I-49 Inner City Connector
Stage 1 Environmental Impact Statement

COMMUNITY INPUT MEETINGS (ROUND 2)
DECEMBER 11-13, 2012

EVENT SUMMARY

Prepared By:

Franklin Associates, LLC
2148 Government St.
Baton Rouge, Louisiana 70806
(225) 768-9060
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INTRODUCTION
1.0 INTRODUCTION

A second round of Community Input Meetings was held for the Interstate 49 (I-49) Inner City Connector Stage 1 in December 2012. The purpose of the meetings was to present four build alternatives, two potential interchange locations, and the no-build alternative to the public for comment. The build alternatives are designed to connect the existing I-49/Interstate 20 (I-20) interchange with the future I-49 north in the vicinity of Interstate 220 (I-220).

1.1 Meeting Format

All three meetings were held in an open house format to allow for the most flexibility in attendance. Meeting attendees were greeted at the entrance of each meeting venue and requested to sign-in. They were provided a brochure detailing the purpose of the meeting, a description of the open house concept, a layout of the meeting, a brief project history, and follow-up instructions. All attendees were also given a handout of Frequently Asked Questions (FAQs) and a Choice Card. The Choice Card asked the attendees to show their preference between the alternatives presented and share that with the project team by placing it in a drop box set out in the meeting space. Other materials provided to the public included:

- A Community Input Meeting Comment Form (take home or fill in at the meeting)
- A map of the four build alternatives
- An Americans With Disabilities Act brochure provided by the Louisiana Department of Transportation and Development (DOTD)
- Your Rights Under Title VI brochure provided by DOTD

A copy of these handouts is included as Appendix A.

After the sign-in table, a series of exhibits presented the various alternatives, which was followed by an electronic mapping station where attendees could give a project team member a specific location to look up utilizing Google Earth. They would then be able to see a close up of this location in relation to the proposed alternatives. In addition to input provided by the Choice Cards, a table was set up where attendees could write down additional comments for the project team. A court reporter was also present to take verbal comments from any attendee that chose to make one.

Members of the consultant team as well as the Northwest Louisiana Council of Governments (NLCOG) guided attendees through the exhibits and meeting information. Members of the Federal Highway Administration (FHWA) and the DOTD also attended and answered questions from the public.
1.2 Meeting Locations and Times

Meeting locations and times were developed to provide optimum public involvement. The project team felt it was important to focus the meeting locations within or near the potentially impacted community of Allendale/Ledbetter Heights. Both neighborhoods represent environmental justice communities and the project team felt it was important to make the meetings easily accessible and convenient for this community to come out and provide input on the proposed alternatives. Due to the large church presence within this community, size of the facility, abundance of parking, and the potential to be impacted from the proposed alternatives, Mount Canaan Baptist Church and Our Lady of the Blessed Sacrament Catholic Church were selected as two of the three meeting locations. The third location was located downtown, at the Greater Shreveport Chamber of Commerce, due to its close proximity to the proposed build alternatives and previous success with hosting lunchtime downtown meetings.

The meetings were offered on three different days of the week to increase public participation. Additionally, an evening meeting was offered on Tuesday and daytime meetings were offered on Wednesday and Thursday. The second round of Community Input Meetings was scheduled for the times, dates, and locations below.

Tuesday, December 11, 2012
Our Lady of the Blessed Sacrament Catholic Church
1558 Buena Vista Street, Shreveport, Louisiana
6:00 pm – 8:00 pm

Wednesday, December 12, 2012
Mount Canaan Baptist Church
1666 Alston Street, Shreveport, Louisiana
11:00 am – 1:00 pm

Thursday, December 13, 2012
Greater Shreveport Chamber of Commerce
400 Edwards Street, Shreveport, Louisiana
12:00 pm – 2:00 pm
SECTION 2.0

MEETING ANNOUNCEMENTS
2.0 MEETING ANNOUNCEMENTS

2.1 Public Notice

The paid public notice below ran three times in *The Caddo Citizen*, a weekly newspaper which is also the official parish journal. Run dates were November 22, 29 and December 6, 2012. Proof of publication is included in Appendix B.

PUBLICATION ANNOUNCEMENT
I-49 Inner City Connector
Stage 1 Environmental Impact Statement
State Project No. H.003915
Legacy No. 700-09-0171
Caddo Parish

The Northwest Louisiana Council of Governments (NLCOG) has initiated the process to produce an Environmental Impact Statement for a proposed I-49 Inner City Connector near downtown Shreveport. This study follows the Stage 0 Feasibility Study completed in 2010. The project team is offering the second round of public meetings pertaining to this study.

The purpose of this round of Public Meetings is to provide information on the status of the proposed project. Representatives of NLCOG, the Federal Highway Administration (FHWA), the Louisiana Department of Transportation and Development (DOTD), and the consultant team will be present to receive comments and answer questions related to the proposed interstate project. All interested parties are invited and encouraged to attend the meeting of their choice. There is no need to attend more than one, as each will offer identical information and input opportunities. This second round of Public Meetings is scheduled for the times, dates, and locations below.

**Tuesday, December 11, 2012**
Our Lady of the Blessed Sacrament Catholic Church
6:00 pm
1558 Buena Vista Street, Shreveport, Louisiana

**Wednesday, December 12, 2012**
Mt. Canaan Baptist Church
11:00 am
1666 Alston Street, Shreveport, Louisiana

**Thursday, December 13, 2012**
Shreveport Chamber of Commerce
12:00 pm noon
400 Edwards Street, Shreveport, Louisiana

Alternative information and input opportunities will be provided at each meeting. Written statements can be submitted at the meeting or mailed to the address shown below, postmarked within 30 days following the meeting.

Should anyone require special assistance due to a disability to participate in this meeting, please contact the NLCOG Planning Division at the address shown below, or by telephone at (318) 841-5950, at least five working days prior to the meeting.

Northwest Louisiana Council of Governments
Planning Division
401 Market Street, Ste. 460
Shreveport, LA 71101

The most recent information can be found:
www.i49shreveport.com
1-877-893-8295 (a toll free call)
2.2 Press Releases and Public Service Announcements

The Press Release and Public Service Announcement on the following page were provided to media outlets in the greater Shreveport area on November 27, 2012. These media outlets included:

**Newspapers**
The Caddo Citizen (official parish journal)  
Shreveport Times  
Shreveport Sun (also paid advertisement)

**Radio**
KDKS  
GAP Broadcasting LLC  
KSYB - Amistad radio  
Cumulus Broadcasting  
KNCB  
KSCL  
Radio Group  
Red River Public Radio  
Tom Pace Town Talk

**Television**
KSLA - Channel 12  
KSLA - Channel 13  
KTAL - Channel 6  
KTBS - Channel 3  
KTBS - Channel 4  
KMSS - Fox 33  
BPCC Smart Channel

A paid, color advertisement (the Flyer pictured in Section 2.4) ran on the back page of *The Shreveport Sun* on December 6, 2012. This publication focuses on content relevant to the African American community. The Shreveport Sun also ran a cover story (see page 10) on December 6, 2012 promoting the meetings.
FOR IMMEDIATE RELEASE
CONTACT: KENT ROGERS
Northwest Louisiana Council of Governments
(318) 841-5950

STAGE 1 OF I-49 INNER CITY CONNECTOR UNDERWAY—COMMUNITY OPEN HOUSE MEETINGS SCHEDULED FOR DECEMBER

SHREVEPORT—A round of Open House Community Meetings to inform the public of specific build alternatives for an I-49 Inner City Connector will occur next month. The Northwest Louisiana Council of Governments initiated a Stage 0 Feasibility Study on the I-49 Inner City Connector in 2009 to determine whether a linkage of the current I-49 with the future I-49 North would be feasible. That process was completed in 2010, and the project is now midway through Stage 1, the Planning/Environmental portion of the seven-stage Louisiana Department of Transportation and Development project development process. Stage 1 analyzes the potential impacts the I-49 Inner City Connector may have, inclusive of public input, and the required environmental documentation. Additional project information can be found at www.i49shreveport.com.

These Open House Community Meetings invite the public to view and comment on four build alternatives, two potential interchange (exit) locations, and the no-build alternative. Recommendations for community/neighborhood enhancements are also welcomed during these meetings. Project representatives from the consultant team as well as local, state, and federal transportation agencies will be on hand to answer questions. A court reporter will be present to record all verbal comments.

Residents are invited to attend one of three upcoming Open House Community Meetings to get more information:

**Tuesday, December 11, 2012**
Our Lady of the Blessed Sacrament Catholic Church
6:00 pm
1558 Buena Vista Street
Shreveport, Louisiana 71101

**Wednesday, December 12, 2012**
Mount Canaan Baptist Church
11:00 am
1666 Alston Street
Shreveport, Louisiana 71101

**Thursday, December 13, 2012**
Greater Shreveport Chamber of Commerce
12:00 pm noon
400 Edwards Street
Shreveport, Louisiana 71101

All Meetings are free and open to the public. Residents need attend only one open-house event to receive information and give their input.
Community Input Meetings (Round 2) Event Summary

Front Page Article Running December 6, 2012 in the Shreveport Sun
2.3 Stakeholder Group Meetings

Stakeholder group meetings were held in advance of the public meetings. The first round of stakeholder meetings occurred on November 15 and 16, 2012. These included the initial convening of the I-49 Inner City Connector Citizen’s Advisory Committee (CAC), a group meeting with elected officials, and a meeting with the Housing Authority of the City of Shreveport (HACS) staff and board members. While the bulk of the printed promotional material was not yet ready at this time, CAC members were provided preliminary versions of the meeting flyer for distribution to their constituencies. This was made available both as hard copy and emailed to them as an Adobe Acrobat file for forwarding.

A second round of stakeholder group meetings occurred November 28, 2012. This included four separate stakeholder meetings. The first meeting was with State Senator Greg Tarver followed by a meeting with several pastors from churches in the Allendale community. The third meeting was with various city officials including the Director of Public Works, Mr. Stanley Harris, the City Engineer, Mr. Andrew Zagars, and Mayor Glover (via telephone). The final meeting of the day was with the Director of The Fuller Center for Housing-Northwest Louisiana (Fuller Center), Mr. Lee Jeter. Quantities of the push-cards and color flyers were available at this time and were provided to the pastors for distribution to their congregations and to Mr. Jeter for distribution to Fuller Center residents. Mayor Glover, Senator Tarver, and Mr. Jeter were all provided preliminary copies of the large-scale project map illustrating the four proposed build alternatives for the I-49 Inner City Connector.

2.4 Community Canvassing

Community canvassing was accomplished in part through the distribution and posting of flyers, posters, and push-cards. The flyers and posters contained identical graphics: the flyers were letter-sized (8 ½” x 11”) while the posters being 11” x 17”. Promotional push-cards measuring 4” x 6” were provided to the businesses and organizations for distribution to their clientele.

At each of the sites shown in Table 1, these advertising materials were offered. Posters were affixed outside the buildings, typically near the entry or within the building in a prominent location where they could be easily seen. Some merchants refused the offer to install the poster(s), indicating that they would install them themselves. Examples of the flyers, posters, and push-cards can be seen at the end of this section.
<table>
<thead>
<tr>
<th>Site</th>
<th>Posters</th>
<th>Flyers</th>
<th>Push-Cards</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fuller Center for Housing</td>
<td>2</td>
<td>30</td>
<td>100</td>
</tr>
<tr>
<td>4221 Linwood Avenue</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Canaan Village Tower</td>
<td>2</td>
<td>10</td>
<td>50</td>
</tr>
<tr>
<td>400 North Dale Street</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Y&amp;J Grocery</td>
<td>2</td>
<td>2</td>
<td>50</td>
</tr>
<tr>
<td>1901 Alston Street</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>WK Health Center &amp; Gym</td>
<td>2</td>
<td>10</td>
<td>50</td>
</tr>
<tr>
<td>Murphy Street &amp; Pierre Avenue</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>C &amp; C Café</td>
<td>1</td>
<td>0</td>
<td>50</td>
</tr>
<tr>
<td>1765 Milam Street</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Texaco</td>
<td>1</td>
<td>0</td>
<td>30</td>
</tr>
<tr>
<td>Ford Street &amp; Hearne Avenue</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fil-a-Sack</td>
<td>1</td>
<td>2</td>
<td>40</td>
</tr>
<tr>
<td>317 Pierre Avenue</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>United Grocery &amp; Liquor</td>
<td>1</td>
<td>0</td>
<td>40</td>
</tr>
<tr>
<td>800 Pierre Ave</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wallette Library</td>
<td>1</td>
<td>20</td>
<td>100</td>
</tr>
<tr>
<td>363 Hearne Avenue</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Shreve Memorial Library</td>
<td>1</td>
<td>20</td>
<td>75</td>
</tr>
<tr>
<td>424 Texas Street</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LA Technical College</td>
<td>2</td>
<td>20</td>
<td>50</td>
</tr>
<tr>
<td>2010 North Market Street</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Community Renewal</td>
<td>2</td>
<td>25</td>
<td>50</td>
</tr>
<tr>
<td>838 Margaret Place</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CVS Store</td>
<td>1</td>
<td>2</td>
<td>50</td>
</tr>
<tr>
<td>1540 North Market Street</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Greater Shreveport Chamber of Commerce</td>
<td>1</td>
<td>15</td>
<td>75</td>
</tr>
<tr>
<td>400 Edwards Street</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mayor’s Office – City Hall</td>
<td>1</td>
<td>10</td>
<td>50</td>
</tr>
<tr>
<td>505 Travis Street, Suite 200</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Millennium Studios</td>
<td>1</td>
<td>10</td>
<td>50</td>
</tr>
<tr>
<td>300 Douglas Street</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Booker T. High School</td>
<td>1</td>
<td>25</td>
<td>50</td>
</tr>
<tr>
<td>2104 Milam Street</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>23</td>
<td>201</td>
<td>960</td>
</tr>
</tbody>
</table>
Shreveport’s Inner City Connector

Upcoming Community Input Meetings

Tuesday, December 13th 6:00 pm
LA Technical College
2010 N. Market Street

Wednesday, December 14th noon
Shreve Memorial Library
424 Texas Street
Bring your lunch!

Thursday, December 15th 6:00 pm
J.S. Clark Middle School
351 Hearne Avenue

These three community-wide input meetings are being scheduled as the project moves into the environmental assessment phase. They will provide opportunities for you to learn more, voice your opinion and give the planning team specific ideas about design alternatives for this interstate connector.

All meetings are free and open to the public.

We want to know what you think.

www.i49shreveport.com
I-49 Inner City Connector Stage 1 Environmental Impact Statement

Push-Card Front

DECEMBER PUBLIC MEETINGS

DOTD Stage 1 Environmental Impact Statement

This is the second round of public meetings for this study. At these open-house style meetings, the team will be presenting interstate alignment alternatives developed by the engineers since the first round of public meetings held last December. We are presenting three build alternatives and one no-build alternative.

Tuesday, December 11 at 6:00 PM
Wednesday, December 12 at 11:00 AM
Thursday, December 13 at 12:00 Noon

Info line: 1 (877) 893-8295 www.i49shreveport.com

Push-Card Back

DECEMBER PUBLIC MEETINGS

Tuesday, Dec. 11th
6:00 pm
Our Lady of the Blessed Sacrament Catholic Church
1558 Buena Vista Street
Shreveport, Louisiana

One block north of Ford, between Allen and Pierre.

Wednesday, Dec. 12th
11:00 am
Mt. Canaan Baptist Church
1666 Alston Street
Shreveport, Louisiana

One block north of Ford on Webster.

Thursday, Dec. 13th
12:00 noon
Shreveport Chamber of Commerce
400 Edwards Street
Shreveport, Louisiana

Corner of Edwards & Travis, next to Chase bank.
2.5 Road Signs

Three, 3x5-foot road signs were erected at the following locations on Tuesday, December 4, 2012.

**Location 1:** Texaco Station: Intersection of Ford Street and Hearne Avenue

**Location 2:** CVS Store: Intersection of North Market Street and Hearne Avenue

**Location 3:** WK Health Center & Gym: Intersection of Murphy Street and Pierre Avenue
2.6 Yard Signs

Twenty-six yard signs were prepared and positioned in rights-of-way along frequently traveled streets within and near the proposed build alternative routes in advance of the public meetings. The first six signs, which were carried over from Round 1 meetings, were placed on November 28, 2012. The remaining twenty newly fabricated yard signs were installed on December 3, 2012.

Example of Yard Sign Placed at Street Intersections

2.7 Eblasts

The following eblasts were sent to all media contacts listed in Section 2.2, as well as project stakeholders and individuals who signed up to the email list via a meeting sign-in sheet or the www.i49shreveport.com website.
Press Release

Shreveport's I-49 Inner City Connector

Public Open House Events Notice

December 2012

A round of Open House Community Meetings to inform the public of specific build alternatives for an I-49 Inner City Connector will occur next month. These events are opportunities for the public to view and comment on four build alternatives, two potential interchange (exit) locations, and the no-build alternative.

Tuesday, December 11, 2012
Our Lady of the Blessed Sacrament Catholic Church
6:00 pm
1558 Buena Vista Street, Shreveport

Wednesday, December 12, 2012
Mount Canaan Baptist Church
11:00 am
1656 Alston Street, Shreveport

Thursday, December 13, 2012
Greater Shreveport Chamber of Commerce
12:00 pm noon
400 Edwards Street, Shreveport

Please direct your questions and comments to:
James Taylor
Franklin Associates
2148 Government Street Baton Rouge, LA 70806
Phone: 225-769-9050
Fax: 225-769-9000
james@franklinassoc.net

Additional information about the project including maps and a feedback opportunity are on the website at www.i49shreveport.com

Sincerely,
Kent Rogers - Executive Director, NLCOG
Kerry Oriel - Project Manager, Providence
Perry J. Franklin, Sr. - President, Franklin Associates
Community Input Meetings (Round 2) Event Summary

This eblast was sent to 15 members of the I-49 CAC (and also copies to the 11 member consultant team) on November 29, 2012, with a 46% open rate.
This eblast was sent to 230 stakeholders, 15 media and the 11 member consultant team on November 30, 2012, with a 38% open rate.
This eblast was sent to 162 stakeholders, 15 CAC members, 15 media contacts, and the 11 member consultant team on December 11, 2012, with a 33% open rate. The reason that this second eblast was sent to fewer stakeholders is because that list was purged of bounced or otherwise inactive email addresses.
SECTION 3.0

PUBLIC INPUT
3.0 PUBLIC INPUT

3.1 Choice Cards

Choice cards measuring 4” x 6” and containing three basic questions were provided to attendees as they signed in and entered each open-house event. The full questions and instructions can be seen on the example card in Appendix A. Attendees were encouraged to examine the maps and exhibits to more fully understand the No-Build route, the proposed build alternatives, and the impacts associated with each build alternative and build interchange. Members of the project team were available to answer any questions or concerns. After reviewing the maps and exhibits attendees were encouraged to make selections on their choice card and submit it by dropping it into the Choice Card Drop Box. A total of 238 choice cards were submitted during this round of meetings. Table 2 is a summary of the choice card responses received.

