vicinity map, the proposed project is located along the Government Street corridor from the East Boulevard intersection, west of Interstate 110 eastward to the Lobdell Avenue intersection in Baton Rouge.



## Project Purpose and Need

The purpose of and need for this project is to:

- Improve the condition of the pavement on Government Street
- Provide safe and diverse multimodal transportation options, and
- Contribute to the livability and the economic revitalization of the corridor.



The purpose and need for this project is to: improve the condition of the pavement on Government Street, Provide safe and diverse multimodal transportation options, and Contribute to the livability and the economic revitalization of the corridor.



## Proposed Action

The proposed action would include:

- Pavement rehabilitation for the full length of the project corridor,
- A road diet and incorporation of bicycle and pedestrian elements,
- Intersection improvements at Jefferson Highway,
- A roundabout at Lobdell Ave/Independence Park Blvd,
- Americans with Disabilities Act (ADA) compliant sidewalks, and
- Streetscape improvements along the corridor.

The proposed project would include pavement rehabilitation for the full length of the project corridor,

A road diet and incorporation of bicycle and pedestrian elements

Intersection Improvements at Jefferson Highway

A roundabout at Lobdell Avenue/Independence Park boulevard,

Americans with Disabilities Act-compliant sidewalks, and

Streetscape improvements along the corridor.

Upon completion of these improvements, the ownership of Government Street (LA 73) will be transferred to the City of Baton Rouge/Parish of East Baton Rouge.



## Proposed Action

- Pavement rehabilitation includes patching the existing concrete, cold planing the existing asphaltic concrete, and overlaying the road surface with asphaltic concrete.
- During construction, one lane in each direction must remain open at all times. Lane closures are only allowed at night and/or on weekends. Public Notices will be sent out in advance for these situations.

Pavement rehabilitation includes patching the existing concrete, cold planing the existing asphaltic concrete, and overlaying the road surface with asphaltic concrete.

During construction, one lane in each direction must remain open at all times. Lane closures are only allowed at night and/or on weekends. Public Notices will be sent out in advance for these situations.



## Proposed Action

- **What is a Road Diet?**
  - A reduction in the number of lanes on a roadway.
  - Reduces the number of conflict points for vehicles, enhances safety for pedestrians (crossing a fewer number of lanes) and provide better access for the many side streets and driveways from the center two-way left turn lane (TWLTL).
  - Excess pavement remaining can be used to incorporate the Complete Streets policy which provides street space for multi-modal improvements such as bike lanes.

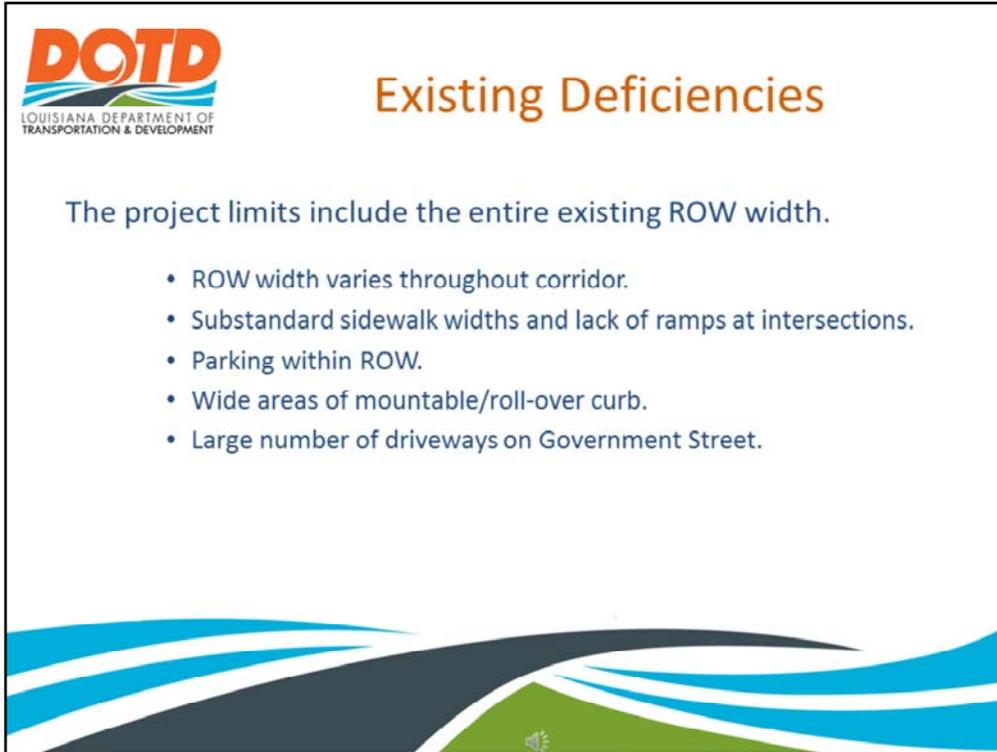
The reduction in the number of lanes is often called a road diet. This change will reduce the number of conflict points for vehicles, enhance safety for pedestrians (crossing a fewer number of lanes) and provide better access for the many side streets and driveways from the center TWLTL. Another benefit of the road diet is that the excess pavement remaining from the original four-lane section can be used to incorporate the Complete Streets policy which provides street space for multi-modal improvements such as bike lanes.

## Existing Typical Cross Section



Government Street typically has 4- 11' travel lanes with curb and sidewalks outside of the pavement.

The ROW width varies within the project limits from 50' to 75', but the ROW is typically 60' wide (leaving only 8' outside the pavement on each side to the row).



The project limits include the entire existing ROW width. Numerous constraints and deficiencies were identified along the project corridor:

- 1) ROW widths vary throughout the corridor. The ROW lines are shown on each exhibit on display.
- 2) Sidewalk widths are substandard in many areas and numerous intersections do not have handicap-accessible crossings with ramps.
- 3) Many businesses currently allow parking within the ROW. Throughout the project area, the design goal has been to minimize parking or backing out into the ROW or directly onto Government Street.
- 4) There are many Wide areas of mountable/roll-over curb; and
- 5) There are a large number of driveways on Government Street

## Parking in ROW

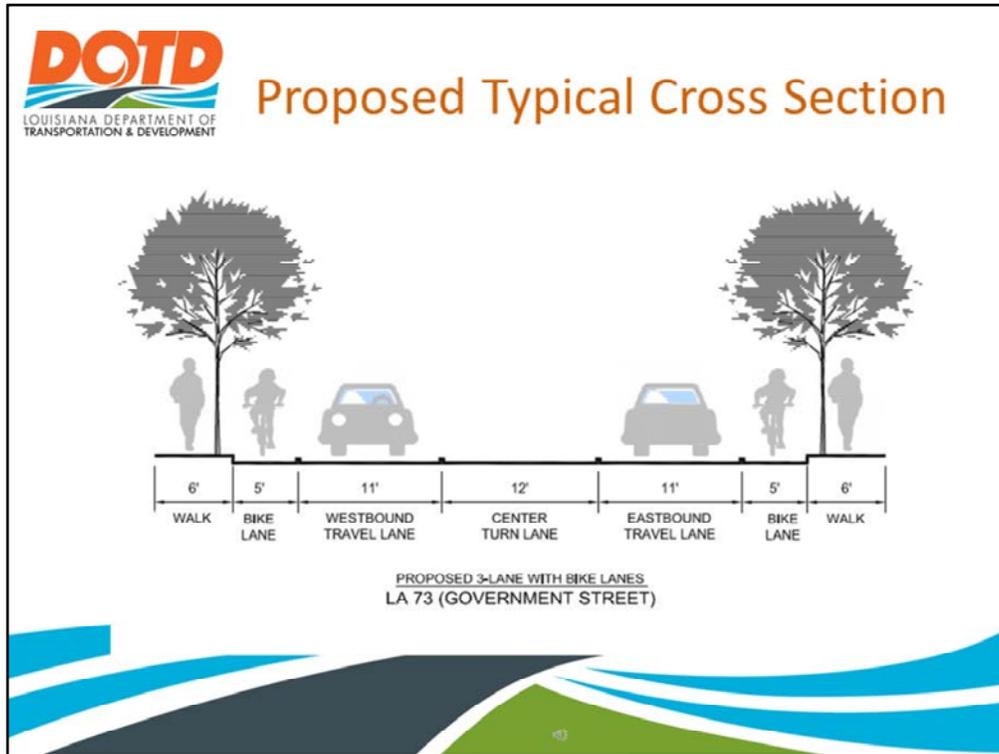


This photograph shows patrons parking within the right-of-way at a small grocery store on Government Street.

## Mountable/Rollover Curb



This photograph points out the difference between Mountable or Rollover curbs and Barrier Curb.



The proposed project would provide a 3-lane roadway (2 11-foot wide travel lanes with a 12-foot wide center two-way left turn lane) with 5-foot wide bike lanes on each side through most of the project corridor.

Median islands are proposed throughout the corridor to define or limit left turns or to offer pedestrian crossing refuge.



## Proposed Solutions to Deficiencies

<p><b>Deficiency:</b></p> <ul style="list-style-type: none"> <li>• Variable ROW width</li> <li>• Substandard sidewalks/lack of ramps at intersections</li> <li>• Parking within ROW</li> <li>• Wide areas of mountable/roll-over curb</li> <li>• Large number of driveways on Government Street.</li> </ul>	<p><b>Solution:</b></p> <ul style="list-style-type: none"> <li>• No changes planned</li> <li>• Designed to meet ADA standards</li> </ul> <ul style="list-style-type: none"> <li>• Barrier curbs, raised medians, and defined driveways</li> </ul>
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The project designs have identified solutions to some of the deficiencies identified within the project corridor.

Sidewalks will be designed to meet ADA standards

Barrier curbs, raised medians, and defined driveways will all help to alleviate deficiencies caused by parking within the ROW and the number of driveways (or access points) onto Government Street



## Proposed Raised Medians/ Defining or Limiting Left Turns



Raised medians were used to define where left turns are allowable onto side streets or driveways. On the figure shown, a car travelling east can turn left onto Ogden Drive from Government; however, that same traveler cannot turn left onto Bedford Drive. The median blocks left turn access onto Bedford Drive, because Bedford Drive is one-way, south bound.



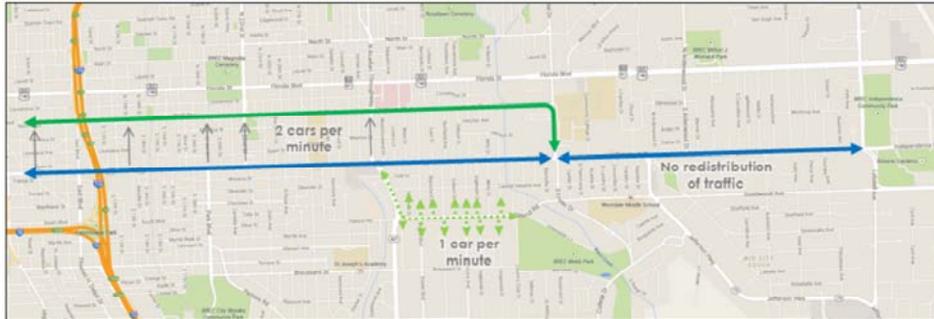
## Mountable/Rollover Curb Replacement with Barrier Curb



Replacing mountable or roll over curb with barrier curbs limits access to the large parking lot between Aladdin's Lamp Antiques and Ragusa's Automotive. The barrier curbs would no longer permit vehicles to drive over the curb anywhere along the parking lot opening. Defined driveways would reduce the number of access points onto Government Street, thus minimizing conflict points.



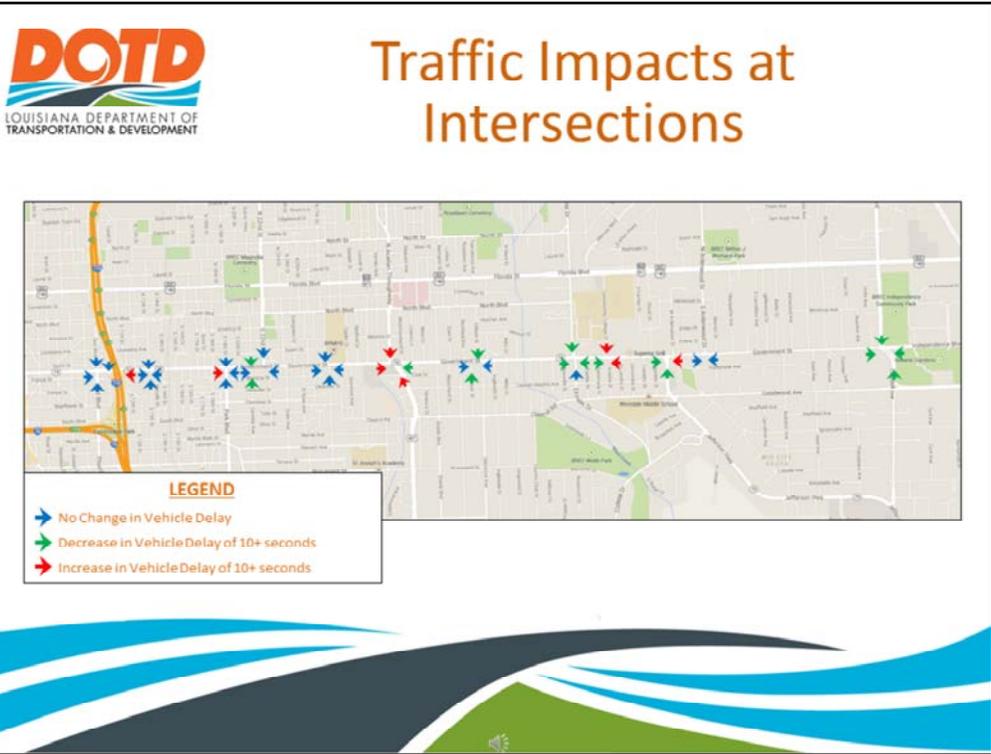
## Fewer Lanes on Government, More Cars on My Street?



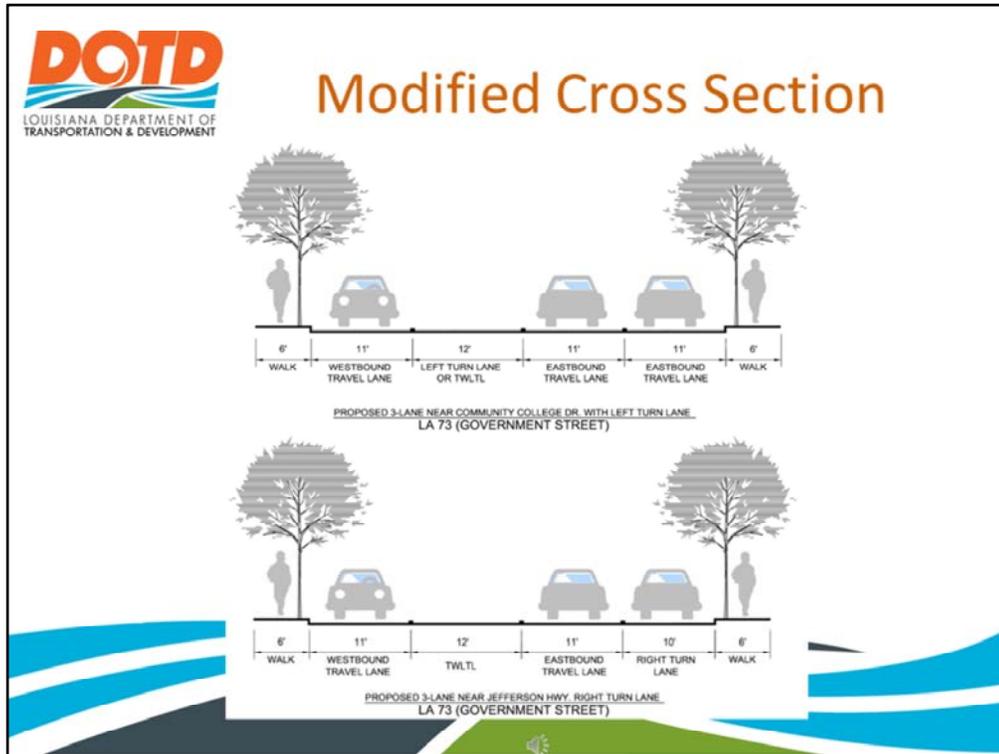
The traffic models predict that up to 100 vehicles out of the daily total of 20,000 (or about 2 cars per minute) may reroute from Government Street to North Boulevard during the PM peak hour.

Some additional traffic may divert to Claycut Road during the PM peak hour, but it is projected to be no more than 50 vehicles, or less than 1 car per minute. According to the model supplied by the Capital Region Planning Commission, any additional drivers on Claycut would be locals with destinations on neighborhood streets.

No rerouting is anticipated between S Foster Drive and Lobdell Avenue. The traffic modeling has shown that the proposed lane configurations will be sufficient for maintaining existing traffic levels.



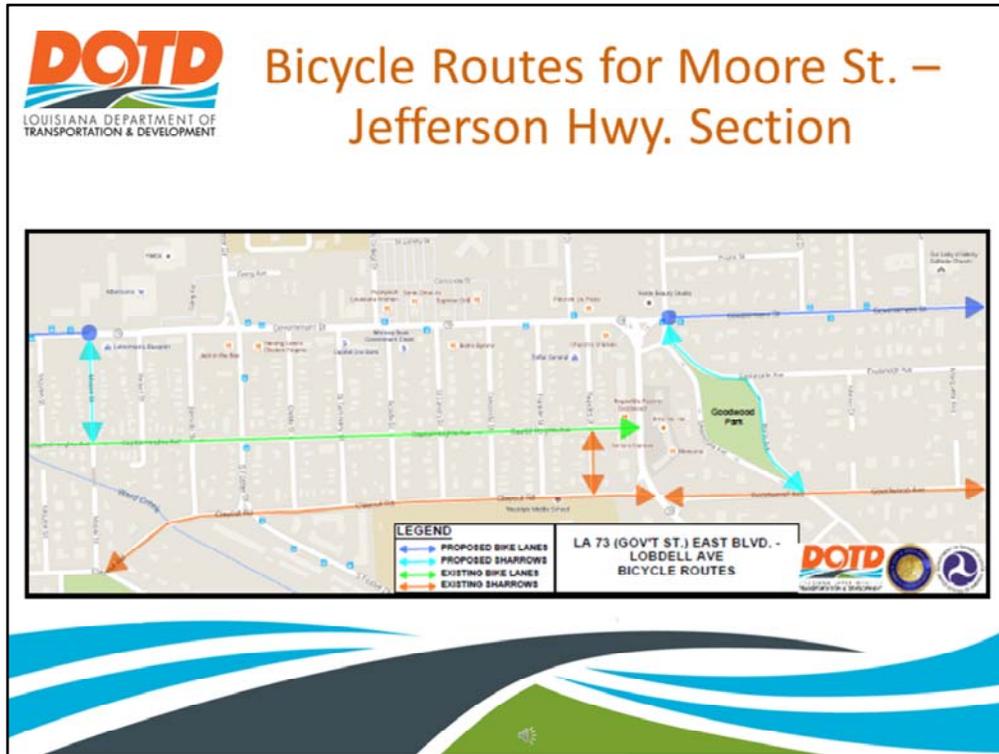
This map indicates the increases or decreases in delay of 10 seconds or more at the intersection approaches during peak periods for the proposed project. During off-peak periods, we would expect less delay at the intersections. There is a large scale version of this map on display with the project exhibits.



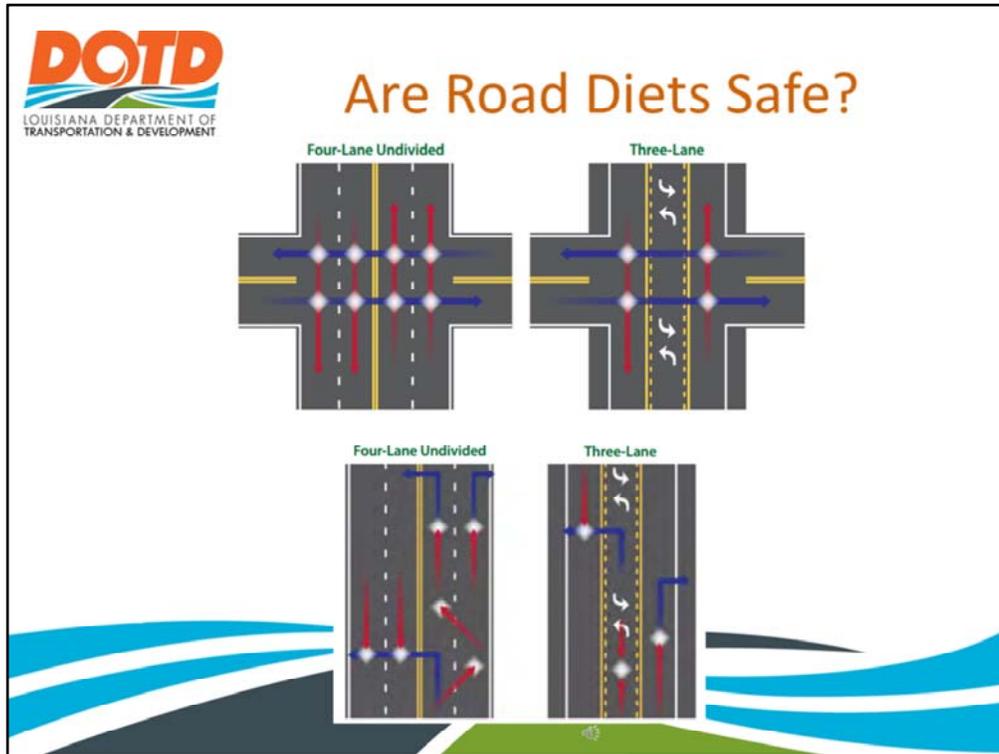
The section of Government Street with the highest traffic counts is from Moore Street to Jefferson Highway. Approx. 25,000 vehicles per day travel through this 11-block area. Traffic analyses show that the road diet would not work in this section of Government Street. Therefore, a modified cross-section is proposed.

The intersection of Foster (southbound) has 2 left turn lanes which require 2 through lanes to accept vehicles turning eastbound onto Government Street. The 2 EB through lanes on Government Street must remain (as shown in the top cross section).

At Jefferson Highway, the right eastbound lane on Government Street would become a dedicated right turn lane onto Jefferson Highway (as shown in the lower cross section).



You may have noticed on the previous slide that there are no bicycle lanes between Moore Street and Jefferson Highway, bicyclists can either choose to remain on Government Street as vehicles in traffic, or they can divert from Government (shown in dark blue above) south to existing bike lanes on Capital Heights (shown in green) or to existing sharrows on Claycut (shown in Orange). Bicyclists can re-connect with Government Street through the proposed sharrows on Moore Street in Capital Heights or through the proposed sharrows near Goodwood Park. These sharrows and bike lanes are consistent with the Center for Planning Excellence Street Smart plan.



Road diets reduce the number of conflict points in the corridor and make traffic operations safer for users. Conflict points are any point where the paths of two through or turning vehicles diverge, merge, or cross, shown graphically by the white diamonds on the graphics.

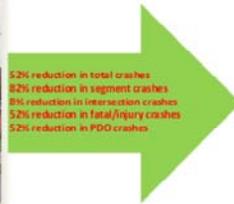
The graphics at the top of the screen compare right angle conflict points on a four lane undivided roadway, as Government Street currently is, to a 3-lane road diet.

At the bottom of the screen, the conflict points shown are for left turning vehicles, right turning vehicles, and vehicles changing lanes. As you can see, the number of conflict points are reduced by half with the road diet.



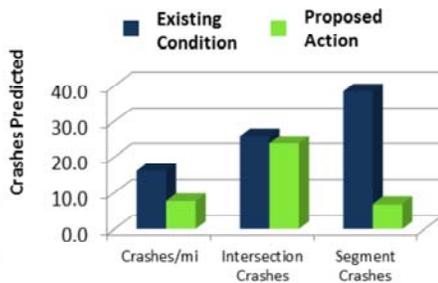
Road diets reduce the likelihood of vehicles that are difficult to see or are hidden in blind spots for turning vehicles or for pedestrians crossing the roadway.

# Safety Analyses



52% reduction in total crashes  
42% reduction in segment crashes  
89% reduction in intersection crashes  
52% reduction in fatal/injury crashes  
52% reduction in PDO crashes

**Government Street Crash Prediction**



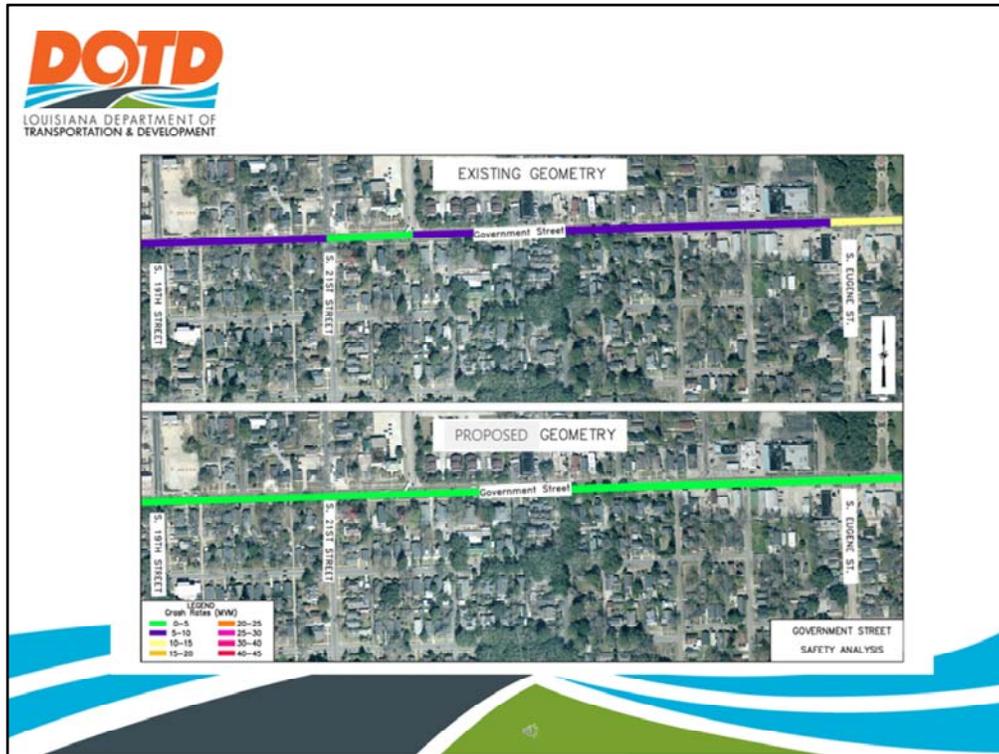
**Government Street Predicted Crash Severity**



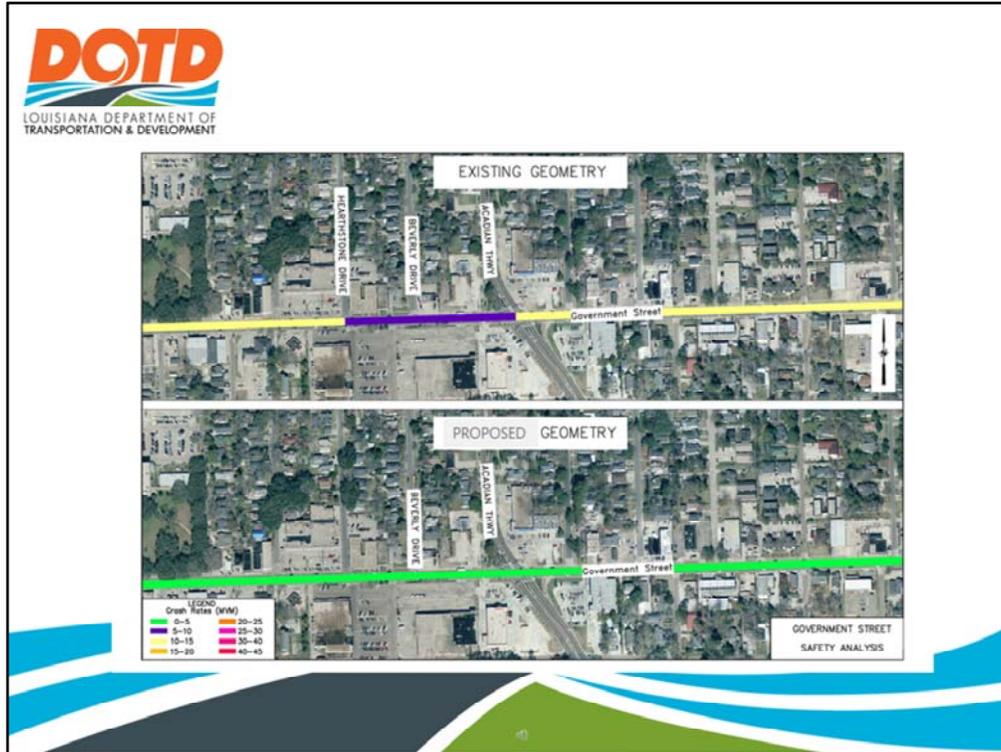
The safety performance of the corridor and proposed improvements were analyzed using the Highway Safety Manual predictive method. The existing Government Street has a crash rate greater than 2x the Statewide average for similar 4-lane roadways. This 16.1 crashes per mile makes Government Street an abnormal location. The results of the predictive model show that the safety performance of Government Street will improve to 7.7 crashes per mile. The two bar charts show predicted crash comparisons between the existing condition and the proposed road diet. In each category compared, overall crashes per mile, crashes at intersections, segment crashes, fatal and injury crashes, and property damage only crashes, the road diet would provide improved safety.



This slide and several of the following slides show how the crash rate of several segments along the Government Street corridor would improve with the implementation of a road diet. This slide provides a crash rate comparison between the existing Government Street Geometry and the proposed Road Diet Geometry from Interstate 110 to 18<sup>th</sup> Street. The Road Diet Geometry shows a reduction in crash rates from 5-15 crashes per million vehicle miles (MVM) to 0-5 crashes per MVM.

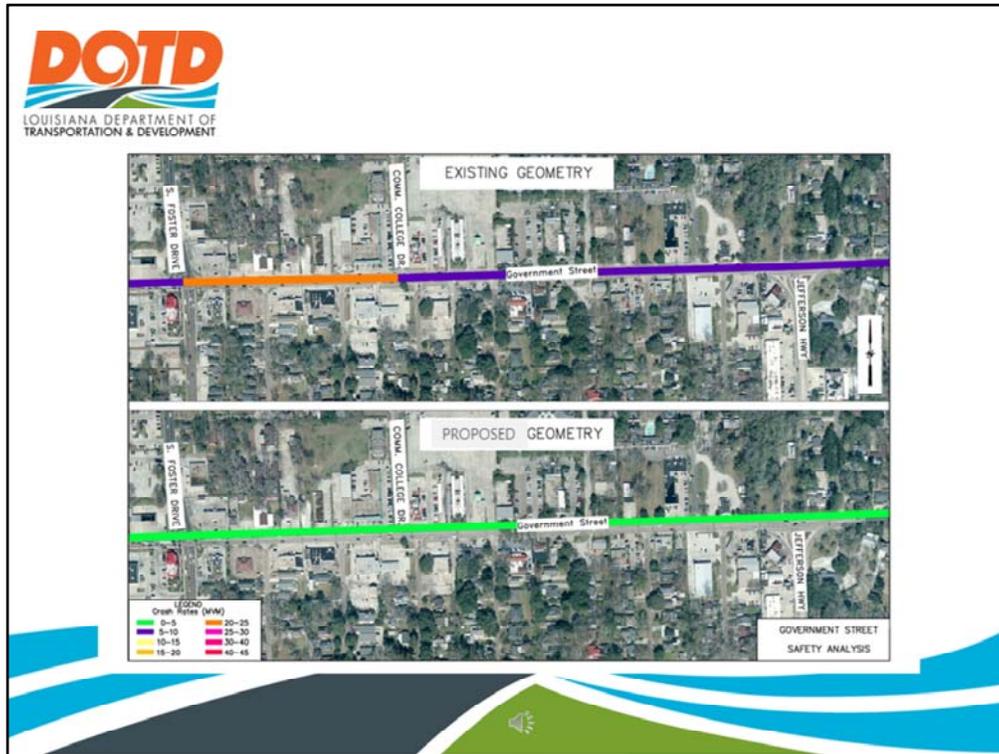


The Road Diet Geometry shows a reduction in crash rates from 0-15 crashes per million vehicle miles (MVM) to 0-5 crashes per MVM from 19<sup>th</sup> Street to Eugene Street.



The Road Diet Geometry shows a reduction in crash rates from 5-15 crashes per million vehicle miles (MVM) to 0-5 crashes per MVM from Eugene Street to Blanchard Street.





The Road Diet Geometry shows a reduction in crash rates from 5-25 crashes per million vehicle miles (MVM) to 0-5 crashes per MVM from Bienville Street to Esplanade/W Ardenwood.



The Road Diet Geometry shows a reduction in crash rates from 5-10 crashes per million vehicle miles (MVM) to 0-5 crashes per MVM from Esplanade/W Ardenwood to Audubon Avenue.



The Road Diet Geometry shows a reduction in crash rates from 5-10 crashes per million vehicle miles (MVM) to 0-5 crashes per MVM from Audubon Avenue to Lobdell Avenue.



A single lane roundabout is proposed for the intersection at Lobdell Avenue/Independence Park. The single lane roundabout design provides drivers with simpler decisions and fewer conflict points than in a multilane roundabout or in the existing intersection.

There are bypass lanes in each quadrant for right turns. The required row in the NE quadrant is currently owned by the City of Baton Rouge.

**DOTD**  
LOUISIANA DEPARTMENT OF  
TRANSPORTATION & DEVELOPMENT

## What is a Roundabout?

- Roundabouts are one-way, circular intersections designed to improve safety and efficiency for motorists, bicyclists, and pedestrians.
- In a roundabout, traffic flows through a center island counterclockwise.
- A roundabout redirects some of the conflicting traffic, such as left turns, which cause crashes at traditional intersections. This is because drivers enter and exit the roundabout through a series of right-hand turns.

The diagram illustrates a roundabout with a central island and a splitter island. It shows the circulatory roadway, approach roadway, concrete apron, and yield lines. Arrows indicate the counterclockwise flow of traffic.

Source: DOTD Roundabouts Fact Sheet

Let's discuss roundabout basics.

Roundabouts are one-way, circular intersections designed to improve safety and efficiency for motorists, bicyclists, and pedestrians.

In a roundabout, traffic flows through a center island counterclockwise.

A roundabout redirects some of the conflicting traffic, such as left turns, which cause crashes at traditional intersections. This is because drivers enter and exit the roundabout through a series of right-hand turns.



## What are the advantages of Roundabouts?

- A well-designed roundabout can improve safety, operations and aesthetics of an intersection.
- Greater safety is achieved primarily by slower speeds and the elimination of more severe crashes. Operations are improved by smooth-flowing traffic with less stop-and-go than a signed intersection. Aesthetics may be enhanced by the opportunity for more landscaping and less pavement.



What are the advantages of Roundabouts?

A well-designed roundabout can improve safety, operations, and aesthetics of an intersection.

Greater safety is achieved primarily by slower speeds and the elimination of more severe crashes. Operations are improved by smooth-flowing traffic with less stop-and-go than a signed intersection. Aesthetics may be enhanced by the opportunity for more landscaping and less pavement.



## What do statistics from FHWA say about Roundabouts?

- **Roundabouts save lives**
  - Reduce fatalities by up to 90%
  - Reduce injury crashes by up to 76%
  - Reduce pedestrian crashes by up to 30% to 40%
  - Create up to 75% fewer conflict points than a four-way intersection. Conflict points are any point where the paths of two through or turning vehicles diverge, merge, or cross.

Source: DOTD Roundabouts Fact Sheet

What do statistics from FHWA say about Roundabouts?

### **Roundabouts save lives**

Studies show that roundabouts reduce fatalities by up to 90%; reduce injury crashes by up to 76%; reduce pedestrian crashes by up to 30% to 40%; and create up to 75% fewer conflict points that a four-way intersection.



## What do statistics from FHWA say about Roundabouts?

- **Roundabouts save money**
  - Reduce road electricity and maintenance costs by an average of \$5,000/year.
  - Eliminate the costs to install and repair signal equipment
  - Provide a 25-year service life when compared to the ten-year service life of signal equipment.

Source: DOTD Roundabouts Fact Sheet

### **Roundabouts save money**

Roundabouts reduce road electricity and maintenance costs by an average of \$5,000/year. Also, roundabouts provide a 25-year service life, compared to the ten-year service life of signal equipment.



## What do statistics from FHWA say about Roundabouts?

- **Roundabouts provide environmental benefits**
  - Reduce vehicle delay and the number and duration of stops compared with signalized intersections, thus decreasing fuel consumption and carbon emissions. Fewer stops and hard accelerations mean less time idling.



### **Roundabouts provide environmental benefits**

Roundabouts reduce vehicle delay and the number and duration of stops compared with signalized intersections, thus decreasing fuel consumption and carbon emissions. Fewer stops and hard accelerations mean less time idling.



## What are the general principles of using a Roundabout?

- Think of roundabouts as a series of “T” intersections, where entering vehicles yield to one-way traffic coming from the left. A driver approaching a roundabout must slow down, stop or yield to traffic already in the roundabout, and yield to pedestrians in the crosswalk.
- Then, it’s a simple matter of making a right-hand turn onto a one-way street.
- Once in the roundabout, the driver proceeds around the central island, then takes the necessary right-hand turn to exit.

Source: DOTD Roundabouts Fact Sheet

For those of you who have never driven through a roundabout intersection, let’s discuss the general principles of using a Roundabout.

Think of roundabouts as a series of “T” intersections, where entering vehicles yield to one-way traffic coming from the left. A driver approaching a roundabout must slow down, stop or yield to traffic already in the roundabout, and yield to pedestrians in the crosswalk.

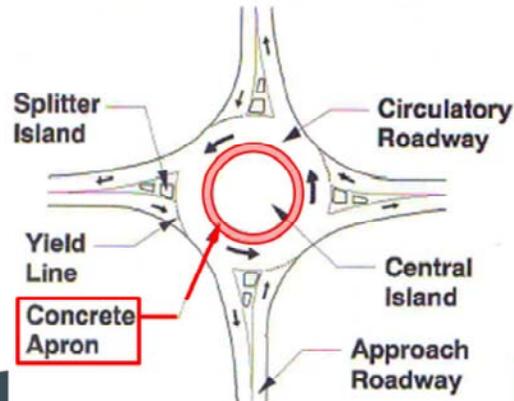
Then, it’s a simple matter of making a right-hand turn onto a one-way street. Once in the roundabout, the driver proceeds around the central island, then takes the necessary right-hand turn to exit.



This video shows a simulation of traffic using the roundabout at the Government Street, Lobdell Avenue, and Independence Park Boulevard Intersection. Notice how a right-turning vehicle from each approaching street uses the bypass lanes to avoid the circular roadway within the roundabout. Bicyclists can safely enter the travel lanes to use the roundabout due to the slower vehicle speeds.

## Can roundabouts accommodate larger vehicles?

- Yes. Roundabouts are designed to accommodate vehicles with a large turning radius such as buses, fire trucks and eighteen wheelers.
- Roundabouts provide an area between the circulatory roadway and the central island, known as a truck apron, over which the rear wheels of these vehicles can safely track.



Source: DOTD Roundabouts Fact Sheet

Can roundabouts accommodate larger vehicles?

The answer: Yes. Roundabouts are designed to accommodate vehicles with a large turning radius such as buses, fire trucks and eighteen wheelers. Roundabouts provide an area between the circulatory roadway and the central island, known as a truck apron, over which the rear wheels of these vehicles can safely track.



## How Can You Help?

1. Sign-in tonight and review all materials.
2. Speak with a team member about your concerns.
3. Provide us with your written or recorded comments.

