



625 Texas Street, Suite 200 | Shreveport, LA 71101
318.841.5950 | F 318.841.5952 | www.nlcog.org

Metropolitan Planning Organization Transportation Policy Committee

MINUTES

Friday, March 15, 2024 (9:00 AM) NLCOG

NLCOG

625 Texas Street, Suite 200
Shreveport, LA 71101

Members Present

Mr. Alan Clarke – MPC City of Shreveport
Mr. Butch Ford – Bossier Parish
Mayor Tom Arceneaux – City of Shreveport
Mr. Bruce Blanton – Webster Parish
Ms. Erica Bryant – Caddo Parish
Mayor Tommy Chandler – City of Bossier City
Mr. David North – LaDOTD District 04
Mr. Dinero' Washington – SporTran

Members Absent

Mrs. Carlotta Askew-Brown – MPC City of Bossier City
Mr. Eric England – Port of Caddo-Bossier
Mr. Michael Norton – DeSoto Parish – Mr. Michael Rister is sitting in for Mr. Norton, but not in a voting capacity.

Others Present

Mr. Kent Rogers – NLCOG
Mr. Chris Petro – NLCOG
Ms. Savannah Williams – NLCOG
Ms. Heidi Stewart – NLCOG
Mr. Adam Driskill - NLCOG
Ms. Rita Arnold – NLCOG
Ms. Laura Phillips - LA-Div office FHWA / Non-Voting Member

Call to Order

Mr. Ford called the meeting to order. He stated that we generally have an invocation, roll call and a pledge at the beginning of the meeting. Mr. Ford said that he was going to ask Mr. Washington to lead us in prayer and Mayor Arceneaux to lead us in the pledge. He asked if those that cared to join them to please stand. Mr. Washington began the invocation followed by Mayor Arceneaux leading us in the Pledge of Allegiance. Mr. Ford asked Mr. Rogers to begin a roll call. Mr. Rogers began the roll call. A quorum was present.

Public Comments

Mr. Ford stated they had two public comments and then reminded them of the three-minute time frame for their comments.

Mr. Hackney was the first to comment. Please see the attached copy of Mr. Hackney's comment.

Mr. Chevallier assured Mr. Hackney that his entire addendum would be attached to the meeting minutes.

Mr. Harrison was the last to comment and wanted to be brief. He just wanted to reiterate the strong support for I-49 Inner City Connector from the business community. Mr. Harrison said they are very supportive of NLCOG, FHWA and DOTD for pushing forward with this project. He's hoping they will stay on track with the existing schedule and that NLCOG will hold them accountable and keep them moving forward. All indications are that that's what's really happening, and they appreciate their efforts on that. Mr. Harrison said they are eagerly anticipating some announcement of the route to at least get past that point, and hopefully march forward to receive a Record of Decision sometime this year as promised. He knows a lot has to go into that, so they just want to keep the balls rolling because it's been way too long and overdue. Mr. Harrison said they are ready for this, and they desperately need this. He wanted to thank them for their support and to keep the ball rolling.

Mr. Ford stated that he has spoken with Mr. North a dozen times, and he always returns his calls. He also wanted to thank Mr. Harrison for his comments today. Mr. Ford asked for the records to show that Mr. Clarke, the Chair, is present along with Mr. North. Mr. Ford wanted to turn the gavel over to Mr. Clarke for the remainder of the meeting.

Mr. Washington wanted to ask and verify that in reference to the Tim James project, this committee has no oversight over that project anymore correct. Mr. Rogers said that the Tim James project as in their toll, no. Other than the comments that DOTD has provided them in terms of building within the corridor, 3132, DOTD had sent a letter to Tim James group in terms of if they wanted to build within that corridor, here are some things they needed to be aware of from DOTD's standpoint. Also, for them to remember they have to get permits from DOTD to move forward. Mr. Rogers said that in terms of their project, no. Mr. Washington just wanted it to be known that this committee has no jurisdiction over the Tim James project.