<table>
<thead>
<tr>
<th>Build or No-Build?</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>No-Build:</td>
<td>149</td>
</tr>
<tr>
<td>Build:</td>
<td>71</td>
</tr>
<tr>
<td>No Response:</td>
<td>18</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Which build alternative is preferred?</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Alternative 1 (purple):</td>
<td>20</td>
</tr>
<tr>
<td>Alternative 2 (blue):</td>
<td>29</td>
</tr>
<tr>
<td>Alternative 3 (green):</td>
<td>57</td>
</tr>
<tr>
<td>Alternative 4 (orange):</td>
<td>39</td>
</tr>
<tr>
<td>No Response:</td>
<td>93</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Which interchange location is preferred?</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Ford Street:</td>
<td>48</td>
</tr>
<tr>
<td>Hearne Avenue:</td>
<td>91</td>
</tr>
<tr>
<td>No Response:</td>
<td>99</td>
</tr>
</tbody>
</table>

3.2 Written Comments

In addition to the choice cards, two additional methods of collecting public input were provided at the public open house events. The first was a letter sized comment form (see Appendix A) where attendees could provide written statements and deposit them in the Comment Drop Box. The second option was a court reporter station set up to take oral statements (see Section 3.3).
Several opposition flyers were also found within the meeting drop boxes. An organized opposition group, Loop It For a Better Solution, came out in large numbers during the first meeting at Our Lady of the Blessed Sacrament Catholic Church, with smaller numbers at the two subsequent meetings. They brought and distributed two-sided color flyers to attendees and told them to "Vote for No-Build" and in some cases, not to provide input on the choice cards or to the court reporter. This flyer advocated for the utilization of the Louisiana Highway (LA) 3132 and I-220 to create a loop around the western side of the city. Over the course of three days, 109 of these flyers were signed and stuffed into the drop boxes. One member of this group also brought a petition and asked attendees to sign it. At the final meeting, at the Greater Shreveport Chamber of Commerce, this group brought another handout asking people to join Loop It, LLC, which is advocating the LA 3132 Loop as well as an inner city boulevard. This group created confusion for many of the attendees and some voiced a level of discomfort with the way in which the group was promoting their cause. The consultant team along with members of NLCOG, FHWA, and DOTD respectfully requested some of these opposition members to move their discussions outside or to the corners of the rooms to be less disruptive. These requests were moderately successful. A copy of the material distributed by the opposition group is included as Appendix C.

A total of sixteen (16) official comment forms were filled out and deposited in the drop box during the three meetings. The comment forms were also made available on the project website and comments in response to the meetings were accepted through January 14, 2013. Copies of all official comment forms received at the meetings and during the comment period are included as Appendix D. A summary of the written comments received and the project team’s responses will be made available on the project website once approved by NLCOG, DOTD and FHWA. Once final, the summary of comments and responses will also become part of the EIS document.
3.3 Verbal Comments

The open-house meeting format did not incorporate a formal presentation or “open microphone” opportunity for anyone to address the audience. Instead, a court reporter was present to take oral comments and statements. Persons who availed themselves to this opportunity had their statements recorded for transcription. The court reporter received a total of 26 verbal comments during these open-house meetings. A copy of the transcript received from the court reporter for all verbal comments is included as Appendix E. A summary of the verbal comments received and the project team’s responses will be made available on the project website once approved by NLCOG, DOTD and FHWA. Once final, the summary of comments and responses will also become part of the EIS document.
SECTION 4.0

MEETING ATTENDANCE
4.0 MEETING ATTENDANCE

All three of the Community Input Meetings were well attended. Based on observations by members of the consultant team, the size of the crowd, the fact that numerous persons side-stepped the sign-in table, or refused to sign-in, the consultant team believes that at least 200 persons attended the first meeting at Our Lady of the Blessed Sacrament Catholic Church. At subsequent venues event entry was better controlled and persons did not arrive all at once. For this reason, we maintain that the sign-in sheets for events at Mount Canaan Baptist and the Greater Shreveport Chamber of Commerce accurately reflect attendance and the sign-in sheet for Our Lady of Blessed Sacrament reflects fewer individuals than were actually present. Table 3 is a summary of attendance according to the sign-in sheets.

Table 3. Meeting Attendance Summary

<table>
<thead>
<tr>
<th>Meeting</th>
<th>Public</th>
<th>Elected</th>
<th>Project Team</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Our Lady of the Blessed Sacrament Catholic Church</td>
<td>132</td>
<td>1</td>
<td>15</td>
<td>148</td>
</tr>
<tr>
<td>December 11, 2012 at 6:00 pm</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mount Canaan Baptist Church</td>
<td>130</td>
<td>4</td>
<td>14</td>
<td>148</td>
</tr>
<tr>
<td>December 12, 2012 at 11:00 am</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Greater Shreveport Chamber of Commerce</td>
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<td>December 13, 2012 at 12:00 pm</td>
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A total of 330 people signed in to the meetings excluding the project team. The project team is made up of the consultant team, NLCOG, DOTD, and FHWA. For each event, from 12 to 15 members of the project team were present to guide attendees through the series of exhibits, to explain the proposed project, and to answer questions.

When including the project team and the approximate 70 people who did not sign in at the first meeting, a conservative estimate of total event attendance is 441 persons. Note that these are not unique attendees. In addition to the repeated attendance by the project team (12 to 15 members), a number of other persons including elected officials and citizens – particularly those in opposition to the I-49 Inner City Connector – attended two or all three open-house events.

Copies of the sign-in sheets and meeting photographs for all three open-house events are included as Appendices F and G, respectively.
APPENDIX A

MEETING HANDOUTS
Handouts provided at each open-house event were the following:

1. Brochure (Bi-fold) prepared by Providence
2. Choice Card
3. Frequently Asked Questions (2 pages) prepared by Providence
4. Community Input Meeting Comment Form
5. Build Alternatives Map (from I-20 to Cross Bayou)
6. Americans With Disabilities Act brochure provided by DOTD
7. Your Rights Under Title VI brochure provided by DOTD
Welcome to the Interstate 49 (I-49) Inner City Connector second round of public meetings for the Stage 1 Environmental Impact Statement (EIS). This will be an open-house style meeting, where the project team will display interstate build alternatives developed by the project engineers since the first round of public meetings, which were held last December. Please use this program to navigate through the open-house at your own pace. The project team is available to answer your questions and are identified by name tags. There are a series of displays presenting four build alternatives, two potential interchange (exit) locations, and the no build alternative.

Please use the enclosed Choice Card to choose your preferred alternative and drop your choice card in the Choice Card Drop Box. The results of the choice cards will be posted to the project website.

If you would like to make additional comments regarding the project, you can either write them on a Comment Card and drop them in the Comment Card Drop Box at Table 5 or provide your verbal comments to the Court Reporter at Table 4. Written comments in response to this meeting will also be accepted by mail and through the project website until January 14, 2013. General project comments can be submitted at any time.

Any verbal or written comments received in response to these meetings should be submitted by January 14, 2013 to become part of the official meeting transcript. If you wish to mail in your written comments please send them to:

Providence
c/o I-49 Inner City Connector
1201 Main Street
Baton Rouge, LA 70802

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**Table Directory**

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<td>Electronic Mapping</td>
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<td>Choice Card Drop Box</td>
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<td>Court Reporter for Verbal Comments</td>
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<td>Written Comment Area and Comment Card Drop Box</td>
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PROJECT BACKGROUND

The I-49 Inner City Connector Project is part of the I-49 Corridor which runs from Winnipeg, Canada to New Orleans, Louisiana. The I-49 Inner City Connector is a proposed new interstate facility approximately 4 miles in length. It is proposed to connect I-49 at the I-20 interchange with I-49 North in the vicinity of the I-220 interchange. The project is presently in Stage 1 Planning/Environmental of the seven-stage Louisiana Department of Transportation and Development (DOTD) project development process. At the end of Stage 1, an Environmental Impact Statement will be presented to the public for comments and then to the Federal Highway Administration and the DOTD for approval.

Please visit the official website of the I-49 Inner City Connector to stay up to date on the project and upcoming public involvement opportunities.

www.i49shreveport.com

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<tr>
<th>DOTD Project Development Process</th>
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10-20 years

NLCOG

PROVIDENCE

FRANKLIN ASSOCIATES
Choice Card

Please circle your preference:

Build       No Build

Please circle one preferred build alternative even if you chose No Build in the question above:

1       2       3       4

Please circle one preferred build interchange:

Ford       Hearne

Place your card in the Choice Card Drop Box when finished. You can use the comment cards or court reporter if you would like to make additional comments.
FREQUENTLY ASKED QUESTIONS

Below is a list of Frequently Asked Questions created to assist you in navigating your way through the open-house style meeting. Please provide your input on the alternatives presented by filling out the Choice Card included in the meeting handout.

1. **What is the purpose of the I-49 Inner City Connector project?**

   The primary purpose of this project is to provide improved connectivity between the existing I-49/I-20 interchange and the future I-49/I-220 interchange. The project will reduce travel time and travel distance for those remaining on I-49. Without this project, I-49 traffic would be routed over LA 3132 and I-220, a detour in excess of 12 miles.

2. **Are the proposed Build Alternatives at-grade, elevated, or a combination?**

   This information is not determined at this stage of the project. The project engineers will determine at-grade, elevated, or a combination of the two once the Preferred Build Alternative is selected. Several factors including topography, design criteria, cost, and community concerns will factor into this decision.

3. **Are additional impact studies going to be conducted (i.e. noise, wetlands, etc.)?**

   Yes, additional impact studies (air quality, noise analysis, wetlands, cultural resource survey, etc.) will be conducted on the Preferred Build Alternative once it is selected and approved.

4. **Why does the second question on the Choice Card ask me to circle a preferred Build Alternative even if I chose the No Build option in the first question?**

   The Draft Environmental Impact Statement (DEIS) for this project will contain both a Preferred Build Alternative along with the No Build Alternative. The project team will use your response from the first question on the Choice Card to tally the overall public support and opposition to the project. The responses to the second question on the Choice Card will assist the project team in determining which alignment the public most supports as the Preferred Build Alternative. Even if you prefer the No Build Alternative, the second question on the Choice Card allows you to voice which Build Alternative you would prefer, in the event the Federal Highway Administration (FHWA) issues a Record of Decision (ROD) selecting the build option.

5. **Why are there now four build alternatives when we were told previously that there would be three presented at this round of meetings?**

   One of the requirements of the Stage 1 process is to take steps to try and resolve any controversy that exists along the way. Build Alternative 4 arose during alternative development as a means to resolve conflict brought forth from opposition from the Housing Authority of the City of Shreveport (HACS) due to property located near the I-20/I-49 interchange as well as to minimize the impacts to the Fuller Center for Housing (Fuller Center) development. This alternative, while achieving the goal of minimizing impacts to the HACS property and Fuller Center development, has additional impacts to community churches, as well as major impacts to the I-20/I-49 Interchange that potentially exceed the benefits.
6. **What will this project cost?**

The project team is currently preparing cost estimates for each Build Alternative factoring in design, right-of-way acquisition, utilities, relocations, construction, and mitigation. This information is not currently available for this round of meetings, but will be completed prior to the selection of a Preferred Build Alternative and will be included in the DEIS.

7. **How does someone that was unable to attend the meeting submit their alternative preference?**

Please submit your preference to one of the following addresses below or via the Contact Us tab on the project website (www.i49shreveport.com). Comments must be postmarked by January 14th in order to become part of the official meeting transcript and survey results.

**Mail to:** Providence  
c/o Inner City Connector  
1201 Main Street  
Baton Rouge, LA 70816

**Email to:** kerryoriol@providenceeng.com

8. **Will there be any more community input meetings after this round?**

This will be the last round of community input meetings; however, comments, questions, and concerns can be submitted anytime through the project website, email, or regular mail (see previous question). The next time we come to the public will be to present the DEIS at a Public Hearing, which is anticipated for late summer/fall 2013. The Public Hearing only allows for formal public comments. No responses to comments are provided during the hearing. Any substantive comments received at the Public Hearing or during the DEIS 45-day comment period will become part of the official project record and will be addressed in the Final Environmental Impact Statement (FEIS).

9. **When will we know one way or another if this interstate will be built?**

FHWA will issue a ROD as the final step of the Stage 1 process selecting either the Preferred Build Alternative or the No Build Alternative. This is anticipated to occur in early 2014. At this point, you will know if the I-49 Inner City Connector will be built and the general alignment it will follow.

10. **When should we expect to see construction begin on the I-49 Inner City Connector if the ROD identifies the selected alternative as the build option?**

The Louisiana Department of Transportation and Development’s (DOTD’s) project delivery process consists of seven stages. All seven stages are on the back of your handout. The first stage, Stage 0 (Feasibility), of the I-49 Inner City Connector was completed in May 2010. The project is currently in Stage 1 (Planning/Environmental), which is anticipated to end in early 2014. If the ROD selects the build option at the conclusion of Stage 1 it is difficult to estimate how long until construction begins (Stage 5) because it will depend on how long it takes to find funding in Stage 2. As you can see on the back of your handout, all seven stages can range anywhere from 10-20 years due to the indefinite time in Stage 2.
# Community Input Meeting Comment Form

## I-49 Inner City Connector Stage 1 (Round 2)

**State Project No.: H.003915**  
**Shreveport, LA**

Please use this form if you have any questions, comments, or concerns you would like the project team to become aware of. Also, if you were not able to fill out a Choice Card at the meetings you can use this form to express your preference of Build or No Build. Even if you prefer the No Build option, please also specify which of the Build Alternatives you prefer in the event the build option is selected at the end of the Stage 1 process.

Please submit your comments to one of the following addresses below. Comments must be postmarked by January 14th in order to become part of the official transcript and survey results.

**Email:** kerryonol@providenceeng.com  
**or Mail:** I-49 Inner City Connector  
C/O Providence  
1201 Main Street  
Baton Rouge, LA 70802

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<th>Date:</th>
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**PLEASE CONSIDER THE FOLLOWING COMMENTS:**

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- Please consider the following comments:
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Build Alternatives Map (I-20 to Cross Bayou)
Americans with Disabilities Act Brochure (outside)
AMERICANS WITH DISABILITIES ACT (ADA)

The Americans With Disabilities Act (ADA) prohibits discrimination on the basis of disability in employment, state and local government, public accommodations, commercial facilities, transportation, and telecommunications. It also applies to the United States Congress.

To be protected by the ADA, one must have a disability or have a relationship or association with an individual with a disability. An individual with a disability is defined by the ADA as a person who has a physical or mental impairment that substantially limits one or more major life activities, a person who has a history or record of such an impairment, or a person who is perceived by others as having such an impairment.

LADOTD (ADA) Policy Statement

Louisiana Department of Transportation and Development (LADOTD) supports the objectives of the ADA to ensure equal opportunity for individuals with disabilities in employment, public accommodation, programs, activities, and services.

It is the policy of the LADOTD that no qualified individual shall, solely on the basis of his or her disability, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination under any of its programs, services, or activities in accordance with Section 504 of the Rehabilitation Act of 1973 and the Americans with Disabilities Act of 1990.

Titles II and III of the Americans With Disabilities Act (ADA) affect state and local governments, public transportation and public accommodations. Title II covers all activities of state and local government, regardless of size or receipt of federal funding and also covers public transportation services such as city buses and public rail transit. Title III covers businesses and non-profit service providers that have public accommodations, privately operated entities, privately operated transportation and commercial facilities.

Section 504 of the Rehabilitation Act of 1973 specifically states that “no qualified individual with a disability in the U.S. shall be excluded from, denied the benefits of, or be subjected to discrimination under any program or activity that either receives federal financial assistance or is conducted by an Executive agency or the U.S. Postal Service. This ties Title VI to ADA/Section 504 based on discrimination.

FOR QUESTIONS OR CONCERNS REGARDING THE TITLE VI/ADA PROGRAM PLEASE CONTACT:

Kathy Hensfall, Program Manager
Title VI/ADA and Title VII Programs
Compliance Program Section, Room 355-Q
1291 Capitol Access Road
Baton Rouge, LA 70802
Phone: (225) 319-1382
Fax: (225) 379-1868

Louisiana Department of Transportation and Development
P.O. BOX 9245
BATON ROUGE, LA. 70804-9245
Kathy.Hensfall@la.gov
ONCE A COMPLAINT IS FILED

Once a complaint is filed, the agency will review it to determine whether it has jurisdiction to investigate the issues you have raised. In general, the agency will investigate your allegations and attempt to resolve any violations that are found. If a violation is found, and negotiations are unsuccessful, enforcement measures may be instituted.

YOUR RIGHTS UNDER TITLE VI

CIVIL RIGHTS ACT OF 1964

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

Kathy Horsfall, Program Manager
Title VI/FFA and Title VI Programs
Compliance Programs Section
P.O. BOX 9249
BATON ROUGE, LA 70804-9245
Phone: 225-379-1382
Fax: 225-379-1865

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

TEL: 225-379-1382
WHAT IS TITLE VI?

Title VI of the Civil Rights Act of 1964 is a Federal law that protects individuals from discrimination on the basis of their race, color, or national origin in programs that receive Federal financial assistance. There are approximately 30 Federal agencies that provide Federal financial assistance in the form of funds, training, technical and other assistance to state and local governments, and non-profit and private organizations. Most federally assisted programs address such areas as:

- Elementary, secondary, and higher education
- Health care, social services, and public welfare
- Public transportation
- Parks and recreation
- Natural resources and the environment
- Employment and job training
- Housing and community development, law enforcement, and the administration of justice
- Agriculture and nutrition

PROHIBITED DISCRIMINATION UNDER TITLE VI

Many forms of illegal discrimination exist. This can limit the opportunity of minorities to gain equal access to services and programs. Federally assisted programs cannot, on the basis of race, color, or national origin, either directly or through contractual means:

- Deny program services, aid, or benefits;
- Provide a different service, aid, or benefit, or provide them in a manner different than they are provided to others; or
- Segregate or separately treat individuals in any manner related to the receipt of any service, aid, or benefit.