There are three ways you can help tonight.

1. Sign-in and review all materials.
2. Speak with a team member about your concerns.
3. Provide us with your written or recorded comments. Written comments can be submitted tonight or will be accepted by mail until **December 30th**.



This is the end of the presentation.

Thank you for your time. Please visit the remaining stations to view the exhibits and provide comments.



This is the end of the Presentation. Thank you for your time. Please visit the remaining stations to view the exhibits and provide comments.



The presentation will begin shortly.





# Transcript of Oral Comments and DOTD's Responses



Pat Hoth  
1378 Richland Ave  
Baton Rouge LA 70806

Oral comment recorded: My name is Pat Hoth. I live at 1378 Richland which is near uh, 2 blocks off Government/2 blocks off Acadian. I travel on Government Street every day, and frankly I think this is a waste of my tax dollars and I cannot see it alleviating the congestion and the mess. Thank you.

DOTD's Response to Pat Hoth

The main purpose of project is to improve safety along the Government Street corridor. The traffic model shows that there will not be a significant increase in traffic on adjacent streets, analyses show some intersections will have a minor increase in delay and some will have decreases in delay, such as east bound at Foster.

Carole Paine  
1344 Crescent Dr  
Baton Rouge LA 70806

Oral comment recorded: Hi this is Carol Paine. My address is 1344 Crescent Drive. I've been a Baton Rouge resident for over 50 years and this is the most absurd proposal I've ever heard of in Baton Rouge. Government Street is one of the major east-west corridors in our city and one of the biggest problems we have right now is traffic congestion. So what are you going to do? Cut one of our major arteries in half and make the congestion even worse. Once again we are pandering to minority of people who want to ride bicycles. There are lots and lots of streets that they can ride bicycles on. Government Street is not one that is appropriate for bicycle riding, if anything, make Government Street a 5-lane street with a turning lane in the middle of it. That's a much more sensible idea. Thank you very much.

DOTD's Response to Carole Paine

The main purpose of project is to improve safety along the Government Street corridor. The traffic model shows that there will not be a significant increase in traffic on adjacent streets, analyses show some intersections will have a minor increase in delay and some will have decreases in delay, such as east bound at Foster.



## Written Comments





LA 73 (GOVERNMENT ST.):  
 EAST BLVD – LOBDELL AVE  
 OPEN HOUSE PUBLIC MEETING  
 December 17, 2015



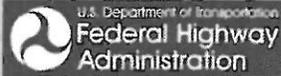
STATE PROJECT NO. H.011295  
 FEDERAL AID PROJECT H011295  
 LA 73 (GOVERNMENT ST): EAST BLVD – LOBDELL AVE  
 EAST BATON ROUGE PARISH, LOUISIANA

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- ① IT IS WORTH TRYING
- ② THE ROUNDABOUT WE BELIEVE WILL BENEFIT THIS INTERSECTION TREMENDOUSLY
- ③ MEDIANS ~~AND~~ MAKING THE <sup>ROAD</sup> SAFER WILL HELP
- ④ A CONCERN IS THE EAST BOUND LANE OF GOVERNMENT BEFORE FOSTER
- ⑤ ALSO FUTURE BENEFITS COULD IMPROVE THE OVERALL APPEARANCE OF THE AREA.

NAME: PAULA  
 MARK MOREAU

ADDRESS: 146 MARQUETTE AVE  
 BATON ROUGE, LA 70806



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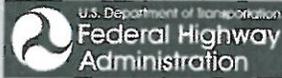


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After many years of envisioning a more pedestrian & bike friendly Govt St. it is a pleasure to see this demonstration. The round about at Lobdell is essential and will help curb the chaos & confusion at that intersection. I am in support of this long awaited transition that will make the street more user friendly and much safer.

NAME: Evelyn Marie Tucker  
 ADDRESS: 5441 Asphodel Dr.  
 Baton Rouge LA 70806



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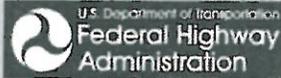
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After hearing an explanation that this project is addressing safety rather than increased flow, I understand and appreciate it more. Perhaps explaining the safety priority would help the naysayers.

I hope that there is some plan to educate folks on proper use of a roundabout. When I asked about that, the DOTD folks said, "Roundabouts are becoming more common." But people still don't know rule for using them. Sure PSAs on right-of-way & others rules would be good if these are going to become more common.

I think you might see more diversion than you expect - I do see more people using Florida Blvd.

NAME: Jennifer Canale  
 ADDRESS: 1944 County Club Dr.  
 BR LA 70908



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*Thank you! The new design is beautiful & will greatly enhance safety. I lived around Boston for 20 years and witnessed many similar "road diet" projects, all of which improved safety and enhanced property values. Residents & businesses both benefit from such improvements. I realize it is not an immediate part of this project, but I would like to see lighting improvements added. I also think this could be a good opportunity to bury utilities to reduce long-term costs & risks from storm damage. I particularly like the improved bike lanes, and I think a few more pedestrian crossings could be added where they are currently sparse to improve safety even more.*

NAME: Richard J. Barbalace  
 ADDRESS: 2142 Hood Ave  
Baton Rouge, LA 70808



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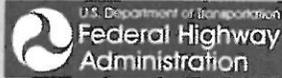


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Excellent job. Very nice plan given the constraints of budget and limited right-of-way. I look forward to improved safety for drivers, pedestrians, & bicyclists. And improved aesthetics and property values.

NAME: Lynn Maloney - Mojica  
ADDRESS: 3464 Wilshire Dr  
Baton Rouge, LA 70806



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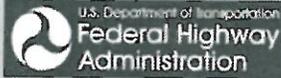
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As a resident of both Caddo St, and Cloud St, I have been waiting for the expansion to occur on Court St. I think this 'road diet' will make the road safer for motorists and bicyclists. It is important that bikes are given priority for safety and this plan forwards this. Aesthetics will improve in the area which is important to me. I think that property values will rise, also.

I am a strong advocate for this program to continue as planned. Thank you.

NAME: Jen Bernard  
 ADDRESS: 212 S. Fairfax Dr.  
 B.R., La 70806



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*My main concern is when the buses stop on Gov't and traffic builds up behind them.*

*Having the bus pull off like NOA has would be helpful wherever they can be added along Gov't.*

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

\_\_\_\_\_



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*Bring a bike lanes & road diet for safety!*

*I want to ride on government & shop, eat, etc. without getting killed.*

NAME: Marcel Dupre  
 ADDRESS: 7020 Menlo Drive  
ISR LA 70008



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- PEOPLE ON BIKES WILL WANT TO CROSS S FOSTER @ CAPITAL HEIGHTS. THIS CROSSING NEEDS TO BE MADE SAFER THROUGH HAWK BEACON + LOWER SPEEDS
- WHAT IS BEING DONE ON ADJACENT STREETS TO ACCOMMODATE FOR INCREASED TRAFFIC? WE NEED A COMPREHENSIVE PLAN FOR CLAYCUT, NORTH, + FLORIDA.
- BUS STOPS SHOULD BE CREATED USING TURNOFFS THAT DO NOT STOP TRAFFIC LANES
- I SUPPORT THE PLAN, BUT THESE THREE ISSUES NEED TO BE ADDRESSED.

NAME: TYLER HICKS  
 ADDRESS: 757 HEBERT ST  
BATON ROUGE, LA 70804



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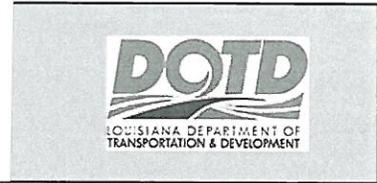
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My concern with Govt Street is largely pedestrian, and on the surface it sounds like the pedestrian experience is being improved. That is excellent. However, I am concerned that pedestrian access to this area will be limited, and constrain the overall utility of the improvement. Basically, with few good sidewalks feeding into the thing, the only people able to use the sidewalks are those who can park nearby or live nearby. It would be prudent to make sure people can park near here to use the system, or expand the rather pitiful sidewalk system elsewhere to feed into this one.

NAME: Eric Ristraph  
ADDRESS: 2500 Mc Grath Ave, Apt 3  
Baton Rouge, LA 70806



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This proposal defies all logic and common sense. To suggest that there won't be more traffic in my neighborhood when there is less traffic on Government is simply ludicrous. Quit trying to persuade me of this.

Government Street is a commercial ~~district~~<sup>area</sup> and it is long - it will never be a walkable "district" as is being suggested. Nobody will be walking from 1857 to Calenderis or the post office, for instance - no matter how much or how little traffic.

This proposal ~~could~~<sup>might</sup> work for the residential areas of Govt, but the commercial areas need more lanes of traffic, not fewer.

NAME: Mary K. Sentell  
 ADDRESS: 1454 Ormandy Dr.  
70508





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*I agree with an initiative to improve the multimodal transportation options in this area of Baton Rouge and hope that with increased pedestrian options, a transportation culture shift may begin to take root in the city. Improved sidewalks systems and improved pedestrian accessibility - particularly to the library and parks of the city. I hope the city continues to produce initiatives to promote walking decrease the necessity of cars, and improve accessibility participation at libraries and parks. Good luck.*

NAME: Kurt Rishog  
ADDRESS: 1222 Pickett Avenue  
Baton Rouge 70809



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NO.1 - There are too many cars on Gov't St.  
 for a ROAD DIET.

NO.2 - We followed a City Bus from  
 JEFFERSON Hwy. to the Inter State. It  
 took 47 min 18 sec. one way. This  
 will effectively stop Bus Traffic  
 on Gov't St. -

NO.3 - Why are you doing this?

NO.4 - We may need JUDICIAL Intervention  
 in this.  
 Jack Grenillion  
 JP

NAME: Jack Grenillion  
 ADDRESS: 5475 CAPITAL Heights Av.  
 Baton Rouge, LA 70806  
 225-892-2144



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I travel on Gov't street from Jefferson to downtown three times per week. I am traveling 40 mph to catch the green lights and weaving between lanes to avoid turning vehicles. These changes will make my commute safer. Even if it adversely affected my commute, I would still support it because of the bike & pedestrian lanes, the beautification elements, and the revitalization of mid-city.

Please don't let the naysayers and those who cannot accept change ~~stop~~ deter you! Go forward with your plans ASAP!!

NAME: Edwina Harvey  
ADDRESS: 1725B N. Jefferson Place Circle  
BR 70809



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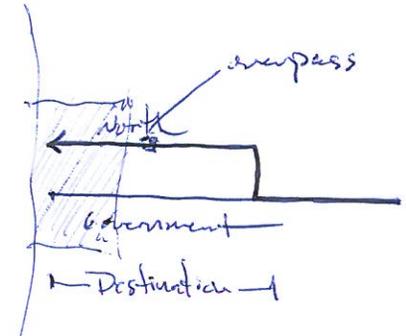
Attention to detail regarding number of lanes between Foster and Jefferson — Afternoon traffic moving down Foster fills Government in order to move South down Jefferson

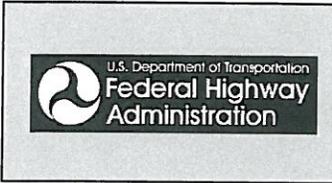
Maintaining 2 lanes within this stretch is a good choice

However, with a decrease to 1 lane, Government changes its street typology into a destination corridor. Traffic and those moving into downtown should be considered. A thru street connecting Independence Park to downtown alternative

Including a design in ~~either~~ the Foster intersection to inherently redirect those looking to reach downtown North already fits the typology with the overpass at the RR tracks

NAME: Chris Doiron  
 ADDRESS: 5714 Castile Ave  
Baton Rouge, LA 70806





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I think it is a wonderful Idea -  
 we should try it. I use @cwt several  
 times a day and I stop to go almost  
 always - Lots do something now - developers  
 are waiting for your action -

NAME: Cyrus J. Greco  
 ADDRESS: 9730 Olive St  
BR La. 70806



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The project is more interested as I thought. We need more housing buildings for the other people who are homeless and left behind. Otherwise, the state project is excellent.

NAME: Eric Stewart  
 ADDRESS: 153 N. 17th Street Apt. 214  
B.R., La 70802



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LOOKS GREAT !! This cant happen Fast Enough.  
 There is nothing worse than getting stuck behind another  
 car turning left on Govd Street. Reducing the lanes  
 & Adding a dedicated turn lane is A Great Idea.

NAME: Jean Grinn  
 ADDRESS: 4646 Government Street  
Baton Rouge LA 70802



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I am opposed to the reduction of Govnd. to 2 lanes. The traffic is already a nightmare.

If it moves forward anyway I am recommending that

1) Traffic exiting a business establishment can only turn right. (Like the post office.

2) Traffic can turn left from side streets only or at lights.

3.) Add a traffic light at Audubon since subdivisions are going to be landlocked.

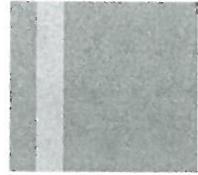
The Roundabout is fine.

NAME: Keezie Teabody

ADDRESS: 671 Marguerite Av

Baton Rouge, La 70806

Bernard Terrace Neighborhood Association  
P O Box 66166; Baton Rouge, LA 70896-6166



December 17, 2015

Louisiana Department of Transportation and Development  
Environmental Engineer Administrator, Section 28  
P.O. Box 94245  
Baton Rouge, LA 70804-9245

Dear Louisiana Department of Transportation and Development,

We, the Bernard Terrace Civic Association, are in full support of the proposed Government Street project from East Boulevard to Lobdell Avenue in Baton Rouge. The proposed project consists of rehabilitating the existing pavement, implementing a "road diet," incorporating bicycle and pedestrian elements, and constructing a roundabout at the intersection of Government Street and Lobdell Avenue. The road diet would reduce the number of travel lanes on Government Street from four lanes (two lanes in each direction) to three lanes (one travel lane in each direction with a center two-way-left-turn-lane).

We believe this project will continue to improve our community, make our streets smarter, improve the connectivity, and provide safe access for pedestrians and bike riders. The improvements will not only affect our community but all of Baton Rouge in a positive way through a corridor of improvement that will continue to spread throughout the city.

Warm regards,

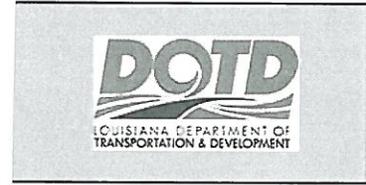
A handwritten signature in blue ink, which appears to be "A. Kelly", followed by a horizontal line extending to the right.

Bernard Terrace Neighborhood Association





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Good idea - bus pullouts, access management for  
 driveways and reduction of access. Better  
 management of ~~business~~ business frontage along  
 the road.

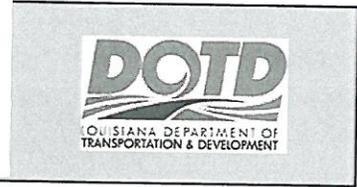
Make sure attractive and at scale lighting  
 is provided. Safety for walking is ~~bad~~  
 currently. Needs ~~be~~ improved.

NAME: Jeffrey Leuenberger

ADDRESS: 433 Longwood Ct #E  
70806



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I support the proposal. As an avid cyclist, I value having more safe alternative routes to downtown. I expect I would utilize the new routes frequently.

I would like the project to address the potential issue of individuals parking in the new bicycle lanes.

NAME: Billie Hlost  
 ADDRESS: 2772 Windrush Way  
Baton Rouge, LA 70809



LA 73 (GOVERNMENT ST.):  
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 OPEN HOUSE PUBLIC MEETING  
 December 17, 2015



STATE PROJECT NO. H.011295  
 FEDERAL AID PROJECT H011295  
 LA 73 (GOVERNMENT ST): EAST BLVD – LOBDELL AVE  
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I am a member of the Baton Rouge Astronomical Society, founded in 1981. BRAS does not take public stances on whether new projects should occur, or whether existing construction should be altered. BRAS simply asks that whenever either of these situations take place, the result includes a better lighting scheme than existed before

BRAS asks that lighting used for outside purposes ...

... be installed only if necessary

... be on only when necessary

... be only as bright as necessary

... have a light cone that shines only on the ground, building or something else on the Earth

... does not shine up into the sky — that wastes the money of those paying for the lighting, and hinders the activities of amateur and professional astronomers.

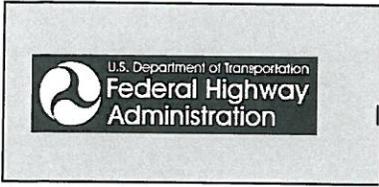
NAME:

Christopher Kersey

ADDRESS:

3402 Grant Street

Baker, LA 70714



LA 73 (GOVERNMENT ST.):  
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LOOKS GREAT!

HURRY UP!!

NAME: GREGG SNEYDEN  
 ADDRESS: 10601 MARSH AVE  
 BK LA 70006



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(cars getting off of I-110 (going North) have  
 2 choices: Florida & Government. If ramps

To make this plan work better vehicular  
 traffic should be encouraged to use  
 either Florida or North to go East from  
 there. (Instead of Government)

a) Increase the Fla. Blvd off ramp to  
 2 lanes

b) Widen & and improve South 10th St  
 (directly across from the Government off ramp)  
 so that drivers will go to North from  
 there.

Keep up the good work!

WE are tired of  
 getting hit by cars  
 on our bicycle!

NAME: Terence J. Abost MD.  
 ADDRESS: 2772 Windrush Way  
 Baton Rouge, LA 70809



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What about school and city buses if DOTD implements the road diet? There was not one word about buses. If DOTD goes to one lane east and one lane west, then when a bus needs to stop and pick up or discharge passengers, and there is only one through travel lane, then traffic is going to be much more delayed than under the current four lane pattern. DOTD is going to create more problems that it solves, if general turn outs are not included for buses to pull out of the through lanes!

NAME:

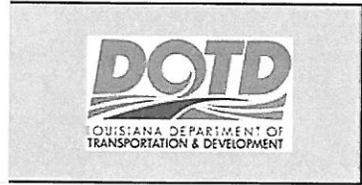
Harold G. Wells

ADDRESS:

634 Sheffield Avenue  
 Baton Rouge, LA 70806



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We oppose this project. -

1- What will you do about traffic backed up behind busses?  
 You may decrease stops but traffic will back up and take a good deal of time to clear out. Passing a bus in the turn lane is not an option

2- What will you do about traffic on neighboring streets especially Claycut/Goodwood? Since Capital Heights was made one-way, traffic on Claycut is bumper to bumper from Jefferson to almost Acadian in afternoons. It can't handle any more traffic

3- Why can't you improve sidewalks without losing traffic lanes?

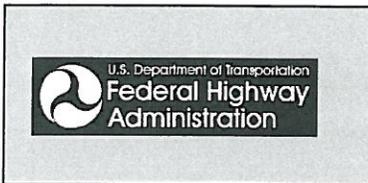
4- After this million dollar ~~pr~~ project is done & you find that it doesn't work or that people don't like it, what will you do?

NAME:

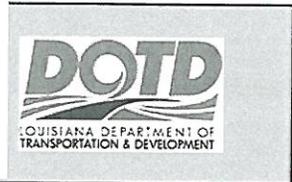
ADDRESS:

William & Linda Dawkins  
 4541 Claycut Rd.  
 Baton Rouge, LA 70806





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Handwritten comment in blue ink: "Great ideas. Will help. We are all for it!"

NAME: \_\_\_\_\_  
ADDRESS: \_\_\_\_\_  
\_\_\_\_\_



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Re: Roundabouts - Where is the  
 Handicapped Accessible Pedestrian  
 Signalized Accessway?  
 you have Neighborhoods to parks  
 and important government buildings  
 There are so many prohibitive  
 designs, omissions of ADA Access  
 + Signals for Pedestrian Traffic  
 as it is And this Roundabout  
 will be a major violation of  
 ADA egress at this intersection  
 I will pursue this complaint  
 as I already can't get anywhere  
 safely.

NAME: Dr. DeAnna Emst  
 ADDRESS: 1579 Reed Ave.  
 Baton Rouge LA 70806



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I think it looks great and after looking at the data I'm convinced it ~~will~~ will help alleviate traffic problems by helping ~~cars~~ cars travel more efficiently through the street without lane blockage for people making left turns. I can't wait to see this plan implemented!

NAME: Matt Callac  
 ADDRESS: 4305 Capital Heights Ave  
BE LA 70806



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I'M STRONGLY IN FAVOR OF THIS PROJECT

I'M A HOMEOWNER IN OGDON PARK,

A FORMER PRESIDENT OF THE

OPCA CIVIC ASSN.

NAME:

MARSHALL GOLSBY

ADDRESS:

169 HARTSHORN DR  
 BATON ROUGE LA

70800



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Thank you Thank you for doing this. I ride my bike every day and am reminded how unsafe I am in my city. My wife is convinced I will be killed on my bike.

I was excited to hear about the proposal, ~~but~~ I never ride on gravel because it is dangerous. I had hoped for a protected way to ride on gravel. I fear this change won't be far enough to protect bikes.

I understand everyone is upset as they always are when a change is proposed. I am thrilled for this change, but it doesn't do enough to reduce my fear.

A small addition like a concrete barrier, dividing reflectory, etc would be enough for me to be 100% invested!

Please keep up the good work. I still hold out hope that more bike protections will be included in the final plan.

NAME: Reverend Nathan Ryan  
 ADDRESS: 637 Gadd St  
 BR, LA 70006



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I look forward to the implementation of the Road Diet.  
I live one block off of Government and currently  
find it dangerous to walk, bike or cross the street.  
The Road Diet seems likely to create a much  
more pedestrian friendly area in mid city.

NAME:

Robin Neil

ADDRESS:

360 Hearthstone Dr  
Baton Rouge, LA 70804

## BRENDA BARRON SHARP

1138 ASHLAND DRIVE, BATON ROUGE, LA 70806



12/17/2015

Brenda Barron Sharp  
1138 Ashland Drive, Baton Rouge, LA 70806

Louisiana Department of Transportation and Development  
Environmental Engineer Administrator, Section 28  
PO Box 94245  
Baton Rouge, LA 70804-9245

Dear Sir:

I am writing to convey my opposition to the proposed Government Street project, State and Federal Aid Project No. Ho11295, including the "road diet" and specifically the reduction of the number of lanes to three lanes. I am writing to provide my reasons for my opposition and a to propose a substitute plan.

Reasons for opposition:

- I travel west on Government Street every morning going to work downtown. The lights are perfectly timed for 40 mph travel. If there is slow traffic in one lane, the left lane can be used for passing and maintaining the flow. Just Monday morning, December 14<sup>th</sup>, there was a box-type truck travelling in the right westbound lane about 30 mph. Without the left passing lane, traffic will stack up behind such slow moving traffic which also includes garbage trucks, lawn service vehicles. Under the proposed plan passing will not be an option and the flow will be minimized.
- In addition, without the left passing lane, traffic will use the proposed turn lane to pass slower traffic. This already occurs on other streets with these left turn lanes. They are also used frequently as "merge lanes." Both of these are very dangerous.
- Baton Rouge has very limited surface roads for east-west travel. Government Street is one of the major roads for this purpose. Remove the ability to travel easily east-west and that will leave only Florida Blvd. as a major road for east-west traffic since North Street and North Blvd. ends at Foster Drive. The impact of these changes will not improve east-west traffic flow because of these other limitations. This should be improved before any road-dieting occurs.
- This concept of a "road diet" will not work in Baton Rouge because of the traffic problems we already have. This proposed change is expected to increase walking and biking. That is a very nice attraction when there is other infrastructure to support these features. Baton Rouge, does not have such infrastructure. Just try to walk across Government Street and see what I mean—that is very dangerous. No one will be walking in this high traffic street.
- The concept of a road diet, does not make sense for Baton Rouge as seen by the traffic improvements resulting from road widening on other thoroughfares: Florida Blvd and Airline Highway. With widening, the traffic flow is greatly improved for both. Just look at the bottle

neck that occurs on Florida at Airline going east where the road narrows to four lanes as compared to the sections west of the overpass. Look at the improvements in traffic flow which resulted from widening Airline Highway and where bottlenecks occur when it narrows to 5 lanes. This approach has minimized the "cut through" traffic on Tara Blvd. Such cut through traffic will increase in the neighborhoods around Government as drivers try to avoid it .

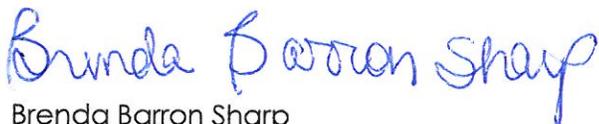
- There is no logic to proposing that lane reduction will do anything but increase congestion on other streets. This has already occurred on Claycut Avenue when traffic on Government is heavy and due to the one way traffic direction of Capital Heights.
- Heavy traffic on the Interstate is often blamed on Baton Rouge drivers who use the Interstate in lieu of surface roads. The proposed changes to Government Street will only exacerbate this problem.

Recommendation in lieu of road diet:

- Use Capital Heights for foot and bicycle traffic. It's already serving in that purpose since the restriction to one-way traffic. The street corners which intersect to Government from Capital Heights could have attractive business-directory signs added for foot and bicycle traffic to travel to these businesses and residences rather than travel directly down Government. Where Capital Heights ends at Acadian, a cross walk could take the traveler to the street which runs east-west between the Villa Rose Apartments and the back of Walgreens. Other connections on the north side parallel to Government could also be considered. Although this does not address the full length of Government Street, it does encompass where the majority of traffic flow is and back ups occur.

Thank you for the opportunity to provide this input. Please consider not implementing the DOTD recommendation.

Sincerely,

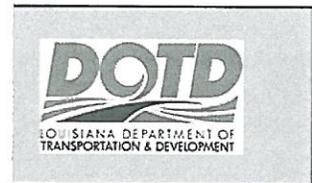


Brenda Barron Sharp

c: Ryan Heck  
Metro Council District 11



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As someone that lives right off of  
 Government Street I am excited to see  
 those changes come. I don't own a car  
 so I ride a bike and walk almost everywhere  
 the addition of bike lanes would make my routes  
 safer and faster. The repair of the sidewalks  
 will make a walk to the post office easier & safer.  
 The slowing & reduction in traffic will make any travel  
 much safer, increase quality of life for my husband  
 and I, and the area will be  
~~I can't wait to see the results of these~~

NAME: Lauren Utor  
 ADDRESS: 413 Longwood Ct Apt A  
 B.R. LA 70806



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As a resident of Bernard Terrace, I am in full support of the proposed changes to ~~the~~ Government Street. Safety is one of my primary concerns as my family was in ~~a~~ ~~an~~ an accident on this road ~~the~~ and while waiting to turn left. Our child was injured and our car totalled because of the speed of traffic and ~~the~~ sudden lane changing.

As a life-long resident of Baton Rouge, I feel our culture and environment would benefit from having this area be more family friendly and pedestrian friendly. Many positive changes have been made in Mid-City since we moved in 11 years ago. This plan will help the area continue to grow and prosper in a way that is positive for the whole city.

NAME: Sarah Kirkpatrick  
 ADDRESS: 432 Richland Ave.  
 Baton Rouge, LA 70806



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100% in favor of the idea; however, when I ask about buses and potential bottle necks caused by them, the answers I got were dismissive or "you'll have to wait behind them" → surely there are some better outputs to demonstrate this is either not a problem or to suggest solutions

The 2 lanes of traffic in the evening are full in addition to the turn lanes - how is this really not going to be problematic - model output seems "too good to be true"? Esp. in light of nothing to be done w/ bus traffic

Despite comments above, I'm very excited about the potential of this project!

NAME: Rebecca Christoffersen  
 ADDRESS: 8958 Cottage Dr.  
70806



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When reacting bicycle traffic on Clay Cut through Foster Dr toward Jefferson Hwy, the Clay Cut/Foster Dr intersection needs expansion/adjustment to accomodate bikes + cars on both lanes at the same time

Generally looks like a good idea. Special attention to keep middle turn lane from being misused.

NAME: Carole Anne Brown

ADDRESS: 5712 Hyacinth Ave.  
BRLA 70808



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Overall I'm very pleased with the proposed changes. Ideally I would like to see protected bike lanes, but I understand if this is not possible. My wife bikes often and I will bike more once the changes are in place. Some drivers may find the roundabout confusing, but it can't possibly be more confusing than the intersection that's there now.

NAME: Will Otes  
ADDRESS: 413 #A Longwood Ct.  
Baton Rouge, LA 70806



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I'm in favor of the Idsa.  
 Have concerns with one lane @ J for Jefferson  
 turning West. Jefferson will back up.

Roundabout @ Lobdell need to be ~~be~~ Bs  
 2-lanes. Don't try to re-invent the  
 roundabout. Follow the European models.  
 There is plenty of ROW.

As a side note: Think about a piece  
 of sculpture in the middle of Roundabout  
 commemorating the old "Downtown Airport."

NAME:

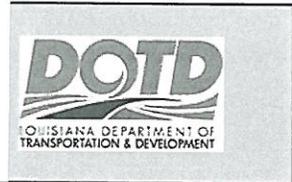
Paul Higgins

ADDRESS:

7227 Sycamore  
 70806



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I've been a Mid City resident for 6 yrs. Baton Rouge desperately needs improvements such as the proposed in addition to making the pathways more accommodating for all-terrain, cyclists & pedestrians - such changes will help create a greater sense of community. I own a home on Jeters Ln & would love having access to the restaurants on east. Even though I'm a short distance, it's ~~not~~ nearly impossible to access them on a bike. This feels critical to creating a neighborhood.

I have a concern w/ the 'Sharrow' - in the means they have been here they still feel dangerous on a bike. The city should be doing connected via bike lanes bikes well always on a bike use other roads, the 'Sharrow' seems like a crack. I would urge you to push for the bike lane to Lobdell. The re-route is ~~concerned~~ though Foster would be busy. Other cities have figured this out. The entire project will be a learning process for all drivers. Make the leap - go all the way.

NAME: Jermaine Quinn  
 ADDRESS: 228 Jeters Ln  
BR 70876

project will be a learning process for all drivers. Make the leap - go all the way. Thank you



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I think it is a very good idea to fix Government St  
 Most of the plan looks workable, but it will  
 require a change for people and it will take some  
 very clear signage - at least at first

Left turns off Govt St to Acadia Tr. are important  
 perhaps even a round about at that point.

In the presentation slides the volume must be turned  
 up more can hear - also the slides are  
 a bit fuzzy - fix the presentation or just eliminate  
 it - the people at the tables in the small area  
 were sufficient  
 So - good idea - good dialogue - poor presentation -

NAME: IJA STOLTZBUS  
 ADDRESS: 1024 GLENMORE  
70806



**LA 73 (GOVERNMENT ST.):  
EAST BLVD – LOBDELL AVE  
OPEN HOUSE PUBLIC MEETING  
December 17, 2015**



**STATE PROJECT NO. H.011295  
FEDERAL AID PROJECT H011295  
LA 73 (GOVERNMENT ST): EAST BLVD – LOBDELL AVE  
EAST BATON ROUGE PARISH, LOUISIANA**

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I do not see that this plan would address the traffic grid lock! We need major roads from downtown. There is no place for the cars to go! This is a beautiful plan but not practical! This will affect business in a negative way. This plan may have been nice thirty years ago, but it does not help us now!! We need more roads!!! This plan restricts the flow for residents and for business.

Baton Rouge needs a loop. Do not remove lanes from Government Street!!!

Please work on another plan to help the traffic problems!!!

NAME: Susan McAdams  
ADDRESS: 221 Bedford Rd



**LA 73 (GOVERNMENT ST.):  
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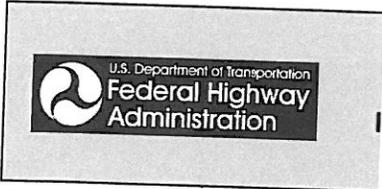
*Largely in favor. Please consider reduction in bus stops + correction to light cycles.*

NAME:

*Josh Ford*

ADDRESS:

*4556 Government St. Unit 3*



LA 73 (GOVERNMENT ST.):  
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I live in midcity (Ogden Park) just off Government street, and I am very excited about this project. I'm especially glad to see a left turn onto Acadian going north because right now everyone turns up my street (Beverly) because they can't turn on Acadian. Please make sure you put a left turn arrow on the light when you install it. Thank you for making Baton Rouge a more accessible & interesting city.

NAME: Michael Biber  
 ADDRESS: 408 Beverly Dr.  
Baton Rouge, LA 70806



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One current problem that will be worsened is that parents currently queue up on Government when picking up students at the DuFroca school. Cars wrap around the school on Louisiana Ave, S. 19th St. and back on to Govt. It starts around 3 pm (3:15 dismissal) and doesn't clear up until 3:30-3:45.

NAME: Patrick Alderman  
 ADDRESS: 1023 Park Blvd



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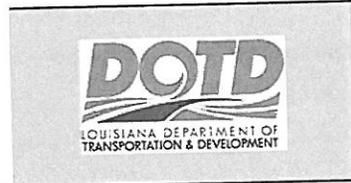
AS A BICYCLE RIDER I WOULD SUGGEST  
ELIMINATING THE SHARED USE PATHS  
AND KEEP THE BIKE LANES ON THE  
ROADWAY. EXPECTING BIKE RIDERS  
TO TRANSITION FROM ROADWAY TO  
SIDEWALK WITH PEDESTRIANS WILL  
CREATE A CONFLICT WHILE MAINTAINING  
BIKE LANES WILL REDUCE CONFLICT.

FAILING TO PROVIDE A PROTECTED  
PED CROSSING AT THE ROUND ABOUT  
WILL CAUSE PROBLEMS AS DRIVERS  
WILL BE LOOKING TO MERGE AND NOT LOOKING  
TO AVOID PEDS. SPLAT. ARE UNPROTECTED  
CROSSWALKS GOING TO BE A. D. A.  
COMPLIANT?

NAME: DON ORTEGA  
ADDRESS: 1579 KEEB AVE  
BATON ROUGE, LA 70806



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I don't have any suggestions or criticisms other than PLEASE GET THIS PROJECT IMPLEMENTED BEFORE THE MAYORAL ELECTION!

I live on Dier, two blocks south of Government. My husband and I are very much in favor of this project and are disappointed that it's been delayed so much.

Please ignore the usual nay-sayers- Most of those fear change and rely on emotion rather than logic or hard data, and most ignore facts because they're more comfortable with the status quo, even if it has a negative impact on them.

NAME: KATHLEEN CALLAGHAN  
 ADDRESS: 715 Dier Ave.  
 Baton Rouge, 70806



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Bad idea!! Leave as is!!  
4 lanes to two is crazy!

NAME: Justin Alford  
ADDRESS: 1137 E Lakeside Oaks  
Baton Rouge LA 70810



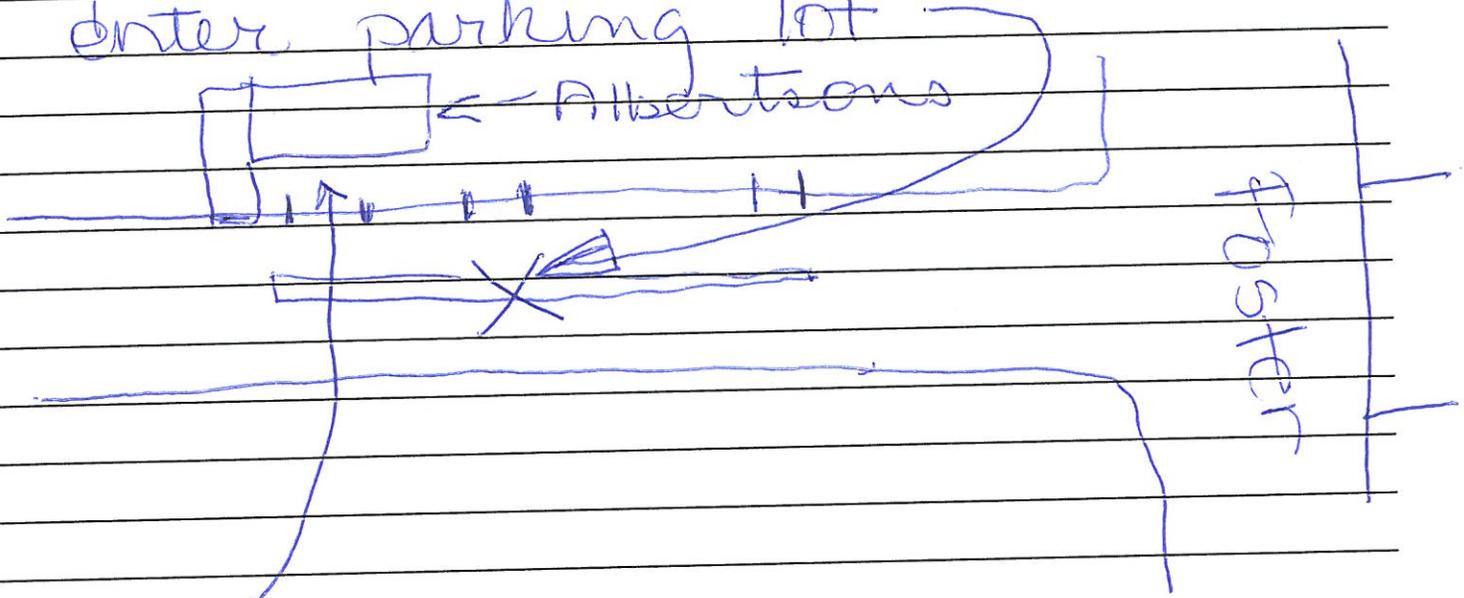
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At the Albertson's entrance, there needs to be a better turn option. Need to be able to enter parking lot



Frequently 18 wheelers at loading dock.

NAME: Mimi Riche  
 ADDRESS: 990 Stamford Ave  
 BR 70808

Love this concept!



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I am concerned about reducing # of lanes. It will make congestion worse. I'd prefer to leave # of lanes as is and perhaps have a single bike lane on one side of Govt Street. We have a path on Sevenoaks Ave. that is shared by bikes & pedestrians. It works well.

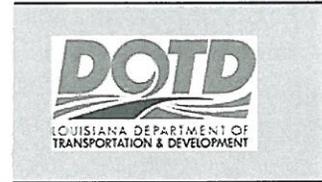
We live in old Greenwood & use Govt Street a lot. When going downtown, we use Govt. & the path Blvd.

Please don't reduce # of travel lanes.

NAME: RAFAEL BERMUDEZ  
 ADDRESS: 7633 OLD STURBRIDGE  
70806



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Please make this work. It is long overdue.

NAME: G. Waters  
 ADDRESS: 2812 Raymond Ave  
BR LA 70808



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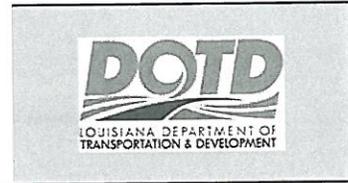
Looks great. There is an obvious need for parking for many businesses along Government.

It will make it a safer street and more pedestrian and bike friendly. I like that part of it. Good luck!

NAME: Willie Fontenot  
ADDRESS: 632 Drehr Ave 70806



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Great project. It will make Govt St. Much  
 safer, draw new businesses to the street  
 and above all, make the surrounding  
 neighborhoods more livable.

Believe in the engineers

NAME: Mukul Verma  
 ADDRESS: 1051 CANELA

**jevan26@att.net**

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**From:** "Allen, Rebekah" <rallen@theadvocate.com>  
**Date:** Wednesday, December 16, 2015 11:00 AM  
**To:** <jevan26@att.net>  
**Subject:** RE: Government St Project

Janice,

Thanks so much for reaching out. I expect that as the project is beginning to take shape there will be more opportunities for me to write about more of the opposition. I will be at the meeting tomorrow night listening to residents.

Can I quote your letter to me for a future story about resident concerns?

Thanks so much,

Rebekah Allen

---

**From:** jevan26@att.net [mailto:jevan26@att.net]  
**Sent:** Monday, December 14, 2015 6:19 PM  
**To:** Allen, Rebekah  
**Subject:** Government St Project

December 14, 2015

Dear Rebekah,

Thank you for the article on the Government St. project, as this may have been the first article that presented any of the opposing views. I am requesting that The Advocate please give some space to the opinions in opposition to this plan. Up to this point, our objections have been ignored.