Business

1. Approval of Minutes

The next item on the agenda was for approval of the minutes of the February 02, 2024, meeting. Mayor Arceneaux motioned, and Mr. Washington seconded to approve the minutes as provided. Mr. Clarke called for questions or comments. Having none, the chair called for a vote and the motion passed.

Mr. Clarke wanted to share in comments and say that he's so grateful to be able to come back and participate in this meeting. He wanted to say thank you to Mr. Ford for carrying on in his absence and he truly appreciates it.

2. Transportation Improvement Program (TIP)

Mr. Rogers stated they had no action on the TIP at this time.

3. Transportation Plan (MTP) – Annual Safety Performance Measures – 2020 Urban Area Maps

Annual Safety Performance Measures

Mr. Rogers stated that the first portion of this is the Annual Safety Performance Measures. These were introduced at the previous meeting. Mr. Rogers said the first chart shows them the regulations that govern how they do it. The feds pass a ruling, then it's passed to DOTD. The states have to pass theirs which then they pass it to the MPO's. The MPO's have one hundred eighty days to review and propose their performance measures. They have traditionally followed the state's lead in terms of the one percent reduction. Mr. Rogers stated that technically they should have approved these at the originally scheduled meeting on March 1, 2024, but for various reasons they were unable to meet.

Mr. Rogers said that on the second chart they would see the comparison between the state's forecast and theirs. He directed them to the third page where it showed the performance measures following the one percent reduction. Mr. Rogers stated they did put those out for public comment but did not receive any back from anyone, so they're set to be adopted.

Mr. Clarke asked if there were any further questions. Mr. Clarke entertained a motion to Approve the Adoption of the 2024 Safety Performance Targets. Mrs. Bryant motioned, and Mayor Chandler seconded. Mr. Clarke called for questions or comments. Having none, the chair called for a vote and the motion passed.

2020 Urban Area Map

Mr. Rogers stated the significant portion of this map that they have before them and is highlighted in purple, that is the area that is classified on the map as the adjusted urbanized area. Mr. Rogers pointed out on the slide that there's some slight changes from the 2010 version that had a little more of a specific area included on the 2020 version. The difference being, and he's sure they're all aware of going through the census stuff, they changed some of their definitions on how they calculate "urbanized area" and putting more emphasis on housing density rather than population density which in part caused that change. The housing density in that area isn't there at this time, but hopefully within the next few years, once the north/south road is completed, it will grow. Mr. Rogers said that that's the difference between the 2010 and 2020 versions.

Mr. Petro wanted to comment that it really follows the North/South corridor and then ties in to Crouch and goes up the 162 and a piece of the pie is left out. That's really the primary change between the two. Mr. Petro said that in basic terms, the purple area that's shaded, that's what the census considers to grow in the next twenty years to be considered urbanized. There's a differentiation between urban and rural when it comes to design specifications. The design specs between an urban road and a rural road are different. Mr. Petro asked to please note that they've continued to leave the Port property outside in the rural area because of their tie in with the USDA grant funding. They have to be designated as a rural area as opposed to an urbanized area to maintain those grants.

Mr. Washington asked if this was an update to the Transit UZA as well. Mr. Rogers and Mr. Petro both responded, yes, it is. Mr. Rogers said that Barksdale is always included because it's a one census block.

Mr. Clarke asked if there were any further questions. Mr. Clarke entertained a motion to Approve the 2020 Urban Area Map. Mr. Blanton motioned, and Mr. Ford seconded. Mr. Clarke called for questions or comments. Having none, the chair called for a vote and the motion passed.

Ms. Laura Phillips (LA-Div office FHWA / non-voting member) asked whether the planning area would remain the same or did this address the planning area at all.

Mr. Rogers stated, yes. The planning area remains the same. The four-parish area as a CMSA area stays the same and everything basically stays the same except for the urbanized area and that has to do with where the change, in terms of functional class goes from urban to rural.