FILING A TITLE VI COMPLAINT

All agencies that provide Federal financial assistance are responsible for investigating complaints of discrimination on the basis of race, color, or national origin in the use of its funds. If you believe that you or others have been discriminated against, you are entitled to file a complaint with the Federal agency that provides funds for the program where the discrimination is occurring. A written and signed complaint should be filed with the appropriate Federal agency, generally within 180 days of the date of the alleged discrimination. It should describe:

- Your name, address, and telephone number. Your complaint must be signed. If you are filing on behalf of another person, your name, address, telephone number, and your relation to that person should be noted. (For example: friend, mother, attorney, etc.)
- The name and address of the agency, institution, or department you believe discriminated against you.
- How, why, and when you believe you were discriminated against. Include as much background information as possible about the alleged acts of discrimination. Include names of individuals whom you allege discriminated against you, if you know them.
- The names of any persons, if known, that the investigating agency could contact for additional information to support or clarify your allegations.
APPENDIX B

PUBLIC NOTICE PROOF OF PUBLICATION
PROOF OF PUBLICATION
State of Louisiana
Parish of Caddo

Before me, the undersigned authority, personally came and appearec Lisa Luccous personally known to me, who duly sworn, deposes and is the Publisher of the Caddo Citizen, and that the attached is a true copy of

[Signature]
F.R.K lin Associates

as per copy of advertisement hereto annexed, was published in the Caddo Citizen in its issue of:

Date: November 22, 2012

[Signature]
Lisa Luccous

Sworn to and subscribed before me on this day of November, 2012.

[Signature]
Kimberly Barr
Notary Public, In and for Caddo Parish, Louisiana
My Commission is for Life
PROOF OF PUBLICATION

State of Louisiana
Parish of Caddo

Before me, the undersigned authority, personally came and appeared Lisa Luccous personally known to me, who duly sworn, deposes and is the Publisher of the Caddo Citizen, and that the attached is a true copy of

Franklin Associates

I-49

as per copy of advertisement hereto annexed, was published in the Caddo Citizen in its issue of:

Date: November 29, 2012

Lisa Luccous

Sworn to and subscribed before me on this 30 day of November, 2012.

Kimberly Barr, #77205
Notary Public, in and for Caddo Parish, Louisiana
My Commission is for Life
PROOF OF PUBLICATION
State of Louisiana
Parish of Caddo

Before me, the undersigned authority, personally came and appeared Lisa Luccous personally known to me, who duly sworn, deposes and is the Publisher of the Caddo Citizen, and that the attached is a true copy of

Franklin Associates

as per copy of advertisement hereto annexed, was published in the Caddo Citizen in its issue of:

Date: December 6, 2012

Lisa Luccous

Sworn to and subscribed before me on this 7th day of December, 2012.

Kimberly Barr
Notary Public, in and for Caddo Parish, Louisiana
My Commission is for Life

PUBLIC MEETING
I-49 Inner City Connector
Stage 1 Environmental Impact Statement
State Project No. H.003915
Legacy No. 700-49-0171
Caddo Parish
The Northwest Louisiana Council of Governments (NLCOG) has initiated the process to produce an Environmental Impact Statement for a proposed I-49 Inner City Connector near downtown Shreveport. This study follows the Stage 0 Feasibility Study completed in 2010. The project team is offering the second round of public meetings pertaining to this study. The purpose of this round of Public Meetings is to provide information on the status of the proposed project. Representatives of NLCOG, the Federal Highway Administration (FHWA), the Louisiana Department of Transportation and Development (DOTD), and the consultant team will be present to receive comments and answer questions related to the proposed interchangeable project. All interested parties are invited and encouraged to attend the meeting of their choice. There is no need to attend more than one, as each will offer identical information and input opportunities. This second round of Public Meetings is scheduled for the times, dates, and locations below.

Tuesday, December 11, 2012
Our Lady of the Blessed Sacrament Catholic Church
6:00 pm
1558 Buena Vista Street,
Shreveport, Louisiana

Wednesday, December 12, 2012
Mt. Canaan Baptist Church
11:00 am
1666 Alston Street,
Shreveport, Louisiana

Thursday, December 13, 2012
Shreveport Chamber of Commerce
12:00 pm noon
400 Edwards Street,
Shreveport, Louisiana

Alternative information and input opportunities will be provided at each meeting. Written statements can be submitted at the meeting or mailed to the address shown below, postmarked within 30 days following the meeting. Should anyone require special assistance due to a disability to participate in this meeting, please contact the NLCOG Planning Division at the address shown below, or by telephone at (318) 841-6950, at least five working days prior to the meeting.

Northwest Louisiana Council of Governments
Planning Division
401 Market Street, Suite 460
Shreveport, LA 71101
The most recent information can be found:
www.i49areaport.com
1-877-893-6295 (a toll-free call)

CADDY CITIZEN
November 29, 2012
December 6, 2012
APPENDIX C

MATERIAL DISTRIBUTED AT MEETING
BY PROJECT OPPOSITION
Connect I-49 NOW
Make Shreveport beautiful & prosperous

Smart Investing

Through Traffic – Loop I-49 using existing Highway 3132 and I-220 at NO COST

Local Traffic – Reinvest in US 171 / North Market Business Boulevard route to I-49
Public Investment: (unfunded) $60 million
Social and Economic Gains: + $900 million

NLCOG proposed I-49 Limited Access Connector
Public Cost: (unfunded) $500 million
Economic & Social Losses: - $150 million
Connect I-49 NOW
Make Shreveport beautiful & prosperous

- I-49 Shreveport to Arkansas – 34 miles north of US 171 under construction at cost of approximately $630 million and over 30 years to date.

- Local Traffic – Reinvest in US 171 / North Market Street as business boulevard route that connects to I-49

- Through Traffic – Loop I-49 using existing Highway 3132 and I-220 at NO COST
LOOP IT, LLC

Whereas: I-49 south of Shreveport must connect with I-49 north of Shreveport.

Whereas: There are two types of traffic using I-49: Through Traffic & Local Traffic.

Whereas: It is undesirable for through traffic, which is mostly 18-wheelers, to go through our city causing: Noise, Dirt, Congestion, Reduced Local Business Activity and Loss of Property Values for the blocks that flank these super highways.

Whereas: The proposed I-49 "Connector" is a waste of taxpayer dollars that:
- Destroys Neighborhoods, Historic Areas and Wetlands,
- Has been rejected by both State & Federal government,
- Will cost over 500 million dollars,
- Will not likely be funded

And Whereas: The proposed I-49 inner-city connector must be permanently removed from all planning documents. As long as the proposed route it remains on a map, the impacted area will be RED LINED by lenders and undesirable for attracting private investment to regenerate Allendale. This will cause further disinvestment and high social costs.

It is therefore the mission of Loop-It, LLC to:
- Learn from innovative communities that are creating positive change and community prosperity by replacing elevated, inner-city, limited access expressways with business boulevards, for new businesses.
- Advocate for change to return prosperity to neighborhoods threatened by and devastated by limited access expressways. This advocacy will include:
  - Work with other groups and individuals to prevent expressways from going through any neighborhoods
  - Promote separation of Through Traffic from Local Traffic. Specifically we will work in Shreveport to connect I-49 South to I-49 North as follows:
    - A Loop for Through Traffic - Rededicate existing Highway 3132 from I-49 South to I-20 and I-220 to its intersection with I-49 North as I-49 THROUGH TRAFFIC.
    - Local Traffic - At the current end of I-49 at I-20 construct a new ground level business boulevard into downtown that connects to Market Street and the Riverfront (I-49 BUSINESS TRAFFIC route with 35 mph speed limit)

I WISH TO BE A MEMBER OF LOOP IT.
YOU CAN USE MY NAME WITH OTHERS IN ADS OF SUPPORT.

NAME __________________________ PHONE ______________

EMAIL __________________________

Mail to: LOOP IT, LLC ~ P.O. Box 427 ~ Shreveport, LA 71162
APPENDIX D

WRITTEN COMMENTS
COMMUNITY INPUT MEETING COMMENT FORM
I-49 INNER CITY CONNECTOR
STAGE 1 (ROUND 2)
STATE PROJECT NO. H.003915
SHREVEPORT, LA

Please use this form if you have any questions, comments, or concerns you would like the project team to become aware of. Also, if you were not able to fill out a Choice Card at the meetings you can use this form to express your preference of Build or No Build. Even if you prefer the No Build option, please also specify which of the Build Alternatives you prefer in the event the build option is selected at the end of the Stage 1 process.

Please submit your comments to one of the following addresses below. Comments must be postmarked by January 14th in order to become part of the official transcript and survey results.

Email: kerryoriol@providenceeng.com
or Mail: I-49 Inner City Connector
C/O Providence
1201 Main Street
Baton Rouge, LA 70802

Date: 12-13-12
Name: JOHN GLASSELL
Address: PO BOX 217
BELCHER, LA 71004

PLEASE CONSIDER THE FOLLOWING COMMENTS:

THIS Inner City Connector needs to be built to complete a straight through I-49 corridor. This will allow for better access to downtown Shreveport from the north especially to the Convention Center and the riverboats.

The Ford-Caddo street interchange can have the ramps go under the interstate & cross there, just like the Kings HWY & I-49 interchange, so less right of way would be needed.

Alternative #1 appears to be the straightest route and impacts the least land. This connector needs to be built without further delay.

The loop around Shreveport is a very bad idea because I-220 and LA 3132 is only 4 lanes with sub-standard conditions inferior to that of I-49 South which has 6 lanes. Using North Market as a shortcut is horrible because of all the red lights and local congestion.

BUILD + FINISH I-49 NOW! INCLUDING THE INNER CITY CONNECTOR
This is a request that the I-49 inner city connector be built as soon as possible. This highway should have been built when I-49 south of I-20 was built. When I-49 from I-220 to I-30 in Texarkana opens up, the traffic on North Market + downtown Shreveport will be major gridlock, even worse than it is now. The traffic lights on North Market must go. They are ill-timed, unpredictable, even outside of rush hour. Another possible route (which is Pete Harris Dr. from 144 - Murphy Dr. up to Ford - Caddo then to across Hearne Ave onto Blanchard Hwy to I-220) is also a route that will be a major disaster due to 2 lane streets + more bad traffic lights.

The idea of having I-49 follow I-220 over Cross Lake, then across 120 west of the airport and then follow LA 3132 from there to I-29 south is a very long out of the way loop that costs gas and time. Not only that, no hazardous cargo over Cross Lake. Also, I-220 + LA 3132 has only 4 lanes of traffic. I-49 south has 6 lanes of traffic. The cost of upgrading I-220 + LA 3132 will be more than building a new 6-lane inner city connector. That is about 14 miles of loop to 4 miles of straight shot.
COMMMUNITY INPUT MEETING COMMENT FORM

I-49 INNER CITY CONNECTOR
STAGE 1 (ROUND 2)

STATE PROJECT NO. H.003915
SHREVEPORT, LA

Please use this form if you have any questions, comments, or concerns you would like the project team to become aware of. Also, if you were not able to fill out a Choice Card at the meetings you can use this form to express your preference of Build or No Build. Even if you prefer the No Build option, please also specify which of the Build Alternatives you prefer in the event the build option is selected at the end of the Stage 1 process.

Please submit your comments to one of the following addresses below. Comments must be postmarked by January 14th in order to become part of the official transcript and survey results.

Email: kerryorio@providenceeng.com
or Mail: I-49 Inner City Connector
C/O Providence
1201 Main Street
Baton Rouge, LA 70802

Date: DEC 2015
Name: BILL WIENER
Address: DESIGN.BILL@GMAIL.COM

PLEASE CONSIDER THE FOLLOWING COMMENTS:

hoop it using 3132
to I-220 to I-49

THIS MEETING IS A FARCE
THEY TRY AND STOP CITIZENS FROM GIVING AN ALTERNATIVE,
I view this as an opportunity to grow the city and revitalize a once vibrant area that has long fallen into decay. I was born in the Allendale area and remember when it was vibrant, a large population and many varied businesses. Now, it is a shadow of what it once was. I see it as a positive for Shreveport and the State.
COMMUNITY INPUT MEETING COMMENT FORM
I-49 INNER CITY CONNECTOR STAGE 1 (ROUND 2)
STATE PROJECT NO. H.003915
SHREVEPORT, LA

Please use this form if you have any questions, comments, or concerns you would like the project team to become aware of. Also, if you were not able to fill out a Choice Card at the meetings you can use this form to express your preference of Build or No Build. Even if you prefer the No Build option, please also specify which of the Build Alternatives you prefer in the event the build option is selected at the end of the Stage 1 process.

Please submit your comments to one of the following addresses below. Comments must be postmarked by January 14th in order to become part of the official transcript and survey results.

Email: kerryoriol@provvidenceeng.com
or Mail: I-49 Inner City Connector
C/O Providence
1201 Main Street
Baton Rouge, LA 70802

Date: Dec. 11, 2012
Name: FR. ANDRE MCGRAW, OFM
Address: OUR LORD OF BLESSED SACRAMENT

PLEASE CONSIDER THE FOLLOWING COMMENTS:

Why have you not even considered Option #5 “Loop It” ! I was told this option was not even considered! WHY NOT? 1-49 USING EXISTING Hy 3132 and I-220 – Thus saving our neighborhoods, churches, historical treasures – our homes – the work of Fuller Center, Christian service, community renewal – just to name a few.

FR. ANDRE MCGRAW, OFM
PASTOR, OUR LADY OF GUADALUPE
COMMUNITY INPUT MEETING COMMENT FORM
I-49 INNER CITY CONNECTOR
STAGE 1 (ROUND 2)
STATE PROJECT NO. H.003915
SHREVEPORT, LA

Please use this form if you have any questions, comments, or concerns you would like the project team to become aware of. Also, if you were not able to fill out a Choice Card at the meetings you can use this form to express your preference of Build or No Build. Even if you prefer the No Build option, please also specify which of the Build Alternatives you prefer in the event the build option is selected at the end of the Stage 1 process.

Please submit your comments to one of the following addresses below. Comments must be postmarked by January 14th in order to become part of the official transcript and survey results.

Email: kerryoriol@providenceeng.com
or Mail: I-49 Inner City Connector
C/O Providence
1201 Main Street
Baton Rouge, LA 70802

Date: 12/3/2012
Name: Chris Demopoulos
Address:

PLEASE CONSIDER THE FOLLOWING COMMENTS:

Build! Provide front road (one way) on both sides of interchange. Loop front road between Ford and Sutherland of local south of Texas to provide traffic to local business/home needs.
COMMUNITY INPUT MEETING COMMENT FORM
I-49 INNER CITY CONNECTOR
STAGE 1 (ROUND 2)

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Email: kerryoriol@providenceeng.com
or Mail: I-49 Inner City Connector
C/O Providence
1201 Main Street
Baton Rouge, LA 70802

Date: 12/11/01
Name: [Handwritten]
Address: [Handwritten]

PLEASE CONSIDER THE FOLLOWING COMMENTS:

Thank you for your input.
COMMUNITY INPUT MEETING COMMENT FORM
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STAGE 1 (ROUND 2)
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Email: kerryoriol@providenceeng.com
or Mail: I-49 Inner City Connector
C/O Providence
1201 Main Street
Baton Rouge, LA 70802

Date: 12-12-12
Name: Michael Henderson
Address: 1309 Southwest Drive
Shreveport, LA 71119

PLEASE CONSIDER THE FOLLOWING COMMENTS:

My comment is as follows: Please consider the bigger picture the future of our city is a stake if the “heart of the city” is not functioning properly then the viable construction that needed will not be able to help our children grow and want to remain here in this what is called by some “the Next great City of the South”.

We should consider that in order to grow - we must allow life to move through it. Build and Complete the I-49 ICC. It’s a must that we do!
COMMUNITY INPUT MEETING COMMENT FORM
I-49 INNER CITY CONNECTOR
STAGE 1 (ROUND 2)
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Please submit your comments to one of the following addresses below. Comments must be postmarked by January 14th in order to become part of the official transcript and survey results.

Email: kerryorio@providenceeng.com
or Mail: I-49 Inner City Connector
C/O Providence
1201 Main Street
Baton Rouge, LA 70802

Date: Name: Address:

PLEASE CONSIDER THE FOLLOWING COMMENTS:

Let's get this job done.

To much at stake.
COMMUNITY INPUT MEETING COMMENT FORM
I-49 INNER CITY CONNECTOR
STAGE 1 (ROUND 2)

STATE PROJECT NO. H.003915
SHREVEPORT, LA

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Email: kerryoriol@providenceeng.com

Date: 12/19/2012

or Mail: I-49 Inner City Connector
C/O Providence
1201 Main Street
Baton Rouge, LA 70802

Address: D.I.B.S. CATHOLIC CHURCH
AND 140 DERRA DR.
STONERIDGE, LA 70808

PLEASE CONSIDER THE FOLLOWING COMMENTS:

I am hoping that this coming I-49 will not take away the hard work in buildings, the houses that has been build new houses and the churches in this area will not be destroyed.

THANK YOU

M.B.J.
COMMUNITY INPUT MEETING COMMENT FORM
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STAGE 1 (ROUND 2)
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Please submit your comments to one of the following addresses below. Comments must be postmarked by January 14th in order to become part of the official transcript and survey results.

Email: kerryoriel@providenceeng.com
or Mail: I-49 Inner City Connector
C/O Providence
1201 Main Street
Baton Rouge, LA 70802

Date: 12/11/12
Name: Henry Bradford
Address: 1344 Milan St.

PLEASE CONSIDER THE FOLLOWING COMMENTS:

I believe that they should run it along the railroad tracks that runs by the lake that runs into I-10. I believe...
COMMUNITY INPUT MEETING COMMENT FORM
I-49 INNER CITY CONNECTOR
STAGE 1 (ROUND 2)
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Please submit your comments to one of the following addresses below. Comments must be postmarked by January 14th in order to become part of the official transcript and survey results.

Email: kerryoriol@providenceeng.com
or Mail: I-49 Inner City Connector
C/O Providence
1201 Main Street
Baton Rouge, LA 70802

Date: 12-11-2012
Name: Ashley McLaughlin
Address: 3798 Cedar Ln, INVRG, LA

PLEASE CONSIDER THE FOLLOWING COMMENTS:

Lot 1 to 220 in best.

But if it were then take few turns.
COMMUNITY INPUT MEETING COMMENT FORM
I-49 INNER CITY CONNECTOR
STAGE 1 (ROUND 2)
SHREVEPORT, LA

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Please submit your comments to one of the following addresses below. Comments must be postmarked by January 14th in order to become part of the official transcript and survey results.