I reside in the Goodwood area on Sevenoaks Ave. Having worked in the downtown government complex for 26 years, I utilized Government St. on a daily basis. Along with thousands of other people in this area, I still travel it several times weekly. The only other alternatives to reach downtown from this area are to go out of the way to North Blvd. (still requiring using Government St. to the Foster intersection), even farther to Florida Blvd., or to the Interstate, which, as we know, is already overused for intra-city traffic.

Government St. is one of only two major east-west corridors in the city which carry traffic between downtown and the southeast suburbs. Choking it down to two lanes simply does not make sense. Right now, with four traffic lanes (plus turning lanes), you can sit through multiple lights at Foster Dr., with cars stacked ten or more deep - and this is not even at the rush hour.

Also keep in mind that Capital Heights is now one-way so eastbound traffic, trying to avoid Government St. congestion, would have to detour to Claycut Rd., increasing traffic on that truly residential street.

I hear some of the small business owners situated in the mid-city area touting the need to convert Government St. to a "Magazine St." environment. What they fail to recognize is the fact that New Orleans has multiple corridors serving its downtown and uptown areas. No one uses Magazine Street to travel from suburban New Orleans to the city center. Magazine is itself a destination. This is not the case in Baton Rouge, where Government St. is a main access route to the downtown area for events, work, and entertainment.

In your article, it was mentioned that it might be necessary to eliminate some of the bus stops on Government St. as a result of this project. I was appalled to read this, as such action totally subverts the idea of making the bus system easier and more convenient to use. We're going to force bus riders to walk farther in order to accommodate bike-riders? To what lengths are we going to go to give bicyclists exclusive lanes at the expense of

everyone else? I am not opposed to bike usage, but the idea that a significant number of downtown professionals are going to bike to and from work in Baton Rouge rain and heat is unrealistic. Nor can I imagine families and the elderly bicycling to events on the river.

We have also heard about the inordinately high number of accidents on Government St. I don't know where they are occurring as I have seen only a few while traveling the street over the past forty years. Having seen the utter uselessness of three-laning Lobdell Ave., I can't imagine that safety is served by this plan. I have experienced cars turning from Sevenoaks into the "turning" lane of Lobdell almost hitting me headon. And how would a turning lane help people pulling onto Government and turning left? They will use the turning lane as a staging lane, causing more problems while they wait to pull into the one traffic lane.

There was a meeting scheduled last February where the public was supposed to have an opportunity to provide input. It was cancelled at almost literally the last minute. When I called DOTD about the cancellation, I was told there were errors in the traffic study. Why haven't we been told what these errors are? I'm afraid there are decisions being made behind the scenes and the public is basically being kept in the dark. It appears that someone has made a decision and the facts are being selectively chosen to support it.

There was an informational presentation by the traffic engineer on the project at a Goodwood Property Owners' meeting over a year ago. Many in the audience voiced concerns. They were basically dismissed and ignored, much to our dismay. I'm afraid that the upcoming meeting this Thursday will be the same. We will only be told what is going to be done and we will have no input.

We are the ones most affected by this project and no one seems to be interested in our views. We only get told how wonderful this is going to be, but all we can see are disadvantages. We don't hear anyone talking about downsizing Old Hammond Hwy, Jefferson Hwy, Perkins Road or any other major traffic corridor in the city. The idea would be laughable. It wouldn't make any sense, and neither does the Government St. plan.

Sincerely yours,

Janice Evans  
8014 Sevenoaks Ave.  
Baton Rouge, LA 70806

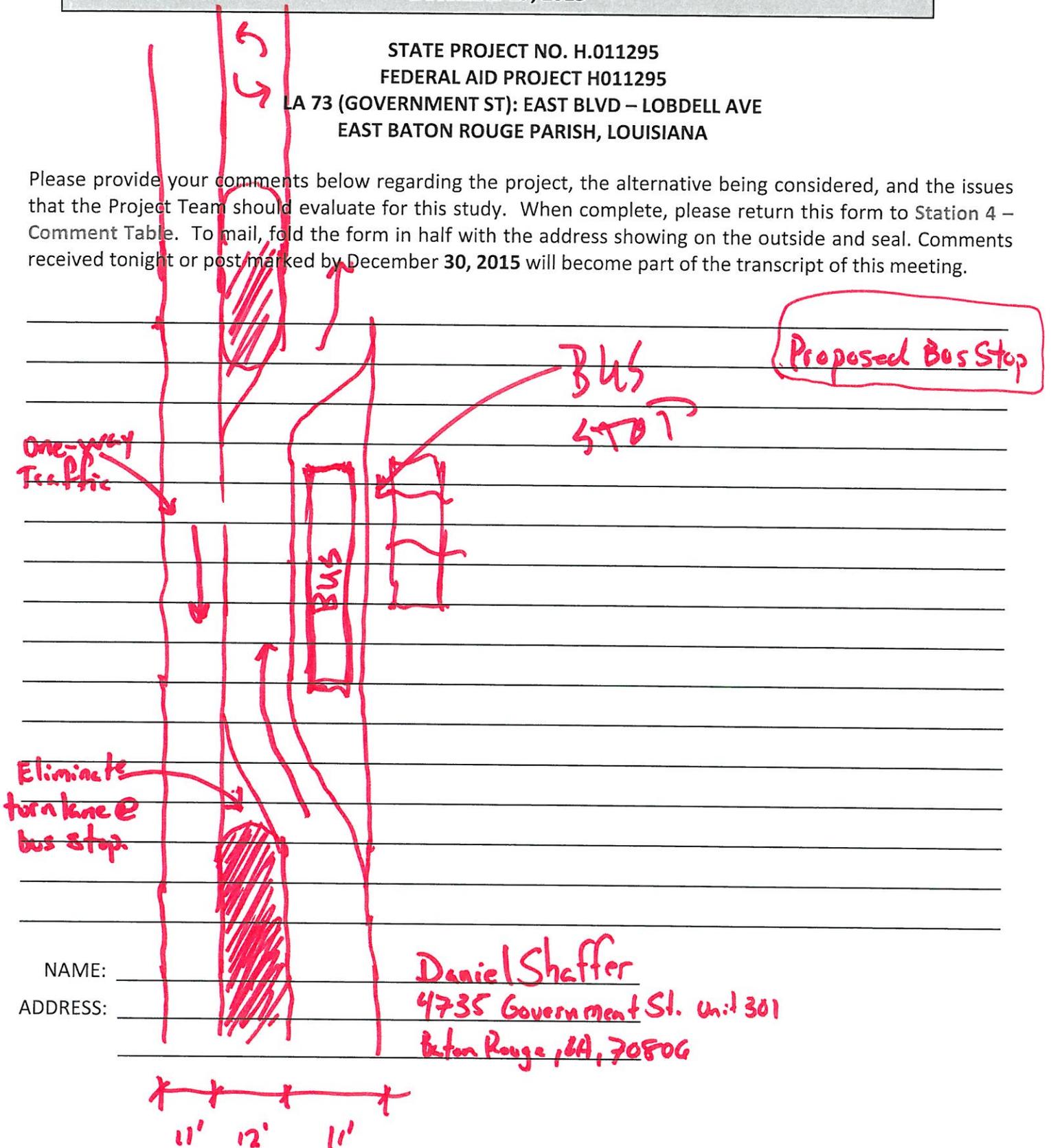


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NAME: \_\_\_\_\_

Daniel Shaffer  
4735 Government St. Unit 301  
Baton Rouge, LA, 70806

ADDRESS: \_\_\_\_\_



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As a Mid City Merchant I am so looking forward to implementation, So excited!  
 Can't wait for it to become reality.

NAME: Jennifer Hall  
 ADDRESS: 449 Westmoreland Drive  
 Baton Rouge LA 70806



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*More trees!*

*Love it! Thank you for access management.*

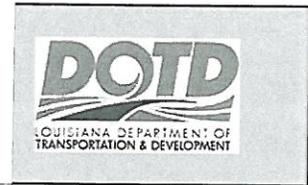
NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

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Provide cut-outs for bus stops so buses do not block traffic when picking up/dropping off riders.

Insufficient turn/stack space @ community college & schools (Duffry, Odom, Park)

NAME: Clifford Grant  
 ADDRESS: 1224 Carolyn Sue Dr.  
B. P. LA. 70315



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I love it, and can't wait for work to start /  
finish. Please don't let the naysayers reject  
this out of hand with NIMBY arguments. Everyone  
I have spoken with is very excited about this.

more trees!

NAME:

Chris Funes

ADDRESS:

1417 Richtland Avenue

BR LA 70808



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*This is a positive thing  
Thank you guys*

NAME: DRIAN BAIAMONDE  
ADDRESS: \_\_\_\_\_  
\_\_\_\_\_



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As a property owner in Capital Heights, I fully support this project as it will increase property values and improve neighborhood conditions. Safety should improve ~~and~~ for driving and pedestrians. With so many businesses w/in walking distance, it will be great to be able to safely bike and walk to dinner/drink/shop etc. Very excited for this necessary and awesome improvement to the Brit Corridor in Baton Rouge

NAME: Ann Howard  
 ADDRESS: 557 Glenmore  
 BR LA 70806



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- 1) LUV' THE ROUNDABOUT
- 2) THE INCREASE IN CYCLISTS WHO ALREADY TRAVEL "AGAINST" TRAFFIC WILL KILL PEOPLE — UNTIL <sup>THE</sup> "CYCLIST" OBEY TRAFFIC LAWS ARE "CYCLIST" —
- 3) PLEASE RUN TRAFFIC COUNTS ON BROUSSARD, TERRACE, KENNEDY & MYRTLE PRIOR TO IMPLEMENTATION, SO THAT THE RESULTING INCREASES IN TRAFFIC ON THOSE STREETS CAN BE MEASURED —
- 4) ~~DO~~ PRIOR TO IMPLEMENTATION — DO A "REAL" TEST WITH TEMPORARY STRIPPING & CONES — THE "SUNDAY TEST" WAS DESIGNED TO WORK AT THE VERY LEAST TRAFFIC FLOW — DO A "FAIR TEST" ON A THURSDAY & FRIDAY — (FAIR)
- 5) THERE ~~ARE~~ <sup>ARE</sup> NOT ENOUGH THRU-STREETS IN B.R. TO REMOVE COV. AS A PRIMARY TRAFFIC CARRIER, WHICH WILL HAPPEN AS THE TRAFFIC LOAD CANNOT BE CRAMMED ONTO A SINGLE LANE — PEOPLE WILL UTILIZE EVERY "SIDE STREET" / ALTERNATE ROUTE AND THEY WILL GREATLY INCREASE TRAFFIC THROUGH THE GARDEN DISTRICT, DOWN CAYCUT AND ON OTHER ROUTES

NAME: KYLE MOTTERT  
 ADDRESS: 2170 TERRACE AVE.  
B.R. LA 70801





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CREAT PROJECT ALL FOR IT.

NAME:

LAURENCE LAMBERT

ADDRESS:

0303 ESCALANADE AVE

BATON ROUGE, LA 70800



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*I believe the changes will bring a much needed positive impact to the area. I approve*

NAME: Chris Daigler  
ADDRESS: 6658 Lusselle Ave



LA 73 (GOVERNMENT ST.):  
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FEDERAL AID PROJECT H011295  
LA 73 (GOVERNMENT ST): EAST BLVD – LOBDELL AVE  
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I love the idea!  
Mid city needs safer walkable & bikeable areas and this project would really build that up.  
I also think it will encourage more investors to bring more business to the region! That will stimulate the economy & create more jobs.  
While many people may fear the change, we MUST get with the rest of the country or we will continue to fall behind. Newer generations want bike & pedestrian safety so we have to pave the way for that.  
Awesome job!

NAME: Kelly Maples  
ADDRESS: 848 Steele Blvd.  
Baton Rouge, LA 70806



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This is great! When?  
 A much needed improvement to increase  
 increased safety and modes of transportation.  
 Also, considering the neighborhood plans that  
 all want the bus lines going to Government  
 street will provide & increase the connectivity.  
 I cannot wait to ride the bike w/ my children  
 to school at South Blvd.

NAME: Jeanette Dublin  
 ADDRESS: 326 Westmoreland Dr  
BR 70806



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*No BIKE SHARROWS ON GOODWOOD AVE  
otherwise Excellent & well done!*

NAME: MIKE COOGAN  
ADDRESS: 5930 GOODWOOD AVE



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- The scenario with on-street parking does not seem compatible w/ Complete Street principles - this would be very unsafe for cyclists

- why does Fig. 7 indicate no bike lane between Steele & Jefferson? The bike lane needs to be continuous

- there is legitimate evidence supporting the expectation for car traffic to naturally divert to North Blvd, not neighborhood streets - can accommodations be made to encourage that?

NAME: Laurenlee Eling  
 ADDRESS: 2227 Cedar Way  
BR, LA 70806

Thanks for your hard work on this!



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*Roundabouts are great! We need many more.*

*Recommend a roundabout at Glenmore and Bamell intersection. NOW!*

*This is an interesting plan and I am in favor of it*

*Roundabout at Acadian and Government*

NAME: *Jessie C. Gibson*  
 ADDRESS: *3956 Churchill Ave.*  
*B. R., LA 70808*



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Project is a good thing. Let's make it  
safe for cars, bikes and pedestrians.  
Good luck going forward w/ this  
project.

NAME: Duke Loozen  
ADDRESS: 5930 Godwood Ave  
70806



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AS A BUSINESS OWNER ON GOVERNMENT STREET AND AN ARCHITECT  
 I 100% SUPPORT THIS PROJECT.  
 IF REQUIRED TO SPEAK ON BEHALF, PLEASE FEEL FREE TO CONTACT  
 ME.

ONE COMMENT – PLEASE CONSIDER ADDING CROSSWALKS BETWEEN  
 SIGNALLED INTERSECTIONS... WHERE POSSIBLE. FOR EXAMPLE  
 BETWEEN N. ACADIAN & EUGENE ITS A PRETTY LONG  
 STREET & PEDEST. COULD CROSS BETWEEN PETROL ESTABLISH-  
 -MENTS...

NAME: Scott A. Ritter, AIA, Ritter Matter Architects  
 ADDRESS: 2987 GOVERNMENT ST. 70806  
SRITTER@RITTERMATTER.COM



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The Government Street proposal is exactly right –  
 It allows Government St to become our city's  
 Main Street which everyone – walker, biker, car can  
 share.

I would like to see us enforce existing speed limits  
 in neighborhoods versus adding road humps etc.  
 And try to push faster moving traffic (cars) to I10,  
 North Blvd & Florida. North Blvd ~~are~~ are fast roads  
 that are not ideal for slow so make Government  
 the place where both co-exist peacefully.

NAME: Susan Kelliher  
 ADDRESS: 2218 Dove Hollow Dr  
 70809

Who is desperately  
 in need of a crosswalk  
 @ Old Hammond &  
 Jefferson so I can  
 walk to Whole Foods  
 more safely.



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This is the most ridiculous project - expense wise & traffic flow

All big cities (ex. Houston) are making more lanes out of the present lanes they have.

What are you going to do about the two lanes of traffic that feed into Government? ~~It's a traffic jam~~ I just came through that intersection & there were 13 cars attempting to get on to Government from Jefferson. You will have to make <sup>1</sup> Jeff. one lane so it can feed onto Gov. to go west.

Post Office area, 3 weeks ago there were 4 cars stopped on Gov. in the East direction waiting to turn into P.O. Traffic would have been completely stopped for 5 minutes until those cars could get into P.O. if there had not been 2 lanes east bound.

NAME: Brent Caldwell

ADDRESS: 1922 Dryglade Dr  
 70808

I travel Gov. several times a day & see also left turn drives then it turn

drives why not make side walks wider so (over)

Louisiana Department of Transportation and  
Development  
Environmental Engineering Administrator, Sec. 28  
P.O. Box 94245  
Baton Rouge, LA 70804-9245

PLACE  
STAMP  
HERE

-----  
Mrs. & Wallace could use same area  
you did this on S. everoaks.  
& if you want area to be more beautiful,  
have store owners beautify the area  
in front of their stores.  
Where is this money coming from?

FOLD  
HERE



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Please implement ASAP, before the next mayor!  
 and don't listen to the naysayers; they seem to  
 be reacting emotionally. Love the concepts, the  
 extra ~~ped~~ pedestrian and bike lanes.

As noted in your presentations online, the  
 other thoroughfares can handle extra capacity  
 if needed.

We live 2 blocks south of Govmt; and  
 CAN'T WAIT for the road diet!

NAME: John Broussard  
 ADDRESS: 715 Drehr Ave  
 BR, LA 70806



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As someone who lives less than a block off of Government St., I am very much in favor of the road diet project. My biggest concern is that the bike lanes be protected. They could be protected by planters or something else tall. For buses, there could be a break in the planters and a very clearly marked space for a bus stop so people on bikes know they're not protected for that stretch. Similar breaks could be placed in front of businesses with drive up parking in the front. For children and many older adults to feel safe using the bike lanes, they need to be protected. Recent studies show that the use of bicycles by older adults is actually on the rise.

I am not in favor of the ~~found~~<sup>proposed</sup> about component because it is unsafe for people using bicycles and people on foot. Also, the project needs to extend all the way.

Finally, I want to express how thrilled I am that BR is taking this great step of progress. I am so thankful for all the hard work of everyone involved.

NAME: Sam Stroepe  
 ADDRESS: 1816 Wisteria St.  
Baton Rouge, LA 70802



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Ⓢ 20mat School zone needed at Park/19th @ Dubroq School

Ⓢ Bike lanes = AWESOME. wish there were some intermittent dividers throughout

Ⓢ Hoping that the roundabout takes bikes / pedestrians into consideration

Ⓢ Diverting bikes to Capital Heights → ok. But, access to the library is very difficult from Capital Heights. If this projects solves this problem, signage needs to make this very clear.

NAME: Jessie Struope

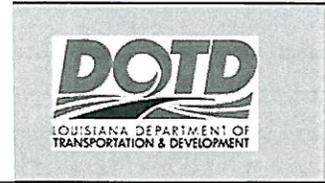
ADDRESS: 1816 Wisteria St  
Baton Rouge 70802







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Thank you,  
 I like the traffic circle + the shared use path.  
 ↑ Bike access always good.  
 Dedicated L turn lane will → ↑ safety.  
 Having local, low maintenance (minimal mowing needed) landscaping will add shade + beauty without need to run motors to maintain

NAME: Carolyn Deyo  
 ADDRESS: 1827 Tulip St  
 BR 70802



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We live just off Government and are very excited about this project. The bike lanes and improved sidewalks will help us travel safely without a car, which is what we prefer.

One thing we would like to see are improved crosswalks, and more of them.

NAME: \_\_\_\_\_  
 ADDRESS: \_\_\_\_\_  
 \_\_\_\_\_



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*I am in love with this plan!*

NAME: Anita Haywood  
ADDRESS: 5741 Castile Ave.  
70806



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I think the project is a great idea and is helping move Baton Rouge forward on transportation efforts. I think the proposed plan will help rebuild Mid city and the heart of Baton Rouge at the core, and will only help improve other areas. This project will not only help downtown but will improve connectivity in the city for bicycles, walkers/runners and help move people from point A to B through alternative means of transportation. Baton Rouge and a majority of the state seems to be very car-centric and I see this as a step forward in moving traffic and people more effectively. I hope to see more studies/improvement in the state after <sup>it's</sup> finished. Making these improvements will greatly improve the city and embrace connectivity. I would like to thank DOTD efforts in going forward with the project.  
 Thank You!

NAME: Allen Lewis  
 ADDRESS: 15644 Hogenville Ave  
BRLA 70817



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Plan looks positive for the area

my concern is with DuFrog and children crossing Government w/out a school zone.

Cars trying to "beat the light" are driving in excess of 50 mph. At the same time the walk sign/signal has children proceeding through the intersection.

I have been told by City/Parish traffic Engineers that Government is too busy for a school zone which seems illogical to me. I cross with my child every morning & afternoon, we are almost hit by cars on a daily basis.

NAME: Ellen Alderman

ADDRESS: 1023 Park Blvd  
Baton Rouge, LA 70806



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I live off of government street and work on government street. The plans are very positive improvements and we hope they are implemented in the near future!

We are very much in favor of slowing down traffic, making a turn lane and reducing the number of accidents. we would like our kids to be able to bike to Olan school but it is currently too dangerous for them to have to ride along govt. street.

I also think the traffic circle at lobdell is a great idea!

Thank you for all of your work on this project.

NAME: Lori Prochaska  
 ADDRESS: 369 Finchley Ave  
Baton Rouge, LA 70806



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This projects discriminates against blacks and low income families by making it more difficult ~~from~~ for them to get their children to school (Duprock) and to the Baton Rouge Mental Health facility on Dov it St. I am very concerned about making it more difficult access to education and mental health. I live ~~0.38~~ 0.38 of a mile from Dov it. I've been told this would improve my property value - I do not want this at the expense of low income families and ~~how it~~ ~~would hurt~~ the Dov it St. merchants it would hurt. I am very much against this project. If this project goes forward, we will sell our house and move. (after my sons have graduated from high school) :-

NAME:

Phyllis Kern

ADDRESS:

937 Richland Ave

Baton Rouge, LA 70806



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*I love it!*

*But consider adding bus stop cut outs.*

NAME: \_\_\_\_\_  
ADDRESS: \_\_\_\_\_  
\_\_\_\_\_



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*Cedar Terrace*  
As the President of HOA, please  
consider me the point of contact  
regarding the retaining wall between  
22nd & 23rd on the north side of Grant.

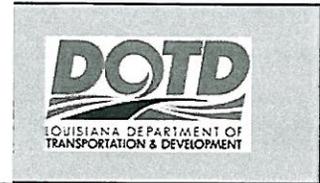
As an avid cyclist, I'd highly  
recommend the use of "Copenhagen  
left" turn boxes.

Thanks!

NAME: Lauren Clilling  
ADDRESS: 2227 Cedar Way  
BR, LA 70806



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Yippee - Waiting for a Road Diet for  
 2 Decades Now - Lets go!  
 Bike lanes + Side walks! How  
 wonderful - FINALLY!

NAME: Pat Reilly  
 ADDRESS: \_\_\_\_\_  
 \_\_\_\_\_



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LOVE THE PROJECT!

I OWN THE BLOCK ON THE NORTH SIDE OF GOVERNMENT BETWEEN OGDEN AND BEDFORD. WE JUST PUT IN A PARKING LOT (NOT SHOWN ON YOUR MAP) AND WE USE A ONE WAY DRIVE TO EXIT OUT ONTO GOVT. WITH THE NEW MEDIAN WE WILL BE UNABLE TO TURN LEFT ONTO GOVT. CAN YOU PLEASE SHORTEN IT BY 10' TO ALLOW A LEFT TURN?

NAME: Steve MAHER

ADDRESS: 2987 GOVERNMENT ST.  
 B.R. LA 70806



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◦ WHERE ARE THE BUS TURN-OUTS? AS A "COMPLETE STREETS" PROJECT THIS SEEMS LIKE A GLARING OMISSION.

◦ SOME OF THE LANDSCAPE ISLANDS SEEM LIKE POTENTIAL CROSS-GOVERNMENT MOVEMENT OBSTRUCTIONS. FOR EXAMPLE – AUDUBON TO KENWOOD CANNOT USE THE CENTER LANE AS REFUGE DUE TO ISLAND PLACEMENT. SOUTHBOUND APARTMENT CT. TURNING LEFT ONTO GOVERNMENT IS ALSO DENIED CENTER LANE REFUGE.

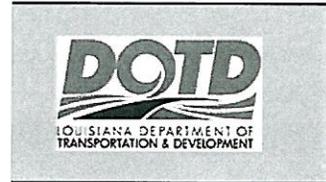
◦ IF LEFT TURNS ARE THE DRIVER BEHIND SAFETY CONCERNS, WOULD IT NOT BE BETTER TO EXTEND ISLANDS AT ~~WEST~~<sup>EAST</sup> END IN LENGTH TO FORCE USAGE OF ROUNDABOUT AS AN EASTBOUND TO NORTHBOUND MOVEMENT IN MORE LOCATIONS?

NAME: Ben Lankier

ADDRESS: 178 KENWOOD



LA 73 (GOVERNMENT ST.):  
 EAST BLVD – LOBDELL AVE  
 OPEN HOUSE PUBLIC MEETING  
 December 17, 2015



STATE PROJECT NO. H.011295  
 FEDERAL AID PROJECT H011295  
 LA 73 (GOVERNMENT ST): EAST BLVD – LOBDELL AVE  
 EAST BATON ROUGE PARISH, LOUISIANA

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Overall I am in strong favor of the road diet plan. I think it will bring great benefits to safety + quality of life.

I would like to see more priority given to continuity of bike traffic flow. I was disappointed to see the abrupt end of the bike lane between Foster and Jefferson. Please think through how to make this truly multimodal and to give equal priority to bicycles

But overall good work!

NAME: Brendan Karch  
 ADDRESS: 960 Camelia Ave  
Baton Rouge, LA 70806



LA 73 (GOVERNMENT ST.):  
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I am totally IN FAVOR of this project and hope that DOTD will go ahead with trying this out regardless of the opposition.

I do believe one of the keys is getting the buses out of the way which may entail some curb cuts in some areas. Reducing the enormous amount of stop CATS currently has is also crucial to the success.

~~Sign~~ Synchronizing the lights is also a must as well as eliminating left turns allowed now, for instance at Cloud Dr + Government

Please don't back away from this challenge - 5 studies over 25 yrs by traffic engineering firms all agreeing this can work should not be discounted.

NAME: Liz Walker

ADDRESS: 680 Jefferson Hwy  
Baton Rouge, La 70806



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- Great changes for Government Street!
- It is good to see the whole length of the project
- I hope that bus stops and traffic fit into the plan seamlessly
- Also, priority is given to continuous bicycle lanes throughout the entire length of the project
- I assume that the speed limit will be slow enough to ensure safety throughout the project
- GREAT CHANGES!

NAME: CARL MOTSENBROCKER  
ADDRESS: 1832 BLOVIN AVENUE  
BATON ROUGE LA 70808





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I strongly support this project! <sup>Designated</sup> Bike lanes ~~are~~ are significantly more safe for riders. This area is quickly growing and could use a faultline. It's better for businesses for pedestrians to access the local shops. My only concern at the point is the gap between Foster & Lobdell for bike lanes. Can they be incorporated to that area?

NAME: Mikaila Dougherty  
 ADDRESS: 1935 Tulip St. 70816



BI

LA 73 (GOVERNMENT ST.):  
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STATE PROJECT NO. H.011295  
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I fully support the project & believe  
believe that it will be a huge success

Multiple horizontal lines for writing comments.

NAME: David Mooney  
ADDRESS: 4205 Capital Heights Ave 70806



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The road diet is a phenomenal idea. It's clearly going to improve safety, which should be our top priority. There are also clear benefits to flow and the economic <sup>and more!</sup> development of the area. I'd love to see safer, bike lane and protected crossings at lights and at school zones.

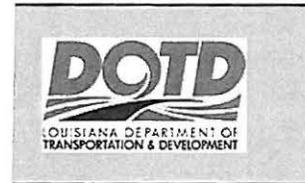
There seems to be some fearful opposition to changing the status quo, but this pilot project has the potential to change a lot of minds.

Kudos to DOTD and all the other folks who have put a lot of effort ~~and~~ and thoughtfulness into this plan.

NAME: Kristi-Jo Preston  
ADDRESS: 960 Camelia Ave  
Baton Rouge, LA 70806



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I am excited to finally see this project being displayed and considered. The overall project seems to be very well organized and takes the safety of Government street to a reasonable level. Although this is a giant step towards bringing Baton Rouge into the 21st century in regards to bike-able streets and car alternative travel, there is even more that could be done. More complete streets with protected bike lanes would be best. Also, having lived on and near Beverly Drive, it would be wonderful to see more crosswalks across ~~go~~ Government St. Between S. Eugene and S. Acadian it is very dangerous at the moment to cross. Other than that, I am a great supporter of the project and hope to see it happen.

NAME: Kirk Herrmann  
 ADDRESS: 1025 Rittner Drive  
Baton Rouge, LA 70806



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Consider adding pedestrian crossings between the streets of S. Eugene & S. Asham - reinstall light by Ogden Shopping center or create pedestrian crossing

consider pedestrian crosses between S Foster & Jefferson highway

Very excited! Thank you for your efforts to move RR forward.

NAME: FAIRLEIGH JACKSON  
 ADDRESS: 3945 HUNDRED OAKS AVENUE  
 BATON ROUGE, LOUISIANA 70808



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We live on Government St. and very much support the proposed plan to put the street on a road diet. We ~~was~~ are excited about the idea of a more livable Government Street. There are so many wonderful businesses within walking distance of our home, but often we choose to drive ~~because~~ due to the dangerous road conditions. ~~It~~ It would be amazing to see these changes come to pass and be able to feel safe walking and riding our bike to local hangouts.

NAME: Scott & Shannon Hutton  
 ADDRESS: 1051 Government St.  
 BR, LA 70800



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- ① The Roundabouts look to be very dangerous for bicycles.
- ② CATS stops are not discussed.
- ③ Pedestrians get 50% of the space yet there are probably a ratio of 100 to 1 (100-1) vehicles to pedestrians which is a gross misallocation of space.
- ④ There are about 25,000 vehicles per bicycle on Government St. This is a waste of street.
- ⑤ Road diet has no proof of need.
- ⑥ The numerous bans on left hand ~~turns~~ turns makes the street grid inefficient and makes motorists have to circle around additional block or two which waste time and fuel.
- ⑦ There are not enough pedestrians to justify the drastic change in street usage.

NAME: LE L'Herisson

ADDRESS: 673 N. 7th St.  
BR LA 70802

- ⑧ Proposed medium barriers limit emergency vehicles access to side streets.
- ⑨ 100/20,000 percent of vehicles to other E, S, W, corridors is a burden to the affected drivers. over

10. The existing road (Government St) works pretty well now and there is no guarantee the expected benefits will happen. IT is a model only.
11. The median barrier endanger pedestrians because they limit the potential "escape" options for automobiles.
12. The crash rate per 100,000 miles is not significant.

Louisiana Department of Transportation and  
 Development  
 Environmental Engineering Administrator, Sec. 28  
 P.O. Box 94245  
 Baton Rouge, LA 70804-9245

13. The proposal is for political reasons instead of ~~being~~ being driven by citizen demand.

14. I propose that all future work on this plan stop.  
 It is not necessary.

PLACE  
 STAMP  
 HERE

15. There will never be large numbers of pedestrians on the proposed roundabouts.

FOLD  
 HERE

16



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\* CROSSWALK AT DUFREUX

\* BETTER PROTECTIONS FOR PEOPLE ON BIKES

A LINE OF PAINT WILL NOT KEEP MY FAMILY SAFE

\* DEDICATED FACILITY FOR ~~PEOPLE~~ PEOPLE ON BIKES FROM MOORE/MOUTON TO SARDENWOOD

\* IF PEOPLE ON BIKES MUST BE SHUNTED OFF, GIVE THEM GOOD SIGNS AND CLEARLY MARKED, SAFE ALTERNATE ROUTES

\* OTHERWISE, EXCITED-

We live, work, and play on gaut everyday - this is quite the improvement.

\* ADD BIKE LANES GOODWOOD BETWEEN JEFF + SEVENAK

NAME:

MATT DIEZ

ADDRESS:

5954 EASTWOOD DR  
 BR LA 70806



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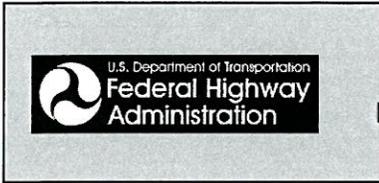
I have lived in the Garden District for 60 years. I am very concerned about the project to change Govt Street to three lanes.

I travel Government Street all day. If the decision to change to three lanes happens, I will be changing all of my business to Perkins Road where there are five lanes. If anything Government St should be 5 lanes.

I will be moving to a Bank on Perkins Road, a dry cleaner, my mailbox (Post office) and Grocery store.

Thanks for the opportunity to express my opinion.

NAME: Maria DiVincenti  
 ADDRESS: 3036 Myrtle Ave



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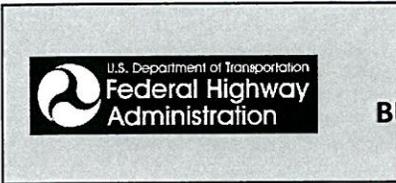
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I am very positive about this project, and my only questions concern construction scheduling and assurances that this project will actually take place.

I believe it will positively impact the mid-city area, an area that should NOT be a "drive-through" area, ~~but~~ ~~be~~ such that ~~the~~ Govt. Streets availability to walkers, bicyclists ~~be~~ <sup>should be</sup> the priority.

(a)  
 Nancy Gilbert  
 220 Bedford Dr. (+ 224 Bellewood)

NAME: \_\_\_\_\_  
 ADDRESS: \_\_\_\_\_  
 \_\_\_\_\_



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Thanks so much for doing this. I realize much of the feedback will be negative at first, but this will change. People will come around. My main concern is the stretch of the road from Hebert to Jefferson Hwy. I hope cyclists forced off the road will at least benefit from some decent signage indicating the safest alternative route to get back on to Gov't. Please consult someone who actually rides a bike for transportation on this project, especially the aforementioned stretch of Gov't. Again, thanks so much for the work you do.

NAME: Doug Moore  
 ADDRESS: 308 Wiltz Dr.



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Overall, the plan is a great idea. I particularly like reducing the Jefferson Hwy / Govt intersection as it will make crossing Govt easier for pedestrians. I am disappointed that the bike lane is not continuous on Govt St. This will be a problem for cyclists, particularly if they must cross back and forth across Govt.

NAME: Thorsten Hahn III  
 ADDRESS: 345 S. Waverly Dr  
Baton Rouge, LA 70806



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- Add ped crosswalk @ median nearest Superior Grill - there is not a crosswalk between the light @ Brecc & Jeff Hwy on the schematic. Superior's "extra" lot is across the street there.

- BUSES - especially west bound where there is now a single lane - ~~step~~ reduce # of steps between Lobdell & Acadian now that crosswalk & shared paths are available & safer

- THX you for the medians & turn lanes!!!

NAME: Anna Howard  
 ADDRESS: 572 Finchley Ave  
70106



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not in favor of doing the round-~~about~~<sup>about</sup> or  
 calming circle at government & lobdell.

Mediums need to make sure that the  
 greenery is kept low. No more than  
 3 feet high. - no trees

NAME: Karoline Rees  
 ADDRESS: 6940 Government  
Baton Rouge, LA 70806



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I live at the intersection of Government & Audobon Ave and my children walk to Our Lady of Mercy everyday. We support the project and would like to see it completed as soon as possible. Be sure to enhance the pedestrian crossing on Gov't @ Marquette. Over 30 children < 12 years down to 4 years old cross for school. As a member of the Coakwood Property Association I would want to see the traffic calming study be implemented w/ the project which will calm cross traffic b/t Gov't & Jefferson. Reducing the lanes on Gov't may lessen the cut throughs and this needs addressed. The cost of implementation is basically signage and would not impact the cost of project the Gov't project.

NAME: Craig Schiro  
 ADDRESS: 6820 Government Street  
BR, LA 70806



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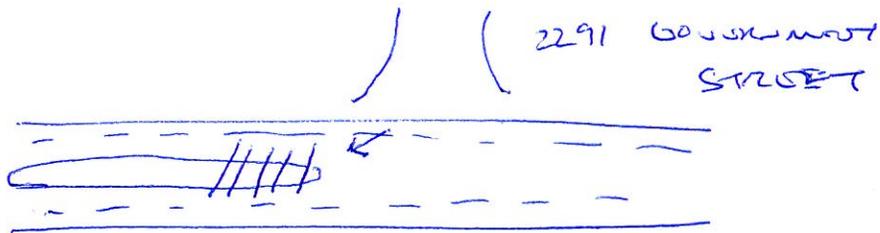
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With North Boulevard under-used, reducing the number of lanes on Government Street makes perfect sense. I live 1/2 block off Government and believe this would greatly improve safety, quality of life and traffic flow. We would actually walk to local businesses from the Garden District.

I'm afraid to ride a bike in this area, but I would with safer options. Too many bicyclist deaths because we don't offer safer facilities.

Please fix Government Street ASAP!  
 It can be a beautiful, functional street.

NAME: Rannah Gray  
 ADDRESS: 2333 Wisteria St.  
BR, LA 70806



TAKE  $\frac{1}{3}$  OFF LENGTH. LEFT TURN LOOKS  
IMPOSSIBLE

2291 GOVERNMENT

ISLAND IN FRONT OF SHOPS TURN  
 IN OFF GOVERNMENT STREET DOESN'T ALLOW  
 FOR A ~~EAST~~ BOUND TURN IN  
 TO ENTER MY PARKING LOT

I WOULD LIKE TO SEE THE ISLAND  
 SHORTENED BY  $\frac{1}{3}$  TO ALLOW 2  
 CARS TO BE ABLE TO BE IN THE  
 TURN LANE AT A TIME

DAVID HERMANS

2291 GOVERNMENT STREET

BL W 70806

david@hermans.com

225 344 0441

SAM IRWIN

5436 S AFTON

BTR LA 70806

I AM FOR IT!

GET OUT TOMORROW +

SLOW THE TRAFIC DOWN!

Never notified

R. G. Haywood

owner Philburys → Sally

4898 — 4876 Govt St

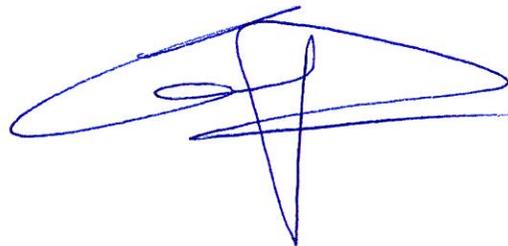
5741 Castile Ave  
Bldg 7080 C

YES!!!

gd Mese

Gordon Mese

Travel to successful cultural  
districts across the south: US,  
common factor: walkable, safe artery  
roads: Gov't St. is a driving hazard as is,  
and even more for pedestrians/cyclists



Marilyn Dargess  
1156 Steele Blvd. 70806  
mhb315a@cox.net  
Comments for Government St. Plan

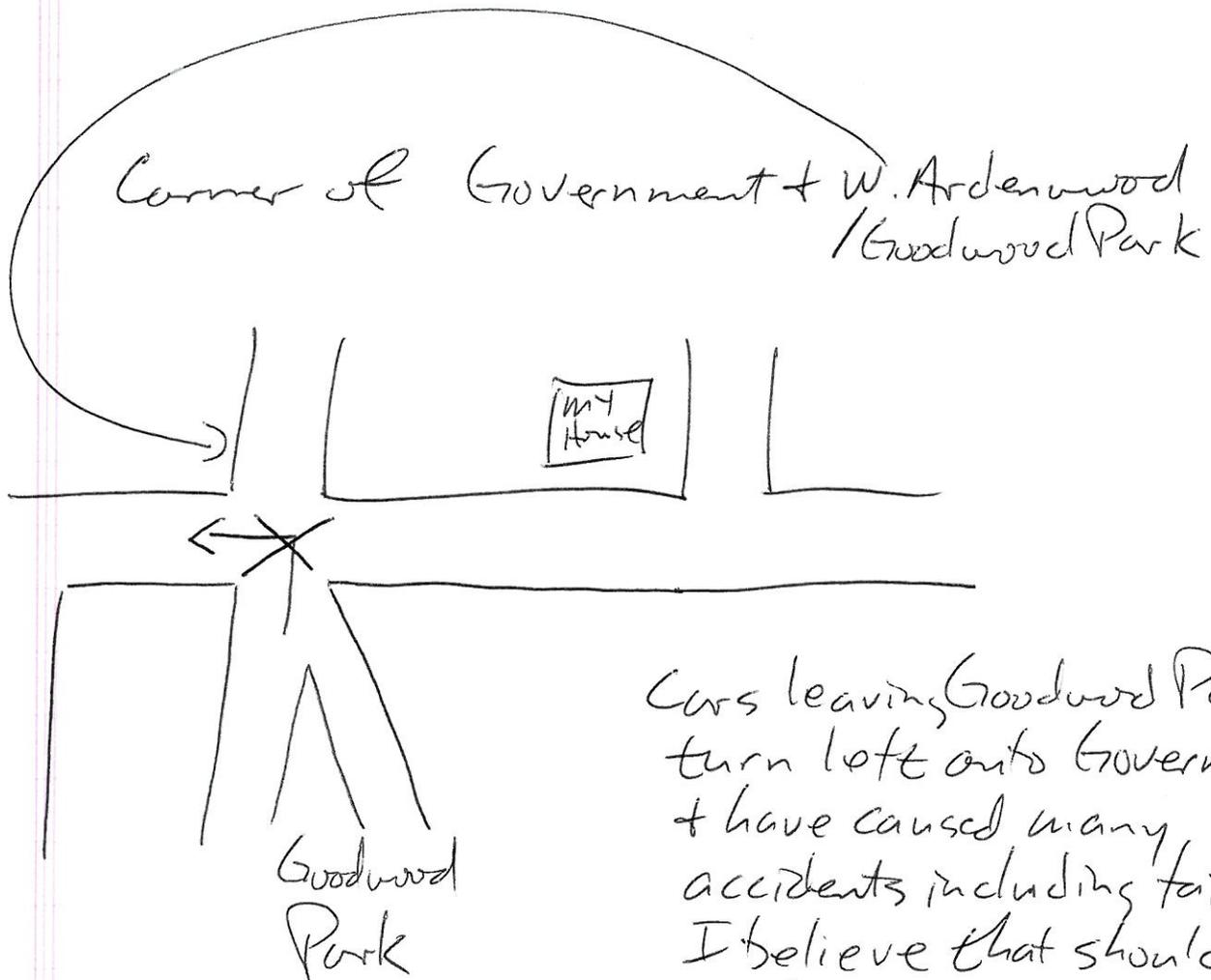
1- Have you documented the current traffic on Claycut Blvd, so that the increase in traffic could be determined.

