



625 Texas Street, Suite 200 | Shreveport, LA 71101  
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## **Metropolitan Planning Organization Transportation Policy Committee**

### **MINUTES**

**Friday, October 18, 2024 (9:00 AM)**

Government Chambers at Government Plaza  
505 Travis St., Shreveport, LA 71101

#### **Members' Present**

Mayor Tom Arceneaux – City of Shreveport  
Mr. Bruce Blanton – Webster Parish  
Mr. Eric England – Port of Caddo-Bossier  
Mrs. Erica Bryant – Caddo Parish  
Mrs. Carlotta Askew-Brown – MPC City of Bossier City  
Mr. David North – LaDOTD District 04  
Mr. Dinero' Washington – SporTran

#### **Members Absent**

Mayor Tommy Chandler – City of Bossier City  
Mr. Alan Clarke – MPC City of Shreveport  
Mr. Butch Ford – Bossier Parish  
Mr. Michael Norton – DeSoto Parish

#### **Others Present**

Mr. Kent Rogers – NLCOG  
Mr. Chris Petro – NLCOG  
Mrs. Savannah Williams – NLCOG  
Mrs. Heidi Stewart - NLCOG  
Mr. Adam Driskill - NLCOG  
Mrs. Rita Arnold – NLCOG

### **Call to Order**

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

## Public Comments

Mrs. Bryant stated that they had two public comments. She reminded them of the allotted three minutes.

**Mr. Magner** was the first to comment. He wanted to start off first by thanking the board for the opportunity to speak before them again. Mr. Magner wanted to reinforce the business community's support for I-49 and commend all the people for their renderings. It's going to be an exciting opportunity to begin a dialogue about the future of the community and how they can help foster some exciting development in that area. Mr. Magner also wanted to congratulate the Port on the funding for the I-69 Service Road. It's an important connector for their community.

**Mr. Hackney** was next to comment and said "good morning" to everyone. He said that Mr. Magner wins the "Best Dressed" award this morning. Mr. Hackney stated that at the August NLCOG meeting that was held there in the Government Plaza Chambers, he learned something new. He had made a brief comment about hoping they could get I-49 completed and I-69 started. He said that Mr. England also raised the issue of keeping I-69 on the radar screen. Mr. Hackney says that he went home during the month of August, early September and started searching around to find out what's going on in Texas as far as I-69 is concerned. He contacted a group called the Alliance for I-69 Texas. He got a very detailed, impromptu response from them and he shared it with Mr. Rogers in anticipation of the September NLCOG meeting that was cancelled. He more recently shared that with Mr. England. Mr. Hackney said that he wasn't going to read it all, but he's submitted a copy with his card. All he wanted to say was that in big engineering projects, one of the axioms is to manage the interfaces. Texas and Louisiana are one interface of the project. If you also look in Texas, between two of their districts, he thinks Lufkin and Atlanta, has an interface, SIU-16. Louisiana has SIU-15 approved, a ROD, and Texas isn't really doing anything. He feels that getting a plan to make a plan for I-69, it may not happen in our lifetime, but he thinks it's an important project for this area. A little bit of work now might pay some dividends in at least getting a plan so that our kids can see I-69 through Louisiana. *(Please see attached documents provided by Mr. Hackney below)*

**Mr. Perkins** asked if he could speak for a minute about I-49. He wasn't planning on commenting today but changed his mind.

**Mr. Rogers** told him that he's more than welcome too, but to please fill out a Public Comment Card before leaving.

**Mr. Perkins** stated that he's with Allendale Strong and he's there to repeat that they support I-49, but they want to follow national trends and not build it through the neighborhood that was rebuilding itself. Mr. Perkins said that they were rebuilding homes and qualifying new owners that didn't qualify for regular loans, and they had jobs. He doesn't know why they want to build right through where they are doing that. They actually support I-49 Build Alternative 5, which they lobbied to get considered. Mr. Perkins said there's also another national trend that's called "Fix the Bad Before You Add". He drives 3132 every day and it's dangerously corrupt. It was built when he was in college, and he's retired now. Mr. Perkins said that it could use the federal dollars, eighty percent of a billion dollars, to fix it. The local buy-in would be two hundred thousand dollars, twenty percent of the billion dollars, suggested price. So why not spend those federal dollars on fixing the bad before we add? Shreveport is probably eighty-five percent of surface concrete and asphalt. Mr. Perkins asks why add more when it was trying to rebuild itself? Let's consider all of the options.

The other point that Mr. Perkins wanted to make is that twice, since he's been paying attention, FHWA has issued a NO BUILD and suggested using 3132 if it is necessary. One of the reasons they support that is because it makes so much conservative sense with our tax dollars. What they wonder is if FHWA has said twice, NO BUILD, because it breaks two federal laws including the 1965 Transportation Act and the 1966 NEPA Act, why do they keep bringing it back up? They say no, then in a few years when they get the ROD, they'll just start it all over again and spend tax dollars on something that's illegal to build.

## **Business**

### **1. Approval of Minutes**

The next item on the agenda was for approval of the minutes of the August 16, 2024, meeting. Mr. England motioned, and Mr. Blanton seconded to approve the minutes as provided. Mrs. Bryant called for questions or comments. Having none, the chair called for a vote and the motion passed.

### **2. Transportation Improvement Program (TIP) – Amendments and Modifications**

Mr. Rogers stated that there were no amendments or modifications at this time.