Email: kerryoriol@providenceeng.com
or Mail: I-49 Inner City Connector
C/O Providence
1201 Main Street
Baton Rouge, LA 70802

Date: December 11, 2012
Name: Debio M. Adder
Address: 435 E. Olive St.
Shreveport, LA 71104

PLEASE CONSIDER THE FOLLOWING COMMENTS:

Use alternate routes rather than ones outlined in the legend.
COMMUNITY INPUT MEETING COMMENT FORM
I-49 INNER CITY CONNECTOR STAGE 1 (ROUND 2)
STATE PROJECT NO. H.003915
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Please submit your comments to one of the following addresses below. Comments must be postmarked by January 14th in order to become part of the official transcript and survey results.

Email: kerryorio@providenceeng.com
or Mail: I-49 Inner City Connector
C/O Providence
1201 Main Street
Baton Rouge, LA 70802

Date: Dec 11, 2012
Name: L.M. Eboro
Address: 3447 S. Windermere
Shreveport, LA 71139

PLEASE CONSIDER THE FOLLOWING COMMENTS:

As a parishoner of Our Lady of Blessed Sacrament, I am opposed to any construction that would alter our parish in any form, given the many options available. I support the NO BUILD which costs, no money and does not take anyone’s home.

[Signature]
COMMUNITY INPUT MEETING COMMENT FORM  
I-49 INNER CITY CONNECTOR  
STAGE 1 (ROUND 2)  
STATE PROJECT NO. H.003915  
SHREVEPORT, LA

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Please submit your comments to one of the following addresses below. Comments must be postmarked by January 14th in order to become part of the official transcript and survey results.

Email:  kerryoriol@providenceeng.com  
Name:  Brenda Giles  
Address:  1277 Norman Ave  
Date:  1/10/14

Community Input Meetings (Round 2) Event Summary  Appendix D

Our neighborhood has little left other than our churches and a few funeral homes among the homes. We ask that you consider an alternate plan that will scare what is left of this community that means so much to many of us residents. If you OPT for the downtown (OPT 3) alternative, we ask that it be rebuilt to fill the places that have already been made void.

Thanks,

B. M. Giles
COMMUNITY INPUT MEETING COMMENT FORM
I-49 INNER CITY CONNECTOR
STAGE 1 (ROUND 2)
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Email: kerryoriol@providenceeng.com
or Mail: I-49 Inner City Connector
C/O Providence
1201 Main Street
Baton Rouge, LA 70802

Date: ____________________________
Name: ____________________________
Address: __________________________

PLEASE CONSIDER THE FOLLOWING COMMENTS:

Please consider another Option - Loop It! Consider lowering or eliminating major disruptiveness in our city. My generation has witnessed and survived major destruction of several schools and neighborhoods for I-20. And now the same section of the city is being targeted. Why? Why or what is the reason for "always selecting" African American communities? There seems to be a racist element here!

What are the benefits for property owners and businesses?

Please include human factors in your decision making.

Thanks,
I work for Christian Services on Spaghetti and Lawrence Street and also live there as a supervisor of our men's transitional home. Christian Services has been in operation for over 40 years, and at its present location for almost 30 years. It was located there because those most in need are there, and can't afford transportation to eat at a soup kitchen or pick up available clothing or children's items that would have to be relocated elsewhere. My concern is the people living there for they are more important than a highway, no matter how helpful or good the idea may seem. Reimbursing those who would be displaced would not provide them with a decent place of their own, and additionally their history and generations of family is here. If you must build I-49, please consider doing so elevated as the rest of I-49 is so that it doesn't destroy the properties and heritage of those who have lived here long.

Red Bennett
Please the above road as soon as you can, we really need it.

I am in favor of option 3 since it impacts less people.

Alva W. Ash
Shreveport

I've not attended any of the meetings but have kind of kept up with the project with the articles in The Times. I've also noticed the postings in the Lakeside/Allendale neighborhood regarding the project so I'm wanting to know the effects it will have on the area of Madison Ave., Portland Ave., Kenneth Ave., and Andrew Ave. bordered by Murphay St. to the north and Laurel St. to the south.

Address: 1333 Andrew Ave
m4Bgp_72: Shreveport
m4Bgp_73: 71103
NewsletterSubscribe
MailingList:
Submit: Submit Form

Please build the I-49 Inner City Connector.
Alternative 2 is my preferred route.

Jason Dobbins (30 years old)
127 Fitzwilliam St.
Hauton, LA 71037
I have the following positive statements to make regarding the building of the inner city I-49 connection in Shreveport. Note that I have no preferred choice of one of the 4 corridors (since I don't know enough of those details), but my comment is strictly related to embracing the idea of building the inner city connector (as opposed to the weird idea of the "drive around town idea").

One advantage to the inner city connector that may not have been considered, and hopefully will now be added as a positive reason to build it, is that it will take a substantial amount of traffic off of Airline Drive and Benton Road, plus I-20 in Bossier City. Many of us that live in Bossier City but work in Shreveport would love to have the I-49 connection finished throughout the city. If it were connected, then we could take I-220 to the new I-49 and take it to our jobs (or whatever) in Shreveport. We would drive that way rather than going down Airline or Benton to get to I-20 to take it to the existing I-49 which we would then take to our jobs etc.

Another comment for building the inner city connector is the environmentally positive aspect of significantly lesser use of gasoline since the direct I-49 route through town would be much shorter than the drive around town route.

I believe that I-49 MUST be connected and not by some weird I-220/3132 loop! I think the first option is the most logical.

Kristen E. Brown
(318) 746-0211
I submit for public comment the following ideas regarding the proposed route of Interstate Highway 49 through the inner city areas of Shreveport, LA connecting the present intersection with I-20 to the proposed intersection with I-220. My idea brings together two needed projects, the completion of I-49 to the Arkansas State Line and needed upgrades to I-20 in its inner city route through downtown Shreveport, its Red River Bridge and through Bossier City.

Rather than routing I-49 through the inner city of Shreveport, my feeling is that it should turn east at its present interchange with I-20 onto an upgraded I-20 and follow the upgraded I-20 route to a new intersection approximately under the Barksdale AFB northern runway flightpath. Following the flightpath in a northerly direction and utilizing the Airline Drive corridor it should proceed to a new Red River crossing near Benton and thence to the existing I-49 corridor somewhere near Dixie, LA construction near Dixie.

Such a routing would accomplish several things.

First it would eliminate any issues related to the division of the inner city neighborhoods it is now proposed to cross. Other than it being the shortest distance between two points there is no need to use this route. Land acquisition will be very expensive, neighborhood disruption will be severe and little would be gained in the "big picture" of extending I-49 through Louisiana and to Arkansas.

Second, I-20 from the Common Street/Lime Avenue Interchange eastward to the Industrial Drive Interchange in Bossier City is still much as it was designed and built in the 1960s. Restricted travel lanes because of narrow two lane bridges, inadequate acceleration ramps and a greatly over utilized and aging Red River Bridge all need serious upgrades. Money otherwise building through the Shreveport inner city could be better spent upgrading this segment of I-20. Twice daily severe traffic back-ups occur in this segment of I-20 because of its inadequate design and over use.

One must wonder what the traveling public must think if they are so unfortunate as to be caught up in this situation that our leaders seem incapable of improving.

Third, by utilizing the Barksdale northern flightpath, a great amount of un-useable and vacant farm land would be available for right-of-way at relatively low cost.

Fourth, the growth corridor from Bossier City to Benton is one of the most active in this entire area and an additional Red River Crossing at or near Benton would be well placed for this new growth.

While I recognize that suggestions such as this get little interest from the so called professionals, I also feel that occasionally "outside the box" ideas can be useful. One must look no further than the present controversy regarding LA 3132 at Flourney-Lucas Road to understand the problem of letting the "professionals" manage our transportation needs.

Respectfully submitted,

Loy B. Moore
P. O. Box 5872
Bossier City, LA 71171
I live in Shreveport and do definitely think the I-49 should be continued through the city. I am in favor of the 3rd route as listed in today’s paper. It sounds very good in that it would impact less residents.

Hope it is finished ASAP, so I can use it in my lifetime!!

Nancy Ash
Shreveport, LA 71106

I believe strongly that the I-49 portion through downtown Shreveport should be completed as soon as possible. It should take advantage of the existing ramps off Murphy Street and follow the least expensive route to link with the I-49 section leaving Shreveport to the north.

Thank you for registering my comments.

T. Haller Jackson III
Bradley Murchison Kelly & Shea LLC
401 Edwards St., 10th Floor
Shreveport, La. 71101
318-934-4042 (direct)
318-227-1141 (fax)
hjackson@bradleyfirm.com
www.bradleyfirm.com

This message is confidential. If you receive it by accident, please call me, then destroy it.
12 December 2012

Paul J. Cirulli
416 Mayfair Drive
Bossier City, Louisiana 71111-2224

Providence
C/O Inner City Connector
1201 Main Street
Baton Rouge, Louisiana 70802

Ref: Interstate 49 Through Shreveport, Interstate 20/220 Leg

Dear Providence;

Since the inception of the Interstate 49 project through Northwest Louisiana, I have held extreme interest as a taxpayer regarding this project.

For that matter the inception of the United States Federal Defense Interstate Highway System or Interstate Highway System for short, is a grand project in American History.

Proposed in the United States Congress shortly after the end of World War II and encouraged by firsthand observations of key United States Military leaders duty stationed in Europe during the European Campaign of the World War II.

From the U.S. Military leadership observations and later direct use of the German Republic Defense Highway System (The Autobahn) during the final days of World War II and Occupational Forces of Germany a seed was planted in Americans minds.

Of course, with the presidential election of 1951 and taking of this office in 1952 by Dwight David Eisenhower, Ike for short, as the 34th President of the United States he was no stranger to the German Autobahn System.

Serving as the supreme commander of European/African/Mediterranean Allied forces during World War II, he did indeed have firsthand knowledge, observations and travels of the Autobahn. As did so many U.S. Armed Forces members participating in various military campaigns, in this region, as well.

Thus with this knowledge, during the course from 1946 to 1956, key members in Congress as well as the White House, in particular Ike’s administration, pushed for Federal Legislation to develop and construct a National high speed highway system, patterned after the German Autobahn.

This legislation beginning in the U.S. House of Representatives and then to the U.S. Senate, became known as the Federal Highway Act (date not determined) Bill. Within this bill, was wording that this project would be completed Nationwide, within a twenty (20) year period.

The legislation passed by majority vote in both houses of Congress.

President Eisenhower signed this bill, now known as the Federal Highway Act of 1956, into Federal Law, the United States Code (USC), during the year of 1956.

With all work to have been complete by 1976, additional addendum’s to this Act have been added annually by Congress. This continues to present date.

Each year, the seated President renews this act into law, with his signature.
Primarily for Our Nations National defense needs, it was designed to incorporate the movement of heavy volumes of military transportation traffic of surface movement as well as serving as a take-off and landing surface for various types of military aviation craft.

With research, you shall note that each Interstate system, which was constructed during this 20-year period, had at least the minimum of one (1) U.S. Military Reservations along the highway route, within its immediate area.

It's secondary function, was to move large volumes of civilian population from hostile areas, during the times of a National Emergency, to safe areas within the Continental (CONUS) United States.

And it's third function, is what we are all familiar with, as a “civilian speedway”, for commerce, travel, pleasure an swift removal of persons from natural and man made disasters.

Design work on this national system began thereafter, with the beginning of construction commencing on this nationwide system in the late 1950’s.

With this now law, the beginning of the Federal Interstate System as we know it today, became reality in the United States of America.

An interesting local historical note. Physical construction of Interstate 20, through the City of Shreveport began during late 1960.

As for Interstate 49, many, many years have passed, since this highway project was proposed, by the United States Department of Transportation Federal Highway Administration.

Following through with studies, public debates, designs, right-of-ways acquired and physical construction begun, it has been extremely interesting to watch the project unfold.

With approximately 90% of the end product in place and or near completion in the Northern Part of Our State, the remaining 10% remains in doubt.

Why is this?

If I may, I shall provide input from my prospective and or personal view on the “10%”, also known as (a.k.a) “The Inner City Connector”.

Nearly 40 years ago, work began on the planning phase of Interstate 49 (I-49) through the State of Louisiana, particularly through the extreme Northwest corner of Our State.

Over this period of time, numerous articles on the I-49 project have appeared in the printed media form, such as the Shreveport Journal (since defunct) and the Shreveport Times, as well as weekly and or monthly publications, such as the Shreveport Sun and The Forum Magazine.

Other printed media magazine formatted local publications, such as The Shreveport Magazine (since defunct) and SB Magazine have given their respective prospective views on this project over the years.

Of coarse equal coverage has been given by the local broadcasting media, such as KSLA-TV, KTBS-TV, KTAL-TV and KWKH/KEEL Radio on the I-49 Project over the years, also.

it is somewhat puzzling, as to why there has been a degree of vocal opposition by some, of influence and others not, on the completion of the last phase, less than four (4) miles of highway system, through Shreveport.

Over the years, I have personally been to a number of public meetings on this very topic “The Inner City Connector” and listened to comments by many, whether in favor and or against.
Time and time again, most present seem to be in favor of building this route, or with humor, “getting the show on the road” and or “stop beating the dead dog, that died days ago”.

A very handsome sum of tax dollars have been spent so far on Interstate 49 and all one has to do, is observe, whether via the news and or physically observing, what is occurring just north of Shreveport.

But the “Inner City Connector” is a different part to this story.

The best term, which comes to mind, is that this portion of the new Interstate Highway system, is being “held hostage”, by powers unknown to me, as well as others, from being completed.

When the entire route was planned through Shreveport, countless hours and tax dollars had been spent on numerous “studies” and routes firmly established for the new highway system.

Bare in mind, this occurred some 40 plus years ago. Nearly four (4) decades ago. Four decades ago.

Yes we have 90% of the highway present, but the last 10%, is one, after another, continual fight, a fight of opposition.

For the uninformed, the opposition preys on ignorance and mind control to obtain their respective goal, of No, to “The Inner City Connector Route”.

A simple word.

Its called Propaganda.

And the grand folly continues.

More taxpayer studies to do more studies on this phase continue to this day.

Delay after delay.

Week after Week.

Month after Month.

Year after Year.

Mirrors and Smoke Screens.

Spend more tax dollars on more studies.

Why are more studies needed, when past studies, well over 30 plus years ago have been completed?

It is documented and public record.

Who is benefiting from this financially?

Certainly not the taxpayers!

Yet, construction cost on the last miles of this proposed highway route, continue to soar, year after year.

And if everything were completed and in order as of this date, we are told by LADOTD, it will take years, before actual construction commences.
Will this occur in our lifetime?

Louisiana Politics at its best and or it worst, if you so prefer.

From all indications, it appears that the reasoning, is some form of internal battle, politically, between unnamed politicians, whether City, Parish, State and Federal, as well as private influential interested parties on how they personally, would not financial benefit from the “Inner City Connector”.

Yet, these same parties are the ones in favor of stopping the route dead at the I-220/I-20 interchanges, so that an assigning circuitous route, utilizing Louisiana Highway 3132 to I-220 interchange will be adopted, so that these said parties can financially benefit from route.

Think about this carefully.

Politics, Influence and properties owned along this route, equal money in the underminders’ pockets.

To briefly steer into another direction from this interstate 49 “Inner City Connector Route” discussion, to Interstate 220 within Bossier and Caddo Parishes.

This is a prime example of the aforementioned statements.

All one has to do, is carefully to do the research. Who were a number of previous owners of acquired highway right-of-way for existing I-220 from the I-20 Interchange in Shreveport, to the I-20 Interchange in Bossier City?

Yes. background. Very interesting indeed.

Do you smell anything at this point?

Oh, and let’s not forget the construction phase. It is extremely interesting on whom the firms that were awarded the contracts to build Interstate 220 project.

Is the odor distinct yet?

And let’s not forget the I-220 Bridge of Cross Lake, from inception to construction and to this day, still a controversial issue with many.

Have you identified the “distinct odor”?

This obnoxious, foul odor, if you have not identified it by now, is called “Political Cronyism”!

Which now, brings us back to the primary topic of discussion.

By the way, for the uninformed, Cross Lake, owned by the City of Shreveport, is the primary drinking water supply for the City of Shreveport and Barksdale Air Force Base, Louisiana.

To date. no hazardous material incident of major consequence has occurred on the I-220 Cross Lake Bridge and introduced large volume amounts of hazardous materials into the lake. But this can occur any time in the future.

We have been assured that a special design was incorporated into the bridge to accommodate surface hazardous spills. Within this design, is a sealed deck drainage gutter system, which will not discharge into the lake. On the extreme east end of the bridge, between the east and west bound lanes are two (2) large volume concrete lined run off holding ponds to accommodate such bridge deck run-off.
Furthermore assurance was made, to design bridge deck side walls, to withstand the impact of fully loaded 18 wheel tractor trailer type rig, moving at a high rate of speed, with a extremely heavy weight cargo, of either liquid, gas, solid and or combination of all.

But anything that man designs, is likely to fail, at some point of its life.

May the good Lord spare us of such.

But what will we do, when a loaded rig, a tanker trailer, carrying a full load of hydrocyanic acid or liquid arsenic, crashes into and over the deck walls and into Cross Lake?

Does it make any logical sense, to forgo the “Inner City Connector” route in favor of I-220 route proposal of I-49 and increase hazardous material cargoes of astronomical proportions, over a primary drinking water supply for a major municipality and United States Military Reservation?

It does not.

Some will instantly point out, that the Kansas City Southern Railway System main line crosses the east bank of Cross Lake, with all types of hazardous cargo. This railway line was in place long before the construction of Cross Lake, during the 1920’s.

To date, no hazardous material load, transported by rail, through accident, has dropped into and released its contents into the Lake. However it can occur at any time, in the future.

However, that is another topic of conversation. Corrective action, to any future potential problem can be addressed by both governmental and railroad authorities, now.

A simple and somewhat costly solution on both parties part, but well worth it, for the sake of public safety and life.

Referring back to our main discussion now. It does in the name of “private politics”.

When the segment of I-49 from the Louisiana Highway 3132 to Interstate 20 opened nearly 20 years ago, the same should have occurred simultaneously with the connection to Interstate 220.

Yes, we should be able to drive on this very route today, from I-220 to LA 3132 Interchange.

Nearly 20 years.

Yet, we still do not have this piece of highway in place to drive on today, “The “Inner City Connector”.

“The Opposition” continues to tout the mantra, “It will Kill the Neighborhood”. With simple research, one with common logic and sensible thought process will ascertain otherwise.