Concerns:

Narrowing Govt St. is going to push traffic into the neighborhood streets, including Claycut Ave and increase the number of cars on the already heavily traveled Claycut.

Four: Roundabout at Poblano  
Paving government

Opposed: Reducing the number of traffic lanes from 4 to 2 w/ a turning lane.  
Walking on Government Street is wishful thinking because of the crime.



Cars leaving Goodwood Park  
turn left onto Government  
& have caused many  
accidents including fatalities.  
I believe that should be  
a No Left Turn.

Cars are already turning  
left from Gov to W. Ardenwood  
& left into Goodwood Park  
& it creates too much  
congestion.

Tim Elder 772-0955

Otherwise YES Please do it!!



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I would like to see more crosswalks on the south side of government, so that I could bike and/or walk with my children.

NAME:

Allie Schmitt

ADDRESS:

6867 Sheffield Ave  
BR, LA 70807

Jim Pahl  
732 Pierce Ave, BR LA 70806

I fully support this plan! It's been long needed and well designed!

I do suggest a few tweaks:

- ① at the Govt / Acadian Intersection, there are a lot of vehicles transiting west on Govt that turn left into CVS. With the addition of the left turn lane onto S Acadian, a raised median on Govt west of the light that blocks the turn ~~on~~ into CVS is justified
- ② the idea of the circle @ Lebdell is great, but I suggest the need to very clear signage to educate drivers
- ③ would like to see very clear signage where the bike paths transition on side streets

again, well done!



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Full Speed Ahead

NAME:

Mark Bowen

ADDRESS:

4444 Claycut Rd



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*This is the first time this project has been presented as a safety issue. This sounds like a bait and switch because the first idea wouldn't plug. Reducing traffic lanes to increase traffic flow is counterintuitive, the reduction to traffic count will probably be detrimental to businesses.*

NAME: Charles Pecquet  
 ADDRESS: 607 Helbert St  
Baton Rouge LA 70806



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The Project looks Good & will make Government  
 more of a justification.

Am concerned about proposal to route bikes on Claycut  
 across Jefferson - I think it will be ~~more~~ dangerous to get  
 across Claycut & Jefferson.

NAME: Dory Ramsey  
 ADDRESS: 5961 N College Hill Dr  
 Baton Rouge



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Great project. They absolutely should move forward.

A few comments

1) Eliminate the light at 21st and Camelia. The light seems designed to enable neighborhood exiting but it is not the norm anywhere else on Gov't St. Remove this light.

2) Allow turns left and right at Park and Government Street. Also at Acadian and Gov't. Same for the routes crossing Gov't there traveling down Park one can't go left or right. No reason.

NAME:

Adam Knapp

ADDRESS:

2030 Kleinert Ave  
Baton Rouge LA 70806

3) Improve visual appeal of crosswalks at Acadian and Park Blvd. Ugly, not walkable, in designs. Park crosses to a school!



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Would prefer 10' travel lanes, provide slower traffic and wider bike lane  
 Would like improved pedestrian access from CVS at Government & Academie,  
 I live in the Condos behind CVS  
 Would like bike lane to end at Hebert rather than Moore  
 More crosswalks would be great  
 Explore a shared use path along Jefferson from Crystal Heights to Government  
 would require some right-of-way and expanded project boundaries  
 Overall I'm very supportive of this project!

NAME: Scott Conelics  
 ADDRESS: 720 Carol Marie Dr  
Baton Rouge, LA 70806



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- VERY MUCH IN FAVOR OF THE PROJECT

- INVEST AS MUCH AS POSSIBLE IN PROTECTED, BUFFERED SIDEWALKS AND STREET TREES.

-

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

\_\_\_\_\_



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OVERALL, I THINK THE PLAN LOOKS VERY NICE, ACCOMODATING TO ~~MAANY~~ MOST OF THE PEOPLE WHO LIVE AND WORK ALONG THE GOVERNMENT STREET CORRIDOR. I LOOK FORWARD TO SEEING THE PROJECT MOVE FORWARD AND TO THE POSITIVE IMPACT AND CHANGE THAT THIS LONG OVERDUE OVERHAUL CAN BRING TO ALL OF BATON ROUGE. AS A RESIDENT, HOMEOWNER, BUSINESS OWNER, & BIKE RIDER THIS REDEVELOPMENT CAN'T HAPPEN SOON ENOUGH.

NAME: BRAD JENSEN  
 ADDRESS: 204 HEARTHSTONE DR.  
BR, LA 70804



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overall very excited about this project and ready for it to proceed. I like the idea of Government St. to utilize the new bike lanes & pedestrian accessibility. Please do not remove any of the landscaping or the medians. I believe they are an important component to change the aesthetics & the mentality in this part of town.

The addition of 1-2' pedestrian crosswalks particularly in the blocks around Oden Park and Bernard Terrace/Calanderos areas would be beneficial. Connecting the two sides of Government Ave an important part of this build and should not be overlooked. Additionally, ensuring that the bike flow from Government, across Argidien and down to Capital Heights, is important.

Thank you so much for doing this, very excited taxpayer!!!

NAME: Amanda Takacs  
ADDRESS: 4100 Hansen St.  
Baton Rouge, LA 70806



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This project will not have the intended outcome being presented at this presentation. I do not understand how the current traffic situation which is highly congested sometimes to the point where I have to wait in long lines of traffic leading up to my street Hebert, to make a right hand turn to get home. The narrowing of lanes ~~to~~ will only make it impossible to get home. I believe those who live and work in those areas most affected by this proposal should have a say in whether this proposal should move forward.

NAME: Sharon Perquet  
ADDRESS: 607 Hebert St.  
Baton Rouge, La. 70806



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**★ ★ BIGGEST CONCERNS** → <sup>①</sup> AMOUNT OF TRAFFIC THIS WILL SEEMINGLY DIVERT INTO SURROUNDING NEIGHBORHOODS. THIS SEEMS INEVITABLE AS 4 LANES GO TO 2 ON GOVT. <sup>②</sup> AMOUNT OF BACK-UP ON GOVT AT PEAK TIMES.

SUGGESTIONS → <sup>①</sup> WORKING CLOSELY W/ BRCC TO RE-TRAIN STUDENTS TO TAKE ALTERNATE ROUTES FROM INTERSTATE TO FLORIDA BLVD. INSTEAD OF TURNING ONTO GOVT. <sup>②</sup> EDUCATING PUBLIC ~~THE~~ TO TAKE N. BLVD OR OTHER LESS USED ROUTES

NAME: AVA LANCASTER  
 ADDRESS: 1525 ORMANDY DR.  
BR, LA 70808



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Do it tomorrow!!! Please

Would love if you could add roundabout @ Acadian and also @ Jefferson Hwy.

If bike lane does not fit between Foster & Jefferson, please make curbs either taller and/or buffer-style rather than roll-over style.

I drive Gov't prob 10+ times per week. This will ~~INCREASE~~ increase business & public safety & property values.

If can add more mid intersection crosswalks, please do.

Trees in the medians!

NAME: Andy Piner

ADDRESS: 2823 Myrtle Ave  
BR LA 70806



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I) From Capitol Heights to Government Eastbound east of Ardenwood, bikes divert Rapides (sharrow) to Claycut/Goodwood to Sevenoaks/Winn Esplanade (sharrow). This would be no problem if two "small" changes were made: First bike lanes (not sharrows) on the short section of Claycut/~~Government~~<sup>Goodwood</sup> would ~~greatly~~ greatly reduce contention ~~between~~ between bikes and cars. (This section is troublesome. Cars do not generally enjoy having a bike in the lane, and we'd love to ~~be~~ be out of their lane, but there is not even a shoulder. There is plenty of room to add just a narrow lane.) Second, if the crosswalk could become an ~~all-way~~ all-way stop, it would make turning left on a bike to head toward the eastbound Government lanes much nicer, but that would be lagniappe. (See map on reverse)

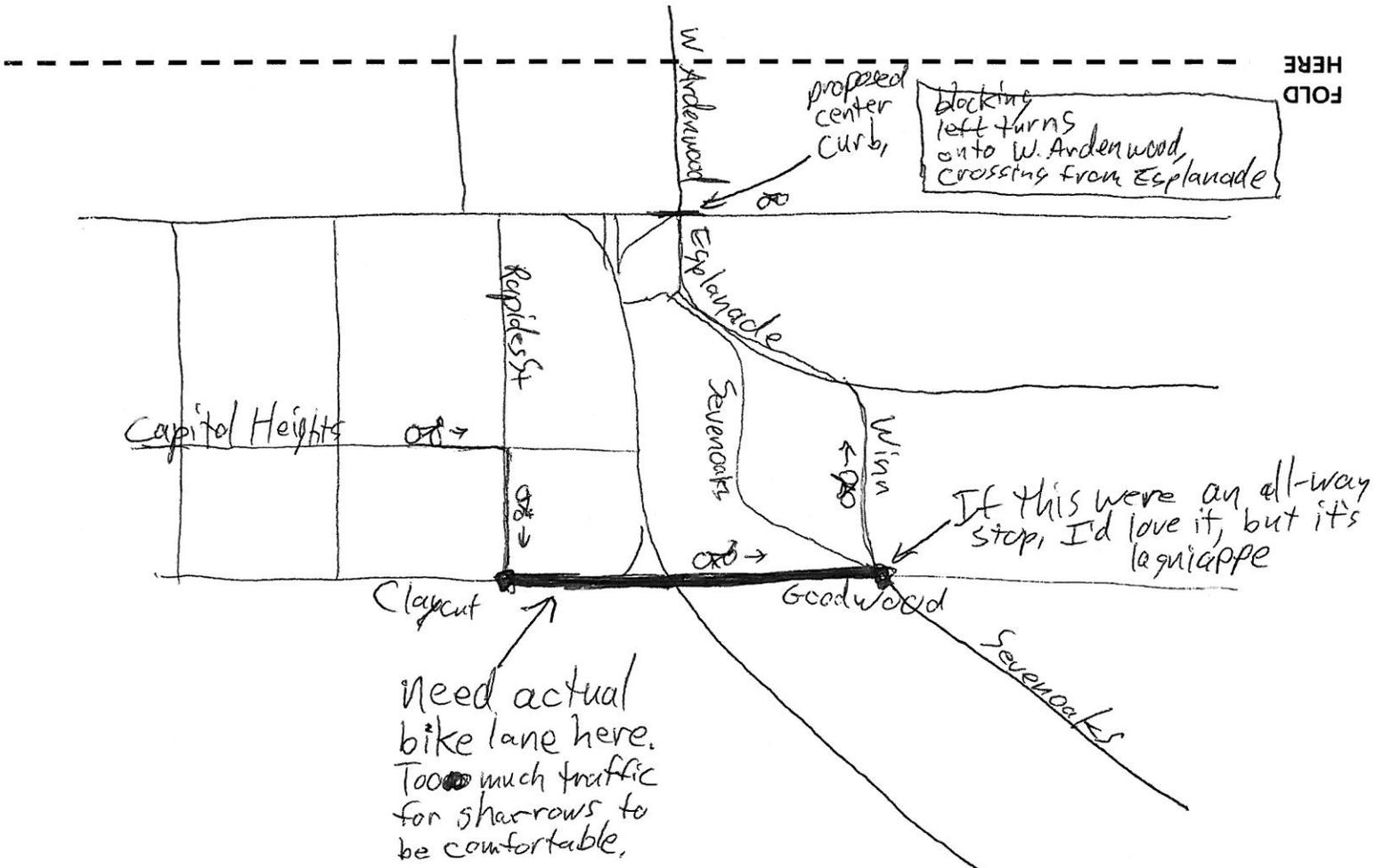
II) On Government at W Ardenwood/Esplanade, vehicles turning Left onto W Ardenwood or crossing/turning left from Esplanade cause significant conflicts and accidents. A raised center curb (like Seven by I-10 or Bluebonnet at I-10/the mall) would block crossings there and greatly improve the situation.

NAME: Nathaniel Klumb  
ADDRESS: 946 Parlange Pr.  
Baton Rouge, LA 70806-1847

(Map on reverse)

Louisiana Department of Transportation and  
 Development  
 Environmental Engineering Administrator, Sec. 28  
 P.O. Box 94245  
 Baton Rouge, LA 70804-9245

PLACE  
 STAMP  
 HERE





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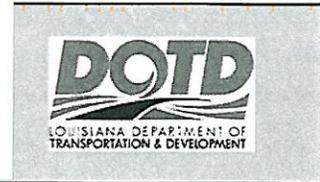
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I support the State Project No. 011295  
100%. Please proceed a.s.a.p.!

NAME: Margaret Read  
ADDRESS: 252 Northstone Drive  
Baton Rouge, LA 70806



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I am definitely opposed to this plan.

- I do not believe the assumptions of the planners about reduced accident frequency and enhanced traffic flow with the "road diet" are as predicted.

- Where will the "one car/minute" rate that they assume will leave Govt St. go to North Blvd or Claycut? At rush hour traffic times, this rate is not realistic - maybe on a 24 hr basis.

- What about when a bus stops traffic in the single lane concept? This will cause a problem.

- North Blvd can absorb some of this traffic but what happens when it dumps off at Foster? The south bound cars have to go back to Government!

NAME: Mike Zobrot

ADDRESS: 1025 RICHLAND AVE

mizobrot@gmail.com

- Instead of bike lanes + sidewalks on Govt St, put them on Honored Oaks & Broussard. THEY ARE NEEDED.

- Bike lanes on Govt St will lead to biker accidents when bikers ignore traffic rules. <sup>257</sup> they do regularly everywhere else!



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I am a graduate of LSU, a retired Registered Professional Engineer, one remaining of 9 brothers, 7 of whom served and returned in World War II. I moved to Baton Rouge December 31, 1957 after living in the Lakeview area of New Orleans near Esplanade Avenue. New Orleans Esplanade Ave is not Baton Rouge Government Street. Government Street is one of several MAIN AVENUES of Baton Rouge, such as Bluebonnet, Essen, College Drive, etc. I was fortunate to buy a lot on S Carrollton from a business friend, built my house there, raised my family there and have lived there ever since. Government Street has always been a main street, increased to four lanes from two years ago because of a need. NOW YOU TELL ME THAT NEED HAS VANISHED. We need side walks and bicycle paths. OK, if you can accommodate that, BUT WHAT ABOUT THE TRAFFIC? NO WHERE IN ALL THE PICTURES, DISCUSSIONS, HAS ANYONE SATISFACTORILY EXPLAINED WHERE ALL THE GOVERNMENT STREET TRAFFIC WILL GO WHEN YOU REDUCE THE LANES FROM FOUR TO TWO!!!

S Foster and Government I was told will remain as is!!! OH, so what about the existing traffic? Same for Government and Acadian Thruway!!!

Roundabouts (used to be Traffic Circles). Well they only work with low traffic volume, which traffic lights can easily and do handle. REMEMBER AIRLINE AND FLORIDA? OH NO, TOO LONG AGO FOR PRESENT PERSONNEL TO KNOW, we have to repeat past mistakes to learn. How about Seigen-Sherwood and Airline. Roundabout consideration removed, TOO HEAVY TRAFFIC.

ESSEN LANE, extra lane being added. WHY? Of Course, TRAFFIC!!!

What Government Street needs IS A FIFTH LANE. Sidewalks and Bicycle Paths if possible, BUT STREETS ARE BUILT FOR AUTOMOBILES, not bicycles & pedestrians. By the way, I ride my bicycle five times a week on Esplanade, a quite safe street.

From Jefferson Hwy to Baton Rouge High, Government Street is already mostly businesses. Where are all the Homes?? Yes, from Jefferson Hwy to Lobdell.

GROUP UP DOTD. DON'T REPEAT THE MISTAKES OF THE PAST!!!!

NAME: J. Marion Matherne  
 ADDRESS: 655 S Carrollton Ave., Baton Rouge, LA 70806



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Please make sure to allow a cut in the curb for both of my driveways. I live on the south side of Gov't St @ 2222 and have a driveway on the east and west side of the front yard. If I'm ever able to connect these I will be able to exit my property nose first, instead of backing out – but until I do connect them, I need both driveways to back onto Gov't St.

Thank you

*Mr. Maginnis*

NAME: DR. MICHAEL J. MAGINNIS  
 ADDRESS: 2222 GOVERNMENT ST.  
BR, LA 70806



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I hate this idea. I have lived  
on Ingleside Dr 46 years and  
find Government extremely  
easy to navigate.

NAME: Kent Caldwell  
ADDRESS: 1922 Ingleside Dr  
70808



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I am opposed to the downsizing of traffic lanes on Government. It is only going to make traffic flow worse. Not one description says it will improve traffic flow. Also streets are paved all the time without reducing the number of lanes.

If state & city government officials move forward I recommend the following:

- 1) Only right turns are allowed to exit a commercial establishment (like the post office).
- 2) Left turns can only be made from side streets or designated middle turn lane or traffic lights.
- 3) Add a traffic light at Audubon & Govt.

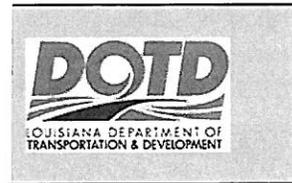
Safety note: Cyclists cannot be seen from a middle turn lane

NAME: Ben Peabody

ADDRESS: 271 Marquette Dr  
Baton Rouge, La 70806



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*Pros: It looks pretty, (superficially appealing)*

*cons: It is not functional! Sipping on Govern't will be a disaster! One functional non bike lane each way for cars, trucks, and buses, will not work!*

*An option would be to ban trucks & buses from Gov't street, putting them elsewhere.*

*Warning: Bike riders must follow traffic rules on Govern't -- going proper direction stopping and waiting at traffic lights, and other regulations with fines or tickets when not doing it so.*

*Alternative: the waying Claycut (going opposite direction as Capital Heights), putting bike trails there w/ sidewalks!!*

NAME: Karon Zobrist  
ADDRESS: 1026 RICHLAND AVE.  
70806

*Leave Gov't alone "as is".*

*ph: 336-4189  
email: KG ZOBRIST @ AOL.COM.*



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My only concern with the project is proposed medians in the "TWLTL" preventing customers from turning into businesses.

My suggestion for a solution is signage stating where and how to get into potentially blocked businesses.

As long as that consideration is taken into account for placement of the medians, I fully support the project.

NAME: Michael Kopyrec  
 ADDRESS: 370 Misty Creek Dr.  
 Baton Rouge, LA 70808



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I am in support of the proposed changes for Government Street. I live 1 block off of Government and would nothing better than to be able to walk or ride my bike along a safe and pleasant street when I run errands to the Post office, grocery store, drug store and shops - At present, rather than a shopping corridor that connects and unites the community with a pleasant experience, Government Street is a major thoroughfare that divides people.

NAME: Daniel Gunther  
 ADDRESS: 264 Richland Ave.  
Baton Rouge, LA 70806



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OPEN HOUSE PUBLIC MEETING  
December 17, 2015**



**STATE PROJECT NO. H.011295  
FEDERAL AID PROJECT H011295  
LA 73 (GOVERNMENT ST): EAST BLVD – LOBDELL AVE  
EAST BATON ROUGE PARISH, LOUISIANA**

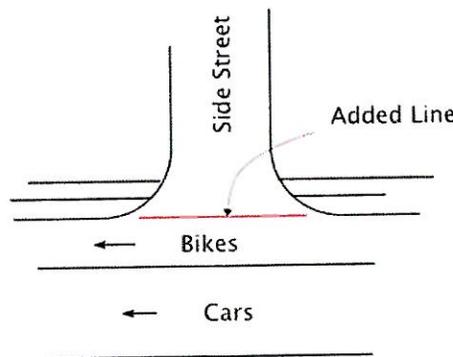
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I fully support this project, which I feel is long overdue. I am particularly interested in the incorporation of bike lanes and improved sidewalks into this project. I wish that it would be possible to have bike lanes on Government between Moore Street and Jefferson to facilitate connectivity between planned and existing bicycle facilities. This would also allow cyclists safer access to many of the commercial establishments and restaurants along that section of the project corridor.

issues  
n 4 –  
rents

I would also like to see the bike lanes on the western terminus of the project somehow connected to the planned Downtown Greenway, which will cross Government at East Boulevard.

I am glad to see that the painted lines separating the car travel lanes from the bike lanes carry through the intersection. I think this will greatly enhance safety for the cyclists. I am thinking that an additional painted line should be added at these intersections that would demark the inside edge of the bike lane. This would serve as a visible barrier to prevent motorists from pulling into the bike lane when approaching the intersection from side streets.



NA  
ADDF

Thank you. If I can be of further help, please do not hesitate to contact me.

Sincerely,

Donald G. Hunter (Cyclist)  
2605 Lancelot Dr.  
Baton Rouge, LA 70816  
(225) 324-6416

Debbye Calmes  
7213 LaSalle Ave  
Baton Rouge, LA 70806

December 18, 2015

Louisiana Department of Transportation and Development  
Environmental Engineer Administrator, Section 28  
P.O. Box 94245  
Baton Rouge, LA 70804-9245

To Whom It May Concern:

Re: Government St., LA Hwy 73 , Baton Rouge, LA

I want to voice my support for the redesign of Government Street as proposed in your documents for State Proj. No. H.011295.

The proposed changes will enhance travel and improve safety and the aesthetics of the street. Many desirable business want to make the **new** Government street their address and these good businesses are so important to us that live in Mid City. As a resident I look forward to the improved appearance and the end of rear end collisions and the darting in and out of vehicles behind turning cars.

North Boulevard is such a better street to take when going downtown versus Government and the bonus is the overpass as to not be stopped by the train around 15th Street. I am amazed at how many of my Old Goodwood neighbors that feel driving over one more street is such an inconvenience. Of course those are the same neighbors that did not want to go one extra block to make Old Goodwood a truly walkable neighborhood...they simply do not like change.

Analysis to paralysis, help get Government Street off the planning table and on to the improvements the studies bear out after all of these years.

Thank you,  
Debbye Calmes  
225-928-1366





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I am the owner of a unit in the Longwood<sup>court</sup> Condominium, opposite the branch Post Office on Government Street. I am keenly aware of the traffic congestion, the delays caused when a motorist coming from the Foster Drive direction is waiting to turn into the Post Office - because there is no turning lane. There is further delay when I, coming from the opposite direction, want to turn left on Longwood Court Street, because one can not see beyond the backed up cars coming in the outer lane to know what cars are coming fast from the opposite direction, and the only safe thing to do is to wait until all those cars have passed the point where the first car was waiting to turn.

I am aware of the many bad wrecks that have happened in this vicinity, some of them at or near the entrance to Longwood Court. At rush hours, during the noon lunch period, or when so many downtown and other workers are trying to get home, it is impossible for me to make a left turn out of the condominium street. Not infrequently I have to go to my right, in the opposite direction, and circle around on other streets, to get to Florida Boulevard or some other alternative way around the slowly-moving impasse.

I would like to walk more in going to nearby business places, but with the sidewalks so near the streets and traffic speeding by at 40 miles an hour - or faster - it is a scary situation. Some area residents do not have a choice whether or not to be a pedestrian. One resident of Longwood Court has twice been struck by a car, and the deterioration of her health is obvious. She can no longer stand erect, and her children have told her she can no longer walk along the street.

On one occasion I myself had a close call - in a side parking lot at Albertson's, when a driver in a mid-sized truck entered that area at virtually the speed he had been driving as he approached on Government Street. Even though I had looked to see if my way was clear, I suddenly had to dive off to my right. Luckily my reactions were just quick enough. I only ended up with some bruises and abrasions to my hands and arms, as I ended up in a sprawling posture on the pavement.

Because I sometimes walk nevertheless I have had occasion to observe how bad some sidewalks are getting. In places the pavement is sinking and water and mud collect in those depressions, so that it is better to detour around on the wet grass. In a few spots vegetation needs to be trimmed back.

Someone offered to give me a bicycle, which I would enjoy riding. But I said, no thanks. Not as long as I would have to compete with cars in Baton Rouge traffic!

I have been interested in the proposed "traffic calming" changes since they have first been presented, and have attended two meetings designed to elicit public input. I think implementing virtually all of the project recommendations would result in the enhancement of our civic life in the City of Baton Rouge.

Henry W. Gautreau, Jr. *Henry W. Gautreau, Jr.*  
421-D Longwood Court,  
Baton Rouge, Louisiana 70806



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*I live one block from Government Street and am extremely excited about the changes proposed. Traffic calming is definitely needed. It will make the neighborhood a more desirable place to live. Please let this project go through!!*

NAME: JAMES GERSHEY  
 ADDRESS: 264 RICHLAND AVE  
BR LA 70806

*James Gershey*



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I fully support the entire plan. I think the public would respond more favorably if there were more research disseminated that proves that plans like these have resulted in ① improved safety and ② business growth. I know these plans are based on successful implementation of similar plans in other cities, but the general public does not understand that.

I ~~also~~ also hope that plans for ongoing maintenance of greenspace will be in place before they are installed.

I also would like to see more encouragement of traffic on North Blvd, which was intended as more rapid transit to downtown. Currently, this street is underutilized and Govt. st. is overutilized because of old habits. North is a short block over -

NAME: Jan Shoenaker  
 ADDRESS: 1801 Ormandy Dr.  
Baton Rouge, LA 70808



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On December 17, 2015, I attended the above Open House Public Meeting, pertaining to the proposed improvements to Government Street as presented. Longwood Court is a dead-end residential street. Presently at the Longwood Court (LC)/Government Street (GS) intersection there is continuous traffic congestion particularly in the eastbound direction which makes it difficult to make left turns from LC onto GS. It is also problematic to make left turns from GS onto LC while delayed in the eastbound traffic which regularly has backup blocks away from the LC/GS intersection. Based on my review of the proposed safety improvement, I have the following concerns/comments:

1. When GS is reduced to three (3) lanes, what measures are in place to prevent impatient drivers from utilizing the center turn lane to further their eastbound progress?
2. What happens when the center turn lane becomes congested and the purpose of the left turn is defeated and the roadway congestion is back preventing ingress/egress from LC onto GS?
3. Albertsons only has two (2) entrances accessible from the GS eastbound traffic; (one (1) of which is utilized by delivery trucks). In the power point presentation, it was indicated that some business entrances would be blocked. I am concerned that this local business will not be easily accessible even though it is only a couple of blocks from LC. How will this access be addressed?
4. What happens to accessibility to business that only have ingress/egress from GS?
5. What measures are in place to prevent gridlock in the center turn lane by opposing east/west bound turning forces and creates traffic backup in both directions?
6. In the event that traffic is backed up in both directions along with the center turn lane, how will this protect the bicycle traffic as some motorists may utilize those lanes as an escape?



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7. At the intersections of Acadian/GS and S.Foster/GS there is eastbound traffic congestion, as soon as, the signals turn to green, whereby traffic comes to a halt, and many times the intersections are blocked. How will this issue be corrected?
8. I am not opposed to traffic improvements on GS. I just want the ability to travel from LC and have a choice of direction and not be forced to travel in an undesirable direction or be a self-imposed prisoner of my residence to avoid traffic all together.

**NAME:** Traci T. Johnson, B.Arch., NREMT  
**ADDRESS:** Longwood Court  
Baton Rouge, LA 70806



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100% in favor of this Project!

Please paint pedestrian crosswalks on all side streets. Otherwise, cars will pull up to the line designating the bike lane - i.e. over the bike lane.

NAME: Joanne RIAN  
 ADDRESS: 1611 St. Rose Ave.  
Baton Rouge, LA 70808



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1. I have provided a drawing with comments with my concerns.
2. I think you should set up the demonstration project M-F for one week between S. Eugene and Foster and see how it works before spending millions of \$.
3. There is no viable plan to get people home to south of Gov't St.
4. Look at my questions on my chart and provide some answers.

NAME: Kay Gilbert  
ADDRESS: 208 Beverly Dr  
Baton Rouge, LA 70806

Florida Blvd

BR General Hospital

BR Community College

S. Eugene

North Blvd

IF Traffic from downtown is diverted over to North Blvd it will back up trying to turn right on Foster to get back South to their Homes

S.

Baton Rouge High

Cars are already backed up

Milano Wilshire

Cars are already backed up

Bernard Terrace

Edison

Albertsons

Ogden Park

Gov't Street

only Red light on Gov't when you cut

Questions !!

Parents back up on Gov't picking up children from school Blocking Lane

Cars back up on a Calandros daily basis in two lanes between 3:30-6:00 PM

S. Foster

With one lane of traffic each way ON Gov't.

STRIP MAIL

Parking

Students caught trying to leave school in cars Entrance-Exit to

Capital and Many More Subdivisions Heights

Catholic High

S. Acadian

Parents back up picking up kids from school

Claycut

Negative Effects

1. Bottle necks do not help property values go up it drives people away
2. Bottle neck will slow down commerce to businesses
3. This plan does not provide a logical time efficient way for people to return home to this area during rush hrs. 3:30-6:00 PM

1. How do you get around Stalled Vehicles, Busses at Bus stops
2. How do you get out of the way of emergency vehicles
3. If you live South of Gov't where the majority of homes are how do you get home from Florida or North Blvd. There are only ways - Acadian or Foster. This is how the bottle neck will be created.
4. Parents picking children up from BR HI and Catholic block a lane of traffic

KAY Gilbert 933-5407  
203 Beverly Dr. BR. LA 70808



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*This project will benefit business owners, cyclists, pedestrians and drivers. It will definitely improve the image of Government St and surrounding areas.*

*From an eyesore with dangerous sidewalks, to a welcoming shopping, walking and recreational corridor, Government St. will finally reach its potential.*

NAME: *Connie Guillotte*  
 ADDRESS: *2126 Myrtle Ave.  
 Baton Rouge, La 70806*



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We liked part of it : the roundabout at Lobdell & Government, the green areas at less populated sections of Government. However, there are many parts of Government that I think will be a nightmare if they are reduced to 3 lanes.

NAME: Beth & Ronnie Ferrucci  
ADDRESS: 7401 Severnaks  
Baton Rouge, LA 70806



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Thank you for FINALLY INVITING input from the 99% little people of Government Street area who pay the taxes.

The space for the crowd which attended the event was significantly TOO INADEQUATE.

THE sound system for the film portion was TREMENDOUSLY UNEQUAL to its task. While Station 3 Exhibits of the series of maps was GIGANTICALLY successful. But there was NO ONE TO MAKE THE HEAVY CROWD MOVE slowly to enable everyone a chance to see, evaluate, suggest. It was three person deep and most could NOT get to the tables. SO the majority of the attendees simply stood around talking to each other.

If government continues to be impervious to those laws existing to control speed limits AND force property owners to clean their properties along the street; then pedestrians will continue to be a NO SHOW on Government Street.

I lived all of my adult life in the Northeast and Florida. I moved to Louisiana in 1995. It was a cultural shock then and continues to amaze me

.....negatively. Sorry!  
NAME: Laurence J. Simoneaux

ADDRESS: 5445 Government Street #205  
Baton Rouge, LA 70806-6063



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The east baton rouge redevelopment authority is in full support of this roadway/pedestrian "complete streets" improvement project. please let us know how we can further show/voice our support.  
 thank you!

NAME: tara titone.  
 ADDRESS: 800 north blvd. ste 200.  
baton rouge. LA 70802.



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Yes! Please complete this project! Let's make Government St. a model for what Baton Rouge can be. It will be safer, more attractive, allow for increased pedestrian and bicycle use and be better for businesses in the area.  
Why would we do it?

NAME: Catherine Costes and Brian Hakes  
ADDRESS: 665 Ursuline Dr.  
Baton Rouge 70805



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I fully support the plan to put a turning lane in the center of Government Street, with one lane of traffic in each direction. There should be a small median on the sides to protect cyclists in bike lanes. I think this arrangement will slow traffic & actually INCREASE patronage to shops on Govt. St. because drivers can safely turn into businesses & not get played into by maniac drivers. We should encourage drivers to use Florida if they want to get in & out of the downtown area quickly. That road is much better equipped to handle that volume of traffic.

Thank you!

NAME: Jennifer Browning  
 ADDRESS: 730 Spanish Town Rd. #2  
 Baton Rouge, LA 70802





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*Govt St has needed revitalization for too long!  
Thrilled about the possibility of multimodal transportation.  
Currently I'm too afraid to use my bike to take  
advantage of the groceries and other services available  
on Govt.*

NAME: *SUSAN GRIFFON*  
ADDRESS: *405 Heartstone Drive*  
*BR, LA 70806*



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I AM IN FULL SUPPORT OF THE PROPOSED  
"ROAD DIET" AS CURRENTLY PLANNED AND  
PRESENTED.

*Sarah Kracke*  
20 DECEMBER 2015

NAME: SARAH KRACKÉ  
ADDRESS: 255 BEVERLY DRIVE  
BATON ROUGE, LA 70806



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AT THE AGE OF 70 AND WITH SOME 40 YEARS AS THE OWNER OF A HOUSE ON GOVERNMENT STREET, I AM ABSOLUTELY THRILLED AT THE PROSPECT OF SEEING THIS ROAD DIET PLAN IMPLEMENTED.

OVER THE YEARS, I'VE SEEN GOVERNMENT DEGRADED TO A DANGEROUS INDUSTRIAL-STRENGTH FREEWAY, UGLY, UNSAFE TO DRIVE AND ALL BUT IMPOSSIBLE FOR PEDESTRIANS OR CYCLISTS TO SAFELY NAVIGATE.

AS A STUDENT OF URBAN PLANNING AND DESIGN WITH A SPECIAL INTEREST IN AESTHETICS AND QUALITY-OF-LIFE ISSUES I AM ESPECIALLY HAPPY TO SEE SOMETHING LIKE THIS PROPOSED FOR BATON ROUGE. WHILE A FEW LOUD VOICES HAVE EXPRESSED LEGITIMATE CONCERNS, I HAVE FAITH THAT QUALIFIED PROFESSIONALS CAN ADDRESS ANY PROBLEMS. CHANGE COMES VERY HARD FOR SOME PEOPLE, BUT I SAY "FULL SPEED AHEAD." IF THE NAYSAYERS CAN'T BE CONVINCED, CONSIDER OFFERING A GUARANTEED PUBLIC REVIEW OF THE NEW DESIGN FIVE YEARS AFTER IMPLEMENTATION.

WHAT IS DONE COULD ALWAYS BE UNDONE.

NAME: EVERETT G. POWERS

ADDRESS: 2250 GOVERNMENT ST.  
BATON ROUGE, LA 70806



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Comment in FAVOR of project

As a mom, professional, bike commuter/errand runner, & safe streets advocate, I strongly support this project.

I support this plan not only to have a safer Government Street corridor for ALL USERS but for economic development of a corridor that has been overlooked but could serve so many adjacent neighbors if it was more pedestrian & bikefriendly. A unique paving treatment (green) for the bike lanes is my only request.

Connection to the Downtown Greenway & extremely successful Capital Heights redesign will be a game changer for the estimated 60% of people who are "interested but concerned" about using a bicycle for transportation. #onelesscar

NAME: Pam Valentine Rushing  
 ADDRESS: 1673 Belmont Avenue  
Baton Rouge, LA 70808

Thank you!





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I live in Capital Heights & hope that the Government St. plan will provide a safe, reliable way to get from downtown to the new main library on Independence without needing a car. I am all for bike/pedestrian paths but don't believe bus service should be cut down to one bus per hour during "non peak" times to accommodate bikes.

If in fact the bikes will be rerouted from Government St to Capital Heights + Claycut @ Moore then serious consideration needs to be made about the crossing @ Capital Heights and/or Claycut @ S. Foster. Neither of those intersections provides a safe crossing for bikes and/or pedestrians.

I do believe that traffic from downtown to S. Foster should be encouraged to take North Blvd (especially in light of the wonderful bridge that was built over the railroad tracks. Of course the rest of North Blvd needs to be repaved if it to absorb this extra traffic.

NAME: TERRI SINGLETON  
 ADDRESS: 724 BIENVILLE ST  
BATON ROUGE LA 70806



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STATE PROJECT NO. H.011295  
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 LA 73 (GOVERNMENT ST): EAST BLVD – LOBDELL AVE  
 EAST BATON ROUGE PARISH, LOUISIANA

Please provide your comments below regarding the project, the alternative being considered, and the issues that the Project Team should evaluate for this study. When complete, please return this form to **Station 4 – Comment Table**. To mail, fold the form in half with the address showing on the outside and seal. Comments received tonight or post marked by December 30, 2015 will become part of the transcript of this meeting.

*I have recently moved to Baton Rouge from Massachusetts, and live off of Government near Lobdell. One of the greatest adjustments moving here has been how to jog, walk, bike, and get to other merchants on Government without being hit by a car. The situation on Government – traffic, shoddy sidewalks, no room for bikers or pedestrians – is a resident well-being issue. Improving the Government Street corridor by implementing this plan will greatly increase resident mobility, engagement, and interaction.*

NAME: Madison Brazil  
 ADDRESS: 356 Apartment Ct. Drive #20  
Baton Rouge, LA 70806



LA 73 (GOVERNMENT ST.)  
EAST BLVD – LOBDELL AVE  
OPEN HOUSE PUBLIC MEETING  
December 17, 2015



STATE PROJECT NO. H.011295  
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LA 73 (GOVERNMENT ST): EAST BLVD – LOBDELL AVE  
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The discussion about transforming Government Street has been ongoing for 30 years. Now is the time to make it happen. As with any thing, change is hard for some people, but it is necessary.

Progress is not easy, but necessary. Let's do this!

NAME: Samuel Sanders  
ADDRESS: 419 N. 19th Street  
BR LA 70802



LA 73 (GOVERNMENT ST.):  
 EAST BLVD – LOBDELL AVE  
 OPEN HOUSE PUBLIC MEETING  
 December 17, 2015



STATE PROJECT NO. H.011295  
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As the President of the Webb Park Civic Association, I have been following this project closely over the past two years.

