

# RECORD OF MEETING

Subject:

Community Meeting  
Florida Avenue Bridge  
St. Bernard and Orleans Parishes  
State Project No. H.005720  
Purchase Order No. 2000165346  
F.A.P. No. H005720

Arcadis U.S., Inc.  
10352 Plaza Americana Drive  
Baton Rouge  
Louisiana 70816  
Tel 225 292 1004  
Fax 225 218 9677

Department:

Transportation

Arcadis Project No.:

LA003298.1000.04010

Place/Date of Meeting:

St. Mary of the Angels Catholic Church  
3501 N. Miro Street  
New Orleans, LA 70117  
November 10, 2016

Participants:

Arcadis U.S., Inc.: Scott Hoffeld and Greg Badon  
LADOTD: Eric Kalivoda, Joe Umeozulu, Maria Reid, Connie Betts, and Shalise Hadden  
The Hawthorne Agency, Inc.: Karimah Stewart, Geneva Coleman, and Steven Pierre

Copies:

Participants

Minutes by:

Carrie Schmidt

Issue Date:

January 9, 2016

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The meeting began at approximately 6:00 p.m. with a prayer led by Father Dennis Bosse, O.F.M. (St. Mary of the Angels Catholic Church). Next, Scott Hoffeld of Arcadis U.S., Inc. (Arcadis) introduced Eric Kalivoda of the Louisiana Department of Transportation and Development (LADOTD). Dr. Kalivoda provided an overview of the project background and current status. He explained that in 1989, a package of 16 projects referred to as the Timed Program was voted upon statewide, one of which involved building a new bridge over the Industrial Canal at Florida Avenue. He stated that the Florida Avenue Project is one of two remaining unfinished Timed Program projects. He further stated that a feasibility study for the project had been completed, and the purpose of the community meeting was to obtain public input for the environmental study currently in progress.

Mr. Hoffeld noted that a public meeting to introduce the project was held September 8, 2016, and was publicly advertised. However, Senator Wesley Bishop, State Representative Jimmy Harris, Senator J.P. Morrell, and Councilmember James Gray had requested an opportunity for a meeting in the Upper Ninth Ward neighborhood. Mr. Hoffeld noted that materials from the September 8 public meeting along with newly developed information about the project would be presented at the Upper Ninth Ward community meeting. Mr. Hoffeld then introduced the elected officials and their representatives in attendance at the meeting. Next, the PowerPoint presentation from the September 8 public meeting was presented followed by an overview of alternatives currently being considered (attached).

## Audience Participation

- Mr. Hoffeld and Dr. Kalivoda, assisted by Geneva Coleman of The Hawthorne Agency, Inc., addressed questions and comments from meeting attendees. A complete list of the questions and comments is included as an attachment. The audience responses were classified into one of the following categories:

### First Public Meeting

- Details about the first public meeting, such as the date, time, place, and notification methods, were asked by various audience members. Since the Upper Ninth Ward meeting attendees included residents throughout the study area, not all received mailer notifications of the public meeting held on September 8, 2016.

### Project Details: Funding, Costs, Schedule, and Relation to Other Projects

- Audience members inquired about the project's origins, principal agency (LADOTD), the representing consultant (Arcadis), funding, costs, and how this project relates to other ongoing projects in the vicinity. The initialization of the project from 1989 legislation was again reviewed.

### Community Benefit

- The beneficial effects of the project on communities within the study area were questioned. Multiple attendees stated that the project in no way benefits the residential communities, and voiced concerns that the proposed roadway would not have proper access points in the Ninth Ward neighborhoods.

### Right-of-Way

- Several concerns were voiced about how the project right-of-way (ROW) will potentially displace homes and businesses in a neighborhood still in recovery from Hurricane Katrina (2005). One audience member stated that community cooperation would be difficult until all levels of government provided greater assistance with the recovery process.

### Truck Traffic

- The negative impacts of existing truck traffic on study area communities were discussed. Current truck traffic traveling to and from local ports and rail lines has decreased road quality significantly. Trucks do not follow assigned truck routes because of a lack of signs; therefore, trucks utilize residential roads without consequence. The trucks also cause disturbing noise and vibrations. Residents do not support an improved road through residential areas that would allow truck traffic.

### Voting to Remove Legislation

- Audience members asked how their local state representative could initiate a vote to remove the project from the state constitution. There were also inquiries about how to best contact the Secretary of Transportation with concerns about the project.

A 10-minute  
slide presentation  
will begin shortly.

**Please be seated**

# WELCOME

## Public Meeting

Florida Avenue Project Environmental Assessment (EA)

September 8, 2016

4:00 PM to 7:00 PM



Florida Avenue Project Environmental Assessment (EA)  
Orleans and St. Bernard Parishes, Louisiana  
State Project No. H.005720  
F.A.P. No. H005720

## MEETING PURPOSE

- Explain this Project Implementation Step vs. Others
- Share known information about the project alternatives
- Receive your input
  - Questions and Concerns
  - Comment Forms



## QUESTIONS FOR YOU

- What is your view on the type and height of the IHNC bridge and why?
- What is your view on the North-South Alternative, and why?
- What issues do you believe the planning team should be considering?



# PROJECT HISTORY

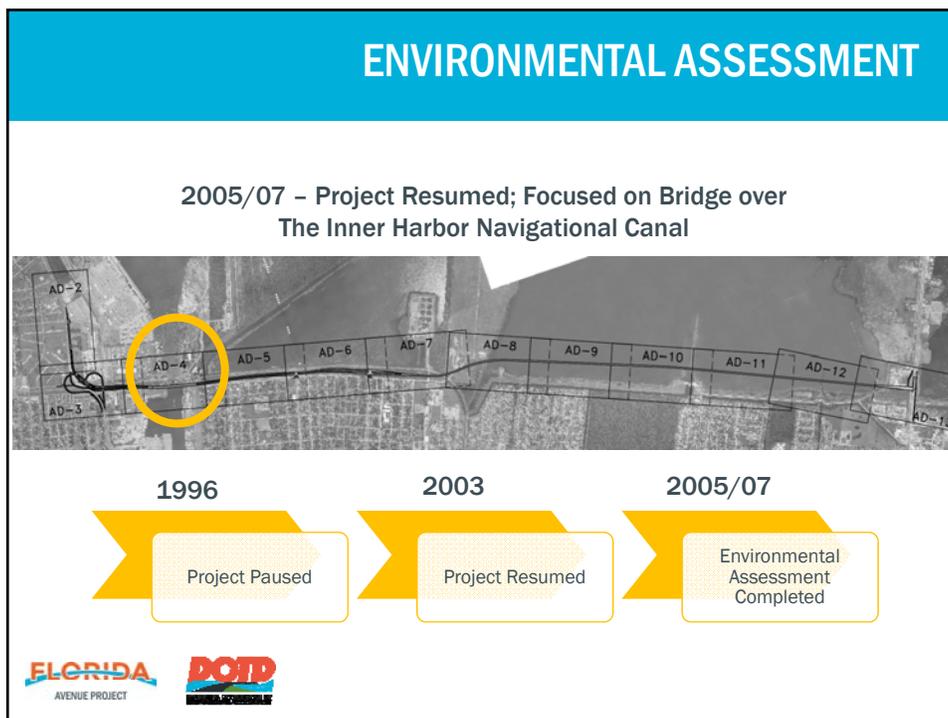
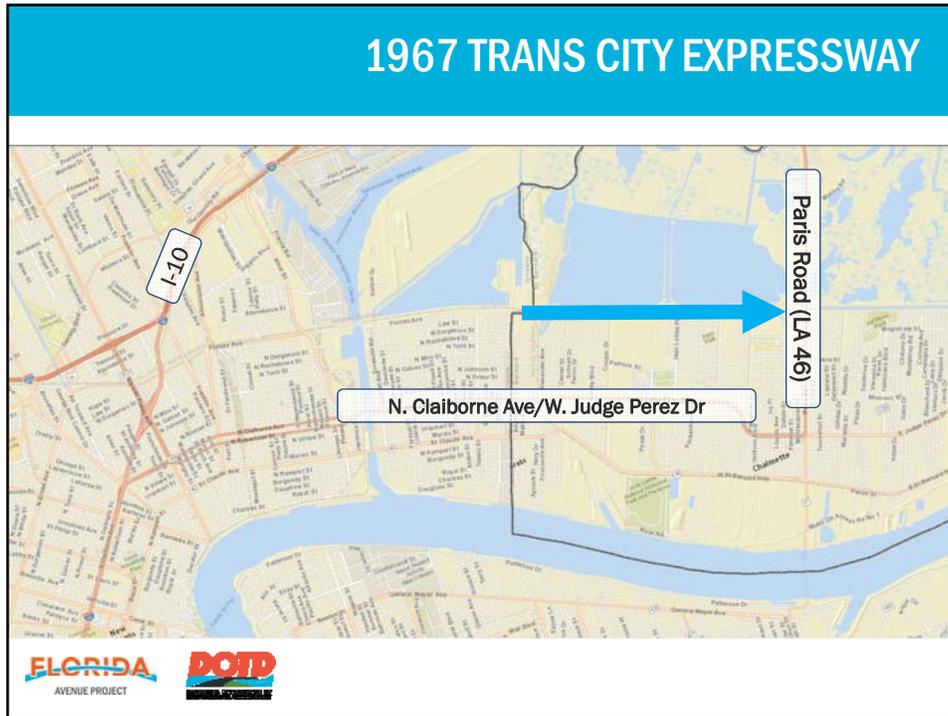
## NEW ORLEANS MASTER PLAN

1927 - New Orleans Master Plan



[Nolaparkshistory.org](http://Nolaparkshistory.org)