From a historical standpoint of the Allendale neighborhood, many of the homes of historic value, once that rested on the soil of the proposed freeway right-of-way, were destroyed during the devastating Allendale fire of 1925.

Very few homes of historic value remain immediately after this fire and the loss created a building boom to in the immediate area. Any pre-1925 homes of historic value remaining today are very near and or well over 100 years old.

Any post 1925 fire, homes built after this date, for the most part no longer exist. The few, which remain are between nearly 45 and 87 years of age.
Most if not all of these remaining homes are on elevated pier construction, which easily to a degree facilitates removal of structure intact to another location.

This proposed freeway route would rejuvenate and rebuild dying portions of the Allendale, as well as the Saint Paul Bottoms area of the City.

Furthermore it would be an enhancement, not a deterrent to rebirth of these neighborhoods.

All one has to do, is just take a ride through the portions of these areas, to see first hand. First hand what I am speaking of.

To accomplish success, it takes vision.

Yes, vision. Something, which for the most part, that City leadership, whether in government or the private sector is direly lacking.

This route will be on the extreme eastern portion of the Allendale Neighborhood of Shreveport, which for the most part, are vacant of structures of any kind and many acres of vacant lots.

Much of the Saint Paul's Bottom's area is in similar condition, with the small exception of the new Millennium Movie Studios and the venerable Shreveport Macaroni Factory.

Beginning at Murphy Street, the present northern most exit from I-49 south through the City, is the former, abandoned Texas & Pacific Railway right-of-way, which is on the east side of the proposed "Inner City Connector Route".

The former railway bed is not part of the highway route and the proposed I-49 route will follow same, to Milan Street, Anna Street, Ford Street and other streets in between, at which point it will turn in a Northwestward direction.

At this point, the proposed route will cross the extreme eastern portions of Buena Vista Street, Patzman Street, Chester Street as well as others. In which, this area has few remaining structures and numerous vacant lots.

Along the proposed freeway area of Chester Street, to the north side of this street, is the cooling pond for the American Electric Power/Southwestern Electric Power Company Arsenal Hill Power Generating Plant.

The proposed freeway route will skirt this property and take a very limited number of homes and vacant lots at the extreme ends of Luke, Christopher, March and Dowling Streets.

Once past this point the proposed freeway route passes into a heavily wooded area which is flood prone, continuing across Louisiana 3094, North Hearne Avenue. Along the way, no structures of any kind are encountered.

From this point to the I-220 Interchange, the proposed route topography is very similar, and again void of any structures.

All together, along this aforementioned proposed highway route, very few single family homes, multi-family homes and commercial structures continue to exist, with much of the proposed route being vacant lots and acreage.

A very limited number of properties on the proposed route, still retain structures of any kind, whether inhabited and or not.
Recently, one of the local network affiliated television stations ran another of many news pieces, on how the proposed freeway area would be affected by the construction through the eastern area’s of the Allendale neighborhood.

A lady was interviewed who was displaced from her home in New Orleans, due to Hurricane Katrina a few years back. She had relocated to Shreveport, as did so many others and she chose not to return.

Since then, she has retained a residence, in the Habitat for Humanity Housing Complex in the North Allen Avenue/North Pierre Avenue, Buena Vista Street area.

To quote her directly, if the proposed highway were to be built, she would loose her home and have to relocate once again.

As I recall from my personal observations of the “Official” United States Department of Transportation Federal Highway Administration maps of the three (3) proposed routes of the “Inner City Connector”, I distinctly recall that these routes in no way took these homes.

Wonder what powers to be, a.k.a “The Opposition Force”, financially compensated her to make this public statement?

A plea of sympathy and mercy for her cause.

And if I am wrong in recollections, then what is stopping rebuilding, of any expropriated home, by a governmental entity, expropriated for the public good?

Many, many vacant lots within this portion of the Allendale neighborhood are available, through the public adjudication process, which the present Habitat community presently resides on.

Yep, that’s right, adjudicated properties.

So ma’am, please get you facts straight, before making such a media recorded public statement.

And with all due respect, you have not resided in the City long enough, to know all the facts on the “Inner City Connector” fiasco.

The proposed highway route has well over 50% of the highway system to be elevated, bridges, very similar to the existing I-49 route, between East 70th Street and the LA 3132 Interchange.

To my personal thoughts on this matter. It renders the Interstate highway system useless, during winter weather season, as the Louisiana Department of Transportation and Development (LADOTD) shuts down I-49 within the City, as well as I-220 bridges over Cross Lake and the Red River.

A cut a fill method of construction should be used throughout the construction of the “Inner City Connector”, with very limited use of overpass and underpass bridge systems. However LADOTD is insistent on an elevated roadway structure, due to cost.

Pure non-sense!

In the long run it would be far cheaper over the years in maintenance cost of this segment of highway to go with the cut a fill method of construction. Verses elevated structures.

I have often wondered, if LADOTD employ the best of licensed professional civil engineers on it’s staff, as well as sub-contracted private licensed civil engineering firms in all phase of design, construction and maintenance work on roadway systems within Our State.

But again, this is the State of Louisiana, where in politics, non-sense over rules common sense.
Just look at the design of I-20 through the heart of Shreveport, is it of practical common sense design?

Simply put.

No!

There has been a very small coalition of extreme vocal former residences of the once former City of Shreveport Housing Authority Complex, which as I recall was named the Jackson Heights Apartment complex.

This complex rested on the East Side of Allen Avenue, between Murphy and Milam Streets, with the former Texas & Pacific Railway abandoned right-of-way paralleling on the eastern boarder.

These particular persons are in opposition of the “Inner City Connector”, due to the fact that the proposed highway route, will take the vacant acreage of this once bustling public housing complex.

More importantly to these persons they’re personal “precious memories” of residing in the complex.

Well fine a dandy, as we all have the same of whatever in our respective lives.

But the government housing project has long been reduced to landfill material.

Get over it folks, it’s gone and to use improper English Grammar, “It Ain’t Coming Back”!

Yet these same persons are in favor of the City of Shreveport rebuilding a new complex on the very same property, while countless numerous vacant lots rest across the street on the West Side of Allen Avenue.

This makes no sense what so ever?

Wonder who is financially compensating these individuals to cause a little bit of “bleeding heart” turmoil, over the sacred ground, in their respective minds?

If it does indeed make sense to some, well then I should complain, jump up-and-down and get the ear of local printed and visual media.

Shoot! I need to express my extreme frustrations that my childhood home of 1523 Division Avenue, just south of the Former City Housing project was taken for the I-49/I-20 interchange.

I need to publicly be a “cry baby too”, as this was so dear to my heart also.

You see then, I also have fond memories of the Allendale Area.

Yes I witness first hand, of history being made in Shreveport, when planning and construction of Interstate 20 through the then heart of the City.

I retain to this day, very educational observations throughout the construction of I-20. Then with the opening and daily traffic flow, just outside the south side windows, back porch/yard and front porch of my then home.

It's something, which no amount of money, could ever buy.

Stop and think for a bit. I witnessed first hand a major piece of Shreveport City history being made and it cost me absolutely nothing!
The sound of the operating freeway was neither deafening nor obnoxious, but rather entertaining.

Besides, all of the major railway lines operating in and out of Shreveport, past not far, from the backyard of my then home. Nor was this obnoxious and or deafening. But, rather entertaining as well.

It is something, which you become accustom to in life and adjust to. A different era in time and something, which a majority of today’s generations of young adults and children, would have a very hard time in understanding.

And a word to “The Heights Coalition”.

Stop publicly crying and making a cause about nothing.

Memories are just that, memories.

Time to move forward and catch the train moving out to better prosperity.

It is now time to take action and stop “pussy footing around” and begin the construction of Interstate 49, Inner City Connector, “The Last Four Miles”, through the Heart of Shreveport.
Karen is this for you?

Providence
C/O Inner City Connector
1201 Main Street
Baton Rouge, Louisiana 70802
Why not choose the shortest route. People by the millions over the years will save fuel, auto repair, health care, pollution (from exhaust), and save time.

The freeway route could be used for a hundred years or more.

Compare that to the cost of displaced property.

Charles R. Duke
8037 Jewella Ave.
Shreveport, LA 71108
COMMUNITY INPUT MEETING COMMENT FORM
I-49 INNER CITY CONNECTOR
STAGE 1 (ROUND 2)
STATE PROJECT NO. H.003915
SHREVEPORT, LA

Please use this form if you have any questions, comments, or concerns you would like the project team to become aware of. Also, if you were not able to fill out a Choice Card at the meetings you can use this form to express your preference of Build or No Build. Even if you prefer the No Build option, please also specify which of the Build Alternatives you prefer in the event the build option is selected at the end of the Stage 1 process.

Please submit your comments to one of the following addresses below. Comments must be postmarked by January 14th in order to become part of the official transcript and survey results.

Email: kerryorol@providenceeng.com
or Mail: I-49 Inner City Connector
C/O Providence
1201 Main Street
Baton Rouge, LA 70802

Date: 1-8-13
Name: JOHN GLASSELL
Address: PO BOX 2177
BECHE, LA 71004

PLEASE CONSIDER THE FOLLOWING COMMENTS:

This I-49 connector must be built without further delay! Alternative #1 appears to be the best, but any of the alternatives are good enough. The big thing is that it must be built!

As a citizen of North Caddo Parish, I know of a lot of people who want this I-49 finished to Shreveport straight shot. North Market St. (HWY 1+71) is a logistical nightmare for us to drive on to get to downtown Shreveport from North Caddo.

I-49 connector would allow us to get to (over)
Downtown in half the time.

North Market has too much congestion and too many ill-timed red lights on streets that do not need them! They all need to be taken out! I-49 would be the best way to avert this debacle.

Do not even think about trying to route I-49 around the west side of Shreveport over 1-220 Cross Lake; + the LA 3172 Innerloop. This is too long + out of the way! And it will not get rid of the North Market fiasco!

I-49 really should have been included in the original Interstate System. It was not and this I-49 corridor has been built here + there with many gaps to fill in. Let us get this Shreveport gap filled in ASAP !!!!
COMMUNITY INPUT MEETING COMMENT FORM
I-49 INNER CITY CONNECTOR
STAGE 1 (ROUND 2)

STATE PROJECT NO. H.003915
SHREVEPORT, LA

Please use this form if you have any questions, comments, or concerns you would like the project team to become aware of. Also, if you were not able to fill out a Choice Card at the meetings you can use this form to express your preference of Build or No Build. Even if you prefer the No Build option, please also specify which of the Build Alternatives you prefer in the event the build option is selected at the end of the Stage 1 process.

Please submit your comments to one of the following addresses below. Comments must be postmarked by January 14th in order to become part of the official transcript and survey results.

Email: kerryoriol@providenceeng.com
or Mail: I-49 Inner City Connector
C/O Providence
1201 Main Street
Baton Rouge, LA 70802

Date: 12/17/12
Name: Tabitha Rawls
Address: 4004 Lark St.

Bossier City, LA 71112

PLEASE CONSIDER THE FOLLOWING COMMENTS:

This needs to be built!
COMMUNITY INPUT MEETING COMMENT FORM
I-49 INNER CITY CONNECTOR
STAGE 1 (ROUND 2)
STATE PROJECT NO. H.003915
SHREVEPORT, LA

Please use this form if you have any questions, comments, or concerns you would like the project team to become aware of. Also, if you were not able to fill out a Choice Card at the meetings you can use this form to express your preference of Build or No Build. Even if you prefer the No Build option, please also specify which of the Build Alternatives you prefer in the event the build option is selected at the end of the Stage 1 process.

Please submit your comments to one of the following addresses below. Comments must be postmarked by January 14th in order to become part of the official transcript and survey results.

Email: kerryoriol@providenceeng.com
or Mail: I-49 Inner City Connector
C/O Providence
1201 Main Street
Baton Rouge, LA 70802

Date: 12/17/12
Name: MARK P. VIGEN
Address: 1393 DOWLING RD

PLEASE CONSIDER THE FOLLOWING COMMENTS:

Please Build, The Sooner the Better,
The Sooner the More Cost Effective
December 17, 2012

NLCOG
Attn: Kent Rogers, Executive Director
625 Texas Street
Suite 200
Shreveport, LA 71101

Re: COMPLAINT: Stage 1 Public Meeting for proposed I-49 Inner City Connector at Mount Canaan Baptist Church in the Allendale Neighborhood, December 12, 2012; and general public process complaints

Dear Mr. Rogers:

We are writing on behalf of a newly formed entity to submit a formal complaint concerning the conduct of your organization and consultants at NLCOG’s public meeting at Mount Canaan Baptist Church on December 12, 2012. Our growing Allendale neighborhood group we refer to as “Loop-It” have organized to advocate for our neighborhood and for a better Shreveport. We are for the I-49 loop route for through traffic (existing) and for investing in a ground level business boulevard route for local traffic instead of any of the options you have promoted to connect I-49 North to I-49 South in Shreveport (see attached handout). We secured permission from a Mount Canaan representative to assemble and pass out information to attendees encouraging them to submit a ballot in support of our loop-it efforts. Our group conduct was peaceful and within our rights as citizens to share information with our neighbors and fellow citizens. The following is a summary of our complaints against NLCOG’s public process.

Complaint item 1. Your team representing NLCOG blocked our participation and would not allow us to distribute our information at the December 12, 2012 meeting. Additionally, one of your representatives put hands on one of our group while taking action to remove members of our group from the meeting at Mt. Canaan Church. NLCOG has denied our rights to assemble and express our position at a public meeting on church property where you were a guest.

Complaint item 2. We further wish to challenge what we observe to be NLCOG manipulating and abusing the public trust placed in your organization. We view NLCOG’s process as designed to pit one neighbor against another; as not providing adequate information to the public about the destructive nature of the proposed project, as providing misleading information to the public; and as limiting our ability as citizens to have meaningful input about our concerns and possible better options. The project you propose wastes limited public resources and threatens efforts to improve prosperity for inner city residents.

Complaint item 3. In further public manipulation and restriction of our rights, we were told by a representative of NLCOG, at the Thursday meeting, that our write-in ballots will not be counted as input and that the only acceptable input is the limited options on the ballot you provided participants. Your ballot allows a “no-build” vote, however, we were instructed, anyone voting for the “no build” option is additionally required to vote for one of the destructive 4 build options that all run over our neighborhood and over wetlands. This requirement is a trick to get us to vote for something we do not want. We estimate that over 200 ballots were cast in support of our “loop-
It” option that, we were told by NLCOG’s representative, you will not report. We also believe that a “no build” vote should not require a vote to build option and believe that all such votes cast should only be counted as “no build”. We want our voices and protest of your injustices heard.

There is a better more cost effective proposal that we as citizens are promoting (attached) and there is good evidence from efforts and accomplishments in other U.S. cities that we are correct. We believe you are attempting to misdirect the future of Shreveport for reasons we do not understand. Please notify us with the specifics of how you intend to address our complaint.

“Loop-It” Representatives denied their rights at the 12.12.12 public meeting,

Louis Brousett
Charles Wiley
Rosie Chaffold
Copy with enclosure:

Ray LaHood, US Transportation Secretary
US Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Senator Mary Landrieu
431 Dirksen
Senate Office Building
Washington, DC 20510

Victor Mendez, FHWA Administrator
Southeast Federal Center Building
Room E85-336
1200 New Jersey Ave, S.E.
Washington, DC 20590-9898

Senator David Vitter
516 Hart Senate Office Building
Washington, DC 20510

Sherri LeBas, Louisiana DOT Secretary
1201 Capitol Access Road
PO Box 94245
Baton Rouge, Louisiana 70804-924

Congressman John Fleming
416 Cannon HOB
Washington, D.C. 20515

Lisa Jackson, US EPA Administrator
USEPA Headquarters
Ariel Rios Building
1200 Pennsylvania Avenue, N. W.
Mail Code: 1101A
Washington, DC 20460

Congressman Rodney Alexander
316 Cannon House Office Building
Washington, D.C. 20515

Ron Curry, US EPA Region 6 Administrator
Environmental Protection Agency
Fountain Place 12th Floor, Suite 1200
1445 Ross Avenue
Dallas, TX 75202-2733

Billy Pesnell, Attorney
400 Travis Street, Suite 1100
Shreveport, Louisiana 71101
Connect I-49 NOW
Make Shreveport beautiful & prosperous

We are FOR
Smart Investing:

1. Through Traffic – Loop I-49 using existing Highway 3132 and I-220 at NO COST

2. Local Traffic – Reinvest in US 71 / North Market Business Boulevard route to I-49
Public Investment: (unfunded) $60 million
Social and Economic Gains: + $900 million

We are Against:

NLCOG’s proposed I-49 Limited Access Connector
Public Cost: (unfunded) $500 million
Economic & Social Losses: - $150 million
Connect I-49 NOW
Make Shreveport beautiful & prosperous

I-49 Shreveport to Arkansas ~ 34 miles north of US 71 under construction at cost of approximately $630 million and over 30 years to date.

Local Traffic – Reinvest in US 71 / North Market Street as business boulevard route that connects to I-49

Through Traffic – Loop I-49 using existing Highway 3132 and I-220 at NO COST
APPENDIX E

TRANSCRIPT OF VERBAL COMMENTS
COMMUNITY INPUT MEETING COMMENT FORM

I-49 INNER CITY CONNECTOR
STAGE 1 (ROUND 2)
STATE PROJECT NO. H.003915
SHREVEPORT, LOUISIANA

DECEMBER 11, 2012
(DAY 1)

Held At:
Our Lady of the Blessed Sacrament Catholic Church
1558 Buena Vista Street
Shreveport, Louisiana 71101

Reported By:
KALISHA S. OLDS
CERTIFIED COURT REPORTER
CERTIFICATE NO. 29034
PARISH OF OUACHITA
STATE OF LOUISIANA

Duke Copeland Court Reporters & Video Conferencing
2901 Cameron Street, Monroe, LA 71201  Tel. 318-387-2889  Fax 318-387-3271
Mr. Ford: Okay. My position is very clear. I support the no build option. It will save money and save people's homes. While researching this topic, no way in history of the interstate system has an interstate gone through a neighborhood and done anything more than made the neighborhood worse. I asked them to look at the New Orleans and Portland. Both are trying to demolish elevated highways like the one proposed for Shreveport. We know this will separate the haves from the have-nots. If all that money is available— If all that money is available to use, we could use it on our current roads to repair them. An article written by Al Neal Pearce notes that sadly limited access of super-roads with high construction cost soak up revenue that could go to other sources like schools, hospitals, public health, to improve the lives of millions of families who are just getting by. We are sitting here talking about a three hundred million dollar project with our state hospital facing massive budget cuts and collapse. I've read that the interstate will bring millions of dollars through Shreveport, but I don't think a couple of Circle K's and few small stores will support a massive renewal in those
areas. Someone is going to win with a project like this, but it won't be our churches or homeowners. The shrewd investors who probably own vacant lots that probably no one will be concerned about later. But based on the attendance here tonight, I think a lot of people will be opposed to this destruction of our neighborhoods.