I believe that this project will be the catalyst for the redevelopment and re-investment in the midcity community and thus provide the city of Baton Rouge with the strong urban core that it needs to sustain yearly tax revenue. The national trend

Towards urban redevelopment is something that the residents in midcity baton rouge will truly embrace and it will be transformative because of their passion and love of this city. I am excited to be a part of it.

I like the plan as is, but I am concerned about the potential for diverting cut through traffic through neighborhoods both north and south of government street. I have read the stats based on models that say 1 or 2 cars per minute will be

Diverted during rush hour, but the residents need proof that the model is valid and has been proven in other cities. I would also like to see the city and dotd/dpw actively plan and fund projects such as Street Smart that help to make our

Neighborhood streets safer for pedestrians while decreasing the speed of cut through traffic.

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NAME: B. Blake May  
 ADDRESS: 1213 Richland Ave

## Maria Reid

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**From:** Richard Raynie <raynie\_r@bellsouth.net>  
**Sent:** Wednesday, December 23, 2015 11:33 AM  
**To:** Maria Reid  
**Subject:** Government Street comments

Ms. Reid,

Thank you for hosting the public meeting at Our Lady of Mercy on the Government Street project. I am submitting comments below about the plan which I hope will be considered as this project moves forward.

1. There are currently directional entrances into a few business establishments along Government Street to prevent cars from taking a left turn to enter from westbound on Government Street. These businesses include Raising Canes and Jack-in-the-Box (at Foster and Government) and CVS (at Acadian and Government), however people still try to enter by taking a left turn from the westbound lane. I would like to see a barrier placed between the west and eastbound lanes in the front of these businesses to prevent left turns from the westbound lane.
2. I noticed the strategic placement of trees in the design. I live at 2337 Government Street, and I also own the home at 2403 Government Street. I would like to request that the landscape planners work with the homeowners prior to finalizing plans to make sure that they support the plans, and also provide enough notice for homeowners to remove any existing landscaping that may otherwise be destroyed by the project.
3. The current transitions between Government Street and side streets create drainage issues. The drainage plans need to prevent water back-up along the gutters, bike lanes, and sidewalks. If water does not drain, then biking and walking will not be possible during any rain event.
4. The current center crown from side streets entering Government Street extend into Government Street and create humps in the traffic lanes (especially the right lanes) of Government Street. This needs to be remedied with the new road design.
5. Several issues with collapsing and degrading drainage infrastructure (water and sewer) beneath Government Street have created maintenance issues in recent history. Does the project include assessing and improving water and sewer drains where necessary?
5. Hopefully the construction oversight and supervision will be more rigorous than what we have seen recently (e.g., Government Street west of I-110). What confidence can be given that the construction will not be substandard as on other projects, creating a future maintenance burden on the city?
6. How does DOTD plan to keep homeowners along Government Street up to date on the ongoing progress of the project?
7. What type of surface (asphalt, concrete, etc.) will be used for the overlay?

Richard Raynie

2337 Government Street  
Raynie\_R@bellsouth.net

## Maria Reid

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**From:** Noel Ardoin  
**Sent:** Monday, December 21, 2015 7:32 AM  
**To:** Maria Reid  
**Subject:** FW: Government Street Baton Rouge Louisiana

**From:** Brendan Rush [mailto:brendan.rush@la.gov]  
**Sent:** Monday, December 21, 2015 7:31 AM  
**To:** rtruax1@cox.net  
**Cc:** \_DOTD-CustomerService; Noel Ardoin; Kendra Davis  
**Subject:** Re: Government Street Baton Rouge Louisiana

Mr. Truax,

Thank you for taking the time to express your thoughts and opinions. I will forward this onto the project team for their consideration going forward.

Feel free to contact DOTD at anytime with questions or concerns.

On Sun, Dec 20, 2015 at 3:34 PM, <rtruax1@cox.net> wrote:

I would like to express my opinion of the proposed conversion of Government Street from 4 lanes to 3 lanes. First of all with a tight State Budget this is a complete waste of State money. What is needed is a repair of the road and sidewalks not an expensive redo project. Second the accidents on Government are not due to 4 lanes but rather the inability to see when pulling out from a side road or a business due to the utility poles and other obstructions. Third this is a very heavily traveled road that has many speeders and as far as I have seen it is not policed to enforce the speed limit. Fourth there is no other street that connect to the parking garages downtown and Jefferson Highway. Fifth many of the accidents are due to poor drivers and I KNOW this from experience.

Combine a very heavily traveled street that is POORLY maintained, NOT policed, POOR drivers and you have a lot of accidents. This will not be solved by wasting money bottling up traffic from 4 lanes to 2 lanes and turning lane and a bike path WHICH IS NOT GOING TO BE USED.

A resident of the area.  
Robert Truax  
417 C Longwood Court  
Baton Rouge 70806.  
225 454-6762

--

Brendan J. Rush

Customer Service Manager 1-225-379-1273

Department of Transportation and Development

For additional DOTD services, visit: [DOTD A-Z](#)

Please let us know how we may better serve you: [Customer Service Survey](#)

Connect to DOTD [Social Media!](#)

For Traffic Updates [511](#)

## Maria Reid

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**From:** Anastasia Semien  
**Sent:** Friday, December 18, 2015 10:28 AM  
**To:** 'Rick Moreland'  
**Cc:** Anna Hanks; Maria Reid; \_DOTD-CustomerService; Paige Vaughn  
**Subject:** RE: Government St. Project comment

Thanks for contacting DOTD, Dr. Moreland. By copy, I am forwarding your comments to the project manager and environmental impact manager to be saved as part of the administrative record for this project. Please feel free to contact me if you have any further questions or concerns.

Best,  
Anastasia

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**From:** Rick Moreland [mailto:enmore@lsu.edu]  
**Sent:** Thursday, December 17, 2015 10:02 PM  
**To:** Anastasia Semien  
**Subject:** Government St. Project comment

Dear Ms. Semien,

I was unable to attend today's Public Meeting, but I have read the presentation online, and I would like to submit a comment by email, if you could add this somehow to the comments collected at the meeting.

Overall, speaking both as a driver and as a bicycle commuter, I think DOTD has done a terrific job designing this project, and I appreciate all the expertise and work that has obviously gone into the project design. I was disappointed with the diversion of protected bicycle traffic between Moore St. and Jefferson Hwy, but I trust that your planners were unable to avoid that problem.

One part of this diversion, however, was especially disappointing to me as a bicycle commuter: the plans for bicycle traffic between the east end of the bicycle lanes on Capitol Hts. Ave. and the bicycle lane from Government St. and W. Ardenwood and the traffic circle at Lobdell. The suggested detour from Capitol Hts. via Claycut, Goodwood, Winn Ave. and Esplanade is far too circuitous to realistically expect almost any cyclist to take that route. I'm sure you know how preposterous such a request would seem if automobile drivers were asked to make that kind of detour. So I hope DOTD's planners will be able to find a different solution. You've probably considered the following options already, but I'll mention them just in case they might contribute to finding a better solution.

1. With the idea of improving the safety of what people are likely to do instead of taking that detour, here's what I and other cyclists traveling east toward Lobdell now do at the end of the bicycle lanes on Capitol Hts. I wait at one of the curb cuts for the strip mall just to the north of Capitol Hts. for an opening to cross Jefferson Hwy. so that I can join the northbound right lane (or the sidewalk) toward Government St., then cut through the shell parking lot to Drusilla Ave. (I notice on Google Maps that this cut-through is itself labeled Drusilla Ave., but I don't know whether that's accurate). If your planners could somehow help cyclists make something like this maneuver, for example with an on-demand crossing light or a cross-walk near the Government / Jefferson intersection, this most likely route could be made much safer.
2. Alternatively, the east-bound bicycle traffic that is now diverted from Government to Capitol Heights could be directed to rejoin Government St. at Rapides, if planners could find some way to help cyclists safely navigate Government St. for the two short blocks between Rapides and Esplanade, for example with some combination

of traffic calming, high-visibility shared-lane pavement markings, or a diversion from the right-turn lane into a protected on-demand crosswalk just south of the intersection.

I realize these suggestions are far from perfect, but versions of both these routes seem far more likely to be attempted by cyclists than the diversion suggested in the design. Planners could make one or both these options safer.

Thank you for considering my comments, and thank you again for this project.

**Rick Moreland, PhD**

Professor

Department of English

Louisiana State University

229-C Allen Hall, Baton Rouge, LA 70803-5001

office 225-578-3129 | fax 225-578-4139

enmore@lsu.edu | lsu.edu | www.english.lsu.edu

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**TO:** DOTD, ENVIRONMENTAL ENGINEERING ADMINISTRATION, SEC. 28  
**FROM:** DOROTHY PROWELL, 2230 TULIP ST., BATON ROUGE, LA 70806  
**SUBJECT:** STATE PROJECT NO. H.011295 (LA 73)  
**DATE:** 12/26/2015

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I am writing to support the traffic changes on Government St. I trust that the traffic engineers who have worked on this plan have done their research and changing to a 3 lane road will work well for traffic flow. As a resident of the Garden District bordering Government St. and a member of our civic association, I am excited about a more pedestrian and bike friendly road with slower traffic that will enhance safety. I travel on Government St. almost every day and lack of a designated left turn lane leads to dangerous conditions as data suggest. I have witnessed first hand excitement within the Garden District and also among business owners on Government St. The suggested changes have the potential to revitalize this part of our city. Thanks for considering my viewpoints.

*Dorothy Prowell*

## Maria Reid

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**From:** Leif Remø <leif.remo@gmail.com>  
**Sent:** Tuesday, December 29, 2015 5:25 PM  
**To:** Maria Reid  
**Subject:** Re: H.011295 Government Street Project Public Meeting

Maria,

I hope it's okay that I'm emailing you my comments on the Government Street project directly as I was given your card and email address at the public meeting on Dec 17.

First of all, I'm definitely in favor of the Government Street road diet. This street runs straight through our neighborhood but doesn't yet do us residents or business owners any favors with its current form or speed limit. When driving, I don't see many of the businesses as traffic is too fast and I'm trying to avoid a crash. When biking or on foot, it's extremely difficult to cross the street and rather frightening to ride with traffic or walk on the sidewalk. We need a traffic-calming design that doesn't greatly favor a single mode (personal motor vehicles) over others and other destinations (suburbs and downtown) over local ones.

My priorities for a proper road design include a safe-for-all motor vehicle speed limit, narrower motor vehicle lanes, adequate crosswalks, separated and protected bike lanes, native shade trees, stormwater management (filter strips and bioswales), native median and sidewalk plants, and safe intersections for all modes. I do understand that the ideal is not completely possible with this project, but I do support anything that can help get us to a Complete Street that is inline with FutureBR's plan for this corridor as well as [Dan Burden's assessment](#) back in April 2012.

To comment on the current project plan, I will say that I'm confused why the Foster intersection is not a roundabout and why bike traffic is moved off of Government. The best I can figure is that there isn't sufficient right-of-way right now. I fear that this intersection will be a bottleneck that may create a perception that the road diet failed. In the future, it ought to be modified to be a roundabout. (I am reminded that the last time I was in Stavanger, Norway, I didn't see stoplights but plenty of roundabouts.)

I'm also concerned that there aren't marked crosswalks between Eugene and Acadian. I suspect that people *will* still cross, even without a marked crosswalk. They do it right now and it won't change. Median plantings and a single lane of motor traffic in each direction will make it safer, though.

As for the Lobdell roundabout, I am definitely happy to see one. In the future when I bike to the library, I will be taking the lane, though. Taking the shared-use path is awkward and would immediately drop my perceived status in a car-bike right-of-way decision moment. A bike switching paths, from road to sidewalk to crosswalk etc, is too unpredictable for motor vehicle drivers. (See collision type #3 on [this page](#).) It's also dangerous on the multi-use path itself when cars have a driveway that crosses the path. Ideally, a [bicycle roundabout](#) will eventually be needed, like the one in Zwolle. For now, though, at least it will be a lot safer.

Leif Remo  
2360 Myrtle Ave

On Mon, Dec 7, 2015 at 10:06 AM, Maria Reid <[Maria.Reid@la.gov](mailto:Maria.Reid@la.gov)> wrote:

Dear Interested Parties:

Due to your past interest in the Government Street Project, DOTD would like to invite you to attend the upcoming Open House Public Meeting. The meeting will be held:

**Thursday, December 17, 2015**  
**4:00 – 7:00 p.m.**  
**Our Lady of Mercy Catholic Church Parish Activity Center**  
**440 Marquette Avenue**  
**Baton Rouge, LA 70806**

The attached announcement provides additional information about the project.

Please consider attending the meeting to provide your written or oral comments.

See also the Project's webpage available  
here: [http://wwwapps.dotd.la.gov/administration/public\\_info/projects/home.aspx?key=91](http://wwwapps.dotd.la.gov/administration/public_info/projects/home.aspx?key=91)

Many of the Project's documents are already posted for your review.

Thank you for your interest in the Government Street Project,

Maria

**Maria Bernard Reid**

Environmental Impact Manager

Section 28

Department of Transportation and Development

1201 Capitol Access Road, P.O. Box 94245

Baton Rouge, LA 70804-9245

[225-242-4506](tel:225-242-4506) (desk)

[225-242-4500](tel:225-242-4500) (fax)

[maria.reid@la.gov](mailto:maria.reid@la.gov)

## Maria Reid

---

**From:** Joseph Brown  
**Sent:** Wednesday, December 30, 2015 10:32 AM  
**To:** Maria Reid  
**Cc:** Claire Dixon  
**Subject:** FW: random question!

Hey Maria,

Claire was at the Government Street Public meeting and contacted me about submitting a comment in reference to the project. I forwarded her email with the comments regarding the project. Let me know if you need anything else from me or her.

---

**From:** Claire Dixon  
**Sent:** Wednesday, December 30, 2015 10:28 AM  
**To:** Joseph Brown  
**Subject:** RE: random question!

Hey Joe,

My comment is in the quotes. If you need any other information, like my address or my actual first name for some reason (I've always been called by my middle name), just let me know. Thank you so much for your help with this!

"I have been a resident of various mid-city neighborhoods for the entire 11+ years I have lived in Baton Rouge, and have now settled permanently in Westdale with my family. I'm very excited about the proposed changes to Government Street. My husband (Rion Wilson, who grew up in Hundred Oaks) and I have a young child, and a more walkable, stroller-friendly, and attractive Government Street would help us spend much more time and money in the mid-city area we truly love. I believe these improvements will help unify our community across multiple neighborhoods while increasing traffic to small businesses and expanding Baton Rouge's appeal to both tourists and potential residents. I commute to work several times a week down Government Street so would greatly appreciate the safety benefits as well. I sincerely hope these improvements take place as I feel they will significantly benefit our community on multiple levels. Thank you,

Claire Dixon

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**From:** Joseph Brown  
**Sent:** Wednesday, December 30, 2015 9:34 AM  
**To:** Claire Dixon  
**Subject:** RE: random question!

Cool just let me know!

---

**From:** Claire Dixon  
**Sent:** Wednesday, December 30, 2015 9:33 AM  
**To:** Joseph Brown  
**Subject:** RE: random question!

Oh wow! In that case I'll just email you back once I take another quick look at the document. Thank you!!!

---

**From:** Joseph Brown  
**Sent:** Wednesday, December 30, 2015 9:32 AM  
**To:** Claire Dixon  
**Subject:** RE: random question!

Hey! The project manager for this project is Maria Reed. You can send or email your comments to her, the head of the section(Noel Ardoin), or you can even send or email them to me.

---

**From:** Claire Dixon  
**Sent:** Wednesday, December 30, 2015 9:23 AM  
**To:** Joseph Brown  
**Subject:** RE: random question!

Thanks Joe! I think it's due today and I have to leave at 2, so please let me know when you can (I haven't written my comments yet but that will take me about 2 minutes). Thanks! I'm at 3-1849 if that's easier for you.

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**From:** Joseph Brown  
**Sent:** Wednesday, December 30, 2015 7:42 AM  
**To:** Claire Dixon  
**Subject:** RE: random question!

You sure can! I'm not sure exactly who the project is for but I can find that out for you and let you know who to send it to.

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**From:** Claire Dixon  
**Sent:** Tuesday, December 29, 2015 11:08 AM  
**To:** Joseph Brown  
**Subject:** random question!

Hi Joe,

Sorry to bother you with this but you're one of the few people I feel I "know" in Environmental! I don't know if you know anything about this but I thought it was worth a shot. I'd like to submit comments re. the proposal for Government Street but I kept forgetting and I wondered if I could submit something through inter-office mail or if it had to be postmarked from the "outside" for some reason? I'm a mid-city resident in case that has any bearing on anything.

Thanks!

Claire

**Claire Dixon, MLIS**  
Access Sciences Analyst  
RIM Program Improvement and Implementation  
225.379.1849 ; [Claire.Dixon@la.gov](mailto:Claire.Dixon@la.gov)

Access Sciences Corporation  
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Access Sciences Corporation | 1900 West Loop South | Suite 250 | Houston, Texas | 77027



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LA 73 (GOVERNMENT ST.):  
 EAST BLVD – LOBDELL AVE  
 OPEN HOUSE PUBLIC MEETING  
 December 17, 2015



STATE PROJECT NO. H.011295  
 FEDERAL AID PROJECT H011295  
 LA 73 (GOVERNMENT ST): EAST BLVD – LOBDELL AVE  
 EAST BATON ROUGE PARISH, LOUISIANA

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As a homeowner in Bernard Terrace, I support State Project NO. H.011295. Government Street traverses historic neighborhoods in the capitol city. In its current state it is a highly dangerous autobahn. Within the last 7 months, 2 electrical poles have been taken out by cars. One on May 5, Ruined the festivities at La Carreta and the single largest day of sales for this neighborhood restaurant and employer. The promotion of the street as a destination and pedestrian/bike friendly passage promotes B.R. as a 21st century city instead of the "strip mall" capitol that it currently is currently. Florida Boulevard, North Acadian, Colley Drive and Airline Hwy provide the necessary roads to move East-West and North to South more safely,

NAME: Laverne Srmoneau  
 ADDRESS: 248 Richland  
Baton Rouge, LA 70806



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State Project # H.011295

LA 73 Government St.

12/29/15

I wish to make my concerns known regarding my property and my business on this project.

My property is South side of Govt. ST. East of Iberville to RR tracks. I own and occupy the only building directly adjacent to the KCS RR tracks. Historically 1440 Govt St was the "Valley House Hotel" now added on a few times the 28,000 sq/ft building is home to my company **Applegate Industrial Materials, Inc.** I have been in business for 36 years and at this "corner" for more than 30.

All the drawings represent a false utopia, the people using the sidewalk are nowhere near the demographic shown. Old black men limping, young black mothers w/one infant in a cheap-unsafe stroller and a toddler in tow. This is a very dangerous area, the intersection of the RR tracks traveling West is a blind corner, MY building restricts view...I see this clearly. I'm including a photo of the 05/20/05 collision to represent that, while I'm not a historian It's difficult to forget incidents like this. There was 1 deaths and great bodily injuries just 250 ft South of Govt as well 30 yrs ago. .

1, Planners have apparently removed the crossing signal at the South West corner of the intersection of Govt St & KCS RR tracks and planted a tree further blocking vision. I think the trend is more safety and barriers etc. not fewer

2, The access to my commercial property at 1440 Government St, is completely blocked by curbing. This is not only **detrimental to my business** but quite absurd to me. Why designers, planners, etc. require me to alert them to this...*water is wet, fire is hot*, What is it I need to tell them? Block my driveway, no trucks come and go, ergo I go... **out of business**....really?

3, My property fronting Government st between Iberville & 14<sup>th</sup> St. The same situation exists that you deny me access with curbing. I believe I should be allowed to have 2 points of access in the "short block". I've included a mark up.

I believe the intersection require additional consideration in light of the above items that pertain to me.

**Additionally,**

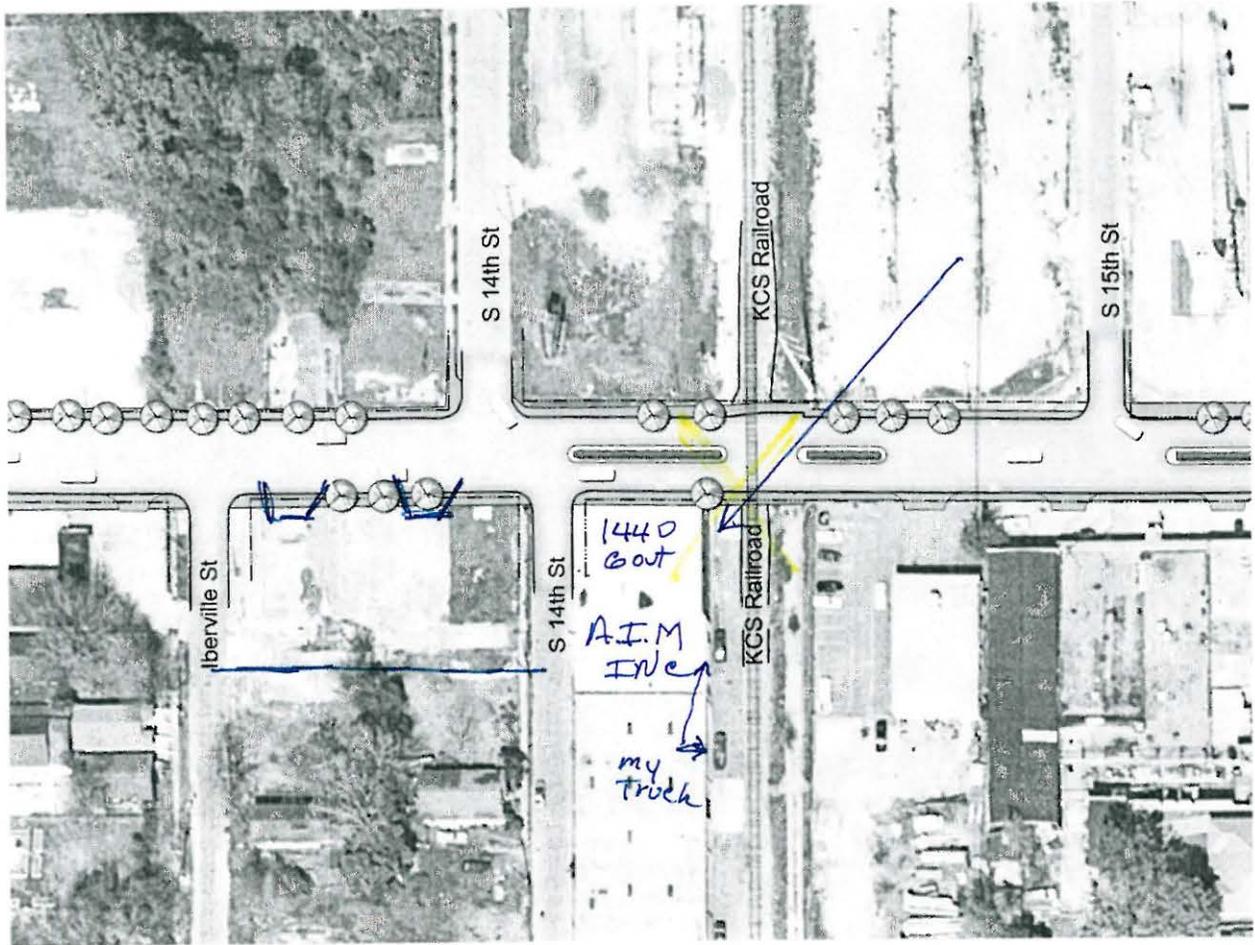
1, East Baton Rouge intends to add a greater number of households in the adjacent Redevelopment District. I believe there will be huge increase foot traffic based on economics.

2, Governor elect has voiced support for railroad passenger service BR/NO which would share this intersection adding to auto and bus traffic.

3, EBR continues to rezone property on Government St. for alcohol sales at an astounding rate as is their stated plan. This will increase impaired drivers as an even greater percentage of the total drivers after the "traffic diet" at this RR intersection with no barriers.

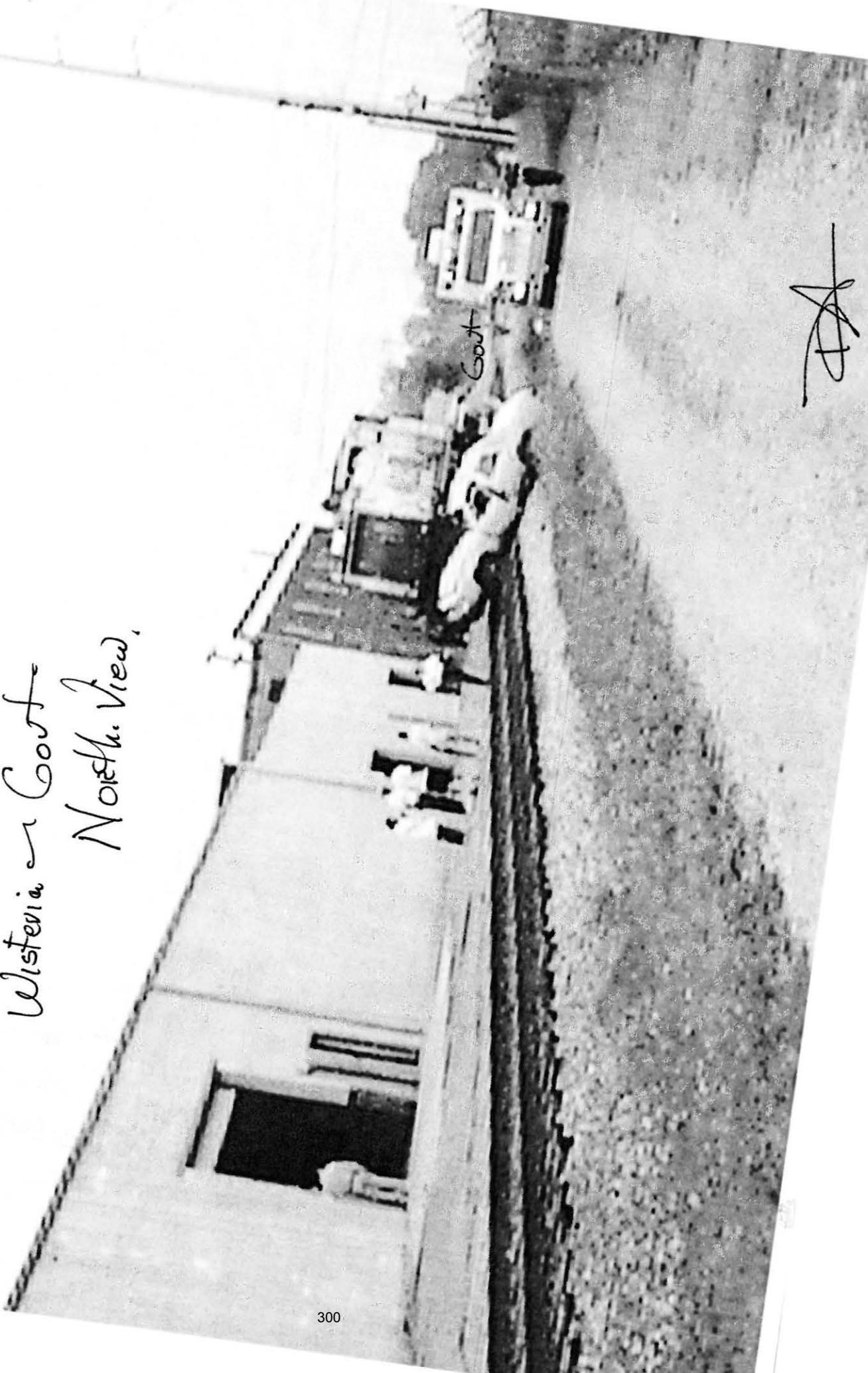
Thank you for considering my concerns.

  
David L. Applegate



20 MAY 05

Wisteria Court  
North View,





**LA 73 (GOVERNMENT ST.):  
EAST BLVD – LOBDELL AVE  
OPEN HOUSE PUBLIC MEETING  
December 17, 2015**



**STATE PROJECT NO. H.011295  
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As a homeowner on both Beverly Dr. and State Blvd I am in complete favor of this project. I have lived in the area for over 20 years and have seen the traffic increase steadily year by year - even with the addition of the North Blvd. Corridor. This road diet will increase traffic in North - for which the rebuild was intended and will make pedestrian and business access much easier. This is just the next step toward Mid-city's growth, development, and continued community minded advancement.

NAME: Robin McFarlane  
ADDRESS: 305 Beverly Dr.  
BR 70806



LA 73 (GOVERNMENT ST.):  
EAST BLVD – LOBDELL AVE  
OPEN HOUSE PUBLIC MEETING  
December 17, 2015



STATE PROJECT NO. H.011295  
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12/30/15

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- ① It will crush business on Government St
- ② Any projections I have seen are totally unrealistic and unreliable
- ③ Medical Services (Emergency) will be heavily curtailed due to traffic.
- ④ I have been in business 27 years on Government St. Only 2 people have worked for me that to ride bicycles and about the same road for him.
- ⑤ Bicycle paths are definitely not needed considering the amount of land they occupy.
- ⑥ This is in line with one of our worst developments - i.e. Velodrome, library down town.

NAME: VERNE J. DICMARCO, JR - Pres  
ADDRESS: BROW BARNERS  
9580 Government

Mail - 18070 N. MISSION HILLS  
BATON ROUGE, LA, 70810



LA 73 (GOVERNMENT ST.):  
 EAST BLVD – LOBDELL AVE  
 OPEN HOUSE PUBLIC MEETING  
 December 17, 2015



STATE PROJECT NO. H.011295  
 FEDERAL AID PROJECT H011295  
 LA 73 (GOVERNMENT ST): EAST BLVD – LOBDELL AVE  
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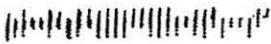
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As a 24 year resident of a street directly off of Government, and as someone who has traveled down Government to work downtown for close to 30 years, I fully support the change. As is, Government is a speedway, which puts vehicles waiting to turn sitting ducks. I know because I have been the victim of such an accident, totaling my car.

Many of the objections are personal, i.e., don't come down my street. Well, they come down mine. We all have to make sacrifices for the good of the whole.

Finally, I took advantage of North Blvd, once it was redone, to get downtown. Much quicker - few lights, no trains, fewer turning cars, etc.

NAME: Kathy Simino  
 ADDRESS: 335 Richland Ave 70804



LA 73 (GOVERNMENT ST.):  
EAST BLVD – LOBDELL AVE  
OPEN HOUSE PUBLIC MEETING  
December 17, 2015



STATE PROJECT NO. H.011295  
FEDERAL AID PROJECT H011295  
LA 73 (GOVERNMENT ST): EAST BLVD – LOBDELL AVE  
EAST BATON ROUGE PARISH, LOUISIANA

Please provide your comments below regarding the project, the alternative being considered, and the issues that the Project Team should evaluate for this study. When complete, please return this form to **Station 4 – Comment Table**. To mail, fold the form in half with the address showing on the outside and seal. Comments received tonight or post marked by December 30, 2015 will become part of the transcript of this meeting.

I WHOLLY SUPPORT THE STATES PLAN FOR REVITALIZING THE LA 73 CORRIDOR FROM EAST BLVD TO LOBDELL AVE. I STRONGLY BELIEVE THIS PLAN WILL EASE TRAFFIC IN THE AREA AND IMPROVE THE QUALITY OF LIFE FOR OUR RESIDENTS AND COMMERCIAL INTERESTS. I MOVED INTO IS AREA DUE TO THE CONVE PROXIMITY TO ALL THE BASIC NEEDS ONE WOULD DESIRE AND HOPED TO WALK OR RIDE A BICYCLE TO THE DIFFERENT RETAIL OUTLET & PARKS; UNFORTUNATELY, THE HEAVY TRAFFIC AND LACK OF BIKE LANE HAS PREVENTED ME FROM DOING SO. THIS PLAN HAS BEEN IN THE WORKS FOR ABOUT 2 DECADES AND ITS TIME TO MOVE FORWARD.

NAME: DEAN WEDLAKE  
ADDRESS: 328 LOVERS LANE  
BATON ROUGE, LA 70806



LA 73 (GOVERNMENT ST.):  
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STATE PROJECT NO. H.011295  
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First, The proposal does not provide a continuous center turn lane as there are numerous landscape traffic islands depicted at numerous locations. When private vehicles are present in the travel lanes, fire and emergency vehicles will be unable to proceed.

Secondly, there is no assurance that the traffic count will be sustained for everyday travel ~~needs~~ needs for business and residential purposes.

Third, two bike lanes is excessive when one alone should suffice.

NAME: Don R. McAdams, Jr  
 ADDRESS: 2527 Broussard St  
 Baton Rouge, LA 70808



LA 73 (GOVERNMENT ST.):  
 EAST BLVD – LOBDELL AVE  
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STATE PROJECT NO. H.011295  
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Further issues to evaluate regarding intersection of 19<sup>th</sup> & Government St

Buses will even turn onto 19<sup>th</sup> from the left lane around the carpool line.

① DuFrooy school's carpool line turns onto Govt. Street daily from about 3:15pm - 3:35pm. Stopping traffic in right lane & sometimes backs up to 21<sup>st</sup> Street. I did a count over a few days & ~ 100 cars passed in the left lane during 7 light changes while the right lane was completely stopped → this will be a big issue if not addressed. I have included pictures.

② There needs to be a school zone, none was added when the school was expanded in 2009 & many children cross Govt. St. to get to school daily

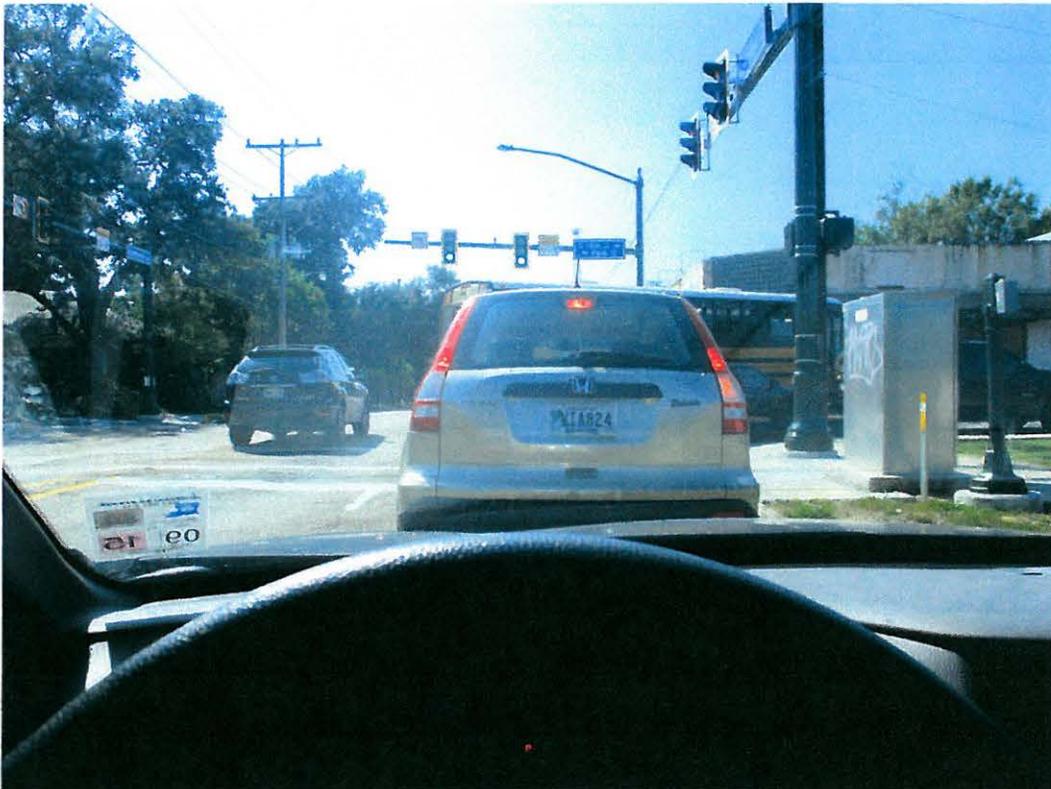
③ Drivers turning right onto Government from Park are not good at observing pedestrians → maybe need a right turn arrow linked to the crosswalk. I have seen many close calls.

Another issue is to put in bus turnouts at all stops otherwise there is no legal way to get past bus & sometimes they stop for extended periods if they get off schedule. Also an observed issue seen on other roadways.

NAME: Lori Davis  
 ADDRESS: 7240 Palmetto Dr  
Baton Rouge, LA 70808

State Project No. H. 011295

View on multiple days from Government St.



bus alongside  
carpool lane

Cars sit in  
this lane for  
15-20 min.  
every school day.

During that  
time up to  
100 or more  
cars continue  
through the  
intersection.

State Project No. H.011295

View on multiple days from Park Street



bus line  
blocking  
visibility and  
carpool line  
and through  
traffic

many children  
cross here daily  
to get to school



LA 73 (GOVERNMENT ST.):  
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LA 73 (GOVERNMENT ST): EAST BLVD – LOBDELL AVE  
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I Am IN FAVOR OF THE ROAD DIET BEING PROPOSED FOR GOVERNMENT STREET. I HAVE BEEN LIVING IN OGDEN PARK SINCE 1992. FOR YEARS WE HAVE HEARD SO MANY DIFFERENT IDEAS TO HELP OUR MID CITY AREA THRIVE, YET NONE OF THEM EVER HAPPENED. WHEN THEY FIRST ANNOUNCED THIS ROAD DIET, SO MANY PEOPLE IN OUR AREA WERE ~~WE~~ EXCITED. I THINK IT'S A GREAT IDEA TO SLOW THE TRAFFIC DOWN. PEOPLE DRIVE TOO FAST ON GOVERNMENT STREET. IT FEELS TOO DANGEROUS TO WALK ON THE SIDEWALK WHEN PEOPLE ARE DRIVING 40 TO 50 MPH. I LIKE THE ADDITION OF BIKE LANES, WIDER SIDEWALKS AND ~~A~~ A DEDICATED TURNING LANE. I THINK IT WOULD BE NICE TO HAVE DESIGNATED AREAS WHERE THE CITY BUSES CAN PULL OVER TO PICK UP PASSENGERS SO THAT IT DOESN'T STOP THE FLOW OF TRAFFIC. I WOULD ALSO LIKE TO SEE BETTER LANDSCAPING & ALL THE UTILITY POLES REPLACED OR HIDDEN

NAME: MARTIN A. BOURGEOIS

ADDRESS: 323 BEVERLY DRIVE  
BATON ROUGE, LA 70806



LA 73 (GOVERNMENT ST.):  
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I am in ~~the~~ complete support of the road diet planning for Government Street. That street is broken and needs to be fixed. In its current state it is dangerous, as it is currently functioning like a 2-lane street with a turn lane; however, it is not built that way - the 4-lane design is causing accidents. In looking at the plan, it looks good overall. A few things.

1: I really like the mini-medians along the route. They are nice looking and provide protection for pedestrians + bikers crossing the street.

I know some businesses are concerned. Please keep as many as possible.

2: Overall, I am disappointed that the 4-lane picks up ~~at~~ downtown. I think that will be problematic, as cars will hit the gas. Likewise, I don't like the stoppage of the bike lane. ~~This downtown~~ This will be a major route to the new Water Campus.

3: There ~~are not~~ <sup>seems to</sup> be no plan for how, in the absence of bike lanes or how it downtown, the project will connect w/ downtown greenway.   
Would be nice to see a plan for this.

NAME:

BRYAN PIAZZA

ADDRESS:

2915 Myrtle Ave.

Baton Rouge, LA 70806

\* Thank you for the opportunity to participate in this process. Don't let the naysayers sway this project. It is great for me + city + BR. Business is already picking up + it will get better.