## **Project Update**

### **1. I-49 ICC – Context Sensitive Solutions**

Mr. Rogers said the first project update was the I-49 Inner City Connector. Unfortunately, Mrs. Oriol was unable to be here today, she will be here later next week, but she actually lives in Florida and doesn't have a home right now. Mr. Rogers went over the information for the update for I-49. *(Please see attached documents for the full review.)*

### **2. I-20 Major Rehabilitation**

Mr. Rogers said that three of the four Old Minden Road ramps reopened on October 15, 2024. The WB on-ramp is to reopen the week of October 21, 2024. The Industrial Drive ramps are currently being reconstructed and will be shifting into Phase 3 on the night of October 27, 2024. The Eastbound traffic will be shifted onto newly built travel lanes over the course of five nights, beginning at Industrial Drive. Westbound traffic will be shifted soon after in the coming weeks. The project is approximately forty-seven percent complete and remains on track for the late 2025 completion.

Mr. North said that they're looking at about fourteen months left on this project. It seems like a long time, but if you look at all the time it took to get this planned out and under contract, fourteen months, he can almost hold his breath for that time.

### **3. Jimmie Davis Bridge**

Mr. Rogers said that the test shaft is to be poured soon. Extensive clearing, grubbing and dirt work have been completed. The project will be shifting toward bridge construction in the coming weeks.

***Mr. Rogers asked to let the record reflect that Mayor Arceneaux has arrived.***

Improvements to LA 511 on both sides of the bridge will continue. The impacts to traffic on the existing bridge are expected to be minimal at this time. Mr. Rogers asked Mr. North if he wanted to add anything else.

Mr. North said that he's had some comments from the public about nothing going on with the project and he can assure them that it's far from the truth. They now have barges in the water and cranes on the barges. Mr. North said that there's been a great deal of activity that is not necessarily visible from the drive-by perspective you get. He is very pleased that this project is moving forward very quickly, and he's excited about it. They're working through a great deal of details. There's a constant stream of email traffic coming across his desk. It's a very, very active project.

### **4. I-69 Service Road**

Mr. Rogers stated the last update was for I-69 Service Road and he was going to let Mr. England take it from there.

Mr. England stated that for the I-69 Service Road, for those that didn't see the announcement this week from Senator Cassidy's office, they were successful in obtaining an INFRA grant. They had applied for this grant twice before with the help of the people in this room and with the third time being the charm, they were awarded twenty-two plus million dollars. Mr. England said that for those of you that recall, this is a project that was set to design construction right about the time of Covid timeframe. It was around a thirty-million-dollar project and is now around eighty-one million dollars. He knows that all of them have experienced the cost escalation for construction, especially roadways. As it stands right now, they are awaiting the official notification. They were notified, of course, by the officials that it had been awarded, but they have some paperwork to do obviously after they receive the official announcement and the paperwork from DOTD. Mr. England stated that he'd be remised if he didn't share that when they raised the initial funds for this project, Caddo Parish stepped up with funds, DeSoto Parish, Bossier City, Bossier Parish, of course NLCOG. They have a breakdown of all the costs and how it all comes together. The message today is that the project is fully funded once again at eighty-one-million dollars. With the twenty-two million from the INFRA grant, there's another thirty million from the State of Louisiana, and that trailing twenty-nine million dollars is the money he just mentioned from Caddo Parish, DeSoto Parish, Bossier City, Bossier Parish, NLCOG and the Port for that matter. Going forth late last month, DOTD executed the contract with Stanley for the design. There are segments of this roadway that will likely be under construction as early as late next year. This ten-mile connector from the Port to I-49 originates at Robson Road and ends at LA 3276, which is Stonewall Frierson Road at I-49 where there's a car dealership. Last but not least, the Port Commission followed a master plan and obtained two thousand acres, and this roadway will be providing access to those two thousand acres. Now it's Industrial Road, Frontage. The citizens' twenty million dollars investment is about to see multiples in terms of return on their dollars. Mr. England told Mr. Rogers thank you for all his support and helping them get through this.

Mrs. Bryant wanted to say thank you to Mr. England. She said they appreciate the fact that when they receive unfortunate news that with the amount of the shortage, he didn't give up and kept trying and now he's successful. She wanted to thank him for continuing that process and seeing it through.

Mr. England said that the real hustle behind all this is sitting in the audience, Mr. Tyler Comeaux. He's the expert and he's the one that lost a lot of sleep over this and has pulled out a few hairs over all this. The real praise goes to Mr. Comeaux.

## **Announcements**

Mr. Rogers said that the next regular scheduled MPO meeting is Friday, November 15, 2024.

## **Adjourn**

With no remaining agenda items, Mrs. Bryant entertained a motion to adjourn. Mr. Blanton motioned, and Mr. Washington seconded, and the meeting was adjourned.

A handwritten signature in black ink that reads "J. Kent Rogers". The signature is written in a cursive style with a prominent "J" and "R".

---

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.

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.