* * * * * * * * * * * * * * * *

Raymond Elgier Green
5306 Kennedy Drive
Shreveport, Louisiana 71109

MR. GREEN: Okay. I'm Raymond E. Green. I am a member at Our Lady of the Blessed Sacrament Catholic Church, and I'm now in the meeting that I thought would be something that would be expressing or explaining the concerns that these church members may have and people in the—in the community. But to my understanding, there's no—there's no prepared presentation and we are only to look at maps that ninety-nine percent of us do not understand. And I feel this unjust and unfair and I'm hoping the rest of the movement that this project is geared toward will be in a manner in which at least we'll leave out of a meeting with a level of understanding. It may not be a level that we appreciate, but at least a level of understanding.
Thank you.

* * * * * * * * * * * * * * * * *

Theodore L. Frierson

1938 Grover Street

Shreveport, Louisiana 71101

MR. FRIERSON: The thing that I want to say is that when they first came up with the interstate from Arkansas to Louisiana, they were stating that they were going to tie onto I-220. Well, the route that it is going right now, that they are building and will tie onto I-220. Then 3132 loop is already tied onto I-220, so there's no need for you to go to any neighborhoods if you've got it accessed that way. And when they first started talking about it, that was the route that they were referring that they were going to make. The thing that I don't understand, I don't understand why you're going through all of the residents to produce more traffic downtown. I think you need to do something different to do--to get traffic built up downtown. And those are my comments.

* * * * * * * * * * * * * * * *

Linda Katherine Peoples

510 North Pierre Avenue

Shreveport, Louisiana 71101

MS. PEOPLES: I just had a question about my residence after what's going to happen, like my--are me and my
kids going to be leaving it or--because they said that--
It look likes to me all the linemens here are--me--and I
wanted to know what was going to happen. Because I know
this area is not worth a lot of money and that I was
just--wanted to know what was going to--what's going to
happen up with the situation.

* * * * * * * * * * * * * * * * *

Sharon Denise Bryant
2920 Dupont Street
Shreveport, Louisiana 71109

MS. BRYANT: I just feel that this money that we're
spending on this is unnecessary and it's going to hurt a
lot of churches that have been here for years. My
grandmother went to this church. She's ninety-six years
old. I think that's too many years to give up. So I
just feel like the whole thing is unnecessary, and they
can find some more--other ways to spend our money.
That's it.

* * * * * * * * * * * * * * * * *

Ramona Green
8901 Rosedown Place
Shreveport, Louisiana 71118

MS. GREEN: I have reviewed the options. I think about
this particular gathering, we did not have enough
members to speak with people at various times. I also
think that the explanations of the maps require a guide
through the process. And in looking at the maps with a
guide, alternative three is the only alternative besides
the no build that doesn't impact the historical church
that's here at Our Lady of the Blessed Sacrament
Catholic Church. If that has not been taken into
consideration, it is. I think that when we make
progress, there are people who are affected by change.
However, the change should not come at the cost of the
freedom to worship.

* * * * * * * * * * * * * * * * * * *

Joan L. Carthur
3137 Looney Street
Shreveport, Louisiana 71103

MS. CARTHRUM: The reason we don't want I-49 to come in
here is because this church has been here since 1923,
and all my family have been here. I've been here since
I was a baby, never belonged to another church. And
this is a family church, and we cannot go anyplace else
and build another church. When this church is gone, we
will no longer exist and we'd like to see our church
stand.

* * * * * * * * * * * * * * * * * * *
Carolyn H. Miles
2845 Ashton
Shreveport, Louisiana 71103

MS. MILES: Well, I'm concerned our church mostly, and then I'm concerned about the neighborhood that have been rebuilt by the Fuller Center. We had people coming from all over the different areas to help refurbish these houses over here and if 49 comes through our church, it will destroy this whole entire neighborhood and I don't want that to happen. And that is my concern. And another concern I'm having is that they have four choices over--four alternatives over here, and we are looking at alternative five which is not on there and that alternative five says loop it at no cost and loop it and then have an exchange at North Market. And I would like for that to be put on this here agenda. Instead of one, two, four, it ought to say one through five. Give us a choice of five which says loop it.

* * * * * * * * * * * * * * * * * *

Brian Salvatore
9106 Red Wing Court
Shreveport, Louisiana 71115

MR. SALVATORE: I'm opposed to the construction of this inner city interstate connector. I think it is a mistake to further bisect the west end neighborhoods
from the downtown, and I don't see this interstate as providing any incentive for economic development short of some gas stations and casino development up here. And I would really like to see an investigation put into see who's buying the property, who's--who is telling people that this is going through and that it can't be stopped because these things are just not true. Originally, I--I lived in Detroit. I lived in six other cities in my life and the cities that I prize are the cities that have taken care to maintain their inner cities and to beautify them. And an example that I'd use here would be Savannah, Georgia, where extra effort was done to preserve the inner city and to have community gardens and to revitalize the city through methods other than destroying its geography, its topography with an interstate. The other thing that people need to be concerned about is that the--the type of traffic that's going to go through I-49 is going to be a lot different from the type of traffic that's on I-49 right now. It's going to be heavy diesel traffic, and within the past six months, the World Health Organization has categorized diesel soot as a definite carcinogen, putting in the same category as asbestos and mustard gas. And I don't want to see any more diesel soot rain down on these beautiful historic
neighborhoods. And people who are talking about, "Oh, Allen Avenue, that can become the service drive." These people know nothing about the history of their own city, and I think it's--it's pathetic. This is no more going to revitalize the inner city of Shreveport than you're going to revitalize a chicken by cutting its head off. And I've said that in the past, and I feel more fervently about this than ever, that it is a mistake. There are other pathways that can be used to construct this freeway rather than to go through this district.

* * * * * * * * * * * * * * * *

Felicia Ransom Schneider
1520 Clay Street
Shreveport, Louisiana 71104

MS. SCHNEIDER: I just want to say for the record I'm not sure if NLCOG or whoever is in charge aware of the homeowners that live in this area in Allendale. It may not mean much to them, but some of us, we like our neighborhood. I evacuated in '05 from Hurricane Katrina, and to be honest with you, I do not want to have to relocate again. My children and I worked hard to get where we are. We worked hard building our house, and they don't want to leave. To relocate will affect not only my kids, myself, and other neighbors. And to put it--to build the interstate in another neighborhood,
like they have one, two, three--want you to vote for
one, two, three or four, I don't think that's a good
idea. Why they just can't loop it because it's still
going to affect someone else home, not just mine and not
just everyone in Allendale. It's going to affect
everyone. Either it's going to indirectly or directly
affect them, so they need to take all that into
consideration. I know it may not mean much to them
because they looking at it like it's--you know, they
looking money--money, dollar signs. That's the bottom
line. It's not going to affect--- They don't live over
here, so they don't care. So they need to take into
consideration of other people's feelings, how hard we
worked to become, you know, better homeowners. Thank
you.

* * * * * * * * * * * * * * * * * * *

Celeste Allen
Allendale Community

MS. ALLEN: I live in the Allendale Community. I'm a
resident. I-- Okay. And I am a resident. I've been
here for seven years. I came up from New Orleans. When
Katrina destroyed New Orleans, I migrated up here. I
have seen what happens when you build I-10 east in New
Orleans. I have seen a neighborhood completed
destroyed. They destroyed the Treme neighborhood in New
Orleans by building I-10. All the churches, all the neighborhood stores, the old houses, beautiful palm trees, well, I don't want to see that happen here in Allendale. Why destruct—disrupt, pardon me, and destroy a neighborhood through making extension of 49 when you already have existing 3132. Why tear down beautiful houses that people have built with their hands who have come from such destructive—destruction in New Orleans. Why tear up a neighborhood to build an extension? You can save more money if you would continue 3132 rather than destroy our community, destroy the churches, destroy the houses, people and families being dispersed. If the government or whoever is doing this decides to pay you for your house, you could never buy the type of house that you built with your hands for the money that they're going to give you. It's not worth it. You don't destroy a community to build an extension of I-49. You don't disrupt a neighborhood to build a bridge, especially when you have an existing bridge, that all you have to do is connect it. You will save more money than spend all the money that tear up everybody's lives and homes and communities and churches, to bring it through another route. It doesn't make sense, no sense at all. And I disagree with what they're trying to do. I really do. You do not destroy
a neighborhood to build a bridge. Uh-uh (no). I don't agree with what they're going to do. That's it. That's it in a nutshell.

* * * * * * * * * * * * * * * *

Robert Perry
9255 Small Road
Keithville, Louisiana 71047

MR. PERRY: The thing is, the way this was done, it's not very--most people are not really understanding what's going on. They're walking around asking questions, and they're not--it's not being explained properly because people are saying you've got to do this or you have to do something else. And-- But if I have a choice, I would prefer them to use existing 3132 and to I-220 because it's already built, it only has to be upgraded. It would save the state money, especially since there's a money crisis or a money problem. Or the other alternative would be three. But all-- But I, myself, would prefer them to do something that's beneficial for the community and beneficial for the state as a whole and not just buying a property and letting it sit there and not utilizing it.

COURT REPORTER: You're done?

MR. PERRY: I don't know what else you want. That's--

COURT REPORTER: No. I'm just here to get whatever
you want to-- If there's something you want to
say, if that's it, that's fine. I was just asking
if that was all for my recorder.

MR. PERRY: Oh. Yeah, I guess. I don't--I just-- I
find I'm kind of--I'm trying to figure out what-- Like
I said, the explanation, they're not explaining it
properly because people aren't understanding. Because
they're walking around asking one another, they say,
"Well, I don't understand." And you're talking-- And
especially some of the older people, they don't
understand because this is-- And they're showing them a
map. Can they read a map? And if you can't read the
map, you have to take what this person is telling you
and you don't really understand. There's one guy even
at first, he said, "Well, it won't touch your church."
I said, "I don't understand why three--and the loop
around wouldn't touch your church." The other one, he
was talking about, "That's going to touch the church."
I don't-- And there's new homes back there been put up,
and that's really crazy. Why would you put new homes up
and then tear them down? And really give people money,
yes, but it's not going to be enough to replace the home
because these homes were built with volunteer help which
means the cost of labor was very low. In fact, cost was
practically nonexistent, so-- I guess that's enough
complaining for now.

* * * * * * * * * * * * * * *

Nadalie Bates Thomas

3033 Curtis Lane

Shreveport, Louisiana 71109

MS. THOMAS: I just wanted to voice my opinion

concerning the 49 coming through neighborhoods where

there are communities, especially communities that have

become--starting to revitalize themselves and it's a

family community along with the church community. Even

our church here at Blessed Sacrament, we are a

historically black church and the only black church here

in Shreveport, Louisiana, and we are--we have developed

a relationship with the community and it's--it's--it

would be a shame that everyone would have to start all

over and we would lose the--a sense of community, plus a

sense of history in our church that has been here for

years and years and years. And people who--the people

who have left here always come back, and the people who

are here are family and there is some history in our

church. So it's--it would be--it would be just--just a

shame.

* * * * * * * * * * * * * * *

(PERSON WISHED TO REMAIN ANONYMOUS.)

MALE: Okay. Forms such as this adds to the confusion,
that if they would sit down and explain in detail all of these different alternatives, it would be better for people because some people don't understand the lingo because it may be a little--it may be a different vernacular that they are not used to. And all too often, if you can't explain a thing to a layperson that has no knowledge about what is being presented to them, oftentimes they go away confused. And maybe they should take another approach so that the understanding is better when the people leave a form such as this. And to that end, that would be the improvement that I would say do instead of having it helter-skelter like this with people giving you different opinions on the same thing or answering the questions differently. In other words, you can't get any consistent answer from two people, yet they are representing the same positions. And that's what I have to say. That's it. So other than that, I guess it would be okay, but I just think it needs to be a little more defined than what it is now.

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Joseph A. Levy

3823 Michigan Boulevard
Shreveport, Louisiana 71109

MR. LEVY: My function is, is this is my church, so I figured I needed to come and say things. I do not like
the form of meeting that they have because it seems like it's more like a divide and conquer. And when you divide the people up in different sections as they did tonight, then it doesn't seem like it would have the full effect as it would if they talked to us as a group. Now, I guess the form was already made, how they was going to do it. I'm hoping in the future that the form is different than this, and I hope it's Q and As in it also, because I think they need that also because sometimes the--going from one point to another point seem to be a different view of how things are going to be. Another thing I asked one of the representative was the determining fact, and it's still up to the--I guess the US government, the federal highway, even though I would say seventy-five to eighty, ninety percent of the people would say no, it's still not the determining fact on whether to build a highway through this section or not. And so that was my--my concern. And even though the citizens say no, they still build it.

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Ted Penn
1252 Sprague Street
Shreveport, Louisiana 71101

MR. PENN: I work for Christian Services on Sprague and Lawrence Street and also live there as a supervisor of
our men's transitional home. Christian Services has been in operation for over forty years and at its present location for almost thirty. It was located there because those most in need are there and cannot afford transportation to eat at a soup kitchen elsewhere or pick up available clothing or children's items that would have to be relocated elsewhere. My concern is the people living there, for they are more important than a highway no matter how helpful or good that idea may seem. Reimbursing those would be displaced would not provide them with a decent place of their own and additionally, their history, their heritage and generations of family happen to be there. If I-49 must be built, however, please consider doing so as an elevated highway as the rest of I-49 is through Shreveport so that it wouldn't destroy the properties and the heritage of those who have lived here for so long.

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Pastor Andre McGrath

PASTOR McGRATH: And I've been here for twelve years. This is my home. But this church was built back in 1923 when St. Katharine Drexel, one of our early Catholic saints who started Xavier University in New Orleans worked--established churches throughout this country.
And she was a Philadelphia heiress and she was born in 1855 and died in 1953 and some people in my parish, the old ones, remember when they were little schoolgirls meeting this old sister who was canonized by Pope—about ten years ago. She was canonized a Catholic saint. What she gave her entire life is working in the African-American and the Native American populations. Because what happened, a sad part of American Catholic history, is that officially the African-American Catholic church was ignoring at the end of the 1800s after the Civil War was kind of scared of getting involved because there were many immigrants coming in the country. They were more involved with the Germans, the Italians, the Polish and other people coming from European countries and not paying attention so much to Native Americans or African-Americans. Mother Katharine Drexel very much disagreed with that and she founded the Sisters of the Blessed Sacrament and started Notre Dame University— I mean, started Saint—Xavier University down in New Orleans, the only African-American Catholic university in the country. And she gave ten thousand dollars ($10,000) to the Irish missionaries, the Holy Ghost Fathers, to start what was then called a National Parish for People of Color. And this was established by the Pope back in 1923, and it is a na— still a
national parish. However, nowadays, anyone can join and
be part of this parish or can go to any Catholic church
no matter color you are. There is none-- But we still
have a lot of history that way. And people keep coming
back here because they want to be in touch with their
history. We just did the funeral of L. D. Addison this
past week who was educated here. He was born in 1938
and he just died about a week ago. He was educated
right here in these buildings, educated at Notre Dame
over--high school over on Murphy Street and he gave his
entire career of being an educator here in Louisiana.
And when he passed away, all of his family, former
students here, all gathered around to pay tribute to a
man who was educated here. And this is one of the first
places where education took place. I think something in
the--from the 1920s until the time the sisters left in
the--in the 1990s, I think something like seventy-five
or eighty Roman Catholic sisters mostly of Irish
background of the Holy Ghost--or the Spirit--Holy Spirit
Sisters coming out of San Antonio, Texas, taught here in
this particular school and taught our young people.
This was the beginning of education. So I want to
preserve something that is so much part of our history,
and we were part and parcels of our history and close
communion with Mt. Canaan, the local churches here. I
was just talking to Dr. Aaron Dobynes and--with Evergreen Church--Evergreen Baptist. We all work together because they're all our people, and the people who are their communicants in their church, many of them or their parents or grandparents went to school right here at Blessed Sacrament. So I don't want anyone coming and claiming imminent domain and putting a highway right through something that is so sacred as this particular place. My own background is I've been a teacher most of my forty-five years of being a priest, twelve years being a pastor right here. And most of my time has been in education. And I grew up in a household of teachers and particularly those interested in history. And I'm very interested, it's obvious, in history and the historical people are right here. We see over there a picture of Millard Fuller, and Millard Fuller's last days of his life before he died at the age of about seventy, he spent his time here committing himself to taking adjudicated properties around here that had been abandoned for a long time and building new homes for the homeless who had lost their homes in Katrina. He committed himself to build sixty homes. He said he would like to build six hundred homes, but he committed himself to do sixty. Now the Fuller Center for Housing has completed almost--about fifty of those
homes already after Millard's death. And so we want to
have the people remembering and not coming and tearing
down the new homes of the Fuller Center or tearing down
our property and saying, "Well, you can go build a
church someplace else." Because, of course, we can go
build a church or we can go live someplace else, too,
but the point of the sacredness of this ground purchased
by a canonized saint and with the blood, sweat and tears
of countless people who have gone before me--well, I was
born in 1940. There were people who were pastors here
twenty years before I was born, and I feel that I owe it
to them and owe it to the people who were here from the
very beginning. I think it was just not too long ago
that we had a woman pass away who had been here as a
small girl back in the 1920s when this was just started,
and she could remember the first priest here. And so
that's--that's rather remarkable. But we want to
treasure up that. And so that's why I am in favor of
looping it around our city. I think there's importance
of bringing of I-49 from Arkansas and connecting it up
at North Market Street, let the North Market Street
171--US 171, you let that develop. And then if it goes
on 220 and then to 3132, it'll pass right by where our
airport is and not far from where a lot of shops are and
a lot of businesses are, and it'll loop down to the
south of the city. And the south of the city could use
a little economic upturn, too. I think it's not going
to really harm us in any way and will allow us to
continue to preserve what we have, to treasure up what
we have, to keep the memories alive. Because once we
pull this place down and destroy it, how are we going to
teach our young people coming along where we were
from--where we come from, you know. And I can remember,
not being personal on this, when our school was still
open and right the very week that Mayor Cedric became
our mayor--our mayor, he came and was talking to our
children, reading them a little book about Martin Luther
King. And what Cedric Glover said to my--to the
children there--and he was talking about that--said
about the "I had a dream" speech. And he said something
like, "Well, I wasn't born or--at that time and I was
thinking I was a college student at that time." I'm
thinking, you're still a baby as far as--you know,
you're still young, you know. And there's a new
generation coming up that never knew Martin Luther King,
that never knew that. And I grew up in the fifties and
the sixties, and I know all--and I saw it with my own
eyes, I experienced it. It was going on all around me.
You know, I get vivid memories of that. So-- And I
think that those memories are--then become a part of
history. Anyway, am I talking too long?