## 2013 NEW ALTERNATIVES FEASIBILITY STUDY



1996

2003

2005/07

2013

Project Paused

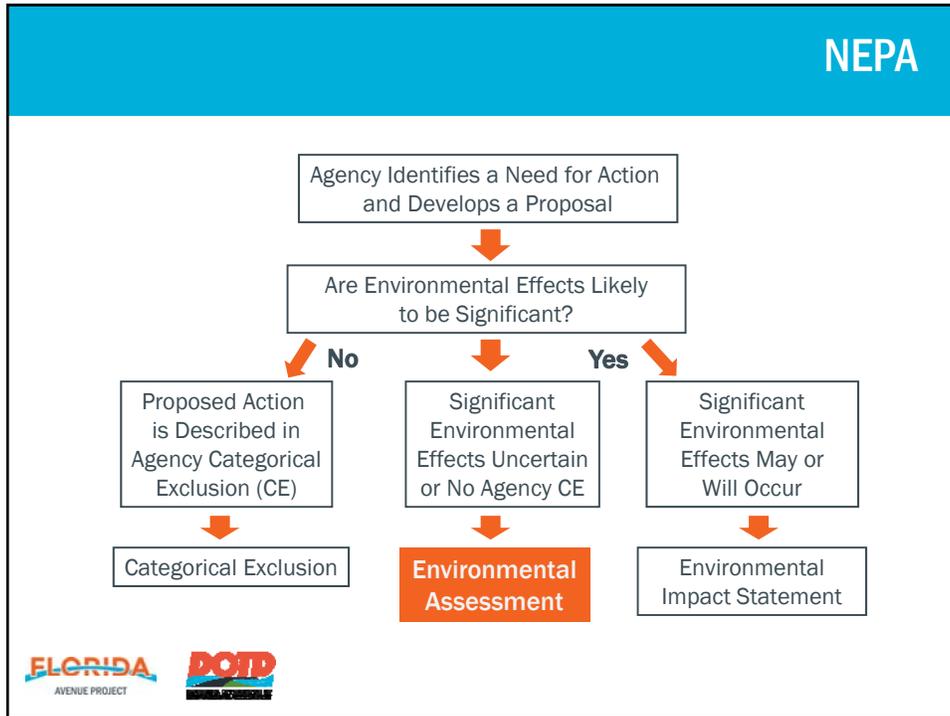
Project Resumed

Environmental  
Assessment  
Completed

Feasibility Study



# WHAT ARE THE STUDY OBJECTIVES?



## PROJECT PURPOSE

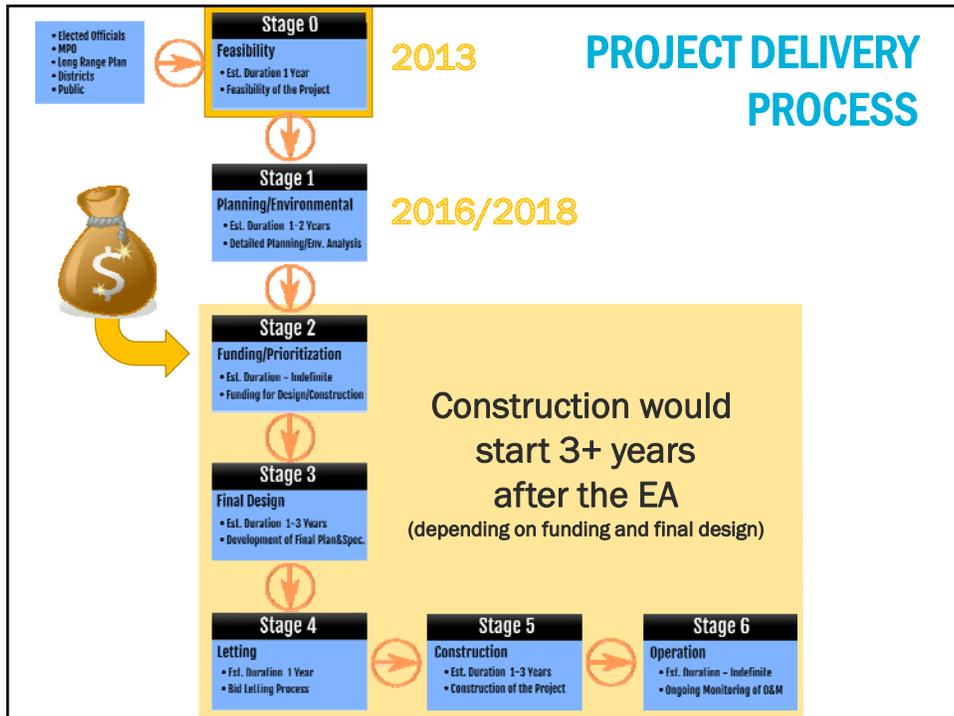
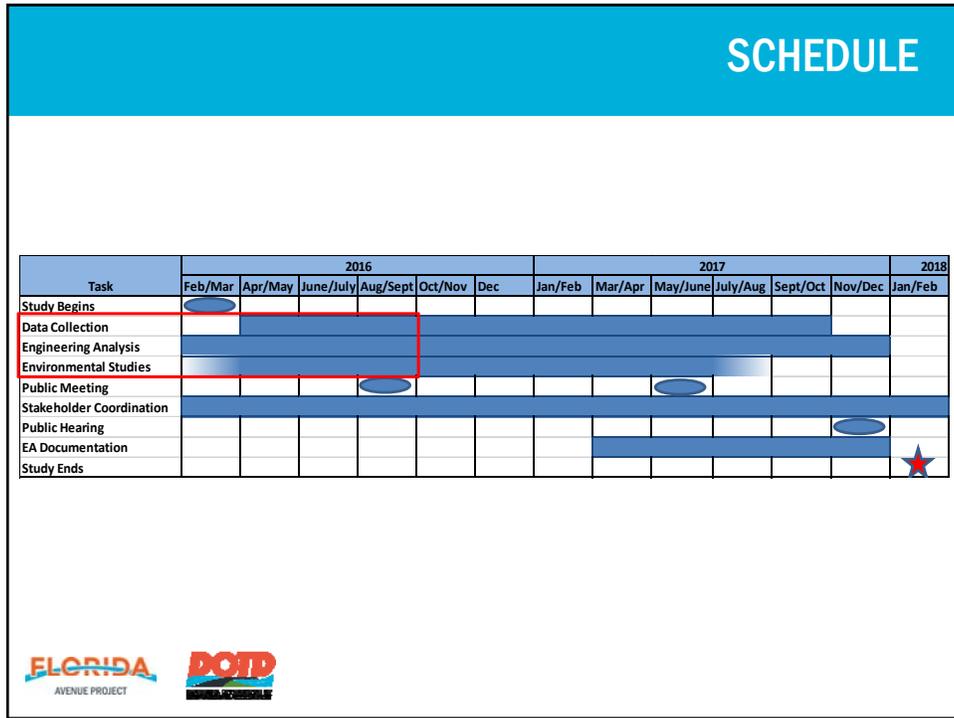
**Purpose**

- Reevaluate the proposed action in the 2007 Final EA and analyze additional bridge alts. to ID overall cost savings.

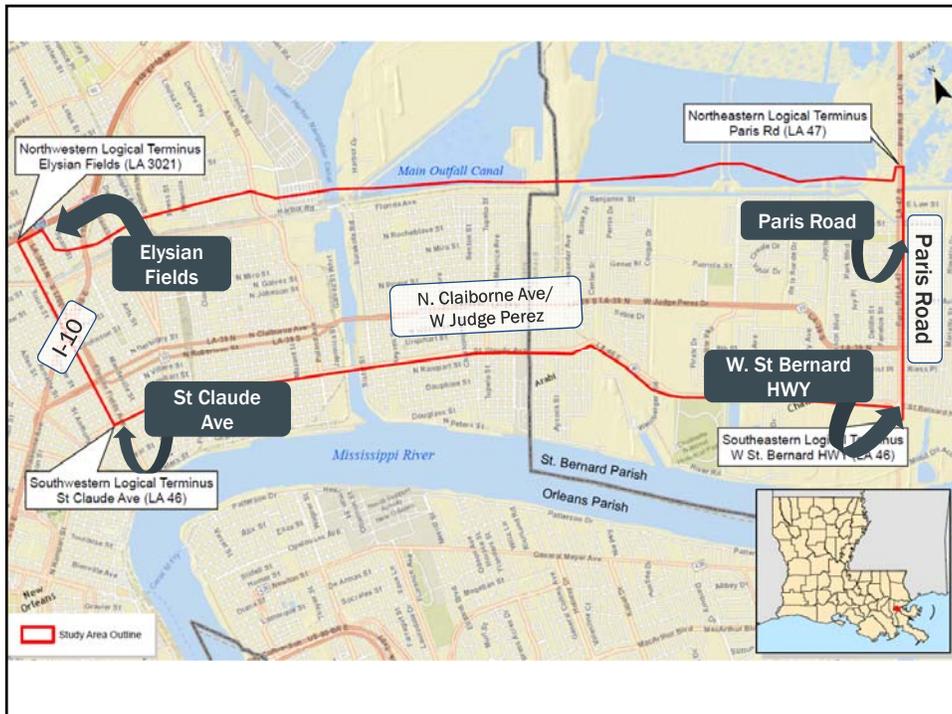
**Need**

- Provide a reliable Florida Avenue connection from Elysian Fields Ave. to Paris Rd.
- Provide an optimal north/south connection from Florida Ave. to the Port of St. Bernard, and build a new roadway bridge over the IHNC adjacent to the existing Florida Ave. Bridge.

**FLORIDA** AVENUE PROJECT      **DOTD** FLORIDA DEPARTMENT OF TRANSPORTATION



# PROJECT LOCATION



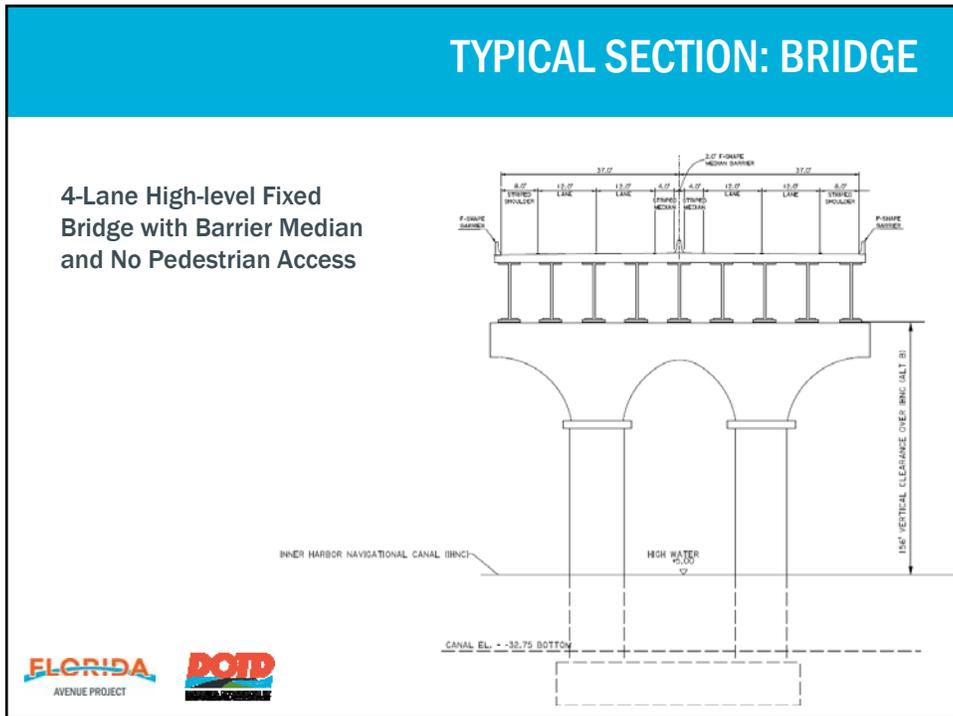
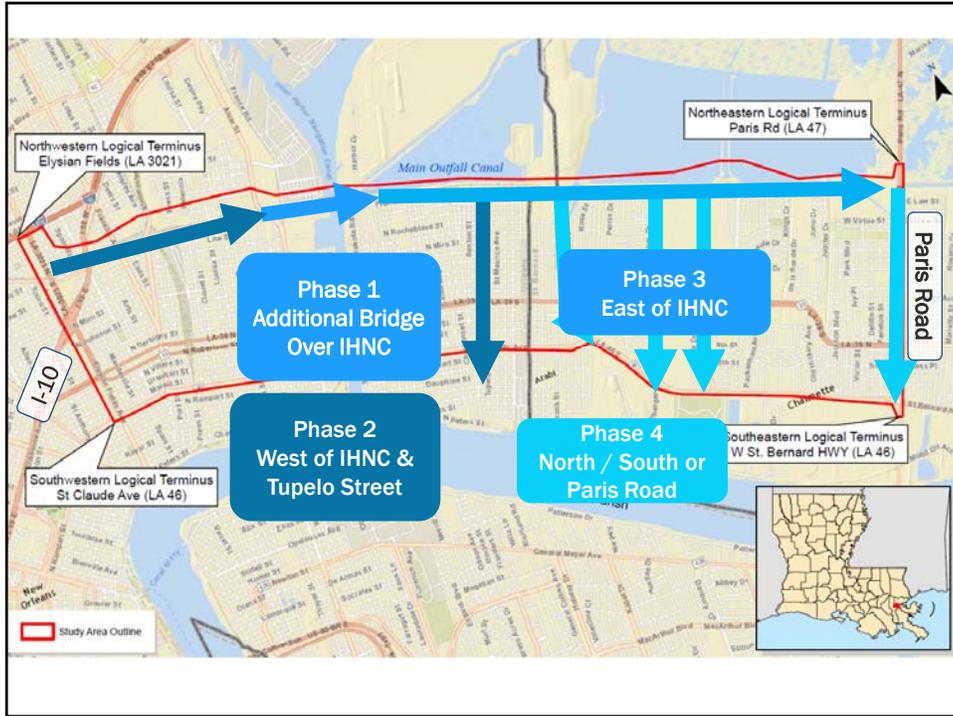
# WHAT ARE THE ALTERNATIVES?