Please print:

Date: 10/18/24

Name: TIM MAGNER

Address: 400 EDWARDS ST

E-mail: TIM.MAGNER@SHREVEPORTCHAMBER.COM

Phone: ( ) \_\_\_\_\_

I am representing:  myself  business  organization

Name of business / organization: Greater Shreveport Chamber

### Comment on Agenda Items Only

Briefly describe your comment(s):

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THANK YOU FOR YOUR COMMENTS

# 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: Oct 18, 2024

Name: Dave Hackney

Address: 9660 Railsback Ridge

E-mail: davehackcox@gmail.com

Phone: (318) 210-1475

I am representing:  myself  business  organization

Name of business / organization: \_\_\_\_\_

### Comment on Agenda Items Only

Briefly describe your comment(s):

I-69 - see attached

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davehackcvx@gmail.com

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**From:** Don Rodman <don@therodmanco.com>  
**Sent:** Wednesday, September 11, 2024 3:46 PM  
**To:** davehackcvx@gmail.com  
**Cc:** Jennifer Shepard  
**Subject:** RE: I-69 Alliance and SIU-16

SIU-16 extends from Nacogdoches across the border and to SIU-15 at Stonewall.

The program that provided 90% federal funding for new interstates no longer exists. Since the 1980s all new interstate miles must be funded by each state using their state and federal funds. This makes it very difficult for Louisiana to initiate any new interstate projects. Texas is in a better position to fund new projects on I-69, I-14 and I-27 but these incremental projects still have to compete with all other highway system projects in the state for funding.

Texas is the lead agency on formal environmental clearance for SIU 16. It is my understanding that this has been in suspense for more than a decade as neither state is ready to fund projects in this segment.

Texas has conceptually decided to generally follow US 59 and US 84 from Nacogdoches to Joaquin but no specific route studies have been completed to define possible relief routes at Garrison, Timpson, Tenaha and Joaquin/Logansport. It is also my understanding that Louisiana has not done a route study for the section from the Sabine River to Stonewall. Texas/Louisiana coordination will be required to select an appropriate point for an interstate footprint to cross the state line.

Texas has generally adopted a policy of not initiating route studies and environmental review until it is likely the state will have funding to move forward before the environmental work is outdated and must be redone.

TxDOT has pursued a program over the past decade of building interstate standard relief routes around communities on the I-69 corridor as a way to improve local traffic flow and safety, and to remove thru traffic from the historic center of these communities. The projects at Shepherd, Diboll and Corrigan are examples.

TxDOT has also indicated that to the degree practical it will be funding new interstate incremental projects that extend the existing system rather than building new freeway miles that will not be connected to the national interstate system when they are complete.

**Don Rodman**  
*State Adviser*  
**Alliance for I-69 Texas**



Cell: (361) 877-0409  
[don@therodmanco.com](mailto:don@therodmanco.com)  
109 Blooming Yucca, San Marcos, TX 78666



**From:** [davehackcvx@gmail.com](mailto:davehackcvx@gmail.com) <[davehackcvx@gmail.com](mailto:davehackcvx@gmail.com)>  
**Sent:** Wednesday, September 11, 2024 1:09 PM  
**To:** Jennifer Shepard <[jennifer@jgshepard.com](mailto:jennifer@jgshepard.com)>  
**Subject:** I-69 Alliance and SIU-16

Jennifer,

I found the I-69 Alliance website and thought I'd drop you an email.

Having lived in the Houston area, two different times during my 39-year career with Chevron, and now retired in Shreveport, LA, I have travelled and seen much of the I-69 corridor in East Texas. There's been a lot of progress, but also a lot more work to be done. I hope I live long enough to see it completed! The main reason I am writing you is to find out a bit more on SIU-16, the segment going from Tenaha, TX to Hwy 171, on the south side of Stonewall, LA.

Looking forward to hearing from you.

Dave Hackney  
318-210-1475

# PUBLIC COMMENT CARD

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Please print:

Date: 10-18-24

Name: John Perkins

Address: 310 Gentilly Circle

E-mail: Perkwrite@gmail.com

Phone: (318) 393-0759

I am representing:  myself  business  organization

Name of business / organization: Alleendale Strong

## Comment on Agenda Items Only

Briefly describe your comment(s):

I 49 supporting BAS

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## I-49 Inner City Connector SPN H.003915

### Project Status

DOTD and Providence provided a project update to the MPO during their meeting of June 28, 2024. A new schedule was provided that accounted for the delays in getting the field work underway for the cultural resource's surveys, traffic study data concurrence, and FHWA review times required for the draft Environmental Impact Statement, legal sufficiency review, and Civil Rights complaint.

#### As of October 18 2024:

The project remains on the June 2024 schedule.

The draft Cultural Resources Survey (CRS) was transmitted to SHPO for review, concurrence, and direction on September 10, 2024. On October 10, 2024 SHPO responded to DOTD with comments. There are 589 LHRI (Louisiana Historic Resource Inventory) Standing Structure forms to accompany this CRS Report. 311 of these had previously been reviewed and 278 are either new or revised based on Alternative 3A. The SHPO's comments have been forwarded to the consultants on September 11, 2024 for review and corrections.

The Context Sensitive Solutions/Community Connections process (CSS/CC) has been initiated. Due to the time required to develop and vet concepts and since CSS is required regardless of the build alternative that may be the preferred, the process is underway. Representatives from Stantec's team conducted a field visit and some interviews with local leadership, academics and stakeholders (such as the Arts Council) the week of August 19<sup>th</sup>. As a result of this visit, the CSS design team developed an understanding of the community in which the I-49 ICC is proposed, created an outline of guiding principles and study maps, and is presently developing inspiration boards. (see presentation) These tasks are centered on educating the stakeholders on the process of CSS/CC and will be presented during a series of curated presentations to solicit input and establish a prioritization of elements that will be brought forward through an iterative process of elimination toward final CSS/CC concepts.