Project Updates

1. I-49 Inner City Connector

Mr. Rogers stated that the bottom three paragraphs are a continuation from the previous meeting. The first part has to do with the meeting they had on March 04, 2024, with Secretary Donahue, the new DOTD Secretary. Staff, the consulting group, several members of his staff, both his environmental staff and his internal staff, all met to go over several projects with the primary one being the I-49 project and emphasizing to keep within that schedule that had been outlined by Dr. Kalivoda and to keep within that schedule as best as they possibly can. There have been some slight delays, but they're still within those quarter timeframes of getting those approved and moving along. Mr. Rogers said that some of those delays were caused by the weather earlier this year and some of the changeover between not only within the DOTD headquarter staff themselves, but also within Ms. Phillips office, LA-Div office FHWA, there's been quite a bit of change over in the Federal Highway staff. We're still pretty much on track at this point in time. They've been doing some surveying and some of the cultural/historic surveying work along the corridor. Once all that is done and the Draft EIS is ready to go, they will be sent for two federal reviews at that time which include a legal sufficiency review and a civil rights review because of the civil rights complaints that were filed. Once those are done, they can start scheduling and advertising that draft and getting it out for public comment hopefully within the end of the second quarter, beginning of the third quarter this year.

Mr. Harrison asked if there would be another public hearing on that or an open public comment period.

Mr. Rogers said there will be a public hearing. The way the public hearing works is that once the draft has been reviewed and approved by everyone, it must be advertised for a minimum of thirty days prior to holding that public hearing. It's a formal hearing where everyone gets a chance to hold the microphone and make comments versus the open house type format. It's a total of forty-five days, minimum of thirty days prior to the public hearing, minimum of ten days following the hearing for public comments to come in which gives them roughly five days of getting the meeting time scheduled. The closer they get to that, they'll let everyone know.

2. I-20 Rehabilitation Update

Mr. Rogers stated that the next project update was the I-20 Rehabilitation, and he asked Mrs. Buchanan if she wouldn't mind giving that update.

Mrs. Buchanan said that Mr. Rogers had included the press release that they had sent out on February 16, 2024, to provide some clarifications on some previous reports that had gone out regarding closure of westbound I-20. They held a joint press conference that day as well. Mrs. Buchanan stated that just to let everyone know that they weren't intending to close interstate at that time, however with the caveat, they are monitoring conditions on the interstate and are continuing to do so. As everybody knows they are dealing with a continued issue of eighteen wheelers that are prohibited from the work zone coming through particularly during inclement weather, and leaving the roadway, overturning, and they end up with a shutdown, particularly westbound I-20 for hours anyway. Law enforcement partners are continuing with their enforcement efforts out there. They've seen an improvement, but again last week they had some rainfall and had an incident of an overturned eighteen-wheeler. Mrs. Buchanan says that's kind of where things stand at this point. They've heard a lot from the business community and of course they understand those concerns as well. As she has stated multiple times, a decision to close the entire direction of an interstate is not made lightly. She feels that can't be stated enough. They will continue to monitor and hope that their efforts ongoing continue to ensure that work zone is safe for everyone to travel. As far as progress on the actual project, it's going well. They've completed demolition of the pavement on those inside lanes and the contractor is moving forward with replacing those lanes. Mrs. Buchanan said that's where the project stands overall.

Mrs. Bryant stated that she wanted it to go on record for Caddo Parish and that they would like every alternative to be considered before the closure of I-20 westbound. Mrs. Bryant stated that they feel that it would be a major issue for their business community, and they would hate to see something like that happen. She also wanted to ask if I-10 in Baton Rouge during all their construction ever been shut down completely.

Mr. North said that I-10 doesn't have similar situations that we have here.

Mrs. Bryant said that she understands, but she wanted to know if I-10, going south of Baton Rouge, has ever been shut down.

Mr. North said that it has been, but not for an extended period of time.

Mr. Rogers said that he could tell her for a fact that it had been shut down for two to three days before, but not for an extended period of time.

Mrs. Bryant stated that she just wanted the same consideration for Caddo Parish.