## CONCEPT ALIGNMENTS

Table 1. Alternatives Sections Based on the 2013 Stage "0" Feasibility Study

Phase 1 Center Bridge Section	Phase 2 West Section and Tupelo Street	Phase 3 East Section	Phase 4 North/South Section
Fixed Bridge A	Elysian Fields to Alvar Street/Poland Avenue	Caffin Avenue to Paris Road	North/South 1
Fixed Bridge B			North/South 2
Fixed Bridge C 	Elysian Fields to Alvar Street/Poland Avenue Elevated		North/South 3
Movable Bridge A/B*			Paris Road Improvements
	Tupelo Street		

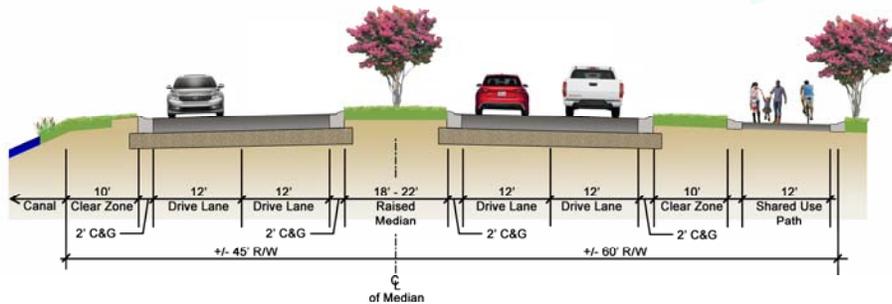
\*Movable bridge alternatives A and B provide the same traffic configuration, thus, for the current evaluation, they will be treated as the same alternative from a traffic perspective.



## MULTIUSE CONNECTIVITY



FLORIDA AVENUE



St. Bernard Parish Government

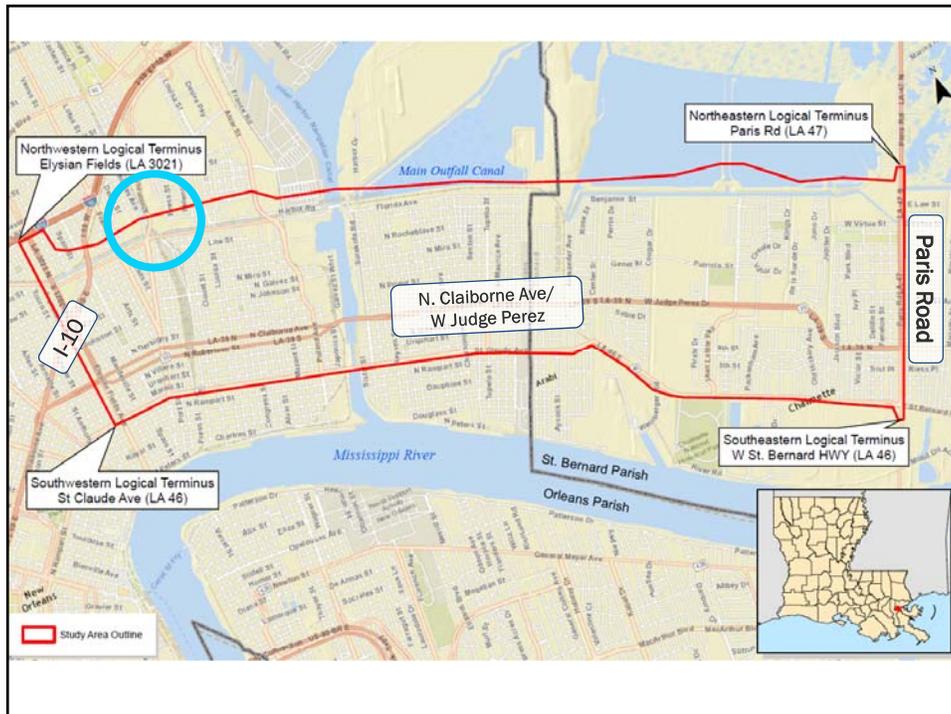
Proposed Regional Trails & Bikeways Complete

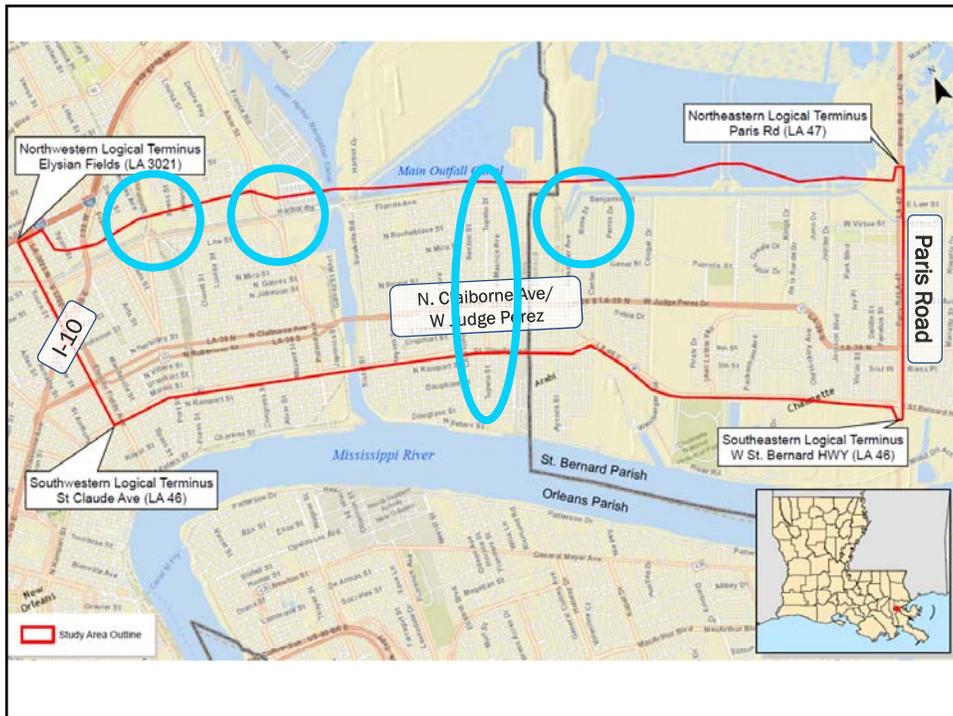
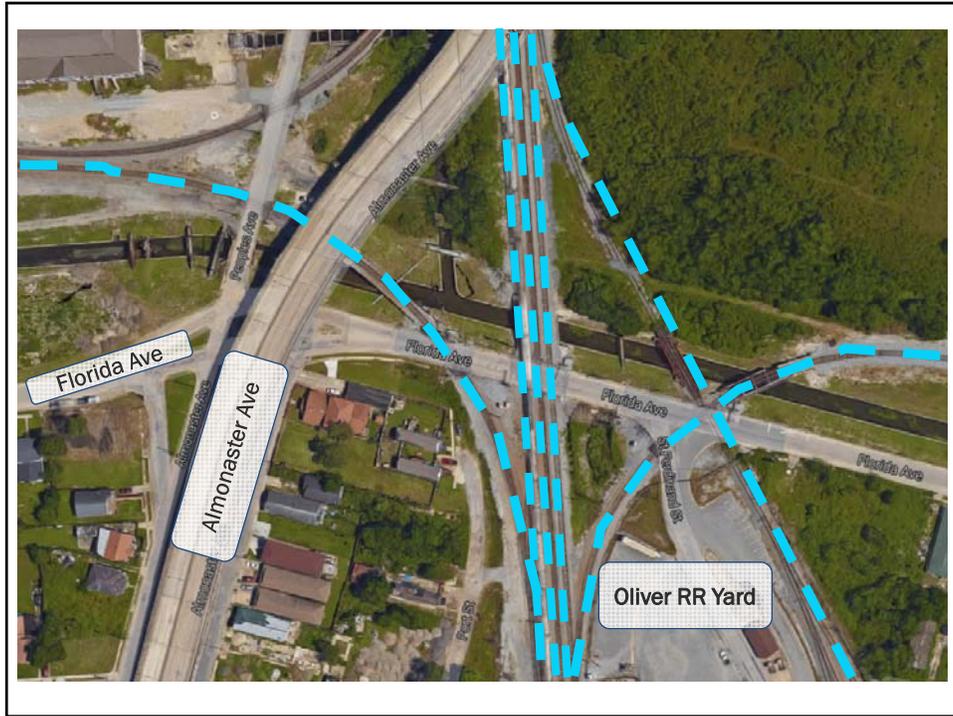
## ALTERNATIVES SCREENING

- Type of Bridge
- Height of Bridge
- N-S Alternative
- Traffic Configuration
- Community Impacts
- Environmental Regulations
- Costs



# DESIGN CHALLENGES





# WHAT WILL BE EVALUATED?

## DATA COLLECTION & ANALYSIS

- Traffic counts
- Crash records
- Existing roadway conditions
- Identification of wetlands
- Threatened/Endangered species habitat
- Existing land use and property information
- Census data
- Planned developments
- Existing drainage systems and drainage patterns
- Contamination sites
- Archeological/Historical sites
- Compliance with Section 106 of the Historic Preservation Act