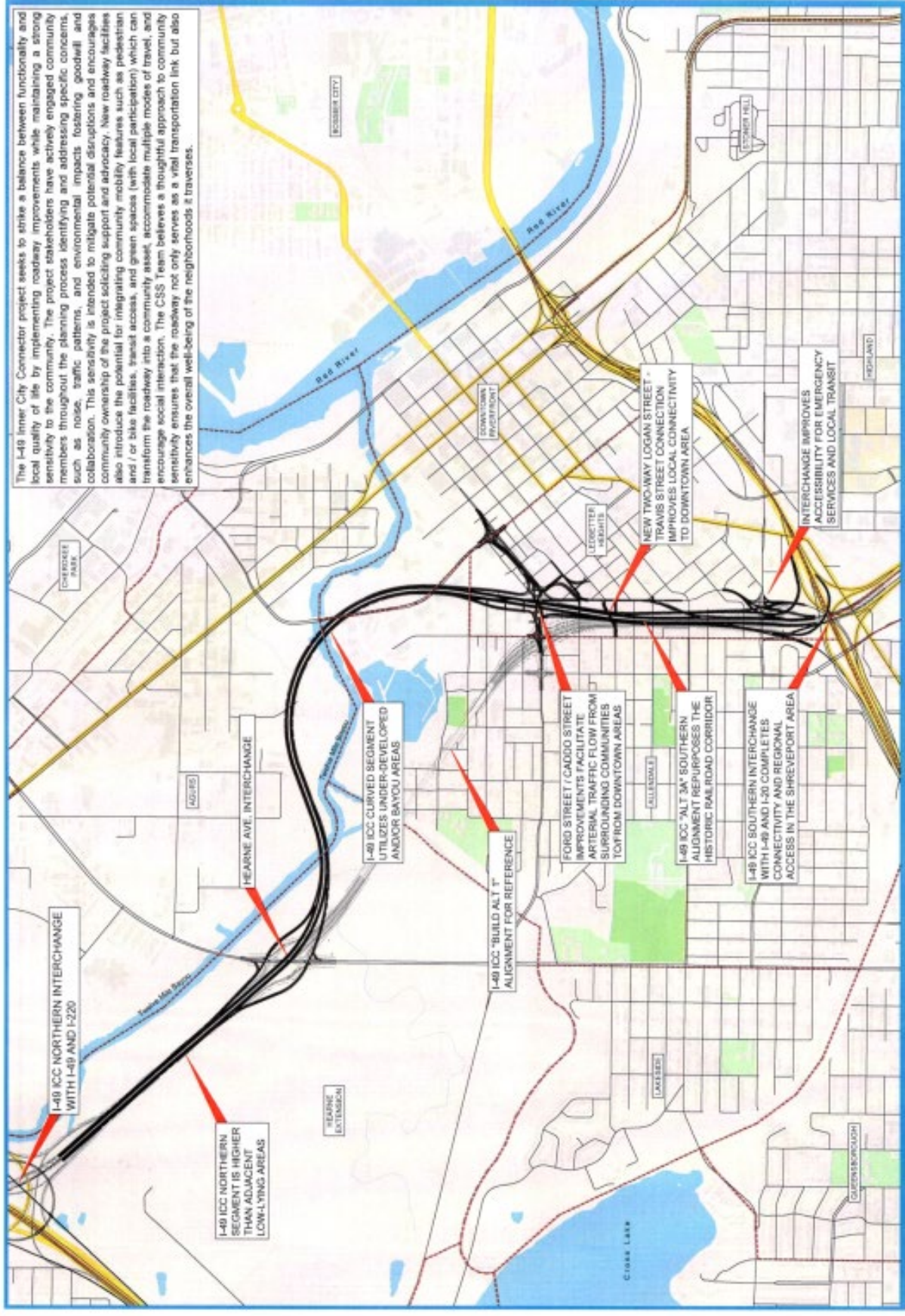
The Environmental Justice Analysis is continuing. The Environmental Justice Analysis encompasses all the build alternatives and has extensive details on outreach conducted since 2011. This document is a standalone document that will accompany the Environmental Impact Statement, however, it cannot be completed until a preferred alternative is identified, as mitigation, if necessary, must be identified in the document.

The project team will continue to advance work within the guidelines of NEPA that can be initiated while awaiting the identification of a preferred alternative. Identification of the preferred alternative is critical to the schedule, as it allows all the remaining technical studies to be initiated (such as wetlands finding, noise analysis, etc.).

To that end, we are working on compiling a draft of the alternatives chapter for submittal to DOTD and FHWA once the cultural resources review has been completed. This draft chapter will provide a comprehensive comparison of all the alternatives (build and no-build) and allow DOTD and FHWA to consider identifying a preferred alternative.



The I-49 Inner City Connector project seeks to strike a balance between functionality and local quality of life by implementing roadway improvements while maintaining a strong sensitivity to the community. The project stakeholders have actively engaged community members throughout the planning process identifying and addressing specific concerns, such as noise, traffic patterns, and environmental impacts, fostering goodwill and collaboration. This sensitivity is intended to mitigate potential disruptions and encourage community ownership of the project soliciting support and advocacy. New roadway facilities also introduce the potential for integrating community mobility features such as pedestrian and / or bike facilities, transit access, and green spaces (with local participation) which can transform the roadway into a community asset, accommodate multiple modes of travel, and encourage social interaction. The CSS Team believes a thoughtful approach to community sensitivity ensures that the roadway not only serves as a vital transportation link but also enhances the overall well-being of the neighborhoods it traverses.