Ms. Laura Phillips (LA-Div office FHWA / non-voting member) asked that the trucks are told to exit and use an alternative route, but they're just choosing not to.

Mrs. Buchanan answered, yes, that is correct. She said they've updated the signage since the prohibition has been in place. Right now, they don't have immediate plans to change it, but that doesn't mean that it's not something that could happen going forward. It's a moving process and something they'll continue to look at. Mrs. Buchanan said that a lot of the truckers say they didn't see the signage and she thinks that's primarily what they're telling law enforcement when they get stopped.

Mr. Ford stated that if you ask the police department, sheriff's department, and state police, if the signs were in Spanish they'd probably get off. Over ninety percent of the trucks that are stopped can't speak English and are just driving on through. He got that word again this morning. Mr. Ford said they need to have two sets of signs. Mayor Chandler asked if they were ever able to get with GPS.

Mrs. Buchanan said that Peer Technologies was one that she was suggested to get in contact with and she did. They have an app called Here We Go, but it's an app like Google Maps or Apple Maps or our own 511 app. They don't have a way to put into place that kind of notification. She said that they have a banner across the top of their 511 page that notes there's a truck prohibition in place, but the Here We Go app is like the 511 app and who's using that. People are using Waze, Apple Map or Google Map. Now if the roads were closed that'd be different. That's a different notification to put into place. Waze is, of course, user operated and she and someone else tried to look through it and couldn't find a way to put specifically that there's a truck prohibition and they're not allowed through. If there was a road closure, then yes. It's the issue that it's a very small portion of roadway which just complicates matters.

Mr. Rogers asked that with the message boards, if there was a way to rotate it in English once then Spanish.

Mrs. Buchanan said she didn't know if they had that capability, but you must keep in mind that you're passing that at seventy miles per hour. What you put up there must be easily readable and digestible as a vehicle passes. She said again that she wasn't sure if they have that capability in other languages and they have heard that feedback.

Mr. Ford said they'd given out fourteen hundred eighty-eight tickets.

Mayor Chandler said they gave out one hundred seventeen tickets just to Bossier people.

Mr. Rogers stated that the Jimmie Davis project wasn't listed on the updates but asked Mrs. Buchanan if she could provide that.

Mrs. Buchanan said they did have an exciting update about Jimmie Davis. The design-build contractor has informed them, the stakeholders, they plan to begin working mid-May on construction of the new bridge. That construction is planned to be broken up into five different phases. All of which will be impacting traffic in some form or fashion. Particularly on the Bossier side where they have numerous residential and businesses directly at the foot of the bridge. They will be most impacted by the various phases of construction. What they plan to do, DOTD and their local partners as well, is to have a community meeting especially for the businesses that are located right there and those who have interests to their neighborhoods that are right there before the start of construction to lay out at least phase one and what that's going to look like. Where the detours are going to be and how the traffic is going to be routed. Not all phases will be as impactful, but some will be impactful to traffic maneuvers and how they're going to access the existing structure, both parkways, the arena, etc. They do plan on doing that in the coming days. The traffic management plan still must be submitted to FHWA and approved, but they don't anticipate that being much of an issue. So in the coming weeks, they'll be holding that meeting to let everyone know what to expect at least for phase one.

Mr. Washington said he had two questions about I-20. Maybe a year or two years ago there was a conversation about a lighting project on I-20 that they were talking about on both sides of the river and updating the lighting. Mr. Washington asked where that funding was and can we not get this done during construction. One thing he would hate is that they come out of construction phase and then start putting more barricades up for lighting when they already have a project, and the funding is there. What can they do to get that lighting project going.

Mr. Rogers said there's two things regarding that. First, some of the Bossier side is included in that existing project, the lighting. They have spoken with the planning division and Michael Armitage in Baton Rouge with the lighting, trying to move that project forward. Mr. Rogers said they could get a couple of different alternatives. The scary part was the initial way they were proposing to do it would have been five million a mile. They've been trying to look for other alternatives to get that cost down. At the last meeting, when they approved how they use the Carbon-Reduction funds, those funds could be used toward that project. The state will also have a similar thing coming out for use of Carbon-Reduction funds that those monies could be used for those types of projects.