## ENGINEERING ANALYSIS

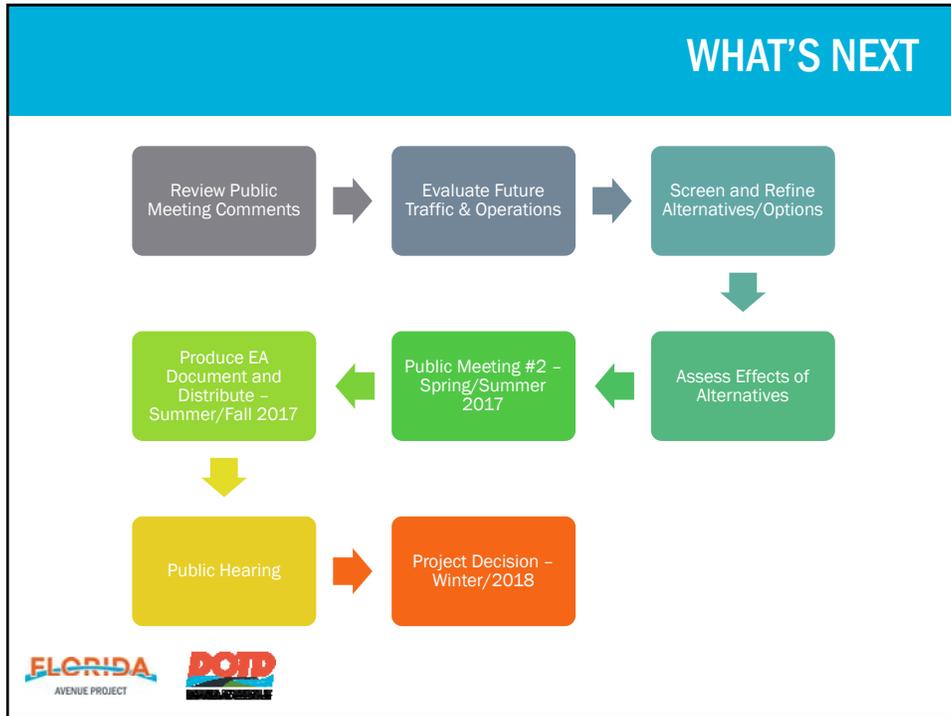
- Traffic Analyses
  - Intersection Configuration
  - Signal Timing
  - Roadway Level of Service
- Roadway Geometry
- Safety Analyses



## ENVIRONMENTAL ANALYSIS

Social and cultural environment  
Natural environment  
Physical environment





# HOW CAN YOU HELP?

## SIGN UP AND BE INVOLVED

- Public Meeting No. 1 (tonight)
- Public Meeting No. 2 (detailed alternatives)
- Public Hearing
- Local Outreach
- Contact the Study Team Project Manager



## QUESTIONS FOR YOU

- What is your view on the type and height of the IHNC bridge and why?
- What is your view on the North-South Alternative, and why?
- What issues do you believe the planning team should be considering?



## PROVIDE COMMENTS

- Verbal Comments may be made at the Comment Station at tonight's meeting.
- Written Comments may be made at the Comment Station or by mail, postmarked by September 28, 2016 to:

**Mail:**  
Florida Avenue EA  
P.O. Box 56845  
New Orleans, LA 70156

**Email:**  
FloridaAveEA@gmail.com



## CONTACT INFORMATION

**Scott Hoffeld, CEP Arcadis**  
Project Manager  
*scott.hoffeld@arcadis.com*

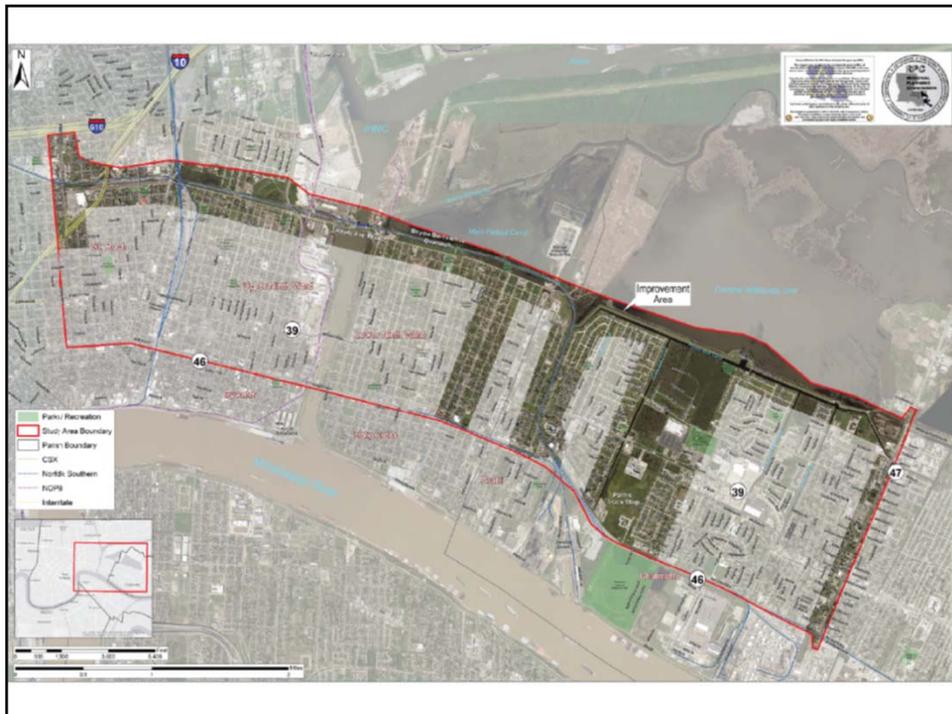
**Gregory Badon, Arcadis**  
Associate Project Manager / Project Planner  
*greg.badon@arcadis.com*



**THANK YOU FOR  
ATTENDING!**

**PUBLIC MEETING  
BOARDS**

# STUDY AREA



# PREVIOUS ALTERNATIVES

**1986 Corridor Study**



**11 Alternatives Analyzed**  
**Selected Alternative:**

- An elevated expressway with connections to I-10/ 610 and extending to Paris Road in St. Bernard.
- A high-rise, fixed span crossing of the Industrial Canal.
- New right-of-way acquired in the modified marsh north of the Florida Avenue/Forty Arpent Canal line in St. Bernard Parish.

**18 Alternatives Analyzed**  
**Proposed Action**

- APF-3: Alvar/Poland to Paris Road, Fixedspan Bridge, North of Levee East of Tupelo Street.
- Consensus among the neighborhood groups and elected officials.
- Scored well in evaluation of the technical criteria, including traffic impacts, access, capacity and use of bridge structures and roadways, hurricane evacuation, operation and maintenance cost, visual and noise impacts, and utility and infrastructure relocation.

**2007 Environmental Assessment**



**2013 Stage 0 Feasibility Study**



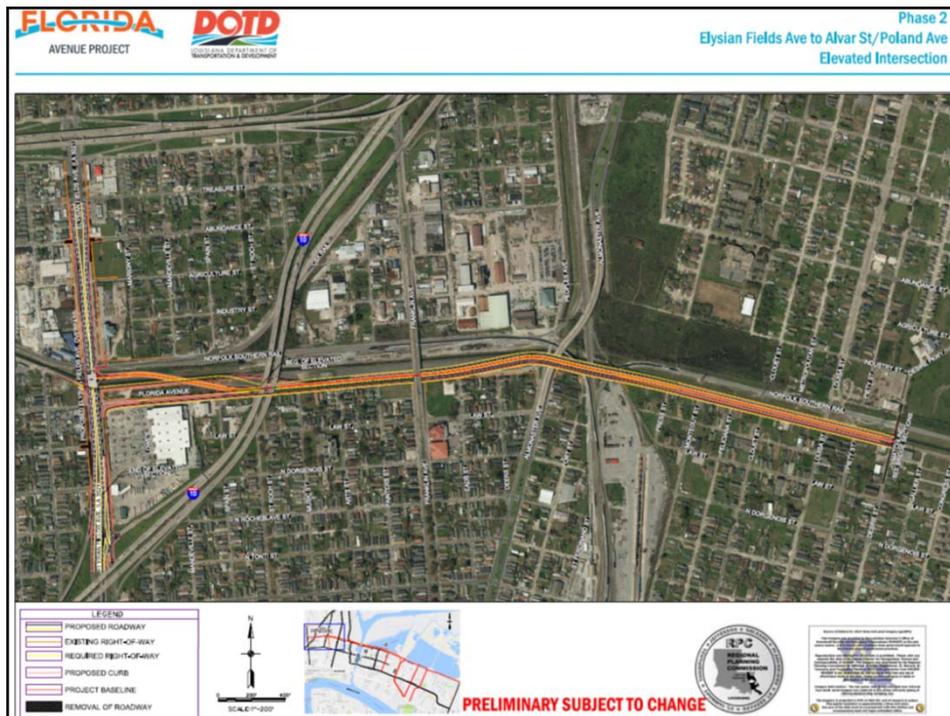
Evaluation Criteria	Tupelo Street	N-S Build Alternatives			Florida Ave to Elystan Fields Ave		Florida Ave (East)
		N-S Alternative 1	N-S Alternative 2	N-S Alternative 3	Florida Ave (West)	Stretched Interchange Option	
Total Estimated Cost (2013 Cost Options)	\$6.4 Million	\$22 - 28 Million			\$26 Million - \$4 Million		\$69 Million

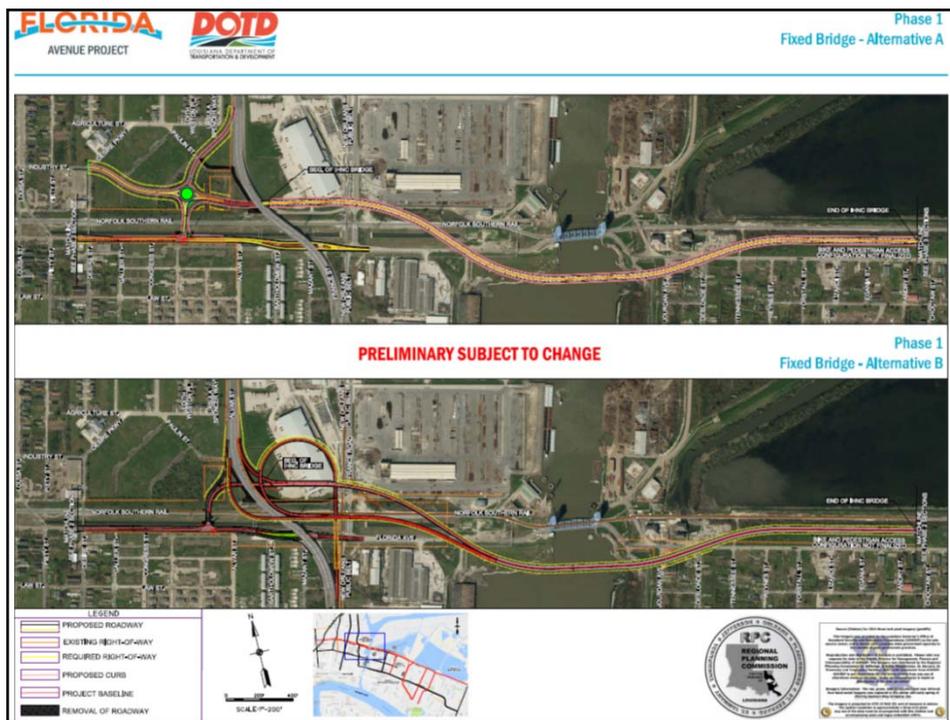
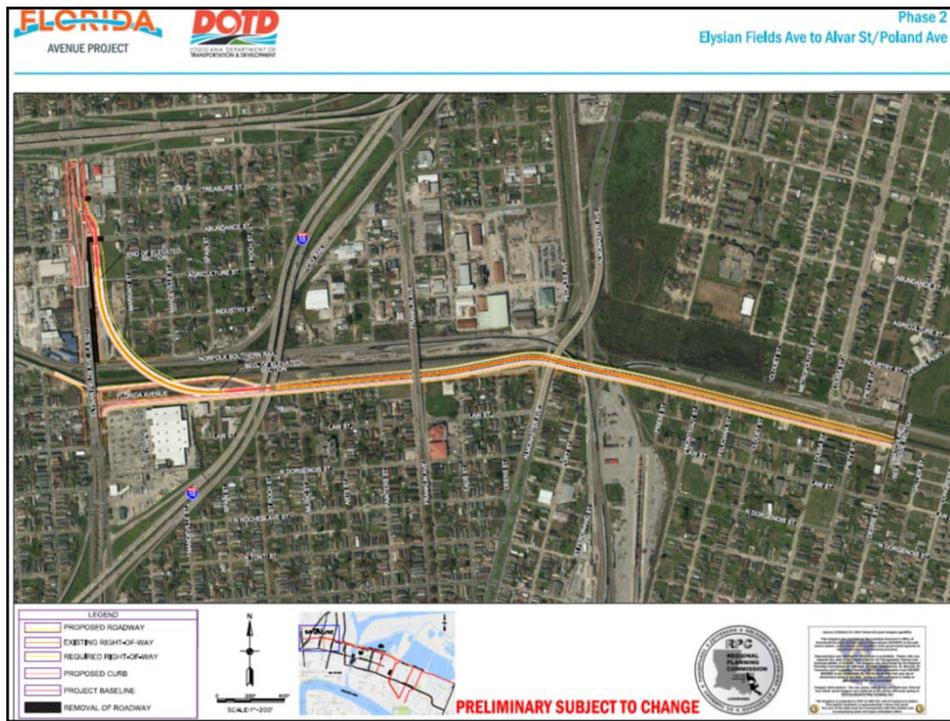
  