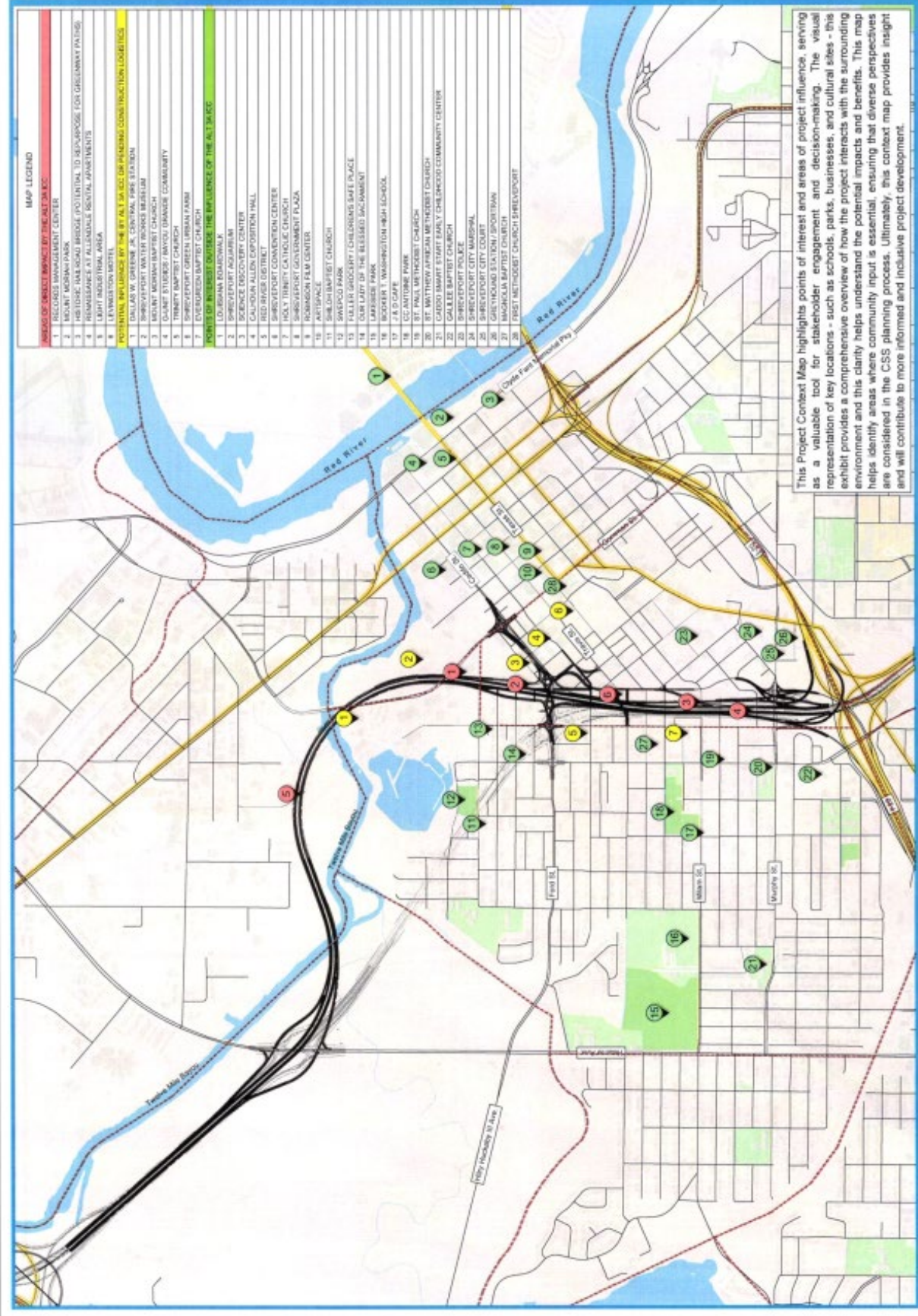


**I-49 ICC Context Sensitive Solutions (CSS)**  
Project Context Map - I-49 ICC Corridor Alignment

This work was prepared in accordance with the contract documents for the project. The contractor is not responsible for the accuracy of the information shown on this map. The contractor is not responsible for the accuracy of the information shown on this map. The contractor is not responsible for the accuracy of the information shown on this map.