Mr. Washington said he's grateful for the update, but asked if they could get an update at the next meeting so they could possibly get this done during the construction.

Mr. Washington's second question was if there was anything they could do from this committee to work with the state to the portion of Bossier that's not being done and the portion coming into Shreveport for a clean-up right after the new construction is completed. Maybe a good power-washing and cleaning so it doesn't look like we have the brand new then goes to blah. Can they do anything with funding from the state or ask, request for help with that.

Mr. Rogers said that he knows that with this project there are some panel replacements, joint repairs and stripping and he would assume that they'd have to clean up before doing that.

Mrs. Buchanan said she wasn't sure about any funding, but they can always work together for a plan on cleaning the interstate.

3. Safe Street and Roads for All (SS4A) (ATG – Atlas – Stantec)

Mr. Rogers said they received three letters of intent. They were anticipating a lot more but only received three. Those respondents are Alliance Transportation Group (ATG), ATLAS Technical Consultants, and Stantec. The responses are due Friday, March 22, 2024. The staff will review them first then pass them on to the technical committee for review and recommendation. Since they only got three in, they will have all three unless they notice something at the review that kicks one or the other out. Mr. Rogers said they will have all three make presentations to them at the next meeting for selection of that. He's had conversations with all three groups and feels that all three groups are qualified.

4. Pictometry/Eagleview 2024 Flight

Mr. Rogers stated the final project update is from the pictometry/aerial flight work. As of February, he did get it updated yesterday and added more panels to it. They're going through the quality control services now. They have agreed to deliver five hard drives of all the data. Previously they only delivered one, then they copied it over and sent it to everyone. As soon as they get done, there's a program that some of you may have that you can use online, and it's called Connect Explorer. They're going to provide some training to use that, and they will have a thousand seats, but one hundred concurrent users, so pretty much everyone will be able to use it and look at it. The Connect Explorer also gives them the 360 view to look at and view buildings. They're moving good and forward with that.

Announcements

Mr. Clarke asked if there were any announcements at this time. Mr. Rogers said he had just one and was sorry that she wasn't able to be there today. Dr. Shelly Barrett, NLCOG's Safety Coalition Coordinator, has received an appointment to the Louisiana Highway Safety Commission. There will be a few slight little tweaks they'll have to make to her duties in terms of the safety coalition and a couple of the grants that they have, but he thinks it's a great honor and a great ability for her to receive that award.

Mr. Harrison wanted to ask Mr. Rogers about a previously mentioned comment regarding the new Secretary of DOTD coming up for a visit. Mr. Rogers said they have provided him with those dates of their next regularly scheduled meetings, and he has stated he would like to get here as soon as he can but has not given them what those dates are yet. Mr. Rogers said they will let everyone know when he's coming.

Mr. Hackney had a question about the zoning of the port and keeping it a rural area. He asked if the legal definition of the port area is the entire Caddo/Bossier Parish area. Mr. Rogers said that's correct. Mr. Hackney asked if they were differentiating between port and port area. Mr. Rogers said their main campus is located off LA1 area, not their jurisdictional boundaries. Mr. Hackney said that it just seems that when they're wanting to do road projects beyond an immediate boundary, they vote for a port area. When it's convenient for a loan application they vote port. Mr. Rogers stated they own property all across both parishes. Mr. Hackney feels that it should be consistent. Mr. Rogers said it's their main campus area that they are concerned with.

Mr. Rogers stated the next regularly scheduled MPO meeting is on Friday, April 12, 2024.

Adjourn

With no remaining agenda items, Mr. Clarke entertained a motion to adjourn. Mayor Chandler motioned, and Mayor Arceneaux seconded, and the meeting was adjourned.