COURT REPORTER: No. Are you done?

PASTOR MCGRATH: Yeah, I think so. But that's—that's why I'm in favor of looping it, so that it does not deteriorate or destroy the ecology, the social and historical ecology of our city. And to me, that's what's very important.

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Brian Salvatore (Second Comment)

9106 Red Wing Court
Shreveport, Louisiana 71115

MR. SALVATORE: All right. So I was just talking to Kent with NLCOG about the fact that I don't believe any of the four build options are adequate, nor are they different enough from one another to meet the satisfaction of the people. And as a--sort of a alternative or a compromise between having to loop all the way around the city and completely destroying the inner city, I would say to exit off of I-49, up around where the railroad tracks come down from Cross Lake, on the east end of Cross Lake, and go along those tracks along the east and the northeast side of Cross Lake through where the water filtration plant is. Now, this would require removing the water filtration plant, but as I understand it from everybody I speak to, that water
filtration plant is outdated, inadequate, and is going to have to be moved anyway. So let's just look ahead and let's look at alternatives that are going to be both efficient and ones that are going to be practical and ones that are not going to separate the west end of Shreveport from the downtown and the Ledbetter Heights area. So I wish I could be standing here with a map and drawing with my hands, but Kent knows exactly what I'm say, too, and he said he's going to pass this along and enter it into the public record. And I just wanted to have this documented, that that is indeed being done, because public comments that I've made in the past have been excluded from the public record. That was when I was at meetings where I was in the minority. I was one of two people in the audience that even proposed a no build. Okay. What I saw tonight is completely the opposite. About ninety percent of the people here are really saying that this should not happen along those four alternatives. Thank you.

* * * * * * * * * * * * * * *
STATE OF LOUISIANA
PARISH OF OUACHITA

I, KALISHA S. OLDS, Certified Court Reporter in and for the State of Louisiana, as the officer before whom these comments were taken, as set forth in the foregoing document at Our Lady of the Blessed Sacrament Catholic Church, 1558 Buena Vista Street, Shreveport, Louisiana 71101, on the 11th day of December, 2012; that these comments were reported by me in the electronic/stenomask reporting methods, was prepared and transcribed under my personal direction and supervision, and is a true and correct transcript to the best of my ability and understanding; that I am not related to counsel or to the parties herein nor am I otherwise interested in the outcome of this matter.

This certification is valid only for a transcript accompanied by my original signature and original seal on this page.

Monroe, Louisiana, this 21st day of December, 2012.

KALISHA S. OLDS, CCR

Duke Copeland Court Reporters & Video Conferencing
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COMMUNITY INPUT MEETING COMMENT FORM

I-49 INNER CITY CONNECTOR

STAGE 1 (ROUND 2)

STATE PROJECT NO. H.003915

SHREVEPORT, LOUISIANA

DECEMBER 12, 2012

(DAY 2)

Held At:

Mt. Canaan Baptist Church
1666 Alston Street
Shreveport, Louisiana 71101

Reported By:

KALISHA S. OLDS
CERTIFIED COURT REPORTER
CERTIFICATE NO. 29034
PARISH OF OUACHITA
STATE OF LOUISIANA
Louis Michael Brossett
1524 Clay Street
Shreveport, Louisiana 71101

MR. BROSSETT: I think that the voting cards that the I-49 has given us are misleading. I think that what we really need is for them to put on there what we want, and what we want is for them to take 3132 to 220 and--and that highway is already built. It's not bothering anyone's land. I not only want it not to come over my property or people's property over here, but I want--I don't want it to come over anybody's property. That's been a call on mine since I've heard that this highway was coming through. I'm happy to say that--that we have got a lot response from many of the residents here. We have petitions signed and we are--we're going to fight like a lawyer in court to get this thing done. We do not want I-49 to come over our property. We-- We treasure I-49, but we do not want it coming over our property.

Alvin R. Kirk
3328 Lillian Street
Shreveport, Louisiana 71109

MR. KIRK: Okay. I'm a member of St. Paul United Methodist Church which is located at 1001 Pierre Avenue.
And that's my primary concern here. I am in favor of building the extension I-49, have been for many years. I hoped that we would have service road where businesses can be located and the Allendale lakeside area would profit from the extension of I-49. The only thing that I am concerned about--and I saw something in the paper about a three-mile section of I-49 being elevated is that it not be elevated. With an elevated highway in the wintertime, you have more likelihood of accidents or icing over and the problems that will be caused with the ice and--and the winter conditions. And that's it.

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Michael W. Henderson
6309 Southcrest Drive
Shreveport, Louisiana 71119

MR. HENDERSON: My comment is as follows: Please consider the bigger picture. The future of our city is as stake. If the heart of the city is not functioning properly, the viable construction that is needed will not be able to help our children to grow and would want to remain here. And this is what we call by the same name, the next great city of the south. We should consider that in order to grow, we must allow life to move through it. Build and complete the I-49 ICC. It's a must that we do.
STATE OF LOUISIANA  
PARISH OF OUACHITA  

I, KALISHA S. OLDS, Certified Court Reporter in and for the State of Louisiana, as the officer before whom these comments were taken, as set forth in the foregoing document at Mt. Canaan Baptist Church, 1666 Alston Street, Shreveport, Louisiana 71101, on the 12th day of December, 2012; that these comments were reported by me in the electronic/stenomask reporting methods, was prepared and transcribed under my personal direction and supervision, and is a true and correct transcript to the best of my ability and understanding; that I am not related to counsel or to the parties herein nor am I otherwise interested in the outcome of this matter. 

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Monroe, Louisiana, this 21st day of December, 2012.  

KALISHA S. OLDS, CCR
COMMUNITY INPUT MEETING COMMENT FORM

I-49 INNER CITY CONNECTOR

STAGE 1 (ROUND 2)

STATE PROJECT NO. H.003915

SHREVEPORT, LOUISIANA

DECEMBER 13, 2012

(DAY 3)

Held At:

Shreveport Chamber of Commerce
400 Edwards Street
Shreveport, Louisiana 71101

Reported By:

KALISHA S. OLDS
CERTIFIED COURT REPORTER
CERTIFICATE NO. 29034
PARISH OF OUACHITA
STATE OF LOUISIANA
William Wiener, Jr.
2 Longleaf Lane
Shreveport, Louisiana 71106

MR. WIENER: I am Bill Wiener, Jr. I live at 2 Longleaf Lane, Shreveport 71106. I am seventy-six years old. I was born and raised in Shreveport and I vote here. I've been trained as an architect and urban designer, a city planner. I find what is being presented as the alternatives ill-conceived, offensive, and dangerous. Here's why, bottom line. This will never be built because it has problems of going through a neighborhood, a historic area, wetlands, its social justice problem, and it is super-expensive, over five hundred million dollars. Therefore, it'll never be built, especially as there is a better alternative which is to separate the through traffic, eighteen-wheelers and others, from the local traffic. To do this, using 3132 where it intersects I-49 south of Shreveport will loop to the west of Shreveport and become I-220 which will connect to the north of I-49. The--so-- And the truckers are using it now. I've been out there and watched them. They don't drive to I-49 interchange. They get off at 3132. They don't want to be involved with local traffic. Now, since it will not be built, it is absolutely imperative, bold and underlined, that this be
totally killed and removed from any maps. Because as long as there is a line on a map, the area will be red lined and the homeowners in the area will not be able to get loans to improve their house and the whole area will deteriorate which is not good for Shreveport. Additionally, this ill-conceived concept of the inner city connector has been turned down by both the feds and the states, so why pursue it. Let's just put an end to it right now. Thank you.

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Waltei Douglas Franklin
3627 Martin Luther King Drive
Shreveport, Louisiana 71107

**MR. FRANKLIN:** My name is Waltei Douglas Franklin, property owner on Marin Luther King. And with all this going on, been through, I just want to state how happy I am that the job is getting done. I'm only ninety years old. I've been up there ever since 1933. That's one of the pioneers--and Cooper Road and of its history. But I want to praise all who is doing the job and getting the job done. I'm an old veteran, too. I'm--even though--But I have been--I don't know when or how, but--by that-- And I'm just appreciated it that this much is going on here in the United States of America, Caddo Parish, Shreveport, Louisiana. And I want you to know
I'm just trying to be a Christian and I'm praying for the work, that'll be completed in my day. And I'm only ninety years young, so I appreciate what's being done here. I'm not here to grumble nor to complain, whichever way the cookie fall or crumble. I'm just very-- I'm just very, very, very happy. I'm so glad. I'm so glad. Thank you. Thank you. Thank you for the work that you've done. May God bless you and have a merry Christmas and a happy new year. Over and out.

Thank you.

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William Wiener, Jr. (Second comment)

2 Longleaf Lane

Shreveport, Louisiana 71106

MR. WIENER: This is Bill Wiener, Jr., architect/planner. I have-- I live in Shreveport.

#2 Longleaf Lane, 71106. I'm looking over the handout Inner City Connector which you gave me. It said to send comments, et cetera, to Providence care of I-40 Inner City Connector, 1201 Main Street, Baton Rouge, Louisiana 70802. My e-mail is design, D-E-S-I-G-N, dot Bill, B-I-L-L, at gmail dot com. Please send me all information concerning who these people are, what they do, and a copy of your contract with them. I can't seem to find any information about them. Thank you so much.
Benny Ray Johnson
2713 Montana Street
Shreveport, Louisiana 71107

MR. JOHNSON: My main comment is that I welcome the I-49 project. I welcome that-- You know, I know represent the future, but I stay in a community up there near the project and I hold my community to be just as important as the I-49 project. Matter of fact, we in the--in our community, we look for some revitalization, some rebuilding, and for the I-49 to come through and strip the community and probably give very little to restoring it, I--I don't know. Somehow that disappoints me to a great bit. And also, I'm a homeowner which is a pretty great accomplishment. And so my deal, I really want to build back in the community even though I've been invited to leave the community as many community members have. But since I've been up there, ever since the sixties, I hold that community dear and I don't want this project to put us in a bad position to where we have to forsake our community. And that's--that's pretty much it. I could say more, but I'm going to--I just want to keep it brief.

* * * * * * * * * * * * * * *
Debra Seamster
1417 Madison Avenue
Shreveport, Louisiana 71103

MS. SEAMSTER: Okay. Hi. I'm Debra Seamster, president of the Allendale Lakeside Ledbetter Heights Partnership and an officer with the Booker T. Washington High School PTSA and Alumni Foundation. Also a member of the Citizens Advisory Committee for the I-49 Inner City Connector. I just want to give my statement of opinion regarding the inner city connector. As I have stated in several meetings, that I am not for and our group is not for--and most of the residents and property owners, businesses that I've talked with are not for the I-40 inner city connector coming through our neighborhood. However, in lieu of that and the fact that whether we are or not for it--or not, that it may still happen, then we--my opinion is that alternative four is the better alternative. I think it will have the least impact on the neighborhood. We're hoping that that would be something with raise and at grade type style of build and that we will have input in what will happen as far as the landscaping and all of that surrounding the interstate. And again, just want to say that we're not for it. We do not believe that it will bring the economic growth and development that we're trying to
move forward with our neighborhood. We have several housing projects planned for—to break ground next year, and we're trying to rebuild our neighborhood. And we just don't think that that's going to make it better. Debra Seamster, president Allendale Lakeside Ledbetter Heights Partnership.
STATE OF LOUISIANA
PARISH OF OUACHITA

I, KALISHA S. OLDS, Certified Court Reporter in and for the State of Louisiana, as the officer before whom these comments were taken, as set forth in the foregoing document at Shreveport Chamber of Commerce, 400 Edwards Street, Shreveport, Louisiana 71101, on the 13th day of December, 2012; that these comments were reported by me in the electronic/stenomask reporting methods, was prepared and transcribed under my personal direction and supervision, and is a true and correct transcript to the best of my ability and understanding; that I am not related to counsel or to the parties herein nor am I otherwise interested in the outcome of this matter.

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Monroe, Louisiana, this 21st day of December, 2012.

[Signature]

KALISHA S. OLDS, CCR
APPENDIX F

SIGN-IN SHEETS
OUR LADY OF THE BLESSED SACRAMENT CATHOLIC CHURCH
TUESDAY, DECEMBER 11, 2012
6:00 PM – 8:00 PM
<table>
<thead>
<tr>
<th>NAME</th>
<th>AFFILIATION</th>
<th>EMAIL OR PHONE</th>
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<tbody>
<tr>
<td>Joycelyn Barkley-Hahn</td>
<td>DOTD-HQ</td>
<td><a href="mailto:joycelyn.barkley@la.gov">joycelyn.barkley@la.gov</a></td>
</tr>
<tr>
<td>Stephen Wallace</td>
<td>Stantec</td>
<td><a href="mailto:Stephen.Wallace@stantec.com">Stephen.Wallace@stantec.com</a></td>
</tr>
<tr>
<td>Lucas Mayes</td>
<td>LA DOTD</td>
<td><a href="mailto:lucas.mayes@la.gov">lucas.mayes@la.gov</a></td>
</tr>
<tr>
<td>Rhonda Bedgood</td>
<td>DOTD</td>
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<tr>
<td>Lismarey Camblin</td>
<td>FHWA</td>
<td><a href="mailto:Lismarey.Camblin@dot.gov">Lismarey.Camblin@dot.gov</a></td>
</tr>
<tr>
<td>Michael Cain Jr</td>
<td>FHWA</td>
<td><a href="mailto:Michael.Cain@dot.gov">Michael.Cain@dot.gov</a></td>
</tr>
<tr>
<td>Charles Harkless</td>
<td>FHWA</td>
<td><a href="mailto:Charles.Harkless@dot.gov">Charles.Harkless@dot.gov</a></td>
</tr>
<tr>
<td>James Taylor</td>
<td>Franklin Assoc</td>
<td>225-768-9060</td>
</tr>
<tr>
<td>Kerry Oriol</td>
<td>Providence</td>
<td><a href="mailto:Kerry.Oriol@providence.org">Kerry.Oriol@providence.org</a></td>
</tr>
<tr>
<td>Kyla Hall</td>
<td>Franklin</td>
<td><a href="mailto:Kyla@franklinassoc.net">Kyla@franklinassoc.net</a></td>
</tr>
<tr>
<td>Perry Franklin</td>
<td>Franklin</td>
<td><a href="mailto:Perry@franklinassoc.net">Perry@franklinassoc.net</a></td>
</tr>
<tr>
<td>R. Adam Davis</td>
<td>Providence</td>
<td><a href="mailto:adam.davis@providence.org">adam.davis@providence.org</a></td>
</tr>
<tr>
<td>Maurice Herrera</td>
<td>Providence</td>
<td><a href="mailto:mauricio.herrera@providence.org">mauricio.herrera@providence.org</a></td>
</tr>
<tr>
<td>Chuck Deo</td>
<td>T.Y. Lin Int'l</td>
<td><a href="mailto:chuck.deo@tylin.com">chuck.deo@tylin.com</a></td>
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<tr>
<td>Justin Schenck</td>
<td>Providence</td>
<td><a href="mailto:justin.schenck@providence.com">justin.schenck@providence.com</a></td>
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<tr>
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<tr>
<td>Michael Barrett</td>
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<td><a href="mailto:timford77@comcast.net">timford77@comcast.net</a></td>
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<tr>
<td>Tim Ford</td>
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<td>John Pursy</td>
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<td>Margie Darby</td>
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<td><a href="mailto:jdarpym@aol.com">jdarpym@aol.com</a></td>
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<tr>
<td>Bobby Joe Cooper</td>
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<tr>
<td>Celeste Allen</td>
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<tr>
<td>Reggie Chadfield</td>
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<tr>
<td>Lloyd A Stevenson</td>
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<td>Ramona Green</td>
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<td><a href="mailto:rdgreen831@yahoo.com">rdgreen831@yahoo.com</a></td>
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<tr>
<td>Darnia V Weber</td>
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<td>Phoenda Williams</td>
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<td>Augustine A Smith</td>
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<tr>
<td>Josie Harris</td>
<td>Our Property</td>
<td><a href="mailto:Jhamishp17@att.com">Jhamishp17@att.com</a></td>
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<tr>
<td>Mary M. Johnson</td>
<td>Church</td>
<td>635 9088</td>
</tr>
<tr>
<td>Brenda Giles</td>
<td>Property Owner</td>
<td><a href="mailto:brenda.giles53@gmail.com">brenda.giles53@gmail.com</a></td>
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<tr>
<td>Alicia Camara</td>
<td>Property Owner/Bus.</td>
<td><a href="mailto:njericamara@yahoo.com">njericamara@yahoo.com</a></td>
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<tr>
<td>Debra Wright</td>
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<td>(318) 848-5905</td>
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<tr>
<td>Charles Hartless</td>
<td>EHWA</td>
<td><a href="mailto:charles.hartless@dot.gov">charles.hartless@dot.gov</a></td>
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<td>Odom Lennie</td>
<td></td>
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<tr>
<td>Redcoo Heirington</td>
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<td>227-8174</td>
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<tr>
<td>Travis Bogan</td>
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<td><a href="mailto:TravisB@eSyRousauth.com">TravisB@eSyRousauth.com</a></td>
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<tr>
<td>Judy Madison</td>
<td>Real River Bank/HACS</td>
<td><a href="mailto:jmalsiger@realriverbank.net">jmalsiger@realriverbank.net</a></td>
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<tr>
<td>Elliott Jones</td>
<td>Church</td>
<td><a href="mailto:ejones20@yahoo.com">ejones20@yahoo.com</a></td>
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<td>Robert Perry</td>
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<tr>
<td>Lucas Mayes</td>
<td>LA DTTD</td>
<td><a href="mailto:Lucas.mayes@la.gov">Lucas.mayes@la.gov</a></td>
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<td>Queen Robinson</td>
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<tr>
<td>Dorothy Wiley</td>
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<tr>
<td>Don D. Otis</td>
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<td>Brenda Collins</td>
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<td><a href="mailto:issac8883@gmail.com">issac8883@gmail.com</a></td>
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<tr>
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<tr>
<td>Jon M. Thomas</td>
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<td>Toni Anguiano</td>
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<tr>
<td>Pat S. Bores</td>
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<tr>
<td>Tyrone Nash</td>
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<td>Renee Mahoney Nocks</td>
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<td><a href="mailto:renee@fullercenterwalc.org">renee@fullercenterwalc.org</a></td>
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<tr>
<td>Joseph A. Levy</td>
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<tr>
<td>Yvonne S. Hebert</td>
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<tr>
<td>Martin Carter</td>
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<tr>
<td>J. H. Hebert</td>
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<tr>
<td>Tommie Taylor</td>
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<td>Donna Powell</td>
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<tr>
<td>Mark Metes</td>
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<tr>
<td>David Butler</td>
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<tr>
<td>Ted Penn</td>
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<td><a href="mailto:Jugglingted@ymail.com">Jugglingted@ymail.com</a></td>
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<tr>
<td>Andre' Williams</td>
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<tr>
<td>Bill Wiener</td>
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<tr>
<td>Michael Ilaro</td>
<td>OLS</td>
<td>BISHOPS@<a href="mailto:OFFICE@DIOSHPT.ORG">OFFICE@DIOSHPT.ORG</a></td>
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<td><a href="mailto:fegell158@hotmail.com">fegell158@hotmail.com</a></td>
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<tr>
<td>Ruth W. Bryant</td>
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<td>Robert W. Handy</td>
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<tr>
<td>Robert V. Jackson</td>
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<tr>
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<tr>
<td>Isaac toe Jefferson</td>
<td>MCR</td>
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<tr>
<td>Nathalie Thomas</td>
<td>DLBS Church</td>
<td>vere O 624 <a href="mailto:500@yahoo.com">500@yahoo.com</a></td>
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## SIGN-IN SHEET