**MAP LEGEND**

- AREAS OF INTEREST IMPACT BY THE ALT 3A**
- 1 RECORDS MANAGEMENT CENTER
- 2 MOUNT MORIAM PARK
- 3 HISTORIC HARRISDALE BRIDGE (POTENTIAL TO REPAIR/REPLACE FOR GREENWAY PATH)
- 4 REHABILITATE AT AFFORDABLE HOUSING APARTMENTS
- 5 LIGHT INDUSTRIAL AREA
- 6 LEVINGTON HOTEL
- POTENTIAL IMPACTS BY THE ALT 3A AREAS OF INTEREST CONSTRUCTION LOGISTICS**
- 7 SHREVEPORT STATE COLLEGE
- 8 MOUNT MORIAM BAPTIST CHURCH
- 9 GRANT STUDENT NAVOLU CHURCH COMMUNITY
- 10 TRINITY BAPTIST CHURCH
- 11 SHREVEPORT GREEN URBAN FARM
- 12 EVERGREEN BAPTIST CHURCH
- POINTS OF INTEREST OUTSIDE THE INFLUENCE OF THE ALT 3A**
- 1 LOUISIANA BOWLING X
- 2 SHREVEPORT AQUARIUM
- 3 SHREVEPORT CENTER
- 4 CALDWELL ALLEN EXPOSITION HALL
- 5 RED RIVER DISTRICT
- 6 SHREVEPORT CONVENTION CENTER
- 7 HOLY TRINITY CATHOLIC CHURCH
- 8 SHREVEPORT GOVERNMENT PLAZA
- 9 ROBINSON FILM CENTER
- 10 ARTSPACE
- 11 SHILOH BAPTIST CHURCH
- 12 SWAPOO PARK
- 13 SHREVEPORT CHRYSLER RAMPTON SAFE PLACE
- 14 CHRYSLER RAMPTON CHURCH
- 15 LAFAYETTE PARK
- 16 BOCKNER T. WASHINGTON HIGH SCHOOL
- 17 J & D CAFE
- 18 CC ANTOURNE PARK
- 19 ST. PAUL METHODIST CHURCH
- 20 ST. WITHNEY AMERICAN METHODIST CHURCH
- 21 CARDO STUART EARLY CHILDHOOD COMMUNITY CENTER
- 22 GALLEE BAPTIST CHURCH
- 23 SHREVEPORT CITY MARRIAGE
- 24 SHREVEPORT CITY COURT
- 25 GREYHOUND STATION / SPORTSMAN
- 26 MAGNOLIA BAPTIST CHURCH
- 27 FIRST METHODIST CHURCH SHREVEPORT

This Project Context Map highlights points of interest and areas of project influence, serving as a valuable tool for stakeholder engagement and decision-making. The visual representation of key locations - such as schools, parks, businesses, and cultural sites - this exhibit provides a comprehensive overview of how the project interacts with the surrounding environment and this clarity helps understand the potential impacts and benefits. This map helps identify areas where community input is essential, ensuring that diverse perspectives are considered in the CSS planning process. Ultimately, this context map provides insight and will contribute to more informed and inclusive project development.

**I-49 ICC Context Sensitive Solutions (CSS)**

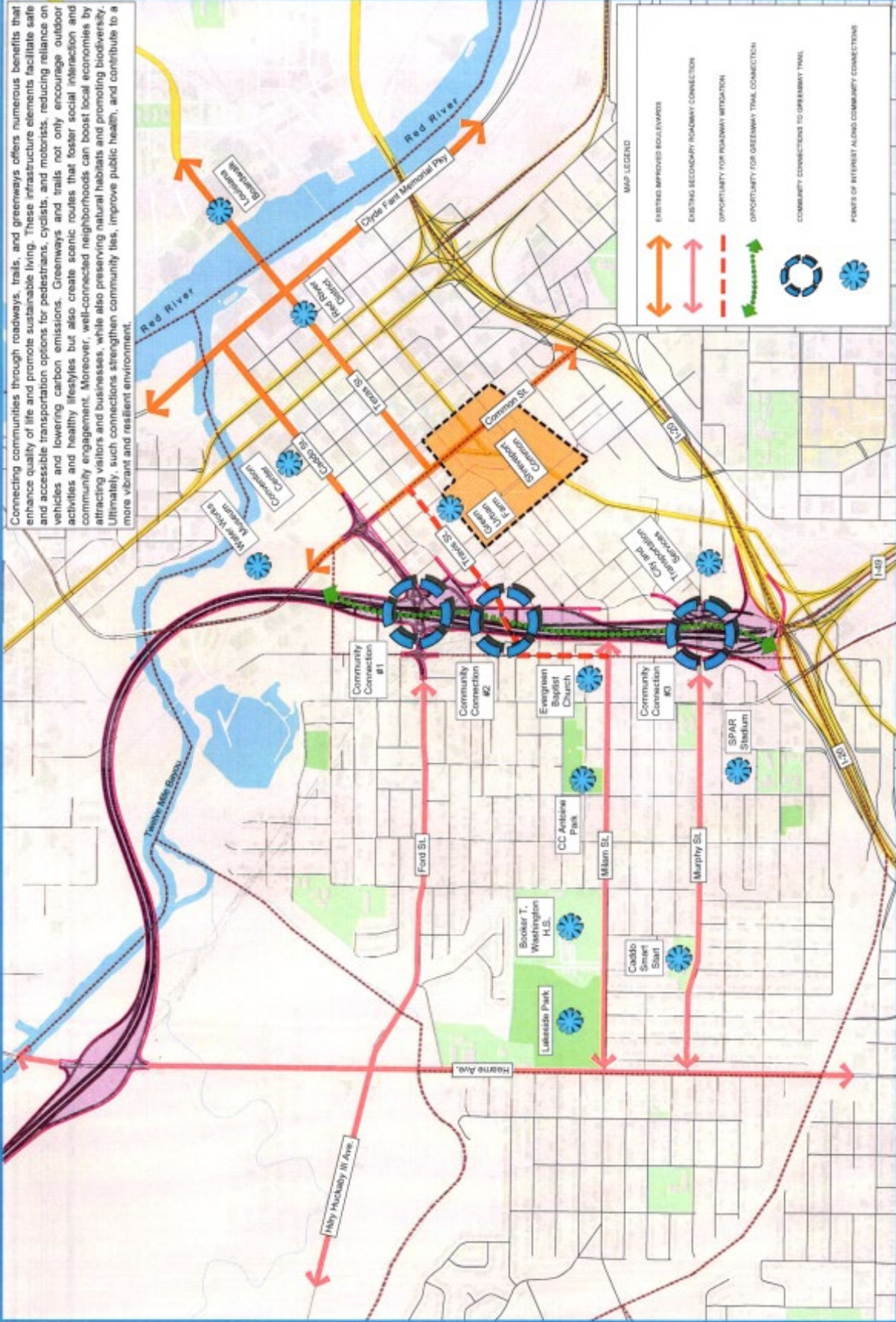
Project Context Map - Points of Interest and Project Influence Examples Using the ALT 3A Alignment