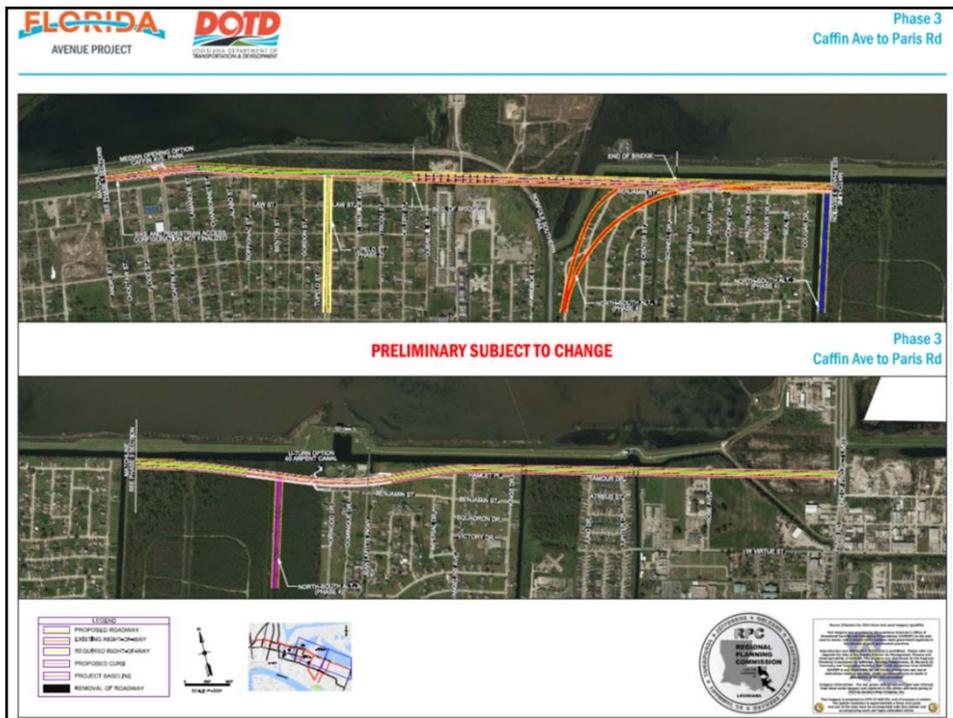
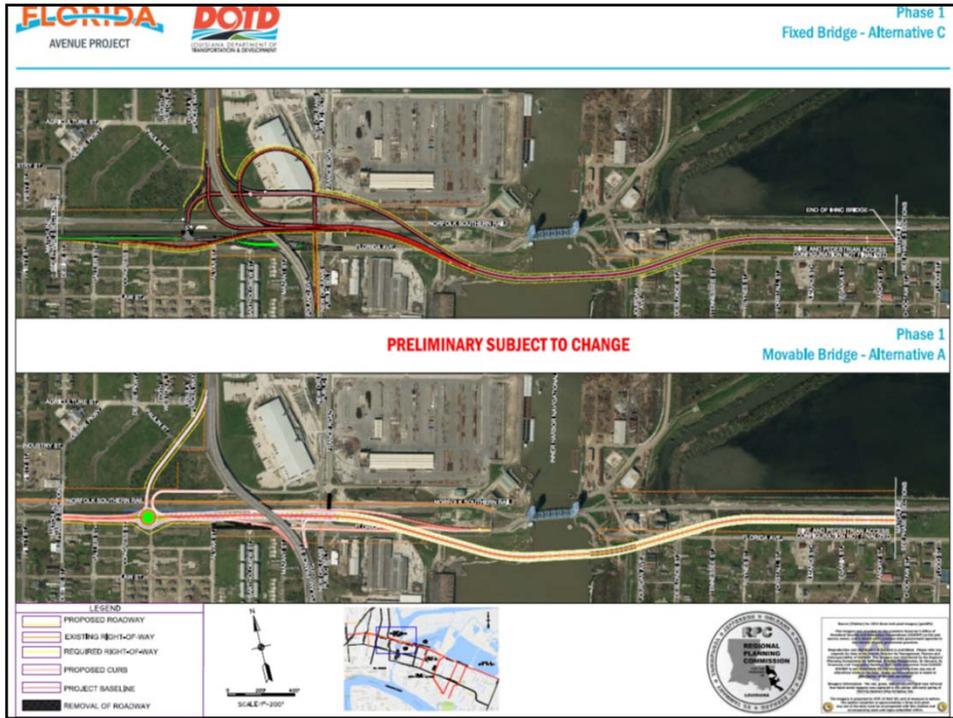
Evaluation Criteria	Bridge Alternatives Summary				
	Minister Bridge A	Minister Bridge B	East Bridge A	East Bridge B	West Bridge C
Vertical Clearance over the I-10 or Closed Position (feet)	75	85	100	100	100
Reliability	Low	Low	Good	Good	Good
Operation and Maintenance Cost	Medium	Medium	Low	Low	Low
Total Estimated Cost (2013 Cost Options)	\$162 - 188 Million				\$208 - 275 Million

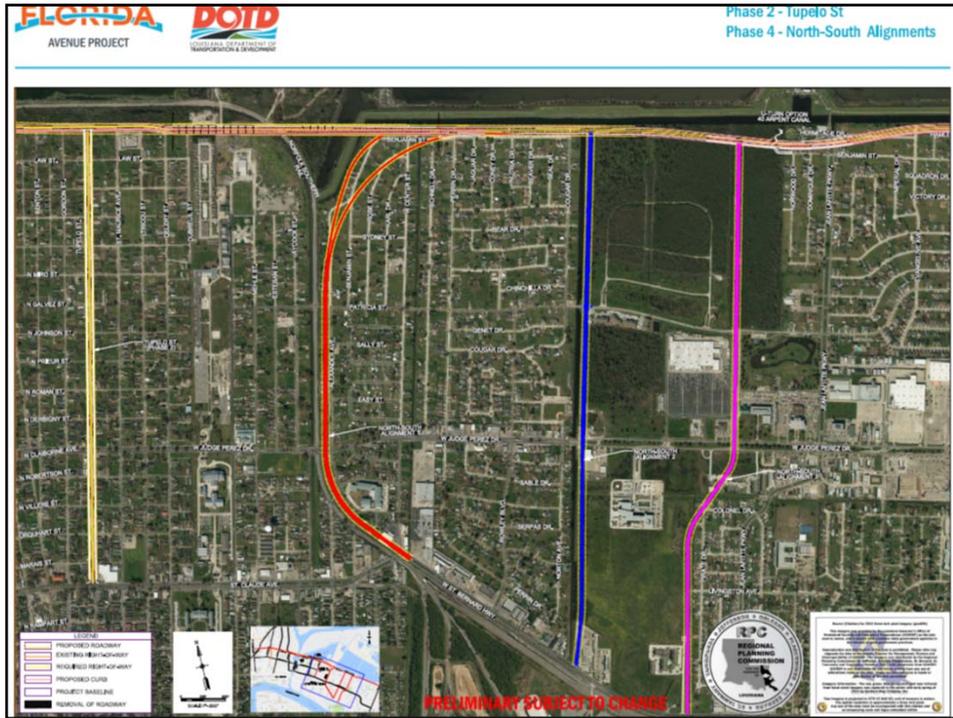
PRELIMINARY SUBJECT TO CHANGE

# 2013 PLAN VIEWS



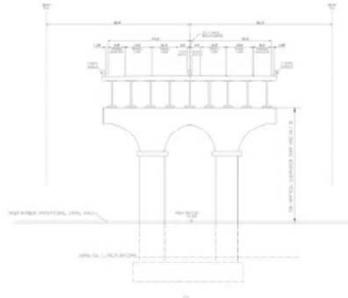




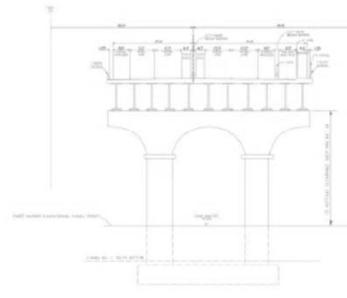


# TYPICAL SECTIONS

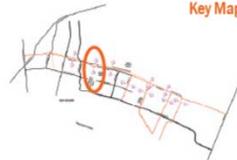
**High-Level Fixed Bridge  
156 Foot Vertical Clearance**



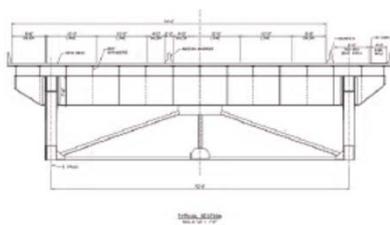
**Mid-Level Fixed Bridge  
73 Foot Vertical Clearance**



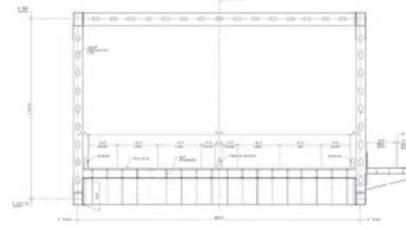
**Key Map**



**Mid-level Movable Bridge  
Double-leaf Bascule Bridge  
73 Foot Vertical Clearance**



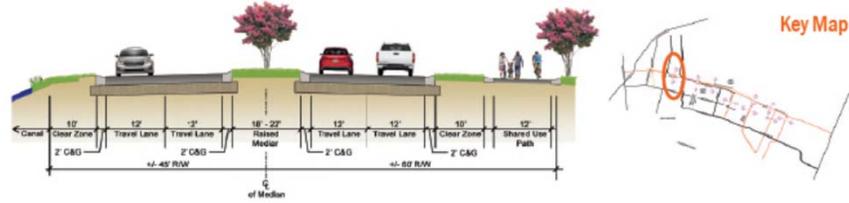
**Mid-level Movable Bridge  
Vertical Lift Bridge  
73 Foot Vertical Clearance**