J. Kent Rogers, Secretary

PUBLIC COMMENT CARD

All cards must be returned to the Chair prior to the start of the meeting. Comments will not be accepted during the meeting. You will be called upon at the appropriate time to speak.

Please print:

Date: March 15, 2024

Name: Dave Hackney

Address: 9660 Railsback Ridge Sport

E-mail: davehackcvx@gmail.com

Phone: (318) 210-1475

As a reminder, public comment is limited to three (3) minutes per speaker.

Comments relative to any issues that are in active litigation will not be heard in this meeting.

Speakers are to address the Chairman, not each other or the audience, and are expected to conduct themselves in an appropriate manner. The use of abusive or profane language shall not be allowed. No debate or argument between speakers and/or members of the audience shall be permitted.

I am representing: myself business organization

Name of business / organization: _____

Comment on: Agenda item Non-agenda item

Briefly describe your comment(s):

See attached



THANK YOU FOR YOUR COMMENTS

March 15, 2024

My name is Dave Hackney and I reside at 9660 Railsback Ridge, Shreveport, LA. I am a resident of Esplanade subdivision. I have appeared before the NLCOG BOD meeting a couple of times over the past two years, expressing my concerns on the Tim James, Inc, Red River Express Project. More specifically, the part of the project between LA 1 and the current terminus of Hwy 3132 at Flournoy Lucas Rd.

Esplanade homeowners, who are also Shreveport and Caddo residents, taxpayers and voters, would like to be included in the discussion and have an opportunity for meaningful input on this major infrastructure project that will cut through our neighborhood. We want to support this project, but we simply have not received much information from our elected or appointed officials.

For the average private citizen, like me, it has been exceedingly difficult and quite time consuming to get any information on this project. The lack of communication and transparency is disappointing. On an individual basis, I have spoken with a number of you on several issues and for that I am thankful. Many of you were extremely helpful. So as not to be viewed as someone that comes to these meetings to only complain, I earlier this week sent some alternative ideas on this project. I hope that can serve as a basis for further discussion.

Both Shreveport and Caddo have declining population and tax base. Any major infrastructure project will need to factor in and explain to the taxpayers the implications of such projects. Quite frankly, the City, Parish and State struggle to maintain current infrastructure.

The three main issues for the residents of Esplanade are:

- The CEA between Caddo Parish and TJI
- LADOTD Project H.010206 LA 3132 at LA 523 Extend Control of Access.
- The extension of LA 3132 from LA 523 (Flournoy Lucas) to LA 1 and the new bridge.

The CEA with Caddo Parish and TJI is flawed with unsupported concepts and rationalizations. Concepts like "Improve quality of life" and "no cost to the Parish." Running a major highway through my neighborhood will not improve the quality of life for Esplanade residents. TJI representatives have repeatedly proclaimed the roadway will be built on private land, with private funds. This is simply not true, given the fact the roadway will connect, go through or go over City, State and Levee District land. Regarding private funding, TJI and the Port entered into a CEA (Resolution No.19 of 2023), where the Port will apply for a USDA loan to fund parts of the roadway. The USDA loan program is to assist poor, rural communities.

At the February 7, 2024 LADOTD roadshow meeting in Bossier City, Mayor Arceneaux spoke in opposition to LADOTD Project H.010206. On February 9, 2024, I emailed Mayor Arceneaux, voicing my surprise and disappointment with his comments. Mayor Arceneaux phoned me on February 16, 2024 and we had a wide-ranging discussion for about 20 minutes. Mayor Arceneaux stated concerns for "The Glen" senior citizen facility and thought a better alternative to LADOTD Project H.010206 should be found. That might be possible, but no Esplanade homeowners have been privy to what possible alternatives look like. There are also some legal issues, regarding the MPC PUD requirements for Forbing Ridge Road to connect to Flournoy Lucas Road.

As I stated in my February 9 email to Mayor Arceneaux, I think he and his office does a wonderful job communicating to the citizens of Shreveport. Just recently, the mayor went to great lengths socializing the issues surrounding the water and sewer rate increase. This was an excellent example of leadership tackling a difficult issue.