This map was prepared by the Louisiana Department of Transportation and Development (DOTD) for the I-49 ICC Context Sensitive Solutions (CSS) project. The map is not a legal document and should not be used for legal purposes. The map is provided for informational purposes only. The map is not a guarantee of accuracy and should not be used for legal purposes. The map is provided for informational purposes only. The map is not a guarantee of accuracy and should not be used for legal purposes.





Connecting communities through roadways, trails, and greenways offers numerous benefits that enhance quality of life and promote sustainable living. These infrastructure elements facilitate safe and accessible transportation options for pedestrians, cyclists, and motorists, reducing reliance on vehicles and lowering carbon emissions. Greenways and trails not only encourage outdoor activities and healthy lifestyles but also create scenic routes that foster social interaction and community engagement. Moreover, well-connected neighborhoods can boost local economies by attracting visitors and businesses, while also preserving natural habitats and promoting biodiversity. Ultimately, such connections strengthen community ties, improve public health, and contribute to a more vibrant and resilient environment.



I-49 ICC Context Sensitive Solutions (CSS)  
Project Context Map - Community Connectivity Study

The data, information, and materials shown on this map are for informational purposes only and do not constitute a contract. The project sponsor and its consultants are not responsible for the accuracy or completeness of the information shown on this map. The project sponsor and its consultants are not responsible for the accuracy or completeness of the information shown on this map. The project sponsor and its consultants are not responsible for the accuracy or completeness of the information shown on this map.



## Comparable Reference Projects

### The Underline

Miami, FL

This comparable has features that include:

- Multi-modal pathways
- Rest areas and shaded seating
- Community gathering areas
- Recreational amenities



### The High Line

New York, NY

This comparable has features that include:

- Repurposed rail corridor
- Pedestrian pathways
- Naturalized plantings
- Public art



### Atlanta Beltline

Atlanta, GA

This comparable has features that include:

- Multi-modal paths and trails
- Looped connections within the city
- Event spaces
- Public art



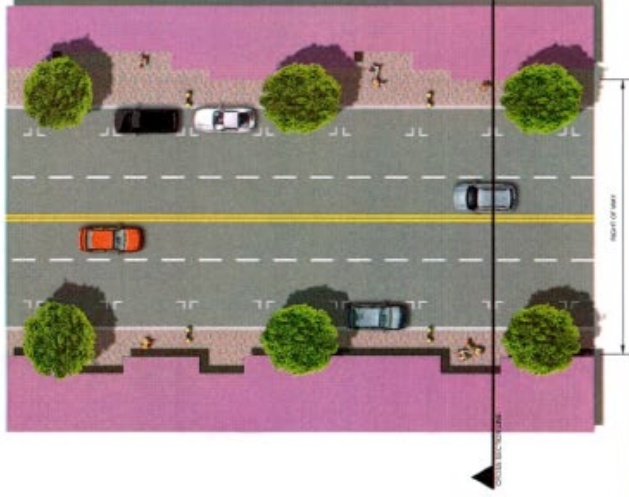
## I-49 ICC Context Sensitive Solutions (CSS)

Comparable Reference Projects





TEXAS STREET - CROSS SECTION



TEXAS STREET - PLAN VIEW

As an example, a complete street similar to Texas Street that connects to a greenway via local streets promotes a safe and accessible environment for all users, encouraging walking, biking, outdoor recreation, and engaging in local commerce. This seamless integration enhances community connectivity, providing residents with diverse transportation options.

I-49 ICC Context Sensitive Solutions (CSS)  
 Comparable Local Improved Roadway Connections - Texas Street Study

The entire transportation solution shall be reviewed, approved and produced in accordance with the applicable state and local codes. The design and construction shall be in accordance with the applicable state and local codes. The design and construction shall be in accordance with the applicable state and local codes. The design and construction shall be in accordance with the applicable state and local codes.