**COMMUNITY INPUT MEETING**  
I-49 INNER CITY CONNECTOR  
STAGE 1 (ROUND 2)  
STATE PROJECT NO. H.003915  
SHREVEPORT, LA  
Tuesday, December 11, 2012 - Our Lady of the Blessed Sacrament Catholic Church

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<tr>
<td>Elliott Hicks</td>
<td>2046 tulip</td>
<td>221-7569</td>
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<tr>
<td>whistle picker</td>
<td>Shreveport</td>
<td>ULESHA PARKS AOL - SOM</td>
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<tr>
<td>Vernon L. Henderson</td>
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</tr>
<tr>
<td>Francis McGee</td>
<td>Fairfield</td>
<td>318-861-0925</td>
</tr>
<tr>
<td>Louis Bressette</td>
<td>1524 Clay St.</td>
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</tr>
<tr>
<td>isd</td>
<td></td>
<td>ghamilbrown@com</td>
</tr>
<tr>
<td>Fr. Andrew McGath, TOR</td>
<td>8CBS</td>
<td><a href="mailto:ajmcgrathem@yaniu.com">ajmcgrathem@yaniu.com</a></td>
</tr>
<tr>
<td>Eleanor Barnes</td>
<td>0213 15</td>
<td></td>
</tr>
<tr>
<td>Janet Castagne</td>
<td>331 800 Ave</td>
<td></td>
</tr>
<tr>
<td>Mark J. Cantrell</td>
<td>321 Alle 84 e</td>
<td><a href="mailto:MCastanet1@yahoo.com">MCastanet1@yahoo.com</a></td>
</tr>
<tr>
<td>Marshall Neh</td>
<td>804 Allen</td>
<td><a href="mailto:Mnelson@susla.edu">Mnelson@susla.edu</a></td>
</tr>
<tr>
<td>Irving Barnett</td>
<td>383 Katherine St</td>
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<tr>
<td>Eric Howell</td>
<td>1314 Holiday P</td>
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<tr>
<td>E J. Holt</td>
<td>Community Baptist Church, 1515 Milam St, Shreveport</td>
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<tr>
<td>James Holt</td>
<td>Affordable Housing, 419 Holcomb, Shreveport</td>
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<tr>
<td>Jane Holt</td>
<td>Queens BC, 303 Holcomb, <a href="mailto:hhh@hhhh.com">hhh@hhhh.com</a></td>
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<tr>
<td>Patricia McPherson</td>
<td>OX BC, 3438 Belleair, 71109, (504-0997)</td>
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<tr>
<td>Aaron K. Dohyne</td>
<td>Evangeline BC, <a href="mailto:aaron.dohyne@yahoo.com">aaron.dohyne@yahoo.com</a></td>
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<tr>
<td>Chandra Fick</td>
<td>ATC Center</td>
<td><a href="mailto:dfick@shreveport.com">dfick@shreveport.com</a></td>
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<tr>
<td>Carrie Hunley</td>
<td>ATTCS</td>
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<tr>
<td>Ann McClain</td>
<td>Little Union</td>
<td>773-3554 (314)</td>
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<td>Elnor C. Giles</td>
<td>Parent's Agency</td>
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<td>David R. Allen</td>
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<tr>
<td>Clara Dugas</td>
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<td>Joseph Jones</td>
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<tr>
<td>Janette M. Smith</td>
<td>Allendale/Lakeview</td>
<td>(318) 220-0480 (I attended)</td>
</tr>
<tr>
<td>Henri Bradford</td>
<td>W7+ Associates</td>
<td><a href="mailto:Henri_b@w7associate.com">Henri_b@w7associate.com</a></td>
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MOUNT CANAAN BAPTIST CHURCH
WEDNESDAY, DECEMBER 12, 2012
11:00 AM – 1:00 PM
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<td>Kyla Hall</td>
<td>Franklin</td>
<td><a href="mailto:kyla@franklinassoc.net">kyla@franklinassoc.net</a></td>
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<td>James Taylor</td>
<td>Franklin</td>
<td><a href="mailto:james@franklinassoc.net">james@franklinassoc.net</a></td>
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<td>Rob Williams</td>
<td>Providence</td>
<td><a href="mailto:robert.williams@providenceeng.com">robert.williams@providenceeng.com</a></td>
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<td>R Adam Davis</td>
<td>Providence</td>
<td><a href="mailto:radam.davis@providenceeng.com">radam.davis@providenceeng.com</a></td>
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<tr>
<td>Joey LeFante</td>
<td>Stantec</td>
<td><a href="mailto:joey.lefante@stantec.com">joey.lefante@stantec.com</a></td>
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<td><a href="mailto:kerryohl@providenceeng.com">kerryohl@providenceeng.com</a></td>
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<td>Chuck Deeb</td>
<td>T.Y. Liu International</td>
<td><a href="mailto:chuck.deeb@tylin.com">chuck.deeb@tylin.com</a></td>
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<tr>
<td>Justin Schneidt</td>
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<td><a href="mailto:justin.schneidt@providenceeng.com">justin.schneidt@providenceeng.com</a></td>
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<td>Rhonda Bedgood</td>
<td>DOTD</td>
<td><a href="mailto:rhonda.bedgood@la.gov">rhonda.bedgood@la.gov</a></td>
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<tr>
<td>Dinah Davis</td>
<td>DOTD</td>
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<tr>
<td>Lucas Mayes</td>
<td>DOTD</td>
<td><a href="mailto:lucas.mayes@la.gov">lucas.mayes@la.gov</a></td>
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<td>Monica Herrera</td>
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<td>Franklin</td>
<td><a href="mailto:perry@franklinassoc.net">perry@franklinassoc.net</a></td>
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<tr>
<td>Charles Hartless</td>
<td>FHWA</td>
<td><a href="mailto:charles.hartless@dot.gov">charles.hartless@dot.gov</a></td>
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## Community Input Meeting
I-49 Inner City Connector
Stage 1 (Round 2)
State Project No. H.003915
Shreveport, LA
Wednesday, December 12, 2012 - Mt. Canaan Baptist Church

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<tr>
<th>Name</th>
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<tr>
<td>El H. R. Peterson</td>
<td></td>
<td>1105 amelia</td>
</tr>
<tr>
<td>Helen Long</td>
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<td>Pearline Frazer</td>
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<tr>
<td>Steffen Jones</td>
<td></td>
<td><a href="mailto:Steffen.jones@ymail.com">Steffen.jones@ymail.com</a></td>
</tr>
<tr>
<td>Sandy Reynolds</td>
<td></td>
<td>318. 319. 846.6</td>
</tr>
<tr>
<td>John Hamilton</td>
<td></td>
<td><a href="mailto:JHAM143@AOL.COM">JHAM143@AOL.COM</a></td>
</tr>
<tr>
<td>Lindy Hamilton</td>
<td></td>
<td>hamilton. lindy@ yahoo.com</td>
</tr>
<tr>
<td>Jim Ford</td>
<td></td>
<td>Jim Ford <a href="mailto:T@comcast.net">T@comcast.net</a></td>
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<tr>
<td>Oscar C. Hamilton, Jr.</td>
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<tr>
<td>Stills Joyce</td>
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<td>Peggy R. Legge</td>
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<td>Mamie Robinson</td>
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<td>318- 226-1015 or 318- 473-7805</td>
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<tr>
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<td></td>
<td><a href="mailto:tonyarnold@att.net">tonyarnold@att.net</a></td>
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<td>gibson.r.wal.com 318- 222-0124</td>
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<td>Japhle Mason</td>
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<td>David Robertson</td>
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<td><a href="mailto:peace.de@legis.la.gov">peace.de@legis.la.gov</a></td>
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<td>Marie Stills</td>
<td></td>
<td><a href="mailto:MARIEMUSS@G.com">MARIEMUSS@G.com</a></td>
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<td>Leonard Jones, Sr.</td>
<td>OLBS</td>
<td>5306 Kennedy Dr., City 71109</td>
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<td>Raymond E. Green</td>
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<td>C. Johnson</td>
<td>Triumph the Church</td>
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<td>Jecoria Hardy</td>
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<tr>
<td>-Ray Travers</td>
<td>MT-Canaan</td>
<td><a href="mailto:Karlum@bellsouth.net">Karlum@bellsouth.net</a></td>
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<tr>
<td>Vernell Stevenson</td>
<td>Avenue AC</td>
<td><a href="mailto:stevens-Avenue@comcast.net">stevens-Avenue@comcast.net</a></td>
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<tr>
<td>Linda Wright</td>
<td>1724 Patzman St</td>
<td>414-3339</td>
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<td>Mary Ann Lynch</td>
<td>1701 Clay St</td>
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### Community Input Meeting

**I-49 Inner City Connector**  
Stage 1 (Round 2)  
State Project No. H.003915  
Shreveport, LA  
**Wednesday, December 12, 2012 - Mt. Canaan Baptist Church**

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<td>Elwin Penryne</td>
<td>Church</td>
<td>[email protected]</td>
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<tr>
<td>Alvin R. Kirk</td>
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<td><a href="mailto:captarkirk@bellsouth.net">captarkirk@bellsouth.net</a></td>
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<tr>
<td>Hollis Aubrey Jr</td>
<td>St. Jonah BC</td>
<td>324 Allen Ave</td>
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<td>Rev. Empee Minis</td>
<td>St. Jude BC</td>
<td>635-8543</td>
</tr>
<tr>
<td>Aronne George, Jr.</td>
<td>Mt. Canaan</td>
<td><a href="mailto:armgeer@aol.com">armgeer@aol.com</a></td>
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<tr>
<td>Bishop R. Moore</td>
<td>Sunrise BC</td>
<td>Rickey Sr Le @ Yahoo. com</td>
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<tr>
<td>Johnny Williamson</td>
<td>Pierre Ave. Neigh A</td>
<td><a href="mailto:Torre@bellsouth.net">Torre@bellsouth.net</a></td>
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<tr>
<td>Dorothy D. Moore</td>
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<td>V. Adams</td>
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<td>Leonard Moran</td>
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<td>(318) 518-1742</td>
</tr>
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<td>Guy Hamilton</td>
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<tr>
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<tr>
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<td><a href="mailto:7UHTY12@aol.com">7UHTY12@aol.com</a></td>
</tr>
<tr>
<td>Gail A. Pearson</td>
<td>Caddo Parish Slt.</td>
<td><a href="mailto:Capturer@bendogfootballscotl.com">Capturer@bendogfootballscotl.com</a></td>
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<td>Robert Handy</td>
<td>M'Carren B.C.</td>
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<tr>
<td>City Councilwoman Rose Wilson</td>
<td>Sport City Council</td>
<td>Mcclure Dist #4</td>
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**Please Print**

Sign-In Sheet

COMMUNITY INPUT MEETING
I-49 INNER CITY CONNECTOR
STAGE 1 (ROUND 2)
STATE PROJECT NO. H.003915
SHREVEPORT, LA
Wednesday, December 12, 2012 - Mt. Canaan Baptist Church
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<td>Travis Bogan</td>
<td>HACS</td>
<td><a href="mailto:travisb@shreveport.auth.com">travisb@shreveport.auth.com</a></td>
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<tr>
<td>James E Smith, Jr.</td>
<td></td>
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<tr>
<td>Renee Mahoney Hocks</td>
<td>Citizen</td>
<td><a href="mailto:renee@fulleredgewesl.org">renee@fulleredgewesl.org</a></td>
</tr>
<tr>
<td>Larry Burley Hopkins</td>
<td>Home Owner</td>
<td><a href="mailto:larryhopkins21@yahoo.com">larryhopkins21@yahoo.com</a></td>
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<td>Elder Mary Irby</td>
<td>Triumph the Church</td>
<td>318-635-8124</td>
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<td>Peter Metoyer, Jr</td>
<td>Blessed Sacrament</td>
<td>318-861-4409</td>
</tr>
<tr>
<td>Michael Henderson</td>
<td>M4 Entertainment Inc</td>
<td>318-946-3039 <a href="mailto:mchenderson36@gmail.com">mchenderson36@gmail.com</a></td>
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<td>Obis Church</td>
<td><a href="mailto:chletho@yahoo.com">chletho@yahoo.com</a></td>
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<td><a href="mailto:penny@franklinassoc.net">penny@franklinassoc.net</a></td>
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<td>Kerry Chul</td>
<td>Providence</td>
<td><a href="mailto:kerry.chul@providenceeng.com">kerry.chul@providenceeng.com</a></td>
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<td>R. Adam Davis</td>
<td>Providence</td>
<td><a href="mailto:adam.davis@providenceeng.com">adam.davis@providenceeng.com</a></td>
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<td>Justin Schexneider</td>
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<td>NLCOG</td>
<td><a href="mailto:kent.rogers@nlco.org">kent.rogers@nlco.org</a></td>
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<td>Jack Fuller</td>
<td>LADOTD</td>
<td><a href="mailto:jack.fuller@lado.org">jack.fuller@lado.org</a></td>
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<tr>
<td>Daniel Coker</td>
<td>DoTD</td>
<td><a href="mailto:daniel.coker@lado.gov">daniel.coker@lado.gov</a></td>
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<tr>
<td>Chris Petro</td>
<td>NLCOG</td>
<td><a href="mailto:chris.petro@nlco.org">chris.petro@nlco.org</a></td>
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<tr>
<td>Rita Barnett</td>
<td>NLCOG</td>
<td><a href="mailto:rita.barnette@nlco.org">rita.barnette@nlco.org</a></td>
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<td>dir@<a href="mailto:there@att.net">there@att.net</a></td>
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<td><a href="mailto:calvin@calvinlester.com">calvin@calvinlester.com</a></td>
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<td>Paul Williams</td>
<td>Chamber</td>
<td><a href="mailto:paulwilliams@shreveportchamber.org">paulwilliams@shreveportchamber.org</a></td>
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<td>Linda Frazier</td>
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<td><a href="mailto:fxseiner@bellsouth.net">fxseiner@bellsouth.net</a></td>
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<tr>
<td>Felicia Schneider</td>
<td>Home Owner</td>
<td><a href="mailto:jschneider935@yahoo.com">jschneider935@yahoo.com</a></td>
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<tr>
<td>Travis Bogan</td>
<td>HACS</td>
<td><a href="mailto:travis@shreveportchamber.com">travis@shreveportchamber.com</a></td>
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<td>Javis Jacobs</td>
<td></td>
<td><a href="mailto:javis.2702@gmail.com">javis.2702@gmail.com</a></td>
</tr>
<tr>
<td>Larry Hopkins</td>
<td>Kern Owner</td>
<td><a href="mailto:larryhopkins7@yahoo.com">larryhopkins7@yahoo.com</a></td>
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Thursday, December 13, 2012 - Shreveport Chamber of Commerce

COMMUNITY INPUT MEETING
I-49 INNER CITY CONNECTOR
STAGE 1 (ROUND 2)
STATE PROJECT NO. H.003915
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<td><a href="mailto:Altag@comcast.net">Altag@comcast.net</a> 867-2770</td>
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<td>Nancy Cook</td>
<td>NBC 6 NEWS</td>
<td><a href="mailto:ncook@ktnhnews.com">ncook@ktnhnews.com</a></td>
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<td>Cynthia Keith</td>
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<td><a href="mailto:synthie.Keith@bellsouth.net">synthie.Keith@bellsouth.net</a></td>
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<tr>
<td>Rod L. Beas</td>
<td>KTBS 3 News</td>
<td><a href="mailto:rwb@ktbs3.net">rwb@ktbs3.net</a></td>
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<td>Andrew Zachary</td>
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<td>Chloe Duplessis</td>
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<td>Syria</td>
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<td>Alphonse Rich</td>
<td>NAMM</td>
<td><a href="mailto:northmktg@email.yahoo.com">northmktg@email.yahoo.com</a></td>
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<td>Sarah Juvencio</td>
<td>Mount Cameroon</td>
<td>ts@<a href="mailto:cameron@live.com">cameron@live.com</a></td>
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<tr>
<td>Danny Brown</td>
<td>Community</td>
<td>(318) 344-1918</td>
</tr>
<tr>
<td>Joe Menard</td>
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<td>(318) 462-4080</td>
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*Please* **PRINT**

Shreveport Chamber of Commerce

Thursday, December 13, 2012 - Shreveport Chamber of Commerce
APPENDIX G

MEETING PHOTOGRAPHS
Meeting #1 - Tuesday, December 11, 2012 at 6:00 PM
Our Lady of the Blessed Sacrament Catholic Church
Community Input Meetings (Round 2) Event Summary

Appendix G
Meeting #2 – Wednesday, December 12, 2012 at 11:00 AM
Mount Canaan Baptist Church
Community Input Meetings (Round 2) Event Summary
Appendix G
Meeting #3 – Thursday, December 13, 2012 at 12:00 PM
Greater Shreveport Chamber of Commerce