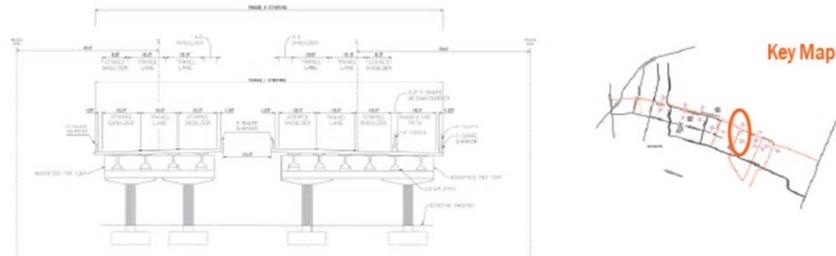
**Key Map**



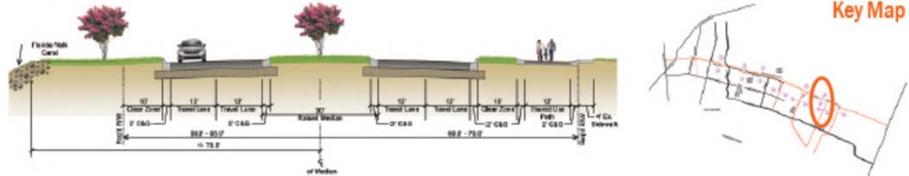
**Typical Section of Florida Avenue  
from Elysian Fields to IHNC Bridge**



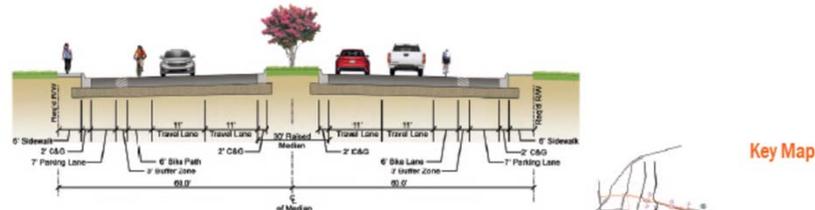
**Typical Bridge Section from  
Florida Avenue to Benjamin Street**

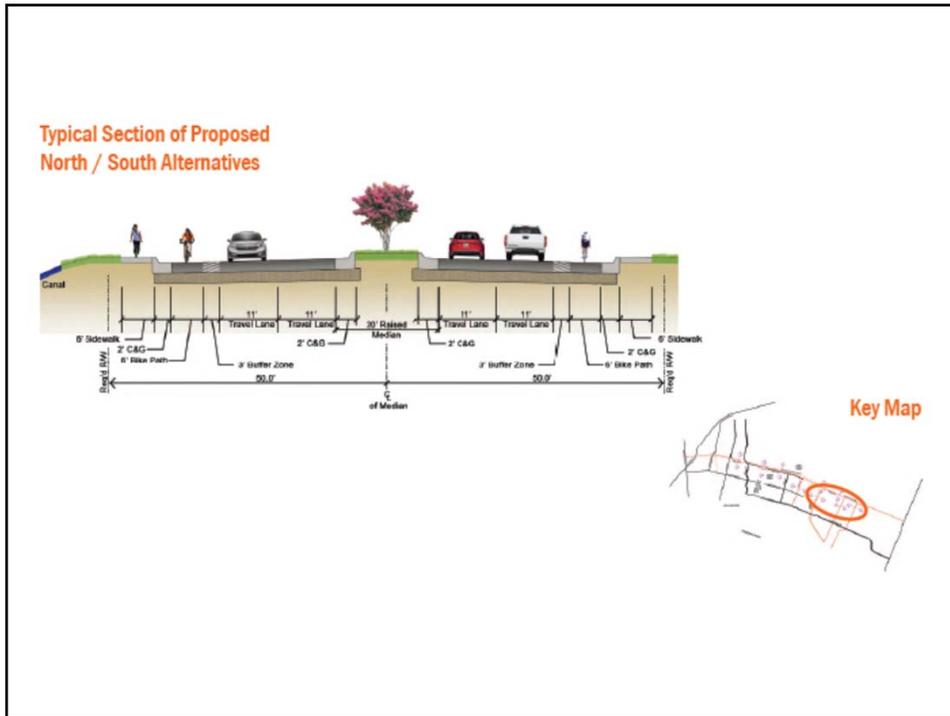


**Typical Section of Florida Avenue from  
Benjamin Street to Paris Road**



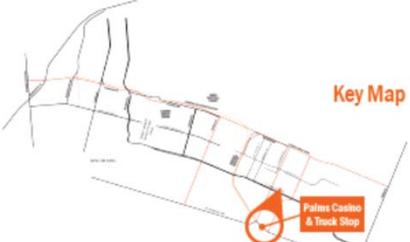
**Typical Section of Proposed  
Tupelo Street Improvements**

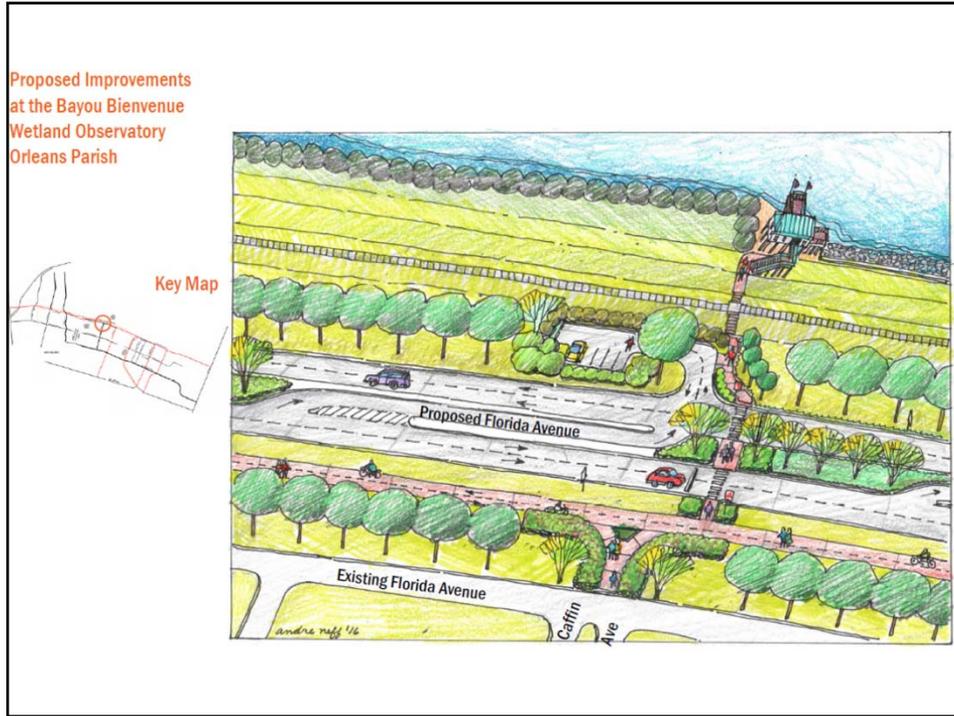




# BUILD CONDITION RENDERINGS

	<p><b>Benjamin Street Bridge at Benjamin Street and Perrin Drive</b></p>	 <p><b>Key Map</b></p>
	<p><b>Benjamin Street Bridge at Benjamin Street and W. Center Street</b></p>	 <p><b>Key Map</b></p>

	<p><b>North / South Alternative #2 Approximate Location of the proposed Monument Boulevard</b></p>	 <p><b>Key Map</b></p> <p><b>Palms Casino &amp; Truck Stop</b></p>
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# BRIDGE MATRIX



**FLORIDA DOT**  
AVENUE PROJECT

**Inner Harbor Navigation Canal  
Bridge Alternative Matrix**



**FIXED BRIDGE**

Fixed Bridge is a stationary bridge. The height of a fixed bridge is determined based on past and prospective marine traffic. The cost of a fixed bridge depends on the bridge height and the distance the bridge spans across the waterway.



**DOUBLE-LEAF BASCULE BRIDGE**

Bascule bridge rotates in a vertical plane (up and down) around a horizontal axis, much like a seesaw. When the double-leaf bascule bridge opens, the two spans rotate away from each other and provide an unlimited vertical clearance for marine traffic passing through the channel.