Similarly, the mayor went to great lengths in October of 2023 to explain his veto of a Shreveport City Council approval of Ordinance 110 of 2023. This ordinance was a change to the noise ordinance. Mayor Arceneaux wrote a very detailed and respectful three-page letter, explaining his thought process for the veto. The mayor wrote, "The right to be in a particular place, like one's home, without bombardment of unwanted amplified sound or other noise, is a significant right." Later in the letter, "Pursuant to existing Section 58-30(15), a person violates the ordinance if noise from the person's establishment is "plainly audible" at a residential property line, without respect to a particular decibel level, between 10 pm and 8am." Currently, on Flournoy Lucas Road, there are signs posted that state it is unlawful for vehicles to use a muffler brake (Jake Brake). There is little to no enforcement of this, as I regularly hear trucks using their muffler brake.

I submit to you that the TJI establishment of the Red River Express roadway will violate the City of Shreveport's noise ordinance, unless extraordinary measures for noise abatement and mitigation, reduced speed limits and enforcement are put in place. My hope is that the Shreveport citizens, residing in Esplanade and Twelve Oaks subdivisions, will be accorded protection as detailed in Mayor Arceneaux's letter.

On February 2, 2024 phone conversation I had with Tim James. We talked for over an hour and it was a very pleasant and informative discussion on many facets of this project. When I asked Mr. James about a certain routing alternative on the Bossier side, he stated that the large land owner didn't want the road running near his house.

Lastly, my concern with the actual proposed roadway between the current terminus of LA 3132 at LA 523 (Flournoy Lucas Road), crossing LA 1 and connecting to the proposed toll bridge, somewhere north of the Port. When Hwy 3132 was extended from Bert Kouns to Flournoy Lucas, Ellerbe Road and Flournoy Lucas roads and intersections were expanded, all with taxpayer dollars. A 2012 traffic study, conducted as part of the Hwy 3132 extension south of Flournoy Lucas, indicates all these roads and intersections provide excellent service through the end of study period, which I believe was 2032.

The December 28, 2023 letter from LADOTD to TJI and Willis Knighton, which is a follow-up to a discussion held on December 7, 2023, raises more questions than it answers.

LADOTD is clear in the letter, that the overpass at Flournoy Lucas must be built (Item 1).

LADOTD, in Item 2, talks about “preserve the eligibility to use federal funds to complete the four-laning.....” I thought this was a privately funded project. Please explain.

LADOTD, Item 3, talks about Esplanade permanent access to LA 523 (Flournoy Lucas) will only be granted through an access road currently under design by DOTD. Can the residents of Esplanade be included in this process?

LADOTD, in Item 4, states, “a potential (back-door) connection to Twelve Oaks and to serve the properties to the south with a potential connection to the Esplanade development”. Why are these parties discussing these type of issues, without any public notice or hearings with the residents?

LADOTD, in Item 5, states, “....any extension of LA 3132 from LA 523 must at least connect to LA 1. To me, this seems somewhat vague when compared to Item 1’s detailed requirements for the interchange at LA 523.

My current opinion of the road portion of this project, between Flournoy Lucas and LA 1, is a land development project that benefits a few at the expense of many.

I am requesting that Caddo Administrator, Ms. Erica Bryant, and Shreveport Mayor, Mr. Tom Arceneaux organize an open forum for the residents of Esplanade.

Thank you.

PUBLIC COMMENT CARD

All cards must be returned to the Chair prior to the start of the meeting. Comments will not be accepted during the meeting. You will be called upon at the appropriate time to speak.

Please print:

Date: 3.15.24

Name: Patrick Harrison

Address: _____

E-mail: _____

Phone: (318) 218-9008

I am representing: myself business organization

Name of business / organization: _____

Comment on: Agenda item Non-agenda item

Briefly describe your comment(s):

J 49-ICC

As a reminder, public comment is limited to three (3) minutes per speaker.

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