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Dear Sir/Madame

I am very EXCITED to have a Government Street Road Diet. We are hoping this becomes a reality. Right now the traffic is too FAST. It is also very difficult to cross Government on foot or bike. I welcome a slow down in the traffic. Any overflow can be routed to Florida or North Blvd. North Blvd. can handle the traffic. It's never busy! I think right now Government is a dangerous street. I live on Government and I'm afraid I'll be rear ended while I'm turning onto my street. A road Diet which will slow traffic is very much needed!!

NAME: Georgann Captain  
ADDRESS: 323 Beverly Drive  
Baton Rouge, LA 70806



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We live in Delphine Place - two houses up (north side) of Government on St. Rose Ave. Both of us are active daily in the neighborhood - biking to campus, running, walking the dog, etc... we also walk to local stores (Honeymoon Bungalow, Garden District Coffee, Radio Bar) when we can. Sometimes though it takes up to 10 minutes for me to safely cross government - either as a pedestrian, or bicyclist - this disconnect is very frustrating for someone who actively tries to enjoy their community - not just as a motorist. Both of us & the neighbors we have spoken to are very excited for this to take place. We own our home and are very optimistic these improvements will only help our property value. Can't wait for this to happen!

- Kimberly Munro

NAME: Kimberly Munro & Craig Dengel  
ADDRESS: 424 St. Rose Ave  
Baton Rouge, 70806



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- The bike lanes end at Eddie Robinson Drive. How will it connect to the downtown greenway?
- Please use high visibility crosswalks (zebra or continental striping) to increase visibility of pedestrians.
- Please incorporate bike lane markings (elephant feet) when the bike lane crosses an intersection.  
<http://nacto.org/publication/urban-bikeway-design-guide/intersection-treatments/intersection-crossing-markings/>
- Is a left turn allowed from Park Blvd. onto Government Street?
- Improve crossing to include all four sides of Edison/Government/Calandro's for Bernard Terrace Elementary School and grocery store. Coordinate with DPW on Safe Routes to School improvements. DPW project engineer is Taiwo Adejare ([TADEJARE@brgov.com](mailto:TADEJARE@brgov.com)).
- Add as many more protected crossings similar to Moore Street bike/ped crossing as possible. Some possible places are:
  - Incorporate bike/ped crossing at Steele recommended by neighborhood
  - At end of bike path at Eddie Robinson
  - At Park Blvd/19th to existing sharrows connecting to the Lakes multiuse paths/LSU to south and North Blvd. bridge to downtown to the north
  - Where there are longer stretches of planted median.
- Free right turn lanes from Acadian onto Government and southbound from S. Foster onto Government seem particularly dangerous for peds and bikes--please add high visibility crosswalks and elephant feet here too. Currently, there are no crosswalks marked on the plans at these crossings.
- Currently there are only crosswalks planned at signalized intersections. Please add crosswalks at all intersections - high visibility preferable.
- Please add signage periodically referencing state law: yield to pedestrians in crosswalks. (LA Revised Statute 32:212)
- Add signage on eastbound bike lane before Hebert Street and westbound bike lane before W. Ardenwood - something like "bike lane ends ahead-take X Street to Capital Heights"
- Remove the typical section showing bike lanes from between markers 240 and 241--it is not applicable here.
- If possible, add the third side of the crosswalks at Community College/Government, Jefferson/Government, and S. Ardenwood/Government intersections.
- signage/signals for bicyclists at intersections (those with signals already) and yield sign or something at bus stops
- Median on Government/Jefferson can be used for lane westbound to accommodate continuous bike/ped across intersection; same on foster intersection
- the 24' right turn lane could be reduced to 20' to continue 12' shared path at 12+00 (Lobdell/government intersection eastbound) and cross/connect to shared path at 15+00



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I am favorably impressed with the entire plan of this project and particularly with the "round-about," which would be a tremendous improvement for all the reasons clearly presented in the public meeting power point presentation.

As a resident and property owner within close proximity of the project, I am excited and encouraged for what this improvement will mean not only for me, my family and grand children, but for the citizens of Baton Rouge.

Go forward with construction full speed !!!

NAME:

Dak McInnis

ADDRESS:

2350 Tulip Street

Baton Rouge, LA



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YES!

I AM IN FAVOR  
 OF THE PROJECT

NAME: Sherry McAnis  
 ADDRESS: 2350 Tulip Street  
B.R. LA



LA 73 (GOVERNMENT ST.):  
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I 100% support the Government Street road diet. The reduced number of accidents as well as allowing alternative modes of transportation is a welcomed change to the dangerous roadway. Allowing access to modes of transportation outside of vehicles is a model that NEEDS to be adopted all over Baton Rouge. The proposed changes will improve the quality of life of those in nearby areas and will greatly improve one of Baton Rouge's most historic and popular streets.

NAME: Natalie Del Pino  
 ADDRESS: 455 Croudon Ave  
Baton Rouge LA 70806



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As an avid cyclist I am 100% in favor of the Government St. road diet. I live 1 hour away from Gov. St. & we regularly have vehicles speeding WELL above the posted speed limit. The lack of safe streets to cycle on throughout Baton Rouge helps perpetuate our infamous traffic problems. I know a lot of people who would love to utilize alternative forms of transportation, but the lack of safe infrastructure won't allow them to explore alternatives to cars. Having access to all of Government Street's wonderful merchants via bicycle would be an amazing improvement & a highlight of Baton Rouge for both locals & tourists.

NAME: Brock Gomez  
 ADDRESS: 455 CROYDON AVE  
BATON ROUGE, LA 70806



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Concerns

**Bus traffic:** Buses will pull off into bike lanes to drop-off or pick-up; how are the buses going to pull back into the flow of traffic? (Is a car is going to let the bus in, in bumper to bumper traffic?)

**Businesses:** Have the current businesses on Govt. St. given input; we don't want to lose any of the current businesses that are already located on Govt. St, and what guarantees that new business will locate on Govt. St.? Usually businesses check for a traffic count that is going to pass by their business to decide if they want to locate there. Are grants, tax breaks, etc., going to be given to get them to locate there?

**Bikers:** How many bikers will be traveling Govt.St; will it be enough to justify giving up 2 lanes of car travel ?

**Schools:** There are at least 6 schools: Dufroc Elementary, Baton Rouge High Magnet, Catholic High, St Joseph's Academy, Bernard Terrace and Our Lady of Mercy, that feed onto Govt. St. How is this traffic issue going to be worked out?

**Accidents:** If there is an accident on the new 2 lane Govt. St., will it shut down the whole street? If there is an accident on the MS bridge will cars be exiting the interstate at Acadian to Government Street to get to work downtown, creating more traffic?

**Maintenance:** Is the State providing money to maintain all the beautiful landscaping in the design, particularly in our very intense summers or will the City have to find money in the budget to maintain the landscaping or will we have overgrown weeds in the proposed landscaping?

**Safety:** If safety is the issue, wouldn't money be better spent on Perkins Rd. and College Dr? Slow traffic on Perkins Rd. and/or College Dr. put bike lanes there, that is where the fatalities and accidents are occurring.

**Downtown businesses:** More people are working downtown. Currently, with 2 west bound lanes in the morning, traffic is backed up on Govt. St. from before the Interstate to the Centroplex. Additionally, there are 2 exits off the Interstate dumping traffic onto Govt. St. In the afternoon, there are very few east bound street options other than Govt. St., especially if there is an accident on the interstate or if there is an accident on Government Street when it is converted to *one* lane eastbound. What happens to the traffic when there is an event at the Centroplex? How far will the single west bound lane back up.

**Residential areas:** When the Govt. St diet goes into effect, the cars that will not be able to drive down Govt. St. because of the traffic congestion will be detouring through neighborhoods. The diet will not reduce the *number* of cars on the streets; the cars will just go to other streets and create more congestion there.

**Reality:** Computer projections are just projections. Before we go through with this \$13 million project should we at least try it out for a week, when schools are in session and people are going to and from work. Try it; block Govt. St. to 2 lanes for the whole proposed length, do it for a week during weekdays, when schools are in session and people are going to work.

Name: Sandra Ribes  
Address 1225 Steele Blvd., Baton Rouge, LA 70806



LA 73 (GOVERNMENT ST.):  
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Please See attached letter.

NAME: Britney Piner  
ADDRESS: 2823 Myrtle Ave  
BR, LA 70801

Sunday, December 27, 2015

Dear Louisiana Department of Transportation and Development,

I am writing to provide my feedback regarding State Project No.H.011295 otherwise known as the Government Street Project. **As a resident of MidCity, I am completely IN FAVOR of this project.** Here are several reasons why I am for this project:

1. I believe that several businesses have moved into the MidCity Government Street corridor and/or fixed up their places of business already just with the anticipation of this project becoming a reality.
2. As common driver down this street, moving Government Street to a 3 lane highway will provide a calming of traffic and reduce accidents because we can better predict the left turning driver with a middle turn lane. Yes, there is the possibility that we might see some accidents with cars using the middle turn lane but those cars will be slowing down to turn and thus if an accident were to occur then they are traveling at a much slower rate than a car who hits a drive turning left from behind given the current situation on Government Street where the drivers are typically traveling between 40-50 mph.
3. Another positive of moving to a 3 lane highway which includes the center turn lane is that traffic will slow and allow for pedestrians of the surrounding neighborhoods to begin to feel comfortable walking or riding our bikes to local restaurants and/or shops.
4. As this traffic begins to calm, I would also anticipate an increase in use of the North Blvd and North Blvd Overpass Street to be utilized for downtown commuters which would further help reduce traffic on Government Street.
5. In attention to safety factors that this revision of Government Street would provide, I feel that this traffic calming measure would also help to highlight some of the wonderful business and restaurants that we have in MidCity because commuters would begin to take notice of the businesses while traveling through our area. Thus I would anticipate patronage for the MidCity Merchants to increase with this project. Furthermore, it is my understanding that there is significant research to support this thought process.
6. Finally, I would love to see Government Street spruced up a little with new trees, shrubs, and grass planted as a small beautification project that all residents and business owners in the area would be proud of.

Thank you for listening to my view point and my reasons in favor of this project. Now let's take the step to making what has been a 10+year conversation project into a reality!!

Sincerely,

Britney Piner

2823 Myrtle Avenue

Baton Rouge, LA 70806

225-338-1888

December 28, 2015

State Project No. H.911295  
Federal Aid Project H011295  
LA 73 (Government Street): East Blvd-Lobdell Ave  
East Baton Rouge Parish, Louisiana

To Whom It May Concern:

I have owned my resident at 214 Beverly Drive since 1996. I am in support of the new plan to make Government Street more pedestrian friendly. With the access to downtown Baton Rouge on North Blvd., I know there are other ways to travel downtown. I work on Louisiana Avenue and use the North Blvd. route every day. There is very little traffic both in the morning and when I am returning home in the afternoon. I also use North Blvd. when I want to access Jefferson Hwy and Goodwood. All you have to do is travel on North Blvd. and take a right hand turn on South Foster and you can avoid Government.

Ogden Park has a strong sense of community. We enjoy walking, biking and jogging. I have attempted to cross Government Street when walking and it's very scary. Not only is it congested, but cars are zipping by at high speeds. I know that habits die hard and that people who have used Government as a thoroughfare will not be happy changing their driving patterns. But, if we don't do something different, then nothing will change.

Please consider approving the new proposal.

Sincerely,



Susan L. Murrell  
214 Beverly Drive  
Baton Rouge, LA 70806

cell # 225 505 4796

Louisiana Department of Transportation  
And Development (LDOT)  
Environmental Engineering Administrator, Sec. 28  
PO Box 92425  
Baton Rouge, LA 70804-9245

Comments -

STATE PROJECT NO. H.011295  
FEDERAL AID PROJECT H011295  
LA 73 (GOVERNMENT ST): EAST BLVD – LOBDELL AVE  
EAST BATON ROUGE PARISH, LOUISIANA

After reviewing the background data for the project noted above, I am writing to express my absolute opposition to the project. Reducing Government Street to fewer lanes will, as noted in your study, increase traffic on Government Street.

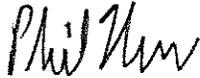
- Reducing Government Street to fewer lanes will significantly increase the hazards on side streets off of Government Street due to large increases in traffic. This hazard was not addressed on the study.
- Fewer traffic lanes on Government Street will delay emergency vehicles from being able to traverse the street, increasing mortality rates for individuals in need of these services.
- Bus services on Government Street will be restricted as noted in the study, which will hamper travel for the poor that rely on the buses in our community.
- Businesses in the Government Street corridor will sustain monetary losses due to access difficulties caused by the turn lane islands and increases in traffic.
- Restructuring the lanes in Government will require shutting down entire lanes of the street for extended periods of time. This will leave no alternative routes for commuters that can handle the increased traffic flow.
- The cost for the project is prohibitive, especially since the alleged benefits (safety) noted in the study are debatable at best. Safety will be diminished by both the road construction and increased traffic referenced in the study.
- There are several schools located on or near Government Street – Dufroc, Baton Rouge High, Key Academy, Catholic High School and Saint Josephs Academy. Traffic and danger to students, their families and faculty will increase by reducing the lanes on Government Street. Importantly, three of the schools negatively impacted provide excellent educational opportunities for the minority community. We need to preserve ease of access to these types of opportunities.
- The supposed benefit of the project is based on traffic models. Modeling alone is not a sufficient basis to make such a significant change to a main travel artery. Trials of the proposed changes should be conducted in lieu of models to determine the realistic impacts during peak traffic conditions.

Page 2

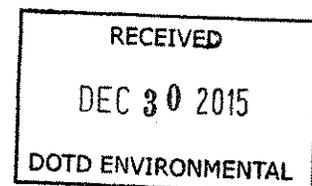
- The public input process to the change has not been inclusive enough for such a large change to a main thoroughfare. Only one informational meeting has been held to date. A public hearing should be held to obtain additional input. Public review of the comments should also be conducted.

Please do not implement a project that will be costly, endanger the community and increase traffic. Thanks.

Sincerely,



Phil Kerr, PE





LA 73 (GOVERNMENT ST.):  
EAST BLVD - LOBDELL AVE  
OPEN HOUSE PUBLIC MEETING  
December 17, 2015



STATE PROJECT NO. H.011295  
FEDERAL AID PROJECT H011295  
LA 73 (GOVERNMENT ST): EAST BLVD - LOBDELL AVE  
EAST BATON ROUGE PARISH, LOUISIANA

Please provide your comments below regarding the project, the alternative being considered, and the issues that the Project Team should evaluate for this study. When complete, please return this form to Station 4 - Comment Table. To mail, fold the form in half with the address showing on the outside and seal. Comments received tonight or post marked by **December 30, 2015** will become part of the project record.

I attended your meeting at Our Lady of Mercy. It was clear that the plans to do this whether or not people, the majority of people, want it. It is a pie in the sky bunch of bologna designed to appease the .5% who want things changed for the sake of change. Yes, Government St. needs better sidewalks handicap-accessible ones. However no matter what you do to them or the street itself, you cannot change the demographics of the neighborhood. There is no way I or my friends and family will walk along it. It is a PRIME place to get your purse snatched, mugged and/or raped. "All the new businesses" - let's see we're getting another bar; we have 3 drug stores a pawn shop, (NO Radio Shack, NO Picadilly) loan centers, no dry cleaners except Suttons. Frankly Calendars, Cajun Electric, Suttons and the Post Office are the extent of businesses I frequent; beggars and purse snatching don't attract customers.

NAME: PATRICIA E. HOth

ADDRESS: 1378 Richland Avenue  
Baton Rouge, LA 70806

I'm heartily sick of people who come to my neighborhood to bike, too. Why don't policemen issue tickets to them for running stop signs and red lights, etc?



LA 73 (GOVERNMENT ST.):  
 EAST BLVD – LOBDELL AVE  
 OPEN HOUSE PUBLIC MEETING  
 December 17, 2015



STATE PROJECT NO. H.011295  
 FEDERAL AID PROJECT H011295  
 LA 73 (GOVERNMENT ST): EAST BLVD – LOBDELL AVE  
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- HAVE RESIDED WITHIN 1 BLK. OF GOV'T ST SINCE 1955. SO. FAIRFAX CAP. HTS, GLENMORE, NOW HEBERT ST SINCE 1987.
- MAJOR THROUGHFARE FROM SO. EAST BR TO DOWNTOWN AND NUMEROUS BUSINESSES ON GOV'T ST. - THEY'LL LOSE BUSINESS.
  - MULTIPLE SCHOOLS WITH AM/PM DROPOFFS + CARPOOL LINES MADE BETTER WITH 4-LANES.
  - BUS ROUTE -> BETTER WITH 4-LANES.
  - BICYCLES SHOULD NOT BE A PRIORITY. AUTOMOBILE OWNERS PAY TAXES FOR PURCHASE, REGISTRATION, LICENSE FEES, CAR INSURANCE AND GASOLINE. (AS A RESIDENT OF BIKE LANE AREAS - I SELDOM SEE BICYCLISTS)
  - ALL OF THE NORTH SIDE OF CAPITAL HEIGHTS FROM JEFF. HWY TO NO. ACADIAN IS/WILL BE HEMMED IN WITH CURRENT ONE-WAY CAPITAL HTS AVE AND A GREATLY RESTRICTED GOV'T ST.

\*SPEND FRACTION OF COST ON DRIVING SAFETY PSA CAMPAIGN\*

NAME: Jennifer J. Hood { HOMEOWNER  
 ADDRESS: 618 HEBERT ST { AUTO OWNER  
 B.R. LA { DAILY USER OF GOV'T ST.

\*WHICH WOULD HELP ALL  
 OF THE CITY.

409 Wiltz Drive  
Baton Rouge, LA 70806  
December 18, 2015

LA D.O.T.D.  
Environmental Engineer Administrator, Section 28  
P.O. Box 94245  
Baton Rouge, LA 90804-9245  
Re: State and Federal Aid Project No. HO11295

Dear D.O.T.D;

Because I'm a resident of Mid-City I have a strong interest in this Government Street project. I'm an avid walker and cyclist. I lament how unfriendly this city is to cycling. "Share the road" signs are a tiny step toward inculcating in motorists an awareness of bicycles. By themselves signs can effect little change when infrastructure provides no real room for sharing. So I'm a big fan of bike lanes and bicycle-enabling infrastructure.

But speaking as a mid-city resident and motorist, I dread the impact this project will have on the ease or difficulty of motor vehicle movement. Not just in this part of town, but also in all adjacent areas which will be affected by how Government ST, especially at Foster DR, will slow traffic flow to much worse than the present status.

As you know, Government ST currently suffers from almost intolerable congestion in almost all but the night-time hours. At peak travel times traffic on Government at the Foster intersection is sometimes backed up more than a quarter mile. I've waited in that queue through as many as 5 light cycles to cross the intersection. And that's if there isn't bumper-kissing on the interstate.

There are only four parallel alternative routes to Government. None of them is viable as an alternative. Even added up, they're not an adequate alternative.

Already Capitol Heights has been made a one-way street. The result is great for recreation, but that has squeezed more traffic onto Government and Claycut RD.

Claycut is a two-lane road which backs up several light cycles at its eastbound intersection with Foster, and almost as far at Jefferson Highway.

North Blvd. ends at Foster, and is, therefore, only a half-alternative to the length of Government. Currently, traffic back-ups on N. Blvd where it intersects with Foster are maddening. That's also going to get worse with forced increased use of both North Blvd. and Foster DR.

Florida is already a parking lot at peak travel times. Where are you going to put all those damn cars? A “street diet”? Really? Can that possibly work without a vehicle diet?

As a daily user of these streets (a 21-year resident) I find laughable the claim that diversion of a mere 100 vehicles a day to other streets is all that would be required to keep the daily load of, what 10,000? motor vehicles moving adequately on Government St with half as many lanes as now. Again – even when the interstate is not blocked up.

When a C.A.T.S. bus eventually does come along Government, stopping every few hundred feet, halting movement in the right travel lane, each stop can last 30 - 60 seconds. Imagine what that will do to movement along the street with only one travel lane in each direction. I think we’re talking night terror in broad daylight. Worse than the daily bad dream we now know.

And what about the 2:30 to 3:30 p.m. school “carpool hour”; which is already the cause of near gridlock in all the neighborhoods and major corridors surrounding Our Lady of Mercy, Bernard Terrace Elementary, Dufrocq Elementary, Baton Rouge High, Catholic High, and St Joseph’s Academy (involving both parent and student drivers)? Government St., Florida, Acadian Thruway, Eugene, and Jefferson Highway are primary ingress/egress arteries for all those schools. They’re ALL going to be parking lots once Government is a 2-lane street. Parents will have to take entire afternoons off just to get to and through the carpool lines, and then home for dinner and homework by 7 pm.

What about police and fire response times? In peak travel times? In peak travel times behind C.A.T.S.? At carpool time?

So – who’s this going to benefit? A few businesses along Government between Foster and Eugene? Is that the idea? Is this supposed to turn government ST into the new Austin or Savannah? Ever heard of Catfish Town? In the unlikely event that you turn Government ST into a shopping “destination”, most visitors will drive there – not bike or walk. Where will they park? In the residential streets which are already defacto one-lane streets with residential vehicle parking?

My own home business is likely to suffer. Potential customers already tell me they can’t get here in the hours they have available because of traffic. My “livability” quotient will also suffer. I can imagine being land-locked between 2 streets (Government and North Blvd) with traffic so thick I won’t be able to exit my neighborhood anymore unless it’s between 7 pm and 7 am.

Government ST needs serious healing, for sure. In some spots the overlay is so thick the manhole covers have become 4” deep potholes – all positioned in the wheel tracks. Cracked surfaces, patches as bad as the corrected defects, etc. We all know the issues. But if you want to improve

it, just pave, or shave and resurface, it. Synchronize traffic lights. Prohibit left turns at select intersections. Consider options which would make it easier for drivers to take three right turns and circle a block to cross Government ST at traffic lights.

If you're serious about enhancing bicycle travel just ramp the sidewalk curbs at EVERY intersection on both sides of the street. Add ramped sidewalks where sidewalks don't exist – all the way up and down Government ST. Do the same thing on North Blvd. I'd LOVE to be able to bike all the way to downtown while still permitting the full use of 4 travel lanes for motorized traffic.

Here's the part of the grand plan that makes me laugh the loudest. The Government ST – Lobdell intersection is the only one in the entire corridor that works beautifully! And NEVER backs up. Just like it is. Traffic circles are graceful. But if it's not broke, "fixing it" can only be a sign of grandstanding or showing off; or deflecting attention from how functionally ugly the rest of the project really is. This one is proposing a glamorous solution to the unglamorous absence of a problem. You're willing to constipate the whole length of the street and then dress it up with a gilded turd at one end? That's the same variety of short-sightedness that has this town crawling through traffic hell in the first place – development for the sake of it, regardless of the congestion consequences.

I hope I'm wrong and you're right, because I don't want to imagine the results if you're wrong. I sincerely believe you're engineering a huge daily frustration pressure cooker.

The project's stated objectives are:

1. Improve pavement condition on Government.

Go for it!!!! You should have stopped there.

2. Provide safe and diverse multimodal transportation options.

One question: WHY? This language sounds very artificial to me...a real stretch to make a skunk smell sweet. "Multimodal options" already abound through adjacent residential neighborhoods. If additional access is required for Govt. ST itself, ramp the sidewalk intersections.

3. Contribute to livability and economic revitalization of the corridor.

More smoke screen, diversionary, elliptical language. It will do neither. Livability for Mid-City residents will decline because of increased traffic congestion will increase the difficulty of getting ANYWHERE by vehicle.

HOW, exactly, will economic revitalization occur? More euphemism for "this is going to make somebody rich or hallowed". Will people suddenly start biking up Government Street to buy furniture or bridal gowns or groceries or art or flower arrangements or to

arrange a bankruptcy or a divorce? There ARE NO high volume businesses in this corridor that don't already have parking lots. There are very few impulse purchase retailers. This terminology is a language-slight-of-hand. A hoodwink. A scam.

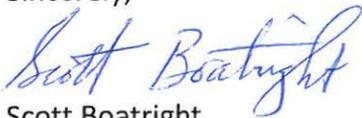
Somebody is definitely going to benefit from this disaster; but it won't be the residents or the commuters or the businesses. OR the cyclists and pedestrians, for that matter. As either walker or biker, I want a curb between me and pissed-off, distracted motorists - the only kind we have in this town.

I've had to reluctantly admit that Baton Rouge, sadly, is a totally damn automobile town. Period! (okay, .) Public transportation is a tongue-in-cheek afterthought – if not an outright joke. At best. We continue to increase developmental density, and feign mystification when traffic doesn't work. Without robust public transportation or something like license plate-based alternate driving days, it just won't. We all know we're not progressive enough for any of that. Meanwhile, eliminating ANY traffic carrying capacity is just ignoring reality and compounding the problem.

Government ST; like Florida, Perkins, Airline, Coursey, Corporate, Sherwood Forest, Greenwell Springs, etc; is a necessary evil in conveyance corridors. We need their capacity. Making any of them less useful will not reduce the need for them. Reducing usefulness will only increase the need, and the available alternatives will not meet the need.

I live here. Where do you live? Are you working on a grant to put the power corridors in your part of town on a diet?

Sincerely,

A handwritten signature in blue ink that reads "Scott Boatright". The signature is written in a cursive, flowing style.

Scott Boatright



LA 73 (GOVERNMENT ST.):  
 EAST BLVD – LOBDELL AVE  
 OPEN HOUSE PUBLIC MEETING  
 December 17, 2015



STATE PROJECT NO. H.011295  
 FEDERAL AID PROJECT H011295  
 LA 73 (GOVERNMENT ST): EAST BLVD – LOBDELL AVE  
 EAST BATON ROUGE PARISH, LOUISIANA

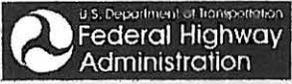
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As a resident of Ogden Park, I am strongly in favor of this project. This is the ~~first~~<sup>next</sup> step towards making Mid City one of the best places in Baton Rouge.

Reducing accidents and traffic fatalities and increasing livability around ~~the~~ Government Street are laudible goals. AND with the potential to have a BR ↔ NOLA train station at the old Eubank Building, this road diet seems like an easy yes vote to me.

NAME: Rodolfo T Aguilar III, Esq.  
 ADDRESS: 222 Hearthstone, Dr.  
Baton Rouge, LA 70806

1/6/16



LA 73 (GOVERNMENT ST.):  
EAST BLVD - LOBDELL AVE  
OPEN HOUSE PUBLIC MEETING  
December 17, 2015



STATE PROJECT NO. H.011295  
FEDERAL AID PROJECT H011295  
LA 73 (GOVERNMENT ST): EAST BLVD - LOBDELL AVE  
EAST BATON ROUGE PARISH, LOUISIANA

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- ① Please excuse tardiness due to travel out of town.
- ② This wonderful project should include the requirement for installation of monument signs throughout to replace existing signage, including particularly business signage.
- ③ The absence of monument signage will leave the present significantly unattractive appearance without improvement, a circumstance contrary to the overall purpose of the project.
- ④ Coordination is suggested with the EBR Director of Planning.
- ⑤ Ways to cover the expense of conversion to monument signage need to be identified, such as tax credits, low interest loans, re-imbursment, or other similar measures.

Charles H. Coates, Jr.  
Retired Civil Engineer

NAME: Charles H. Coates Jr.  
ADDRESS: 2730 Tall Timbers Rd.  
Baton Rouge, LA 70816-2577  
(225) 292-8337



LA 73 (GOVERNMENT ST.):  
EAST BLVD – LOBDELL AVE  
OPEN HOUSE PUBLIC MEETING  
December 17, 2015



STATE PROJECT NO. H.011295  
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I am in ~~the~~ favor of this project. As a mother with small children I would like Government St to have safe crossings for our family. I live in the neighborhood and ride a bike with my kids. Slowing traffic will benefit the residents and the businesses. Thank you for presenting a workable plan.

NAME: Sarai Piazza  
ADDRESS: 2915 Myrtle Ave  
Baton Rouge, LA 70806



LA 73 (GOVERNMENT ST.):  
 EAST BLVD – LOBDELL AVE  
 OPEN HOUSE PUBLIC MEETING  
 December 17, 2015



STATE PROJECT NO. H.011295  
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I AM SUBMITTING THIS COMMENT IN FAVOR OF THE PROPOSED CHANGES TO GOVERNMENT STREET, COMMONLY KNOWN AS THE "ROAD DIET" PLAN. GOVERNMENT IS CURRENTLY A DANGEROUS ROAD DUE TO THE LACK OF A DEDICATED TURN LANE, AND LACK OF BICYCLE & PEDESTRIAN ACCESS. LONGTIME RESIDENTS AND OUR CIVIC ASSOCIATIONS HAVE BEEN WORKING FOR YEARS TO SEE THESE CHANGES BROUGHT ABOUT. IT IS TIME TO MAKE THIS HAPPEN TO MAKE THINGS SAFER, AID IN REDEVELOPMENT, AND IMPROVE QUALITY OF LIFE IN THE AREA.

NAME: KEITH HORN Keith Horn  
 ADDRESS: 328 LOVERS LN.  
BATON ROUGE, LA 70806



LA 73 (GOVERNMENT ST.):  
EAST BLVD – LOBDELL AVE  
OPEN HOUSE PUBLIC MEETING  
December 17, 2015



STATE PROJECT NO. H.011295  
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LA 73 (GOVERNMENT ST): EAST BLVD – LOBDELL AVE  
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*See attached.*

NAME: Mary Jean McAdams  
ADDRESS: 141 Bedford Dr.  
Baton Rouge, LA 70806

I am a lifelong resident of the Government St./Garden District area, using Government St. every single day, and I have many concerns about the proposed Government Street road diet.

First, traffic is so bad on Government to begin with, but those of us who live in the area already have limited options. North Blvd. ends at Foster Dr., is not well-lit, and desolate at night, since all of the businesses are only open during the day. Capital Heights is one way, which restricts its use. Florida Blvd. is inconvenient for those traveling south or to any business along Government St. Claycut is only two lanes and so is Broussard, which ends at Country Club. (It doesn't seem right to be redirecting traffic from a four lane, mostly commercial roadway onto one or two lane residential streets either.) We need Government Street to continue to be four lanes for any Government St. area resident to be able to get anywhere.

Baton Rouge High's afternoon carpool line stretches from Eugene to Beverly, blocking 1 of the two westbound lanes, forcing traffic down to one lane. In the one lane that's moving (not the carpool line, which is stationary), there is so much traffic, that it's nearly impossible to make a right turn off of a side street on to Government (westbound) or take a left across that one moving lane on to a side street. The only way to make a turn is if a driver is courteous enough to stop to let you out. No one is stopping the single lane to make left turns because directly to the left is the nearly vacant Westmoreland shopping center. I fear that all of Government Street will become an even larger traffic nightmare when the entire street is bumper to bumper traffic like this small section already is in the afternoon. Where will this carpool line go when there's only one lane?

Government St. at Foster Dr. is already atrocious during the evening rush hour. The eastbound signal queue is routinely backed up to the post office. On especially bad days, it can extend all the way to the signal at Edison. How far will it extend when it's only one lane? Once again, the issue is not with vehicles stopping traffic to make a left hand turn, it's just the sheer volume of cars attempting to travel through the intersection to get to Jefferson Hwy. Government St.'s connectivity to Jefferson Hwy is KEY!

City busses also use Government St. and block the flow of traffic in the right hand lanes. Right now, you can go around the stopped busses using the left hand lane. If Government St. goes down to two lanes, the whole street will be stuck behind busses. I've read that DOTD is attempting to work with CATS to reduce the number of bus stops, but CATS should be left alone to create and maintain their bus routes, stops, and schedules as they see needed. In the future, CATS will need to make adjustments to these things and shouldn't have to deal with potentially blocking traffic by adding additional stops.

The current placement of the medians will block left turns in and out of multiple side streets and businesses, reducing access. This will push residents and businesses away from the area, which is not what anyone desires. How will emergency vehicles access Government St. if the road is full of (stopped) traffic and there are medians every so often blocking the center turn lane that could be used for fire

trucks, ambulances, etc. to quickly maneuver around traffic? Also, who will be maintaining the plants/shrubs/etc. in the median? The city? If so, the medians will be overgrown in no time since the city can barely keep up with what they have already in other parts of Baton Rouge. This will end up looking junky and may become a hazard if turning vehicles cannot see above/around them.

As far as increasing bicycle/pedestrian access, there are already bicycle lanes 1 block south on Capital Heights. We don't need another bike lane on a parallel route that's so close by. For walkability – with today's uncertainties regarding public safety, I don't choose to walk to nearby places, nor do I plan to. It has nothing to do with whether or not the roadway is considered "pedestrian friendly." Plus, walking or riding my bike to the dry cleaners or grocery store defeats the purpose of actually going to the dry cleaners or the grocery since my items would be ruined or spoiled by the time I returned home. Baton Rouge's weather is not favorable for encouraging people to walk or bike places.

Essentially, the issue is NOT vehicles taking left turns off of Government St, it's that there is just so much traffic. The center turn lane will not make that much of a difference. It seems ridiculous that lanes would be removed, reducing capacity, on an arterial that's already functioning at a level of service D/F. Clearly, this is more of a feel-good project and not a capacity project. The roadways in Baton Rouge are bursting at the seams with traffic and we cannot afford to make our situation any worse by taking away travel lanes. The capacity is needed! Please leave Government St. as it is.

*Mary Jean McAdams* 12/30/15

Mary Jean McAdams, E.I.  
141 Bedford Dr.  
Baton Rouge, LA 70806



LA 73 (GOVERNMENT ST.):  
EAST BLVD – LOBDELL AVE  
OPEN HOUSE PUBLIC MEETING  
December 17, 2015



STATE PROJECT NO. H.011295  
FEDERAL AID PROJECT H011295  
LA 73 (GOVERNMENT ST): EAST BLVD – LOBDELL AVE  
EAST BATON ROUGE PARISH, LOUISIANA

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I fully support the proposed improvements to Government Street. As a resident of Capital Heights, owner of a home just off of Government Street, I am thrilled with the Road Diet plans. Baton Rouge is well behind other cities in its development of alternative transportation infrastructure, and this project is a step in the right direction. I travel by bike as much as I can, but unfortunately this is often an unsafe option. The reduction in vehicular traffic volume and addition of protected bike lanes will not only increase safety, but enhance the character of Government Street and Mid City, which will have positive economic impacts.

NAME: Alex Strader

ADDRESS: 612 Moore St

Baton Rouge LA 70806

## Maria Reid

---

**From:** Jason Grismore <jcgrismore@gmail.com>  
**Sent:** Tuesday, December 29, 2015 11:26 AM  
**To:** Maria Reid  
**Subject:** Better Block BR

Ms. Maria Reid,

I wrote to you back in September about my support of the Better Block BR movement. Small setbacks to the movement shouldn't derail such an important initiative. I am writing to you again to voice my unconditional support of Better Block BR. Please continue to push forward. Thank you.

Jason Grismore  
Bernard Terrace



LA 73 (GOVERNMENT ST.):  
EAST BLVD – LOBDELL AVE  
OPEN HOUSE PUBLIC MEETING  
December 17, 2015



STATE PROJECT NO. H.011295  
FEDERAL AID PROJECT H011295  
LA 73 (GOVERNMENT ST): EAST BLVD – LOBDELL AVE  
EAST BATON ROUGE PARISH, LOUISIANA

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I am now retired having been in insurance claims over 45 years as an insurance investigator, adjuster and claims manager with several companies, local and national. Among others, I worked at, and retired from, Aetna Casualty & Surety for 15 years, and finished my career with the Louisiana Insurance Guaranty Association as Associate Executive Director (Claims Manager) for seven years.

As a claims person, I am totally against the above titled project involving Government St.

1. Buses will not be able to function in the process of on/off loading passengers. They will have to stop in their traffic lane, blocking traffic or move over blocking the bicycle lane for this function.
2. Emergency vehicles will be unable to negotiate efficiently and expeditiously.
3. Cars and trucks making a right turn will have to cross the bicycle lane which will be hazardous, likewise making a left turn. Utilizing the center lane could be hazardous for head on collisions. Bicycles, especially, will have to be alert making left turns in the middle of the block.
4. What about school zones? There will be problems with congestion especially with a 20 MPH speed limit.

These are just the main difficulties I see with this project. I would be happy to meet with anyone, again to discuss these and other issues.

Sincerely,

James A. Culotta  
1751 Goldenrod Ave.  
Baton Rouge, La. 70808

From:  
Laurence Cheng  
LTC BUSINESS, INC.

December 09, 2015

FABRIC CARE WASHATERIA  
2928 GOVERNMENT ST.  
BATON ROUGE, LA 70806

TO:  
Louisiana Department of Transportation and Development  
Environmental Engineering Administrator, Sec. 28  
P.O. Box 94245  
Baton Rouge, LA 70804-9245

STATE PROJECT NO. H.011295  
LA93 (GOVERNMENT ST): EAST BLVD – LOBDELL AVE  
EAST BATON ROUGE PARISH, LOUISIANA

**RE: PARKING LOT PROBLEMS TO OUR LAUNDRY BUSINESS CUSTOMERS**

Dear Sir,

My name is Laurence Cheng. I am the president of the LTC Business, Inc. dab Fabric Care Washateria. I was at the meeting on December 2, 2015 at Grace Baptist Church. I understood that our existing front parking lot will be used for your project and will no longer be available for our parking customer.

Our existing washateria has approximately 72 feet long parking lot in the front of washateria facing Government St. It allows 10 cars to park every day. On the side of the building, we also have a parking lot which will allow another 10 cars to park there. Customers that come to washateria, they usually park in the front section. On Fridays, Saturdays, Sundays and Mondays, we often see more than 20 cars parked at our washateria parking lots.

The proposed change on Government St. will affect severely our business operations. We won't have enough parking spaces for our existing customers any more. We will lose half of our wash customers because they can find enough parking spaces. Since wash customers have to carry by hand their own laundry baskets inside of our washateria, they just can't park some other places away from our existing parking lot. Without the front parking space for customers, they might just go to another washateria.

Please reconsider this project change to our Government St project. This will affect our parking spaces which is critical to the survivor of our laundry business.

My cellular phone number is: 832-466-8861 (cell)

Thank you for your kind consideration.

Sincerely yours,



Laurence Cheng



LA 73 (GOVERNMENT ST.):  
 EAST BLVD – LOBDELL AVE  
 BUSINESS OWNERS/TENANTS MEETING  
 December 2, 2015



STATE PROJECT NO. H.011295  
 FEDERAL AID PROJECT H011295  
 LA 73 (GOVERNMENT ST): EAST BLVD – LOBDELL AVE  
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LOOKS GREAT!

I AM CONCERNED ABOUT A MEDIAN IN FRONT OF BOUDREAU'S. I WOULD LIKE TO SEE IT REMOVED OR SHORTENED. IT COULD CREATE A PROBLEM FOR OUR CUSTOMERS TURNING INTO OUR PARKING LOT AT TAYLOR CLARK GALLERY.

NAME: GEORGE CLARK

ADDRESS: 2623 GOVERNMENT ST  
BR LA 70806



LA 73 (GOVERNMENT ST.):  
 EAST BLVD – LOBDELL AVE  
 BUSINESS OWNERS/TENANTS MEETING  
 December 2, 2015



STATE PROJECT NO. H.011295  
 FEDERAL AID PROJECT H011295  
 LA 73 (GOVERNMENT ST): EAST BLVD – LOBDELL AVE  
 EAST BATON ROUGE PARISH, LOUISIANA

Please provide your comments below regarding the project, the alternative being considered, and the issues that the Project Team should evaluate for this study. When complete, please return this form to Station 4 – Comment Table. To mail, fold the form in half with the address showing on the outside and seal. Comments received tonight or post marked by **December 14, 2015** will become part of the project record.

City Buses - Blocking the "1" Lane east or west bound - Bike Paths -  
 on a street this busy - but again it looks like we trying  
 to make people take "ALTERNATE ROUTE" - My business benefits from  
 Traffic Flow -

If this creates more of a problem than it fix's do  
 we revert back? Traffic at CRAWL speed?