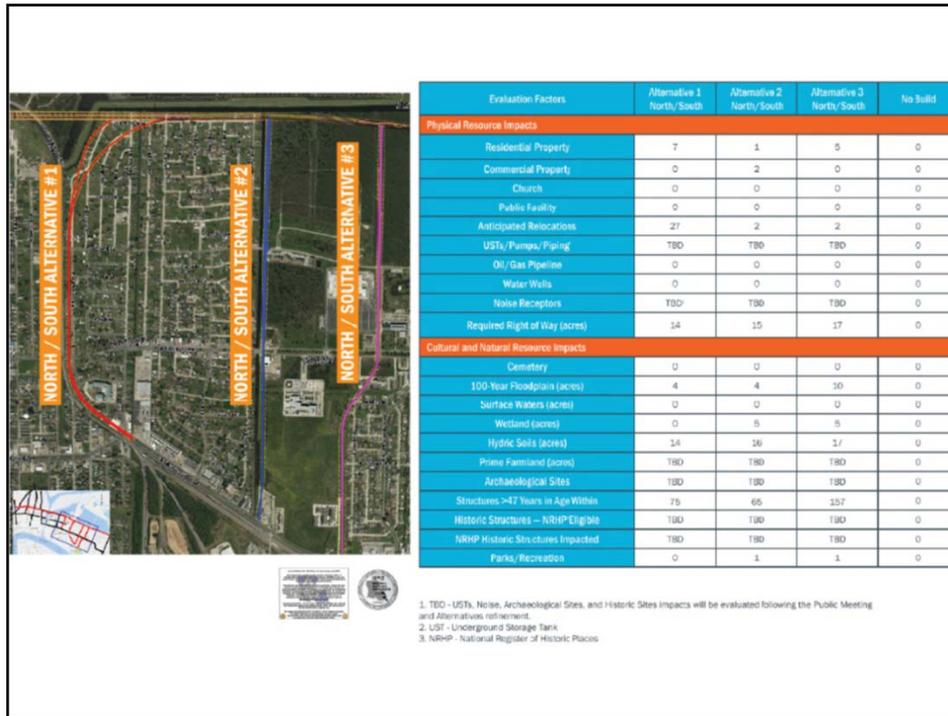


**VERTICAL LIFT BRIDGE**

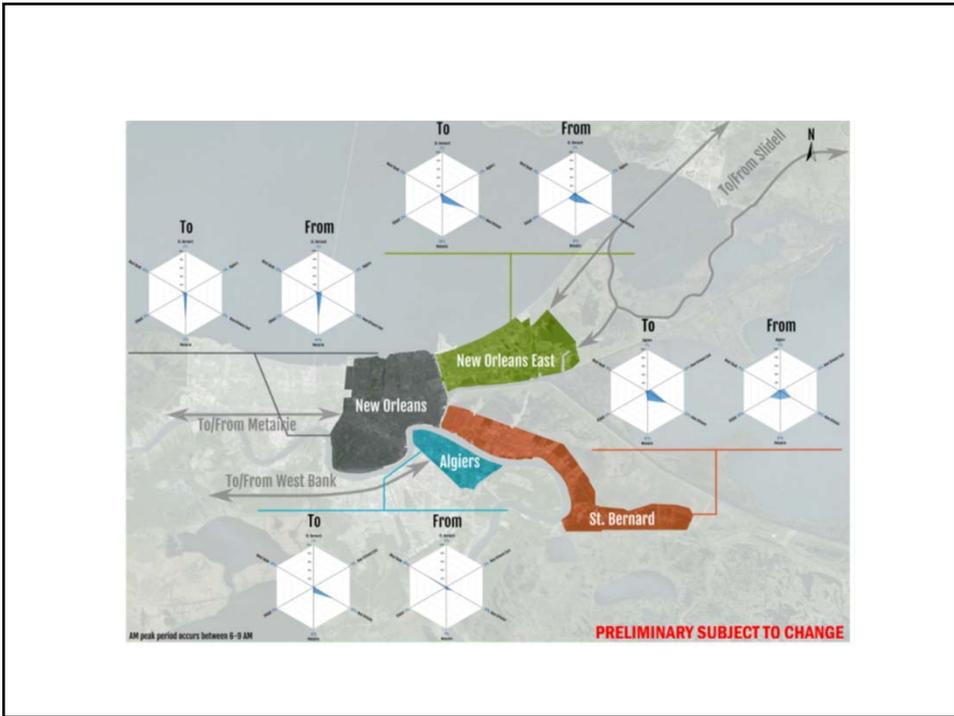
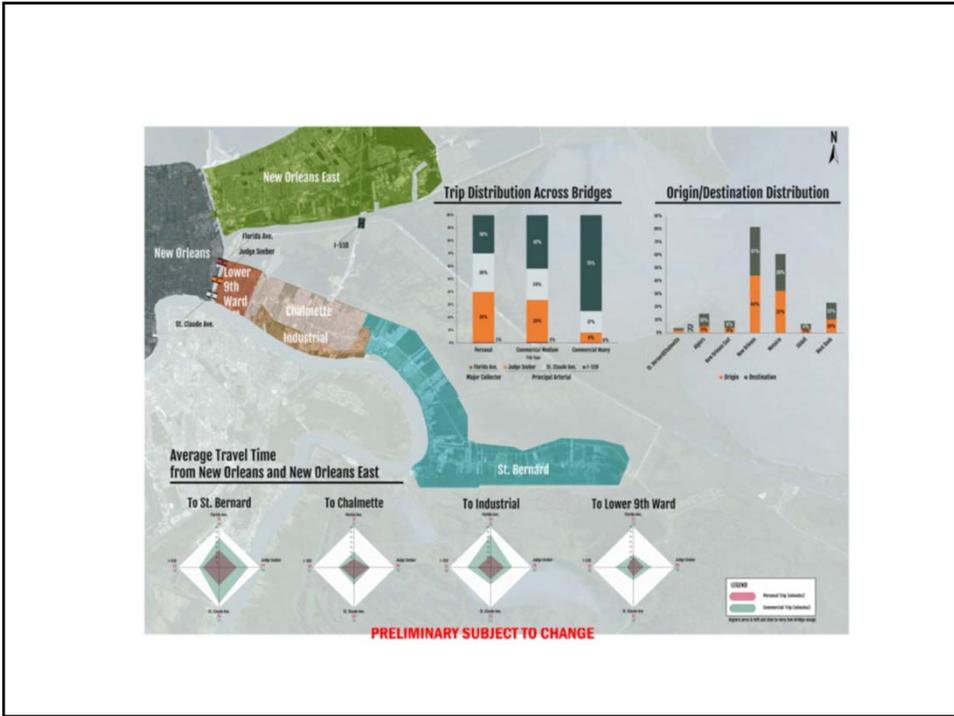
Vertical-lift bridge is a type of movable bridge in which the span rises vertically while remaining parallel with the deck.

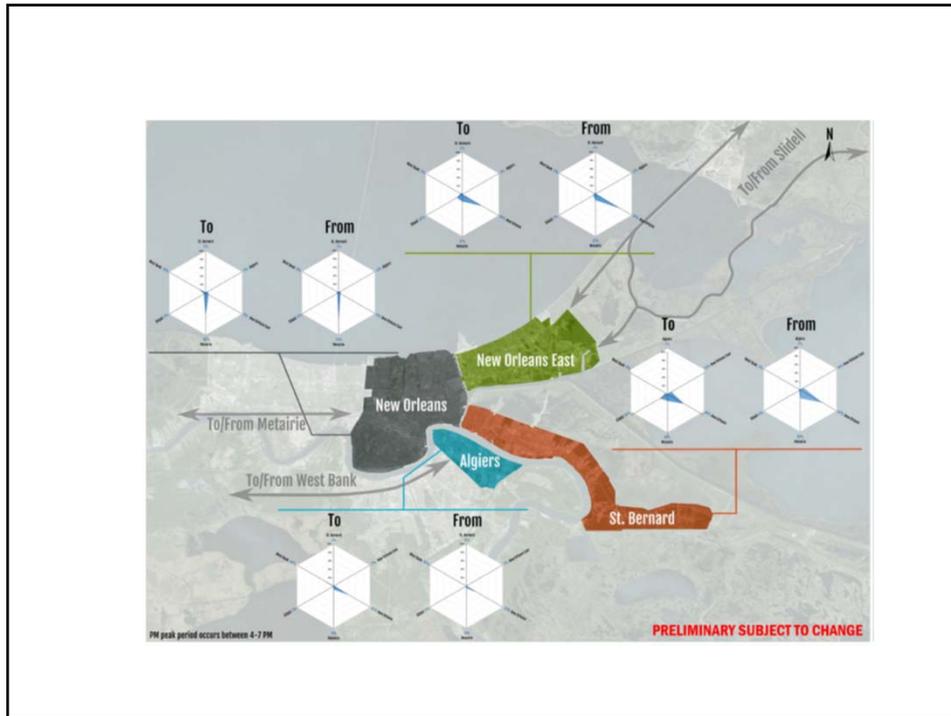
	Fixed Bridge	MOVABLE BRIDGE ALTERNATIVES	
		Double-leaf Bascule Bridge	Vertical Lift Bridge
Marine Vertical Clearance - Up	Limited	Unlimited	Limited
Marine Vertical Clearance - Down		Clearance varies across channel depending on haunch of girders or truss.	Uniform vertical clearance across channel
Vehicular Vertical Clearance	Unlimited	Unlimited	Limited
Bridge Type	Steel Girder	Steel Girder or Steel Deck Truss	Steel Deck Girder or Steel Through Truss
Counter Weight Location	N/A	Below roadway (Not visible)	Above roadway (Visible)
Opening / Closing Duration	N/A	2 minutes	2 minutes to 2.5 minutes
Cost - Initial	Least costly if reduced marine clearance is provided. Cost could be similar to movable if larger marine clearance is needed.	More costly than fixed bridge for reduced marine clearance.	More costly than fixed bridge for reduced marine clearance.
Cost - Long Term	Low	Medium	Medium
Maintenance	Low	Medium	Medium
Constructability	Less difficult	Greater difficulty than fixed span	Greater difficulty than fixed span
Reliability	High	Medium	Medium
Vessel Protection	If piers are in the waterway, protection cells required both sides both piers.	Piers designed for vessel impact. No protection cells required.	Piers designed for vessel impact. No protection cells required.
Vessel Appearance / Aesthetics	Large spans high in the air may not be as attractive as a structure type that is low and not seen on the skyline.	Main piers can be shaped to make attractive, but they will be large.	Superstructure and lifting towers may not be as attractive as a double-leaf bascule bridge. Tall towers visible from considerable distance.
Approach Grades	The approach grades to the fixed span can be steep depending on the vertical clearance provided for marine vessels.	The approach grades to the movable span will not be as steep as the fixed span.	The approach grades to the movable span will not be as steep as the fixed span.

# NORTH/SOUTH ALTERNATIVES MATRIX



# EXISTING TRAVEL PATTERNS





# DESIGN CHALLENGES



# JACKSON BARRACKS CONCEPTS

# Angela Street Concept



- 90 ft. ROW
- 4 ft. Sidewalk
- (4) 12 ft. travel lanes
- 18 ft. Median
- 11 ft. Parking Lane





### Dubreuil Street Concept

← Z

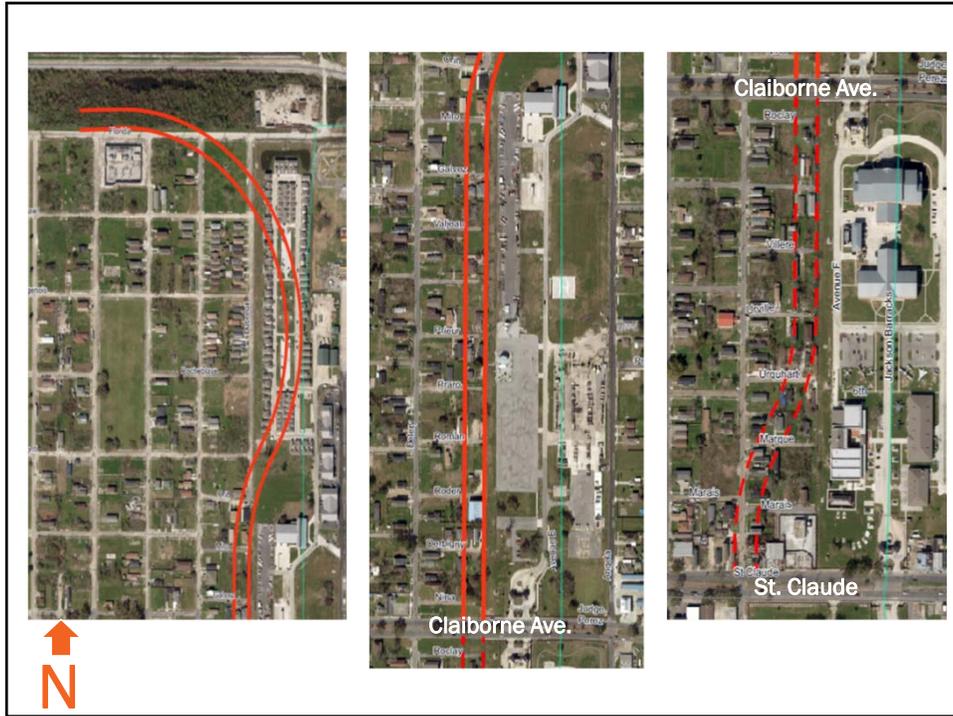
- 90 ft. ROW
- 4 ft. Sidewalk
- (4) 12 ft. travel lanes
- 18 ft. Median
- No Parking Lane