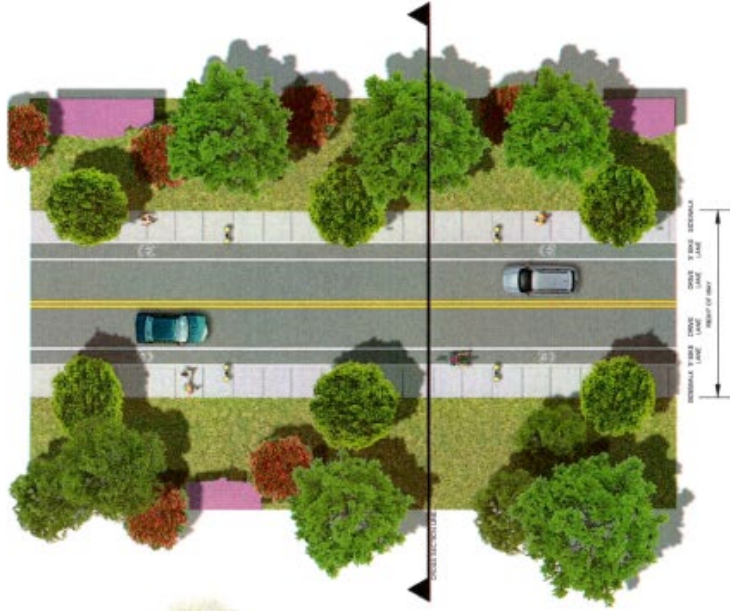




TRAVIS STREET - CROSS SECTION - EXISTING UNDEVELOPED CONDITION



TRAVIS STREET - CROSS SECTION - SUGGESTED MITIGATION IMPROVEMENTS



TRAVIS STREET - PLAN - SUGGESTED MITIGATION IMPROVEMENTS

Connecting existing well-lit pedestrian and bicycle friendly boulevards to greenways through improved local connecting streets enhances safety and accessibility, encouraging more people to engage in active transportation and outdoor recreation. This integration fosters a cohesive network that not only promotes healthier lifestyles but also strengthens community ties by facilitating easier movement between neighborhoods, natural spaces, and downtown areas.

I-49 ICC Context Sensitive Solutions (CSS)  
Travis Street - Suggested Mitigation Concept

This work is intended to provide a conceptual framework for the project and is not intended to be used as a final design. The project is subject to change and the final design will be determined by the project team. The project is subject to change and the final design will be determined by the project team.

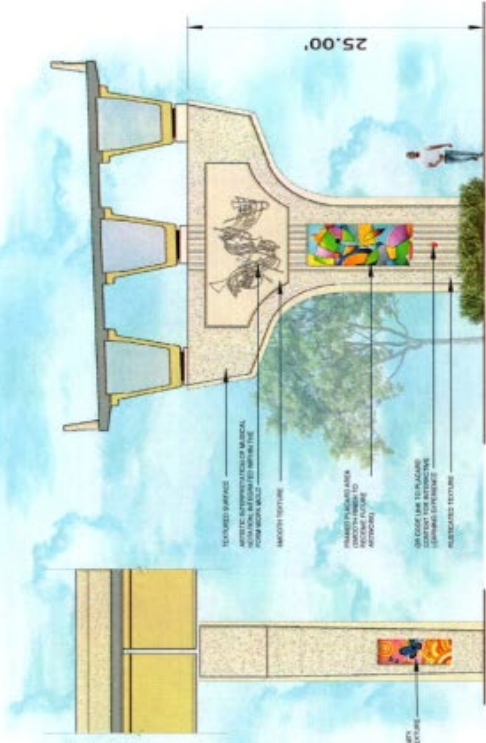








ICC STRUCTURE / COLUMN  
NATURE THEME



ICC STRUCTURE / COLUMN  
ART IN PUBLIC PLACES THEME



THE "NATURE THEME" IS INTENDED FOR APPLICATION NORTH OF FORD STREET TO SUGGEST HARMONY WITH THE NATURAL SURROUNDINGS OF TWELVE MILE BAYOU AND ITS ESTUARY AREAS. THE "ART IN PUBLIC PLACES THEME" SUGGESTS LOCATIONS SOUTH OF FORD STREET WITHIN THE MORE VISIBLE PEDESTRIAN PARTS OF THE GREENWAY AND PROVIDES A MEANS OF ENGAGING LOCAL ARTISTS AND RESIDENTS IN CREATING PUBLIC ART THAT REFLECTS COMMUNITY IDENTITY, CULTURE, FAITH, AND PRIDE.

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## Community Inspiration and Character Concepts

### FOOD TRUCKS and DINING VENUES

The introduction of food accessibility initiatives and food trucks within a greenway can dramatically improve community health by providing residents with fresh, nutritious options that are otherwise scarce. These mobile vendors not only address food insecurity but also create lively social hubs that encourage community interaction and support local economies, fostering a sense of belonging and well-being.



### OUTDOOR PERFORMANCE SPACES

Outdoor performance spaces within a greenway create dynamic venues for artistic expression, bringing music, theater, and cultural events into the heart of the community. These spaces foster social engagement and inclusivity, allowing residents to gather, celebrate, and connect through shared experiences in a natural, scenic environment.



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# Community Inspiration and Character Concepts

## RECREATION and PLAY

Recreation and multi-generational play areas create inclusive spaces where people of all ages can engage in physical activity, fostering family bonding and promoting social interaction among community members. By offering diverse activities that cater to different skill levels and interests, these areas promote health, well-being, and enriching the lives of all who visit.



## PATHWAYS AND TRAILS

Recreation trails and multi-modal paths within a greenway enhance community connectivity by providing safe, accessible routes for walking, biking, and other activities, encouraging healthier lifestyles. These trails not only promote outdoor recreation and exploration but also foster social interaction and environmental awareness, enriching the overall quality of life for residents.



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## Community Inspiration and Character Concepts

### ART IN PUBLIC SPACES

Art in public spaces enriches the environment by adding aesthetic value and inspiring creativity, making the area more inviting and engaging for locals and visitors alike. Additionally, these artistic expressions can foster community history, identity, and pride, encouraging social interaction and dialogue among residents as they connect through shared cultural experiences.



### PAVILIONS and SHADE STRUCTURES

Focal points like pavilions and shade structures provide essential gathering spaces that enhance the usability and comfort of the area, encouraging community interaction and relaxation. These features not only offer refuge from the sun and ailments but also serve as landmarks that promote a sense of place and safety, making the greenway more inviting for all visitors.



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