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
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?
NEW ORLEANS MASTER PLAN

1927 – New Orleans Master Plan

Nolaparkshistory.org
1967 TRANS CITY EXPRESSWAY

N. Claiborne Ave/W. Judge Perez Dr

Paris Road (LA 46)

1985 – Corridor Study

1996 2003 2005/07

ENVIRONMENTAL ASSESSMENT

2005/07 – Project Resumed; Focused on Bridge over
The Inner Harbor Navigational Canal

1996

Environmental Assessment Completed

1967 TRANS CITY EXPRESSWAY

2005/07 – Project Resumed; Focused on Bridge over
The Inner Harbor Navigational Canal

1996 2003 2005/07

Project Paused

Project Resumed

Environmental Assessment Completed
2013 NEW ALTERNATIVES FEASIBILITY STUDY

WHAT ARE THE STUDY OBJECTIVES?
Agency Identifies a Need for Action and Develops a Proposal

Are Environmental Effects Likely to be Significant?

- No
  - Proposed Action is Described in Agency Categorical Exclusion (CE)
  - Categorical Exclusion
- Yes
  - Significant Environmental Effects Uncertain or No Agency CE
  - Environmental Assessment
  - Significant Environmental Effects May or Will Occur
  - Environmental Impact Statement

**NEPA**

**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.
# SCHEDULE

<table>
<thead>
<tr>
<th>Task</th>
<th>2016</th>
<th></th>
<th>2017</th>
<th></th>
<th>2018</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Study Begins</td>
<td>Feb/Mar</td>
<td>Apr/May</td>
<td>June/Jul</td>
<td>Aug/Sept</td>
<td>Oct/Nov</td>
<td>Dec</td>
</tr>
<tr>
<td>Data Collection</td>
<td></td>
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<td></td>
<td></td>
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<tr>
<td>Engineering Analysis</td>
<td></td>
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<tr>
<td>Environmental Studies</td>
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<tr>
<td>Public Meeting</td>
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<tr>
<td>Stakeholder Coordination</td>
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<tr>
<td>Public Hearing</td>
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<tr>
<td>EA Documentation</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Study Ends</td>
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</tr>
</tbody>
</table>

Construction would start 3+ years after the EA (depending on funding and final design).
PROJECT LOCATION

12/12/2016
WHAT ARE THE ALTERNATIVES?

CONCEPT ALIGNMENTS

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

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

*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.
Phase 1
Additional Bridge Over IHNC

Phase 2
West of IHNC & Tupelo Street

Phase 3
East of IHNC

Phase 4
North / South or Paris Road

TYPICAL SECTION: BRIDGE

4-Lane High-level Fixed Bridge with Barrier Median and No Pedestrian Access
MULTIUSE CONNECTIVITY

Existing and Planned Bicycle Lanes

FLORIDA AVENUE

ALTERNATIVES SCREENING

- Type of Bridge
- Height of Bridge
- N-S Alternative
- Traffic Configuration
- Community Impacts
- Environmental Regulations
- Costs
WHAT WILL BE EVALUATED?

• 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
WHAT’S NEXT

Review Public Meeting Comments → Evaluate Future Traffic & Operations → Screen and Refine Alternatives/Options →

Produce EA Document and Distribute – Summer/Fall 2017 → Public Meeting #2 – Spring/Summer 2017 → Assess Effects of Alternatives →

Public Hearing → Project Decision – Winter/2018

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?
• 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

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.

1986 Corridor Study (map)

1986 Corridor Study (map)

18 Alternatives Analyzed
Proposed Action
- APF 3: Alva/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

PRELIMINARY SUBJECT TO CHANGE
2013 PLAN VIEWS
Florida Avenue Bridge
Typical Sections

High-Level Fixed Bridge
156 Foot Vertical Clearance

Mid-Level Fixed Bridge
73 Foot Vertical Clearance

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
BUILD CONDITION RENDERINGS
Proposed Improvements at the Bayou Bienvenue Wetland Observatory Orleans Parish

Key Map

BRIDGE MATRIX
### NORTH/SOUTH ALTERNATIVES MATRIX

**Overview:**
- **Fixed Bridge**
  - Used for a span of over 100 feet where the span is not over 200 feet.
  - Suitable for spans over 200 feet.

**Bridge Types:**
- **Fixed Bridge**
- **Double-Leaf Bascule Bridge**
- **Vertical Lift Bridge**

**Matrix:**

<table>
<thead>
<tr>
<th>Fixed Bridge</th>
<th>Double-Leaf Bascule Bridge</th>
<th>Vertical Lift Bridge</th>
</tr>
</thead>
<tbody>
<tr>
<td>Marine Vertical Clearance - Up</td>
<td>Limited</td>
<td>Unrestricted</td>
</tr>
<tr>
<td>Marine Vertical Clearance - Down</td>
<td>Unlimited</td>
<td>Clearance varies across channel, depending on launch of drawing vessels</td>
</tr>
<tr>
<td>Vertical Clearance</td>
<td>Unlimited</td>
<td>Unlimited</td>
</tr>
<tr>
<td>Bridge Type</td>
<td>Steel Girder</td>
<td>Steel Girder or Steel Deck Truss</td>
</tr>
<tr>
<td>Counterweight Location</td>
<td>N/A</td>
<td>Bridge roadway (not visible)</td>
</tr>
<tr>
<td>Opening / Closing Duration</td>
<td>N/A</td>
<td>2 minutes to 3 minutes</td>
</tr>
<tr>
<td>Cost - Initial</td>
<td>Least costly if reduced marine clearance is not required. Cost should be similar to movable if larger marine clearance is needed.</td>
<td>More costly than fixed bridge for reduced marine clearance</td>
</tr>
<tr>
<td>Cost - Long Term</td>
<td>Low</td>
<td>Medium</td>
</tr>
<tr>
<td>Maintainability</td>
<td>Low</td>
<td>Medium</td>
</tr>
<tr>
<td>Constructability</td>
<td>Less difficult</td>
<td>Greater difficulty than fixed span</td>
</tr>
<tr>
<td>Reliability</td>
<td>High</td>
<td>Medium</td>
</tr>
<tr>
<td>Aesthetic Appeal</td>
<td>Poor performance, can be improved with proper finishing</td>
<td>Poor performance, can be improved with proper finishing</td>
</tr>
<tr>
<td>Approach Grade</td>
<td>Approach to the fixed span can be steep depending on the angle of the approach to the bridge</td>
<td></td>
</tr>
</tbody>
</table>

**Additional Notes:**
- The approach grades to the fixed span can be steep depending on the angle of the approach to the bridge.
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

- 90 ft. ROW
- 4 ft. Sidewalk
- (4) 12 ft. travel lanes
- 18 ft. Median
- No Parking Lane
• 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
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 9th 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 9th 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?