Capital Height, "1" block south has bike path how many  
 bike path do we need or is this like "The Field of Dreams"  
 "build it & they will come" or as Ronald Reagan said 9 words -  
 you don't want to hear - "I'm from the government and I'm  
 here to help"

What is the emergency plan for a disaster happening on  
 the interstate?? Remember Katrina - January Ice storm -  
 Pipe spills etc. -

What's the Time Frame?

Enclosed copy I sent to advocate including emit #6 in  
 News Paper -

NAME: Wayne Daigle

ADDRESS: 4414 Government St.

B. R. La. 70804

LOCATION  
 214 + 00

## GOVERNMENT STREET RE-DO

1. Now let me get this straight!
2. We're going to take one of the busiest streets, Government, in Baton Rouge from 4 lanes to 2 travel lanes, a turn lane, with bike lanes and make it more travel and business friendly.
3. How soon we forget the night mare of Katrina when so many displaced people came to our city by necessity or the 2 day January ice storm! Mardi Gras day, wrecks, pipe spills or you name it, that shut down the Interstate System.
4. We've just made Capitol Heights, 1 block south of Government Street, one-way west bound with bike and walking lanes on both sides.
5. Bike lanes on Government Street, 4 feet wide, in normal traffic, people on cell phones, is an accident waiting to happen with or without a bike helmet.
6. Reference was made to a New Orleans St. in The Advocate Article on 3/20/14, New Orleans' have major streets, creating a traffic grid – not a grid lock.
7. Roughly 50% of my business clients come from outside a 5 mile radius – they're already talking about a traffic nightmare.
8. Businesses need Traffic Flow and Volume.
9. We've improved the Foster/Government St. inter-change, now if we can get the Postal Department to re-figure this Entrance and Exit at the Audubon Station where we enter on the west and exit east into the traffic flow. While we are at it synchronize the light like Florida Boulevard.
10. After 35 years owning my business "on" Government St., I agree something needs to be tried "but" if this slows down traffic even more, as I suspect it will, till we have the same problem again, then what?
11. In talking to a number of fellow business owners, in the area – not one was personally consulted by the city or the "group" that made this decision.
12. But then we can't even agree on A/Loop around Baton Rouge.

Wayne Daigle – Barber  
4414 Government Street  
Baton Rouge, La. 70806  
225-343-9217

*This  
was  
omitted  
from my  
Art. Co*



LA 73 (GOVERNMENT ST.):  
 EAST BLVD – LOBDELL AVE  
 BUSINESS OWNERS/TENANTS MEETING  
 December 2, 2015



STATE PROJECT NO. H.011295  
 FEDERAL AID PROJECT H011295  
 LA 73 (GOVERNMENT ST): EAST BLVD – LOBDELL AVE  
 EAST BATON ROUGE PARISH, LOUISIANA

Dec 9, 2015

Please provide your comments below regarding the project, the alternative being considered, and the issues that the Project Team should evaluate for this study. When complete, please return this form to Station 4 – Comment Table. To mail, fold the form in half with the address showing on the outside and seal. Comments received tonight or post marked by **December 14, 2015** will become part of the project record.

Our business, Fourrier Agency, Inc, a Retail Independent Insurance Agency has been located at 4275 Government Street, BR, since 1976, 38 years.

Upon attending the Dec 2 meeting we saw where a median located at stations 210 - all in the center of Gov't St will completely cut off East bound traffic access to our Agency. The median causes the 4 lanes to become 2 lanes.

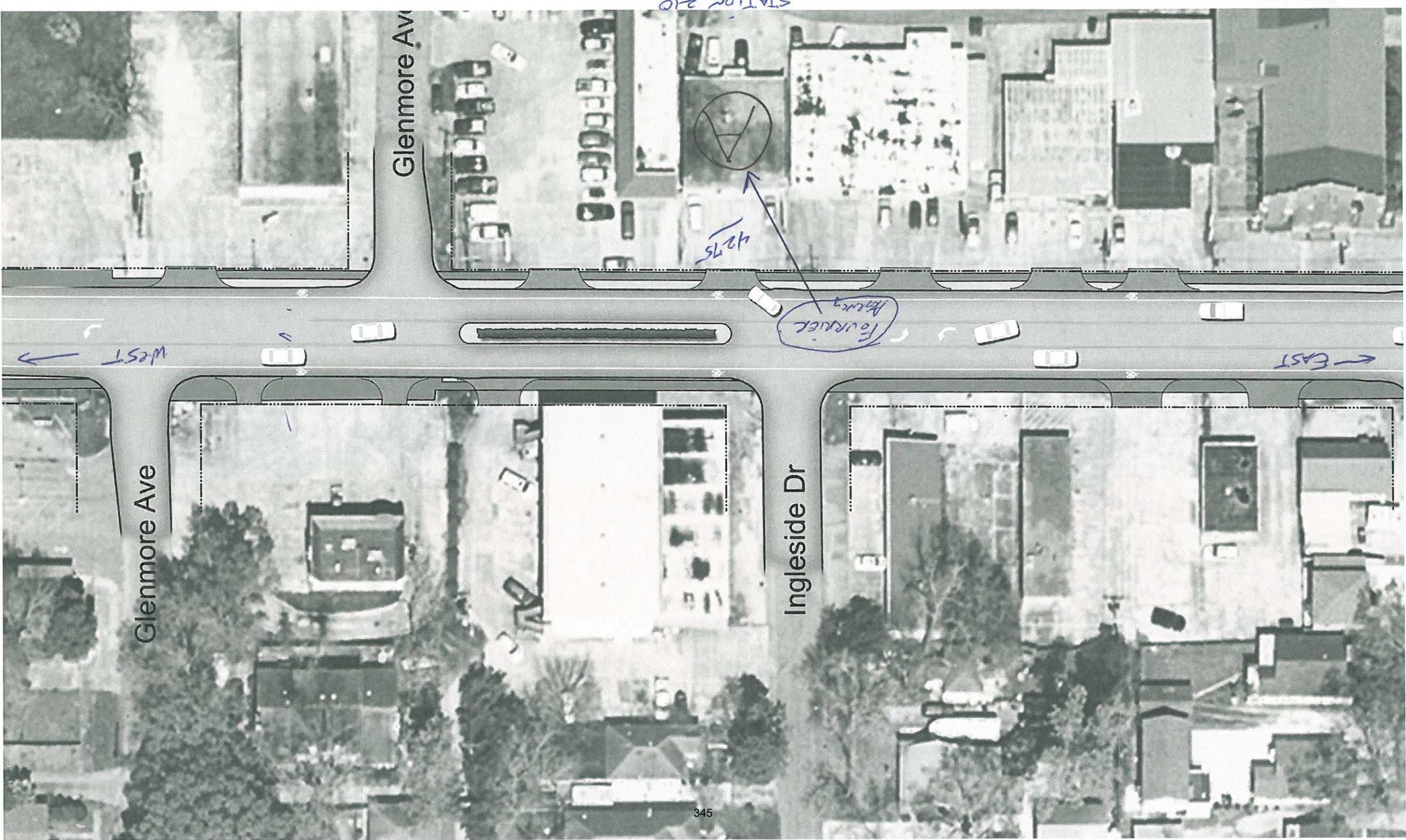
Almost every afternoon we see traffic backed up coming from the East (Downtown) headed West to Foster Drive, bumper to bumper in both East bound lanes.

This is not fair to block our business, please rectify the situation.

NAME: ANDRE H. FOURRIER FOURRIER AGENCY, INC. (225-383-0682)  
 ADDRESS: 4275 GOVERNMENT ST.  
BR LA 70806

Copy with attachment was sent in Manila envelope to same address.

Dec 9, 2015



STATION 210

Glenmore Ave



4275

Fouquet  
Hemmy

WEST

EAST

Glenmore Ave

Ingleside Dr

Taufiq Khaled

Dunia Land Inc.

9515 Cammy Avenue

Baton Rouge La 70806

225-803-0110

To whom It may concern ,

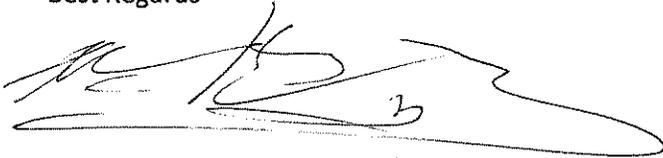
Dunia Land inc owns the property located at 2515 government St baton rouge La 70806 , the property is located on the corner of government St . And St. Rose Avenue .

I was contacted by my tenants about their concerns about the upcoming changes to Government St.

Both tenants have been there for over 20 years respectively. Both tenants have clauses in their lease pertaining to access from Government St. One of the tenants is A Texaco Gas station that has large delivery trucks that can only enter the property from the government St Side without blocking the other tenants , My concern is that Dunia Land Inc And myself will be sued by the tenants if any of the changes planned affect the traffic flow in and out of the property .

Please contact me regarding this matter or direct me to who I need to get in contact with .

Best Regards

A handwritten signature in black ink, appearing to be 'Taufiq Khaled', with a large, sweeping underline that extends across the width of the signature.



**LA 73 (GOVERNMENT ST.):  
EAST BLVD – LOBDELL AVE  
BUSINESS OWNERS/TENANTS MEETING  
December 2, 2015**



**STATE PROJECT NO. H.011295  
FEDERAL AID PROJECT H011295  
LA 73 (GOVERNMENT ST): EAST BLVD – LOBDELL AVE  
EAST BATON ROUGE PARISH, LOUISIANA**

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*owner - Aladdin's Bldg.*

*I'm all for it. Baton Rouge needs  
an area like this. Can't wait to see it.*

NAME:

*Albert Pellissier*

ADDRESS:

*2231 Cherokee St.  
Baton Rouge 70806*



LA 73 (GOVERNMENT ST.):  
 EAST BLVD – LOBDELL AVE  
 BUSINESS OWNERS/TENANTS MEETING  
 December 2, 2015



STATE PROJECT NO. H.011295  
 FEDERAL AID PROJECT H011295  
 LA 73 (GOVERNMENT ST): EAST BLVD – LOBDELL AVE  
 EAST BATON ROUGE PARISH, LOUISIANA

Please provide your comments below regarding the project, the alternative being considered, and the issues that the Project Team should evaluate for this study. When complete, please return this form to Station 4 – Comment Table. To mail, fold the form in half with the address showing on the outside and seal. Comments received tonight or post marked by **December 14, 2015** will become part of the project record.

RAGUSA'S AUTOMOTIVE - ADD DRIVEWAY ACCESS  
 TO FENCED LOT ON WEST SIDE OF PROPERTY AS SHOWN  
 ON EXHIBIT (PENCILED IN).

NAME: BLAZE RAGUSA  
 ADDRESS: 2714 Govt ST.  
 Baton Rouge LA 70806

## **DOTD's Responses to Written Comments**



<b>Comment Page No.</b>	<b>Commenter</b>	<b>DOTD's Response</b>
111	Paula and Mark Moreau, 146 Marquette Ave, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input. Regarding your concern with the east bound lane of Government before Foster, DOTD believes that the lane configuration between Foster and Jefferson Highway, especially the addition of the left turn lane at Community College Drive will improve the traffic flow in the area.
112	Evelyn Wares Jackson, 5441 Asphodel Dr, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input.
113	Jennifer Carville, 1944 Country Club Dr, BR LA 70808	Thank you so much for your comments on the project. We appreciate your input. A roundabout brochure will be available at locations near the new roundabout, on the DOTD website, and the DOTD Facebook page before the roundabout is open to traffic. The roundabout will be striped and signed during all phases of construction. DOTD will also cooperate with the Capital Area Regional Safety Coalition and neighborhood associations for educational outreach.
114	Richard J. Barbalace, 2142 Hood Ave, BR LA 70808	Thank you so much for your comments on the project. We appreciate your input. Following implementation of DOTD's project, it is the City's responsibility for lighting along the corridor. Although lighting will not be a part of this project, it may be considered as a future enhancement. We considered burying utilities, however it is very expensive and would require additional right-of-way. Pedestrian crossings will be provided at signalized intersections along the route. After implementation of the project, pedestrian patterns can be analyzed to determine if or where additional crosswalks would be most beneficial.
115	Lynn Maloney-Mujica, 3464 Wilshire Dr, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input.
116	Jen Bernard, 212 S. Fairfax Dr., BR LA 70806	Thank you so much for your comments on the project. We appreciate your input.
117	No Name Given	The DOTD project team evaluated bus turnouts along Government Street, but we found them to be cost prohibitive due to the required right-of-way purchase. DOTD is currently seeking partnerships with private investors and businesses to provide servitudes to use for bus turnout alternatives. Following the implementation of the project, CATS will reevaluate the number of stops on Government Street, because walkability would be improved.
118	Marcel Dupre, 7020 Menlo Dr, BR LA 70808	Thank you so much for your comments on the project. We appreciate your input.

Comment Page No.	Commenter	DOTD's Response
119	Tyler Hicks, 757 Hebert St, BR LA 70806	1) The intersection of Foster @ Capital Heights is beyond the scope of this project. Your concern will be shared with the City-Parish for future project planning. 2) The traffic models completed for the project did not show significant increases in traffic on adjacent streets. 3) The DOTD project team evaluated bus turnouts along Government Street, but we found them to be cost prohibitive due to the required right-of-way purchase. DOTD is currently seeking partnerships with private investors and businesses to provide servitudes to use for bus turnout alternatives. Following the implementation of the project, CATS will reevaluate the number of stops on Government Street, because walkability would be improved.
120	Eric Ristroph, 2500 McGrath Ave, Apt 3, BR LA 70806	Thank you so much for your comments on this project. The pedestrian facilities along Government Street will be improved to meet ADA standards. Connectivity to Government Street is beyond the scope of this project. However, the City-Parish has a sidewalk improvement program that considers high-demand areas for prioritization of projects. Your concerns will be shared with the City-Parish for future planning.
121	Mary K. Sentell, 1454 Ormandy Dr, BR LA 70808	The main purpose of project is to improve safety along the Government Street corridor. The traffic model shows that there will not be a significant increase in traffic on adjacent streets, analyses show some areas will have a minor increase in delay and some areas will have decreases in delay, such as east bound at Foster.
122	James J. Hoth, 1378 Richland Ave, BR LA 70806	Thank you for your comment. The main purpose of project is to improve safety along the Government Street corridor. The traffic model shows that there will not be a significant increase in traffic on adjacent streets, analyses show some areas will have a minor increase in delay and some areas will have decreases in delay, such as east bound at Foster.
123	Kurt Ristroph, 1222 Pickett Ave, BR LA 70808	Thank you so much for your comments on the project. We appreciate your input.
124	Jack Gremillion, 5475 Capital Heights Ave, BR LA 70806	The DOTD project team evaluated bus turnouts along Government Street, but we found them to be cost prohibitive due to the required right-of-way purchase. DOTD is currently seeking partnerships with private investors and businesses to provide servitudes to use for bus turnout alternatives. Following the implementation of the project, CATS will reevaluate the number of stops on Government Street, because walkability would be improved. The main purpose of project is to improve safety along the Government Street corridor. The traffic model shows that there will not be a significant increase in traffic on adjacent streets, analyses show some areas will have a minor increase in delay and some areas will have decreases in delay, such as east bound at Foster. We appreciate your comments and interest in the Government Street Project.

<b>Comment Page No.</b>	<b>Commenter</b>	<b>DOTD's Response</b>
125	Edwina Harvey, 7725B N. Jefferson Place Circle, BR LA 70809	Thank you so much for your comments on the project. We appreciate your input.
126	Chris Doiron, 5714 Castile Ave, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input. The DOTD project team believes that traffic patterns will adjust after the Government Street project is implemented. Any additional signage required will be added following implementation.
127	Cyrus J. Greco, 2230 Olive St, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input.
128	Eric Stewart, 153 N. 17th Street, Apt 214, BR LA 70802	Thank you so much for your comments on the project. We appreciate your input.
129	Jason Grier, 4646 Government St, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input.
130	Weezie Peabody, 671 Marquette Ave, BR LA 70806	The main purpose of project is to improve safety along the Government Street corridor. The traffic model shows that there will not be a significant increase in traffic on adjacent streets, analyses show some areas will have a minor increase in delay and some areas will have decreases in delay, such as east bound at Foster. The addition of a center left-turn lane will help to address the same concerns as your proposed turning movement limitations.
131	Bernard Terrace Neighborhood Association, PO Box 66466, BR LA 70896-6166	Thank you so much for your comments on the project. We appreciate your input.
132	Jeffery Leuenberger, 433 Longwood Ct #E, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input. The DOTD project team evaluated bus turnouts along Government Street, but we found them to be cost prohibitive due to the required right-of-way purchase. DOTD is currently seeking partnerships with private investors and businesses to provide servitudes to use for bus turnout alternatives. Following the implementation of the project, CATS will reevaluate the number of stops on Government Street, because walkability would be improved due to the ADA compliant sidewalks. Following implementation of DOTD's project, it is the City's responsibility for lighting along the corridor. Although lighting will not be a part of this project, it may be considered as a future enhancement.

<b>Comment Page No.</b>	<b>Commenter</b>	<b>DOTD's Response</b>
133	Billie Alost, 2772 Windrush Way, BR LA 70809	Thank you so much for your comments on the project. We appreciate your input. Currently there is no parking allowed on Government Street, and no on-street parking is proposed with this project.
134	Christopher Kersey, 3402 Grant Street, Baker, LA 70714	Thank you so much for your comments on the project. We appreciate your input. The City-Parish is responsible for lighting on Government Street. Although lighting will not be a part of this project, it may be considered as a future enhancement.
135	Gregg Snedden, 1061 Marwede Ave, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input.
136	Terence J. Alost, M.D., 2772 Windrush Way, BR LA 70809	Thank you so much for your comments on the project. We appreciate your input. Alterations to the ramps on I-110 are beyond the scope of this project. However, we will take your comments into account in future planning efforts.
137	Randall G. Wells, 6541 Sheffield Avenue, BR LA 70806	The DOTD project team evaluated bus turnouts along Government Street, but we found them to be cost prohibitive due to the required right-of-way purchase. DOTD is currently seeking partnerships with private investors and businesses to provide servitudes to use for bus turnout alternatives. Following the implementation of the project, CATS will reevaluate the number of stops on Government Street, because walkability would be improved.
138	William and Linda Dawkins, 4541 Claycut Rd, BR LA 70806	1) The DOTD project team evaluated bus turnouts along Government Street, but we found them to be cost prohibitive due to the required right-of-way purchase. DOTD is currently seeking partnerships with private investors and businesses to provide servitudes to use for bus turnout alternatives. Following the implementation of the project, CATS will reevaluate the number of stops on Government Street, because walkability would be improved. 2) The traffic models completed for the project did not show significant increases in traffic on adjacent streets. The purpose of project is to improve safety on Government Street, and we believe that can be accomplished without significantly affecting traffic. 3) The sidewalk improvements are proposed outside of the footprint of the existing lanes of traffic. The proposed use of the existing traffic lanes includes 2 travel lanes, 1 center two-way-left-turn lane or median, and 2 bicycle lanes near the outside curbs.
139	Julie Betz Floyd, 618 St Tammany, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input.
140	No Name Given	Thank you so much for your comments on the project. We appreciate your input.

<b>Comment Page No.</b>	<b>Commenter</b>	<b>DOTD's Response</b>
141	Dr. DeAnna Ernst, 1579 Keed Ave, BR LA 70806	The DOTD project team is participating in on-going coordination with Dr. Ernst.
142	Matt Callac, 4305 Capital Heights Ave, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input.
143	Marsanne Golsby, 169 Hearthstone Dr, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input.
144	Rev Nathan Ryan, 623 Caddo, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input. The FHWA's Manual on Uniform Traffic Control Devices does not allow raised separation dividing bicycle lanes from traffic lanes.
145	Robin Neil, 360 Hearthstone Dr, BRLA 70806	Thank you so much for your comments on the project. We appreciate your input.
146	Brenda Barron Sharp, 1138 Ashland Dr, BR LA 70806	The main purpose of project is to improve safety along the Government Street corridor. The traffic model shows that there will not be a significant increase in traffic on adjacent streets, analyses show some areas will have a minor increase in delay and some areas will have decreases in delay, such as east bound at Foster.
148	Lauren Uter, 413 Longwood Ct Apt A, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input.
149	Sarah Kirkpatrick, 432 Richland Ave, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input.
150	Rebecca Christofferson, 8958 Cottage Dr, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input. The DOTD project team evaluated bus turnouts along Government Street, but we found them to be cost prohibitive due to the required right-of-way purchase. DOTD is currently seeking partnerships with private investors and businesses to provide servitudes to use for bus turnout alternatives. Following the implementation of the project, CATS will reevaluate the number of stops on Government Street, because walkability would be improved.
151	Carole Anne Brown, 5712 Hyacinth Ave, BR LA 70808	Thank you so much for your comments on the project. We appreciate your input. The Claycut/Foster intersection is beyond the scope of this project. However, we will share your concerns with the City-Parish.

<b>Comment Page No.</b>	<b>Commenter</b>	<b>DOTD's Response</b>
152	Will Uter, 413 Longwood Ct #A, BR LA 70806	Thank you so much for your comments on the project. The FHWA's Manual on Uniform Traffic Control Devices does not allow raised separation dividing bicycle lanes from traffic lanes. A roundabout brochure will be available at locations near the new roundabout, on the DOTD website, and the DOTD Facebook page before the roundabout is open to traffic. The roundabout will be striped and signed during all phases of construction. DOTD will also cooperate with the Capital Area Regional Safety Coalition and neighborhood associations for educational outreach.
153	Paul Higgins, 7227 Seven Oaks, BR LA 70806	Thank you so much for your comments on the project. The Jefferson Highway intersection was analyzed as part of the traffic analysis. Delays at this signal are longer under the proposed configuration when compared to the existing delays. For the roundabout at Lobdell, the European analysis program did not support a dual-lane roundabout, instead, a single lane is proposed with bypass lanes for right turns. Landscaping at the roundabout would be maintained by the City-Parish. We will forward your proposal for a downtown airport memorial.
154	Jeremiah Ariaz, 228 Lovers Ln, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input. We would have preferred to maintain the bike lanes on Government Street for the length of the project corridor; however, due to the traffic volume and turning actions along Government between Foster and Jefferson Highway, all four vehicle travel lanes must be maintained. Bicycle lanes just could not fit within the limited right-of-way.
155	Ila Stoltzfus, 1024 Glenmore, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input. A roundabout brochure will be available at locations near the new roundabout, on the DOTD website, and the DOTD Facebook page before the roundabout is open to traffic. The roundabout will be striped and signed during all phases of construction. DOTD will also cooperate with the Capital Area Regional Safety Coalition and neighborhood associations for educational outreach.
156	Susan McAdams, 221 Bedford Dr, BR LA 70806	The main purpose of project is to improve safety along the Government Street corridor. The traffic model shows that there will not be a significant increase in traffic on adjacent streets, analyses show some areas will have a minor increase in delay and some areas will have decreases in delay, such as east bound at Foster.
157	Josh Ford, 4556 Government St Unit 3, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input. DOTD is working with CATS to decrease stops following implementation of the project.
158	Michael Bibler, 408 Beverly Dr, BR LA 70806	Thank you so much for your comment on the project. There will be a dedicated left turn lane at the Government/Acadian signal for turns north and south onto Acadian.
159	Patrick Alderman, 1023 Park Blvd, BR LA 70806	DOTD is requesting that the City-Parish work with the Schools to improve school zones, car pool queues, and crosswalks on city streets. Because this project cannot resolve this issue, coordination with the schools will be necessary to identify alternatives that would relieve backup on Government Street.

<b>Comment Page No.</b>	<b>Commenter</b>	<b>DOTD's Response</b>
160	Don Ortega, 1579 Keed Ave, BR LA 70806	Currently, bicycle lanes proposed as part of the Government Street Project are on the roadway and separate from sidewalks. At the roundabout, the crosswalks are designed to be ADA compliant. Also, vehicles approaching or exiting the roundabout would be traveling at a reduced speed (approx. 15-20 mph). At three of the four legs of roundabout, pedestrians in the crosswalks are only required to cross one lane of traffic at a time before being afforded respite at a divider median.
161	Kathleen Callaghan, 715 Drehr Ave, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input.
162	Justin Alford, 1137 E. Lakeside Oaks, BR LA 70810	The main purpose of project is to improve safety along the Government Street corridor. The traffic model shows that there will not be a significant increase in traffic on adjacent streets, analyses show some areas will have a minor increase in delay and some areas will have decreases in delay, such as east bound at Foster.
163	Mimi Riche, 990 Stanford Ave, BR LA 70808	Thank you so much for your comments on the project. The Albertson's entrances will not change from the existing configuration. Plans will be updated to reflect this change.
164	Rafael Bermudez, 7633 Old Sturbridge, BR LA 70806	The main purpose of project is to improve safety along the Government Street corridor. The traffic model shows that there will not be a significant increase in traffic on adjacent streets, analyses show some areas will have a minor increase in delay and some areas will have decreases in delay, such as east bound at Foster.
165	G. Waters, 2812 Reymond Ave, BR LA 70808	Thank you so much for your comments on the project. We appreciate your input.
166	Willie Fontenot, 632 Drehr Ave, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input.
167	Muicul Verma, 1051 Camelia, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input.
168	Janice Evans, 8014 Sevenoaks, BR LA 70806	The main purpose of project is to improve safety along the Government Street corridor. Government Street is an abnormal highway with over two times the state average crash rate. There were over 800 crashes over a three year period in one section of Government Street. The traffic model shows that there will not be a significant increase in traffic on adjacent streets, analyses show some areas will have a minor increase in delay and some areas will have decreases in delay, such as east bound at Foster. The DOTD project team evaluated bus turnouts along Government Street, but we found them to be cost prohibitive due to the required right-of-way purchase. DOTD is currently seeking partnerships with private investors and businesses to provide servitudes to use for bus turnout alternatives. Following the implementation of the project, CATS will reevaluate the number of stops on Government Street, because walkability would be improved.

<b>Comment Page No.</b>	<b>Commenter</b>	<b>DOTD's Response</b>
170	Daniel Shaffer, 4735 Government St, Unit 301, BR LA 70806	A very similar concept to what is shown on this comment was studied during the alternatives study. This concept provides bus turnouts within the existing pavement width, however, the transitions to and from the bus turnout section require approximately 500 feet of length along Government St. This alternative was presented to DOTD and the City but there were only a few locations where there was enough of a break in driveway and side street access to include a bus turnout. Also, the removal of the two-way left turn lane was a concern. For this reason, the proposed alternative shown to the public did not include bus turnouts. Thank you for your comment.
171	Jennifer Hall, 449 Westmoreland Dr, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input.
172	No Name Given	Thank you so much for your comments on the project. We appreciate your input.
173	Clifford Grout, 1224 Carolyn Sue Dr, BR LA 70815	The DOTD project team evaluated bus turnouts along Government Street, but we found them to be cost prohibitive due to the required right-of-way purchase. DOTD is currently seeking partnerships with private investors and businesses to provide servitudes to use for bus turnout alternatives. Following the implementation of the project, CATS will reevaluate the number of stops on Government Street, because walkability would be improved. The project proposes to include a left turn lane at Community College Drive. DOTD is requesting that the City-Parish work with the Schools to improve school zones and crosswalks on city streets. Because this project cannot resolve this issue, coordination with the schools will be necessary to identify alternatives that would relieve backup on Government Street.
174	Chris Funes, 1417 Richland Ave, BR LA 70808	Thank you so much for your comments on the project. We appreciate your input.
175	Brian Baiamonte	Thank you so much for your comments on the project. We appreciate your input.
176	Ann Howard, 557 Glenmore, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input.

<b>Comment Page No.</b>	<b>Commenter</b>	<b>DOTD's Response</b>
177	Kyle Moppert, 2170 Terrace Ave, BR LA 70806	Thank you so much for your comments on the project. DOTD cannot truly test the proposed project as you suggest, because the street would require re-striping in a temporary fashion, traffic signal heads must be moved and re-timed, etc. The main purpose of project is to improve safety along the Government Street corridor. The traffic model shows that there will not be a significant increase in traffic on adjacent streets, analyses show some areas will have a minor increase in delay and some areas will have decreases in delay, such as east bound at Foster.
178	No Name Given	Thank you so much for your comments on the project. We appreciate your input.
179	Laurence Lambert, 6363 Esplanade Ave, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input.
180	Chris Daigle, 6658 LaSalle Ave, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input.
181	Kelly Maples, 848 Steele Blvd, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input.
182	Jeannette Dubinin, 326 Westmoreland Dr, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input.
183	Mike Coogan, 5930 Goodwood Ave, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input. The City-Parish is responsible for establishing the sharrows on Goodwood. We will forward your concerns.
184	Lauren Lee Illing, 2222 Cedar Way, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input. Currently there is no parking allowed on Government Street, and no on-street parking is proposed with this project. We would have preferred to maintain the bike lanes on Government Street for the length of the project corridor; however, due to the traffic volume and turning actions along Government between Foster and Jefferson Highway, all four vehicle travel lanes must be maintained. Bicycle lanes just could not fit within the limited right-of-way.
185	Sophie C. Gibson, 3956 Churchill Ave, BR LA 70808	Thank you so much for your comments on the project. The intersection of Glenmore and Bawell are beyond the scope of the project; however, we will forward your comment to the City-Parish. We did not consider a roundabout at Acadian due to the limited right-of-way and budget for this project.

<b>Comment Page No.</b>	<b>Commenter</b>	<b>DOTD's Response</b>
186	Debbie Coogan, 5930 Goodwood Ave, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input.
187	Scott A. Ritter (Ritter Maher Architects), 2987 Government St, BR LA 70806	Thank you so much for your comment on the project. After implementation of the project, pedestrian patterns can be analyzed to determine if or where additional crosswalks would be most beneficial.
188	Susan Kelliher, 2218 Dove Hollow Dr, BR LA 70809	Thank you so much for your comments on the project. We appreciate your input. A crosswalk at Old Hammond/Jefferson Highway is outside the scope of this project; however, DOTD will take this request into account in future project planning.
189	Brent Caldwell, 1922 Ingleside Dr, BR LA 70808	The main purpose of project is to improve safety along the Government Street corridor. The traffic model shows that there will not be a significant increase in traffic on adjacent streets, analyses show some areas will have a minor increase in delay and some areas will have decreases in delay, such as east bound at Foster. Concerning bicycles and pedestrians sharing a wider side path, it is safer to separate bicycles and pedestrians on separate paths. Also, the project does not have adequate funding for additional right-of-way acquisitions for wider sidewalks.
191	John Broussard, 715 Drehr Ave, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input.
192	Sam Stroope, 1816 Wisteria St, BR LA 70802	Thank you so much for your comments on the project. The FHWA's Manual on Uniform Traffic Control Devices does not allow raised separation dividing bicycle lanes from traffic lanes. At the roundabout, the crosswalks are designed to be ADA compliant. Also, vehicles approaching or exiting the roundabout would be traveling at a reduced speed (approx. 15-20 mph). At three of the four legs of roundabout, pedestrians in the crosswalks are only required to cross one lane of traffic at a time before being afforded respite at a divider median.
193	Jessica Stroope, 1816 Wisteria St, BR LA 70802	DOTD is requesting that the City-Parish work with the Schools to improve school zones and crosswalks on city streets. previous response about protected bike lanes
194	Sophie C. Gibson, 3956 Churchill Ave, BR LA 70808	Thank you so much for your comments. This issue is being analyzed on a regional level.
195	Stephen Poss, 1827 Tulip St, BR LA 70802	Thank you so much for your comments on the project. We appreciate your input.

<b>Comment Page No.</b>	<b>Commenter</b>	<b>DOTD's Response</b>
196	Carolyn Deyo, 1827 Tulip St, BR LA 70802	Thank you so much for your comments on the project. We appreciate your input. Landscaping will be selected to minimize maintenance requirements.
197	No Name Given	Thank you so much for your comments on the project. After implementation of the project, pedestrian patterns can be analyzed to determine if or where additional crosswalks would be most beneficial.
198	Anita Haywood, 5741 Castile Ave, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input.
199	Allen Lewis, 15644 Hogenville Ave, BR LA 70817	Thank you so much for your comments on the project. We appreciate your input.
200	Ellen Alderman, 1023 Park Blvd, BR LA 70806	Thank you so much for your comments on the project. DOTD is requesting that the City-Parish work with the Schools to improve school zones and crosswalks on city streets.
201	Lori Prochaska, 369 Finchley Ave, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input.
202	Phillis Kerr, 937 Richland Ave, BR LA 70806	The main purpose of project is to improve safety along the Government Street corridor. The project will improve the pedestrian access along the corridor. The traffic model shows that there will not be a significant increase in traffic on the corridor, analyses show some intersections will have a minor increase in delay and some will have decreases in delay, such as east bound at Foster.
203	No Name Given	Thank you for your comment. The DOTD project team evaluated bus turnouts along Government Street, but we found them to be cost prohibitive due to the required right-of-way purchase. DOTD is currently seeking partnerships with private investors and businesses to provide servitudes to use for bus turnout alternatives. Following the implementation of the project, CATS will reevaluate the number of stops on Government Street, because walkability would be improved.
204	Lauren Illing, 2222 Cedar Way, BR LA 70806	Thank you so much for your comments on this project. Following the implementation of this project, the City-Parish can analyze bicycle traffic and determine if additional facilities such as Copenhagen turn boxes are necessary on the corridor.
205	Pat Reily	Thank you so much for your comments on the project. We appreciate your input.

Comment Page No.	Commenter	DOTD's Response
206	Steve Maher, 2987 Government St, BR LA 70806	Thank you for your comment. The new driveway location is shown on the exhibit, but the aerial photograph does not reflect the site upgrades. The island has been shortened to allow room for refuge for a left turner into the new driveway.
207	Ben Laurie, 178 Kenwood, BR LA 70806	1) The DOTD project team evaluated bus turnouts along Government Street, but we found them to be either cost prohibitive due to the required right-of-way purchase, or difficult to locate in the pavement because they require 500 feet to transition into and out of the bus turnout area and the center left turn lane is removed. There were only a few locations where there was enough of a break in driveway and side street access to include a bus turnout. Also, the removal of the two-way left turn lane was a concern. For this reason, the proposed alternative shown to the public did not include bus turnouts. DOTD is currently seeking partnerships with private investors and businesses to provide servitudes to use for bus turnout alternatives. Following the implementation of the project, CATS will reevaluate the number of stops on Government Street, because walkability would be improved. 2) At the Audubon to Kentwood block the island is placed where there are no driveways on either side of Government Street and it is short enough that it allows refuge for vehicles turning into Audubon and Kenwood. This island should not restrict access. The island just east of Apartment Court has been eliminated and two driveways have been added back for the building on the corner that houses multiple businesses. 3. Islands have been proposed in this residential area in locations chosen to minimize disruption to access. The splitter islands at the roundabout have been designed in accordance with DOTD's Design Guidelines for roundabouts.
208	Brendan Karch, 960 Camelia Ave, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input. We would have preferred to maintain the bike lanes on Government Street for the length of the project corridor; however, due to the traffic volume and turning actions along Government between Foster and Jefferson Highway, all four vehicle travel lanes must be maintained. Bicycle lanes just could not fit within the limited right-of-way.
209	Liz Walker, 680 Jefferson Hwy, BR LA 70806	Thank you so much for your comments on the project. The DOTD project team evaluated bus turnouts along Government Street, but we found them to be cost prohibitive due to the required right-of-way purchase. DOTD is currently seeking partnerships with private investors and businesses to provide servitudes to use for bus turnout alternatives. Following the implementation of the project, CATS will reevaluate the number of stops on Government Street, because walkability would be improved. The two-way-left turn lane being added should alleviate delays currently caused by left turning vehicles.

<b>Comment Page No.</b>	<b>Commenter</b>	<b>DOTD's Response</b>
210	Carl Motsenbocker, 1832 Blouin Ave, BR LA 70808	Thank you for your comments on the project. The DOTD project team evaluated bus turnouts along Government Street, but we found them to be cost prohibitive due to the required right-of-way purchase. DOTD is currently seeking partnerships with private investors and businesses to provide servitudes to use for bus turnout alternatives. We would have preferred to maintain the bike lanes on Government Street for the length of the project corridor; however, due to the traffic volume and turning actions along Government between Foster and Jefferson Highway, all four vehicle travel lanes must be maintained. Bicycle lanes just could not fit within the limited right-of-way. The speed limit will be set appropriately for the corridor and the new configuration.
211	Robert Howerton, 7161 Sheffield Ave, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input.
212	Mikaila Dougherty, 1935 Tulip St, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input. We would have preferred to maintain the bike lanes on Government Street for the length of the project corridor; however, due to the traffic volume and turning actions along Government between Foster and Jefferson Highway, all four vehicle travel lanes must be maintained. Bicycle lanes just could not fit within the limited right-of-way.
213	David Mooney, 4205 Capital Heights Ave 70806	Thank you so much for your comments on the project. We appreciate your input.
214	Kristi-Jo Preston, 960 Camelia Ave, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input. After implementation of the project, pedestrian patterns can be analyzed to determine if or where additional crosswalks would be most beneficial.
215	Kirk Herrmann, 1025 Rittiner Dr, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input. The FHWA's Manual on Uniform Traffic Control Devices does not allow raised separation dividing bicycle lanes from traffic lanes. After implementation of the project, pedestrian patterns can be analyzed to determine if or where additional crosswalks would be most beneficial.
216	Fairleigh Jackson, 3945 Hundred Oaks Ave, BR LA 70808	Thank you so much for your comments on the project. We appreciate your input. After implementation of the project, pedestrian patterns can be analyzed to determine if or where additional crosswalks would be most beneficial.
217	Scott and Shannon Haltom, 6051 Government St, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input.