FLORIDA AVENUE PROJECT

DOTD

Orleans Parkway  
St. Bernadine Park  
Claiborne Ave.  
St. Claude 46

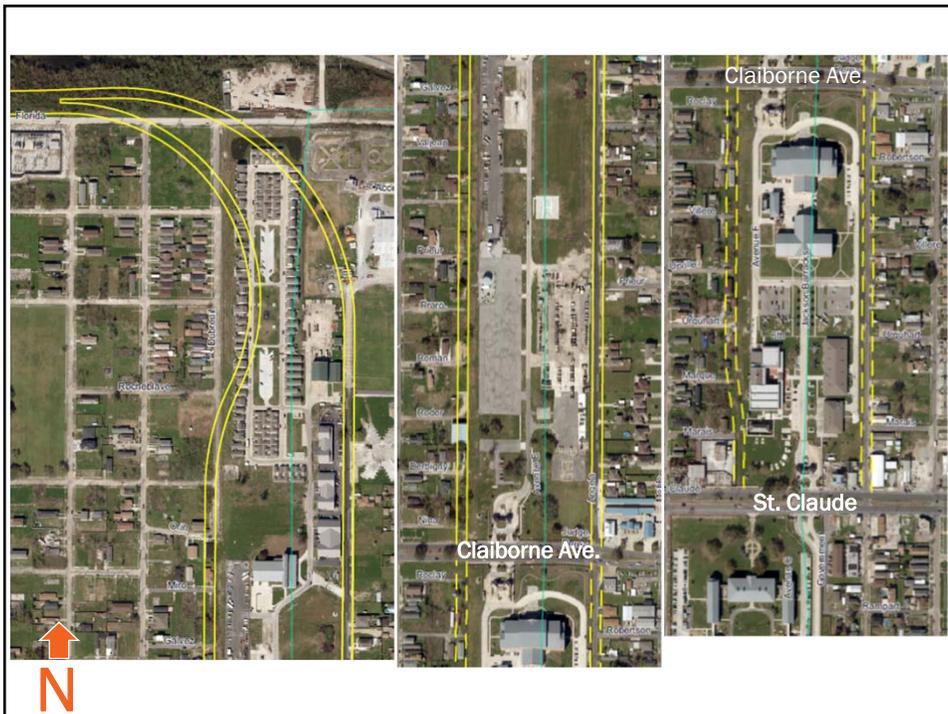
This section features a blue header with the title 'Dubreuil Street Concept'. Below the header is an aerial photograph of a residential area. A red line traces a curved path through the neighborhood, representing the proposed street layout. The path starts near Orleans Parkway and St. Bernadine Park, curves around, and then runs east towards Claiborne Ave. and St. Claude 46. A north arrow points to the left, labeled with 'Z'. A list of specifications for the street is provided on the right side of the image. At the bottom left, the logos for 'FLORIDA AVENUE PROJECT' and 'DOTD' are displayed.



## Couplet Concept



- 45 ft. ROW for Dubreuil St.
- 4 ft. Sidewalk
- (2) 12 ft. travel lanes
- 45 ft. ROW for Angela St.
- 4 ft. Sidewalk
- (2) 12 ft. travel lanes





Florida Avenue Project Environmental Assessment  
Orleans and St. Bernard Parishes, Louisiana  
State Project No. H.005720  
Federal Aid Project No. H005720

Community Meeting  
11/10/16  
6 p.m. – 8 p.m.  
St. Mary of the Angels Catholic Church  
3501 N. Miro St.  
New Orleans, LA 70117

#### Summary Attendee Questions and Comments

- **When and where was the first public meeting for this project?**
- **Will property be taken for this project?**
- **Where is this project going?**
- **Will there be a roadway inside of Jackson Barracks?**
- **Will houses be taken on Dubreuil Street (from Florida Avenue) to St. Claude Avenue?**
- **Who benefits from this project?**
- **Does this project tie in with the deconstruction of Interstate 10 along N. Claiborne Avenue?**
- **In regard to the Port, there are a couple of them and they are producing truck traffic. Where are those trucks traveling in the Lower 9<sup>th</sup> Ward? Are they using Caffin Avenue?**
- **This project is to primarily address the Port of St. Bernard traffic.**
- **What do you define as necessity (with regard to this project)?**
- **Who has given permission for use of Jackson Barracks?**
- **A truck route was established as a result of a previous study.**

- Is this project going to happen whether the public wants it or not?
- Trucks coming from Orleans parish to the warehouse near the Orleans/St. Bernard parish line are very minimal and don't warrant a new throughway. The Port of St. Bernard has been mentioned, but not the chemical plant next to it from which the majority of truck traffic comes. There is already a roadway to Paris Rd. that accommodates truck traffic and is primarily used for transporting hazardous chemicals through our neighborhoods. Even for Port of St. Bernard traffic, we'd like it to remain where it is. It is closer to Paris Rd. than anything that could be built here. We already have this and you haphazardly mentioned uprooting people from their homes. So this community, I think, is insulted.
- Are you saying that we're going to have to start a bridge at Elysian Fields Avenue on Florida Avenue all the way to Paris Road?
- I'm not in favor of any of your options. Especially the Debreuil St. thought process. When I went to the St. David meeting, you showed that you were going to come along Florida Ave. and get off at Tchoupitoulas St. for the truck traffic. So will you send more truck traffic through the Lower 9<sup>th</sup> Ward? Is there an on-ramp to this four-lane highway anyway in the lower nine?
- At this point in your design phase, do you have an off-ramp anywhere in the Lower Ninth Ward? Do you have one in the Upper Ninth Ward?
- Are you putting a roadway in an area that the people that live in that area can't access?
- How will people access it?
- Will people be able to get up on this ramp and go to Elysian Fields Avenue from the Lower Ninth Ward?
- Is this roadway necessary so that you can put a bridge in the Lower Ninth Ward? What about truck traffic coming through this neighborhood?
- Are you talking industrial?
- Does the Florida Avenue Project corridor go into the Eighth Ward?
- Will there be other meetings for people in the Eighth Ward?

- **Is it going to be necessary to ex-appropriate any property that exists right now along the Florida Avenue corridor?**
- **Have those areas been identified?**
- **Is the purpose of this project to benefit the Port of St. Bernard?**
- **I'm not the sharpest knife in the drawer, but I have enough sense to understand that the Lower Ninth Ward is not benefitting from this. You're displacing people who historically have lived there for as far back as I can remember. I moved here when I was seven years old. Now, if this project is benefitting the Port of St. Bernard, why can't you find an alternate route that would affect St. Bernard Parish instead of this community?**
- **You already have these hazardous materials coming down N. Claiborne Avenue and St. Claude among people. I don't know anywhere else in the city where this would be allowed to happen. Bring it up by St. Charles Avenue, let them come through there.**
- **I have property on Florida Avenue. You're going to just take it away from me because you need it? That doesn't make any sense to me. Find another alternative. This is the modern ages right now. It's 2016. Find another alternative.**
- **Will there be access from the Lower Ninth Ward on the bridge?**
- **Will the bridge over the IHNC be moveable?**
- **Do you mean like the bridge that's at N. Claiborne Avenue?**
- **I'm concerned about hazardous materials and getting out if a spill occurs.**
- **I've rebuilt after Katrina and now I may have to move!**
- **Is there a solution to the pollution that's coming with this traffic?**
- **Will this project bring more traffic?**

- **I love traveling Paris Road at times because it is a quick way to get to the Interstate from lower Chalmette. So why can't we leave the traffic in Chalmette? Go from St. Claude Avenue to the Port of St. Bernard to Paris Road to Interstate 510. Why come through here and give us the headache, give us the health problems, and give us the decreased property values? We've just invested so much money in our property, now here you come. You're going to take some of the property from us. What about the new Florida housing development?**
- **Will having the corridor at-grade (street level) limit access points and block traffic?**
- **If there are no control signals at Piety, Louisa, etc., how will vehicles be able to cross the train tracks?**
- **Is this a stakeholders meeting as opposed to a public meeting? More stakeholder meetings should be planned.**
- **Can senators and representatives push for more stakeholder meetings?**
- **Will the new bridge exit on to Angela Street? Has Tchoupitoulas Street been removed as an option?**
- **Which streets will the new bridge intersect when touching down at street level? Has this not been determined yet?**
- **Did the community, city, and/or state vote on this project?**
- **How did this project come about in the first place?**
- **Where is your company [hosting the meeting] based? Where is the company's main headquarters?**
- **What are the costs associated with ongoing project studies?**
- **On what date did the company's [Arcadis] contract take effect?**
- **Can the amount of money that has already been spent on the project be reported at the next meeting?**
- **Does the community have any say about this project? Will the community be able to agree to a bridge, but not the connecting corridor?**

- **How can agencies and organizations that have nothing to do with the community, no investment in the community, tell that said community what bridges, connectors, and corridors it needs?**
- **How would this project affect truck traffic? Too many trucks, which pollute the community with emissions and hazardous materials, travel through the neighborhoods and cause destructive vibrations.**
- **The truck traffic on Florida Avenue causes potholes that are not adequately repaired, if at all, in a timely manner.**
- **Again, how will this project actually benefit the community or the city of New Orleans?**
- **How will the new bridge and connector corridor help evacuations in a state of emergency?**
- **How will pedestrians be able to evacuate via the new bridge in an emergency if they have to compete with truck traffic?**
- **Why will trucks still be allowed to use smaller, residential roads if this new roadway is built?**
- **How are you going to help restore the wetlands if this project increases the current pollution levels?**
- **The community has been presented this same project for years. When St. Bernard Parish complained, their exit got removed from the project. I don't care about the Port of St. Bernard. Why should Orleans Parish residents have to suffer?**
- **How much property will be taken on Florida Avenue?**
- **How far south are you going on St. Claude Avenue?**
- **We've had people already contacting us to buy our property.**
- **Is the new bridge going to be flat (at-grade) or a high rise?**

- **How will the roadway cross Oliver White [Oliver Yard?]?**
- **Are you going to buy property? How far from Florida Avenue are you going to buy property?**
- **This company [Arcadis] is not the same company that investigated this project pre-Katrina?**
- **This project was settled before: from Elysian Fields Avenue, across the IHNC, and to Paris Road. But now that is no longer the case?**
- **Will trucks go from the Port to Tchoupitoulas Street? If so, will there be any restrictions or will trucks be allowed on that road all the time?**
- **This project was started in 1989 with a constitutional amendment?**
- **Is there any way for our elected representatives at the state level to remove this amendment or just the project from the original amendment?**
- **[To Eric Kalivoda, DOTD] Have you been in contact with the Secretary of Transportation?**
- **Can community residents get in touch with the Secretary of Transportation?**
- **There are transit problems in the Eighth and Ninth Wards that need to be address. I would suggest a charrette, which is a planning process that involves all stakeholders in the area before anything is done.**
- **Is someone taking notes during this meeting? Where is that person?**
- **Can I make a formal request that if we're going to be intentional about working with the community and you're concerned about their input, that you take serious the note taking from the meetings?**
- **How do you plan to move forward and make some suggestions and adjustments to the plan as it is?**
- **I suggest that the next meeting be started with facts. Present the things you know for sure so the community can move forward based on fact instead of innuendoes.**

- **Is it true that in 1989, when this was put into the constitution, it was done so at the request of the Port of New Orleans because they were building a deep draft lock for ships and needed a high rise bridge? And this was put into the constitution without asking the community?**
  
- **Will a fast roadway at Florida Avenue keep residents from accessing the wetlands for recreational purposes?**
  
- **Who is going to enforce DOTD? They have illegally left heavy pieces of equipment and dumped asphalt in our neighborhood.**
  
- **It is laughable to think that truck routes can be enforced. With high crime in the area, how much time do you think officers will have to catch trucks driving illegally on residential roads?**
  
- **There are currently no truck route signs, and subsequently, the trucks drive on all area streets.**
  
- **It is difficult to safely access the interstate from Elysian Fields Avenue.**
  
- **Who signs your check?**
  
- **Where did the money go from 1989? How can the state currently have money for this project?**