Comment Page No.	Commenter	DOTD's Response
218	L.E. L'Herisson, 673 N. 7th St, BR LA 70802	<p>1) A roundabout brochure will be available at locations near the new roundabout, on the DOTD website, and the DOTD Facebook page before the roundabout is open to traffic. The roundabout will be striped and signed during all phases of construction. DOTD will also cooperate with the Capital Area Regional Safety Coalition and neighborhood associations for educational outreach. Cyclists frequently use the roundabouts installed on River Road without issue. 2) The DOTD project team evaluated bus turnouts along Government Street, but we found them to be cost prohibitive due to the required right-of-way purchase. DOTD is currently seeking partnerships with private investors and businesses to provide servitudes to use for bus turnout alternatives. Following the implementation of the project, CATS will reevaluate the number of stops on Government Street, because walkability would be improved. 3) Proposed improvements to sidewalks are not located within the existing or proposed roadway space. Raised medians provide refuge for pedestrians when crossing roadways. 4) Providing lanes for cyclist will make bicycle travel more attractive. The only portion of Government St. with 25000 vehicles per day is from Foster to Jefferson and the number of travel lanes will not be changed in this area. 5) Road diets are a proven safety treatment and have been used throughout the United States on roadways with similar traffic volumes to Government St. There were over 800 crashes on Gov't Street in a recent three year period which is an abnormal crash rate for the State. 6) A minimal number of median islands have been added to the corridor. Most have been added adjacent to one way streets in order to not affect left turners. New left turn lanes are proposed at Acadian and Park from Government. 7) Improving the corridor to add multi-modes of transportation, streetscaping and improved pedestrian facilities has been shown to encourage a healthier lifestyle and should attract more walkers. 8) See response to no. 6 above. The main purpose of project is to improve safety along the Government Street corridor. 9) The traffic model shows that there will not be a significant increase in traffic on adjacent streets, analyses show some intersections on Government St. will have a minor increase in delay and some areas will have decreases in delay, such as east bound at Foster. The traffic model showed a diversion of less than 2 vehicles per minute during the peak hour to North Blvd. 10) The models showed that a road diet will operate similarly to the existing roadway. The safety improvements should cut down on traffic incidents will generally improve traffic flow. 11) No median barriers are proposed on this project. 12) See response to no. 5 above. 13 &amp; 14) Your comments have been noted and will be included in the Environmental Document for this project. 15) The roundabout is very close to several BREC parks and facilities. The designated walkways and low speeds provided by the proposed roundabout should better accommodate pedestrians than the existing intersection at Lobdell Ave.</p>

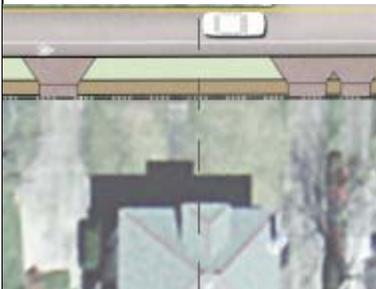
Comment Page No.	Commenter	DOTD's Response
220	Matt Diez, 5954 Eastwood Dr, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input. There is an existing crosswalk at Dufrocq School. DOTD is requesting that the City-Parish work with the Schools to improve school zones and crosswalks on city streets. The FHWA's Manual on Uniform Traffic Control Devices does not allow raised separation dividing bicycle lanes from traffic lanes. We would have preferred to maintain the bike lanes on Government Street for the length of the project corridor; however, due to the traffic volume and turning actions along Government between Foster and Jefferson Highway, all four vehicle travel lanes must be maintained. Bicycle lanes just could not fit within the limited right-of-way. All bicycle routes will be appropriately signed. Additional bicycle facilities on Goodwood are within the jurisdiction of the City-Parish and beyond the scope of this project. We will share your comment with the City-Parish.
221	Maria DiVincenti, 3036 Myrtle Ave, BR LA 70806	The main purpose of project is to improve safety along the Government Street corridor. The traffic model shows that there will not be a significant increase in in delay and some areas will have decreases in delay, such as east bound at Foster. The traffic model also does not show a significant diversion of traffic to adjacent streets. Three lane sections are inherently safer than 5-lane sections due to a lesser number of conflict points. Thank you for your comments.
222	Nancy Gilbert, 220 Bedford Dr, BR LA 70806	Thank you so much for your comments on the project. We are currently optimistic regarding getting the project to construction bids by December 2016. As with all projects with many coordinating agencies, schedules are fluid. We believe that the Government Street project is one of City and State's priorities.
223	Doug Moore, 308 Wiltz Dr, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input. We would have preferred to maintain the bike lanes on Government Street for the length of the project corridor; however, due to the traffic volume and turning actions along Government between Foster and Jefferson Highway, all four vehicle travel lanes must be maintained. Bicycle lanes just could not fit within the limited right-of-way. All bicycle routes will be appropriately signed.
224	Thurston Hahn III, 345 S. Waverly Dr, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input. We would have preferred to maintain the bike lanes on Government Street for the length of the project corridor; however, due to the traffic volume and turning actions along Government between Foster and Jefferson Highway, all four vehicle travel lanes must be maintained. Bicycle lanes just could not fit within the limited right-of-way. All bicycle routes will be appropriately signed.
225	Anna Howard, 572 Finchley Ave, BR LA 70806	Thank you so much for your comments on the project. After implementation of the project, pedestrian patterns can be analyzed to determine if or where additional crosswalks would be most beneficial. Following the implementation of the project, CATS will reevaluate the number of stops on Government Street, because walkability would be improved.

Comment Page No.	Commenter	DOTD's Response
226	Karoline Rees, 6940 Government, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input. A roundabout brochure will be available at locations near the new roundabout, on the DOTD website, and the DOTD Facebook page before the roundabout is open to traffic. The roundabout will be striped and signed during all phases of construction. DOTD will also cooperate with the Capital Area Regional Safety Coalition and neighborhood associations for educational outreach. The City-Parish will be responsible for vegetation maintenance following construction. We will share your concerns with City-Parish.
227	Craig Schiro, 6820 Government St, BR LA 70806	The main purpose of project is to improve safety along the Government Street corridor. The traffic model shows that there will not be a significant increase in traffic on adjacent streets, analyses show some areas will have a minor increase in delay and some areas will have decreases in delay, such as east bound at Foster. DOTD is requesting that the City-Parish work with the Schools to improve school zones and crosswalks on city streets. The Government Street at Marquette intersection is in a school zone with marked crosswalks and crossing guard. Road diets, by design, do tend to reduce speeds, but this area will continue to be monitored by the City-Parish for possible further safety enhancements. The Goodwood neighborhood traffic calming project is beyond the scope of the Government Street project. However, we will share your concerns with the City-Parish.
228	Rannah Gray, 2333 Wisteria St, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input.
229	David Heroman, 2291 Government St, BR LA 70806	Thank you for your comments. The median island you were concerned about has been shortened.
230	Sam Irwin, 5436 S. Afton Pkwy, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input.
231	R.G. Haywood, 5741 Castile Ave, BR LA 70806	The DOTD project team contacted business owners who would potentially have access or parking impacted by the proposed project. We did not intend any ill will by excluding those business owners whose access or parking would be unchanged.
232	Gordon Meese	Thank you so much for your comments on the project. We appreciate your input.
233	illegible signature	Thank you so much for your comments on the project. We appreciate your input.

Comment Page No.	Commenter	DOTD's Response
234	Marilyn Burgess, 1156 Steele Blvd, BR LA 70806	The main purpose of project is to improve safety along the Government Street corridor. The traffic model shows that there will not be a significant increase in traffic on adjacent streets, analyses of intersections showed some areas will have a minor increase in delay and some areas will have decreases in delay, such as east bound at Foster.
235	Tim Elder (777-0955)	Thank you so much for your comments on the project. We appreciate your input. This intersection is included in the improvements proposed with this project. Left turns will be allowed out of Goodwood Park; however, the right turn lane from Jefferson Highway is no longer within close proximity to the Goodwood Park/Government Street intersection and will be signalized. The Jefferson Highway intersection reconfiguration should improve operations at the Esplanade/West Ardenwood intersections leaving additional space and gaps for left turning vehicles.
236	Allie Schmitt, 6867 Sheffield Ave, BR LA 70806	Thank you so much for your comments on the project. After implementation of the project, pedestrian patterns can be analyzed to determine if or where additional crosswalks would be most beneficial.
237	Jim Pahl, 732 Pierce Ave, BR LA 70806	Thank you so much for your comments on the project. 1) The proposed layout shows a right in right out driveway to Government Street from CVS. This configuration should prevent eastbound traffic from turning left into CVS across the new left turn lane. With the added westbound left turn lane at the intersection, vehicles will be more likely to enter the CVS off of S. Acadian Thruway. 2) A roundabout brochure will be available at locations near the new roundabout, on the DOTD website, and the DOTD Facebook page before the roundabout is open to traffic. The roundabout will be striped and signed during all phases of construction. DOTD will also cooperate with the Capital Area Regional Safety Coalition and neighborhood associations for educational outreach. 3) All bicycle routes will be appropriately signed.
238	Mark Bowen, 4444 Claycut Rd, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input.
239	Charles Pecquet, 607 Hebert St, BR LA 70806	The main purpose of project is to improve safety along the Government Street corridor. The traffic model shows that there will not be a significant increase in traffic on adjacent streets, analyses show some intersections will have a minor increase in delay and some areas will have decreases in delay, such as east bound at Foster.

Comment Page No.	Commenter	DOTD's Response
240	Dory Ramsey, 5461 N. College Hill Dr, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input. We would have preferred to maintain the bike lanes on Government Street for the length of the project corridor; however, due to the traffic volume and turning actions along Government between Foster and Jefferson Highway, all four vehicle travel lanes must be maintained. Bicycle lanes just could not fit within the limited right-of-way. All bicycle routes will be appropriately signed and the intersection at Jefferson provides a signalized crossing for bikes.
241	Adam Knapp, 2030 Kleinert Ave, BR LA 70806	Thank you so much for your comments on the project. 1) The City-Parish would like to keep that signal in place. 2) This project will allow left turns at the Government Street intersections with both Park and Acadian. 3) Crosswalks at major intersections will be improved.
242	Scott Cornelius, 720 Carol Marie Dr, BR LA 70806	Thank you so much for your comments on the project. DOTD has chosen to use the 11-foot standard lane width for roadways with truck and bus traffic. Pedestrian access will be improved throughout the entire project corridor. Due to the traffic volume and turning actions at the Government/Foster intersection all the existing travel lanes are needed at S. Foster. Ending the bike lanes at Moore allows for a median island on Government just west of Moore that can accommodate a bicycle crossing prior to transitioning to the wider roadway at S. Foster. After implementation of the project, pedestrian patterns can be analyzed to determine if or where additional crosswalks would be most beneficial. The shared-use path as you proposed would be under City-Parish jurisdiction. We will forward your comment to be considered in future project development.
243	No Name Given	Thank you so much for your comments on the project. Sidewalks will be buffered from the roadway as much as possible by green space and street trees. However, the right-of-way and project budget are limited.
244	Brad Jensen, 204 Hearthstone Dr, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input.
245	Amanda Takais, 4100 Hansen St, BR LA 70806	Thank you so much for your comments on the project. After implementation of the project, pedestrian patterns can be analyzed to determine if or where additional crosswalks would be most beneficial. All bicycle routes will be appropriately signed.
246	Sharon Pecquet, 607 Hebert St, BR LA 70806	The main purpose of project is to improve safety along the Government Street corridor. The traffic model shows that there will not be a significant increase in traffic on adjacent streets, analyses show some intersections will have a minor increase in delay and some areas will have decreases in delay, such as east bound at Foster. We have had several stakeholders meeting and the public meeting was very well attended. Public comments will be considered to determine if the project should move forward.

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247	Ava Lancaster, 1525 Ormandy Dr, BR LA 70808	The main purpose of project is to improve safety along the Government Street corridor. The traffic model shows that there will not be a significant increase in traffic on adjacent streets, analyses show some intersections will have a minor increase in delay and some areas will have decreases in delay, such as east bound at Foster.
248	Andy Piner, 2823 Myrtle Ave, BR LA 70806	Thank you so much for your comments on the project. The DOTD project team did not include roundabouts at Acadian Thruway or Jefferson Highway due to the amount of additional right-of-way that would be needed at each site. All curbs will be "buffer-style" or barrier-style in areas where there are no cross-streets or driveways. After implementation of the project, pedestrian patterns can be analyzed to determine if or where additional crosswalks would be most beneficial. Trees cannot be added to the vegetated median islands as part of a DOTD project. It is possible that the City-Parish can add more landscaping following the road transfer.
249	Nathaniel Klumb, 946 Parlange Dr, BR LA 70806	The sharrows/proposed crosswalk on Claycut/Goodwood would be established by the City-Parish. The City-Parish would be in charge of any changes to these sharrows. We will share your concerns with City-Parish for future project planning. The Jefferson Hwy/Government St. intersection is being reconfigured as part of this project. The right turn lane from Jefferson Highway would not be as close to the Goodwood Park/Government Street intersection as it is currently and would be a part of the signalized intersection at Jefferson. The Jefferson Highway intersection reconfiguration should improve operations at the Esplanade/West Ardenwood intersections leaving additional space for left turning vehicles. The reconfigured intersection should function better than the existing configuration.
251	Margaret Read, 252 Hearthstone Drive, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input.
252	Mike Zobrest, 1025 Richland Ave, BR LA 70806	The main purpose of project is to improve safety along the Government Street corridor. The traffic model shows that there will not be a significant increase in traffic on adjacent streets, analyses show some intersections will have a minor increase in delay and some areas will have decreases in delay, such as east bound at Foster. The DOTD project team evaluated bus turnouts along Government Street, but we found them to be cost prohibitive due to the required right-of-way purchase. DOTD is currently seeking partnerships with private investors and businesses to provide servitudes to use for bus turnout alternatives. Following the implementation of the project, CATS will reevaluate the number of stops on Government Street, because walkability would be improved. Improvements to Hundred Oaks and Broussard are beyond the scope of this project; however, we will share your comments with the City-Parish for consideration for future project planning.

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253	J. Marion Matherne, 655 S Carrollton Ave, BR LA 70806	The main purpose of project is to improve safety along the Government Street corridor. The traffic model shows that there will not be a significant increase in traffic on adjacent streets, analyses show some intersections will have a minor increase in delay and some areas will have decreases in delay, such as east bound at Foster. The Lobdell-Independence Park-Government St intersection was analyzed using traffic modeling software specific for roundabout design and traffic operations. The intersection's performance was improved with the roundabout. The addition of bicycle lanes is in compliance with the Complete Streets policy.
254	Dr. Michael J. Maginnis, 2222 Government St, BR LA 70806	 <p data-bbox="1003 623 1906 688">The proposed layout shows two driveways on this property. Thank you for your comment.</p>
255	Kent Caldwell, 1922 Ingleside Dr, BR LA 70808	The main purpose of project is to improve safety along the Government Street corridor. The traffic model shows that there will not be a significant increase in traffic on adjacent streets, analyses show some intersections will have a minor increase in delay and some will have decreases in delay, such as east bound at Foster.
256	Ben Peabody, 671 Marquette, BR LA 70806	Thank you so much for your comments on the project. The main purpose of project is to improve safety along the Government Street corridor. The traffic model shows that there will not be a significant increase in traffic on adjacent streets, analyses show some intersections will have a minor increase in delay and some will have decreases in delay, such as east bound at Foster. Additional turning restrictions as you suggest may be evaluated after the project is implemented and traffic operations can be observed.
257	Karen Zobrist, 1026 Richland Ave, BR LA 70806	Thank you so much for your comments. The main purpose of project is to improve safety along the Government Street corridor. The traffic model shows that there will not be a significant increase in traffic on adjacent streets, analyses show some intersections will have a minor increase in delay and some will have decreases in delay, such as east bound at Foster. Changes to Claycut as you propose are within the City-Parish jurisdiction. We will share your concerns with the City-Parish.

<b>Comment Page No.</b>	<b>Commenter</b>	<b>DOTD's Response</b>
258	Michael Kopynec, 320 Misty Creek Dr, BR LA 70808	Thank you for your comments on the project. The main purpose of the project is to improve safety along the Government Street corridor. The DOTD project team is evaluating the median openings to provide access for side streets, businesses and homeowners, while trying to limit the number of potential conflict points crossing Government Street.
259	Daniel Gunther, 264 Richland Ave, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input.
260	Donald G. Hunter, 2605 Lancelot Dr, BR LA 70816	Thank you so much for your comments on the project. We appreciate your input. We would have preferred to maintain the bike lanes on Government Street for the length of the project corridor; however, due to the traffic volume and turning actions along Government between Foster and Jefferson Highway, all four vehicle travel lanes must be maintained. Bicycle lanes just could not fit within the limited right-of-way. Plans will include dotted line at side streets to delineate the edge line of the bicycle lane.
261	Debbye Calmes, 7213 LaSalle Ave, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input.
262	Henry W. Gautreau, Jr., 421-D Longwood Court, BR LA 70806	Thank you so much for your comments on the project. The main purpose of project is to improve safety along the Government Street corridor. The traffic model shows that there will not be a significant increase in traffic on adjacent streets, analyses show some areas will have a minor increase in delay and some areas will have decreases in delay, such as east bound at Foster.
263	James Gershey, 264 Richland Ave, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input.
264	Jan Shoemaker, 1801 Ormandy Dr, BR LA 70808	Thank you so much for your comments on the project. We appreciate your input.
265	Traci T. Johnson, Longwood Court, BR LA 70806	Thank you so much for your comments on the project. The main purpose of the project is to improve safety along the Government Street corridor. 1) The raised medians east of Longwood Court will decrease the likelihood of drivers using the center turn lane as another travel lane. 2) The traffic model shows that traffic congestion on Government Street should not be significantly impacted. Some intersections may have a minor increase in delay; however, other areas will have decreases in delay, such as east bound at Foster. 3) The Albertson's entrances will not change from the existing configuration. Plans will be updated to reflect this change. 4) Some businesses will have right-in-right-out accessibility from Government, unless they are situated at a corner with side street access. Access management techniques such as limiting left turns will improve traffic conditions on Government Street. 5) The raised median will control the number of vehicles that can store in the center lane. Left turners will have only one lane of oncoming traffic to cross. It should be easier to

Comment Page No.	Commenter	DOTD's Response
		find a gap and should clear the center lane. 6) Motorists are not allowed to travel in the bike lanes. Motorists and bicyclists must be aware of the traffic rules and maintain situational awareness when traveling on Government Street. 7) The traffic model for this project has shown that traffic delays eastbound at Foster and Edison will improve. Traffic delays eastbound at Acadian Thruway may increase due to the additional left turn phases necessary for the signal. 8) Left turns from Longwood Court will be permissible and possible during most times. Peak traffic periods may still require right turns and U-turns.
267	Joanne Ryan, 1611 St. Rose Ave, BR LA 70808	Thank you so much for your comments on the project. Pedestrian access will be improved over the entire length of the project corridor. Crosswalks will be identified at each signalized intersection. After implementation of the project, pedestrian patterns can be analyzed to determine if or where additional crosswalks would be most beneficial.
268	Kay Gilbert, 208 Beverly Drive, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input. DOTD cannot truly test the proposed project as you suggest, because the street would require re-striping in a temporary fashion, traffic signal heads must be moved and re-timed, etc. There are numerous routes east-west to/from downtown (i.e., South Blvd, North Blvd, Florida Blvd, North Street, Convention St, Main Street). Most of the east-west streets are interconnected by north-south grid streets (eg. 19th/Park, S. 22nd, Eugene, Acadian, Foster, N. Ardenwood, Lobdell). The raised medians are not continuous throughout the corridor. Vehicles can make way for emergency vehicles by pulling over onto the right side of the road and allowing passage on the left. Also, emergency vehicles can control traffic signals to move through traffic. DOTD will coordinate with the City-Parish and the Diocese to improve traffic management around schools. The traffic model shows that there will not be a significant increase in traffic on adjacent streets, analyses show some areas will have a minor increase in delay and some areas will have decreases in delay, such as east bound at Foster.
270	Connie Guillotte, 2126 Myrtle Ave, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input.
271	Betty and Ronnie Fenasci, 7401 Sevenoaks Ave, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input. The main purpose of project is to improve safety along the Government Street corridor. The traffic model shows that there will not be a significant increase in traffic on adjacent streets, analyses show some areas will have a minor increase in delay and some areas will have decreases in delay, such as east bound at Foster.
272	Laurence J. Simoneaux, 5445 Government St #205, BR LA 70806	Thank you so much for attending the public meeting. This meeting's attendance was higher than expected and much higher than other DOTD projects. Your concerns regarding speed enforcement are within the jurisdiction of the City-Parish. We will share your concerns with City-Parish.

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273	Tara Titone, 800 North Blvd Ste 200, BR LA 70802	Thank you so much for your comments on the project. We appreciate your input.
274	Catherine Coates and Brian Hales, 665 Ursuline Dr, BR LA 70808	Thank you so much for your comments on the project. We appreciate your input.
275	Jennifer Browning, 730 Spanish Town Rd #2, BR LA 70802	Thank you so much for your comments on the project. The FHWA's Manual on Uniform Traffic Control Devices does not allow raised separation dividing bicycle lanes from traffic lanes.
276	Chad Prather, 1737 May Street, BR LA 70808	Thank you so much for your comments on the project. We appreciate your input.
277	Susan Griffon, 405 Hearthstone Dr, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input.
278	Sarah Kracke, 255 Beverly Drive, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input.
279	Everett G. Powers, 2250 Government St, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input.
280	Pam Volentine Rushing, 1673 Belmont Ave, BR LA 70808	Thank you so much for your comments on the project. We appreciate your input. The DOTD project team considered colored pavement for bike lanes in this project. However, due to the limited funding available for the project, the extra cost for colored pavement was not identified as a sound investment for this project. Following the implementation of this project, the City-Parish can analyze bicycle traffic and determine if additional facilities such as colored pavement would be a wise investment in the corridor.
281	Terri Singleton, 724 Bienville St, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input. The existing bus service is one bus per hour in non-peak times. This will not be reduced due to the project. The sharrows on Claycut/Goodwood and Capital Heights are established by the City-Parish. City-Parish will continue to develop and revise the bike plan and crossings on adjacent and connecting routes to complement the Government Street improvements for bikes and pedestrians.

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282	Madison Braziel, 356 Apartment Ct. Dr #20, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input.
283	Samuel Sanders, 419 N. 19th Street, BR LA 70802	Thank you so much for your comments on the project. We appreciate your input.
284	B. Blake May, 1213 Richland Ave, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input. The main purpose of project is to improve safety along the Government Street corridor. The traffic model shows that there will not be a significant increase in traffic on adjacent streets. The traffic model is based on actual traffic counts collected and traffic movements typical within the project corridor. The City-Parish has jurisdiction over local streets. We will share your requests with City-Parish planners.
285	Richard Raynie, 2337 Government St, BR LA 70806	Thank you so much for your comments on the project. 1) The addition of a raised turning lane island will identify that westbound left turns are not allowed into businesses within proximity to the intersections. 2) The DOTD project team will notify homeowners/business owners of changes to landscaping/parking prior to final design. 3) This project will repair the pavement. The scope of this project did not include a redesign of the drainage due to cost constraints. 4) Pavement repairs and overlay should address some of these concerns. 5) Water and sewer upgrades are beyond the scope of this project. Those utilities are within the jurisdiction of the City-Parish. 6) Contract Administration for this project will be conducted by a local DOTD Project Engineering construction/inspection team. All DOTD construction standards and specifications will be upheld. Any substandard work will be addressed properly according to established Department policies. 7) Homeowners/Business owners may visit the project's website, which will have updates when available. 8) The corridor will be overlaid with asphalt.
287	Robert Truax, 417 C Longwood Court, BR LA 70806	Thank you so much for your comments on the project. This project is a priority of DOTD and City-Parish. DOTD agrees that the road and sidewalks require repair. The main purpose of project is to improve safety along the Government Street corridor. The accident data supports the proposed Road Diet configuration. Traffic enforcement on Government Street is within the jurisdiction of the City-Parish. Your concerns regarding the lack of enforcement will be shared with the City-Parish.
289	Rick Moreland, enmore@lsu.edu	Thank you so much for your comments on the project. We would have preferred to maintain the bike lanes on Government Street for the length of the project corridor; however, due to the traffic volume and turning actions along Government between Foster and Jefferson Highway, all four vehicle travel lanes must be maintained. Bicycle lanes just could not fit within the limited right-of-way. DOTD appreciates your proposed detour route. Bicyclists can choose to stay on Government within the travel lanes with vehicle traffic. Improvements beyond

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		the Government Street corridor are outside the scope of this project and are within the jurisdiction of the City-Parish. The City-Parish will continue to develop and revise the bike plan and crossings on adjacent and connecting routes to complement the Government Street improvements for bikes and pedestrians.
291	Dorothy Prowell, 2230 Tulip St, BR LA 70806	Thank you for your comments on the project. We appreciate your input.
292	Leif Remo, 2360 Myrtle Ave, BR LA 70806	Thank you for your comments on the project. We appreciate your input. DOTD has chosen to use the 11-foot standard lane width for roadways with truck and bus traffic. Pedestrian access will be improved throughout the entire project corridor. Due to the traffic volume and turning actions at the Government/Foster intersection, the bike lanes must end at Moore to allow for all of the necessary vehicle lanes. After implementation of the project, pedestrian patterns can be analyzed to determine if or where additional crosswalks would be most beneficial. The DOTD project team did not include roundabouts at Acadian Thruway or Jefferson Highway due to the amount of required right-of-way at each site. Changes to stormwater management systems on Government Street are beyond the scope of this project.
295	Claire Dixon, 5185 Abelia Dr, BR LA 70806	Thank you for your comments on the project. We appreciate your input.
297	Laverne Simoneaux, 248 Richland, BR LA 70806	Thank you for your comments on the project. We appreciate your input.
298	David L. Applegate, Applegate Industrial Materials, Inc., P.O. Box 428, BR LA 70821	Thank you for your comments on the project. The signals for the railroads were not included on the exhibits for the public meeting. The DOTD project team has coordinated with KCS to determine the best design for signals while allowing for full access of the adjacent sidewalk. The designs will be changed to show a driveway and the tree will be removed. Additional coordination will be needed during design to mitigate safety, sight distance, and railroad crossing issues which may impact the location of the driveway. There is no existing driveway between Iberville and 14th Street and there is barrier curb. The proposed exhibit does not change the existing conditions. The property will be accessible from the side streets. Sidewalks will be improved over the entire corridor. The planning for this project takes into account all reasonable and foreseeable projects for the corridor. Traffic law enforcement is beyond the jurisdiction of DOTD. We will share your concerns with City-Parish. However, be assured that the RR intersection will be signed, lighted and have the appropriate barriers.
301	Robin McAndrew, 305 Beverly Dr, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input.

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302	Verne J. Dicharry, Jr., Brew Bacher's, 5580 Government, BR LA 70806; 18070 N. Mission Hills, BR LA 70810	The main purpose of project is to improve safety along the Government Street corridor. Traffic analyses show that traffic on the corridor would be no worse than today. Emergency vehicles can control the signals along the corridor to allow passage through heavy traffic. The addition of bicycle lanes is in compliance with the Complete Streets policy.
303	Kathy Simino, 335 Richland Ave, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input.
304	Dean Wedlake, 328 Lovers Ln, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input.
305	Don R. McAdams, Jr., 2527 Broussard St, BR LA 70808	Thank you for your comments on the project. The medians in the center turn lane provide control of access along the corridor to limit turns near one way streets to improve safety. The traffic analyses show that traffic on the corridor would be no worse than today. Emergency vehicles can control the signals along the corridor to allow passage through heavy traffic. The addition of bicycle lanes is in compliance with the Complete Streets policy.
306	Lori Davis, 7240 Palmetto Dr, BR LA 70808	Thank you so much for your comments on the project. The DOTD project team will coordinate with the City-Parish regarding the queue at the Dufrocq School and school zones. Crosswalk facilities will be improved as part of this project. Following project implementation, pedestrian crosswalks will be analyzed for any needed changes. The DOTD project team evaluated bus turnouts along Government Street, but we found them to be cost prohibitive due to the required right-of-way purchase. DOTD is currently seeking partnerships with private investors and businesses to provide servitudes to use for bus turnout alternatives.
309	Martin A. Bourgeois, 323 Beverly Dr, BR LA 70806	Thank you so much for your comments on the project. The DOTD project team evaluated bus turnouts along Government Street, but we found them to be cost prohibitive due to the required right-of-way purchase. DOTD is currently seeking partnerships with private investors and businesses to provide servitudes to use for bus turnout alternatives.
310	Bryan Piazza, 2915 Myrtle Ave, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input. The road diet treatment did not continue onto the downtown portion of Government due to traffic queuing onto I-110 during events at the River Center. Baton Rouge City Police requested the use of all lanes in this segment. Bike lanes end at Eddie Robinson with connections through proposed or existing sharrows to North Boulevard, South Boulevard, and Terrace. The City-Parish has a Bike Master Plan available online ( <a href="https://brgov.com/dept/planning/bike/PDF/BikeMasterPlan.pdf">https://brgov.com/dept/planning/bike/PDF/BikeMasterPlan.pdf</a> ) with an interactive map showing all proposed and active bike facilities in East Baton Rouge Parish.

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311	Georgann Captain, 323 Beverly Dr, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input.
312	Kimberly Munro & Craig Dengel, 424 St. Rose Ave, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input.
313	Center for Planning Excellence, 100 Lafayette St, BR LA 70801	Thank you so much for your comments on the project. We appreciate your input. Bike lanes end at Eddie Robinson with connections through proposed or existing sharrows to North Boulevard, South Boulevard, and Terrace. The City-Parish has a Bike Master Plan available online ( <a href="https://brgov.com/dept/planning/bike/PDF/BikeMasterPlan.pdf">https://brgov.com/dept/planning/bike/PDF/BikeMasterPlan.pdf</a> ) with an interactive map showing all proposed and active bike facilities in East Baton Rouge Parish. Crosswalks will be improved at signalized intersections. After implementation of the project, pedestrian patterns can be analyzed to determine if or where additional crosswalks would be most beneficial. Crosswalks and bike lanes will be appropriately signed.
314	Daek McInnis, 2350 Tulip St, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input.
315	Sherry McInnis, 2350 Tulip St, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input.
316	Natalie DelPino, 455 Croydon Ave, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input.
317	Brock Gomez, 455 Croydon Ave, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input.
318	Sandra Ribes, 1225 Steele Blvd, BR LA 70806	Thank you for your comments on the project. 1) Buses are required to drop-off and pick-up passengers at the curb, then rejoin normal traffic flow. 2) In addition to the Public Meeting on December 17, 2015, business owners who may incur impacts to parking availability or access changes were invited to a meeting to discuss the project on December 2, 2014. Traffic models show that there will not be a significant reduction in the number of cars on Government Street per day following the implementation of the project. 3) Including bike lanes in the roadway is in compliance with the Complete Streets policy. 4) The DOTD project team will coordinate with the City-Parish and the Diocese regarding traffic management around the schools. 5) It is state law to move accidents out of traffic lanes as soon as possible. There is also room to maneuver around accidents by temporarily using the center lane in areas where there are no raised medians or the bike lanes. For

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		<p>accidents/incidents on the interstate system, there are numerous routes east-west to/from downtown (i.e., South Blvd, North Blvd, Florida Blvd, North Street, Convention St, Main Street). 6) After implementation of the road diet project, it is anticipated that the City-Parish will assume ownership of Government Street. Ownership of the street includes the responsibility of maintenance. 7) There are other projects planned for Perkins Road (LA 427); however, College Drive is not within DOTD jurisdiction. 8) There are numerous routes east-west to/from downtown (i.e., South Blvd, North Blvd, Florida Blvd, North Street, Convention St, Main Street). Most of the east-west streets are interconnected by north-south grid streets. The traffic model shows that there will not be a significant increase in traffic on adjacent streets, analyses show some areas will have a minor increase in delay and some areas will have decreases in delay, such as east bound at Foster. 10) DOTD cannot truly test the proposed project as you suggest, because the street would require re-striping in a temporary fashion, traffic signal heads must be moved and re-timed, etc.</p>
319	Britney Piner, 2823 Myrtle Ave, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input.
321	Susan L. Murrell, 214 Beverly Dr, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input.
322	Phil Kerr	<p>Thank you for your comments on the project. 1) The main purpose of project is to improve safety along the Government Street corridor. The traffic model shows that there will not be a significant increase in traffic on adjacent streets, analyses show some intersections will have a minor increase in delay and some will have decreases in delay, such as east bound at Foster. 2) Emergency vehicles can control the signals along the corridor to allow passage through heavy traffic. 3) The DOTD project team believes that bus travel and accessibility will be improved following the implementation of this project. Bus stops will be on pedestrian friendly, ADA-compliant sidewalks. 4) Traffic models show that there will not be a significant reduction in the number of cars on Government Street per day following the implementation of the project. 5) Lane reconfiguration will be accomplished by re-striping the corridor following surface repair and asphalt application. Construction for the project corridor (not including the roundabout) will take approximately 9 months. Much of the corridor would be fully available to traffic during construction. 6) Road diets are a proven safety treatment and have been used throughout the United States on roadways with similar traffic volumes to Government St. There were over 800 crashes on Gov't Street in a recent three year period which is an abnormal crash rate for the State. 7) The DOTD project team will coordinate with the City-Parish and the Diocese regarding traffic management around the schools. 8) DOTD cannot truly test the proposed project as you suggest, because the</p>

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		<p>street would require re-striping in a temporary fashion, traffic signal heads must be moved and re-timed, etc. See response to comment no. 6. 9) It is DOTD's policy to conduct one public meeting for projects of this type/expected impact with high levels of public interest. The public comments received during the public comment period will be available for review at the libraries and online at <a href="http://wwwapps.dotd.la.gov/administration/public_info/projects/home.aspx?key=91">http://wwwapps.dotd.la.gov/administration/public_info/projects/home.aspx?key=91</a>. Over 10 stakeholders meetings were held in addition to the public meeting.</p>
324	<p>Patricia E. Hoth, 1378 Richland Ave, BR LA 70806</p>	<p>Thank you so much for your comments on the project. At the public meetings, DOTD always provides alternatives for projects, usually a No-Build and one or more "action" alternatives that meet the purpose and need of the project. The No-Build is always considered as a viable option in the planning process. The conditions you identify on Government Street regarding crime are beyond the jurisdiction of DOTD. We will share your concerns with the City-Parish.</p>
325	<p>Jennifer Hood, 618 Hebert St, BR LA 70806</p>	<p>Thank you for your comments on the project. 1) The main purpose of project is to improve safety along the Government Street corridor. There are numerous routes east-west to/from downtown (i.e., South Blvd, North Blvd, Florida Blvd, North Street, Convention St, Main Street). Most of the east-west streets are interconnected by north-south grid streets. The traffic model shows that there will not be a significant increase in traffic on adjacent streets, analyses show some areas will have a minor increase in delay and some areas will have decreases in delay, such as east bound at Foster. 2) The DOTD project team will coordinate with the City-Parish and the Diocese regarding traffic management around the schools. 3) The project team evaluated bus turnouts along Government Street, but we found them to be cost prohibitive due to the required right-of-way purchase. DOTD is currently seeking partnerships with private investors and businesses to provide servitudes to use for bus turnout alternatives. 4) The inclusion of bike lanes is in compliance with the Complete Streets policy. 5) Many of the neighborhoods along Government Street are based on grid streets with access to all directions of travel. Cross streets will have left turn access on Government Street.</p>
326	<p>Scott Boatright, 409 Wiltz Dr, BR LA 70806</p>	<p>Thank you so much for your comments on the project. The main purpose of project is to improve safety along the Government Street corridor. The traffic model shows that there will not be a significant increase in traffic on adjacent streets, analyses show some areas will have a minor increase in delay and some areas will have decreases in delay, such as east bound at Foster. The traffic model is based on actual traffic counts collected and traffic movements within the project corridor. The DOTD project team will coordinate with the City-Parish and the Diocese regarding traffic management around the schools. Emergency vehicles can control the signals along the corridor to allow passage through heavy traffic. Cross streets at Government will have left turn access onto Government. Instead of crossing 2 lanes of on-coming traffic, drivers will navigate through one lane of</p>

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		traffic and either a median or center turning lane. Other streets that have received the road diet treatment with complete streets elements have shown increases in pedestrian and bicycle traffic. Road diets are safer for drivers, pedestrians, and bicyclists.
330	Rodolfo T. Aguilar III, Esq., 222 Hearthstone Dr, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input.
331	Charles H. Coates Jr., 2730 Tall Timbers Rd., BR LA 70816	Thank you so much for your comments on the project. The City-Parish is responsible for compliance with the sign regulations included in the Unified Development Code. We will share your ideas with the City-Parish.
332	Sarai Piazza, 2915 Myrtle Ave, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input.
333	Keith Horn, 328 Lovers Ln, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input.
334	Mary Jean McAdams, 141 Bedford Dr, BR LA 70806	Thank you for your comments on the project. 1) The main purpose of project is to improve safety along the Government Street corridor. There are numerous routes east-west to/from downtown (i.e., South Blvd, North Blvd, Florida Blvd, North Street, Convention St, Main Street). Most of the east-west streets are interconnected by north-south grid streets. The traffic model shows that there will not be a significant increase in traffic on adjacent streets. 2) The DOTD project team will coordinate with the City-Parish regarding traffic management around the school. 3) The traffic analyses show that some intersections will have a minor increase in delay and some areas will have decreases in delay, such as east bound at Foster. 4) The DOTD project team evaluated bus turnouts along Government Street, but we found them to be cost prohibitive due to the required right-of-way purchase. DOTD is currently seeking partnerships with private investors and businesses to provide servitudes to use for bus turnout alternatives. CATS has determined that with improved walkability, the number of bus stops on Government Street could be reduced. CATS patrons would be willing to travel one or two extra blocks to a bus stop if sidewalks are improved to ADA standards. 5) Cross streets will have left turn access on Government Street. The raised medians are not continuous throughout the corridor. Emergency vehicles can control the signals along the corridor to allow passage through heavy traffic. 6) Providing bike lanes and improving sidewalks are in compliance with the Complete Streets Policy.
337	Alex Strader, 612 Moore St, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input.

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338	Jason Grismore	<p>Thank you so much for your comments on the project. The Government Street project is a little different than what was proposed as the Better Block project. The general concept is the same, but I would like you to have the full project description. Please see the project website (link below) for more information, including 8 exhibits showing the full project corridor with the conceptual design. These designs may change as the project progresses into preliminary designs, final designs, then finally construction.</p> <p><a href="http://wwwapps.dotd.la.gov/administration/public_info/projects/home.aspx?key=91">http://wwwapps.dotd.la.gov/administration/public_info/projects/home.aspx?key=91</a></p>
339	James Culotta, 1751 Goldenrod Ave, BR LA 70808	<p>Thank you so much for your comments on the project. We appreciate your input. 1) The DOTD project team evaluated bus turnouts along Government Street, but we found them to be cost prohibitive due to the required right-of-way purchase. DOTD is currently seeking partnerships with private investors and businesses to provide servitudes to use for bus turnout alternatives. 2) Emergency vehicles can control the signals along the corridor to allow passage through heavy traffic. 3) Vehicles turning through bicycle lanes must be aware of the traffic rules and maintain situational awareness when traveling on Government Street. 4) After the road diet would be implemented, the speed limit on Government would be reduced. Queuing times have been determined to include school zone speed reductions.</p>
340	Laurence Cheng, Fabric Care Washateria, 2928 Government St, BR LA 70806	<p>Thank you for your comments on the project. The main purpose of project is to improve safety along the Government Street corridor. DOTD is also working to make this corridor more pedestrian and bicycle friendly, which will be accomplished by bringing the existing sidewalks into ADA compliance and with the addition of bicycle lanes. Limiting driveways and access points onto Government Street reduces conflict points for pedestrians and bicyclists. Drivers using the parking spots along Government Street like the parking at your business are parking within DOTD's right-of-way and are backing out into the right-of-way, onto the sidewalk, or onto Government Street. The proposed project should reduce the likelihood of these types of maneuvers. Drivers backing out of parking spots into traffic lanes also negatively affects traffic flow. Along the corridor, DOTD is limiting accessibility to the locations where drivers now choose to park or maneuver in the right-of-way.</p>
341	George Clark, 2623 Government St, BR LA 70806	<p>Thank you for your comments. The median island you were concerned about has been shortened.</p>

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342	Wayne Daigle, 4414 Government St, BR LA 70806	Thank you for your comments on the project. The main purpose of project is to improve safety along the Government Street corridor. There are numerous routes east-west to/from downtown (i.e., South Blvd, North Blvd, Florida Blvd, North Street, Convention St, Main Street). Most of the east-west streets are interconnected by north-south grid streets. The traffic model shows that there will not be a significant increase in traffic diverting to adjacent streets. The inclusion of bike lanes is in compliance with the Complete Streets policy. Motorists and bicyclists must be aware of the traffic rules and maintain situational awareness when traveling on Government Street.
344	Andre H. Fourrier, Fourrier Agency, Inc., 4275 Government St, BR LA 70806	Thank you for your comments on the project. The main purpose of project is to improve safety along the Government Street corridor. The traffic model shows that there will not be a significant increase in traffic on adjacent streets, analyses show some intersections will have a minor increase in delay and some areas will have decreases in delay, such as east bound at Foster. The median will be shortened to allow turns from downtown into your business since there is no other access.
346	Taufiq Khaled, Dunia Land Inc., 9515 Cammy Avenue, BR LA 70806	Thank you for your comments on the project. The DOTD project team believes that we can continue to provide the existing level of access following project implementation at your property.
347	Albert Pellissier, 2231 Cherokee St, BR LA 70806	Thank you so much for your comments on the project. We appreciate your input.
348	Blaze Ragusa, 2714 Government St, BR LA 70806	Thank you so much for your comments on the project. We will add a driveway into the fenced lot on the west side of your property.